



# City of Seattle

Department of Construction and Inspections  
Nathan Torgelson, Director

DESIGN  
REVIEW

## SECOND EARLY DESIGN GUIDANCE OF THE WEST DESIGN REVIEW BOARD

Project Number: 3029233

Address: 330 Yale Avenue N

Applicant: Andrew Clinch from Perkins + Will

Date of Meeting: Wednesday, March 28, 2018

Board Members Present: Stephen Porter, Chair  
Patreese Martin  
Homero Nishiwaki  
Brian Walters

Board Members Absent: Christine Harrington

SDCI Staff Present: Magda Hogness

### SITE & VICINITY

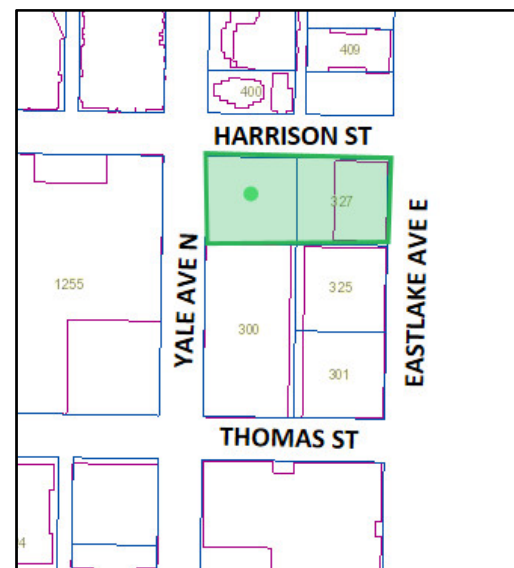
Site Zone: Seattle Mixed (SM-SLU 100/95)

Nearby Zones: (North) SM-SLU 100/95  
(South) SM-SLU 100/95  
(East) Midrise (MR)  
(West) SM-SLU 100/95

Lot Area: 30,120 sf

### Current Development:

The majority of the site is in use as a surface parking lot, except for the eastern portion which has an existing one-story commercial building. This existing building at 327 Eastlake is described (in the Department of Neighborhoods Historical Survey) as both historically and architecturally significant, and could be nominated by the Landmark's Preservation Board in the future.



**Surrounding Development and Neighborhood Character:**

The surrounding area is a mix of older structures and newer mixed-use developments. Significant buildings in the vicinity include the Stack House, on the opposite (northeast) corner and the historic landmark St. Spiridon Cathedral, directly to the north. The site directly to the west is permitted as a mixed-use development with 400 residential units, and underground parking for approximately 300 vehicles, under project number 3019339. Cascade Park, a full block sized park, is one block to the west, and REI is one block south along Yale Avenue. Harrison Street is a designated Green Street and Eastlake Avenue E is a heavily used bus transit corridor.

**Access:**

Vehicular access is proposed from Yale Avenue N.

**Environmentally Critical Areas:**

None

**PROJECT DESCRIPTION**

The proposal is for a 9-story building with 200,000 sf of office located above ground floor retail and below-grade parking for 56 vehicles.

The design packet includes information 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 SDCI:

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

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

**FIRST EARLY DESIGN GUIDANCE January 17, 2018****PUBLIC COMMENT**

No public comments were offered at the meeting or submitted prior to the meeting:

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

## **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.

- 1. Massing and Response to Context:** The Board commended the applicant's presentation and use of study models. The Board agreed, however, that the proposal's response to context was not yet clear and that the massing options needed to better respond to the surrounding context and streetscape. Of the massing options presented, the Board preferred Massing Option 1, as the bifurcated massing breaks down of the bulk and scale of the building, relates to the Seattle street-grid typology and positions the massing to step with topography. For this option, the Board agreed the massing could be broken into more than two volumes. The Board also saw merit in aspects of Massing Option 3, particularly the upper level landscape, but had significant concerns regarding the podium datum line which results in a uniform base with a limited height along Eastlake. The Board directed the applicant to return with a modified version of Massing Option 1 based on their guidance. (DC2-A-2, CS2-B-1, CS2-D-2)
  
