



EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3022347

Address: 1800 Terry Avenue

Applicant: Arlan Collins for Collins Woerman Architects

Date of Meeting: February 2, 2016

Board Members Present: Alan McWain, Chair
Grace Leong
Gundula Proksch

Board Members Absent: Anjali Grant
Murphy McCullough

DPD Staff Present: Holly J. Godard

SITE & VICINITY

Site Zone: DMC Downtown Mixed Commercial (DMC 340/290-400)

Nearby Zones: (North) DMC Downtown Mixed Commercial (DMC 340/290-400)
(South) DMC Downtown Mixed Commercial (DMC 340/290-400)
(West) DMC Downtown Mixed Commercial (DMC 340/290-400)
(East) DMC Downtown Mixed Commercial (DMC 340/290-400)

Lot Area: 20,585 square feet



Current Development:

Current development at the site is a five story storage building and surface parking lot.

Surrounding Development and Neighborhood Character:

The surrounding development is a mix of urban retail, a religious institution, residential buildings, arts college, Washington State Convention Center and offices. Terry Avenue is a designated city Green Street.

Access:

Vehicle access to the site is via the alley.

Environmentally Critical Areas:

No Environmentally Critical Areas are mapped at this site.

PROJECT DESCRIPTION

The proposed development is a 36 story residential building with approximately 360 residential units and ground floor retail. Parking for 290 vehicles is proposed to be located underground and within the structure. The existing building is proposed to be demolished. Service load and unload and vehicle access is proposed to be off of the alley.

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The packet includes materials presented at the meeting, and is available online by entering the project number (3022347) at this website:

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

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

Mailing Public Resource Center

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

Email: PRC@seattle.gov

ARCHITECT'S PRESENTATION

The project architect gave a short introduction to the site and project design preliminary ideas. The project team is using a former 2006 Master Use Permit for reference, some site configuration from 2006, and the Street Improvement Plan (SIP). The concept is to apply building technology that the design team used in a Seattle University District midrise multifamily building. The concept is a kit of parts as part of a

green technology building. The project purports to be the first Priority Green high rise in Seattle which dictates using green technology building materials, and rooftop solar water heating.

Terry Avenue is a city designated Green Street and the site is located in an area where there are many 40 story buildings. The design team showed three massing studies for the project. Option 1 is the preferred massing which locates a majority of the building massing on a diagonal. Option 2 and Option 3 are situated in the customary orthogonal position to the street grid. Option 1 is preferred by the design team for the energizing diagonal massing and opportunities for interesting massing with the proposed kit technology. In Option 1 part of the building sits orthogonally to Howell Street, and part is rotated for interest. This massing also allows more natural light to the office building to the north.

At the ground level the applicant will include street furniture and seating, open areas for the public, and wayfinding such as exterior paving to link interior uses. Howell Street will have new street trees. Building amenities will include a podium pool, amenity kitchen, bar, lounge, outdoor recreation and pet area. Landscape concepts will contribute to creating green, defined edges, background areas and green foreground for city views.

BOARD CLARIFYING QUESTIONS

The Board asked for more clarification on the podium, parking and residential unit stacking. The proposal is for four levels of underground parking, ground level lobby, two parking levels above ground, and a residential tower. The applicants propose a restaurant on the southern edge of the lobby, and leasing on the north portion of the site. Ceiling heights at ground level would be lower at the north where leasing and parking access is proposed and higher at the center and southern portion of the site for a hotel lobby atmosphere with restaurant. The line of security is proposed to be at the elevator. In this scenario the first floor height would be 18 feet clear at the south corner.

The Board was familiar with the University District prototype and asked if the façade would look like the prototype. The applicant clarified that the façade would be different and showed other examples of the technology with different façade language such as the San Francisco example with precast window sills and façade treatment that looks like brick.

The Board asked about specific areas of the high rise which were conceptually presented.

PUBLIC COMMENT

No members of the public were in attendance.

