



City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director

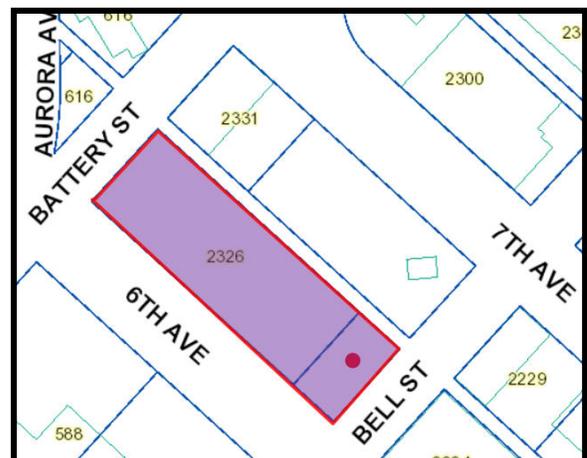
DESIGN
REVIEW

RECOMMENDATION MEETING OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number:	3020315
Address:	2300 6 th Ave
Applicant:	Matt Rowe, VIA Architects for HB Management
Date of Meeting:	Tuesday, April 19, 2016
Board Members Present:	Christopher Bell (Substitute) Grace Leong Anjali Grant (Acting Chair) Gundula Proksch
Board Members Absent:	Murphy McCullough Alan McWain
DPD Staff Present:	Beth Hartwick, Senior Land Use Planner

SITE & VICINITY

- Site Zone:** DMC 240/290-400
- Nearby Zones:** (North) SM 240/125-400
(South) DMC 340/290-400.
(East) DMC 340/290-400
(West) DMR/C 240/125
- Lot Area:** 38,880 Sq. Ft.
- Current Development:** A two-story commercial building constructed in 1950.
- Access:** The site has access from 6th Ave, Bell St, Battery St, and an improved alley.
- Environmentally Critical Areas:** None



Surrounding Development and Neighborhood Character: The nearby blocks and neighborhood is experiencing rapid transition from a low density under-used area of surface parking, smaller scale retail structures and former hotels to high-rise residential and office towers.

Across the alley from the site is a single-story structure housing an auto service use and surface parking. Proposed development of the site is in MUP review under #3019371 for a mixed use project with two residential towers and office and residential use in the podium. Across 6th Ave a full block, mixed use development with two 40-story residential towers is nearing completion. Across Battery St is a surface parking lot that is part of the Pink Elephant car wash and across Bell St. is a parking garage and a 12-story office building constructed in 1968.

New high rise office development has been recently completed and is under construction a few blocks to the south, with additional office development permitted. The block between Bell and Blanchard Streets and 7th and 8th Avenues is currently under MUP review for office development. Other nearby project in MUP review are a data center on the corner of 6th Ave and Bell St. and a mixed use project at Denny Way and Wall St.

The site is served by multiple bus lines along Battery and Bell Streets, 7th Ave, Dexter Ave and Denny Way. Nearby 7th Avenue is a primary bike corridor, with a planned cycle track connecting to Dexter Ave N. Bike traffic crisscrosses the neighborhood on multiple streets, including Bell and Blanchard Streets.

Recreational opportunities and green space are available with Denny Park to the north, Bell Street Park toward the waterfront and the proposed park at Westlake and 8th Ave.

PROJECT DESCRIPTION

At the time of the Recommendation Meeting the proposal was for a mixed use development in the Denny Triangle Urban Center Village, of two 41-story residential towers and a 6-story podium with 1016 units, and approx. 25,000 sq. ft. of retail space on the first two levels. Parking will be provided below grade for approx. 627 parking spaces.

INITIAL EARLY DESIGN GUIDANCE June 23, 2015
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The packet includes materials presented at the meeting, and is available online by entering the project number (3020315) at this website:
<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

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

DESIGN DEVELOPMENT

This project is on the same block as project #3019371 at 2301 7th Ave, which held its EDG meeting back on April 7, 2015 and has submitted MUP plans for review. Both sites are proposing to build two towers. This creates a unique situation given the Land Use Code requirement that towers be spaced at least 60' from each other in this zone.

