

**FINAL RECOMMENDATION OF THE
DOWNTOWN DESIGN REVIEW BOARD**

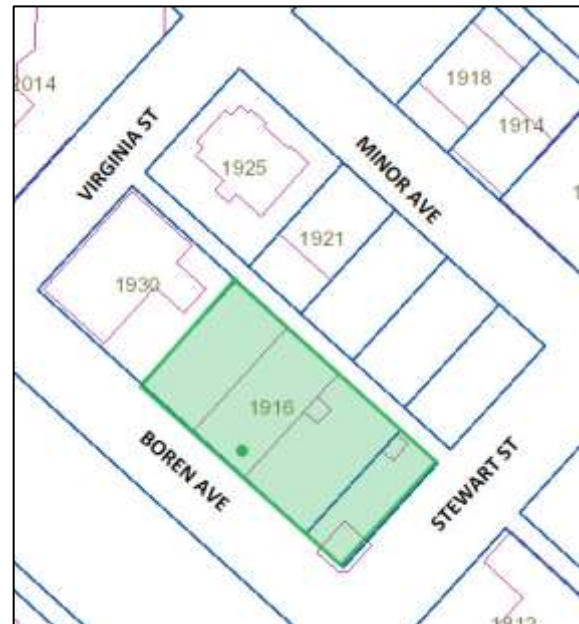
Project Number: 3029383-LU
Address: 1916 Boren Ave
Applicant: Chad Yoshinobu and Scott Waggoner of Gensler
Date of Meeting: Tuesday, January 21, 2020
Board Members Present: Belinda Bail, Chair
Aaron Luoma
Ed Palushock
Board Members Absent: Aaron Argyle
Han Beh
SDCI Staff Present: Joseph Hurley

SITE & VICINITY

Site Zone: Downtown Mixed Commercial
(DMC 240/290-440)

Nearby Zones: (North) DMC 240/290-440
(South) DMC 340/290-440
(East) DMC 240/290-440
(West) DMC 340/290-440

Lot Area: 27,969 sf



Current Development:

The site contains a 3 story masonry building, a one story building and surface parking.

Surrounding Development and Neighborhood Character:

The project site lies within the Denny Triangle, an urban center village. The immediate area is rapidly transitioning from low rise type commercial and surface parking lots to tall, dense mixed-use structures, residential towers, office development and hotel uses, consistent with zoning and planning policies.

New large-scale developments are under construction or have recently been constructed. Across the alley to the west, two 39-story residential towers are proposed under project numbers 3019623/3019625 and for the purposes of tower spacing are considered to be "existing" and taken into consideration. The Land Use Code requires that towers be spaced at least 60' from each other in this zone. To the southeast across Stewart St, the Tilt 49 tower, a 37-story residential structure and 11-story office building is being constructed, under project number 3016574. Across Boren to the west, 13-story research building for Seattle Children's Research Institute is being constructed, project number 3019542. To the north, a 42-story residential tower is proposed under project 3021621. Newer development is composed of simple forms with large areas of glazing. Older development is a mix of building types, ranging from early 20th century masonry and wood frame construction to 1970's auto-oriented one story buildings with large surface parking lots.

Boren Avenue is major vehicular corridor between South Lake Union and Capitol Hill. Stewart Street is heavily used by pedestrians, transit, and cars to access the Downtown core. Interstate 5 is located about 700' to the east. Considering the network of overpasses that have reconnected the original street grid at Olive Way, Pine St, and Boren Ave, the highway presents a relatively permeable edge between the Denny Triangle area and Capitol Hill to the east. Access ramps to north and southbound lanes are also nearby.

Access:

Vehicular access is proposed from the alley.

Environmentally Critical Areas:

There are no mapped Environmental Critical Areas.

PROJECT DESCRIPTION

The proposal is for a 48-story tower containing 500 units and a 16-story tower with 280 hotel rooms, ground floor retail and below grade parking for 367 vehicles. The existing buildings are proposed to be demolished.

