

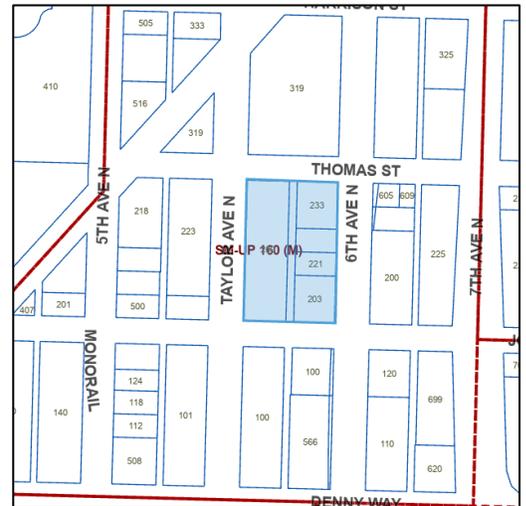


RECOMMENDATION OF THE WEST DESIGN REVIEW BOARD

Record Number: 3038240-LU and 3038247-LU
Address: 200 Taylor Ave N and 205 6th Ave N
Applicant: Taylor Boyer, Perkins & Will
Date of Meeting: Wednesday, May 03, 2023
Board Members Present: Tiffany Rattray, Chair; Allan Farkas; Patreese Martin, Substitute; John Morefield, Substitute
Board Members Absent: Jen Montessor, Janell Eckrich
SDCI Staff Present: Greg Johnson for Joe Hurley

SITE & VICINITY

Site Zone: Seattle Mixed – Uptown with a 160’ height limit (M)
Nearby Zones: (N) Seattle Mixed – Uptown 160 (M); (S) Seattle Mixed – Uptown 160 (M); (E) Seattle Mixed – Uptown 160 (M); (W) Seattle Mixed – Uptown 160 (M)
Lot Area: 76,400 sq. ft.



Current Development:

The subject site comprises five existing tax parcels developed with a hotel structure built in 1979; three office buildings built in 1959, 1961, and 1962; and two surface parking lots. The rectangular in shape site slopes downward southwest to northeast approximately fourteen feet.

### **Surrounding Development and Neighborhood Character:**

The subject site occupies a full block in the Uptown Urban Center. Adjacent to the site are the Seattle City Light Sub Station to the north across Thomas St, a hotel to the east across 6<sup>th</sup> Ave N, a mixed-use structure to the south across John St, and an office building to the west across Taylor Ave N. This area is located on the eastern edge of the Uptown neighborhood near the transition between the Seattle Center campus to the west and the science and research facilities of South Lake Union to the east. Within the immediate vicinity are a mix of the Seattle World's Fair landmark buildings, midrise residential structures, lowrise office buildings, and hotels. The site is located near access to major transportation routes, including Highway 99 via 7<sup>th</sup> Ave N and Interstate 5 via Denny Way. Thomas St is a designated Green Street and provides east-west circulation.

The site is situated on the evolving cusp between the Uptown neighborhood to the west and the South Lake Union neighborhood to the east. Buildings in the vicinity range from one to eighteen stories in height with no single architectural style prevailing. Newer developments commonly have a rectilinear massing above a defined one- or two-story podium. Vertical bays and framing elements are common design features. By contrast, older structures are generally lowrise, warehouse-style developments, sometimes with adjacent surface parking lots. Cementitious fiber cement, metal panel, and masonry are prevalent façade materials. The site's connection to major transportation networks lends an auto-centric character to the streetscape. Nearby, the Seattle Center campus contains buildings with varied architectural styles ranging from Googie to Postmodern. Multiple projects in the vicinity are currently in review or under construction for proposed development including 618 John St, 605 Thomas St, 223 Taylor Ave N, and 222 5<sup>th</sup> Ave N.

### **Access:**

Existing vehicular access occurs from the alley and on Taylor and 6<sup>th</sup> Avenues N.

Vehicular access is proposed from John St. Pedestrian access is proposed from John St and Thomas St.

### **Environmentally Critical Areas:**

No mapped environmentally critical areas are located on the subject site.

### **PROJECT DESCRIPTION**

Land Use Application to allow a 9-story office building. Parking for 288 vehicles proposed. Existing buildings to be demolished. Early Design Guidance conducted under 3038156-EG. And

Land Use Application to allow an 8-story office building. Parking for 191 vehicles proposed. Existing building to be demolished. Early Design Guidance conducted under 3038156-EG.

