Seattle Department of Construction & Inspections

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

Project Number: 3026266-LU

Applicant Name: Jodi Patterson O'Hare

Address of Proposal: 2025 5th Ave

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 44-story, 461-unit apartment building with retail. Parking for 307 vehicles proposed. Review includes demolition of existing structure and parking lot.

The following approvals are required:

I. Design Review with Departures (Seattle Municipal Code 23.41)*
**Departures are listed near the end of the Design Review Analysis in this document*

II. SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05)

SEPA DETERMINATION

Determination of Non-significance

☐ No mitigating conditions of approval are imposed.

☒ Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts

SITE AND VICINITY

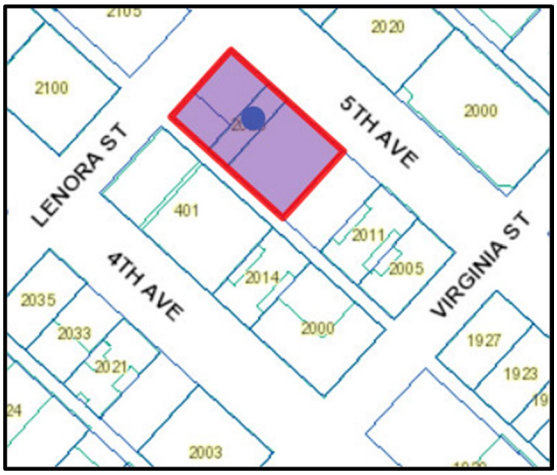
Site Zone: Downtown Mixed Commercial; DMC 240/290-440

Zoning Pattern: (North) DMC 240/290-440
(South) DMC 240/290-440
(East) Downtown Office Core; DOC2 500/300-550
(West) DMC 240/290-440

Environmentally Critical Areas: No mapped ECAs

Current Development: The 19,434 square foot site is currently occupied by a one-story commercial structure and surface parking lots.

Surrounding Development and Neighborhood Character: A parking lot occupies the site immediately



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

adjacent to the south. An older 18 story hotel and its four-level parking structure is located to the west across the alley. A 7-story data center building and seven level parking structure are across 5th Avenue to the east. A 24-story residential building occupies the opposite side of Lenora Street from the site. The surrounding mixed-use district has buildings of diverse scales, styles and vintage, with recent additions that add higher densities, consistent with adopted downtown zoning and policies.

Public Comment

The public comment period ended on May 22, 2017. In addition to the comments received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to traffic, transportation, loading, construction impacts, historic resources, shadows, glare, and density. Comments were also received that are beyond the scope of this review and analysis per SMC 23.41 and 25.05.

I. ANALYSIS – DESIGN REVIEW

The packet includes materials presented at the meeting, and is available online by entering the record numbers at this website: http://web6.seattle.gov/dpd/edms/

EARLY DESIGN GUIDANCE February 21, 2017

PUBLIC COMMENT

The following public comments were offered at the EARLY DESIGN GUIDANCE meeting:

- Stated general support for the Option 3, applicant preferred massing.
- Concerned that the tower placement should be further north to improve tower spacing from a hypothetical future tower on the parcel to the south.
- Suggested generous bike storage and locker facilities be provided.

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

- SDOT noted that the minimum sidewalk widths on 5th should be 15 ft, and 12 ft on Lenora; more pedestrian width via setbacks is welcome. [The applicant stated they comply and have additional voluntary setbacks on Option 3.]
- SDOT noted the adjacent curb lanes have plans for: a protected bicycle lane along 5th, and a "business access and transit lane" along Lenora, so curb-lane parking should not be contemplated by the applicants.

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 (the Board) provided the following siting and design guidance. (Downtown Design Guidelines citations)

The following EARLY DESIGN GUIDANCE meeting guidance was offered by the Board. Page references are for the 2/21/17 EDG booklet.

1. **Massing & Tower Placement:**
   a. The Board understood the analysis and rationale for placing the tower toward the south of the site [36-39] and supported that tower location and the goal of maximizing daylight to the street and intersection of 5th & Lenora. (A1-1)

b. Since the south tower placement will expose the adjacent blank east wall of the existing Warwick Hotel [pg 27/upper left; 71], the Board encouraged all parties to consider an artful wall treatment for that location, but it is explicitly not a requirement of this project. (B1-1)

c. The Board endorsed the applicant-preferred Option 3 massing, especially the stepped and rotating 2-floor trays on levels 2-15, as shown on pg 60,62, and 71. The Board agreed these trays are bold and innovative, and provide multiple roof terraces and successfully modulate the podium and lowest tower facades. (B1.III)

