City of Seattle

Department of Construction & Inspections
Nathan Torgelson, Director

DESIGN REVIEW

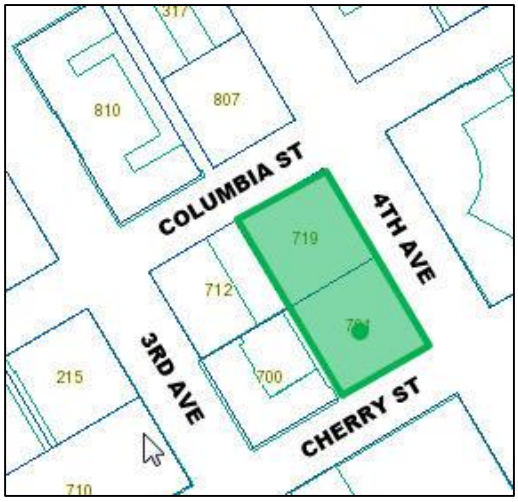
SECOND EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number:	3020955
Address:	701 4th Avenue
Applicant:	LMN Architects, for Crescent Heights
Date of Meeting:	Tuesday, March 01, 2016
Board Members Present:	Anjali Grant (Acting Chair) Grace Leong Gundula Proksch Gabe Grant (substitute)
Board Members Absent:	Murphy McCullough Alan McWain
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 proposed development is a 12 story podium with ground and level 2 retail, 4 levels of above grade parking (all valet and elevator accessed), 2 stories of office (about 85,000 sf), and 2 stories of amenity uses, then a tower composed of 5 levels of hotel (about 100 rooms), and 67-75 stories of residential and amenity uses above. Total parking for about 700 cars, including 8 below grade levels, and all loading and parking is accessed off the side streets via a through-block, drive-through private aisle.

FIRST EARLY DESIGN GUIDANCE November 17, 2015

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.

SECOND EARLY DESIGN GUIDANCE March 1, 2016

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

- Strongly supported the proposal as it provides an iconic statement on the skyline.
- Supported the ground level uses which will create safer, livelier streets.
- Stated that the proposed quantity of residential units will provide options for downtown living, and thus reduce pressures in other neighborhoods and the urban perimeter.

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 respective EDG booklets dated 11/17/15 for EDG#1, and 3/01/16 for EDG#2.

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."

At the EDG#2 meeting, the Board agreed the design had evolved very well and was enthusiastic that the program mix had been maintained and improved, by wrapping retail uses more visibly along the sloping side streets. The Board supported the conceptual program mix proposed, and encouraged the innovative and complete range of uses listed above be considered if changes occur. [A1]

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]

At the EDG#2 meeting, the program uses, mezzanines, outdoor decks, double-height spaces and interconnecting stairs diagrammed on pg 15, were all strongly endorsed. The Board especially supported the two-story spatial scale along all three sidewalks, created by the recessed mezzanine (pg 57) and the 'sun lobby' along Cherry Street. A sculptural stair (in the spirit of images on pg 68) and the cantilevered balcony will animate the southwest corner and streetscape. [B1, 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]

At the EDG#2 meeting, the Board reiterated its support for the rotated tower at the south end of the half-block, the resulting setbacks at grade, and the rotational facets that inform the mid and upper tower form (see comments under 4a). The Board benefited from the additional viewpoints on pg 21-23, which verify the tower proportion maintains reasonable spacing from nearby towers, and creates a staggered skyline. These views should be re-used throughout the design development of the tower composition and materiality. [A2]

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]

At the EDG#2 meeting, the Board enthusiastically supported the revised vehicle/pedestrian pass through, as shown on pages 25-27 and 54, including the following essential aspects: quality floor, wall and ceiling materials; demarcated pedestrian walkway connecting both streets; glass stair at Columbia Street (provides beacon and visual link); overlooks from two elevator lobbies (pg 55); 2-way vehicle movement; 3 minimum valet staging spots; generous lighting; recessed loading zone. Additional pedestrian protection such as regularly spaced light bollards should be added along the majority of the pedestrian walkway [C1, C4,D6]. [C6 – which refers to public alleys, but applies to this proposed space]

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]

At the EDG#2 meeting, the Board supported the streetscape design (pg 72-75) and the amenity deck design with trees (pg 61). The Board also endorsed the revised southeast corner streetscape design, including the seating blocks and planters as shown on pg 31 & 35, as long as there are typical riser steps along the north-south axis between planters to Cherry Street (as was verbally described), and the blocks step down west-to-east to the 4th Avenue sidewalk. The blocks should not appear as tall impediments to pedestrians at the southeast corner. [C1, C4, D2, 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]

