Seattle Department of Construction & Inspections

DESIGN REVIEW

**RECOMMENDATION OF THE**
**WEST DESIGN REVIEW BOARD**

| | |
|---|---|
| Record Number: | 3039269-LU |
| Address: | 550 Mercer St |
| Applicant: | Jodi Patterson O'Hare for Tim Bissmeyer, Collins Woerman |
| Date of Meeting: | Wednesday, February 01, 2023 |
| Board Members Present: | Tiffany Rattray<br>Allen Farkas<br>Gargi Kadoo<br>Maria Barrientos<br>Jen Montressor |
| Board Members Absent: | None |
| SDCI Staff Present: | David Sachs |

**SITE & VICINITY**

| | |
|---|---|
| Site Zone: | Seattle Mixed – Uptown 85 (M1) |
| Nearby Zones: | (North) Seattle Mixed – Uptown 65 (M)<br>(South) Seattle Mixed – Uptown 95 (M)<br>(East) Seattle Mixed – Uptown 85 (M1)<br>(West) Seattle Mixed – Uptown 85 (M1) |
| Lot Area: | 29,197 sq. ft. |

**Current Development:**

The subject site is currently developed with a childcare center built in 1952 and two surface parking lots. The site is rectangular in shape and slopes downward northwest to southeast approximately eight feet.

**Surrounding Development and Neighborhood Character:**

The subject site is located in the Uptown Urban Center at the west end of a block bound by Roy St to the north, Taylor Ave N to the west, and Mercer St to the south. Adjacent to the site are a restaurant use to the north, a commercial building and surface parking lot to the east, an office building to the south, and a mixed-use structure to the west. The alley east of the site terminates at the south end of the block where the site is elevated above principal arterial Mercer St due to the topography change for the underpass at Aurora Ave N one block to the east. Mercer St and Aurora Ave N support high volumes of vehicular activity, and additionally intersect with pedestrian and bicycle circulation routes. Taylor Ave N is a heavily trafficked minor arterial which provides access to the north. Roy St is a relatively quiet non-arterial street. The vicinity includes a range of uses, including mixed-use, multi-family residential, office, research, commercial, hospitality, and educational. The site is situated between Lake Union to the northeast and the Seattle Center and Space Needle to the southwest and is between the civic performing arts venues in Lower Queen Anne and the science and research facilities concentrated in South Lake Union.

This location is a gateway to the South Lake Union neighborhood. Building forms transition in size from smaller residential structures in the north to larger block-length commercial and multifamily developments moving south. Buildings range from one to 14 stories in height. No one architectural style dominates. The area has experienced a development trend in recent years of tourn of the century lowrise structures and parking lots being replaced by contemporary mid- and highrise developments, lending a more transitional character. Newer developments commonly include heavy glazing, rectilinear forms, vertical emphasis, and pops of color. The area was rezoned from Neighborhood Commercial 3-40 to Seattle Mixed – Uptown 85 (M1) on 11/10/17. Multiple projects in the vicinity are currently in review or under construction for proposed development, including 570 Mercer St, 601 Aurora Ave N, 601 Dexter Ave N, and 615 Dexter Ave N.

**Access:**

Vehicular access is proposed from the alley. Pedestrian access is proposed from Roy St, Taylor Ave, and Mercer St.

**Environmentally Critical Areas:**

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

**PROJECT DESCRIPTION**

Land use application to allow a 9-story office building with retail. Parking for 179 vehicles proposed. Existing buildings to be demolished. Early Design Guidance conducted under 3039342-EG. This project is participating in the Living Building Pilot Program.

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.

## EARLY DESIGN GUIDANCE August 3, 2022

**PUBLIC COMMENT**
The following public comments were offered at this meeting:

- Appreciated the overall aesthetics and sustainability goals.
- Appreciated the amount of retail space and parking.
- Expressed that the project should try to have minimal impact in the area during construction.

The Uptown Land Use Review Committee (LURC) offered the following comments:

- Stated that the preliminary landscape plan is well designed, particularly the plaza along Mercer with the raised planter, seating areas, and generous plaza.
- Recommended the project design incorporate site identity with art, welcoming signage and distinct architecture.
- Supported the building's strong corner and promotes the contrasting building expression.
- LURC supported the massing & the overall design, and stated that it successfully creates a sense of Place.
- Supported bringing the plaza down to Mercer serving as a great opportunity to enhance the public experience & provide a strong, and interesting visual connection with the expression of the building's design in this location.
- Appreciated that access into the building off of Mercer & Taylor creates a welcoming & strong visual presence.
- Preferred design concept 3 which provides for a better at-grade entry and stated that the building setback at the corner is very thoughtful.
- Stated the building's lively scale and modulation serves as a great gateway into Uptown.
- Appreciated the demolition of the Mercer wall which serves as a large physical & visual barrier to anyone passing by, and the ground level outdoor space to the south facing Mercer which makes the pedestrian experience significantly more pleasant than it is now.