The proposed design is dependent on a proposed alley vacation, which will require Seattle Design Commission and SDOT review and City Council approval.

The design packet includes information presented at the meeting, and is available online by entering the record number at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

Any recording of the Board meeting is available in the project file. This meeting report summarizes the meeting and is not a meeting transcript.

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)

#### EARLY DESIGN GUIDANCE April 20, 2022

#### **PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Supported the pedestrian path at alley and the public plazas.

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

- Recommended that a Coast Salish design be considered, similar to the Duwamish Longhouse and the UW Intellectual House, that incorporates communal gathering areas and Coast Salish art.
- Highly recommended using only native vegetation for landscaping, including trees, bushes, and low ground cover.

SDCI received non-design related comments concerning archeological investigation.

The Seattle Department of Transportation offered the following comments:

- Supported the proposal to expand the sidewalk and planting areas along Taylor Ave N to roughly match the block to the south.
- Supported the proposal to expand the sidewalk and planting areas along 6<sup>th</sup> Ave N.
- Supported the pedestrian curb bulbs proposed at the project intersections of John St.
- Supported the initial Thomas St design.
- Supported the proposed alley vacation with expectation that all vehicle access is below grade and may be accessible via the proposed curb cut on John St.

From The Seattle Design Commission:

Seattle Design Commission Subcommittee Members and Staff reviewed vacation pre-petition materials on September 3, 2021. The subcommittee expressed preliminary support and noted the following areas for further investigation:

1. How the locations of the public open spaces, private entries, and vehicular access contribute to pedestrian flow on site and in the neighborhood. How the project is designed in support of SDOT street typologies.
2. The narrowness of the midblock pedestrian connector; how it effects the desirability of this route and the massing of the project.
3. The quality and choice of location for the two open spaces; their role in network of neighborhood open spaces; solar exposure; messaging that these are public spaces; possible retail.
4. Community outreach and goals; understanding of how open spaces in the area are being used, in particular in evening hours when office workers are gone.

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-EG: <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 and Three Schemes:** The Board supported the massing and modulation of Scheme 3, noting in particular the inclusion of two public plazas, a formal connection to the Seattle Center and the elegant composition of upper-level elements. The Board agreed that their support of the larger massing moves was tempered by their concern regarding the ground plane and street edges and provided guidance below to address these concerns. (CS2, PL1, CS3, DC3, DC2, PL1-B, PL3)
- 2. Proposed Alley Vacation:** The Board spoke at length about how the design of the two structures under review could evolve in conjunction with that of the vacated alley (recognized as the purview of the Seattle Design Commission) to create a larger whole that meets the intent of the Citywide and Uptown Neighborhood Design Guidelines.
- 3. Architectural Response to Alley:** The Board supported the schematic thinking behind the pedestrian path between the two structures, but expressed concern regarding how the design of the two structures under review affected its shape, composition, and public appearance, and offered the following guidance:

- a. To invite public use and activation of the vacated alley, carve away and pull back the building edges at the two entrances to allow clear views through the site. (CS2-B, PL3, PL2-D)
- b. Physically and visually strengthen the diagonal route highlighted by the applicant in the packet (p. 27 et al.) and in the presentation. (PL1-A, PL2-D)
- c. Reshape and enlarge the space between the two buildings to allow greater access to light and air and higher visibility from either end of the path. PL1-3, DC2-5-b,
- d. Design the site and landscape elements to clearly convey the public nature of the plazas and path, and to invite use by members of the public. (PL2-D, PL1-A, PL1-2, PL2)
- e. Reshape and enlarge the opening to the sky above the alley to provide sufficient light for the proposed landscape elements to thrive and to draw and encourage public use. (CS1-2, CS1-B, DC4-D)
- f. Explore programming alley edges with active uses that will engage the public and create opportunities for human interaction. (DC3-A, DC2-5-g)

**4. Ground Plane and Streetscape:** The Board supported the public open space proposed at the two corners and the articulation of the Thomas and John Street edges with identifiable entrances, secondary architectural features, human scale elements, and arches that reference those of the Seattle Center. (DC2, PL3, CS3)

