Seattle Department of Construction & Inspections

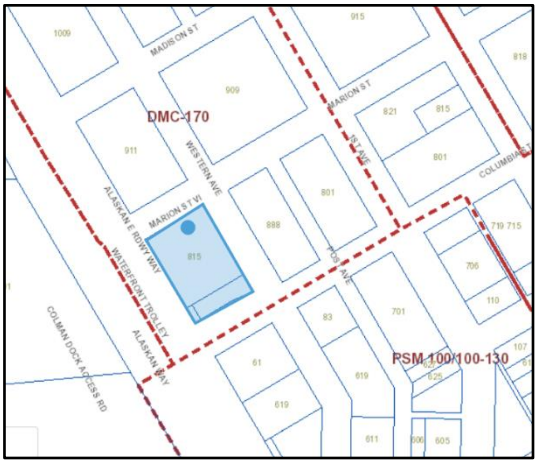
DESIGN REVIEW

FINAL RECOMMENDATION OF THE DOWNTOWN DESIGN REVIEW BOARD

Record Number:	3033083-LU
Address:	75 Marion Street
Applicant:	Tom Bartholomew for Martin Selig Real Estate
Date of Meeting:	Tuesday, February 11, 2020
Board Members Present:	Belinda Blair, Chair Han Beh Grace Leong Aaron Luoma
Board Members Absent:	Aaron Argyle Ed Palushock (Recused)
SDCI Staff Present:	Joseph Hurley for Crystal Torres

SITE & VICINITY

Site Zone:	Downtown Mixed Commercial (DMC-170)
Nearby Zones:	(North) DMC-170 (South) PSM 100/100-130 (East) DMC-170 (West) DH1/45
Lot Area:	Approximately 34,000 sq. ft.



Current Development:
The lot proposed for development includes three parcels with an existing commercial building and surface parking lot.

Surrounding Development and Neighborhood Character:
The subject site consists of an entire city block bound by Alaskan Way to the west, Marion Street to the north, Western Avenue to the east, and Columbia Street to the south. The subject lot and lots to the north and east are zoned DMC-170. Lots to the south are zoned PSM 100/100-130 and lots to the west are zoned DH1/45. To the north, across Marion Street, is the Maritime Building, a City of Seattle landmark structure. Marion Street is a designated Green Street and will contain the new pedestrian bridge connecting Coleman Ferry Dock to 1st Avenue. To the east, across Western Avenue, is a newer mixed-use development. Western Avenue is a Class I pedestrian street. To the south, across Columbia Street, is the Pioneer Square Historic District. Directly west, across Alaskan Way, is the Coleman Ferry Dock, currently under construction. Alaskan Way is a Class I pedestrian Street. The site will be located directly on the Seattle waterfront once the viaduct is demolished. The immediate context includes a variety of commercial and residential uses. The site is mostly flat.

Access:
The site has vehicular access from Alaskan Way, Marion Street, Columbia Street and Western Avenue. Access is proposed from Western Avenue.

Environmentally Critical Areas:
The site is located in a Liquefaction Environmentally Critical Area.

PROJECT DESCRIPTION

Shoreline Substantial Development application to allow a 16-story office building with 150 apartment units and retail. Parking for 305 vehicles proposed. Early Design Guidance conducted under 3032494-EG.

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

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE January 22, 2019

PUBLIC COMMENT

No public comments were 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. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations and bicycle storage standards are addressed under the City's zoning code and are not part of this review.

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. **Architectural Concept, Massing and Materials.** The Board noted the EDG packet includes a comprehensive urban design analysis and a progressive sequence for the massing alternatives.
    a. The Board agreed that the office podium, common to all three alternatives, was appropriately scaled to the existing Alaskan Way context. (B2.1, B2.2)
    b. The Board also provided support for the gasket between the podium and tower. The gasket serves two functions- to provide relief between the podium and tower and it contains 3- bedroom units with family outdoor space on the podium roof. (B2.3, B3.2)
    c. The Board agreed the south tower placement was optimal given the zoning required view corridor along Marion Street. (B1.1, B3.1)
    d. After significant discussion, the majority of the Board provided support for the preferred massing alternative 3, Erode. Those who supported the massing expressed support for the dynamic, interesting, iconic, and elegant form. (B4.1)
    e. At the Recommendation Meeting the Board requested the following information:
        i. A study demonstrating how the immediate context has informed building modulation. (B2.2, B3.2, B4.1, C2.1)
        ii. Elevations, sections, and vignettes demonstrating materials, material

detailing, and material transitions at all levels of the structure. (B4.3, C2.1)
Details showing how the office use is better articulated on the exterior of the structure. (B4.2, B4.3)
Composite hardscape/landscape plans demonstrating the roof has been developed at a fifth building façade. (A2.1, B1.1, A2.2)

