CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS

Record Number: 3040199-LU

Applicant: Charlie Forks, HKS

Address of Proposal: 112 5th Avenue N

SUMMARY OF PROPOSAL

Land Use application to allow a 9-story office building with laboratory and retail. Parking for 89 vehicles proposed. Existing building to be demolished. Early Design Guidance conducted under 3040209-EG.

The following approvals are required:

I. **Design Review with Departures (SMC Chapter 23.41)***
**Any departures are listed near the end of the Design Review Analysis section of this decision.*

II. **SEPA Environmental Determination (SMC Chapter 25.05)**

SEPA DETERMINATION

- ☐ Determination of Nonsignificance (DNS)
  - ☒ Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts.
  - ☐ No mitigating conditions of approval are imposed.
- ☐ Determination of Significance (DS) – Environmental Impact Statement (EIS)
- ☐ Determination made under prior action.
- ☐ Exempt

SITE AND VICINITY

Site Zone: Seattle Mixed – Uptown 160 (M)

Zoning Pattern: (North) Seattle Mixed – Uptown 160 (M)
(South) Seattle Mixed – Uptown 160 (M)
(East) Seattle Mixed – Uptown 160 (M)
(West) Seattle Mixed – Uptown 160 (M)

Environmentally Critical Areas: No mapped environmentally critical areas are located on the subject site.

The top of this image is north. This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in SDCI's files will control.

Current Development:

The subject site is comprised of four existing tax parcels currently developed with two lowrise commercial structures built in 1905 and 1913, a lowrise office building built in 1959, and a surface parking lot. The site is rectangular in shape and slopes downward south to north approximately six feet. An Exceptional London Plane tree is located near the north property line.

Surrounding Development and Neighborhood Character:

The subject site is located at the southeast corner of 5th Ave N and John St in the Uptown Urban Center. Multifamily residential structures are adjacent to the north and east. Office buildings are adjacent to the east and west. Within the immediate vicinity are a mix of the Seattle World's Fair landmark buildings, midrise residential structures, lowrise office buildings, and hotels. The Seattle Center campus is located across Broad St two blocks to the northwest. The Seattle Monorail tracks run north, following the west side of 5th Ave N until Thomas St where they veer northwest into the Seattle Center. 5th Ave N is a principal arterial and a designated SEPA Scenic Route.

This site is situated between the residential Queen Anne neighborhood to the north, South Lake Union to the east, and Downtown to the south. The connectivity of 5th Ave N to Mercer St to the north and to Denny Way to the south lend an auto-centric character despite the tree-lined streetscape. The Seattle Center campus contains buildings with varied architectural styles ranging from googie to postmodern. Buildings 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. Multiple projects in the vicinity are currently in review or under construction for proposed development, including 222 5th Ave N, 200 Taylor Ave N, and 508 Denny Way.

Access:

Vehicle access is proposed from the alley. Pedestrian access is proposed from 5th Ave N and John St.

PUBLIC COMMENT

The public comment period ended on March 1, 2023. In addition to the comments received through the design review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to historic resources, environmental site conditions, views, and design. Comments were also received that are beyond the scope of this review and analysis per SMC 23.41 and 25.05.

I. ANALYSIS – DESIGN REVIEW

The design review packets include information presented at the meetings and are available online by entering the record numbers at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

The meeting reports and any recordings of the Design Review Board meetings are available in the project file. The meeting reports summarize the meetings and are not transcripts.

EARLY DESIGN GUIDANCE – JANUARY 4, 2023

PUBLIC COMMENT

- No public comments were offered at the meeting.