- a. The Board noted the great length of the other two street edges and agreed that these streets (6th Ave and Taylor Ave N.) should receive a similar level of care and attention in their design. The Board noted that as currently designed they lacked programming elements that would engage the public or spaces offering respite to the pedestrian. The Board provided guidance that they be developed with active programming, texture, human scale elements, and porosity to create active and engaging environments. (DC2-D, PL3-1, CS2-B.2, PL1-B, DC2-5-g, PL3)
- b. The Board recognized the potential of a continuation of the arch motif at these streets (as shown in packet image) but agreed that these qualities could be created in any number of ways. (PL1-2, CS2-B, PL3, PL2)
- c. The Board questioned the lack of an option with a midblock connection, as they have seen in similar projects, and heard from the applicant that this was discouraged by the Seattle Design Commission.
- d. The Board supported the deployment of gasket elements on the two longer elevations, both compositionally and to mitigate scale. The Board questioned the articulation and programming of these elements at the ground plane, where compositional logic would indicate an important element or area of particular pedestrian interest. The Board agreed that this a significant issue given the lack of pedestrian amenity or interest along these edges and that this disconnect should be resolved in conjunction with the issues identified at 4.b., above. (DC2-D, PL3-1, CS2-B.2, PL1-B, DC2-5-g)
- e. The Board agreed that overhead weather protection should be well integrated with the design concept and articulation on the street edges.(PL2-C, DC2-4)
- f. The Board recognized opportunities to incorporate public art and provided guidance to fully explore these, noting this neighborhood's history as a center for the Arts and

the guidance provided in the Uptown Neighborhood Guidelines. (CS3-1, DC2-1, DC2-2, CS3-1)

## 5. Architectural Composition

- a. The Board expressed general support for the harmonious composition of elements at the upper levels, noting in particular their contrasting expressions and variations in parapet height and the resulting potential to help break down scale. The Board provided guidance to strengthen both the expression and contrast between these elements as the design develops. (DC2-A, DC2-B)
- b. The Board agreed that the setbacks and offsets deployed to reinforce the legibility of these elements should be strengthened, noting specifically the limited impact of a one-foot offset in a structure of this size. (DC2-A, DC2-B)

## 6. Access and Transportation:

- a. The Board strongly supported a single vehicle access point as it would minimize disruption of the pedestrian realm and provided guidance to develop a full slate of elements and measures to ensure pedestrian safety. (DC1-B)
- b. Echoing public comment, the Board highlighted the importance of bicycle facilities and provided guidance to include complete infrastructure details including connections to cycling routes, project entrances, and parking areas. (PL4-B, PL4-2)

## RECOMMENDATION April 20, 2022

### PUBLIC COMMENT

No public comments were offered at this meeting.

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

- Supported the inclusion of only native plants in the landscaping.

Seattle Design Commission provided the following comments from their February 2, 2023 meeting regarding the proposed alley vacation for this project:

### Summary of Commission Discussion

1. Appreciation for attention to the edges and diagonal interior of the space, the differentiation in landscape and mix of natural and built elements, the focus on pedestrian experience, the location of the bike room and fitness center and the combined vehicle entrance.
2. Encouraged seating that leads to sociability and appears open to all members of the public, and site design that reaches out to surrounding areas.
3. Encouraged design to engage with users, particularly the public around the arcade space.
4. Appreciated the differentiation of north and south courtyards around access and activity.
5. Concerned about the truncation of the center of the site and noted the need for critical lighting to make it inviting and to pull people through.

6. Recommendation to increase visibility through the pedestrian corridor to ensure flow of people who are not familiar with the site.

#### Seattle Design Commission Recommendations

1. Explore more programming options for the southeast corner to ensure it is active for the public.
2. Expand the idea of "public" to include skaters and other groups that might not seem
3. Continue to look at programming options for public spaces.
4. Maximize visibility through the diagonal to ensure the space feels safe and looks open.

SDCI also received non-design related comments concerning archeological review and transportation infrastructure. These comments are outside the scope of design review.

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 recommendation and design guidance.