Six options were presented. The three Options of Scenario A assumed the property across the alley as it is currently developed with a single story commercial building and surface parking. The three Options of Scenario B assumed that the property across the alley is developed under MUP #3019371 with option A from the EDG packet and presentation shown on April 7, 2015.

In Scenario B, Options B2 and B3 would be requesting a Directors Special Exception to allow two towers on the block to be closer than 60, under code section SMC23.49.058.F.6. This would require a waiver or modification by DPD, however the code makes it clear that this can happen only after the issues raised in the Design Review process have been addressed.

PUBLIC COMMENT

The following public comment was read at the meeting:

- Noted that the massing options on the property across the alley being developed under #3019371 were not represented correctly in the EDG packet.

PRIORITIES & BOARD RECOMMENDATIONS

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

EARLY DESIGN GUIDANCE: June 23, 2015

SCENERIO A Guidance – Options assumed the property across the alley as it is currently developed with a single story commercial building and surface parking.

1. **Tower Massing: The Board questioned how the towers were responding to the Insignia towers across 6th Ave. The Board noted that Option A1 was too massive and blocky.** (A1, A2, B1, B3)
 - a. Noted that option A2 would be stronger if the 'bay' tower was more expressive and the other tower simpler. The Board questioned how the 'bay' tower intersected with the podium. Consider floating the tower over the podium. (B4)
 - b. Consider the towers as two separate buildings; use the programmed uses to distinguish between the two. (B4)
 - c. Provide a shifting or angling of the towers so they are not always at 90 degrees to each other. (B3.2)
 - d. Consider shifting the towers along the street frontage. (B3.2)

- e. Shift the towers within the property to allow for visual relief. (B3.2)
 - f. Pull back the massing on Battery St. as a balance to the shift at Bell. (B3)
 - g. Scenario A should respond to Insignia towers. (A1, A2, B1, B3)
- 2. Podium Massing: The Board expressed that the podium was uninteresting and gave the following guidance: (B4)**
- a. Express the different uses in the massing as a design guide. (B4.2)
 - b. Show a different typology at the podium and tower. (B4.2)
- 3. Street Level Treatment: The Board questioned the large size of the lobby and provided the following guidance:**
- a. Consider the retail entry as a dominate influence on the massing. (B4.2)
 - b. Design the retail space to activate the street. (C1)

SCENERIO B Guidance – Options B assumed that the property across the alley was developed under MUP #3018578 with option A from the projects EDG packet and presentation on April 7, 2015.

- 4. Tower Massing and Tower Separation: The Board was not supportive of the proposed 22' separation between a tower on the site and a proposed tower across the alley. They expressed that the 22' separation was too tight and noted that the Design Guidelines encourage setbacks and solar access. The Board was concerned that having 6 residential towers within 2 blocks will not benefit the public and encouraged the property owners to coordinate with each other. (A1, A2, B1, B3)**
- a. The Board supported the two towers be designed as distinct from each other and not be identical. (B4.1)
 - b. The bay elements on the towers are interesting. (B4)
 - c. As the site is not sloped the Board did not encourage the stepping of the massing as shown in Option 3. (A1.1, B4)
 - d. Pull back the massing on Battery St. as a balance to the shift at Bell. (B4.1)
 - e. Consider the Insignia development. (A1, A2, B1, B3)
- 5. Podium: The Board remarked that the podium read as one large mass and that it lacked a relationship to the tower. The programming of the building should help dictate the design of the podium. (B4)**
- a. Express the lodging use in the massing. (B4.2)
 - b. Shift the massing at the extended stay areas. (B4.2)
- 6. Street Level: The Board questioned the large size of the lobby and gave the following guidance:**
- a. Study the size and placement of the lobby as part of the podium massing. (B4.2)
 - b. Consider the retail entry as an influence on the massing. (B4.2)
 - c. Design the retail spaces to activate the street. (C1)

- d. The Board supported the continuous canopies, and encouraged a gracious welcoming street-facing frontage.(C5)
- e. Treat Battery St. as the quieter street and consider shifting back the massing at Battery St. as a balance to the shifting at the south property line. (B4.1)
- f. Consider a slight shifting of the facades. (B4.1)

For the 2nd EDG

- Present graphics that clearly show the design concepts of the towers, podium and ground level.
- Study the relationship of the two towers on the site and to other towers in the neighboring context.
- Provide a detailed ground floor plan and how it works, including the lobby functions.
- Provide further developed plans.
- Show the proposed canopies.