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

- Appreciated the open space in front and preserving the large tree.
- Liked how the top slips over the base in the preferred design as is responsive to the nearby monorail.
- The Uptown Land Use Review Committee offered the following comments:
    - Noted the robust landscape plan incorporating an existing tree and native species creates pedestrian space and a strong streetscape design. (CS1)
    - Recommended the project design incorporate site identity with art, welcoming signage, and distinct architecture. (CS2 & DC2)
    - Supported the building's strong exterior design that juxtaposes with the monorail arches by creating a very interesting inflection modulation. (CS2)
    - Supported the preferred massing and overall design which successfully create a sense of place and integrate the existing features of 5th Avenue and Seattle Center. (CS2)
    - Noted the proposal responds to Uptown desires for strong design features that announce the Arts District with visual art. (CS3)
    - Supported the creative and interesting connection of the building to the monorail structure and how the placement of the building entry on the corner of John and 5th Ave and the landscaped public plaza create a gateway to Uptown and the neighborhood of Seattle Center. (PL)
    - Stated the preferred design and massing concept captures the playfulness and essence of the monorail rhythm and creates an eclectic design that is highly desired in Uptown and reflects the Uptown-specific guidelines and the goals for the Uptown Arts District. (DC2)
    - Supported the preliminary conceptual materials. (DC4)
    - Supported departures #1 as it increases the visibility and draws the pedestrians to the open landscaped plaza and reinforces the gateway concept from Bell Town to Uptown; #2 since it allows for the design of the creative dynamic form and modulation that makes this building unique and relate to the monorail forms, and #3 as it preserves the large existing tree and increases the plaza depth.

SDCI received non-design related comments concerning timeline, graffiti, and crime. 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 GUIDANCE

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 Options:** While agreeing that massing option 2 was an interesting scheme, the Board unanimously supported the applicant's preferred massing option—option 3—as the basis for further development, identifying the strengths of the design and providing guidance as outlined below.
   a. The Board strongly supported retention of the Exceptional London Plane tree at the northwest corner of the site and the gracious plaza. (CS1-D-1 On-Site Features, DC2-A Massing)
   b. The Board supported the unique and playful massing form created through the two zones of inflection and the curved corners. The Board encouraged the applicant to accentuate these massing moves to strengthen the dynamic character of the form. (DC2-1 Architectural Context, DC2-A Massing, DC2-B Architectural and Façade Composition, DC2-5 Tall Buildings)
   c. The Board appreciated the overall recognition of the Seattle Center architectural context and acknowledgement of the Seattle Monorail adjacent to the 5th Avenue property line as an asset rather than a detriment and felt the massing form responded well to this context. (DC2-1 Architectural Context, DC2-A Massing, DC2-B Architectural and Façade Composition, DC2-5 Tall Buildings)
2. **Ground Level Layout, Open Space and Pedestrian Realm**: The Board agreed that overall the proposal is addressing the design guidelines at the pedestrian level and provided the following guidance.
   a. While recognizing that the Uptown Design Guidelines generally recommend that a building on a corner lot should meet the corner, the Board agreed that retention of the Exceptional tree and the resulting plaza was a strong and appropriate response to the corner site, which will serve as sort of gateway for the Seattle Center and the residential neighborhood to the east. (CS2-3 Corner Sites)
   b. The Board supported the generous size and public facing character of the corner plaza and expects this to continue as the design is further developed. (PL1-1 Enhancing Open Spaces, PL1-3 Pedestrian Volumes and Amenities, DC4-4 Trees, Landscape and Hardscape Materials)
   c. The Board also supported that the proposal wraps the plaza around the corner, continuing onto John St. (PL1-1 Enhancing Open Spaces, PL1-3 Pedestrian Volumes and Amenities, DC4-4 Trees, Landscape and Hardscape Materials)
   d. The Board strongly supported the retail uses proposed along 5th Ave, particularly given the lack of active street-level uses across the street, and strongly encouraged retail uses to continue at the corner plaza and along John St. to activate the street and plaza area. (PL3-4 Retail Edges)

e. The Board provided guidance to develop distinctive and welcoming entries along 5th Avenue and at the corner plaza. (PL3-1 Entries, PL3-4 Retail Edges)
f. The Board appreciated the amount of overhead weather protection provided and expects this to be maintained as the design is further developed. (PL1-3 Pedestrian Volumes and Amenities, PL1-1 Enhancing Open Spaces)