2. **Street Level Design.** The Board appreciated the quantity of retail space provided along each street frontage and the 18-foot vertical clearance. The Board was particularly excited about the market space along Marion Street and noted the space provided an opportunity for an exciting, community centered hub. The Board supported the proposed vehicular access on Western Avenue. The Board noted almost all ferry riders use the pedestrian bridge, and provided guidance on the unresolved relationship between the proposed building and the bridge.
    a. At Recommendation Meeting, demonstrate how the building design will draw pedestrians from the bridge and the ferry into the market space. (B1, B3, B4.2, C1, C4)
    b. The Board acknowledged the bridge is an existing condition that will function like a sidewalk next to level 2 of the building. At the Recommendation Meeting, the Board requested the following information:
        i. Provide a section showing the building floor plates in relationship to the pedestrian bridge elevation. (B1.1, B2.2, B4.2, B3.2, C1.3)
        ii. Demonstrate how the building design and/or interior programming will respond to the high-traffic condition with visibility into the structure. (B1.1, B2.2, B4.2,B3.2, C1.3)
        iii. Provide composite hardscape/landscape plans, sections, vignettes, and lighting plans demonstrating how the space under the pedestrian bridge has been developed as a Green Street maximizing pedestrian comfort and safety. (B1.1, B2.2, B4.2, B3.2, C1.3)
        iv. Study overhead weather protection at building entries to bridge the 2-foot gap between the bridge and the building. (B3.3)
    c. At the Recommendation Meeting demonstrate how the vehicular entry off Western has been designed to maximize pedestrian comfort and embrace the quiet character of the street. (C1, E1)
        i. At the Recommendation meeting, provide elevations, sections, and vignettes demonstrating materials, material detailing, and material transitions. The Board expressed interest in a high-quality 18-foot commercial storefront system, building entries, and the material transition at the 3-foot setback between levels 1 and 2. (B3.3, B4.3, C1.3, C4.1)
        ii. At the Recommendation Meeting, demonstrate how each streetscape responds to the unique character of that street with existing and future context considered. (B1.1, B2.2, B3, B4, C1, C4.1, E3)

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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. **Street-level.**
    a. **Street-level Overall.** The Board strongly supported the highly transparent street-level and market concept. However, the Board commented the market hall and all retail spaces would benefit from a more porous window system to allow walk-up food spots and spill out opportunity. As such, the Board recommended study of opening up the food hall to the street with a more flexible street-level façade to support spill out seating etc. (C-3 Provide Active — Not Blank — Facades)
    b. **Alaskan Way.**
        i. The Board expressed some concern for the continuous glass treatment along the street-level, though the Board acknowledged final entry placement will be somewhat determined by tenants and will evolve over time. However, the Board made note of the character of entrances in the surrounding area, specifically the prominence in scale and design detail. (C-2 Design Facades of Many Scales, C-1 Promote Pedestrian Interaction)
        ii. The Board noted the market hall entrances were more successful than the residential and office entries, commenting the residential entry offered an opportunity to create a moment of relief from the unbroken glass expression along the street-level. The Board also noted a more prominent/identifiable residential entry would better support design guidelines related to wayfinding. （C-2 Design Facades of Many Scales, C-1 Promote Pedestrian Interaction, C-4 Reinforce Building Entries)
        iii. The Board observed that looking straight on, the interior programming elements would be clear as a result of the high level of transparency.