- Supported the precedent imagery of the sawtooth type articulation on both Mercer & Taylor which works well with the Arts District goals, and supported the 2 different façade type expressions.
- Suggested incorporation of artwork whether a mural or an inexpensive banner be added to the east facing blank wall.
- Supported all 5 departures.

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

- Felt the building height is too tall in scale compared to other buildings in the immediate vicinity.
- Concerned that building too close to the sidewalk and without a large setback will create an out-of-scale box casting shadows on the nearby buildings and street.
- Preferred at least 50% of the surface to be a non-reflective matte material. Discouraged a shiny surface that would reflect light on the neighboring residential building.
- Observed the design is too slick for this neighborhood and would be a better fit in SLU. This pocket of the Uptown neighborhood is characterized primarily by residential use with charming businesses.
- Supported the project's participation in the Living Building Pilot Program.

SDCI received non-design related comments concerning views and housing demand.

The Seattle Department of Transportation offered the following comments:

- Stated the project is required to meet the minimum standards of 6" curb, 6' sidewalk, and 5.5' planting strip with street trees on the Taylor Ave, Roy St, and Mercer St frontages.
- Stated a 1' setback is required on Taylor Ave.
- Noted that door swings are not permitted in the right-of-way.
- Advised that a barrier will need to be installed to prevent vehicles in the alley from driving onto the new Mercer St plaza and sidewalk. The barrier would need to be pleasing and amenable to a positive pedestrian experience.
- Encouraged providing a new pedestrian bulb on Roy St at the intersection with Taylor.
- Supported parking, service, and loading berth access from the alley.
- Stated that access for solid waste and other large vehicles will have to be studied in the SIP process to ensure there is enough space for maneuver without interacting with pedestrians in the plaza space at the south end of the alley.

Seattle Public Utilities offered the following comments:

- Stated that solid waste collection shall occur from the improved alley.
- Strongly encouraged to plan for onsite roll-off compaction service.
- Stated that roll-off service requires a minimum 14' overhead clearance while uncompacted 3 and 4 cubic yard containers and detached compacted containers require 24' overhead clearance.

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 (3039342-EG): http://web6.seattle.gov/dpd/edms/

**PRIORITIES & BOARD RECOMMENDATIONS**
After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

1. **Massing:** The Board appreciated the applicant's proposed massing options and how they each responded to the existing context, site conditions, and to the adjacent 570 Mercer project to the east. The Board was most intrigued by Massing Option 3 with its plaza and outdoor space along Mercer St created by the ground level setback, the clear breakdown of the massing into discernable parts including the well proportioned 'gateway' corner with cantilevered rooftop PV array, highly transparent gasket elements, and carved lower levels that open the building towards the northwest. Moving forward, the Board recommended developing the preferred Massing Option 3 with the following guidance:
    a. Although the Board supported the carving of the lower levels at the corner of the mass at the northwest corner, the Board discussed whether the 4-story proportion was an appropriate transition between the more active area of the neighborhood to the east and the more pedestrian character that is found to the northwest of the site. The Board gave guidance for the applicant to study alternative heights and proportions of the carved corner to potentially better relate to the more intimate pedestrian character and scale found nearby. **CS2-C-1, CS2-3-A, PL2-A-C, PL3-C, DC2-C, DC2-3, DC2-4.**
    b. The Board supported the incorporation of the rooftop PV solar array and how the cantilevered portion beyond the building edge allowed it to be seen and experienced from the street. The Board also appreciated that the PV solar array was located at the southwest corner of the building, helping to highlight the 'gateway' nature of the massing at the corner or Mercer St and Taylor Ave. **CS1-A-1, CS2-A, CS2-C-1, CS2-3-A, DC2-C-2, DC2-5-j.**