3. Façade Development:

a. The Board identified the importance of the treatment of the south façade given the high visibility and stated that the architectural concept should continue on this façade. (DC2-B Architectural and Façade Composition, DC2-D Scale and Texture, DC2-2 Blank Walls and Retaining Walls, DC2-5 Tall Buildings)
b. The Board discussed the character sketch on pg. 66 of the EDG packet in comparison with the images on pgs. 62-63 which appeared to show a more flat and less dynamic façade. The Board specifically supported the sketch on pg. 66 and the façade depth indicated which emphasizes the inflection of the massing form. The Board expects the application of materials and secondary elements to develop in this direction and provide depth to the façade and strengthen the dynamic character of the massing. (DC2-A Massing, DC2-B Architectural and Façade Composition, DC2-D Scale and Texture, DC4-A Building Materials, DC2-5 Tall Buildings)

INITIAL RECOMMENDATION – AUGUST 2, 2023

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Supported retaining the exceptional tree at Fifth and John and the incorporation of open space around it.
- Supported the further development of ground level terraces with varying levels.
- Appreciated the attention to the resolution of design elements on incorporating the monorail element, a strong datum line that breaks up the building levels achieves the conceptual design integration of the monorail.
- Preferred massing option in the overall design as it successfully creates a sense of place as well as integrating the existing features of Fifth Avenue and the Seattle Center.
- Observed that the project is proposing strong design features that announce the Arts District.
- Supported the creative and interesting connection of the building to the monorail.
- Supported the goal of creating a gateway to uptown and the neighborhood of Seattle Center is realized by placing the building entry on the corner of Fifth and John and the large public plaza, which incorporates the existing exceptional tree.
- Supported the strong building elements in the frame system idea, which further emphasizes the dynamics of the planes and how it relates to the monorail movement.
- Supported the design idea of a kinetic lighting system that could be expressed as an art form.
- Supported the design and requested departures.

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 recommendations.

1. **Ground Plane and Plaza.**
    a. The Board strongly supported and recommended approval of the corner plaza, appreciating the thoughtful integration of EDG comments including retail activation along the plaza. (PL3-4 Retail Edges)
    b. The Board supported maintaining the exceptional street tree and considering how the large tree works into the plaza design. The Board supported the applicant's further clarification on pavement type and seating around the corner tree. (PL1-1 Enhancing Open Spaces, PL1-3 Pedestrian Volumes and Amenities, DC4-4 Trees, Landscape and Hardscape Materials)
    c. In addition, the Board recommended approval of setting back the building along the corner plaza to support pedestrian circulation and activation at the corner. (CS2-3 Corner Sites)
    d. Entries. The Board discussed the entries, questioning if the main entry was legible or blended in with the retail entries. However, after some discussion, the Board agreed the height and scale of the main entry provided adequate legibility. The Board clarified that they would be supportive of further refinement of the main entry with lighting, signage, color, however, no condition was recommended. (PL3-1 Entries, PL3-4 Retail Edges)
2. **Façade Development.** Overall, the Board strongly supported development of the architectural concept and inflection strategy utilized along the façade. There was some additional conversation on extending the inflection language into the cornice, however, after further discussion the Board recommended approval of the design as presented. (DC2-B Architectural and Façade Composition, DC2-D Scale and Texture, DC2-2 Blank Walls and Retaining Walls, DC2-5 Tall Buildings)
3. **Materials and Lighting**.
    a. Materials. The Board recommended approval of the materials as presented in the Recommendation packet. (DC2-A Massing, DC2-B Architectural and Façade Composition, DC2-D Scale and Texture, DC4-A Building Materials, DC2-5 Tall Buildings)
    b. Lighting. The Board recommended approval of the lighting as presented in the Recommendation packet, including the monorail responsive LED lighting. The Board recommended a condition to continue and maintain the lighting concept moving forward. (DC4-C Lighting)

FINAL RECOMMENDATION – NOVEMBER 15, 2023

PUBLIC COMMENT

- No public comment was offered at this 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 recommendations.