2. **Tower Modulation and Cohesiveness:** Early Design Guidance included the following:

a. While the Board strongly supported the form of the lower 15 floors of Option 3, they unanimously agreed the tower abruptly changes to a cubic extrusion at level 16 [60] and it therefore compromises a unified design. The Board agreed a uniform vertical shaft of tower was not related to the design energy of the podium, and recommended integration strategies such as: rotating 2-floor groups in select other locations on the upper tower, and/or rotating a sizable amount of the tower top, to reiterate the rotating form at the skyline scale. The Board was also concerned about the long, unmodulated east wall of the tower, which reinforces the abrupt tower form (see departure # 1). (A2, B1, B4-2)

b. The Board tentatively supported the tower mass being broken into 2 offset volumes [67; typical tower plan] but agreed the north and east massing refinements described above are a priority and the key design test. Pending resolution of the tower-to-podium cohesiveness cited above, the rotating tray strategies might need to carry around to the entire tower, especially on the visible west and south elevations. (B4-2)

c. The Board agreed the vertical slot, double height corner cut-out and rooftop treatment were all promising refinements on the west and south tower elevations [61], but those elevations might also need the rotating tray treatment pending resolution of item 2b above. The Board supported the scale and modulation of a two story amenity deck at approximately levels 24/25, regardless of which tower design emerges. (A1-1.e, B4)

d. Assuming the tower is integrated with the dynamic podium as described above, the Board was supportive of the massing and additional height for a potential upzone [60], however the added 40 feet might require the re-configuration or re-proportioning of the strategies described under 2b above, to achieve a harmonious tower. (B4)

3. **Podium & Ground Floor**: The Board gave the following EARLY DESIGN GUIDANCE:

a. The Board supported the podium along 5th being expressed as 2 distinct forms, with the primary entrance at the crease [77], but agreed the south form should not be so traditional as shown [69, 71] or appear grafted onto the progressive forms of the majority of the podium. While not employing the rotated theme, or ‘glass box’ language of the corner, this 5-story element should display transparency, pedestrian scale and a tall proportion along the mid-block. (C1; C2)

b. The Board strongly supported the deep, angled voluntary setbacks at the corner [76], providing pedestrian amenity and café zones. The Board also supported the straight wall (setback to achieve the required 15ft sidewalk width) at the 5th Avenue midblock, as it relates to the two forms cited in 3a above. (D1-I)

c. The ground floor plan was minimally labeled [76], and the Board had to verbally clarify several key items, but they supported retail and activating uses along all street fronts, accepting the leasing/amenity shown on 64 as the maximum extent of non-retail street frontage. The Board supported shifting the parking ramp as far south as possible [76] to maximize retail depth along Lenora, and would be receptive to a ramp slope departure if required to further this goal. (D3;

d. The Board supported a stepped, planter/rainwater element at the alley corner as shown on pg 63 and 70 (but ensuring good pedestrian sight lines) but agreed the planter along the Lenora storefront and the deep café moat [76/77] created a privatized zone and too many vertical pedestrian barriers between the sidewalk and the Lenora storefront. (D1-1.d, D1-I.b)

The Board recommended reducing or eliminating these elements to maintain a gently sloped sidewalk/setback near the corner (without guardrails or recesses) and sloping the sidewalk along a raised sill of storefront along Lenora. The Board supported shortening the planter portion adjacent to the street wall. Even if retail doors are near the corner, a 5 ft slope over the 106ft length of Lenora should not mandate a continuous privatized, buffer zone at this important storefront location. (A1-III; C1)

FIRST RECOMMENDATION April 3, 2018

PUBLIC COMMENT

The following public comments were offered at the RECOMMENDATION meeting:

- Comments on behalf of Escala owners focus on traffic flow, delivers, safety and alley use with a request to ensure that all area users will be able to function at their respective locations in a neighborhood context that is becoming more dense.
- Comments were shared which focused on the landmarked building to the south and the future project at that site. The Commenter shared that the Seattle Architectural Review (ARC) Committee encouraged this tower to move further to the north to give more tower spacing. The commenter suggested that the Design Review Board and the ARC work together to formulate a full block plan. Comments include noting that two towers on one block face need to be designed in tandem for best results.
- Another commenter suggested that all parties on the block and half-block face work together to design comprehensive solutions.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: http://web6.seattle.gov/dpd/edms/

1. **Massing & Tower Placement:** The Board heard public comment and reiterated its hope that the applicant would work with the neighboring building owners to address

proximity to blank walls (The Warwick Hotel) and tower spacing for best block design (application to the south). In response to public input the Board offered flexibility to move the tower north acknowledging that the tower massing had been approved at EDG and also acknowledging that their authority to give direction on this issue is limited.

a. The Board specified that if the tower moves further north, the first tray at Levels 4-5 should not move north or compress and solar access to the corner of 5th and Lenora should be preserved. (A1-1, B1-1, B1.III)

2. **Tower Modulation and Cohesiveness:** The Board was split on the resolution of the two-tower concept.