2. **Ground Level**:
    a. The Board appreciated the implied extensive breakdown and deconstruction of the Mercer St retaining wall and noted how that will allow for increased porosity into the site and will support the successful mix of retail and office/lobby experience at the ground-level along the proposed plaza and open space. The Board recommended that this aspect of the design be retained moving forward and that the open space design should consider circulation and continue to incorporate passive and active uses to promote activity and interaction. **CS1-C, CS1-I, CS1-III, CS2-B, CS2-C, CS2-I, CS2-II, CS2-III, PL1, PL1-I, PL1-IV, PL2, PL4-A.**

b. The Board discussed the importance of connecting the proposed open space along Mercer St with the plaza approved as part of the 570 Mercer St development across the alley to the east. In agreement with comments provided by Seattle Department of Transportation (SDOT), the Board recommended that the applicant continue to develop the open space design, in consultation with SDOT, to include changes in paving and some form of physical barrier, architectural or substantial landscaping at the end of the alley to prohibit vehicles from traversing the entire length of the alley. **CS2-1, CS2-3-a, PL1-A, PL2-B-3, DC1-B-1, DC1-C.**
c. In conjunction with item 2.b. above, the Board recommended the applicant study including a small boutique sized retail space that could potentially enhance and increase activation of the northeast corner of the open space and lobby entry along Mercer St. **PL3-A, PL3-C, PL3-4-a.**
d. The Board noted that the scale of the Roy St retail space is large when compared to the existing smaller scale retail across the street and typically found in the area. Moving forward, the Board recommended that the applicant study the further breakdown of retail to allow flexibility for future uses and provide a variety of sized retail spaces, in response to the larger scale of the retail closer to Dexter Ave in the adjacent 570 Mercer St development. **PL2-C-1, PL3-4-a.**
e. Although the Board supported the inclusion of the Bike Commuter Facility and its ease of access from Taylor Ave, the Board recommended that the applicant study reorganizing or relocating portions of this program space to allow for additional small scale retail opportunity on Taylor Ave, which would provide more activity along the street frontage. **PL3-4-a, PL4-B-2, PL4-3-a.**

**3. Façade Articulation and Materiality:**

a. The Board appreciated the applicant's goal of incorporating community inspired art into the design of the building facades and other components. The Board recommended continued study of adding murals that can be seen and experienced from between the site and adjacent buildings and bring in visual arts as an integrated component of the façade design. **DC2-1-a, DC2-2, CS3-1.**
b. The Board supported the large expanses of glass along the ground level facades that allow high levels of transparency into retail and lobby spaces. The Board was concerned, however, with the overall flatness of the street-level façades and the lack of secondary architectural features at the ground floor along the north end of the Taylor Ave frontage and along Roy St. The Board gave guidance to study setting back the retail store frontage from the face of the building to provide more relief, and recommended incorporating ample overhead weather protection and other elements to enliven the pedestrian experience. Moving forward, the Board recommended providing perspectives at ground level on all sides, showing how the streetscape and façade design relates to pedestrian realm. **PL1-B-2, PL1-3-c, DC2-B-1, DC2-C-1, DC2-5-h.**
c. In conjunction with item 1.a. above, the Board recommended that the applicant continue to study the façade design within the carved portion of the mass at the northwest corner to provide a better contextual response to the smaller scaled residential character near this corner of the site. The Board gave guidance to study incorporating overhead weather protection and other elements into the façade to

provide a well-proportioned composition that works with the scale of the building and enlivens the pedestrian experience. **PL1-B-2, PL1-3-c, DC2-B-1, DC2-C-1, DC2-5-h.**

d. The Board generally supported the façade and pattern concepts and precedent imagery shown on pages 54 and 55 of the EDG packet. The Board specifically appreciated the saw-tooth faceted treatment at the corner of Mercer St and Taylor Ave, and the use of high-quality materials over large expanses of the building façade, such as curtain wall, brick masonry, glass railing, and recessed window groupings. Moving forward, the Board recommended that the applicant continue to develop each façade and provide more information on the detailing of those materials and transitions, showing the material quality, texture, and depth implied in the EDG packet. **DC2-B-1, DC2-C, DC2-3,DC2-5-h, DC4-A-1, DC4-1.**

e. The Board appreciated that this project is also participating in the Living Building Pilot Program and that the applicant is proposing to incorporate similar educational and art components as the ones approved as part of the adjacent 570 Mercer St project to the east. The Board supported the applicant's stated intent to develop ways to increase the legibility of the living building pilot program components as proposed in the EDG packet. **CS1, DC2-1-a.**