At the EDG#2 meeting, the Board endorsed the retail/bike shop and consistent transparency along Cherry Street as shown on pg 35; and along Columbia Street, the stepped retail, 3 access doors and transparency shown on pg 33. The Board recommended that the Columbia Street stair to the pass-through should be fully transparent and deserves more elevational presence, and substantial night lighting (also see comments under 2a). [C1, C3]

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 along the critical 4th Avenue frontage. Also see comments under Departure #3. [B3; E2]

At the EDG#2 meeting, the Board restated its concern about using valuable above grade volume for car storage, but supported the revised design for the above-grade parking as shown on pages 37, 52 (section), and 64/65 (elevations), including the following essential aspects: residential uses and windows along the entire 4th Avenue frontage, and wrapping substantially along the two side streets (more encouraged); flat floor plates and 10 ft heights (for ease of future conversion); and car elevators (which enable the flat plates).

The Board endorsed the elevational approach shown on page 67, with glass windows consistent with the adjacent residential windows, at the parking portions exposed to Columbia and Cherry Streets. Any louvers should be clustered at the mid-block on Columbia, as shown on pg 65. [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]

At the EDG#2 meeting, the Board endorsed the lowered podium and enthusiastically supported the revised massing which establishes a clear quarter-block form at the northeast, and carries the rotated tower form to grade at the southeast corner (but with refinements described under 5b). The important reveals between the two forms, vertical along 4th and horizontal between floors 10 (possibly 9) and 12, should be deep and legible (note: the plan drawings should be revised to match the perspectives on pg 66/67, which formed the primary basis of Board support and should govern). The balconies at grid T2 shown on pg 39, 64, and 66 obscure the vertical reveal and should be reconsidered.

The Board agreed the inset balconies and the two large angled 'facets' shown on pg 67, were essential to the northeast block, to provide needed depth and mid-scale interest. The depth, angle and materials of these recesses deserve more study to ensure they are legible to pedestrians and create a visual tie to the tower vocabulary. Level 10 of the northeast block should be distinct, and a more dramatic indent or plan step-back should be seriously studied. [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]

At the EDG#2 meeting, the Board used the context views provided on pages 40 -43 and 66/67 to determine their support for the massing and form setbacks, including: the angled south facet for floors 1-7 that sets-off the southeast corner of the Arctic Club; the height of reveals and the importance of the vertical creases/offsets in the middle of the tower facades (see 4a, 5a); and the distinctive, masonry materiality for the northeast block (pg 67).

Subsequent versions of these views should include materiality on all facades and include the full tower, and show north and west facades such as the hotel levels which appear to have a common deck facing north (pg 62). The Board supported a masonry expression and true depth of returns for the northeast form, but cautioned it should not be faux traditional; distinctive colors, sizes and/or bond patterns can make this podium of its own time and compatible with the southeast podium. Special attention should be focused on all the visible soffits, so their materials and color intentionally support the form diagram, and they do not appear simply sheared off from the adjacent vertical cladding (ie the southeast corner shown on pg 66). [B1]

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]

At the EDG#2 meeting, the Board strongly endorsed the legible 2 story amenity zones staggered at three locations on the mid tower, as shown on pg 45; these establish residential scale, shadow and possibly vegetated relief, and break the 76 stories of tower shaft into important sub-scales of 15-20 stories. These should be arranged on two or more sides to express the rotational concept, oriented to the sun or particular views, etc, and the rationale should be explained at subsequent meetings.

The horizontal zones noted above should be composed with the vertical facets and creases, as diagrammatically shown on 48, to create a tower that is evenly modulated and articulated. The perpendicular planes at the offsets may need to be enlarged or executed in contrasting materials; the 2-4 ft offsets shown on typical plan level 22 (pg 62) may be virtually imperceptible from the street above mid-tower. Subtle changes in glass patterns and colors/tones are warranted to emphasize the facets; while any dynamic sun reflections will play off the shifted planes, this will not occur on the 200+ days/year that Seattle skies are cloudy (see 5a). The Board did not endorse reflective glass, as some of the precedent images suggest. [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]