However, looking or approaching from an angle, the interior programming would be less clear. As such, the Board recommended a condition to refine the residential and office entries along Alaska Way to create more clarity and distinguish between entrances.(C-4 Reinforce Building Entries)

c. **Columbia Street-level**
    i. The Board acknowledged Columbia would see a high volume of pedestrian traffic due to the location of the bus stop. The Board specifically approved of the canopy, lighting, leaning rail, and seating elements as shown on page 22 of the Recommendation packet. (C-5 Encourage Overhead Weather Protection, D-3.1. Public Space Features and Amenities)

d. **Western Ave.**
    i. The Board discussed the retail entrances including the market hall and skinny retail. The Board supported an entry at the skinny retail space which would be provided, as clarified by the applicant, however was not shown on the drawings presented at the meeting. As such, the Board recommended a condition to clarify entry location as the project evolves, strongly supporting an entry at the skinny retail space as described by the applicant. (C-4 Reinforce Building Entries)

e. **Marion Street.**
    i. The Board strongly recommended approval of the revised Marion Street edge, which pulled the building back to incorporate a stair with direct connection to the pedestrian bridge, improving pedestrian circulation and further supporting activation of the market hall. (D-3 Provide Elements That Define the Place)
    ii. The Board approved of the back lit screen located at the top stair landing as both a wayfinding element and tie to the surrounding context, through use of the metal perforated screen. The Board recommended a condition that the screen (located at the pedestrian stair top landing) be more than a standard perforated screen and include a design element to it, as shown in the packet with the back lit concept. (D-3 Provide Elements That Define the Place)
    iii. The Board had some concerns with the views from the new stair into office space. The Board commented that designing a 2-story market hall would have created a view into the market hall into activity rather than office space. Though Board did not recommend a related condition, they encouraged consideration of improving the relationship between the stair and interior programming by incorporating a 2-story market hall at the east end where the highest point of the stair landing was located. (B-1 Respond to the Neighborhood Context, B-4.2. Coherent Interior/Exterior Design)
    iv. The Board reiterated they supported the integration of the stair connecting to the pedestrian bridge. However, the Board commented that the success of the stair lies in its legibility as a publicly accessible connection to the ferry. As such, the Board recommended a condition to work with the other pedestrian bridge stakeholders (SDOT and Office of Waterfront) to establish signage locations that would clarify for pedestrians the connection to the ferry terminal. (D-4 Provide Appropriate Signage)

2. **Upper levels and Massing Form Evolution.**
    a. The Board supported the refinements to the upper levels, commenting the revised massing improved the form by creating a more controlled form and reinforced the differences between residential and office uses. The Board appreciated the rhythm that was added to the glass system. As such, the Board recommended a condtion that the balcony projections and gaskets depths should remain as presented. (B-4 Design a Well-Proportioned & Unified Building)
    b. The Board noted they appreciated the added texture to the office levels as they presented a quieter form. (B-4.3. Architectural Details)
    c. The Board recommended approval of the use of balconies to create a unique building form while the floor plate itself remained uniform. The Board discussed the proposed privacy screens, noting they appreciated the material selection (perforated screens which seemed to create a subdued privacy screen expression). The Board recommended a condition that the privacy screens should continue to be designed with a material selection that doesn't detract from the strong horizontal architectural expression of the balconies themselves, and should remain less visually prominent than the horizontal expression as the project moves forward. (B-4.3. Architectural Details)
3. **Materials.**
    a. The Board approved of the overall material palette, commenting they appreciated the simplicity in materials which responded to the surrounding context in a modern way, allowing the form to be expressive while fitting into the context. (B-4.3. Architectural Details, B-2.2. Compatibility with Nearby Buildings)
4. **Landscape.**
    a. The Board recommended approval of the landscape plan as proposed, including the terrace level treatment adjacent to the pedestrian bridge. (D-2 Enhance the Building with Landscaping)
5. **Lighting.**
    a. The Board was supportive of the lighting plan as presented. However, the Board did comment they would like to see the space under the stair well-lit. The Board also commented they would comfortable will small refinements needed to improve the pedestrian experience in terms of safety and security. As such, the Board recommended a condition to clarify the lighting conditions support pedestrian safety and security as the project moves forward. (D-5 Provide Adequate Lighting)

FINAL RECOMMENDATION February 12, 2020

PUBLIC COMMENT
No public comments were offered at this meeting.

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design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations and bicycle storage standards are addressed under the City's zoning code and are not part of this review.

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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. Summary. The Board reviewed the presented information, supporting the request for a departure to allow the glass railing to encroach into the view corridor setback along Marion Street as the the transparent treatment was not visually obstrusive. In addition, the Board further clarified they supported the landscape elements on the roof as shown in the packet, finding them to have no adverse impact on views and to enhance the building and be an appropriate respnse to context, specifically the adjacent raided walkway. (D2, B1, C1)

DEVELOPMENT STANDARD DEPARTURES
The Board's recommendation on the requested departure(s) were based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s).