## RECOMMENDATION February 1, 2023

**PUBLIC COMMENT**
No public comments were offered at this meeting.

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

The Uptown Land Use Review Committee offered the following comments:

Context + Site

- The preliminary landscape plan is well designed, particularly the plaza along Mercer featuring raised planter, seating areas, and generous plaza. (CS1)
- The distinct and unique modulation and architectural expression add overall relief to a lackluster area, notably the refined northwest corner with an improved setback and overhead weather protection. (CS2)
- The Uptown Monument sign is a welcome addition, and the project successfully integrates art with a large 2-story art mural and artistic column covers. Both are responses to LURC feedback. (CS2, CS3)
- Supported the massing and overall design, as it successfully creates a sense of place. (CS2)
- The generous plaza, café seating and pedestrian lighting work well to make a strong statement of placemaking. (CS3)
- The removal of the retaining wall is a grand gesture to open the grade plane both visually and to create a better pedestrian experience. (CS3)

Public Life

- The public plaza was further enhanced by additional setbacks and overhead weather protection connecting both buildings. (PL)
- Supported the through plaza and addition of café seating, which enhance the public experience and provide a strong and interesting visual connection with the expression of the building's design. (PL)

Design Concept

- Supported the enhanced Option 3. The additional setbacks at the corner and pitch massing formula work to create an expression of a break in time between the two facades. The hovering solar ray roof hovers above the building and creates visual interest and an anchor. (DC2)
- Supported the development of smaller retail spaces to avoid large blank spaces. (DC2)
- The building's lively scale and modulation serves as a great gateway into Uptown, and are enhanced by the removal of the Mercer wall barrier and the addition of balconies which create modulation and connection to the outdoors. (DC2)
- The alley and lighting are integral in connecting pedestrians through the building as well as supporting the functional activities. The overall lighting and the ground level outdoor space to the south facing Mercer enhance the pedestrian experience. (DC2)
- The streetscape materials are very thoughtful and enhance the pedestrian environment. (DC4)

Departures

- Supported departures number 1 and 2 as they are critical to achieving the large amount of PV Array needed as part of the Living Building Program and they fit well with Uptown guidelines.
- Supported departures number 3 and 4 as the overhang of the solar collector defines the building edge in a very attractive manner and the overhang length creates a very unique character and contributes to the gateway expression.
- Supported departure number 5 because the façade overhang allows for a distinct design that serves to enhance the overall design.
- Supported departure number 6 because the façade setback is highly desirable and provides public outdoor space and makes the design much better for the neighborhood.
- Supported the Type 1 decision to reduce one of the Loading berths to 25 ft.

SDCI received non-design related comments concerning archeological review, SEPA, wastewater infrastructure, and parking.

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 (3039269-LU): http://web6.seattle.gov/dpd/edms/

**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. **Massing:**
    a. The Board appreciated the applicant's evolution of the design and thoughtful response to EDG guidance and recommendations. The Board recommended approval of the overall massing as shown in the Recommendation packet and presented at the Recommendation meeting. **CS2-C-1, CS2-3-A, PL2-A-C, PL3-C, DC2-C, DC2-3, DC2-4.**
    b. The Board recommended approval of the large full-height setback of the mass at the northwest corner that successfully reduced the overscaled appearance of the massing at this corner in response to EDG guidance. The Board noted that the well-proportioned space provided an appropriate transition to the more intimate and calm pedestrian character and scale of the neighborhood to the north and west. **CS2-C-1, CS2-3-A, PL2-A-C, PL3-C, DC2-C, DC2-3, DC2-4.**

2. **Ground Level:**
    a. The Board recommended approval of the breakdown and deconstruction of the Mercer St retaining wall as it created a pedestrian pathway that is great for the neighborhood. **CS1-C, CS1-I, CS1-III, CS2-B, CS2-C, CS2-I, CS2-II, CS2-III, PL1, PL1-I, PL1-IV, PL2, PL4-A.**
    b. The Board recommended approval of the overall angular plaza design along Mercer St with its colonnade, various seating opportunities, varied planting types and heights, and its connection to the adjacent 570 Mercer development to the east. The Board noted that the plaza responded well to EDG guidance, however, the Board was concerned that the orthogonal orientation of the low planting and bench proposed at the terminus of the alley did not relate well to the angled geometry of the rest of the plaza. The Board also noted that the at-grade landscape and low bench did not appear to provide adequate physical and visual deterrents for approaching vehicles. The Board recommended a condition of approval for the applicant to continue to study the alley terminus design to better relate to the overall plaza design and include integrated physical and visual elements that clearly delineate the pedestrian and vehicular realms. **CS2-1, CS2-3-a, PL1-A, PL2-B-3, DC1-B-1, DC1-C.**
    c. The Board recommended approval of the overall ground-level programing and design of the retail spaces along Mercer St, Roy St, and Taylor Ave. The Board appreciated the applicant's intentional planning of the larger retail spaces to allow for future demising into varied sized retail spaces. The Board specifically noted the success of the refined Roy St retail space with its Taylor Ave facing