   a. The majority of the members thought the concept needed more integration between the two tower forms as noted in the early design guidance, while two members were satisfied with the design as shown. The design question on the table was the integration of the dark, straight tower and the sliding trays tower forms. The Board noted that the concept is logical and interesting with moving elements and static elements yet, the two-building concept is not resolved at its intersecting edges and areas for a pleasing combined tower composition. (A2, B1, B4-2)

   b. The Board supported elements of the towers including the following: the shifting trays massing at the lower levels, that all window wall details at soffits, parapets, and outside corners be part of the next design packet to show a clean edge, public space is well-sited and successful. The Board looks forward to another version of the proposal and is open to a variety of solutions to solve the two-tower intersections. (A1-1.e, B4)

   c. Members unanimously supported Roof Option One which is the mechanical screen profile that steps back from the primary façade and they requested a scrim or screen material with some transparency be used for the mechanical screen cladding rather than the proposed louver material. (B1.III)

   d. The Board supported the roof coverage departure request and recommended it to the Director. (B1.III)

3. **Podium & Ground Floor**: The Board discussed the design team's responses to ground level and podium elements.

   a. The Board directed the applicant to provide overhead weather protection on 5th avenue to provide comfort for pedestrians, residents, and visitors. They mentioned the distracting nature of the undersized entry canopy and added that the overhead weather protection could help solve the issue.(B3.3)

   b. The Board supported the update to the Lenora Street outdoor retail seating configuration and directed the applicant to make the sidewalk facing walls of the bioretention planters appropriate width and height for seating. (B3.3)

   c. The board directed the applicant to develop the south plinth to incorporate either seating, texture and/or art. (B3.3, B4.3)

d. The board directed the applicant to add a joint pattern in the painted concrete alley wall that corresponds to the joint patterning in levels above for increased melding of the façade elements. The Board also recommended that a detail be provided to assure that no flashing is used at the edges of the trays so there is a crisp, clean edge that appears as an extension of the glazed tray elements. (B4.3)

e. The board directed the applicant to add loading area dimensions and truck turning radius/sweep diagrams to the plan sets to show compliance. (C6.1)

DEVELOPMENT STANDARD DEPARTURES

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

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

1. **Rooftop Coverage (SMC 23.49.008.D):** Combined rooftop features are limited to 55% rooftop coverage. The applicant requests 61.9% coverage.

The full Board approved the additional coverage to help support guidelines A-2 Enhancing the skyline and B-4 supporting a well-proportioned and unified building.(B4.1 and 2)

Previous departure requests have been resolved to meet code requirements.

SECOND RECOMMENDATION July 10, 2018

PUBLIC COMMENT

The following public comments were offered at the SECOND RECOMMENDATION meeting:

- Comments on behalf of the Escala Qwners Association focused on the proposed loading dock. Comments included suggestions that the loading dock design does not ensure good alley access, nor that trash and recycling meets code requirements.
- Comments were received from the development team working on the development site to the south of the project. Comments point out the landmark buildings and city landmarks process which may constrain design options on the southern site. Moving this project's tower to the north as much as possible would help create better tower separation between this proposal and the proposed tower to the south and a better block face with two towers in general.
- Another commenter suggested that all parties on the block and half-block face work together to design comprehensive solutions.
- Other comments included suggestions that more street trees be added to Lenora Street.
- A commenter noted that they thought the trash area is too small for such a large building.
- Overhead weather protection is important and should be provided at this site. Currently there is nothing provided for pedestrian protection or comfort.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify

applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: http://web6.seattle.gov/dpd/edms/

1. **Massing & Tower Placement:** The Board heard public comment and tower massing and placement concerns.

   a. The Board accepts the tower location and reiterated its hope that the applicant work with the neighboring building owners to the south to address best location solutions for the tower with regards to resident comfort, avoiding crowding the south edge or the north corner, open space on the terraces on the north and any realistic shade concerns in this tall building area. (A1-1, B1-1, B1.III)

2. **Tower Modulation and Cohesiveness:** The Board discussed the resolution of the two-tower concept and allowed option one, the original option, to move forward. (A2, B1, B4-2)
   a. The Board discussed the top ½ of the tower form and felt it was too regular, too standard in its blocky form, and didn't fit the building concept presented in the bottom ½ of the building. The upper ½ is too straight too plain, too tall, while the bottom trays (splash zone) was very interesting. The tall "water fall" concept is appreciated, but the Board decided that some relief in the upper straight box form needs to be added. The Board clarified the discussion by noting that at 400 feet the current proposal was fine (with a top, unique, long-view element), but at a higher proposal (such as 400-440 feet) a new twisted tray needs to be added in the "fall" portion. The Board directed the applicant to add the new tray at the best location per the designer's discretion.(B3.2, B4.1)
   b. The Board felt that there needs to be a unique long-view element at the top of the building to express the building concept and signal the building's unique design and directed the applicant to design an element to meet this guidance which could happen at the building top or mechanical penthouse design.(A2.1C, A2.2)
   c. The Board discussed the top resolution of the tower forms. They noted that there are three elements coming together which need more complete and satisfactory resolution. They are:
      The "stone" or dark tower form.
      The "water" or light tower form.
      The "over flow" or mechanical penthouse form.
      The Board stated that the intersection of the three elements should read as three separate elements. They suggested options for the applicant to explore such as changing the height of the two towers; one higher, one lower. They suggested providing the wind and weather screen/scrim as a separate element, separate from the three volumes above, invisible to the concept view and in a different plane than the tower facades and fashioned in a different material. The Board directed the applicant to de-couple the "two buildings" at the top and to avoid a "fake wall". (A2.1, B1.iii, B3.2,)