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 SDCl:

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

Email: PRC@seattle.gov

FIRST EARLY DESIGN GUIDANCE March 6, 2018

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Strongly supported the design concept of the spite mound (term used to describe historic holdouts during the Denny Regrade), in particular the massing twist which references the grid shift. Would like to see additional twisting movement in the tower to strengthen the concept.
- Concerned with the proposed narrow passage to the main residential entrance. Would like to see the visibility of the entrance improved.
- Preference for an additional setback along Stewart to improve the pedestrian experience along this frontage.
- Appreciated the outreach efforts; the project team has met with the Denny Triangle Neighborhood Association and the Mirabella residents.
- Supported the proposed widened sidewalks and continuous landscaped buffer.
- Strongly supported the design of the alley and the lack of curb cuts. Would like to see coordination with the project across the alley to enhance the pedestrian use of the alley.
- Supported the overall sculptural nature of the tower design.
- Preference for tower massing which does not increase at the top.
- Stressed the importance of resolving how the towers relate to each other to justify the departure.

SDCl staff also summarized design related comments received in writing prior to the meeting:

- Impressed with and supportive of the overall project, particularly the terraced landscaping up the exterior of the building and along the canopy covers.
- Supported the thoughtful modulation as it relates well to the existing environment.
- Supported the preferred alternative as the landscaping, terracing, and configuration appeared to address the intersection and creates the desired openness and pedestrian experience.
- Supported setbacks at the alley entrance, for all vehicle, load/unload, and pedestrian access to the main lobby, pedestrian lighting, ground cover treatments, and other public amenities for consideration.

SDOT provided the following comments:

- SDOT supports Land Use Code requirements pertaining to closing the existing, unused vehicle curb cuts, sidewalk widths, providing street trees, and vehicle/loading access from the alley.

- Noted that 18' wide sidewalks are required along Stewart St and 12' wide sidewalks are required along the entire Boren Ave N frontage. Street trees should be preserved along Stewart St and provided in a minimum 5.5'-wide planting strip along Boren Ave N.
- SDOT encourages the applicant to provide more generous sidewalks to accommodate increasing pedestrian volumes resulting from RapidRide transit improvements planned for Stewart St and Boren Ave and the changing character of the neighborhood.
- SDOT supports alley access for both freight traffic and vehicle traffic.

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.

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. Ground Level Pedestrian Realm, Circulation and Landscape:** The Board recognized the importance of addressing the pedestrian realm and circulation through the site and began their deliberation by focusing on the ground level.
 - a. The Board agreed with public comment and strongly supported the intent for the alley to serve both pedestrian and vehicular access including the hotel pick up/drop off. The Board recommended further developing pedestrian and vehicular wayfinding at the alley entrance and coordinating with the adjacent project across the alley to minimize the presence of service areas. (C1, C6, E3)
 - b. The Board was supportive of the pass-through connection from Boren to the alley and the design intent to daylight this space with an atrium and cascading skylights. The Board was concerned with the visibility and functionality of the recessed retail spaces and recognized the intent to create blended hotel retail spaces. To promote pedestrian interaction, reinforce retail concentrations and enhance main pedestrian links between the spaces the Board recommended designing the retail as a designation to draw users through. (C1, D1, D3)
 - c. Related to the main residential entry, the Board was concerned with the visibility of the recessed entry sequence and recommended studying the location and depth of the setback along Boren. For the lobby, the Board supported the design ambition of daylighting the atrium space with skylights. The Board requested more information including sections showing the different frontage conditions and atrium for the next meeting. (C4)
 - d. While the Board appreciated the proposed setback at the corner of Stewart and Boren, the Board agreed with SDOT recommendation's to provide more generous sidewalks beyond the code requirement to allow for increasing pedestrian volumes.

