



City of Seattle

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



FINAL EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3020943

Address: 1200 Stewart St

Applicant: Gregory Henriquez, Henriquez Architects

Date of Meeting: Tuesday, November 17, 2015

Board Members Present: Anjali Grant (Acting Chair)
Grace Leong
Alan McWain
Gundula Proksch

Board Members Absent: Murphy McCullough

DPD Staff Present: Beth Hartwick, Senior Land Use Planner

SITE & VICINITY

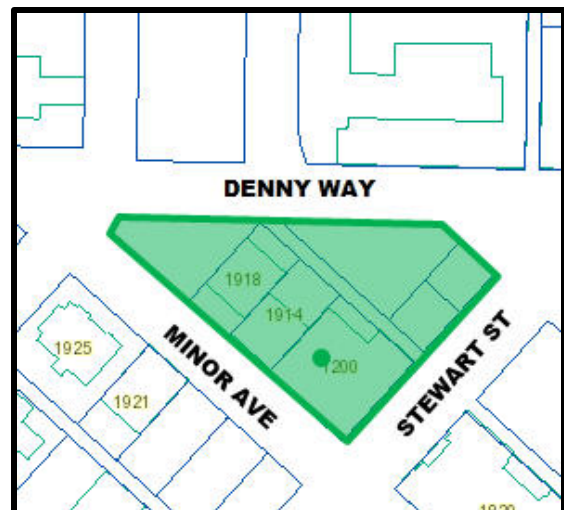
Site Zone: DMC 240/290-400

Nearby Zones: (North) SM-SLU 240/125-400
(South) DMC 240/290-400 & DMC340/290-400
(East) DMC 240/290-400
(West) DMC 240/290-400

Lot Area: 59,700 sq. ft.

Current Development: Three single-story commercial structures built in 1906, 1947, and 1958. The remained of the site is surface parking.

Access: The site has street frontage along Denny Way, Minor Ave and Stewart St. An alley runs from Stewart St and Denny Way. The alley was granted a vacation in 2010 but at this time still functions as an alley.



Environmentally Critical Areas: None

Surrounding Development and Neighborhood Character: The site is located two blocks west of I-5 at the northwest edge of downtown in the Denny Triangle Urban Center Village.

The surrounding blocks have until recently been occupied by smaller structures and surface parking lots. The area is now undergoing rapid development with multiple proposals for residential towers, and hotel and office uses. The site directly to the west has a proposal for a 41 story residential tower under project #3021621 going through EDG. To the southwest a proposal is in MUP review for two 39 story residential tower over an 8- story podium under project #3019625. Directly to the south at the corner of Minor Ave and Stewart St the site has a proposal for a 42 story hotel/residential structure under project #3017171. On that same block building permits have been issued for a 37 story residential/office structure and a 40 story residential tower. Across Denny Way, Seattle City Light will be constructing a substation that will include public amenities due to the alley vacation that was granted.

PROJECT DESCRIPTION:

The proposal is for two, 39-story towers containing 876 residential units above a 2-story podium. The project includes 261,260 sq. ft. of non-residential uses and parking for 791 vehicles located below grade.

PROJECT HISTORY:

A project for this site went through Design Review and MUP (#3007548) review including SEPA review, in 2007 through 2010 with a MUP decision issued in 2010. The project was for the proposed development of two 35 story towers above a 5-story podium with 340 residential units, 229,781 sq. ft. of hotel use, 79,934 sq. ft. of indoor participant sports use, 12,903 sq. ft. of child care center, 28,738 sq. ft. of private club, 26,738 sq. ft. of retail and 5,104 sq. ft. of restaurant use. Parking for 940 vehicles was to be provided below grade.

In 2010 the site received an alley vacation.

It was determined that the new project would be considered a major revision to the approved MUP and go back before the Design Review Board at the EDG phase. The EDG phase, however, will not be considered a regular first EDG as would occur for a brand new typical project. Instead the EDG would be treated more like a Second EDG that is using the EDG (from the previously approved MUP) as the basis to inform the massing moves and is taking the design a bit further in its evolution. The intent behind this approach is twofold:

- 1) To allow the guidance from the previous EDG to move forward, while also allowing the Board to provide new feedback and guidance based on contextual changes that have occurred in the intervening years.
- 2) To keep the public benefits package associated with the approved alley vacation in place/unchanged so that the alley vacation remains intact.