- 2. Architectural Concept and Character:** The Board discussed the additional design development of the architectural character shown in Massing Option 3 and agreed the limited massing changes and simplicity of the form made its success dependent on fine detailing and materials. The Board appreciated the use of color as an animating element in the design, but did not see a convincing connection to the context, and cautioned against using color to do the work that the architecture of the building should be conveying. The Board noted the thoughtful use of window proportions, depth and shadow could strengthen this solution, provided that these elements support the architectural concept, rather than simply being additive. (DC2-B, DC-2-C, DC2-D)
  
- 3. Pedestrian Experience Public Realm:** The Board agreed on the importance of the permeability of the northwest corner of the building as it is across the street from St. Spiridon Cathedral and gave the following guidance related to the streetscape:
  - a. The Board agreed the corner of Yale and Harrison is critical to address and needs further conceptual development. The Board supported the setbacks shown in Massing Option 3 along Yale and Harrison, and encouraged the applicant to continue to develop the corner accordingly, perhaps by incorporating street-level setbacks and active uses to support the pedestrian realm and connect to the landmarked church across the street. (CS2-A-1, CS2-B-2, CS2-C-1, PL1-A, PL1-B)
  - b. The Board agreed the whole street edge on Harrison should read as a pedestrian environment with opportunities for sitting and 'being' in the right of way. In order to create a fully realized pedestrian environment, the Board recommended incorporating landscape and human scale architectural elements. The Board also observed the midblock would be an ideal location for a pedestrian 'eddy' or additional entrance. (PL1-A-2, PL1-B-3, PL2-B-3)
  - c. The Board identified Eastlake as a growing transit hub and corridor and agreed the frontage should be treated as an active pedestrian edge with scale and transparency, rather than the back of the building. (PL4, PL3)

- 4. Vehicular Access and Related Departures:** The Board discussed the proposed vehicular and loading access and related departures. The Board questioned the location of vehicle access/curb cuts at the southwest corner, as vehicle access to the existing parking garage would be just adjacent. After considering the other alternatives, the Board agreed that the southwest location was the best option. (DC1-B)
- a. While the Board supported the location of vehicular access at Yale, the Board recommended consolidating the driveways into one to be consistent with Design Guidelines which prioritize minimizing the presence of service areas and disturbance of the sidewalk for pedestrian safety. (DC1-B)
  - b. For the requested departures related to curb cuts, the Board gave guidance to clearly demonstrate how the streetscape experience is maintained with active uses and how the resulting design is a better solution and meets the intent of the Design Review Guidelines. The Board indicated that strengthening that the streetscape pedestrian experience with active uses at the corner would help justify the related departures and better meet Design Guidelines priorities. (CS1-C, DC1-A, DC1-B)

## SECOND EARLY DESIGN GUIDANCE March 28, 2018

### PUBLIC COMMENT

The following public comments were offered at the meeting:

- Generally supportive of the proposal and the landscape improvements.
- Concerned with parking availability.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

### 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.

- 1. Massing, Contextual Response and Response to EDG Guidance:** The Board unanimously supported the revised massing option which combined the bifurcated massing of Massing Option 1 with the bar expression shown in Massing Option 3. The Board agreed the massing response to step the podium with grade and provide terraced landscape and seating areas along Harrison strengthened the contextual response to the site and surrounding buildings. The Board directed the applicant move forward with the revised massing option. (DC2-A-2, CS2-B-1, CS2-D-2)
- 2. Architectural Concept and Materiality:** The Board generally supported the architectural composition, however, the Board agreed the base should be differentiated from the upper massing to reduce the perceived bulk. The Board viewed the materiality and composition as an opportunity to provide a subtle response to context and saw merit in varying the

composition of each podium volume to respond to the different site conditions. The Board referenced the developed landscape design as a successful example which draws cues from the landmarked St. Spiridon Cathedral site to establish a subtle connection. The Board recommended studying the material detailing and qualities including reflectiveness, transparency and composition of solid and void. (DC2, DC4-A)