entry, activation of the northwest corner plaza, and overall pedestrian scaled character. **PL2-C-1, PL3-4-a.**

d. The Board recommended approval of the size, organization, and location of the Bike Commuter Facility as it promotes the use of alternative modes of transportation, which is a critical component of meeting Living Building Pilot Program criteria. The Board noted that the successfully designed retail spaces flanking this space provided sufficient activation along Taylor Ave to justify the less intensive use. The Board encouraged the applicant to study ways to open up the space so that the bike repair stations might be publicly accessible and promote more use and activation beyond the users of the building but declined to recommend a condition of approval for this change. **PL3-4-a, PL4-B-2, PL4-3-a.**

**3. Façade Articulation and Materiality:**

a. The Board recommended approval of the artistic elements incorporated into the design of the building facades and other components as illustrated in the Recommendation packet and presented at the Recommendation meeting. **DC2-1-a, DC2-2, CS3-1.**

b. The Board recommended approval of the overall façade articulation and material application on all four sides of the building as illustrated in the Recommendation packet and presented at the Recommendation meeting. The Board noted the beautiful material palette, patterning of the brick masonry, break-up of the fenestration into the 'two small window, one large window' fenestration pattern, and the intentional play in depth between materials successfully contributed to a well composed design. Although the Board appreciated the depth and detail provided on each façade, the Board discussed whether the brick patterning proposed was too busy and noted it could use some refinement but declined to recommend a condition of approval for this change. **DC2-B-1, DC2-C, DC2-3,DC2-5-h, DC4-A-1, DC4-1.**

c. The Board recommended approval of the highly transparent retail store frontage set back from the face of the building along Taylor Ave, Roy St, and Mercer St to provide more relief, and the incorporation of ample overhead weather protection and other elements to enliven the pedestrian experience, as shown in the Recommendation packet and presented at the Recommendation meeting. **PL1-B-2, PL1-3-c, DC2-B-1, DC2-C-1, DC2-5-h.**

d. The Board recommended approval of the articulation of the setback massing at the northwest corner with the incorporation of overhead weather protection, brick patterning, signage, and lighting to provide a well-proportioned composition that works with the scale of the building and enlivens the pedestrian experience. **PL1-B-2, PL1-3-c, DC2-B-1, DC2-C-1, DC2-5-h.**

**DEVELOPMENT STANDARD DEPARTURES**

The Board's recommendation on the requested departure(s) was 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 Recommendation meeting the following departures were requested:

1. **Rooftop Features (23.48.025.C.4):** The Code states that the combined total coverage of all features listed in this subsection does not exceed 20 percent of the roof area or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment. The applicant proposes 60 percent of the roof area to be covered by allowable rooftop features, including the screened mechanical, solarium, and PV solar array.

   The Board recommended approval of the departure, finding that the granting of the increased rooftop coverage allows for the addition of the solarium and PV solar array, which is important to the overall design and meeting the requirements of the Living Building Pilot Program. The design with the departure better meets the intent of Design Guidelines **CS1-A. Energy Use, DC2-C-2. Dual Purpose Elements, and DC2-5-j. Transition to the Sky & Skyline Composition.**

2. **Rooftop Features - Encroachment (23.48.025.C.7):** The Code states that the total coverage of all features listed in subsections 23.48.025.C.4 and 23.48.025.C.5 may be increased to 65 percent of the roof area if not within 10 feet of the roof edge. The applicant proposes locating portions of the PV solar array at or beyond the roof edge.