The following section is from the Fifth Early Design Guidance Meeting of the Downtown Design review Board report documenting the April 28, 2009 meeting. The project number at the time was 3007548.

FIFTH EARLY DESIGN GUIDANCE April 28, 2009

The packet includes materials presented at the meeting, and is available online by entering the project number 3007548 at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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

Mailing Public Resource Center

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

Email: PRC@seattle.gov

PUBLIC COMMENTS

No members from the public elected to comment on the proposal.

BOARD DELIBERATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Downtown Board members provided the siting and design guidance described below and identified by letter and number those siting and design guidelines found in the City of Seattle's *"Design Review: Guidelines for Downtown Neighborhood District"* of highest priority to this project.

The Board opened its deliberation with identification of a number of positive design concepts presented during the meeting. The Board applauded the applicant for placing both the parking and the loading/service areas in the below grade garage, opening up the entire corner of Minor and Denny for pedestrian-friendly retail usage at the street level. The Board felt that the podium had been effectively broken down to respond to the context of the neighborhood, and to lessen the "podium effect." In particular, the Board liked the addition of the rooftop restaurant terrace facing west toward the Space Needle. The Board was encouraged with the increased readability of the towers with the introduction of balconies to help differentiate residential from commercial uses on the upper level. Landscaping and Green strategy programs have been well handled, as well. The Board also commented on the fact that the pedestrian experience, in particular the pedestrian experience along Denny, had been vastly improved. Board members liked the three-dimensional aspect of the lobby on Denny—it is large enough to allow light, air, and movement, but still respects the pedestrian scale.

The Board identified several issues for discussion: 1) integration and unification of the towers and the podium and review of rooftop elements; 2) development of architectural characteristics in the context of Seattle and the urban core; and 3) the relationship of pedestrians and vehicles, and light and air in the internal arrival area.

1. **Integration and unification of the towers and podium, and review of rooftop elements.** Overall, the Board felt this had been successfully achieved. Board members commented bringing elements of the tower all the way to the street-level critical to successfully reducing the podium effect. More articulation of the Denny façade was discussed, but Board members generally believed that that façade could be successful in drawing people to the building from the north side of Denny if designed with greater sensitivity. The Board acknowledged that Denny will likely undergo much redevelopment in the future which should be taken into consideration during the next design phase. The application of materials through layering and transparency will be vital in making the unification of the towers achievable. The solution of using similar forms with different materials on the rooftop seemed to be reasonable to the Board. Finally, the Board felt that the applicant had successfully integrated and unified the towers and the rooftop elements, which used similar designs with different material expressions.
2. **Development of architectural characteristics in the context of Seattle and the urban core.** The Board supported the step-down of the podium at the Stewart and Minor corner for the child care play area, which helps bring the podium scale down to the context of existing buildings and zones, and the pedestrian level. The applicant is directed to continue the dialogue between use and the building’s external expression. The Board asked that more glass be allowed for athletic club uses to allow more sunshine and light to enter the climbing wall and basketball court areas. The Board asked that the small square windows above the internal arrival area be strengthened or changed—a more grand announcement of the entries and exits for the internal arrival area should be provided, similar to porticos in Europe that allow for both pedestrian and vehicular use. Careful attention should be given to not celebrate the car, but to not make the entries boring. Archways or other elements should not be “pasted” above entries, but should be integrated into the overall architectural scheme.
3. **The relationship of pedestrians and vehicles, light and air in the internal arrival area.** The Board asked that it be shown in more detail what the interior of the internal arrive area looks and feels like. Pedestrians and vehicles should be able to commingle, and the space should provide light, air, and a pleasant, relaxed place to drop off residents and guests.

Early Design Guidance: On April 28, 2009, the Downtown Design Review Board, met for the fifth time to provide additional guidance statements on this project. The plain text below is from the previous three Early Guidance meetings while the text in italics is from the November 25, 2008 meeting. The non-italicized text below is the downtown guidelines, and the guidance given in the previous four meetings. The italicized text is from the April 28, 2009 meeting.