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

1. **Weather Protection (SMC 22.49.018.B):** The Code requires Overhead weather protection to have a minimum dimension of eight (8) feet measured horizontally from the building wall or must extend to a line two (2) feet from the curb line, whichever is less. The applicant is proposing reducing weather protection to 4'-2" depth for 42'-3 and eliminating overhead weather protection for 30'-7" as shown on page 48 of the Recommendation packet along Western Ave

   The Board unanimously recommended approval of the requested departure as the reduced weather protection accommodates retainment of trees and maintains weather protection for the along the majority of the sidewalk. (C-5 Encourage Overhead Weather Protection)

2. **Façade Modulation (SMC 23.49.058 B2):** The Code limits unmodulated façade to 125' long above 60' high. The applicant proposes unmodulate facades greater than 125' along Alaskan Way, Western Ave, and Columbia Steet as described on page 49 of the

Recommednation packet. (A-2 Enhance the Skyline, B-4 Design a Well-Proportioned & Unified Building)

The Board unanimously recommended approval of the requested departure allows for an improved massing form and architectural concept, better meeting the intent of Design Guidelines A-2 and B-4. The Board also appreciated the reduced departure request since EDG.

3. **Rooftop Coverage (SMC 23.008.D.2):** The Code limits rooftop coverage to 35 percent of the roof area. The applicant proposes a total of 72 percent coverage, however, only requesting a 2 percent increase, as screened mechanical equipment is permintted to exceed the 35 percent.

   The Board unanimously recommended approval of the requested departure as the request allows for the completion of the building form, as well as placement of the added footprint was done so in a thoughtful manner pulling away form the view corridor. (A-2 Enhance the Skyline, B-4 Design a Well-Proportioned & Unified Building)

4. **Height Requirement for FAR exempt area (SMC 23.49.11.B.1.b.1):** The Code requires the street-level of the structure containing the exempt space to have a floor-to-floor height of 18 in DMC 170 zone. The applicant proposes to reduce the height for the portions of the building under the proposed pedestrian stair to a range of 7'-6" to 17'-11".

   The Board recommended approval of the reduction in height under the stair as this allowed for the connection to the pedestrian bridge, but consistent with the condition described in Recommendation item 5.a, the space under the stair must be activated and well lit to ensure safety and security guidelines were met. (D-6 Design for Personal Safety & Security)

   *staff note- work with your zoning reviewer to determine if this is a departable standard.

5. **Blank Façade (SMC 23.49.056.D.2.a.):** The Code requires limits blank facades to 15' segments. The applicant proposes a segement of 28'-3" and 29'-10" along Western Ave.

   The Board recommended approval of the departure, as the Board noted the logical placement of the garage on Western Ave. However, the Board recommended changes to create greater façade cohesion and improved visibility of the garage entry. Specifically the Board recommended a condition to further demark the where the garage entry starts/ends, utilizing a material palette consistent with the materials already being used throughout the project. (B-4.2. Coherent Interior/Exterior Design, E-3 Minimize the Presence of Service Areas)

6. **Parking Stall Ratios (SMC 23.54.030.B2.c.):** The Code requires a minimum of 35 percent of the parking spaces to be striped for large vehicles when 20 or more spaces are provided. The applicant proposes 25 percent (42 large stalls instead of 60 large stalls).

The Board recommended approval of the departure, as the Board noted the logical placement of the garage on Western Ave. However, the Board wanted to see improvement of the façade to create greater façade cohesion and improved visibility of the garage entry. Specifically the Board recommended a condition to further demark the where the garage entry starts/ends, utilizing a material palette consistent with the materials already being used throughout the project. (B-4.2. Coherent Interior/Exterior Design, E-3 Minimize the Presence of Service Areas)

7. **View Corridor (SMC 23.49.024.C):** The Code requires a 40 foot setback above 60 feet along Marrion Street to accommodate the view corridor. The applicant proposes to encroach in to 40-foot setback with a glass railing for a width of 33 feet for a height of 3'-6".

   The Board unanimously recommended approval of the departure, as the Board found the railing to be unobtrusive and to create no adverse impact on the view corridor and recommend approval of the requested departure. (D6 and B4.3)

DESIGN REVIEW GUIDELINES

The Downtown 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.