SECOND EARLY DESIGN GUIDANCE August 18, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number (3020315) at this website:

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

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DESIGN DEVELOPMENT

At the Second EDG the applicant presented three options. The project across the alley at 2301 7th Ave had submitted MUP plans for review and the applicant showed options as if that project would be constructed as shown in the submitted MUP plans. Option 3 would be requesting a Directors Special Exception to allow two towers on the block to be closer than 60 feet.

PUBLIC COMMENT

The following public comment was read at the meeting:

- Stated that the granting of departures should only be to make the project better meet the intent of the design guidelines. The amount of buildable square footage is not a justification for departures.

PRIORITIES & BOARD RECOMMENDATIONS

SECOND EARLY DESIGN GUIDANCE: August 18, 2015

- 1. Tower Massing: The Board supported the preferred Option 3 that will require a Directors Exception. They appreciated that the massing of the two towers is different in contrast to the 'twin' towers across 6th Ave and the proposed development across the alley. The Board noted that the proportions of the towers will allow for a generous streetscape. (A2, B.1) The following guidance was given:**
 - a. The towers should be different but with some similarity; brothers but not twins. (A2)
 - b. The south tower width is acceptable if the thinner depth is maintained. (A2.1, B.4.1)
 - c. The articulation of the tower should provide contrast, as was indicated by the use of light and dark areas shown in the Second EDG packet graphics. (A2.1, B.4.1)
- 2. Podium Massing: The Board stated they were supportive of big massing moves at the podium that will provide more definition. (B4) The following guidance was given:**
 - a. Design the podium with greater definition. (B4)
 - b. Design the first 20' height of the podium with a different articulation. (B4.2, B4.3)
 - c. The design should provide contrast as was indicated by the use of lighter and darker areas shown in the packet graphics. (B4.1)
 - d. Study the proportions of the recess between the massing on the Battery St. facade as shown on page 30 of the packet. (B4.1)
 - e. Provide variety in the design of the street level along 6th Ave. (C1.3, C2.1)
- 3. Streetscape: The Board encouraged the generous amount of retail space but commented that massing breaks were needed. They were also supportive of the south tower entry location on either 6th Ave or Bell St. as long as the lobby width along Bell St is not too large. The Board remarked that the design of the alley facade, especially the corners, needs to be considered. (C1.3, C4.1, C6) The following guidance was given;**
 - a. Provide modulation and variety in the design of the street level along 6th Ave. (B4.2, C1.3, C2.1)
 - b. Design the landscaping and retail access along 6th Ave and Bell St. to complement each other. (D1.1, D1.2)

For the RECOMMENDATION MEETING;

- Provide sections showing the spacing/relationship between this project and the project across the alley.
- Provide a graphic of the alley showing the points of access into this project and the project across the alley.
- Provide the percentage of retail frontage.

RECOMMENDATION MEETING April 19, 2016

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DESIGN DEVELOPMENT

At the Recommendation Meeting the applicant presented a design in response to the guidance given by the Board at the earlier meetings.

This project is on the same block as project #3019371 at 2301 7th Ave, which has completed Design Review and is in the process of getting approval of the MUP plans for a two tower development. The applicant has located the north tower of this proposed development 42'-6" from the north tower of the proposed 7th Ave development across the alley, instead of the required 60' separation distance. The applicant has submitted a request to SDCI for a Directors Special Exception for the reduced tower separation (see below).