##### **1. Architectural Composition**

- a. The Board supported the harmonious composition of elements at the upper levels, noting in particular their contrasting expressions and legibility created with setbacks and offsets, variations in parapet height, and the resulting potential to help break down scale and recommended approval of this aspect of the design. (DC2-A, DC2-B)
- b. The Board supported the proposed exterior fins to create depth and texture in the facade and to highlight the geometry and inflect planes of the upper structure. The Board encouraged the applicant to carefully study the composition and detailing of this element to ensure it will read in various weather conditions, times of day, and at night. (DC2, DC3)

##### **2. Ground Plane and Streetscape:**

- a. The Board recommended approval of the public open space proposed at the two corners and the articulation of the Thomas and John Street edges with identifiable entrances, secondary architectural features, human scale elements, and arches that reference the nearby Seattle Center. (DC2, PL3, DC3, CS3)

- b. The Board expressed concern regarding the apparent similarity in design of the two plazas but agreed that the planting plans would sufficiently differentiate the two plazas and recommended approval of this aspect of the design. (DC3)
- c. The Board was disappointed to find the pedestrian path at the east edge of the northwest plaza removed since EDG, noting that entering the pedestrian connector would now require travel under an arch close to the building entrance and could discourage its use. The Board encouraged the applicant, but did not recommend a condition, to reintroduce this element as the additional openness would likely appear more welcoming to pedestrians. (DC2-D, PL3-1, CS2-B.2, PL1-B, DC2-5-g, PL3)
- d. The Board was concerned that the low areas under the arches at the north and south ends of the pedestrian connector would not be navigable by pedestrians due to insufficient head height and that the building code may require protection around these areas to prevent injury, resulting in a smaller and less open ground plane. The Board recommended a condition to study the impact of the low head height and any code-required protection under the arches at the north and south ends of the pedestrian connector and revise the design as necessary to ensure that the pedestrian path and usable areas are not visually or physically diminished from those shown in the Recommendation packet. (DC3, PL3, PL2, PL1)
- e. The Board supported the provision of overhead weather protection at the street edges and recommended a condition to maintain the overhead weather protection on all street frontages as shown in the Recommendation packet dated May 3, 2023. (PL2-C, DC2-4)
- f. The Board noted that opportunities to incorporate public art were identified at EDG but not included in this design. The Board recognized the artistic intent of the perforated screens proposed and suggested a further exploration of opportunities to incorporate public art, noting this neighborhood's history as a center for the Arts and the guidance provided in the Uptown Neighborhood Guidelines. The Board declined to recommend a condition for this change. (CS3-1, DC2-1, DC2-2, CS3-1)

### **3. Lighting Plan**

- a. The Board recommended approval of the lighting plan as designed, noting particular support for the uplighting of the arches as a reference to the Seattle Center. The Board also encouraged, but did not condition, further study of the lighting condition at the narrowest point between the structures to ensure it would be safe, visible and inviting. (PL2-B.2, DC4-C)

### **4. Blank Walls (Type I Decision):**

- a. The Board supported the street edge design at John St and Taylor Ave N, including the blank wall sections of 28 and 21 feet, both in excess of the code maximum of 15 feet. The Board agreed that the street edge design and single vehicle access point for both projects would better meet the intent of Design Guidelines PL3 Street-Level Interaction and DC1-B Vehicular Access and Circulation and they recommended a departure for this aspect of the design if required.

## **DEVELOPMENT STANDARD DEPARTURES**

The Board's recommendation on the requested departures was based on the departures' 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).

At the time of the Recommendation meeting the following departures were requested:

1. **Maximum Structure Width and Depth (23.48.732.A):** The Code limits structure width and depth at 250 feet. The applicant proposes structure width of 265 feet along 6<sup>th</sup> Ave and 270 feet along Taylor Ave. N. The project proposes to extend the length by a maximum of 20' on the west building along Taylor Ave. and 33' on the east building along 6th Ave to 270' and 283' respectively.

The Board recommended approval of this departure, agreeing that the composition of offset and differently clad upper-level elements mitigated the scale of the building and better met the intent of Design Guideline DC2 Architectural Composition.

2. **Facade Modulation Upper-level development standards in SM-UP 160 zones (23.48.745.D):** The Code requires modulation for street-facing facades of a structures located within 15 feet of a street lot line and exceeding 95 feet in height. The Code would require the proposed design to be modulated with a 15-foot deep and 40-foot-wide setback along both 6<sup>th</sup> Ave. and Taylor Ave. N. The applicant proposes modulation to be distributed over the height and length of facade and to use angled façades that are 105'-9" and 109'-7" wide and angled at 79 degrees on three facades and 85 degrees on the fourth, (as shown in the Recommendation packet dated May 10, 2023) in place of the required modulation.

