City of Seattle

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

DESIGN REVIEW

FIRST EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

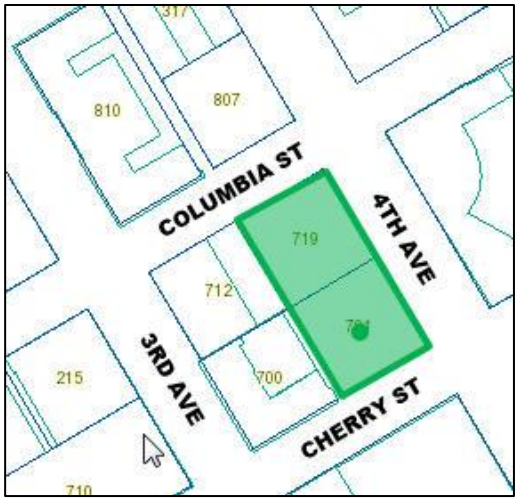
Project Number:	3020955
Address:	701 4th Avenue
Applicant:	LMN Architects, for Crescent Heights
Date of Meeting:	Tuesday, November 17, 2015
Board Members Present:	Anjali Grant (Acting Chair) Grace Leong Alan McWain Gundula Proksch
Board Members Absent:	Murphy McCullough
DPD Staff Present:	Garry Papers, RA, MArch, Senior Land Use Planner

SITE & VICINITY

Site Zone: DOC1 U/450/U
Downtown Office Core 1

Nearby Zones: (North) DOC1 U/450/U
(South) DMC 340/290-400
(East) DOC1 U/450/U
(West) DOC1 U/450/U

Lot Area: 28,560 sf



Current Development:
The south half of the half-block site is a surface parking lot. The north half is occupied by a 4 story structure that is predominantly used for parking.

Surrounding Development and Neighborhood Character:
The 9-story, City Landmark Arctic Club building is adjacent to the southwest on the same block, as well as the 23 story Pacific Building office structure adjacent to the northwest. The 76 story Columbia Center tower is located across the street to the east. A 3-story parking structure and the 9-story Central Building office (City Landmark) are located across Columbia Street to the north. The block to the south is currently vacant but has an approved MUP for the Civic Square project, a 43-story office/residential tower plus a plaza and retail on the south portion of the block. The site is at the heart of the highest density office core in downtown Seattle.

Access:
Pedestrian access is from the sidewalks on the three surrounding streets of 4th Avenue, Columbia Street, and Cherry Street. There is no usable alley so vehicles would access from one or more of the same three streets, per Code and policy guidance.

Environmentally Critical Areas: None

PROJECT DESCRIPTION

The preferred option proposes an 18 story podium with ground and level 2 retail, 4 levels of above grade parking (approximately 200 spaces), 6 stories of office (about 150,000 sf), and 6 stories of hotel (about 200 rooms), with a 60-80 story residential and amenity tower above. Parking for about 500 more cars is in 8 below grade levels, and all loading and parking is accessed off the side streets at mid-block.

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The packet includes materials presented at the meeting, and is available online by entering the project number at this website:
http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

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

Email: PRC@seattle.gov

PUBLIC COMMENT

- Supported the mixed use program as it will energize a district that is lacking street activity after work hours, and reduce single use commuting. (several concurred)
- Supported the 'vertical neighborhoods concept' which will create safer, livelier streets.
- Stated that the proposed lighter colors will contrast with adjacent towers that are a 'dark heart', and that the commercial core needs a lighter, more diverse fabric.
- Suggested the tower top have carefully designed lighting to create a highly visible 'glow'. (several concurred)
- Supported the broken and sculptural tower forms, as a welcome contrast to the 'extruded boxes' that characterize much of downtown.
- Supported the blurred and blended ground floor uses, and suggested that generous outdoor seating be added along the 4th Avenue sidewalk. (several concurred)
- Supported the skewed sidewalk platforms and landscape design along 4th Avenue.
- Opposed to the above grade-parking, as it requires another sidewalk apron and pedestrian conflict, and creates in-active podium facades.
- Not impressed with another flat top tower and suggested a tapering form.
- Concerned about how all the uses and population surges from the elevators will interact with the street and sidewalk capacities.
- Supported the tower location and the twisted tower orientation, and the push/pull modulations on the tower shaft.
- Supported the slender aspect ratio of the tower, and how it contrasts with bulkier towers and the Columbia Center.
- Argued that the most important design test should be how the tower looks and contributes to the downtown skyline, from multiple viewpoints.
- Stated that having a public amenity/destination at the top is crucial for urban design and equity.

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 (the Board) provided the following siting and design guidance. [Downtown Guideline citations]

All page references are to the EDG booklet dated 11/17/15.