   The Board recommended approval of the departure, finding that allowing the PV solar array to be seen from the ground-level helps call attention to the sustainability aspect of the project and contributes to the gateway expression at the corner of Mercer St and Taylor Ave. The design with the departure better meets the intent of Design Guidelines **CS1-A. Energy Use, CS1-B. Sunlight and Ventilation, and DC2-5. Tall Buildings**

3. **Structural Building Overhang - Depth (23.53.035.B.5):** The Code states that the maximum horizontal projection for a structural building overhang, measured to the furthest exterior element, shall be 3 feet, and the project in no case be closer than 8 feet to the centerline of an alley. The applicant proposes that the balconies on Roy St extend 5 feet beyond the property line. The applicant also proposes the rooftop PV solar array to project 6'8" beyond the property line along Taylor Ave.

   The Board recommended approval of the departure, finding that the balconies and PV solar array successfully added greater articulation, visual depth, and texture to the Taylor Ave and Roy St facades, and reinforced the sustainability goals of the Living Building Pilot program. The design with this departure better meets the intent of Design

Guidelines **DC2-B-1. Façade Composition and DC2-C-1. Visual Depth and Interest,** then the code allowed depth.

4. **Structural Building Overhang – Length (23.53.035.B.7):** The Code states that the maximum length of each structural building overhang shall be 15 feet measured at any location that is beyond the property line. The applicant proposes balconies on each level on Taylor Ave that are 20 feet wide and balconies on Roy St that are 31 feet 2 inches wide. The applicant also proposes the PV array to extend beyond the property lines to be 116 feet 8 inches wide at Taylor Ave and 89 feet 1 inch wide at Mercer St.

   The Board recommended approval of the departure, finding that the balconies and PV solar array successfully added greater articulation, visual depth, and texture to the Taylor Ave and Roy St facades, and reinforced the sustainability goals of the Living Building Pilot program. The design with this departure better meets the intent of Design Guidelines **DC2-B-1. Façade Composition and DC2-C-1. Visual Depth and Interest.**

5. **Street-Level Development Standards (23.48.740):** The Code states for streets designated as Class III pedestrian streets, the street-facing façade of a structure may be set back up to 12 feet from the street lot line. The applicant proposes setbacks of 12'8" at Taylor Ave and 40'3" at Mercer St.

   The Board recommended approval of the departure, finding that the greater setbacks allowed for a larger community accessible plaza and connection to the public space associated with the adjacent 570 Mercer St project. The design with this departure better meets the intent of Design Guideline **CS2-1 Sense of Place and PL1-1 Enhancing Open Space**.

6. **Loading Berth Quantity (23.54.035c.2.c):** The Code states that office uses between 160,000 sq. ft. and 264,000 sq. ft. require 3 loading berths in total. The applicant proposes 2 loading berths in total.

   The Board recommended approval of the departure, finding that the reduction in loading berths allows for more active retail space along Roy St. The design with this departure better meets the intent of Design Guideline **E-3 Minimize the Presence of Service Areas**.

**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.

**RECOMMENDATIONS**

The recommendation summarized above was based on the design review packet dated Wednesday, February 01, 2023, and the materials shown and verbally described by the applicant at the Wednesday, February 01, 2023 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures with the following condition:

1. Study the alley terminus design to better relate to the overall Mercer Ave Plaza design and include integrated physical barriers and visual elements that clearly delineate the pedestrian and vehicular realms. **CS2-1, CS2-3-a, PL1-A, PL2-B-3, DC1-B-1, DC1-C.**

**REC Report Sent 02/13/2023 BCC**
**Project 3039269-EG**

| Contact | Email |
|---|---|
| Board | afarkas.drb@gmail.com |
| Applicant | JODI@PERMITCNW.COM |
| Applicant | rcobb@schnitzerwest.com |
| Board | jenmontressor@hotmail.com |
| Board | kadoogr@mail.uc.edu |
| Board | maria@barrientosryan.com |
| Board | trattray@burrard.com |
| Public | aclark@collinswoerman.com |
| Public | allisono@siteworkshop.net |
| Public | autumn93@uw.edu |
| Public | berkley47@gmail.com |
| Public | bingw3@uw.edu |
| Public | bonniescranton@me.com |
| Public | catherine@theregistrysocal.com |
| Public | cdarr@collinswoerman.com |
| Public | hearnold@uw.edu |
| Public | jimk@siteworkshop.net |
| Public | kgolla@uw.edu |
| Public | LPA.TEAM@kingcounty.gov |
| Public | lukeums@gmail.com |
| Public | matt.palodichui@gmail.com |
| Public | mercedes@mfidinteriors.com |
| Public | nwsepa@ecy.wa.gov |
| Public | preservationdept@duwamishtribe.org |
| Public | rhibohn@uw.edu |
| Public | ry.talen@gmail.com |