SITE PLANNING AND MASSING

A-1 Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

A-1.1. Response to Context: Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

a. a change in street grid alignment that yields a site having nonstandard shape;
b. a site having dramatic topography or contrasting edge conditions;
c. patterns of urban form, such as nearby buildings that have employed distinctive and effective massing compositions;
d. access to direct sunlight—seasonally or at particular times of day;
e. views from the site of noteworthy structures or natural features, (i.e.: the Space Needle, Smith Tower, port facilities, Puget Sound, Mount Rainier, the Olympic Mountains);
f. views of the site from other parts of the city or region; and
g. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

A-1.2. Response to Planning Efforts: Some areas downtown are transitional environments, where existing development patterns are likely to change. In these areas, respond to the urban form goals of current planning efforts, being cognizant that new development will establish the context to which future development will respond.

A-2 Enhance the Skyline: Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.

A-2.1. Desired Architectural Treatments: Use one or more of the following architectural treatments to accomplish this goal:

a. sculpt or profile the facades;

b. specify and compose a palette of materials with distinctive texture, pattern, or color; and

c. provide or enhance a specific architectural rooftop element.

A-2.2. Rooftop Mechanical Equipment: In doing so, enclose and integrate any rooftop mechanical equipment into the design of the building as a whole.

ARCHITECTURAL EXPRESSION

B-1 Respond to the Neighborhood Context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B-1.1. Adjacent Features and Networks: Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

a. a surrounding district of distinct and noteworthy character;

b. an adjacent landmark or noteworthy building;

c. a major public amenity or institution nearby;

d. neighboring buildings that have employed distinctive and effective massing compositions;

e. elements of the pedestrian network nearby, (i.e.: green street, hillclimb, mid-block crossing, through-block passageway); and

f. direct access to one or more components of the regional transportation system.

B-1.2. Land Uses: Also, consider the design implications of the predominant land uses in the area surrounding the site.

B-2 Create a Transition in Bulk & Scale: Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.

B-2.1. Analyzing Height, Bulk, and Scale: Factors to consider in analyzing potential height, bulk, and scale impacts include:

a. topographic relationships;

b. distance from a less intensive zone edge;

c. differences in development standards between abutting zones (allowable building height, width, lot coverage, etc.);

d. effect of site size and shape;
e. height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs back lot line to side lot line); and
f. type and amount of separation between lots in the different zones (e.g. , separation by only a property line, by an alley or street, or by other physical features such as grade changes);
g. street grid or platting orientations.

B-2.2. Compatibility with Nearby Buildings: In some cases, careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height, bulk, and scale impacts. Some techniques for achieving compatibility are as follows:

h. use of architectural style, details (such as roof lines, beltcourses, cornices, or fenestration), color, or materials that derive from the less intensive zone.
i. architectural massing of building components; and
j. responding to topographic conditions in ways that minimize impacts on neighboring development, such as by stepping a project down the hillside.

B-2.3. Reduction of Bulk: In some cases, reductions in the actual bulk and scale of the proposed structure may be necessary in order to mitigate adverse impacts and achieve an acceptable level of compatibility. Some techniques which can be used in these cases include:

k. articulating the building's facades vertically or horizontally in intervals that reflect to existing structures or platting pattern;
l. increasing building setbacks from the zone edge at ground level;
m. reducing the bulk of the building's upper floors; and
n. limiting the length of, or otherwise modifying, facades.

B-3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B-3.1. Building Orientation: In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections considerations.

B-3.2. Features to Complement: Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings. Consider complementing the existing:

a. massing and setbacks,
b. scale and proportions,
c. expressed structural bays and modulations,
d. fenestration patterns and detailing,
e. exterior finish materials and detailing,
f. architectural styles, and
g. roof forms.

B-3.3. Pedestrian Amenities at the Ground Level: Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as

vending, sitting, or dining. Reinforce the desirable streetscape elements found on adjacent blocks. Consider complementing existing:

h. public art installations,
i. street furniture and signage systems,
j. lighting and landscaping, and
k. overhead weather protection.

B-4 Design a Well-Proportioned & Unified Building: Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B-4.1. Massing: When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

a. setbacks, projections, and open space;
b. relative sizes and shapes of distinct building volumes; and
c. roof heights and forms.

B-4.2. Coherent Interior/Exterior Design: When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

d. facade modulation and articulation;
e. windows and fenestration patterns;
f. corner features;
g. streetscape and open space fixtures;
h. building and garage entries; and
i. building base and top.