- 3. Eastlake Ground plane and Pedestrian Realm:** The Board discussed the development of each street frontage and gave recommendations to strengthen the pedestrian realm.
  - a. The Board strongly supported the revised height of the podium and the additional setback provided, as it establishes a better pedestrian scale. Related to the setback, the Board indicated early support of the departure request to provide an additional 5' of hardscape, as the design maintains a comfortable sidewalk width and locates landscape and tree planters adjacent to the curb. (CS2-B, PL1-B)
  - b. While the Board supported the general massing of the frontage, the Board was concerned with the proposed feature wall and the related departures for transparency and blank wall as shown. To strengthen the connection to the public realm, the Board recommended exploring alternates that provide street level transparency and ground level activation. (CS2-B-2, PL1, PL2-I, PL3-II)
  - c. The Board recommended studying the frontage in conjunction with potential uses, and indicated a number of solutions may be possible such as a main entry, vitrine, and or a space related to bike use. The Board also recognized that a departure for non-residential depth may be required due to the location of the core, which the Board supported. (PL1, PL2-I, PL3-II, DC1-A)
  
- 4. Harrison Streetscape and Frontage:** The Board strongly supported the landscape development, in particular the café frontage, outdoor gathering areas, and the contextual response of planting and site material to create a soft backdrop to the St. Spiridon Cathedral historic landmark.
  - a. For the midblock pedestrian eddy, the Board recommended thoughtfully developing the design to clarify the use of the space and increasing visibility to maximize views through to the café. (PL3-II, DC3-A, DC3-C, DC4-D)
  - b. The Board strongly recommended extending the width of the café frontage through the corridor space to increase the visibility of the active use and strengthen the connection to adjacent exterior spaces. (CS2-B-2, PL2-I, PL3-II, DC1-A, DC3-A, DC4-D)
  
- 5. Yale Streetscape, Vehicular Access and Related Departures:** The Board supported the landscape design and the early intent to provide an extension of the landscape beyond the site. The Board also focused on vehicular access and related departures.
  - a. The Board appreciated the effort to strengthen the streetscape with active uses at the corner to help justify the departure request, as previously recommended. The Board indicated early support of the departure request, however, they also agreed they would like to review the additional curb cut studies, referenced verbally by the applicant during the presentation, before making a final determination. Related to the design of the frontage, the Board agreed that materiality, the composition of the garage doors, and consideration of pedestrian safety are critical to resolve. For the

next meeting, the Board requested an enlarged elevation of the garage door area. (CS1-C, DC1-A, DC1-B)

- b. The Board continued to indicate early support of the departure request for curb cut width, provided that the presence of service areas is minimized and that the streetscape remains enhanced at the corner with active uses to improve the pedestrian experience. (CS1-C, DC1-A, DC1-B)
- c. For the departure related to sight triangles, the Board indicated early support provided that pedestrian safety is maintained through the design and detailing of the streetscape. For the next meeting, the Board requested input from SDCl on the departure request related to pedestrian safety. (DC1-B)

### **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. **Parking and Loading Curb Cuts (SMC 23.48.085. E.1):** The Code limits access to one two-way curb cut. The applicant proposes one two-way curb cut for parking access and one one-way reversible curb cut for loading; a total of two separate curb cuts.

The Board appreciated the effort to strengthen the streetscape with active uses at the corner to help justify the departure request and indicated early support of the departure request. The Board also agreed they would like to see the additional explorations consolidating the curb cuts before making a final determination. The Board agreed the design of the frontage and consideration of pedestrian safety are critical issues to resolve. With these changes incorporated, the Board agreed the modified design has the potential to better meet Design Guidelines CS1-C Topography, DC1-A Arrangement of Interior Uses and DC1-B Vehicular Access and Circulation.