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1. **General:**
    a. **'Vertical Neighborhoods'**: The Board strongly supported the mixed use program as proposed, as it will energize the office-dominant district after work hours and better activate the street level commercial and sidewalks. The Board strongly endorsed the applicant concept of vertical neighborhoods, both in terms of internal programming and exterior expression. This concept should inform all design development decisions for the approximately 1.4 million square feet going forward, including program mix,

locations, circulation and materiality. The proposal should be designed to allow residents, hotel guests and workers to be able to find many or most daily needs on-site, without excess driving or trips.

The Board recommended the exploration of the following on-site daily uses, throughout the building section (not just lower floors): grocery, clinics, daycare, pharmacy, art studios, education, cultural, health/spas, media lounges, outdoor amenities, and the typical cafes, shops and services. [B1-2; C1; A1.2] Related to guideline A1.2, the urban form goals of current planning efforts includes Comprehensive Plan Downtown Goal DT-LUP4, "DOC1, Bullet 3: Accommodate other uses, including housing, retail, hotels and cultural and entertainment facilities, that complement the primary office function, while adding diversity and activity beyond the working day."

b. **Public Access and Sectional Interest**: The Board strongly supported the blended concept for the ground level commercial uses and lobbies, and the spatial interlock with the associated mezzanine (pg 59/lower-middle). The Board encouraged extending that concept up through the podium to strategic locations where the general public and tenants can mix – to continue the applicant's analogy, village plazas and courtyards. The multiple roof decks on podium levels and the 4 amenity levels spaced within the tower should not be 100% exclusive to a particular population.

Atriums, open stairs and escalators should be explored to extend the blended lower two floors, up through the podium, and to diffuse the surge loads on the elevator banks. The multi-floor open atria and spatial richness of the City Centre podium was later mentioned as a precedent. Interior and covered amenity spaces will be important for users in winter. The Board stated this building will become a functional and visual landmark in the downtown Core. [D1; D3]

c. **Tower Placement:** The Board unanimously agreed the tower should be located on the south portion of the half-block, and supported the twisted tower footprint, but reserved judgement on the degree of fracturing as shown on pg 53 (although slender vertical proportions for the tower were endorsed). The Board strongly supported the spacing from other towers as shown on pages 33, 41, 43 and 58, and the less-bunched downtown skyline that creates; additional viewpoints are recommended and the skyline composition should be a test for all subsequent tower design and material decisions. [A2; B3]

2. Ground Floor & Streetscape:

a. **Mid-Block Drive/Walk Pass-Through**: The Board supported the only vehicle curb cuts being located at the mid-blocks on the side streets, but was not enthusiastic about a second curb cut on Columbia Street to serve the above grade parking (see pg 71 and comments under 3a below). Assuming a one way flow for vehicles from Columbia to Cherry, the Board agreed this vehicle/pedestrian drop-off zone should

be developed with a street level experience: a generous flow-through pedestrian walk with full pedestrian and bicycle accommodations and quality materials, lighting and features.

The Board characterized this as a "new model" of how to better design these zones which are usually relegated to unpainted, below grade garages (the below-grade parking drop-off and pedestrian access off 6th at Pacific Place was later mentioned as a more positive precedent). The exterior portals of this pass-through should be appropriately designed and welcoming to pedestrians. Detailed plans, elevations and full material specifications should be provided at subsequent meetings. [C1; C4; E1.1.a; E2.2; D6]

b. **Sidewalk to Building Transition & Hardscape**: The Board strongly supported the commercial and lobby floors stepping with the 4th Avenue slope, and the skewed hardscape design shown on pg 71, but recommended lowering the southeast corner platform 1-2 ft more than shown so there is a less intimidating stair up from the sidewalk corner at Cherry & 4th. [C1; D3]

c. **Lower Elevations on Sloping Side Streets:** The Board strongly supported the seating blocks and exterior stair on Cherry Street (pg 79) which helps animate that street-level façade. The Board agreed the rest of that 'plinth' and the wall on Columbia should first be activated with small commercial uses, articulated materials and seating, with only small portions of green wall to assist with necessary transitions. The Board did not accept the tall, half-block, inactive green walls of other nearby projects offered as positive precedents. [C1; C3; D3]

3. Podium:

a. **Above Grade Parking**: Given this site location one block from a high-capacity LRT station (pg 16) in the heart of the regional transit network, the Board unanimously recommended eliminating or drastically reducing all above-grade parking. As shown, it creates too much inactive facade close to the street (levels 3-6 of entire podium; pg 59), and the extra ramp off Columbia interrupts pedestrians, reduces active frontage, and compromises the retail functions/depth on the ground floor and mezzanine (pg 71).