B-4.3. Architectural Details: When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

j. exterior finish materials;
k. architectural lighting and signage;
l. grilles, railings, and downspouts;
m. window and entry trim and moldings;
n. shadow patterns; and
o. exterior lighting.

THE STREETSCAPE

C-1 Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

C-1.1. Street Level Uses: Provide spaces for street level uses that:

a. reinforce existing retail concentrations;
b. vary in size, width, and depth;
c. enhance main pedestrian links between areas; and

d. establish new pedestrian activity where appropriate to meet area objectives. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

C-1.2. Retail Orientation: Where appropriate, consider configuring retail space to attract tenants with products or services that will "spill-out" onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

C-1.3. Street Level Articulation for Pedestrian Activity: Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience via:

e. open facades (i.e., arcades and shop fronts);
f. multiple building entries;
g. windows that encourage pedestrians to look into the building interior;
h. merchandising display windows;
i. street front open space that features art work, street furniture, and landscaping;
j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

C-2 Design Facades of Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

C-2.1. Modulation of Facades: Consider modulating the building facades and reinforcing this modulation with the composition of:

a. the fenestration pattern;
b. exterior finish materials;
c. other architectural elements;
d. light fixtures and landscaping elements; and
e. the roofline.

C-3 Provide Active — Not Blank — Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

C-3.1. Desirable Facade Elements: Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenants;
b. visibility into building interiors;
c. limited lengths of blank walls;
d. a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall's blank surface;

e. high quality public art in the form of a mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
f. small setbacks, indentations, or other architectural means of breaking up the wall surface;
g. different textures, colors, or materials that break up the wall's surface.
h. special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest;
i. seating ledges or perches (especially on sunny facades and near bus stops); and
j. merchandising display windows or regularly changing public information display cases.

C-4 Reinforce Building Entries: To promote pedestrian comfort, safety, and orientation, reinforce building entries.

C-4.1. Entry Treatments: Reinforce the building's entry with one or more of the following architectural treatments:

a. extra-height lobby space;
b. distinctive doorways;
c. decorative lighting;
d. distinctive entry canopy;
e. projected or recessed entry bay;
f. building name and address integrated into the facade or sidewalk;
g. artwork integrated into the facade or sidewalk;
h. a change in paving material, texture, or color;
i. distinctive landscaping, including plants, water features and seating; and
j. ornamental glazing, railings, and balustrades.

C-4.2. Residential Entries: To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Provide convenient and attractive access to the building's entry. To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

C-5 Encourage Overhead Weather Protection: Project applicants are encouraged to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C-5.1. Overhead Weather Protection Design Elements: Overhead weather protection should be designed with consideration given to:

a. the overall architectural concept of the building;
b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
c. minimizing gaps in coverage;
d. a drainage strategy that keeps rain water off the street-level facade and sidewalk;

e. continuity with weather protection provided on nearby buildings;
f. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
g. the scale of the space defined by the height and depth of the weather protection;
h. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
i. when opaque material is used, the illumination of light-colored undersides to increase security after dark.

C-6 Develop the Alley Façade: To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

C-6.1. Alley Activation: Consider enlivening and enhancing the alley entrance by:
a. extending retail space fenestration into the alley one bay;
b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and
c. adding effective lighting to enhance visibility and safety.

C-6.2. Alley Parking Access: Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider:
d. locating the alley parking garage entry and/ or exit near the entrance to the alley;
e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and
f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

PUBLIC AMENITIES

D-1 Provide Inviting & Usable Open Space: Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

D-1.1. Pedestrian Enhancements: Where a commercial or mixed-use building is set back from the sidewalk, pedestrian enhancements should be considered in the resulting street frontage. Downtown the primary function of any open space between commercial buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining.
a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.
b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.
c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.
d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

D-1.2. Open Space Features: Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting. Examples of desirable features to include are:

a. visual and pedestrian access (including barrier-free access) into the site from the public sidewalk;
b. walking surfaces of attractive pavers;
c. pedestrian-scaled site lighting;
d. retail spaces designed for uses that will comfortably "spill out" and enliven the open space;
e. areas for vendors in commercial areas;
f. landscaping that enhances the space and architecture;
g. pedestrian-scaled signage that identifies uses and shops; and
h. site furniture, art work, or amenities such as fountains, seating, and kiosks.