2. **Parking and Loading Curb Cuts (SMC 23.54.030.F.2.B.2):** The Code requires a minimum width of 22' for two-way curb cuts. The applicant proposes one one-way reversible curb cut for loading with a width of 15'-6".

The Board continued to indicate early support of the departure request provided that the presence of service areas is minimized and that the streetscape remains enhanced at the corner with active uses to improve the pedestrian experience. The Board agreed the modified design has the potential to better meet Design Guidelines CS1-C Topography, DC1-A Arrangement of Interior Uses and DC1-B Vehicular Access and Circulation.

3. **Sight triangles (SMC 23.54.030.G):** The Code requires sight triangles on both sides of driveways that are less than 22' in width. The applicant proposes a sight triangle in the north portion and a mirror in lieu of the south sight triangle.

The Board indicated initial support of the departure request as the consolidated design allows for additional active space at the corner, provided that pedestrian safety is maintained through the design and detailing of the streetscape. With the changes incorporated, the Board agreed the modified design has the potential to better meet Design Guidelines DC1-A Arrangement of Interior Uses and DC1-B Vehicular Access and Circulation. The Board also requested input from SDCI the departure request related to pedestrian safety for the next meeting.

4. **Street Level Development Standards: (SMC 23.48.240.B.1.B):** The Code allows street-facing facades of a structure to be set back up to 12 feet from the street lot line if the setback area is landscaped. The applicant proposes an additional 5' paved setback along Eastlake.

The Board indicated early support of the departure request as the design maintains a comfortable sidewalk width and locates landscape and tree planters adjacent to the curb. The design has the potential to better meet Design Guidelines CS2-B Adjacent Sites, Streets, and Open Spaces and PL1-B Walkways and Connections.

5. **Transparency Requirements: (SMC 23.48.040.B.1):** The Code requires facades along Class 2 Pedestrian Streets to be a minimum of 60% transparent. The applicant proposes 32% transparency along Eastlake.

The Board agreed they did not support the departure request as shown and indicated transparency should be increased at the street level to strengthen the connection to the streetscape and public realm.

6. **Blank Façade Limits: (SMC 23.48.040.B.2):** The Code limits blank facades to segments 15 feet wide. The applicant proposes a 36' blank façade as a feature wall along Eastlake.

The Board unanimously did not support the departure request and agreed the frontage should be revised to meet the standard as additional transparency would help enhance the public realm and the transition between private property and the public right of way.

## DESIGN REVIEW GUIDELINES

The Citywide and Neighborhood guidelines recognized by the Board as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below.

For the full text please visit the [Design Review website](#).

### CONTEXT & SITE

**CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.**

#### CS1-A Energy Use

**CS1-A-1. Energy Choices:** At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

#### CS1-B Sunlight and Natural Ventilation

**CS1-B-1. Sun and Wind:** Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

**CS1-B-2. Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

**CS1-B-3. Managing Solar Gain:** Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

#### CS1-C Topography

**CS1-C-1. Land Form:** Use natural topography and desirable landforms to inform project design.

**CS1-C-2. Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site.

#### CS1-D Plants and Habitat

**CS1-D-1. On-Site Features:** Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

**CS1-D-2. Off-Site Features:** Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

#### CS1-E Water

**CS1-E-1. Natural Water Features:** If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

**CS1-E-2. Adding Interest with Project Drainage:** Use project drainage systems as opportunities to add interest to the site through water-related design elements.