d. The Board asked that the applicant be prepared to introduce a glass reflectivity study and show examples of what the glass will look like installed, and to present the lighting proposal and materials more thoroughly. (C3.1)

3. **Podium & Ground Floor**: The Board discussed the design team's responses to ground level and podium elements.

a. The Board reviewed the applicant's suggestion for overhead weather protection. The proposal showed some building overhang at 18 feet above the walking surface next to the building in several locations. The Board, and in response to public comment, clarified that appropriate overhead weather protection (OHWP) will be about 8 to 10 feet off the walking surface (sidewalk or plaza). The Board directed the applicant to bring a design to the next meeting with overhead weather protection approximately the lower height, especially along 5th Avenue, along the face of the wall for pedestrian comfort. The OHWP may be part of an integrated entry canopy. It appears that the existing street trees will accommodate installations. Where necessary the OHWP may be modified for the tree canopy. If any planting is proposed beneath the OHWP make sure it is irrigated. (B3.3)
b. The Board thought that the Lenora seat walls and relationship to the sidewalk appeared to be working well. (C1.3, C1.IV)
c. The new joint patterning on the alley wall was an improvement in line with Board direction. (C1.3, C1.IV)
d. The Board asked that building sections at the building entries be brought to the next meeting. (C1.3, C1.IV)

DEVELOPMENT STANDARD DEPARTURES

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

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

2. **Rooftop Coverage (SMC 23.49.008.D):** Combined rooftop features are limited to 55% rooftop coverage. The applicant requests 61.9% coverage.

The full Board approved the additional coverage to help support guidelines A-2 Enhancing the skyline and B-4 supporting a well-proportioned and unified building and recommended it to the Director. (B4.1 and 2)

Previous departure requests have been resolved to meet code requirements.

THIRD RECOMMENDATION September 4, 2018

PUBLIC COMMENT

The following public comments were offered at the THIRD RECOMMENDATION meeting:

- Expressed concern that number, size and design of loading berths, along with access to trash, are inadequate for the size and use of the building.

- Expressed concern regarding the proximity of the loading area to bike storage.
- Expressed concern about the potential reflectivity along the north façade.
- Would like to see increased overhead weather protection on the Lenora façade.
- Expressed concern about the placement of the tower in relationship to the other proposed tower on the block.
- Support preferred massing option, the revised massing steps in the tower form, the rotated amenity space, and the continuation of the tower material to the top of the structure.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: http://web6.seattle.gov/dpd/edms/

1. **Tower Modulation and Cohesiveness.** The Board reviewed the changes to the tower form in response to the guidance provided at the Second Recommendation Meeting.
    a) The Board agreed the tower and roof massing changes shown on page 16-23 and 83 of the Third Recommendation Packet provide a thorough analysis of tower proportion, step number and location, as well as, resolution for the top of the tower (A2).
    b) The majority of the Board preferred Massing Option C2 on Page 83. The revised design includes changes to spacing of the 'blocks' and continues the tower form and material application to roof in the rotated amenity space. (A2, C2.1)
    c) The Board agreed that the transparent wind screen at roof level, was resolved well within the architectural concept and material application (A2.2)
    d) The Board applauded the recessed element at the rotate amenity space. The Board agreed the recess was a clever resolution to continue the twisted block concept to the top of the structure. (A2.2, C2.1)
    e) The Board was pleased with the subtle contrast in the material expression between the two sides of the tower. The Board agreed the materials complement one another creating an elegant expression. The Board applauded the alternate material used in the massing recesses. The design concept is intentional, strong, and expressed well. (A2, C2.1)

2. **Overhead Weather Protection.** The Board appreciated an analysis of a code compliant overhead weather protection versus the proposed location, which requires a departure. The Board noted variety, and stepping in overhead weather protection, creates an interesting pedestrian experience. Ultimately the Board agreed that the proposed overhead weather protection responds better to existing site specific conditions, including the existing street trees and proposed double height retail space. (C1.1, C5.1)