A Site Planning

A-1 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 beyond the immediate context of the building site.

- Pay particular attention to the zoned height limit and datum line of 125 feet (SM-125) across Denny Way.
- Site should be treated as a gateway to downtown and design with this in mind.
- Apex of triangles should be more reflective of this unique location – additional study is warranted.
- Greater attention should be directed towards demonstrating sustainability commitment, taking greater advantage of natural light, etc. (Provide images to illustrate components)

A-2 Enhance the Skyline

Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

- Careful attention should be directed to the roof line.
- Sculpting the upper levels need not be symmetrical, but need to have a dialogue with each other - Several options should be developed.
- Explore roof tops options that play off each other, expressing a different vocabulary.
- *Develop and refine relationship roof top and green roof elements to the building's architectural expression.*

B.Architectural Expression: Relating to the Neighborhood Context

B-1 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.

- Be sensitive neighboring iconic buildings including the REI building.
- Take advantage of the opportunity to design an attractive building that responds to the transit system in a neighborhood that is in transition.
- Provide perspectives from Capitol Hill

B-2 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.

- The two towers and their relationship to the podium and street are key design considerations moving forward to reflect sensitivity to the 125 foot zoned height limit across Denny.
- Where feasible let tower come down to street-level.

B-3 Reinforce the Positive Urban Form and 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.

- *Seek greater sensitivity to structures to the north.*

B-4 *Design a Well-Proportioned & Unified Building*

Compose the massing and organize the publicly accessible 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.

- Symmetrically designed towers may not be the best solution. Seek to create greater dynamism between the towers.
- The 85 foot tall podium seems imposing and lacks humanscale for pedestrians, which will need to be resolved in the next design iteration.
- *Have fenestration relate to internal programs.*

C. The Streetscape: Creating the Pedestrian Environment

C-1 *Promote Pedestrian Interaction*

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

- Focused attention needs to be directed along all street frontages, with special attention around the porte-cochere as it relates to the pedestrian experience. More large-scale detail is warranted to convey the pedestrian experience.
- Adding pedestrian seating in the recessed areas would be an added benefit, be mindful of scale and introduction of quality materials.
- *The pedestrian experience should be developed with thoughtfulness. The eddy at the parking entrance should be examined. Outdoor café seating is encouraged for the restaurant at the corner of Stewart and Minor, and rollup windows or operable windows are encouraged to provide air and activation at this corner.*

C-2 *Design facades of many Scales*

Buildings should not have large blank walls facing the street, especially near sidewalks.

- Design should focus on the human scale by delineating a hierarchy of entries that are readable from different perspectives.

C-3 *Provide active, Not Blank, Facades*

Buildings should not have large blank walls facing the street, especially near sidewalks.

C-4 *Reinforce Building Entries*

To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.

- Open up Denny frontage to engage pedestrians within the right-of-way.
- *Entryways should be celebrated; more development of building entries should be provided for the recommendation meeting.*

C-5 *Encourage Overhead Weather protection*

Encourage project applicants to provide continuous, well lit overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

- Thoughtful development is warranted to enhance street-level experience, contributing to readability.
- *The Board agreed with the amount of weather protection provided by the applicant, as some breaks in the canopy help break up the podium.*

C-6 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.

No specific guidance provided. The project has petitioned the City for vacation of the alley on the site; consideration of this petition is advancing.

D. Public Amenities: Enhancing the Streetscape & Open Space

D-1 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.

- Additional refinement surrounding the porte-cochere is warranted to visually open the pedestrian experience both from within the site and from the right-of-way.

D-2 Enhance the Building with Landscaping

Enhance the Building and site with substantial landscaping, which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant materials.

- Landscaping should be employed to mitigate traffic impacts from the busy streets. Pedestrians should be invited into protected spaces where possible.

D-3 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.