***South Lake Union Supplemental Guidance:***



## **CS1-I Responding To Site Characteristics**

**CS1-I-i. Sustainable Design:** New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design\* (LEED) manual which provides additional information

## **CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.**

### **CS2-A Location in the City and Neighborhood**

**CS2-A-1. Sense of Place:** Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

**CS2-A-2. Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

### **CS2-B Adjacent Sites, Streets, and Open Spaces**

**CS2-B-1. Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

**CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm.

**CS2-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.

### **CS2-C Relationship to the Block**

**CS2-C-1. Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

**CS2-C-2. Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

**CS2-C-3. Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

### **CS2-D Height, Bulk, and Scale**

**CS2-D-1. Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

**CS2-D-2. Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

**CS2-D-3. Zone Transitions:** For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

**CS2-D-4. Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone.

**CS2-D-5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

***South Lake Union Supplemental Guidance:***

**CS2-I Responding to Site Characteristics**

**CS2-I-i. Views:** Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.

**CS2-I-ii. Shadows:** Minimize shadow impacts to Cascade Park.

**CS2-I-iii. Gateways:** Reinforce community gateways through the use of architectural elements, streetscape features, landscaping and/or signage. Gateways can be defined through landscaping, artwork, and references to the history of the location that create a sense of place. Gateways are transition locations, places that mark entry or departure points to a neighborhood for automobiles and pedestrians. They are sites that create opportunities for identification, a physical marker for the community to notice they are entering a special place. Methods to establish gateways should consider the site’s characteristics such as topography, views or surrounding building patterns. Elements could include building out to meet the corner where appropriate, or tools such as:

- a. setbacks to allow for pedestrian friendly spaces;
- b. signage;
- c. landscaping;
- d. artwork;
- e. facade treatments.

**CS2-I-iv. Heart Locations:** Several areas have been identified as “heart locations.” Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building’s primary entry and facade should respond to the heart location. Special street treatments are likely to occur and buildings will need to respond to these centers of commercial and social activity. Amenities to consider are: pedestrian lighting, public art, special paving, landscaping, additional public open space provided by curb bulbs and entry plazas. See full guidelines for Heart Locations

**CS2-II Height, Bulk, and Scale Compatibility**

**CS2-II-i. Corridor Experience:** Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.

**CS2-II-ii. Upper-level Setbacks:** Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at

street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.

**CS2-II-iii. Width Ratios:** Relate proportions of buildings to the width and scale of the street.

### **CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.**

#### **CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-1. Fitting Old and New Together:** Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

**CS3-A-2. Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

**CS3-A-3. Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

**CS3-A-4. Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

#### **CS3-B Local History and Culture**

**CS3-B-1. Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

**CS3-B-2. Historical/Cultural References:** Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

### ***South Lake Union Supplemental Guidance:***

#### **CS3-I Height, Bulk, and Scale Compatibility**

**CS3-I-i. Facade Articulation:** Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.

**CS3-I-ii. Reduce Visual Bulk:** Consider using architectural features to reduce building scale such as:

- a. landscaping;
- b. trellis;
- c. complementary materials;
- d. detailing;
- e. accent trim.

#### **CS3-II Architectural Context**

**CS3-II-i. Mix of Building Style:** Support the existing fine-grained character of the neighborhood with a mix of building styles.

**CS3-II-ii. Preservation:** Re-use and preserve important buildings and landmarks when possible.

**CS3-II-iii. Historic Signage:** Expose historic signs and vintage advertising on buildings where possible.

**CS3-II-iv. Historic Aesthetic:** Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.

**CS3-II-v. Industrial Character:** Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include:

- a. window detail patterns;
- b. open bay doors;
- c. sloped roofs.

**CS3-II-vi. Cascade Character:** Respond to the unique, grass roots, sustainable character of the Cascade neighborhood. Examples of elements to consider include:

- a. community artwork;
- b. edible gardens;
- c. water filtration systems that serve as pedestrian amenities;
- d. gutters that support greenery.

## PUBLIC LIFE

### **PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.**

#### **PL1-A Network of Open Spaces**

**PL1-A-1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

**PL1-A-2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

#### **PL1-B Walkways and Connections**

**PL1-B-1. Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

**PL1-B-2. Pedestrian Volumes:** Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

**PL1-B-3. Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

#### **PL1-C Outdoor Uses and Activities**

**PL1-C-1. Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

**PL1-C-2. Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer’s markets, kiosks and community bulletin boards, cafes, or street vending.