The Board recommended approval of this departure, agreeing that the composition of upper-level elements as proposed mitigated the scale of the building and better met the intent of Design Guideline DC2 Architectural Composition.

3. **Street-level Development Standards (23.48.040.B.1):** The Code requires a minimum of 60 percent of the street facing facade to be transparent. The applicant proposes 50 percent transparency at the south facade of the West building.

The Board recommended approval of this departure, agreeing that the composition of the street edge with significant glazing and multiple entrances and including areas without glazing as it will help create an engaging pedestrian realm, mitigate the scale of the building, and better met the intent of Design Guideline DC2 Architectural Composition and Design Guideline PL3 Street-Level Interaction.

4. **Structure Height and Rooftop Features (23.48.025.C.6.b):** The Code prohibits rooftop features within 10 feet of the roof edge. The applicant proposes rooftop features (the screening wall) 1-foot and 1-foot 6 inches from the roof edge for a limited area at

northwest and southeast as shown on page 131 of the Recommendation packet dated May 10, 2023.

The Board recommended approval of this departure, agreeing that the compositional strength of the inset area that creates this condition would help the project better meet the intent of Design Guideline DC2 Architectural Composition.

## DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines and Neighborhood Design 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.

### ***Uptown Supplemental Guidance:***

#### **CS1-1 Topography**

**CS1-1-a. Street Grade:** Step the elevation of ground floors so that building entrances and ground floors roughly match the street grade.

**CS1-1-b. Step with the Grade:** Design the building massing to step with grade using techniques such as changes in the levels of upper floors, breaks in the roofline, vertical and horizontal modulation, stepping facades.

**CS1-1-c. Service & Access Impacts:** Use existing grade changes to minimize service and access impacts in through-block developments.

**CS1-1-d. Step Fencing:** If fencing or screening is included in the design, it should step along with the topography.

**CS1-1-e. Safe & Attractive Transition:** Design ground-level treatments that create a safe, attractive transition between the building, site and the sidewalk such as terraces, stoops, rockeries, stairs, and landscaping, or other positive approaches used on adjacent properties. Create a transition between ground level interior and adjacent pedestrian areas and public sidewalks that achieves a balance of transparency for safety (eyes on the street) and screening for privacy.

#### **CS1-2 Plants and Habitat**

**CS1-2-a. Habitat Landscapes:** Create habitat landscapes of native species in building setbacks, right-of-ways, green roofs, walls and gardens. Look for opportunities to contribute to neighborhood and citywide connective habitats for insects and birds, while providing a safe environment for pedestrians.

### **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.

***Uptown Supplemental Guidance:***

**CS2-1 Sense of Place**

**CS2-1-a. Identity Features:** Use site identity features at Uptown Gateway locations. Examples of identity features include art, welcoming or wayfinding signage, distinct architecture or major public open space.

**CS2-2 Adjacent Sites**

**CS2-2-a. Relationships & Connections:** Buildings adjacent to the Seattle Center campus should be sited to create synergistic relationships and reinforce connections between the Seattle Center and the surrounding Uptown neighborhood.

**CS2-3 Corner Sites**

**CS2-3-a. Address the Corner:** Generally, buildings within Uptown should meet the corner and not be set back, except for Gateway locations. Buildings, retail treatments, and open spaces should address the corner and promote activity.

**CS2-3-b. Corner Entrances:** Generally, corner entrances are discouraged for retail uses. However, corner entrances may be appropriate to emphasize Gateways or locations with high pedestrian activity within the Heart of Uptown.

**CS2-3-c. Special Features:** Corner sites are often desirable locations for small publicly-accessible plazas, art, and other special features.

**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.

***Uptown Supplemental Guidance:***

**CS3-1 Placemaking**

**CS3-1-a. Design Features:** Include design features that make the Arts and Cultural District visible to pedestrians such as interpretive panels, banners, plaques, building names, wayfinding, signage and art.