- Podium level should seek to enhance the site’s identity defined by the two towers.
- Day lighting the porte-cochere should be considered
- Take advantage of the site’s irregular shape, triangles help to define space.
- *The proposal had moved positively in the right direction continue along this line.*

E. Vehicular Access & Parking: Minimizing the Adverse Impacts

E-1 Minimize curb cut impacts

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

- *The number of curb cuts has been reduced from four to three, a positive advancement.*

E-2 Integrate Parking Facilities

Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

- Minor Avenue access to parking and service areas will need careful attention to safeguard pedestrian security.
- Revisiting the stone wall around the service area is warranted, the pedestrian experience should be a major consideration in its design.

E-3 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.

- The proposed alley-like passageway should open up to the sky.

Summary: At the conclusion of the meeting held on April, 28, 2009, the Board agreed that the proposal could move forward to MUP application. The Board wants the design to engage the streetscape wherever possible and scale the design to integrate itself into area at a site with four street frontages; Denny Way, Yale Avenue, Stewart Street, and Minor Avenue.

FINAL EARLY DESIGN GUIDANCE November 17, 2015

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DESIGN DEVELOPMENT

The applicant presented one option for the new proposed development for two, 39-story towers containing 876 residential units above a 2-story podium. The project includes 261,260 sq. ft. of non-residential uses and parking for 791 vehicles located below grade.

The applicant's lawyer stated that the project will provide the public benefits that were determined as part of the alley vacation in 2010.

PUBLIC COMMENT

The following public comments were offered at the meeting:

- Expressed admiration for the work of the architects.
- Encouraged the applicant to design the galleria to feel public, inviting, provide intrigue.
- Supported the organic forms, and encouraged the project to be creative with texture and materials. Consider including student art.
- Encouraged the ally vacation process to be reopened as the project is a major change from the approved hotel and port cochere, to a residential tower with an interior galleria.
- Concerned that very little open space is being provided for the size of the project as there is no real plaza proposed. Stated that the project needs to provide something for the neighborhood.
- Encouraged open space be provided at the corners of Minor Ave and Denny Way and Minor Ave and Stewart St.
- Concerned the galleria will be a dark space.
- Supports the galleria as it could be a theatrical space, but noted that the type of retail provided will define it. Encouraged the applicant to provide an art gallery.

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.

FINAL EARLY DESIGN GUIDANCE: November 17, 2015

- 1. Massing and Towers: The Board supported the undulating balconies and was pleased that the tower forms were sculpted and non-rectilinear. However, they noted that the horizontal curved balconies and vertical skin articulation of the 'core' were competing design elements and observed that the towers were too small for the two different tower elements to work successfully. The Board gave guidance to unify the design, remarking that the design as shown on the left graphic on page 61 of the EDG packet showed an articulated, well unified design. (A2.1, B4)**
 - a. Design the towers with a unified articulation. (B4)
 - b. Study how the fluid shape of the balconies will terminate at the 'core'. (B4.2 & 3)
 - c. Consider extending the undulating form around the tower with balconies, the exterior skin or a secondary element plants can grow from. (B4) [Staff note: The architect stated that they can't provide any more balconies due to energy code requirements.]
 - d. Consider the use of light colored glass or horizontal elements as a way to merge the undulating and rectilinear planes of the tower. (B4.2 & 3)
- 2. Podium and Galleria: The Board stated that the lower podium was an improvement from the previous design. The Board did express that the pairing of the curved 'flat iron' at the podium and the curved tower above, at the intersection of Denny Way and Minor Ave, did not make a strong design statement. (B4.1 & 2) The following guidance was given:**

- a. Design the podium 'flatiron' at Denny Way and Minor Ave. with greater contrasts to the tower above to provide a powerful corner design. (B4.1 & 2)
- b. Provide a porous edge between the commercial space and circulation space at the galleria. (B4.2, D1)
- c. Relocate the south tower residential entry and lobby and provide commercial space along the galleria. (C1.1.& 2)
- d. Provide more developed retail concepts. Explore a 'market type' or porous edge at the galleria. (B4.2)

3. Streetscape and Open Space: The Board expressed support for the evolution of the design, noting it was a much stronger scheme than the previous project, especially with the changes made on the ground floor, the added retail space and removal of the port cochere. The Board gave guidance to incorporate aspects to the previous design, which included more generous public space, and provide more area for spill out along the street edges. (C1, D1)