The Board recommended automated parking be explored to maximize efficiencies on the below grade levels, and free up 3-6 above grade floor plates for human uses such as listed under 1a. If any parking remains above grade after using these strategies, then the Board recommended all parking be eliminated on street facing edges of the podium, especially not along the critical 4th Avenue frontage. Also see comments under Departure #3. [B3; E2]

b. **Massing and Modulations:** The Board strongly supported the setback of the hotel volume to create a good scale along 4th and Columbia (see pg 53 & 68/left). While supporting some balconies as shown on pg 73, the Board agreed that the south

elevation of the podium requires more study, to be more compatible with the adjacent Arctic building (pg 69/left), and not top-heavy at the office floors.

The Board supported the podiums that expressed vertical reveals/overlap in massing (pg 87/ A & C), rather than the version that has uniform floor plates stacked horizontally (pg 87/ B). The Board supported exploring concepts which carry the tower form to grade, suitably near the southeast corner, as a means to anchor the very tall form (also see comments under 5b. [B4;C2]

c. **Podium in Context:** The Board appreciated the studies on pg 68/69 which showed the lower level volumes integrated into existing context, but requested additional street-level views be generated, and these studies should include accurate material and color renderings of the proposal in the future, as this is the most reliable method for evaluating materiality, depth, massing and modulations in the large podium. [B1; B3]

4. Tower Massing & Top:

a. **Mid- Tower Articulation:** The Board supported the basic concept of breaking the upper tower into multi-floor groupings with large, legible 'sky gardens' or inset floors; the Board agreed these should be more than one level to be legible from distance (pg 61). The Board was less certain about the number and degree of horizontal breaks and modulations, as it relates to the compositional balance between 'patchwork' and 'uniformity'; also see comments under 5b. [B4; C2]

b. **Tower Top Uses:** Consistent with the vertical neighborhoods concept (1a), the Board supported a special destination, preferably public, be integrated into the tower top, or a portion of the top. There are many possibilities besides a generic 'observation deck' or rooftop restaurant, and the Board requested a serious exploration of possible uses that would properly culminate the 'village' and provide an extension of the public realm for the building and city. A 6-level museum and public view lobby/gallery at the top of the Tokyo Roppongi Hills Mori Tower was cited, as an example of tower top destination. [A1.2; A2]

c. **Tower Top Form**: The Board supported a basically flat top tower, but agreed the materials should intentionally feather or transition to the sky, and a careful lighting design should create a subtle beacon. The parapets might step consistent with distinct program elements (see 4b) and/or the volumes below (see 5a), rather than be one rectangle with four sides of equal height. [A2]

5. Materiality & Character:

a. **Preliminary Materiality and Modulations**: The Board appreciated the 3 alternative concept renderings of materials and composition (pg 87). As preliminary studies, the Board agreed concept C was overly fragmented or 'patchwork' , and concept B was overly insistent about stacked volumes, with no vertical integration. Concept A was

promising as it broke the podium into quarter block volumes that relate to the context, and the vertical reveals stitch the podium to tower and break the tower into slender proportions. The Board supported exploring actual reductions in the floorplates of the upper massing modules, but agreed the manner that materials transition to the sky (evident in concept A) could achieve a satisfactory 'visual tapering' of the upper tower; and how the tower top is articulated (see 4b/c) will greatly inform this transition. [B2; B4]

b. **Tower Anchoring & Expression:** The Board supported the clear expression of vertical elements or neighborhoods, but agreed the entire tower needs a strong unifying design element to balance the multiple and staggered elements. Referring to rendering scheme A, that unifier might be a consistent expression of the deeply recessed reveals as a 'core' that carries to grade. The Board reiterated the tower should not be a monolithic color, or a repetitive-floors extrusion like so many of the existing and future towers in the proximity. [B1; B4]

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.

B2 Create a Transition in Bulk and Scale: Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.

B2.1. Analyzing Height, Bulk, and Scale: Factors to consider in analyzing potential height, bulk, and scale impacts include:

a. topographic relationships;
b. distance from a less intensive zone edge;
c. differences in development standards between abutting zones (allowable building height, width, lot coverage, etc.);
d. effect of site size and shape;
e. height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs back lot line to side lot line); and
f. type and amount of separation between lots in the different zones (e.g. , separation by only a property line, by an alley or street, or by other physical features such as grade changes); g. street grid or platting orientations.

B2.2. Compatibility with Nearby Buildings: In some cases, careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height, bulk, and scale impacts. Some techniques for achieving compatibility are as follows:

h. use of architectural style, details (such as roof lines, beltcourses, cornices, or fenestration), color, or materials that derive from the less intensive zone.
i. architectural massing of building components; and
j. responding to topographic conditions in ways that minimize impacts on neighboring development, such as by stepping a project down the hillside.

B2.3. Reduction of Bulk: In some cases, reductions in the actual bulk and scale of the proposed structure may be necessary in order to mitigate adverse impacts and achieve an acceptable level of compatibility. Some techniques which can be used in these cases include:

k. articulating the building's facades vertically or horizontally in intervals that reflect to existing structures or platting pattern;
l. increasing building setbacks from the zone edge at ground level;
m. reducing the bulk of the building's upper floors; and
n. limiting the length of, or otherwise modifying, facades.