1. **Additional Departure.**
   a. The Board strongly supported and recommended approval of the additional departure regarding non-exempt street-level uses as a result of preserving the exceptional tree and maintaining the previously supported street-level and plaza design. (DC3-A Building-Open Space Relationship DC3-A-1. Interior/Exterior Fit, PL1-1 Enhancing Open Spaces, PL1-3 Pedestrian Volumes and Amenities, DC4-4 Trees, Landscape and Hardscape Materials)
   b. The Board maintains their support and recommendation of approval for the design, previously supported departures, new departure, and maintains the previously identified conditions to maintain the proposed lighting plan. (DC4-C Lighting)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures was based on the departure's potential to help the project better meet these design guideline priorities and achieve a better overall project design than could be achieved without the departures.

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

1. **Open Space Coverage (SMC 23.48.740.B.1.d.):** The Code requires that up to a maximum of 20% of the required usable open space may be covered, if the open space abuts a street lot line and is open and accessible to pedestrians along the sidewalk. The applicant proposes that 40.8% of the usable open space be covered.

   The Board indicated support for the resulting design due to the departure, which allows for an interesting massing form while retaining the Exceptional London Plane tree at the northwest corner of the site.

The Board recommended approval of the departure because the resulting design better meets the intent of Design Guidelines (CS1-D-1 On-Site Features, DC2-A Massing, DC2-B Architectural and Façade Composition).

2. **Upper-Level Setback (SMC 23.48.735.A):** The Code requires that any portion of a structure greater than 45 feet in height must be set back from a lot line an average of 10 feet from the lot line. The applicant proposes a 16' average upper-level setback across the façade.

   The Board indicated support for the resulting design due to the departure, which provides a unique and interesting massing form which responds to the context while maintaining the Exceptional London Plane tree at the northwest corner of the site.

   The Board recommended approval of the departure because the resulting design better meets the intent of Design Guidelines (CS1-D-1 On-Site Features, DC2-A Massing, DC2-B Architectural and Façade Composition, DC2-5 Tall Buildings).

3. **Façade Width (SMC 23.48.745 – Table A):** The Code requires that for areas of the façade between 45'-125' tall must be no wider than 150'. The applicant proposes façade width of 174'4" in these areas.

   The Board indicated support for the increase in façade width, as the resulting design provides a unique and interesting massing form which responds to the context while maintaining the Exceptional London Plane tree at the northwest corner of the site.

   The Board recommended approval of the departure because the resulting design better meets the intent of Design Guidelines (CS1-D-1 On-Site Features, DC2-A Massing, DC2-B Architectural and Façade Composition, DC2-5 Tall Buildings).

4. **Street-level Use (SMC 23.48.040.C.1):** The Code requires 75% of the applicable street-level facing façade shall be occupied by the use listed in 23.4.005.D.1 and have a minimum floor-to-floor height of 13 feet and extend at least 30' in depth at street level from the street-facing façade. The applicant proposes 56.8% applicable uses.

   The Board indicated support for the proposed design at the street level as it reorganizes the retail spaces around the plaza corner resulting in a more activated plaza condition.
   The Board recommended approval of the departure because the resulting design better meets the intent of Design Guidelines (PL3-4 Retail Edges).

5. **Street-level Façade Requirements (SMC 23.48.740.A 1.):** The Code requires street-facing facades of structures abutting Pedestrian Streets to be built to the street lot line for a minimum 70% length. The Applicant proposed 48.3%.

   The Board indicated support for the resulting design due to the departure, as the proposed design creates a greater setback to accommodate activation and circulation around the corner plaza.

The Board recommended approval of the departure because the resulting design better meets the intent of Design Guidelines (PL1-1 Enhancing Open Spaces, PL1-3 Pedestrian Volumes and Amenities, DC4-4 Trees, Landscape and Hardscape Materials).