- a. Provide a more porous street edge with space for spill out of retail uses. (C1.2)
- b. Encouraged locating retail at the galleria corner and relocating the south tower residential entry. (B4.2)
- c. Provide a more generous outside public zone. (C1, D1)
- d. Study the use of the triangular island in the ROW to the east of the site and develop a design that integrates with the project. (D1.1 & 2)
- e. Provide detailing of the proposed landscaping, public art and finishes in the ROW. (D1.2)

At the Recommendation Meeting the applicant is to provide the following:

- Provide sections of how the retail space works, make it porous and provide more developed retail concepts.
- Provide detailing of the proposed landscaping, public art and finishes in the ROW.
- Provide sections through the galleria.
- Provide sections through the streetscape.

DESIGN REVIEW GUIDELINES

The 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

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.

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.

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

D3 Provide Elements That Define the Place: Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

D3.1. Public Space Features and Amenities: Incorporate one or more of the following an appropriate:

- a. public art;
- b. street furniture, such as seating, newspaper boxes, and information kiosks;
- c. distinctive landscaping, such as specimen trees and water features;
- d. retail kiosks;

- e. public restroom facilities with directional signs in a location easily accessible to all; and
- f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

D3.2. Intersection Focus: Enliven intersections by treating the corner of the building or sidewalk with public art and other elements that promote interaction (entry, tree, seating, etc.) and reinforce the distinctive character of the surrounding area.

VEHICULAR ACCESS AND PARKING

E1 Minimize Curb Cut Impacts: Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E1.1. Vehicle Access Considerations: Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians.

- a. minimize the number of curb cuts and locate them away from street intersections;
- b. minimize the width of the curb cut, driveway, and garage opening;
- c. provide specialty paving where the driveway crosses the sidewalk;
- d. share the driveway with an adjacent property owner;
- e. locate the driveway to be visually less dominant;
- f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color
- g. provide sufficient queueing space on site.

E1.2. Vehicle Access Location: Where possible, consider locating the driveway and garage entrance to take advantage of topography in a manner that does not reduce pedestrian safety nor place the pedestrian entrance in a subordinate role.

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 Initial Final Design Guidance the following departures were requested:

1. **Overhead Weather Protection (SMC23.49.018):** The Code requires continuous overhead weather protection along the entire street frontage except for certain situations listed in the Code. The applicant proposed canopy coverage that is continuous except for a limited area next to the vehicle parking entry and the galleria entry off of Stewart St.

The Board indicated that they prefer continuous canopy coverage and given the Board guidance the street edge design will most likely change.

2. **Facade Setback Limits (SMC23.049.056.B.2.b):** The Code requires that on streets not requiring property line facades, that the maximum area of all setbacks between the street lot line and facade along each street frontage of a lot shall not exceed the area derived by multiplying the averaging factor by the width of the street frontage of the structure along that street. The averaging factor is five on Class I street. Along Stewart St. the applicant is proposing a setback area that is greater than the allowed setback area.

The Board indicated that they will be inclined to grant this departure if public amenity space is provided.

3. **SMC23.49.058.E.2.a Maximum tower width** The Code requires in DMC zones, that 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. The applicant is proposing a tower width of approx. 122'-6" along Minor Ave.

The Board indicated that they may be inclined to grant this departure if the tower design is resolved.

4. **SMC23.54.030.E.4 Parking Aisle Standards** The Code requires that parking aisle slopes shall not exceed 17 percent, provided that the Director may permit a greater slope if the criteria in subsections 23.54.030.D.3.a, 23.54.030.D.3.b, and 23.54.030.D.3.c are met. The applicant is requesting a 20% slope.

The Board indicated that they are inclined to grant this departure. [Staff note: As the code states, this is a Type 1 decision granted by the director.]

The applicant also requested two departures from Solid Waste Storage standards which they indicated they would be inclined to grant. These standards are not departable. The applicant may contact SPU (Seattle Public Utilities) who may grant waivers from the standards.

BOARD DIRECTION

At the conclusion of the Early Design Guidance meeting, the Board directed the applicant to proceed with MUP application.