PRIORITIES & BOARD RECOMMENDATIONS

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

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood 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.

A1.2. 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.

At the Early Design Guidance Meeting, the Board discussed the preferred building Option 1. The Board supported the building's orthogonal orientation to Howell Street and diagonal orientation to Terry Avenue. They discussed design alternatives to locate residential units and a restaurant along Howell. They directed the applicant to move the back-of-house uses off of the street and create a streetscape that is active and transparent. The Board agreed with Option 1 as the preferred option in part because it demonstrates and highlights the emerging building technology in an interesting way. Locating the building mass off of the grid creates interesting open spaces and view sheds. The Board agreed that the orthogonal anchor of the building on Howell along with the diagonal shift on Terry is preferred to give a good grounding to the building and to break from the ordinary. The Board cautioned against presenting too many architectural forms at this site. The Board directed the applicant to design the tower-scape to create an iconic roof top without becoming a kitsch façade application.

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.

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.

At the Early Design Guidance Meeting, the Board directed the applicant to meld the tower and the podium with a unified design language. They directed the applicant to create a design that melds the two into an interesting set of site forms. The Board supports the preferred massing of Option 1 and directed the applicant to include the neighboring buildings in the next presentation for scale. Views of all sides of the building should be included. The Board pointed out the challenge the design team has of reconciling the lightness of the tower technology with the bulk of the podium and asked the applicant to show how they will manage the integration of the two. The Board asked the applicant to provide top-of-building modeling with neighboring building reference at the next meeting to show how the project will exhibit creative massing and fit in the context. They noted the decks and suggested that decks could be interesting at this location and the façade could have dramatic “movement” up the face of the building with deck forms to create an iconic and identifiable expression. The applicant stated they would like to achieve a high level of façade interest and expression. Initial material ideas are light pearl panel and aluminum frames.

THE STREETScape

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.

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

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

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

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

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

The Board discussed the streetscape and pedestrian experience and gave guidance to the design team to study the base with a focus on units on the base for more eyes on the street. The Board suggested the applicant consider lively ground level commercial uses to help activate the proposed plaza and streetscape. At the next meeting the Board would like to see more detailed programming at the ground level with building plans. The Board directed the applicant make the corner on the alley transparent and expand the proposed restaurant use along Howell. The Board noted that the proposal should have no blank facades on Howell or Terry. The Board would like to see the Howell façade be a very transparent façade and the applicant should show efforts to achieve transparency at the next meeting. The Board offered an example such as opening the stair to be visible and lit from within.

VEHICULAR ACCESS AND PARKING

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.

E3 Minimize the Presence of Service Areas: Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

E3.1. Methods of Integrating Service Areas: Consider incorporating one or more of the following to help minimize these impacts:

- a. Plan service areas for less visible locations on the site, such as off the alley.
- b. Screen service areas to be less visible.
- c. Use durable screening materials that complement the building.
- d. Incorporate landscaping to make the screen more effective.
- e. Locate the opening to the service area away from the sidewalk.

At the Early Design Guidance Meeting, the Board discussed the mixed message of a very “built green” building and locating so much parking on the site. Additionally they noted that parking in above grade floors seems especially odious. The Board rejects the parking design that lays out above grade parking floors and parking floors that are so visible and dominant on the site. They requested that parking be below grade. The Board directed the applicant to work with the garden concepts and the sculptural canopy ideas to give shape to the podium. The Board directed the applicant to work with the podium volume to create units on the two street facades, design townhouses as part of the podium on Howell and Terry where possible. The Board directed the applicant to make sure to include intervening uses if any parking is proposed above grade.

The Board directed the applicant to show a fully designed trash and recycling shoot at the next meeting. Determine if the shoot is external, visible, internal, hidden, and what form it takes (or does not take) on the exterior of the building.

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on any 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 early design guidance no departures were requested.

BOARD DIRECTION

At the conclusion of the Early Design Guidance meeting, the Board recommended moving forward to MUP application.