6. **Street-level Façade Requirements (SMC 23.41.012.B.10.):** The Code limits the maximum FAR to 7.0 FAR, except that a departure of up to 0.5 may be granted if the applicant demonstrates that the departure is needed to protect an exceptional tree and avoid development in the tree protection area. The Applicant is proposing 7.19 FAR.

   The Board recommended approval of the requested departure as the proposed design creates a stronger response to the site conditions, including preserving the exceptional tree, plaza design, and relationship of street-level uses to the exterior space. (DC3-A Building-Open Space Relationship DC3-A-1. Interior/Exterior Fit, PL1-1 Enhancing Open Spaces, PL1-3 Pedestrian Volumes and Amenities, DC4-4 Trees, Landscape and Hardscape Materials)

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 facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

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

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add

detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

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

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

DC2-D Scale and Texture

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

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

DC2-E Form and Function

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

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 November 15, 2023, and the materials shown and verbally described by the applicant at the November 15, 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 condition:

1. Continue and maintain the lighting concept moving forward. (DC4-C Lighting)

ANALYSIS & DECISION – DESIGN REVIEW

DIRECTOR'S ANALYSIS

The design review process prescribed in Section 23.41.008.F of the Seattle Municipal Code describes the content of the SDCI Director's decision in part as follows:

The Director's decision shall consider the recommendation of the Design Review Board, provided that, if four (4) members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes the Design Review Board:

a. Reflects inconsistent application of the design review guidelines; or
b. Exceeds the authority of the Design Review Board; or
c. Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or
d. Conflicts with the requirements of state or federal law.

Subject to the recommended conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable design review guidelines.

At the conclusion of the Recommendation meeting held on November 15, 2024, the Board recommended approval of the project with the recommendations described in the summary of the Recommendation meeting above.

Three members of the West Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the design review guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F.3).

The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the design review guidelines (SMC 23.41.010) and accepts the recommendations noted by the Board.

Following the Recommendation meeting, SDCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. The applicant's response to the recommended design review condition is as follows:

1. The applicant responded to condition number 1 by maintaining the lighting plan as recommended by the Board and shown in the within the plan set sheet DR0.10. The response satisfies the recommended condition for the MUP decision. This item shall be shown on the

construction plans, and the installation of this item will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy for the new construction, as conditioned below.

The applicant shall be responsible for ensuring that all construction documents, details, and specifications are shown and constructed consistent with the approved MUP drawings.

The Director of SDCI has reviewed the decision and recommendations of the Design Review Board made by the three members present at the decision meeting and finds that they are consistent with the City of Seattle design review guidelines. The Director accepts the Design Review Board's recommendation and conditions and condition 1 shall be required.

DIRECTOR'S DECISION

The Director accepts the Design Review Board's recommendations and CONDITIONALLY APPROVES the proposed design and the requested departures with the condition at the end of this decision.

II. ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (RCW 43.21C), Washington Administrative Code (WAC) 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code (SMC) Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant. The Seattle Department of Construction and Inspections (SDCI) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or agents; and considered any pertinent comments which may have been received regarding this proposed action. The information in the environmental checklist, the supplemental information, and the experience of the lead agency with the review of similar projects, form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part, "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation," subject to some limitations.

Under such limitations/circumstances, mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

SHORT TERM IMPACTS

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic impacts due to construction related vehicles, exposure of hazardous materials, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing

City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. Short term impacts, as well as mitigation, are identified in the environmental checklist annotated by SDCI with additional analysis provided below.

Air Quality – Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, no further mitigation is warranted pursuant to SMC 25.05.675.A (Air Quality Policy).

Construction Impacts – Traffic

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The area is subject to significant traffic congestion during peak travel times on nearby arterials. Large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and a Construction Management Plan is required, which will be reviewed by Seattle Department of Transportation (SDOT). The requirements for a Construction Management Plan include a Haul Route Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website.

Construction Impacts – Noise

The project is expected to generate loud noise during demolition, grading, and construction. The Seattle Noise Ordinance (SMC 25.08.425) permits increases in permissible sound levels associated with private development construction and equipment between the hours of 7:00 AM and 10:00 PM on weekdays and 9:00 AM and 10:00 PM on weekends and legal holidays in Seattle Mixed zones.