The Board recommended extending the setbacks to align with surrounding development ground level setbacks along Boren and requested an in depth sidewalk study. (B1, B3, C1, D3)

- 2. Massing Options and Related Departure:** The Board discussed the massing options in context with the proposed projects across the alley. As the Land Use Code requires that towers be spaced at least 60' from each other in this zone, Massing Options C and D are dependent on which tower version the project across the alley proceeds with. The Board agreed the location of the tower at the midblock as shown in Massing Options B, C and D provided the best architectural response as the setback from the corner provided a transition in bulk and scale. The Board also supported the twisting design concept, however the Board was concerned with the departure request to increase the tower width at the upper levels and found the additional mass did not clearly result in a better overall project design than could be achieved without the departure. Ultimately, the Board indicated they did not support the departure request as shown and directed the applicant to proceed with either Massing Options C or D while also studying different ways to address the width requirement through articulating the west façade. (A2, B1, B2, C2).

 - a. The Board agreed that further resolving the twisting expression so that it does not appear to add mass to the upper levels as critical to the design. The Board recommended studying ways to sculpt the tower form to read as one cohesive design and fulfil the Code intent in a way that breaks up bulk and scale. (A2, B2, B4, C2)
 - b. The Board indicated they would be open to a reduced departure request if the design better met guideline priorities. The Board viewed the potential for twisting the west façade as an opportunity to further articulate the form and justify the related departure. The Board noted that many of the precedent images shown in the packet have twisting occurring along all frontages. The Board also requested a fully code compliant version for the next meeting. (A2, B2, B4, C2)
 - c. For Massing Option D, the Board agreed the added massing volume along the alley should be resolved into a form consistent with the twisting design concept. (A2, B2, B4, C2)
 - d. The Board noted that they would not be supportive of any reduction in tower spacing and that design should meet the spacing requirement in the Code to be responsive to development patterns of the City and allow for access to light and air. (A2, B2, B3, B4, C2)

- 3. Architectural Expression and Relationship of the Base and Tower:** The Board strongly supported the angular massing of the tower and podium setback as shown in Massing Options C and D, in particular as viewed from the alley. The Board agreed the twisting form of the tower and the stepping of the base should become more consistent to strengthen the architectural expression of the whole building. In order to clarify the massing moves, the Board unanimously recommended simplifying and resolving the podium massing along Boren with a simple slot setback. The Board also supported the use of landscape in a way that connects the tower and base together with a series of green terraces and encouraged extending the landscape further up the tower. (A2, B4, D2)

SECOND EARLY DESIGN GUIDANCE March 6, 2018

At the end of the First Early Design Guidance (EDG) meeting, the Board directed the applicant to proceed forward with MUP and indicated they did not support the tower width departure request as presented. Since the initial meeting, the applicant has revised the tower design and returned for an additional EDG meeting for the Board to consider and provide feedback on the modified design and departure request.

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Supported the revised and improved departure. The design will be a creative, interesting and beautiful addition to the city, fitting very well with the Design Guidelines.
- Preferred the revised massing over a square, code compliant design and urged granting the departure needed to carry it out.
- Noted that the design will be a welcome change from many of the “box-like” buildings in the neighborhood.
- Supported the improvement of the overall massing, pedestrian experience, retail interaction and landscape.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Strongly supported the flowing lines, balconies and other design elements which break up the façade width in the new design and significantly reduce the bulk and façade at the top elevations.
- Supported the removal of the cantilevered hotel building over the sidewalk on Boren starting at the Stewart corner and flowing southwest due to its openness to the sky.
- Objected to locating one of the only views of the interesting tower design where it will be blocked by 2901 Minor and only be seen from residents across the alley.
- SDCI also received non-design related comments concerning tower spacing.

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PRIORITIES & BOARD RECOMMENDATIONS

The Board commended the applicant for the responsive development and voluntarily presenting the changes at an additional EDG meeting.

- 1. Ground Level Pedestrian Realm, Circulation and Landscape:** The Board unanimously supported the presented ground level plan which included generous entry space. The Board

preferred this ground plane design over the code compliant massing option and gave guidance on further development.