**PL1-C-3. Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

***South Lake Union Supplemental Guidance:***

**PL1-I Human Activity**

**PL1-I-i. Open Connections:** Keep neighborhood connections open, and discourage closed campuses.

**PL1-I-ii. Pedestrian Network:** Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.

**PL1-I-iii. Lighting:** Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

**PL1-II Landscaping To Reinforce Design Continuity With Adjacent Sites**

**PL1-II-i. Spatial Hierarchy:** Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements onsite to create larger spaces.

**PL1-III Pedestrian Open Spaces and Entrances**

**PL1-III-i. Public Realm Amenity:** New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as:

- a. curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow;
- b. pedestrian-oriented street lighting;
- c. street furniture.

**PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.**

**PL2-A Accessibility**

**PL2-A-1. Access for All:** Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

**PL2-A-2. Access Challenges:** Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

**PL2-B Safety and Security**

**PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance.

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**PL2-B-3. Street-Level Transparency:** Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

**PL2-C Weather Protection**

**PL2-C-1. Locations and Coverage:** Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

**PL2-C-2. Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

**PL2-C-3. People-Friendly Spaces:** Create an artful and people-friendly space beneath building.

**PL2-D Wayfinding**

**PL2-D-1. Design as Wayfinding:** Use design features as a means of wayfinding wherever possible.

***South Lake Union Supplemental Guidance:***

**PL2-I Streetscape Compatibility**

**PL2-I-i. Street Level Uses:** Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.

**PL2-I-ii. Streetscape Amenities:** Provide pedestrian-friendly streetscape amenities

- a. tree grates;
- b. benches;
- c. lighting.

**PL2-I-iii. Sidewalk Retail:** Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).

**PL2-II Personal Safety and Security**

**PL2-II-i. All-Day Activity:** Enhance public safety throughout the neighborhood to foster 18- hour public activity. Methods to consider are:

- a. enhanced pedestrian and street lighting;
- b. well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street.

**PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.**

**PL3-A Entries**

**PL3-A-1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

**PL3-A-2. Common Entries:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

**PL3-A-3. Individual Entries:** Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

**PL3-A-4. Ensemble of Elements:** Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

### **PL3-B Residential Edges**

**PL3-B-1. Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

**PL3-B-2. Ground-level Residential:** Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

**PL3-B-3. Buildings with Live/Work Uses:** Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

**PL3-B-4. Interaction:** Provide opportunities for interaction among residents and neighbors.

### **PL3-C Retail Edges**

**PL3-C-1. Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

**PL3-C-2. Visibility:** Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

**PL3-C-3. Ancillary Activities:** Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

### ***South Lake Union Supplemental Guidance:***

#### **PL3-I Streetscape Compatibility**

**PL3-I-i. Retail Location:** Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.

#### **PL3-II Human Activity**

**PL3-II-i. Public/Private Transition:** Create graceful transitions at the streetscape level between the public and private uses.

**PL3-II-ii. Active Facades:** Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa.

**PL3-II-iii. Coordinate Retail/Pedestrian Activity:** Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.

**PL3-II-iv. Activity Clusters:** Create businesses and community activity clusters through colocation of retail and pedestrian uses as well as other high pedestrian traffic opportunities.

**PL3-III Transition Between Residence and Street**

**PL3-III-i. Residential Entries:** Consider designing the entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas. Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior-assisted housing.

**PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.**

**PL4-A Entry Locations and Relationships**

**PL4-A-1. Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.

**PL4-A-2. Connections to All Modes:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

**PL4-B Planning Ahead for Bicyclists**

**PL4-B-1. Early Planning:** Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

**PL4-B-2. Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

**PL4-B-3. Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project.

**PL4-C Planning Ahead For Transit**

**PL4-C-1. Influence on Project Design:** Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

**PL4-C-2. On-site Transit Stops:** If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

**PL4-C-3. Transit Connections:** Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

**DESIGN CONCEPT**

**DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.**

**DC1-A Arrangement of Interior Uses**



**DC1-A-1. Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

**DC1-A-2. Gathering Places:** Maximize the use of any interior or exterior gathering spaces.

**DC1-A-3. Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

**DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

#### **DC1-B Vehicular Access and Circulation**

**DC1-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

**DC1-B-2. Facilities for Alternative Transportation:** Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

#### **DC1-C Parking and Service Uses**

**DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

**DC1-C-2. Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

**DC1-C-3. Multiple Uses:** Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

**DC1-C-4. Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

#### ***South Lake Union Supplemental Guidance:***

##### **DC1-I Design of Parking Lots Near Sidewalks**

**DC1-I-i. Below-Grade Parking:** Providing parking below grade is preferred.

#### **DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**

##### **DC2-A Massing**

**DC2-A-1. Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

**DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects.

##### **DC2-B Architectural and Facade Composition**

**DC2-B-1. Façade Composition:** Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

**DC2-B-2. Blank Walls:** Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

**DC2-C Secondary Architectural Features**

**DC2-C-1. Visual Depth and Interest:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

**DC2-C-2. Dual Purpose Elements:** Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

**DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

**DC2-D Scale and Texture**

**DC2-D-1. Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

**DC2-D-2. Texture:** Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

**DC2-E Form and Function**

**DC2-E-1. Legibility and Flexibility:** Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

***South Lake Union Supplemental Guidance:***

**DC2-I Architectural Concept and Consistency**

**DC2-I-i. Roofscape Design:** Design the “fifth elevation” — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.

**DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.**

***South Lake Union Supplemental Guidance:***

**DC3-A Building-Open Space Relationship**

**DC3-A-1. Interior/Exterior Fit:** Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

**DC3-B Open Space Uses and Activities**

**DC3-B-1. Meeting User Needs:** Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

**DC3-B-2. Matching Uses to Conditions:** Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

**DC3-B-3. Connections to Other Open Space:** Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

**DC3-B-4. Multifamily Open Space:** Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

### **DC3-C Design**

**DC3-C-1. Reinforce Existing Open Space:** Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

**DC3-C-2. Amenities/Features:** Create attractive outdoor spaces suited to the uses envisioned for the project.

**DC3-C-3. Support Natural Areas:** Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

### ***South Lake Union Supplemental Guidance:***

#### **DC3-I Landscaping To Reinforce Design Continuity With Adjacent Sites**

**DC3-I-i. Sustainable Landscaping:** Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood.

**DC3-I-ii. Native Vegetation:** Where appropriate, install indigenous trees and plants to improve aesthetics, capture **water and create habitat**.

**DC3-I-iii. Tree Retention:** Retain existing, non-intrusive mature trees or replace with large caliper trees.

**DC3-I-iv. Water Features:** Water features are encouraged including natural marsh-like installations.

**DC3-I-v. Lighting:** Reference the City of Seattle Right Tree Book and the City Light Streetscape Light Standards Manual for appropriate landscaping and lighting options for the area.

#### **DC3-II Landscaping To Enhance The Building and/or Site**

**DC3-II-i. Integrated Artwork:** Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.

#### **DC3-III Landscape Design To Address Special Site Conditions**

**DC3-III-i. View Orientation:** Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.

**DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.**

**DC4-A Exterior Elements and Finishes**

**DC4-A-1. Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

**DC4-A-2. Climate Appropriateness:** Select durable and attractive materials that will age well in Seattle’s climate, taking special care to detail corners, edges, and transitions.

**DC4-B Signage**

**DC4-B-1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

**DC4-B-2. Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

**DC4-C Lighting**

**DC4-C-1. Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

**DC4-C-2. Avoiding Glare:** Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

**DC4-D Trees, Landscape, and Hardscape Materials**

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

**DC4-D-3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

**DC4-D-4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

**DC4-E Project Assembly and Lifespan**

**DC4-E-1. Deconstruction:** When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

**BOARD DIRECTION**

At the conclusion of the SECOND EARLY DESIGN GUIDANCE meeting, the Board unanimously recommended moving forward to MUP application.