**CS3-1-b. Visual Art:** Make visual art an integral part of the design concept, especially along Mercer/Roy Street corridor, near theaters and other cultural venues, and in the Heart of Uptown.

**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.

## ***Uptown Supplemental Guidance:***

### **PL1-1 Enhancing Open Spaces**

**PL1-1-a. Connections:** Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Where publicly accessible plazas abut private open space, use special paving materials, landscaping, and other elements to provide a clear definition between the public and private realms.

### **PL1-2 Adding to Public Life**

**PL1-2-a. Adjacency to Seattle Center:** Opportunities to add to public life are especially important for street-facing facades that are adjacent to the Seattle Center.

### **PL1-3 Pedestrian Volumes and Amenities**

**PL1-3-a. Volume & Flow:** Encourage streetscapes that respond to unique conditions created by Seattle Center. Design wide sidewalks, sturdy street furniture and durable landscaping to accommodate high pedestrian volumes and flow of event crowds.

**PL1-3-b. Notable Locations:** Pedestrian amenities are especially encouraged in the Heart of Uptown, and along the Queen Anne Ave. and 1st Ave N corridors.

**PL1-3-c. Pedestrian Uses:** All of Uptown should be considered a "walking district." New development should strive to support outdoor uses, activities and seating that create an attractive and vibrant pedestrian environment. Consider widening narrow sidewalks though additional building setback at street level.

### **PL1-4 Outdoor Uses and Activities**

**PL1-4-a. Outdoor Dining:** Encourage outdoor dining throughout Uptown.

**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.

**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.

### ***Uptown Supplemental Guidance:***

#### **PL3-1 Entries**

**PL3-1-a. Pedestrian Orientation:** Design entries to be pedestrian-friendly. Consider how the position, scale, architectural detailing, and materials will create an entry that is clearly discernible to the pedestrian.

**PL3-1-b. Safety Sightlines & Features:** Individual or unit entrances in buildings that are accessed from the sidewalk or other public spaces should consider safety sightlines as well as safety features such as decorative fencing and high visibility gating. Landscaping should be consistent with these features.

**PL3-1-c. Design Features:** The use of distinctive paving, detailing, materials and landscaping, and artistic designs with cultural references is strongly encouraged. Building addresses and names (if applicable) should be located at entrances, and tastefully crafted.

#### **PL3-2 Residential Edges on Pedestrian Streets**

**PL3-2-a. Security:** Where residential buildings are located along the pedestrian-oriented Class 1 or Class 2 Pedestrian Streets, include façade lighting and visible lobbies or public-facing retail spaces to enhance the security of the adjacent sidewalk.

#### **PL3-3 Ground Level Residential Edges (Including Live/Work Uses)**

**PL3-3-a. Entries:** Provide a direct entry into the unit from the street. The entry should include weather protection sufficient to shelter persons entering the building during inclement weather.

**PL3-3-b. Elevate the Ground Floor:** Elevating the ground floor of the living area two to four feet above the adjacent sidewalk grade to increase privacy is desirable. This design guideline does not apply to designated ADA accessible units.

**PL3-3-c. Boundaries:** Provide a physical “threshold” feature such as a hedge, retaining wall, rockery, stair, railing, or a combination of such elements on private property that defines and bridges the boundary between public right-of-way and private yard or patio. Thresholds may screen but not block views to and from the street and should help define individual units. Retaining walls should generally not be taller than four feet. If additional height is required to accommodate grade conditions, then terraces can be employed.

**PL3-3-d. Gates & Fencing:** Where gates and fencing are used as threshold features, design them for high visibility and incorporate landscaping to soften these features.

#### **PL3-4 Retail Edges**

**PL3-4-a. Retail Size:** Smaller store-front shops are preferred along Class 1 and Class 2 Pedestrian Streets to accommodate smaller local retailers and provide affordable retail space options.

### **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.

### ***Uptown Supplemental Guidance:***

#### **PL4-1 Entry Locations and Relationships**

**PL4-1-a. Consider Transit Riders:** When buildings are located adjacent to a major transit stop, integrate weather protection and public seating for bus riders into the design of the building to eliminate the need for a bus shelter, and enhance the function and safety of the pedestrian environment.