PUBLIC COMMENTS

The following public comments were offered at the meeting:

- Stated that the recently build development across 6th Ave provides better public space.
- Noted that the construction of the proposed towers will create an urban canyon and a degraded quality of life.
- Stated the design is beautiful but would like to see only one tower built on the site.
- Concerned about the spacing of the towers.
- Stated that the open space on Bell St. will be used for only one-third of the year.
- Questioned the hours the proposed speakeasy will be open.
- Concerned about the lack of light and problematic access to the garage of the built development across 6th Ave. the development will cause.
- Did not support the granting of the departure of upper level development standards as allowing the longer building would not provide a benefit to the public and would set a negative precedent. The 3,500 sq. ft. of open space to be provided is not an unusual benefit to the community.

- Advised that the “cure is worse than the disease” and would rather see twin sized towers than two towers that are not the same size.
- Supported the uniqueness of the design and the setback and corner activation of Bell St and 6th Ave.
- Stated the reduction of the podium height is not a benefit to the proposed development across the alley.
- Encouraged an additional Recommendation meeting for a design with one tower and a bigger podium.
- Encouraged an additional work model to understand view blockage and to study impacts.
- Supported the street level design.
- Stated that sunlight and air are valuable assets and a 41 story tower will create a wall that will block sunlight. Encouraged the applicant to provide a design that works and doesn’t need departures.
- Stated the design does not provide anything unique and will set a precedent.
- Noted that granting the exception will set a precedent.
- Stated that with both developments the block will be the densest block in the city.
- Stated that access to sunlight is very important.
- Stated support for the proposed density and the lower podium and setbacks at Bell St, but were concerned about the wider tower dimensions as there will be no sightlines. Encouraged slender towers parallel with the development across the alley or one tower to the side. Encouraged consideration to provide low income housing.
- Stated the project is designed to maximize the developer’s financial benefit.

[Staff note: The following comments were made by an attorney representing the proposed 7th Ave development across the alley.]

- Stated why departures are allowed.
- Commented there was no public notice at EDG.
- The requested departure is to increase the buildable area of the tower but the narrowness is required by Code and is not benefitting the design. Granting the departure would increase the bulk. Does not support the departure.

[Staff note: The following comments were made by a member of the development team for the proposed 7th Ave project across the alley from the site. This development team brought scale models of their propose project, the subject site proposed development and the existing development across 6th Ave.]

- Stated the design is beautiful and they respect the applicant architects, however the departures should provide benefit and this would be unbeneficial to their development. Encouraged one tower with a higher podium. Stated that granting the requested departure and the Directors Special Exception would not benefit their project or the City.

[Staff note: The following comment was made by a member of the project’s development team.]

- Stated a single tower in the middle of the site will block views, and noted the development team for the 7th Ave project across the alley could have pushed their development away from the alley property line, but declined to do so.

BACKGROUND INFORMATION: DIRECTORS SPECIAL EXCEPTION

The Land Use Code for this zone and site has a requirement in SMC49.058. F.4 stating that towers above a height of 125 feet must be spaced at least 60' from each other.

The Land Use Code also contains a provision under SMC SMC23.49.058. F.6, where a Directors Special Exception from this tower spacing requirement may be requested to waive or modify this standard. The Code explains that consideration of a Directors Special Exception request shall contemplate

- issues raised in the design review process related to the presence of the additional tower. *Among other criteria, several design-related factors are listed in the Code, such as the:* potential impact of the additional tower on adjacent residential structures, located within the same block and on adjacent blocks, in terms of views, privacy, and shadows; potential public benefits that offset the impact of the reduction in required separation between towers, including the provision of public open space, designated green street or other streetscape improvements;
- potential impact on the public environment, including shadow and view impacts on nearby streets and public open spaces;
- design characteristics of the additional tower in terms of overall bulk and massing, facade treatments and transparency, visual interest, and other features that may offset impacts related to the reduction in required separation between towers.

This project is on the same block as project #3019371 at 2301 7th Ave, which has completed Design Review and is in the process of getting approval of the MUP plans for its two tower development. The applicant has located the north tower of this proposed development to have a 42'-6" separation instead of the required 60' from the north tower of the proposed 7th Ave development across the alley.