3. **Ground Level Design.** The Board reviewed the response to guidance provided at the Second Recommendation Meeting.
    a) The Board supported the ground level setback as a sectional contribution to the public realm. The Board specifically noted the increased lobby setback at a positive change. (C1.3)
    b) The Board supported the removal of street level planting on 5th Avenue and felt the revised ground plane design would better support to pedestrian activity. (C1.3)
    c) The Board expressed support for the corner art element shown on page 35 of the Third Recommendation Packet. (C1.3, C1.IV, D3.1, D3.2)

4. **Lighting and Signage.** The Board expressed support for the lighting plan and signage plan on page 59 of the Recommendation Packet. The Board agreed quantity of lighting on the alley and under the canopies was sufficient to make the spaces feel safe without adding additional light pollution. The Board was please with the minimal blade and address signs and discouraged the use of additional large building signage. (D4 and D5)

5. **Alley.** In response to the public comment, the Board discussed they alley design as it relates to adopted Design Guidelines. The Board expressed support for the ground level material application and the transparency on the second and third floors. The Board agreed the parking entrance, located closer the street, provided the better design option to minimize conflicts in the alley. The Board recommended additional lighting at the bike door and using mirrors or other safety mechanisms, as appropriate, to minimize conflicts between bike users, loading dock and service uses. (C6, E1, E2, E3)

DEVELOPMENT STANDARD DEPARTURES

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

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

1. **Overhead Weather Protection (SMC 23.49.018):** The code requires a minimum horizontal dimension of 8 feet and a vertical clearance between 10-15 feet. The applicant proposes flexibility in the depth based on the location of street trees. It is unclear whether a departure will be required or the exact dimension of the departure. The applicant proposed a canopy height of 18 feet as shown on page 39-41 of the Recommendation Packet.

The Board unanimously approved the departure request. As noted previously the Board appreciated an analysis of a code compliant overhead weather protection versus the proposed location. The Board noted variety, and stepping in overhead weather protection, creates an interesting pedestrian experience. Ultimately the Board agreed that the proposed overhead weather protection responds better to existing site specific conditions, including the existing street trees and proposed double height retail space. The proposed design better meets he intent of adopted Design Guideline C1.1 Street Level Uses and C5.1 Overhead Weather Protection Design Elements.

Previous departure requests have been resolved to meet code requirements.

DESIGN REVIEW GUIDELINES

The Citywide and Neighborhood 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

A1 Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

A1.1. Response to Context: Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

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

A1.2. Response to Planning Efforts: Some areas downtown are transitional environments, where existing development patterns are likely to change. In these areas, respond to the urban form goals of current planning efforts, being cognizant that new development will establish the context to which future development will respond.

Belltown Supplemental Guidance:

A1.I. Views: Develop the architectural concept and arrange the building mass to enhance views. This includes views of the water and mountains, and noteworthy structures such as the Space Needle.

A1.II. Street Grid: The architecture and building mass should respond to sites having nonstandard shapes. There are several changes in the street grid alignment in Belltown, resulting in triangular sites and chamfered corners. Examples of this include: 1st, Western and Elliott between Battery and Lenora, and along Denny;

A1.III. Topography: The topography of the neighborhood lends to its unique character. Design buildings to take advantage of this condition as an opportunity, rather than a constraint. Along the streets, single entry, blank facades are discouraged. Consider providing multiple entries and windows at street level on sloping streets.

A2 Enhance the Skyline: Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.

A2.1. Desired Architectural Treatments: Use one or more of the following architectural treatments to accomplish this goal:

a. sculpt or profile the facades;
b. specify and compose a palette of materials with distinctive texture, pattern, or color;
c. provide or enhance a specific architectural rooftop element.

A2.2. Rooftop Mechanical Equipment: In doing so, enclose and integrate any rooftop mechanical equipment into the design of the building as a whole.

ARCHITECTURAL EXPRESSION

B1 Respond to the neighborhood context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B1.1. Adjacent Features and Networks: Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

a. a surrounding district of distinct and noteworthy character;
b. an adjacent landmark or noteworthy building;
c. a major public amenity or institution nearby;
d. neighboring buildings that have employed distinctive and effective massing compositions;
e. elements of the pedestrian network nearby, (i.e.: green street, hillclimb, mid-block crossing, through-block passageway); and
f. direct access to one or more components of the regional transportation system.

B1.2. Land Uses: Also, consider the design implications of the predominant land uses in the area surrounding the site.

Belltown Supplemental Guidance:

B1.I. Compatible Design: Establish a harmonious transition between newer and older buildings. Compatible design should respect the scale, massing and materials of adjacent buildings and landscape.

B1.II. Historic Style: Complement the architectural character of an adjacent historic building or area; however, imitation of historical styles is discouraged. References to period architecture should be interpreted in a contemporary manner.

B1.III. Visual Interest: Design visually attractive buildings that add richness and variety to Belltown, including creative contemporary architectural solutions.

B1.IV. Reinforce Neighborhood Qualities: Employ design strategies and incorporate architectural elements that reinforce Belltown's unique qualities. In particular, the neighborhood's best buildings tend to support an active street life.