#### **PL4-2 Planning Ahead for Bicyclists**

**PL4-2-a. Bike Facilities:** Placement of long-term bicycle storage should consider cyclist safety and ease of access. Provide the required short-term bike racks near main building entrance to accommodate private and shared bicycles. Consider customizing the SDOT approved racks (“inverted U” or “staple” style) to reflect Uptown Arts and Cultural District branding such as colors, distinctive place-names, plaques, or other design elements.

**PL4-2-b. Bike Connections:** Facilitate connections to major bicycle infrastructure including the Thomas Street Bridge/Elliot Bay Trail, Mercer Street protected bike lane and 2nd Avenue/Denny Way protected bike lane.

#### **PL4-3 Transit Facilities**

**PL4-3-a. Pedestrian Activity:** Transit facilities should be designed as an integral part of any co-development and be designed to support all relevant Citywide Design Guidelines, especially those regarding the ground floor and pedestrian activity.

1. On Class I Pedestrian Streets, required street level uses are essential to achieving the intent of Pedestrian Street Classifications. Operational needs may require that vehicle entrances to transit facilities be wider than permitted for parking garages, and facade lengths may be greater than other structures in the neighborhood. Street frontage of these projects should maintain and reinforce the levels of pedestrian activity and visual interest that Class I Pedestrian streets are intended to achieve.

2. On all streets bus layover facilities should completely screen the layover space from public view. Ideally other uses with transparent, active storefronts are located between bus parking and all adjacent, street public right of way.

## **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.

### **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 façades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all façades 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 façades 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 façades 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.

***Uptown Supplemental Guidance:***

**DC2-1 Architectural Context**

**DC2-1-a. Arts & Cultural District:** Architecture that emphasizes human scale, streetscape rhythm, quality detailing and materials is more important than consistency with a particular period or style. Uptown’s evolving and dynamic architectural context embraces a range of historical styles, and modern innovative design that reflects the Uptown Arts and Cultural District.

**DC2-2 Blank Walls and Retaining Walls**

**DC2-2-a. Artwork & Murals:** Artwork and murals, created in collaboration with the Uptown Arts and Cultural Coalition, are encouraged for any temporary or permanent blank walls.

**DC2-2-b. Pattern & Texture:** Throughout Uptown any visible retaining walls should be constructed of materials that will provide substantial pattern and texture. Rockery, stone, stacked stone or stained concrete, or brick are preferred. Walls should be appropriately designed and scaled for the pedestrian environment. Landscaping or art in conjunction with retaining walls is strongly encouraged.

**DC2-3 Secondary Architectural Features**

**DC2-3-a. Storefront Design:** Design storefronts to allow and encourage tenants to create individualized architectural features.

**DC2-3-b. Window Design:** Encourage substantial window detailing and recessed windows. Discourage flush window treatments.

**DC2-4 Dual Purpose Elements**

**DC2-4-a. Canopies & Weather Protection:** The use of exterior canopies or other weather protection features is favored throughout Uptown for residential and commercial uses. Canopies and awnings should be sized to the scale of the building and the pedestrian, and blend well with the building and surroundings.

**DC2-5 Tall Buildings**

**DC2-5-a. Response to Context:** Integrate and transition to a surrounding fabric of differing heights; relate to existing visual datums, the street wall and parcel patterns. Respond to prominent nearby sites and/or sites with axial focus or distant visibility, such as waterfronts, public view corridors, street ends.

**DC2-5-b. Tall Form Placement, Spacing & Orientation:** Locate the tall forms to optimize the following: minimize shadow impacts on public parks, plazas and places; maximize tower spacing to adjacent structures; afford light and air to the streets, pedestrians and public realm; and minimize general impacts to nearby existing and future planned occupants.

**DC2-5-c. Tall Form Design:** Avoid long slabs and big, unmodulated boxy forms, which cast bigger shadows and lack scale or visual interest. Consider curved, angled, shifting and/or carved yet coherent forms. Shape and orient tall floorplates based on context, nearby opportunities and design concepts, not simply to maximize internal efficiencies. Modulation should be up-sized to match the longer, taller view distances.

**DC2-5-d. Intermediate Scales:** To mediate the extra height/scale, add legible, multi-story intermediate scale elements: floor groupings, gaskets, off-sets, projections, sky terraces, layering, or other legible modulations to the middle of tall forms. Avoid a single repeated extrusion from base to top.