The Design Review Board members were advised to provide guidance on the Code criteria summarized above using the appropriate Design guidelines. Some of the criteria are within the Boards purview and some are not. The criteria listed above are within the Boards purview of the Design Guidelines.

PRIORITIES & BOARD RECOMMENDATIONS

RECOMMENDATION MEETING: April 19, 2016

BOARD DELIBERATION

- 1. Tower Design and Separation: The Board supported the design of the towers but expressed concern about the tower spacing with the proposed development across the**

alley and noted that the Code requirement of a 60' separation between towers should be maintained to provide access to light and air. The Board did not support granting the departure for additional tower width along 6th Ave for the south tower noting the larger void between the two towers will create a better urban form. (A1.1, A2, B4.1)

The following recommendations were given as Board recommended conditions:

- a. Wrap the alley facing facades with the lighter cladding material as the darker color gives a backside appearance and emphasizes the narrow space between the proposed buildings. Use the darker color on the interior facades. (B4.3)
 - b. Evolve the design to resolve the intersection of the 'tower' and the first two floors. (B4)
- 2. Podium Design and Massing: The Board clarified that the additional bulk of the proposed development was due to the larger floor plate of the south tower with the requested tower width departure, and the larger floor plate of the north tower with the requested Directors Special Exception. The Board did not feel that the reduction in the podium height shown at this meeting provided a significant impact to reducing the overall bulk proposed on the site. (B4.1)**
- a. The Board noted that the podium could increase in height and help to link the materials of two towers. (B4.1)
 - b. Along the alley, the Board recommended a condition to use a lighter version of masonry to lighten this space. (B4.3)
- 3. Streetscape: The Board agreed that more design clarity was needed on the two lower levels and stated that the design of the corner at Bell St and 6th Ave is the most interesting and successful. The Board was concerned that the curved metal frame element at Blanchard St will look dated. (C2, C4, B4)**
- a. Use the strong design language at the Bell St. and 6th Ave corner to inform the design of the first two floor along 6th Ave and Blanchard St. (B4)
 - b. Remove the curved frame at Blanchard St. as shown on page 29 in the Recommendation packet. (B4)
 - c. Provide more clarity of the uses of the first two floors along the streetscape. (C2, C4)
 - d. Provide insets or subtle changes along the streetscape to provide interest at the street-level. (B3.3, C1.3)
 - e. Evolve the design to resolve the intersection of the 'tower' and the first two floors. (B4)

Board Deliberation on the Directors Special Exception: Tower Separation

The Board indicated that the 60' tower separation is an important part of the Land Use Code meant to provide and protect light and air and the absence or reduction of this minimal amount is problematic for creating a desirable urban design condition. They stressed that even the 60' spacing between towers is minimal and as such, it should be enforced. (A1)

The Board also agreed that the proposed development does not appear to provide a significant public benefit that justifies the requested reduced tower separation. They also noted that the proposed open space is typical and not out of the ordinary for large high rise developments. (A1, D1)

The Board noted that although they recognize the plight of the competing developer groups and they sympathize with this seemingly unfortunate situation, they could not support the reduction of the 60' separation requirement for the reasons stated above. The Board indicated it would be preferable for both projects to set back 30' from the centerline of the alley to achieve this minimum separation, so that the burden does not fall entirely on one property owner with less fortunate timing sequence. (A1.2)

DESIGN REVIEW GUIDELINES

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

SITE PLANNING AND MASSING

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

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

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

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

A2 Enhance the Skyline: Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.

A2.1. Desired Architectural Treatments: Use one or more of the following architectural treatments to accomplish this goal:

- a. sculpt or profile the facades;
- b. specify and compose a palette of materials with distinctive texture, pattern, or color;
- c. provide or enhance a specific architectural rooftop element.

A2.2. Rooftop Mechanical Equipment: In doing so, enclose and integrate any rooftop mechanical equipment into the design of the building as a whole.