At the EDG#2 meeting, the Board strongly supported the top floor(s) being an innovative amenity zone, as shown and stated on pg 46, rather than residential. At subsequent meetings the uses and detailed floor plans are needed, and the program should mesh with the elevational and material refinements described in 4c below. While not fully public, the Board reiterated the program should be a destination available to all tenants, and have a purpose and character matched to its unique location in the skyline. [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]

At the EDG#2 meeting, the Board agreed the tower top form shown on pg 47, was generic and underwhelming for such a visible landmark. Consistent with Board support for the amenity use (see 4b), the amenity floors should be legibly expressed to the exterior, and consider the long-distance view scales that are different from typical height tower tops. Because of this, the Board agreed a minimum two-story scale should be studied, and include options for this scale to wrap onto two to four facades. Per the perspective on pg 45, the top zone of the tower (above amenity zone 3) appears office-like and extruded, and displays none of the 2-story scale breaks or interest of the mid-tower.

Although the Board appreciated the lighting concepts shown, the top composition should not rely solely on a nighttime-limited, lighting terminus. The proposed, typical 50% open-air mechanical screen was noted, but the material transition to the sky should be more demonstrative, and possibly link to the mid tower faceting concepts mentioned under 4a. [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]

At the EDG#2 meeting, the Board agreed the middle zone of the proposed tower shown on pg 45 (between amenity zones 1 and 3) was promising, but this needs to be tested on all 4 sides, from the 15 viewpoints (pg 21-23; 40-42). The portions above and below that mid tower appear under-developed. At subsequent meetings and in submitted drawings, more full height rendered perspective views are needed, and the podium elevations should include the buildings on the adjacent half block to the west, and the neighboring ones across and along 4th Avenue. See comments under 4a above for tower materials and composition; a coherent design and deployment strategy for all materials should be presented at subsequent meetings. [B4, C2]

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]

At the EDG#2 meeting, the Board supported the tower expression carrying through the southeast podium, and endorsed the clear expression of a 25 ft tall, deeply recessed lobby base, with robust columns. To express the structure, the glass line on the south façade of levels 1 and 2 (pg 56/57) should recess more to better expose the structural columns. The Board supported the solid band of level 10 at the southeast podium (see pg 66) and agreed the fenestration and patterns of floors 3-9 at that corner should not be an exact repetition of the tower cladding patterns above 10. [B3, C2]

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 **Second** 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 10 – 15 ft above the adjacent sidewalk. The design shown at the EDG#2 meeting proposes sections of canopy at heights of: 24 ft at the southeast residential entry corner; two retail bays along 4th that are 15-18 ft tall; 18-26 ft along Cherry Street; and one bay along Columbia Street at 23 ft.

   The Board was receptive to a 1-4 ft increase of canopy height for the retail bays along 4th, as long as the canopies are wider than the 8 ft minimum to afford equivalent protection as 15 ft. The Board did not agree the canopies must maintain a 'datum' on the sloping side streets, and recommended the canopies step with grade to be approximately 15 ft height in each bay. The southeast corner might have an extra tall

canopy to mark the primary residential lobby (pg 31), but the Board recommended a lower, generous yet subordinate canopy be added near the lobby doors to provide functional rain protection. The Board also recommended additional perspective studies to test those two canopies, and to confirm the upper canopy is not crowding the level 3 soffit. [C4, C5]

2. **Upper Level Façade Modulation (SMC 23.49.058.C):** The Code requires modulation along the 4th Avenue facade (15 ft minimum deep x 60 ft minimum length) above a height of 85ft, 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 Avenue: between grade and 160 ft height, the southeast corner is canted back from 4 to 10 ft depth for about a 100 ft length (pg 59), plus there is a 60 ft long 'deck' recess on the northeast portion, but only 2- 6 ft deep. The façade above 160 ft is approximately 135 ft long, but has the 4-10 ft deep cant at the 100 ft long portion at the southeast corner.