B2 Create a Transition in Bulk and Scale: Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.

B2.1. Analyzing Height, Bulk, and Scale: Factors to consider in analyzing potential height, bulk, and scale impacts include:

a. topographic relationships;
b. distance from a less intensive zone edge;
c. differences in development standards between abutting zones (allowable building height, width, lot coverage, etc.);
d. effect of site size and shape;
e. height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs back lot line to side lot line); and
f. type and amount of separation between lots in the different zones (e.g. , separation by only a property line, by an alley or street, or by other physical features such as grade changes); g. street grid or platting orientations.

B2.2. Compatibility with Nearby Buildings: In some cases, careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height, bulk, and scale impacts. Some techniques for achieving compatibility are as follows:

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

B2.3. Reduction of Bulk: In some cases, reductions in the actual bulk and scale of the proposed structure may be necessary in order to mitigate adverse impacts and achieve an acceptable level of compatibility. Some techniques which can be used in these cases include:

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

B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area.: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B3.1. Building Orientation: In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections considerations.

B3.2. Features to Complement: Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings. Consider complementing the existing:

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

B3.3. Pedestrian Amenities at the Ground Level: Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Reinforce the desirable streetscape elements found on adjacent blocks. Consider complementing existing:

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

Belltown Supplemental Guidance:

B3.I. Respond to Nearby Design Features: The principal objective of this guideline is to promote scale and character compatibility through reinforcement of the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings.

a. Respond to the regulating lines and rhythms of adjacent buildings that also support a street-level environment; regulating lines and rhythms include vertical and horizontal

patterns as expressed by cornice lines, belt lines, doors, windows, structural bays and modulation.

b. Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street.

c. Pay attention to excellent fenestration patterns and detailing in the vicinity. The use of recessed windows that create shadow lines, and suggest solidity, is encouraged.

B4 Design a Well-Proportioned & Unified Building: Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B4.1. Massing: When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

a. setbacks, projections, and open space;

b. relative sizes and shapes of distinct building volumes; and

c. roof heights and forms.

B4.2. Coherent Interior/Exterior Design: When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

d. facade modulation and articulation;

e. windows and fenestration patterns;

f. corner features;

g. streetscape and open space fixtures;

h. building and garage entries; and

i. building base and top.

B4.3. Architectural Details: When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

j. exterior finish materials;

k. architectural lighting and signage;

l. grilles, railings, and downspouts;

m. window and entry trim and moldings;

n. shadow patterns; and

o. exterior lighting.

THE STREETSCAPE

C1 Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

C1.1. Street Level Uses: Provide spaces for street level uses that:

a. reinforce existing retail concentrations;

b. vary in size, width, and depth;

c. enhance main pedestrian links between areas; and

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

C1.2. Retail Orientation: Where appropriate, consider configuring retail space to attract tenants with products or services that will “spill-out” onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

C1.3. Street-Level Articulation for Pedestrian Activity: Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience via:

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

Belltown Supplemental Guidance:

C1.I. Retail Concentration: Reinforce existing retail concentrations;

C1.II. Commercial Space Size: Vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible;

C1.III. Desired Public Realm Elements: Incorporate the following elements in the adjacent public realm and in open spaces around the building:

a. unique hardscape treatments
b. pedestrian-scale sidewalk lighting
c. accent paving (especially at corners, entries and passageways)
d. creative landscape treatments (planting, planters, trellises, arbors)
e. seating, gathering spaces
f. water features, inclusion of art elements

C1.IV. Building/Site Corners: Building corners are places of convergence. The following considerations help reinforce site and building corners:

a. provide meaningful setbacks/open space, if feasible
b. provide seating as gathering spaces
c. incorporate street/pedestrian amenities in these spaces
d. make these spaces safe (good visibility)
e. iconic corner identifiers to create wayfinders that draw people to the site.

C1.V. Pedestrian Attraction: 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. 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).

C2 Design Facades of Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

C2.1. Modulation of Facades: Consider modulating the building facades and reinforcing this modulation with the composition of:

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

C3 Provide Active — Not Blank — Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

C3.1. Desirable Facade Elements: Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenants;
b. visibility into building interiors;
c. limited lengths of blank walls;
d. a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall's blank surface;
e. high quality public art in the form of a mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
f. small setbacks, indentations, or other architectural means of breaking up the wall surface;
g. different textures, colors, or materials that break up the wall's surface.
h. special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest;
i. seating ledges or perches (especially on sunny facades and near bus stops);
j. merchandising display windows or regularly changing public information display cases.

C4 Reinforce Building Entries: To promote pedestrian comfort, safety, and orientation, reinforce building entries.