ARCHITECTURAL EXPRESSION

B1 Respond to the neighborhood context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B1.1. Adjacent Features and Networks: Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

- a. a surrounding district of distinct and noteworthy character;
- b. an adjacent landmark or noteworthy building;
- c. a major public amenity or institution nearby;
- d. neighboring buildings that have employed distinctive and effective massing compositions;
- e. elements of the pedestrian network nearby, (i.e.: green street, hillclimb, mid-block crossing, through-block passageway); and
- f. direct access to one or more components of the regional transportation system.

B1.2. Land Uses: Also, consider the design implications of the predominant land uses in the area surrounding the site.

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.

B3.3. Pedestrian Amenities at the Ground Level: Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Reinforce the desirable streetscape elements found on adjacent blocks. Consider complementing existing:

- h. public art installations,
- i. street furniture and signage systems,
- j. lighting and landscaping, and
- k. overhead weather protection.

B4 Design a Well-Proportioned & Unified Building: Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B4.1. Massing: When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- a. setbacks, projections, and open space;
- b. relative sizes and shapes of distinct building volumes; and
- c. roof heights and forms.

B4.2. Coherent Interior/Exterior Design: When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- d. facade modulation and articulation;
- e. windows and fenestration patterns;
- f. corner features;
- g. streetscape and open space fixtures;
- h. building and garage entries; and
- i. building base and top.

B4.3. Architectural Details: When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- j. exterior finish materials;
- k. architectural lighting and signage;
- l. grilles, railings, and downspouts;
- m. window and entry trim and moldings;
- n. shadow patterns; and
- o. exterior lighting.

THE STREETScape

C1 Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

C1.1. Street Level Uses: Provide spaces for street level uses that:

- a. reinforce existing retail concentrations;
- b. vary in size, width, and depth;
- c. enhance main pedestrian links between areas; and
- d. establish new pedestrian activity where appropriate to meet area objectives. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

C1.2. Retail Orientation: Where appropriate, consider configuring retail space to attract tenants with products or services that will “spill-out” onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

C1.3. Street-Level Articulation for Pedestrian Activity: Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience via:

- e. open facades (i.e., arcades and shop fronts);

- f. multiple building entries;
- g. windows that encourage pedestrians to look into the building interior;
- h. merchandising display windows;
- i. street front open space that features art work, street furniture, and landscaping;
- j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

C2 Design Facades of Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

C2.1. Modulation of Facades: Consider modulating the building facades and reinforcing this modulation with the composition of:

- a. the fenestration pattern;
- b. exterior finish materials;
- c. other architectural elements;
- d. light fixtures and landscaping elements; and
- e. the roofline.

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

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

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

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

C5 Encourage Overhead Weather Protection: Project applicants are encouraged to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C5.1. Overhead Weather Protection Design Elements: Overhead weather protection should be designed with consideration given to:

- a. the overall architectural concept of the building
- b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
- c. minimizing gaps in coverage;
- d. a drainage strategy that keeps rain water off the street-level facade and sidewalk;
- e. continuity with weather protection provided on nearby buildings;
- f. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
- g. the scale of the space defined by the height and depth of the weather protection;
- h. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
- i. when opaque material is used, the illumination of light-colored undersides to increase security after dark.

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

C6.1. Alley Activation: Consider enlivening and enhancing the alley entrance by:

- a. extending retail space fenestration into the alley one bay;
- b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and
- c. adding effective lighting to enhance visibility and safety.

C6.2. Alley Parking Access: Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider

- d. locating the alley parking garage entry and/ or exit near the entrance to the alley;
- e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and
- f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

PUBLIC AMENITIES

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

D1.1. Pedestrian Enhancements: Where a commercial or mixed-use building is set back from the sidewalk, pedestrian enhancements should be considered in the resulting street frontage. Downtown the primary function of any open space between commercial buildings and the

sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining.

- a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.
- b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.
- c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.
- d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

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

- a. visual and pedestrian access (including barrier- free access) into the site from the public sidewalk;
- b. walking surfaces of attractive pavers;
- c. pedestrian-scaled site lighting;
- d. retail spaces designed for uses that will comfortably “spill out” and enliven the open space;
- e. areas for vendors in commercial areas;
- f. landscaping that enhances the space and architecture;
- g. pedestrian-scaled signage that identifies uses and shops; and
- h. site furniture, art work, or amenities such as fountains, seating, and kiosks. residential open space.