If extended construction hours are necessary due to emergency reasons or construction in the right of way, the applicant may seek approval from SDCI through a Noise Variance request. The applicant's environmental checklist does not indicate that extended hours are anticipated.

The limitations stipulated in the Noise Ordinance are sufficient to mitigate noise impacts and no additional SEPA conditioning is necessary to mitigate noise impacts pursuant to SMC 25.05.675.B (Construction Impacts Policy).

A Construction Management Plan will be required prior to issuance of the first building permit, including contact information in the event of complaints about construction noise, and measures to reduce or prevent noise impacts. The submittal information and review process for Construction Management Plans are described on the SDOT website at: Construction Use in the Right of Way. The limitations stipulated in the Noise Ordinance and the CMP are sufficient to mitigate noise impacts; therefore, no additional SEPA conditioning is necessary to mitigate noise impacts pursuant to SMC 25.05.675.B (Construction Impacts Policy).

Earth

The Environmentally Critical Areas (ECA) Ordinance and Director's Rule (DR) 5-2016 require submission of a soils report to evaluate the site conditions and provide recommendations for safe construction in landslide prone areas. Pursuant to this requirement, the applicant submitted a geotechnical engineering study (Geotechnical Report, GeoEngineers, November 18, 2022). The study has been reviewed and approved by SDCI's geotechnical experts, who will require what is needed for the proposed work to proceed without undue risk to the property or to adjacent properties. The existing Grading and Stormwater Codes will sufficiently mitigate adverse impacts to the environmentally critical areas. No additional conditioning is warranted pursuant to SMC 25.05.675.D (Earth Policy).

LONG TERM IMPACTS

Long term or use-related impacts are also anticipated as a result of approval of this proposal. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term impacts and no further conditioning is warranted by SEPA policies. Long term impacts, as well as mitigation, are identified in the environmental checklist annotated by SDCI with additional analysis provided below.

Air Quality – Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, no further mitigation is warranted pursuant to SMC 25.05.675.A (Air Quality Policy).

Height, Bulk, and Scale

The proposal completed the design review process described in SMC Chapter 23.41. Design review considers mitigation for height, bulk and scale through modulation, articulation, landscaping, and façade treatment.

Section 25.05.675.G.2.c of the Seattle SEPA Ordinance provides the following: *"The Citywide design guidelines (and any Council-approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk, and scale impacts addressed in these policies. A project that is approved pursuant to the design review process shall be presumed to comply with these height, bulk, and scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk, and scale policies on projects that have undergone design review shall comply with design guidelines applicable to the project."*

The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the design review process. Pursuant to the Overview policies (SMC 25.05.665.D), the existing City Codes and regulations to mitigate height, bulk and scale impacts are adequate and additional mitigation is not warranted pursuant to SMC 25.05.675.G (Height, Bulk and Scale Policy).

Historic Preservation – Archaeological Resources

The project is within the U. S. Government Meander Line buffer that marks the historic shoreline – an area with the potential for discovery of pre-contact and early historic period resources. The applicant submitted a Cultural Resources Inadvertent Discovery Plan dated June 7, 2023, which indicated that there is potential for archaeological deposits.

Since the information showed there is probable presence of archaeologically significant resources on site, Section B of Director's Rule 2-98 applies. The report included further analysis and a mitigation plan prepared by a professional archaeologist, consistent with Section B of the Director's Rule.

The recommendations in the mitigation plan included preparation of a monitoring and inadvertent discovery plan during construction of ground disturbance. These recommendations will be required as a condition of this decision to be followed during construction.

The report also noted the process to be followed regarding discovery of any human remains, consistent with Washington State requirements in RCW 68.50.645, RCW 27.44.055, and RCW 68.60.055.

Pursuant to SMC 25.05.675.H (Historic Preservation Policy) and consistent with Section B of Director's Rule 2-98, the conditions listed at the end of this decision are warranted to mitigate impacts to potential archaeological resources.