   The Board agreed the full height of the southeast cant provides valuable open space at grade and the cant begins at the property line near the prescribed 155 ft maximum façade length. Although none of the canted or recessed 'deck' elements are consistently the 15 ft code-required depth, the approach to the 85-160 ft modulation is supportable, but the depth of the 'deck' and/or southeast cant should be increased to ensure the intent of the modulations are legible. The Board supported the 135 ft length above 160 ft, because the southeast cant breaks the flat portion of the tower at the property line to be approximately 70 ft long. [B4, C2]

3. **Street Setback Requirements (SMC 23.49.056.B.2.b -d):** The Code requires a series of complex, overlapping ground level setback limits: the setback area cannot exceed a maximum based on the adjacent street Pedestrian Classifications; any setback greater than 15 ft has frontage maximums by percentage; and any setbacks at street corners must be 10 ft maximum setback for a minimum length of 20 ft on each corner face (to "define the corner"). The applicant proposes a canted setback at the south 100 ft along 4th Avenue (from 5 – 20 ft setback at the southeast property corner) and another canted setback along Cherry Street (from 10-15 ft at the southwest site corner). There are also 4 ft deep setbacks between bays along the balance of 4th and Columbia Streets, which contribute area to the setback total sq ft.

   All of the quantities and aspects of these code departures must be better presented at the next Board meeting, but the Board provided preliminary reactions: The 10- 20 ft deep setback at the southeast corner provides valuable public realm at a busy corner, and the setback along Cherry Street provides similar landscape and seating benefits for pedestrians on the sloping street. The Board also supported retention of the setback areas between the bays along 4th and Columbia, as that establishes the mass wall expression of the building piers.

RECOMMENDATIONS

Please read the entire above text for the full context of these summarized recommendations; study drawings listed below should be provided to the planner and should be included in the MUP drawing submittal, on sheets labeled "DR":

1) **Vehicle/pedestrian Pass-through (2a):** Add pedestrian protection such as regularly spaced light bollards along the majority of the Loading 1 pedestrian walkway [D6]
2) **Southeast Corner Steps (2b):** Add typical riser steps along the north-south axis between planters to Cherry Street (as was verbally described), and ensure the seating blocks step down west-to-east to the 4th Avenue sidewalk.
3) **Columbia Street Passage Stair (2c):** Detail the Columbia Street stair to the pass-through to be fully transparent and have more elevational presence, and substantial night lighting (also see comments under 2a). [C1, C3]
4) **Podium Reveals and Gaskets (3b):** Revise the important reveals between the two forms, vertical along 4th and horizontal between floors 10 (possibly 9) and 12, should be deep and legible.
5) **Podium Recesses (3b):** The depth, angle and materials of the 'deck' and other 'shadow box' recesses deserve more study to ensure they are legible to pedestrians and create a visual tie to the tower vocabulary.
6) **Podium Materiality and Views (3c):** The perspective views should include materiality on all facades and include the full tower, and show north and west facades such as the hotel levels which appear to have a common deck facing north (pg 62). The Board supported a masonry expression and true depth of returns for the northeast form, but it should not be faux traditional.
7) **Mid-Tower Amenity Zones (4a):** These should be arranged on two or more sides to express the rotational concept, oriented to the sun or particular views, etc, and the rationale should be explained at subsequent meetings.
8) **Mid-Tower Composition (4a):** The horizontal zones noted above should be composed with the vertical facets and creases, as diagrammatically shown on 48, to create a tower that is evenly modulated and articulated. The perpendicular planes at the offsets may need to be enlarged or executed in contrasting materials.
9) **Tower Top Program (4b):** Design uses and detailed floor plans, and the program should mesh with the elevational and material refinements described in 4c. While not fully public, the Board reiterated the program should be a destination available to all tenants, and have a purpose and character matched to its unique location in the skyline.
10) **Tower Top Facades (4c):** The amenity floors should be legibly expressed to the exterior, and consider the long-distance view scales that are different from typical height tower tops. Because of this, the Board agreed a minimum two-story scale should be studied, and include options for this scale to wrap onto two to four facades.
11) **Tower Top Sky Transition (4c):** Refine the mechanical screen and material transition to the sky to be more demonstrative, and possibly link to the mid tower faceting concepts mentioned under 4a.

12) **Tower Materiality and Full-composition (5a):** Refine the tower composition on all 4 sides, full height, and regularly test from the 15 viewpoints (pg 21-23; 40-42). The portions above and below the mid tower appear under-developed.
13) **Rendered Perspectives and Elevations in Context (5b):** Provide full height rendered perspective views, and the rendered podium elevations should include the buildings on the adjacent half block to the west, and the neighboring ones across and along 4th Avenue**.**
14) **Departure #2:** The depth of the 'deck' and/or southeast cant should be increased to ensure the intent of the modulations are legible.

BOARD DIRECTION

At the conclusion of the Second Early Design Guidance (EDG) meeting, the Board unanimously recommended the project moving forward to MUP application, with response to the Board guidance described herein.