D4 Provide Appropriate Signage: Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

D4.1. Desired Signage Elements: Signage should be designed to:

- a. facilitate rapid orientation
- b. add interest to the street level environment
- c. reduce visual clutter
- d. unify the project as a whole
- e. enhance the appearance and safety of the downtown area.

D4.2. Unified Signage System: If the project is large, consider designing a comprehensive building and tenant signage system using one of the following or similar methods:

- a. signs clustered on kiosks near other street furniture or within sidewalk zone closest to building face;
- b. signs on blades attached to building facade;
- c. signs hanging underneath overhead weather protection.

D4.3. Signage Types: Also consider providing:

- d. building identification signage at two scales: small scale at the sidewalk level for pedestrians, and large scale at the street sign level for drivers;
- e. sculptural features or unique street furniture to complement (or in lieu of) building and tenant signage;
- f. interpretive information about building and construction activities on the fence surrounding the construction site.

D4.4. Discourage Upper-Level Signage: Signs on roofs and the upper floors of buildings intended primarily to be seen by motorists and others from a distance are generally discouraged.

D5 Provide Adequate Lighting: To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D5.1. Lighting Strategies: Consider employing one or more of the following lighting strategies as appropriate.

- a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.
- b. Install lighting in display windows that spills onto and illuminates the sidewalk.
- c. Orient outside lighting to minimize glare within the public right-of-way.

D6 Design for Personal Safety & Security: Design the building and site to promote the feeling of personal safety and security in the immediate area.

D6.1. Safety in Design Features: To help promote safety for the residents, workers, shoppers, and visitors who enter the area:

- a. provide adequate lighting;
- b. retain clear lines of sight into and out of entries and open spaces;
- c. use semi-transparent security screening, rather than opaque walls, where appropriate;
- d. avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;
- e. use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;
- f. use ornamental grille as fencing or over ground-floor windows in some locations;
- g. avoid architectural features that provide hiding places for criminal activity;
- h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;
- i. install clear directional signage;
- j. encourage “eyes on the street” through the placement of windows, balconies, and street-level uses; and
- k. ensure natural surveillance of children’s play areas.

DEVELOPMENT STANDARD DEPARTURES

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

At the time of the Recommendation meeting one departure was requested.

1. **Maximum Tower Width (SMC23.49.058.E.2):** The Code requires, in DMC zones, the maximum facade width for portions of a building above 85 feet along the general north/south axis of a site (parallel to the Avenues) shall be 120 feet or 80 percent of the width of the lot measured on the Avenue, whichever is less. For this site, 120' is the lesser amount. The applicant proposes a maximum facade width along 6th Ave for the south tower of 155'.

The four Board members in attendance did not support the departure request because it does not provide a stronger design that better meets the design guidelines. They agreed that a narrower tower along the street, as represented by a code compliant tower, would provide a design that better responds to this urban context per **A1.1. Response to Context & B3. Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area.**

RECOMMENDATIONS

BOARD DIRECTION

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

1. Wrap the alley facing facades with the lighter cladding material as the darker color gives a backside appearance. Use the darker color on the inside facades.
2. Provide a design that resolves the meeting of the 'tower' and the first two floors.
3. Along the alley, use a lighter version of masonry to lighten this space.
4. Use the strong design language at the Bell St. and 6th Ave corner to inform the design of the first two floors along 6th Ave and Blanchard St. (B4)
5. Remove the curved frame at Blanchard St. as shown on page 29 in the Recommendation packet and use the same design language along the streetscape.
6. Provide more clarity of the uses of the first two floors along the streetscape.

7. Provide insets or subtle changes along the streetscape to provide interest at the street-level.

The Board explained that the response to the recommended conditions may be handled administratively by the Land Use Planner. The Board noted, however, that if during the course of working through these responses, the design has changed significantly, the project could return before the Board at the discretion of the Land Use Planner.