Plants and Animals

Mature vegetation is located on the site, including one London plane tree onsite. The location of the tree is described in the Recommendation Packet and in the Design Review section of this decision. The applicant submitted an arborist report (Arborist Report, Tree Solutions, August 23, 2023) noting the retention of the London plane tree and shown on the MUP plan set. SDCI's arborist has reviewed this information. No further mitigation is warranted per SMC 25.05.675.N

Public View Protection

SMC 25.05.675.P (Public View Protection Policy) provides policies to minimize impacts to designated public views of significant natural and human-made features listed in that subsection. 5th Avenue North is a SEPA scenic route. The applicant provided view studies within the Design Review Recommendation packet proposed development in relation to the designated public views. The proposed development is located in a manner that maintains a view of monorail and views north along 5th Avenue North. The proposed development does not block views of any nearby historic landmarks. No mitigation is warranted pursuant to SMC 25.05.675.P (Public View Protection Policy).

Traffic and Transportation

The transportation analysis (Transportation Impact Analysis, Transpo Group, July 2023) indicated that the project is expected to generate a total of 309 net new daily vehicle trips, -2 net new AM peak hour trips and 15 net new PM peak hour trips.

The additional trips are expected to distribute on various roadways near the project site, including 5th Avenue North, Boren Avenue, 99, Denny Way, 7th Avenue, I-5, and Mercer Street and would have minimal impact on levels of service at nearby intersections and on the overall transportation system. The SDCI Transportation Planner reviewed the information and determined that no mitigation is warranted per SMC 25.05.675.R (Traffic and Transportation Policy).

The additional trips would have an impact on the transportation system in the vicinity of the project. To mitigate these impacts, the project will be required to mitigate traffic impacts by participating in the City of Seattle transportation mitigation program for Denny Way Corridor. Pursuant to that mitigation payment system, the project proposes to pay a pro rata contribution of $4,505 to help reduce the project's transportation impacts. This fee shall be paid prior to building permit issuance, consistent with SDCI business rules, and conditioned with this decision.

The condition to pay a pro rata contribution of $4,505 is expected to adequately mitigate the adverse impacts from the proposed development, consistent with per SMC 25.05.675.R (Traffic and Transportation Policy).

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public of agency decisions pursuant to SEPA.

☒ **Mitigated Determination of Nonsignificance (MDNS).** This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(c).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued after using the optional DNS process in WAC 197-11-355 and early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

CONDITIONS – DESIGN REVIEW

Prior to Final Inspection

1. Confirm installation of the lighting plan consistent with the approved plan set.

For the Life of the Project

2. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the

Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner.

CONDITIONS – SEPA

Prior to Issuance of a Master Use Permit

3. The owner and/or responsible parties shall provide SDCI with a statement that the contract documents for their general, excavation, and other subcontractors will include reference to regulations regarding archaeological resources (Chapters 27.34, 27.53, 27.44, 79.01, and 79.90 RCW, and Chapter 25.48 WAC as applicable) and that construction crews will be required to comply with those regulations.

Prior to Issuance of a Demolition, Grading or Construction Permit

4. Provide a Construction Management Plan that has been approved by SDOT. The submittal information and review process for Construction Management Plans are described on the SDOT website.

Prior to Issuance of a Construction Permit

5. The applicant shall make a pro rata mitigation payment in the amount of $4,505 to the City of Seattle.

During Construction

6. If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:

    a. Stop work immediately and notify SDCI (Land Use Planner) and the Washington State Archaeologist at the State Department of Archaeology and Historic Preservation (DAHP). The procedures outlined in Appendix A of Director's Rule 2-98 for assessment and/or protection of potentially significant archeological resources shall be followed.

    b. Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.01 and 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.

7. Monitoring for cultural resources shall be conducted during any ground-disturbing excavation in native soils, and at the interface of fill and native soils.

Crystal Torres, Land Use Planner
Seattle Department of Construction and Inspections

Date: April 25, 2024