C4.1. Entry Treatments: Reinforce the building's entry with one or more of the following architectural treatments:

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

C4.2. Residential Entries: To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Provide convenient and attractive access to the building's entry. To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

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

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

a. the overall architectural concept of the building

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

C6 Develop the Alley Façade: To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

C6.1. Alley Activation: Consider enlivening and enhancing the alley entrance by:
a. extending retail space fenestration into the alley one bay;
b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and
c. adding effective lighting to enhance visibility and safety.

C6.2. Alley Parking Access: Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider
d. locating the alley parking garage entry and/ or exit near the entrance to the alley;
e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and
f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

Belltown Supplemental Guidance:

C6.I. Address Alley Functions:
a. Services and utilities, while essential to urban development, should be screened or otherwise hidden from the view of the pedestrian.
b. Exterior trash receptacles should be screened on three sides, with a gate on the fourth side that also screens the receptacles from view. Provide a niche to recess the receptacle.
c. Screen loading docks and truck parking from public view using building massing, architectural elements and/or landscaping.
d. Ensure that all utility equipment is located, sized, and designed to be as inconspicuous as possible. Consider ways to reduce the noise impacts of HVAC equipment on the alley environment.

C6.II. Pedestrian Environment:
e. Pedestrian circulation is an integral part of the site layout. Where possible and feasible, provide elements, such as landscaping and special paving, that help define a pedestrian-friendly environment in the alley.
f. Create a comfortably scaled and thoughtfully detailed urban environment in the alley through the use of well-designed architectural forms and details, particularly at street level.

C6.III. Architectural Concept:

g. In designing a well-proportioned and unified building, the alley facade should not be ignored. An alley facade should be treated with form, scale and materials similar to rest of the building to create a coherent architectural concept.

PUBLIC AMENITIES

D1 Provide Inviting & Usable Open Space: Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

D1.1. Pedestrian Enhancements: Where a commercial or mixed-use building is set back from the sidewalk, pedestrian enhancements should be considered in the resulting street frontage. Downtown the primary function of any open space between commercial buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining.

a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.

b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.

c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.

d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

D1.2. Open Space Features: Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting. Examples of desirable features to include are:

a. visual and pedestrian access (including barrier- free access) into the site from the public sidewalk;

b. walking surfaces of attractive pavers;

c. pedestrian-scaled site lighting;

d. retail spaces designed for uses that will comfortably "spill out" and enliven the open space;

e. areas for vendors in commercial areas;

f. landscaping that enhances the space and architecture;

g. pedestrian-scaled signage that identifies uses and shops; and

h. site furniture, art work, or amenities such as fountains, seating, and kiosks. residential open space

D1.3. Residential Open Space: Residential buildings should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. In addition, the following should be considered:

i. courtyards that organize architectural elements while providing a common garden;

j. entry enhancements such as landscaping along a common pathway;

k. decks, balconies and upper level terraces;

l. play areas for children;

m. individual gardens; and

n. location of outdoor spaces to take advantage of sunlight.

Belltown Supplemental Guidance:

D1.I. Active Open Space: As a dense, urban neighborhood, Belltown views its streets as its front porches, and its parks and private plazas and spaces as its yards and gardens. The design and location of urban open spaces on a site or adjoining sidewalk is an important determinant in a successful environment, and the type and character of the open space should be influenced by the building's uses.

a. Mixed-use developments are encouraged to provide usable open space adjacent to retail space, such as an outdoor cafe or restaurant seating, or a plaza with seating.
b. Locate plazas intended for public use at/or near street grade to promote physical and visual connection to the street; on-site plazas may serve as a well-defined transition from the street. Take views and sun exposure into account as well.
c. Define and contain outdoor spaces through a combination of building and landscape, and discourage oversized spaces that lack containment.
d. The space should be well-buffered from moving cars so that users can best enjoy the space.

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

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

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

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

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

Belltown Supplemental Guidance:

D2.I. Belltown-Specific Landscape Character: Landscape enhancement of the site may include some of the approaches or features listed below, where appropriate:

a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;

b. use landscaping to make plazas and courtyards comfortable for human activity and social interaction;
c. distinctively landscape open areas created by building modulation, such as entry courtyards;
d. provide year-round greenery — drought tolerant species are encouraged to promote water conservation and reduce maintenance concerns; and
e. provide opportunities for installation of civic art in the landscape; designer/ artist collaborations are encouraged (e.g., Growing Vine Street).

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

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

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

Belltown Supplemental Guidance:

D3.I. Art and Heritage: Art and History are vital to reinforcing a sense of place. Consider incorporating the following into the siting and design:

a. vestiges of Belltown Heritage, such as preserving existing stone sidewalks, curbs
b. art that relates to the established or emerging theme of that area (e.g., Western, 1st, 2nd, 3rd Avenue street specific character.
c. install plaques or other features on the building that pay tribute to Belltown history.