- a. While the Board supported the design advancement overall, the Board stressed the importance of creating active and transparent frontages and recommended studying the back of house frontage along Stewart. The Board supported the early intent to provide windows into the kitchen area to allow for a visual connection. (B1, B3, C1, D3)
 - b. The Board continued to support the design intent of the alley to serve both pedestrian circulation and vehicular access. To create a safe and inviting space for pedestrians, the Board recommended thoughtfully detailing the alley, reinforcing clear wayfinding at the entrance at Stewart, and coordinating with the adjacent project across the alley to minimize the presence of service areas. (C1, C6, E3)
 - c. Related to the pass-through connection from Boren to the alley, the Board requested more information on daylighting and how the design will draw pedestrians through the space. The Board was concerned with the visibility and functionality of the recessed retail space accessed by the pass-through connection and recommended enhancing the connection so that the space would read as open and accessible as possible. (C1, D1, D3)
 - d. The Board appreciated the sidewalk study analysis and supported the refined streetscape design, proposed sidewalk widths, and additional setbacks provided beyond the code requirement to allow for increasing pedestrian volumes. (B1, B3, C1, D3)
- 2. Podium Base and Tower:** The Board supported the simplified podium and the stepping of the massing beneath the tower to relate to the shifting forms above. The majority of the Board agreed that the simple slot setback breaks up the massing volumes and the corner sidecar tower has the potential to read as a counterpoint to the shifting tower. To strengthen the architectural expression and establish hierarchy, the Board recommended developing the corner sidecar tower into a standalone, complementary expression, potentially through materiality and façade composition. (A2, B4, D2)
- 3. Massing Option, Architectural Expression and Related Departure:** The Board echoed public comment and unanimously supported the additional articulation of the tower facades. The Board also viewed the addition of stepped setbacks and balconies along the west façade as much more meaningful to the twisting tower form and indicated early support of the departure to increase the tower width. The Board noted the perspective becomes foreshortened when viewing the tower from a pedestrian perspective and the upper shifts become more difficult to perceive. In order to pronounce these upper level shifts and strengthen the architectural concept of the twisting tower overall, the Board recommended an additional study to increase the upper level shifts, at the top 6 floors along the southeast frontage. The Board also requested a massing model for the next meeting. (A2, B1, B2, C2)

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**, the following departure was requested:

1. **Tower Width (SMC:23.49.058.C.2.a):** The Code limits the maximum tower width to 120'. The applicant proposes a twisting massing which ranges from 112' to 144' in width.

The Board unanimously indicated early support of the departure request and strongly supported the additional articulation of the tower facades. The Board agreed the design reads as one cohesive twisting design and has the potential to better meet Design Guidelines A2 Enhance the Skyline, B1 Respond to the neighborhood context, B2 Create a Transition in Bulk and Scale, C2 Design Facades of Many Scales. The Board also recommended studying increasing the upper level shifts to increase visibility and strengthen the twisting tower architectural concept. For the next meeting, the Board also requested calculation of the additional volume gained by the departure request for comparison.

INITIAL RECOMMENDATION November 19, 2019

PUBLIC COMMENT

No public comments were received in writing or offered at the meeting.

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All public comments submitted in writing for this project can be viewed using the following link and entering the record 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. Street Level:

- a. The Board expressed general support for the response to guidance on both Stewart Street and Boren Avenue, particularly the increased setbacks and careful articulation of the street edges both architecturally and with landscape. (B1, B3, C1, D3)
- b. The Board supported the creation of a protected pedestrian path at the alley and provided guidance to further develop this area both in the ground plane and with lighting to ensure it is safe and attractive. (D5, D6)