D-1.3. Residential Open Space: Residential buildings should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. In addition, the following should be considered:

i. courtyards that organize architectural elements while providing a common garden;
j. entry enhancements such as landscaping along a common pathway;
k. decks, balconies and upper level terraces;
l. play areas for children;
m. individual gardens; and
n. location of outdoor spaces to take advantage of sunlight.

D-2 Enhance the Building with Landscaping: Enhance the building and site with generous landscaping— which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D-2.1. Landscape Enhancements: Landscape enhancement of the site may include some of the approaches or features listed below:

a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;
b. include a special feature such as a courtyard, fountain, or pool;
c. incorporate a planter guard or low planter wall as part of the architecture;
d. distinctively landscape open areas created by building modulation;
e. soften the building by screening blank walls, terracing retaining walls, etc;
f. increase privacy and security through screening and/or shading;
g. provide a framework such as a trellis or arbor for plants to grow on;
h. incorporate upper story planter boxes or roof planters;
i. provide identity and reinforce a desired feeling of intimacy and quiet;
j. provide brackets for hanging planters;
k. consider how the space will be viewed from the upper floors of nearby buildings as well as from the sidewalk; and
l. if on a designated Green Street, coordinate improvements with the local Green Street plan.

D-2.2. Consider Nearby Landscaping: Reinforce the desirable pattern of landscaping found on adjacent block faces.

m. plant street trees that match the existing planting pattern or species;

n. use similar landscape materials; and

o. extend a low wall, use paving similar to that found nearby, or employ similar stairway construction methods.

D-3 Provide Elements That Define the Place: Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

D-3.1. Public Space Features and Amenities: Incorporate one or more of the following a appropriate:

a. public art;

b. street furniture, such as seating, newspaper boxes, and information kiosks;

c. distinctive landscaping, such as specimen trees and water features;

d. retail kiosks;

e. public restroom facilities with directional signs in a location easily accessible to all; and

f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

D-3.2. Intersection Focus: Enliven intersections by treating the corner of the building or sidewalk with public art and other elements that promote interaction (entry, tree, seating, etc.) and reinforce the distinctive character of the surrounding area.

D-4 Provide Appropriate Signage: Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

D-4.1. Desired Signage Elements: Signage should be designed to:

a. facilitate rapid orientation,

b. add interest to the street level environment,

c. reduce visual clutter,

d. unify the project as a whole, and

e. enhance the appearance and safety of the downtown area.

D-4.2. Unified Signage System: If the project is large, consider designing a comprehensive building and tenant signage system using one of the following or similar methods:

a. signs clustered on kiosks near other street furniture or within sidewalk zone closest to building face;

b. signs on blades attached to building facade; or

c. signs hanging underneath overhead weather protection.

D-4.3. Signage Types: Also consider providing:

d. building identification signage at two scales: small scale at the sidewalk level for pedestrians, and large scale at the street sign level for drivers;

e. sculptural features or unique street furniture to complement (or in lieu of) building and tenant signage; and

f. interpretive information about building and construction activities on the fence surrounding the construction site.

D-4.4. Discourage Upper-Level Signage: Signs on roofs and the upper floors of buildings intended primarily to be seen by motorists and others from a distance are generally discouraged.

D-5 Provide Adequate Lighting: To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D-5.1. Lighting Strategies: Consider employing one or more of the following lighting strategies as appropriate.

a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.

b. Install lighting in display windows that spills onto and illuminates the sidewalk.

c. Orient outside lighting to minimize glare within the public right-of-way.

D-6 Design for Personal Safety & Security: Design the building and site to promote the feeling of personal safety and security in the immediate area.

D-6.1. Safety in Design Features: To help promote safety for the residents, workers, shoppers, and visitors who enter the area:

a. provide adequate lighting;

b. retain clear lines of sight into and out of entries and open spaces;

c. use semi-transparent security screening, rather than opaque walls, where appropriate;

d. avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;

e. use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;

f. use ornamental grille as fencing or over ground-floor windows in some locations;

g. avoid architectural features that provide hiding places for criminal activity;

h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;

i. install clear directional signage;

j. encourage “eyes on the street” through the placement of windows, balconies, and street-level uses; and

k. ensure natural surveillance of children’s play areas.