B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area.: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B3.1. Building Orientation: In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections considerations.

B3.2. Features to Complement: Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings. Consider complementing the existing:

a. massing and setbacks,
b. scale and proportions,
c. expressed structural bays and modulations,
d. fenestration patterns and detailing,
e. exterior finish materials and detailing,
f. architectural styles, and

g. roof forms.

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

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

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.

C3 Provide Active — Not Blank — Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

C3.1. Desirable Facade Elements: Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenants;

b. visibility into building interiors;
c. limited lengths of blank walls;
d. a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall's blank surface;
e. high quality public art in the form of a mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
f. small setbacks, indentations, or other architectural means of breaking up the wall surface;
g. different textures, colors, or materials that break up the wall's surface.
h. special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest;
i. seating ledges or perches (especially on sunny facades and near bus stops);
j. merchandising display windows or regularly changing public information display cases.

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.

PUBLIC AMENITIES

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

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

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

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

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

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

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

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

b. walking surfaces of attractive pavers;

c. pedestrian-scaled site lighting;

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

e. areas for vendors in commercial areas;

f. landscaping that enhances the space and architecture;

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

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

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

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

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

k. decks, balconies and upper level terraces;

l. play areas for children;

m. individual gardens; and

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

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 a 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.

E2 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.

E2.1. Parking Structures: Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:

a. Incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures. A depth of only 10 feet along the front of the building is sufficient to provide space for newsstands, ticket booths, flower shops, and other viable uses.
b. Use the site topography to help reduce the visibility of the parking facility.
c. Set the parking facility back from the sidewalk and install dense landscaping.
d. Incorporate any of the blank wall treatments listed in Guideline C-3.
e. Visually integrate the parking structure with building volumes above, below, and adjacent.
f. Incorporate artwork into the facades.
g. Provide a frieze, cornice, canopy, overhang, trellis or other device at the top of the parking level.
h. Use a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter.

E2.2. Parking Structure Entrances: Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the street-scape, location, and design emphasis. Consider one or more of the following design strategies:

i. Enhance the pedestrian entry to reduce the relative importance of the garage entry.
j. Recess the garage entry portion of the facade or extend portions of the structure over the garage entry to help conceal it.
k. Emphasize other facade elements to reduce the visual prominence of the garage entry.
l. Use landscaping or artwork to soften the appearance of the garage entry from the street.
m. Locate the garage entry where the topography of the site can help conceal it.

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 **First** Early Design Guidance meeting the following departures were requested:

1. **Overhead Weather Protection (SMC 23.49.018):** The Code requires continuous weather protection along all street frontages at a height between 10 – 15 ft above the sidewalk. The design shown at the First EDG meeting proposes a height along sloping 4th Avenue between 15 and 24 ft height, and no weather protection along Cherry Street.

   The Board was receptive to an increased canopy height along 4th, as long as the façade is recessed back from the sidewalk to create a protection ratio equal to the 8x 15 ft ratio typically required. The Board indicated no support for deleting protection along Cherry.

2. **Upper Level Façade Modulation (SMC 23.49.058.C):** The Code requires modulation (15 ft minimum deep x 60 ft minimum length) above a height of 85ft, along the 4th Avenue façade, to create maximum façade lengths of 155 ft between 85 and 160 ft height, and 125 ft long between 161 and 240 ft heights. No modulation is required for portions of a structure located 15 ft or more from the street property line. The applicant proposes a variable modulation along 4th, that averages 15 ft depth along the street length; between 85 and 150 ft height, the modulation is tapered at the southeast corner; above 150 ft there is a consistent 15 ft setback except for a tapered portion at the mid-block.

   The Board indicated receptivity to the general approach above 150 ft, but less receptivity below that height in the parking podium, and required complete diagrams with dimensions and areas, and comparative street-level perspectives.

3. **Podium Parking Screening (SMC 23.49.019.B.3):** The Code requires any parking above the third story to be separated along all street lot lines by another use for 30% minimum of its linear street frontage, and if a corner site, those other uses must occupy the corner. The applicant proposes all 4 levels of above grade parking, levels 3-6, to have another use at the two corners, and the linear frontage of each street would be about 15% on Cherry and Columbia, and about 8% of 4th.

   The Board was not supportive of any above-grade parking, and was skeptical these small portions of active use would even be visible in the larger walls of podium proposed.

BOARD DIRECTION

At the conclusion of the First Early Design Guidance meeting, the Board recommended the project return for another meeting, with robust responses to the guidance provided above, and including all the specific studies, viewpoints and clarifications described in order for the Board to conduct a complete evaluation.