- c. The Board recognized the change in program at the alley 'porte cochere' (this term will be used throughout this report for clarity) but agreed that the deletion of the angled walls and the structural reconfiguration had diminished the activation and interest generated by this area. The Board provided guidance to make this an attractive and activated space, and asked that the following options be explored in particular:
 - i. Extending the illuminated canopy from the porte cochere to the alley edge at Stewart Street.
 - ii. Carrying the illuminated split-boulders to the street edge at Stewart Street.
 - iii. Further development of the porte cochere area in the ground plane using the revised program and layout of columns as organizing elements.
 - iv. Developing the walls of the port cochere to be carefully articulated and attractive elements, particularly the (northwest) wall that will be most visible from the street. (C1, C3, C4, C6, D3, D6)
- d. The Board encouraged the re-establishment of a strong connection between the street edge lobby and the port cochere area at the alley, noting that relocating intervening program elements could be part of a solution. (C1, D1, D3)

2. Podium:

- a. The Board supported the two-story expression of this element and agreed that the green roofs at the canopy were compositionally strong and responsive to guidance, bridging and connecting the landscape elements above and below. (B1, B3, C1, B4, D2)

3. Side Car: The Board was divided on the development of this side car element in response to the Board's previous guidance, a question complicated by the change in programming (from hotel to co-living) and the design team's decision to develop the overarching design concept as two elements (the towers) rather than three (two towers on a podium).

- a. Some Board members found the revised design to have effectively developed this element as a standalone, complementary expression, and supported the clear exterior expression of program areas. (A2, B1, B4, C2)
- b. Other Board members found the identical expression of the tower/top and base/podium (split by the double-height amenity expression) to be illogical and not clearly responsive to guidance. (A2, B4)
- c. The Board discussed the viability of several approaches to this element and agreed that a number of strategies for integrating these elements in a coherent architectural concept could be successful. (A2, B1, B2, B4, C2)

4. The Tower: The Board had a wide-ranging and productive discussion regarding the larger tower element and its place in the overall design concept, the change in the available zoning envelope and the efficacy of the proposed design as a response to the Board's previous guidance.

- a. The Board noted that their previous guidance had been to accentuate the sculptural form of the tower and agreed that the proposed assembly of design moves (the stepping at the south and north, the erosion of form, the expression of the additional massing on the alley) seemed to be working at cross-purposes and were not connected in a legible and cohesive manner. (A2, B4)
- b. The Board agreed that the smoother (vs. EDG-2) steps and twists could be part of an effective strategy but found the limited and discrete application of this move to be unconvincing. The Board noted that applying this approach to the whole form could be an effective strategy to create a more coherent design concept that is responsive to their previous guidance. (A2, B2, B4)
- c. In response to questions from the applicant, the Board clarified this issue by noting that while there were two moves employed to create the stepping and twisting tower form at the previous EDG meeting, in that case the two moves were very clearly connected. Moving forward, the Board agreed that establishing a clear and legible connection between the moves that generate the twisting and stepping tower form would be essential in creating a coherent design concept and unified expression. (B4)
- d. The Board supported the erosion of mass on the north of the tower but found the termination of this expression difficult to reconcile with the concept. The Board recognized and supported the historical context-generated rationale for this move but found its simplified expression and isolation had compromised the quality (“teetering asymmetry”) of the historic spite mounds concept that were identified as its generator. (A2, B2, B4)
- e. The Board did not support the rooftop mechanical screening as currently proposed and provided guidance to explore options that would better integrate this element with the larger composition. (A2, B2, B4)
- f. The Board recognized the complexity of this design problem, particularly the application of a unified compositional strategy around the four unique sides of the larger tower. The Board agreed that a responsive solution would integrate the expression of stepping and twisting on all sides of the building in a cohesive and unified whole. (A2, B2, B4)

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure(s) will be based on the departure’s potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board’s recommendation will be reserved until the final Board meeting.

At the time of the **INITIAL RECOMMENDATION** meeting, the following departure was requested:

1. **Tower Width (SMC:23.49.058.C.2.a):** The Code limits the maximum tower width to 120 feet. The applicant proposes a variation in width with a maximum of 132 feet 4 inches.