**DC2-5-e. Shape & Design All Sides:** Because tall forms are visible from many viewpoints/distances, intentionally shape the form and design of all sides (even party walls), responding to differing site patterns and context relationships. Accordingly, not all sides may have the same forms or display identical cladding.

**DC2-5-f. Adjusted Base Scale:** To mediate the form's added height, design a 1-3 story base scale, and/or highly legible base demarcation to transition to the ground and mark the 'street room' proportion. Tall buildings require several scale readings, and the otherwise typical single-story ground floor appears squashed by the added mass above.

**DC2-5-g. Ground Floor Uses:** Include identifiable primary entrances -scaled to the tall form - and provide multiple entries. Include genuinely activating uses or grade-related residences to activate all streets.

**DC2-5-h. Facade Depth & Articulation:** Use plane changes, depth, shadow, and texture to provide human scale and interest and to break up the larger façade areas of tall buildings, especially in the base and lower 100 feet. Compose fenestration and material dimensions to be legible and richly detailed from long distances.

**DC2-5-i. Quality & 6th Elevations:** Intentionally design and employ quality materials and detailing, including on all soffits, balconies, exterior ceilings and other surfaces seen from below, including lighting, vents, etc.

**DC2-5-j. Transition to the Sky & Skyline Composition:** Create an intentional, designed terminus to the tall form and enhance the skyline (not a simple flat 'cut-off'). Integrate all rooftop elements and uses into the overall design, including mechanical screens, maintenance equipment, amenity spaces and lighting. Use wide photo simulations to study & design how the tall building will contribute to the overall skyline profile and variety of forms.

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

**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.

**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.

### ***Uptown Supplemental Guidance:***

#### **DC4-1 Building Materials**

**DC4-1-a. Exterior Treatments:** Decorative exterior treatments using brick, tile, and/or other interesting more modern exterior finish materials are strongly preferred.

**DC4-1-b. Quality Materials:** Quality exterior finish materials should be incorporated at all levels and on all exterior walls. Materials at the street level should be of the highest quality.

**DC4-1-c. Compatible Materials:** Use materials, colors, and details to unify a building's appearance; buildings and structures should be clad with compatible materials on all sides. Where buildings have side setbacks adjacent to other buildings, materials and design treatments should intentionally 'wrap the corner' of window and door openings, and at building corners, so cladding materials and treatments appear substantial, and not two-dimensional or paper thin.

**DC4-1-d. Stucco:** The use of stucco is strongly discouraged.

#### **DC4-2 Commercial Signage**

**DC4-2-a. Pedestrian-Scale Signage:** Pedestrian-scale commercial signage such as blade signs, wall-mounted signs, and signs below awnings, are encouraged. Signs for arts and cultural uses that incorporate elements of color and light are also encouraged.

**DC4-2-b. Creative Expression:** Storefront signs that integrate creativity and individual expression into the overall design of storefronts are encouraged. Signs that appear cluttered and detract from the quality of the building's design are discouraged.

**DC4-3 Commercial Lighting**

**DC4-3-a. Pedestrian-Scale Lighting:** Uptown accommodates shopping and eating experiences during the dark hours of the Northwest's late fall, winter, and early spring. Pedestrian-scale lighting for both the public sidewalks and private pathways is encouraged.

**DC4-3-b. Visual Interest:** Creative distinct lighting fixtures and schemes that enhance the unique identity of the Uptown Arts and Cultural District is strongly encouraged. Lighting should add visual interest for both pedestrians and drivers while not disturbing any adjacent residential properties.

**DC4-4 Trees, Landscape and Hardscape Materials**

**DC4-4-a. Hardscape Design:** Consider the use of permeable pavement or artistic design elements where landscaped design elements are not feasible or sustainable.

**BOARD RECOMMENDATIONS**

The recommendations summarized above were based on the design review packet dated May 3, 2023, and the materials shown and verbally described by the applicant at the May 3, 2023 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions.

1. Work with the Planner to study the impact of the low head height and any code-required protection under the arches at the north and south ends of the pedestrian connector and revise the design as necessary to ensure that the pedestrian path and usable areas are not visually or physically diminished from those shown in the Recommendation packet. (DC3, PL3, PL2, PL1)
2. Maintain the overhead weather protection on all street frontages as shown in the Recommendation packet dated May 3, 2023.