VEHICULAR ACCESS AND PARKING

E-1 Minimize Curb Cut Impacts: Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E-1.1. Vehicle Access Considerations: Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians.

a. minimize the number of curb cuts and locate them away from street intersections;
b. minimize the width of the curb cut, driveway, and garage opening;
c. provide specialty paving where the driveway crosses the sidewalk;
d. share the driveway with an adjacent property owner;
e. locate the driveway to be visually less dominant;
f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color; and
g. provide sufficient queueing space on site.

E-1.2. Vehicle Access Location: Where possible, consider locating the driveway and garage entrance to take advantage of topography in a manner that does not reduce pedestrian safety nor place the pedestrian entrance in a subordinate role.

E-2 Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E-2.1. Parking Structures: Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:

a. Incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures. A depth of only 10 feet along the front of the building is sufficient to provide space for newsstands, ticket booths, flower shops, and other viable uses.
b. Use the site topography to help reduce the visibility of the parking facility.
c. Set the parking facility back from the sidewalk and install dense landscaping.
d. Incorporate any of the blank wall treatments listed in Guideline C-3.
e. Visually integrate the parking structure with building volumes above, below, and adjacent.
f. Incorporate artwork into the facades.
g. Provide a frieze, cornice, canopy, overhang, trellis or other device at the top of the parking level.
h. Use a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter.

E-2.2. Parking Structure Entrances: Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the street-scape, location, and design emphasis. Consider one or more of the following design strategies:

i. Enhance the pedestrian entry to reduce the relative importance of the garage entry.

j. Recess the garage entry portion of the facade or extend portions of the structure over the garage entry to help conceal it.
k. Emphasize other facade elements to reduce the visual prominence of the garage entry.
l. Use landscaping or artwork to soften the appearance of the garage entry from the street.
m. Locate the garage entry where the topography of the site can help conceal it.

E-3 Minimize the Presence of Service Areas: Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

E-3.1. Methods of Integrating Service Areas: Consider incorporating one or more of the following to help minimize these impacts:

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

BOARD DIRECTION

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

The recommendation summarized above was based on the design review packet dated Tuesday, November 05, 2019, and the materials shown and verbally described by the applicant at the Tuesday, November 05, 2019 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. Study opening up the food hall to the street with a more flexible street-level façade to support spill out seating etc. (C-3 Provide Active — Not Blank — Facades)
2. Refine the residential and office entries along Alaska Way to create more clarity and distinguish between entrances.(C-4 Reinforce Building Entries)
3. Clarify entry locations as the project evolves, including an entry at the skinny retail as verbally described at the Recommendation meeting. (C-4 Reinforce Building Entries)
4. Design the screen (located at the pedestrian stair top landing) to be more than a standard perforated screen and to have a design element to it as shown in the packet with the back lit concept. (D-3 Provide Elements That Define the Place)

5. Work with the other pedestrian bridge stakeholders (SDOT and Office of Waterfront) to establish signage locations that would clarify for pedestrians the connection to the ferry terminal. (D-4 Provide Appropriate Signage)
6. Balcony projections and gaskets depths should remain as presented at the Recommendation meeting. (B-4 Design a Well-Proportioned & Unified Building)
7. Privacy screens should be designed with a material selection that doesn't detract from the strong horizontal architectural expression of the balconies themselves, and the privacy screens should remain less visually prominent than the horizontal expression as the project moves forward. (B-4.3. Architectural Details)
8. Clarify the lighting conditions support pedestrian safety and security as the project moves forward. (D-5 Provide Adequate Lighting)
9. Further demark the where the garage entry starts/ends, utilizing a material palette consistent with the materials already being used throughout the project. (B-4.2. Coherent Interior/Exterior Design, E-3 Minimize the Presence of Service Areas)

*Report amended for the February 11, 2020 Final Recommendation meeting to review an additional departure request. Guidance and conditions from the initial Recommendation Meeting held on Tuesday, November 05, 2019 remains applicable.

3033083-LU (3032494-EG) - EDG REPORT SENT 2-13-19 BCC ** & OTHERS NOTICE OF APPLICATION SENT * NOTICE OF APPLICATION & CHECKLIST SENT 4/25/19 BG REC MTG SENT 10/17/19 RGC REC REPORT SENT 11/26/19 BCC NOTICE OF DR BOARD 2ND REC MEETING SENT 1/23/2020 DRM REC2 REPORT SENT 9/23/2020 BCC

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