The Board indicated early support of the departure request as it has the potential to better meet Design Guidelines A2 Enhance the Skyline, B1 Respond to the Neighborhood Context, B2 Create a Transition in Bulk and Scale, C2 Design Facades of Many Scales. The Board appreciated the reduction in magnitude of the departure request since the previous meeting but did not condition their recommendation based on this.

FINAL RECOMMENDATION January 21, 2020

PUBLIC COMMENT

No public comments were received in writing or offered at 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 Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

All public comments submitted in writing for this project can be viewed using the following link and entering the record 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. Street Level:

- a. The Board recommended approval of the revised street level design, finding it responsive to their earlier guidance to reestablish the strong connection between the street edge lobby and the port cochere and to create safe, attractive and engaging elements at pedestrian level. (B1, B3, C1, D3, D5, D6)

2. Podium:

- a. The Board recommended approval of the two-story expression of this element and agreed that the green roofs at the canopy were compositionally strong and responsive to guidance, bridging and connecting the landscape elements above and below. (B1, B3, C1, B4, D2)

3. Side Car:

- a. The Board recommended approval of the “side car” element as a stand-alone, complementary expression, and supported the clear exterior expression of program areas. (A2, B1, B4, C2)

- 4. The Tower:** The Board reviewed their guidance from previous meetings and while agreeing that the minor changes to massing were positive, expressed significant concern regarding the materials, details and architectural features that articulate the tower form. The Board agreed that those choices currently lacked coherence and as proposed did not strengthen or add coherence to the massing moves that are integral to the design concept. (A2, B1, B4-2, B4-3)
- a. The Board agreed that the legibility of the stepping and massing moves was their principal concern and questioned the choice to have the white bands expressed in the same manner on both the facades that stepped and those that did not. (B4-2, B4-3)
 - b. The Board supported the current palette of materials and agreed that the facades could be revised to reinforce and emphasize the massing of the tower while retaining the coherence of the architectural concept. (B1, B4)
 - c. The Board recommended a condition to develop an alternative strategy for the articulation and expression of cladding materials, details, secondary elements and architectural features that will emphasize and strengthen the massing moves and design concept as shown in the diagrams beginning on page 21 of the Recommendation packet. (B4-2, B4-3)
 - d. The Board agreed that the solution could be as simple as de-emphasizing the white bands on the non-stepping facades and asked that this approach be one of those studied. (B4-2, B4-3)

DEVELOPMENT STANDARD DEPARTURES

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At the time of the **FINAL RECOMMENDATION** meeting, the following departure was requested:

1. **Tower Width (SMC:23.49.058.C.2.a):** The Code limits the maximum tower width to 120 feet. The applicant proposes a variation in width with a maximum of 132 feet 4 inches, as diagrammed on page 49 of the Recommendation packet.

The Board recommended approval of the departure request noting its clear connection to the design concept and its potential to better meet Design Guidelines A2 Enhance the Skyline, B1 Respond to the Neighborhood Context, B2 Create a Transition in Bulk and Scale, C2 Design Facades of Many Scales.

DESIGN REVIEW GUIDELINES

The priority Downtown design guidelines identified 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.

C5 Encourage Overhead Weather Protection: Project applicants are encouraged to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C5.1. Overhead Weather Protection Design Elements: Overhead weather protection should be designed with consideration given to:

- a. the overall architectural concept of the building
- b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
- c. minimizing gaps in coverage;
- d. a drainage strategy that keeps rain water off the street-level facade and sidewalk;
- e. continuity with weather protection provided on nearby buildings;
- f. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
- g. the scale of the space defined by the height and depth of the weather protection;
- h. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
- i. when opaque material is used, the illumination of light-colored undersides to increase security after dark.

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.

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.

D2 Enhance the Building with Landscaping: Enhance the building and site with generous landscaping— which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D2.1. Landscape Enhancements: Landscape enhancement of the site may include some of the approaches or features listed below:

- a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;
- b. include a special feature such as a courtyard, fountain, or pool;
- c. incorporate a planter guard or low planter wall as part of the architecture;
- d. distinctively landscape open areas created by building modulation;
- e. soften the building by screening blank walls, terracing retaining walls, etc.;
- f. increase privacy and security through screening and/or shading;
- g. provide a framework such as a trellis or arbor for plants to grow on;
- h. incorporate upper story planter boxes or roof planters;
- i. provide identity and reinforce a desired feeling of intimacy and quiet;
- j. provide brackets for hanging planters;

D2.2. Consider Nearby Landscaping: Reinforce the desirable pattern of landscaping found on adjacent block faces.

- m. plant street trees that match the existing planting pattern or species;
- n. use similar landscape materials; and
- o. extend a low wall, use paving similar to that found nearby, or employ similar stairway construction methods.

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

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

- a. public art;
- b. street furniture, such as seating, newspaper boxes, and information kiosks;
- c. distinctive landscaping, such as specimen trees and water features;
- d. retail kiosks;
- e. public restroom facilities with directional signs in a location easily accessible to all; and
- f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

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

D4 Provide Appropriate Signage: Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

D4.1. Desired Signage Elements: Signage should be designed to:

- a. facilitate rapid orientation
- b. add interest to the street level environment
- c. reduce visual clutter
- d. unify the project as a whole
- e. enhance the appearance and safety of the downtown area.

D4.2. Unified Signage System: If the project is large, consider designing a comprehensive building and tenant signage system using one of the following or similar methods:

- a. signs clustered on kiosks near other street furniture or within sidewalk zone closest to building face;
- b. signs on blades attached to building facade;
- c. signs hanging underneath overhead weather protection.

D4.3. Signage Types: Also consider providing:

- d. building identification signage at two scales: small scale at the sidewalk level for pedestrians, and large scale at the street sign level for drivers;
- e. sculptural features or unique street furniture to complement (or in lieu of) building and tenant signage;
- f. interpretive information about building and construction activities on the fence surrounding the construction site.

D4.4. Discourage Upper-Level Signage: Signs on roofs and the upper floors of buildings intended primarily to be seen by motorists and others from a distance are generally discouraged.

D5 Provide Adequate Lighting: To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D5.1. Lighting Strategies: Consider employing one or more of the following lighting strategies as appropriate.

- a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.
- b. Install lighting in display windows that spills onto and illuminates the sidewalk.
- c. Orient outside lighting to minimize glare within the public right-of-way.

D6 Design for Personal Safety & Security: Design the building and site to promote the feeling of personal safety and security in the immediate area.

D6.1. Safety in Design Features: To help promote safety for the residents, workers, shoppers, and visitors who enter the area:

- a. provide adequate lighting;
- b. retain clear lines of sight into and out of entries and open spaces;
- c. use semi-transparent security screening, rather than opaque walls, where appropriate;
- d. avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;

- e. use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;
- f. use ornamental grille as fencing or over ground-floor windows in some locations;
- g. avoid architectural features that provide hiding places for criminal activity;
- h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;
- i. install clear directional signage;
- j. encourage “eyes on the street” through the placement of windows, balconies, and street-level uses; and
- k. ensure natural surveillance of children’s play areas.

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.

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.

RECOMMENDATIONS

At the conclusion of the Final Recommendation meeting, the Board unanimously recommended approval of the project with conditions.

The recommendation summarized above was based on the design review packet dated Tuesday, January 21, 2020, and the materials shown and verbally described by the applicant at the Tuesday, January 21, 2020 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Develop an alternative design strategy for the articulation and expression of cladding materials, details, secondary elements and architectural features that will emphasize and strengthen the massing moves and design concept as shown in the diagrams beginning on page 21 of the Recommendation packet.(B4-2, B4-3)