D3.II. Green Streets: Green Streets are street rights-of-way that are enhanced for pedestrian circulation and activity with a variety of pedestrian-oriented features, such as sidewalk widening, landscaping, artwork, and traffic calming. Interesting street level uses and pedestrian amenities enliven the Green Street and lend special identity to the surrounding area.

D3.III: Street Furniture/Furnishings along Specific Streets: The function and character of Belltown's streetscapes are defined street by street. In defining the streetscape for various streets, the hierarchy of streets is determined by street function, adjacent land uses, and the nature of existing streetscape improvements.

a. 1st Avenue: Any new installations between Denny Way and Virginia Street should continue the established character of the street by using unique pieces of inexpensive and salvaged materials such as the Wilkenson sandstone pieces that are currently in place. South of Virginia, new installations should reflect the character of the Pike Place Market.
b. 3rd Avenue: New installations on 3rd Avenue should continue to be "civic" and substantial and be reflective of the role the street plays as a major bus route.

c. 2nd Avenue: New installations on 2nd Avenue should continue the style of "limited edition" street art that currently exists between Cedar Street and Virginia Street.
d. 4th Avenue: Street furnishings on 4th Avenue should be "off-the-shelf"/ catalogue modern to reflect the high-rise land uses existing or permitted along that corridor.
e. 1st , 2nd and 3rd Avenues: Sidewalks should be wide and pedestrian amenities like benches, kiosks and pedestrian-scale lighting are especially important on promenade streets.
f. 5th Avenue: Installations on 5th Avenue are encouraged to have a futuristic or "googie" architectural theme to reflect the presence of the monorail as part of the streetscape.
g. Elliott Avenue: These streets offer good connections between Pike Place Market and the new sculpture garden. The area is experiencing a fair amount of residential growth. Like 1st Avenue, these streets are receiving eclectic public art and varied facades, and ultimately both will become promenade-type streets.

D3.IV. Street Edge/Furnishings: Concentrate pedestrian improvements at intersections with Green Streets (Bell, Blanchard, Vine, Cedar between 1st and Elliott, Clay, Eagle, and Bay Streets). Pedestrian crossings should be "exaggerated," that is they should be marked and illuminated in a manner where they will be quickly and clearly seen by motorists.

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

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

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

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

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

D4.3. Signage Types: Also consider providing:

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

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

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

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

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

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

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

a. provide adequate lighting;
b. retain clear lines of sight into and out of entries and open spaces;
c. use semi-transparent security screening, rather than opaque walls, where appropriate;
d. avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;
e. use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;
f. use ornamental grille as fencing or over ground-floor windows in some locations;
g. avoid architectural features that provide hiding places for criminal activity;
h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;
i. install clear directional signage;
j. encourage “eyes on the street” through the placement of windows, balconies, and street-level uses; and
k. ensure natural surveillance of children’s play areas.

VEHICULAR ACCESS AND PARKING

E1 Minimize Curb Cut Impacts: Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E1.1. Vehicle Access Considerations: Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians.

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

E1.2. Vehicle Access Location: Where possible, consider locating the driveway and garage entrance to take advantage of topography in a manner that does not reduce pedestrian safety nor place the pedestrian entrance in a subordinate role.

E2 Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E2.1. Parking Structures: Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:

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

E2.2. 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.

E3 Minimize the Presence of Service Areas: Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

E3.1. Methods of Integrating Service Areas: Consider incorporating one or more of the following to help minimize these impacts:

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

BOARD DIRECTION

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

The recommendation summarized above was based on the design review packet dated Tuesday, September 04, 2018, and the materials shown and verbally described by the applicant at the Tuesday, September 04, 2018 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 no conditions.

ANALYSIS & DECISION – DESIGN REVIEW

DIRECTOR'S ANALYSIS

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

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

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

The design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines.

At the conclusion of the Recommendation meeting held on September 4, 2018, the Board recommended approval of the project with no conditions as described in the summary of the Recommendation meeting above.

Five members of the Downtown Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F3).

The Director agrees with the Design Review Board's conclusion that the proposed project results in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board.

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

The Director of SDCI has reviewed the decision and recommendations of the Design Review Board made by the five members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director is satisfied that all the recommendations imposed by the Design Review Board have been met.

DIRECTOR'S DECISION

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

II. ANALYSIS – SEPA

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated August 31, 2018. The Seattle Department of Construction and Inspections (SDCI) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or agents; and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

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

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

SHORT TERM IMPACTS

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building

Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The following analyzes construction-related noise, air quality, greenhouse gas emissions, environmental health, construction traffic impacts, as well as mitigation.

Greenhouse Gas Emissions

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

Construction Impacts - Traffic

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

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

Construction Impacts - Noise

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

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

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

Environmental Health – Contamination

The applicant submitted studies regarding existing contamination on site including a Phase I Environmental Site Assessment Report, May 20, 2016 for 5th and Lenora completed by Farallon Consulting, LLC; Subsurface Investigation Report, December 14, 2017 for 5th and Lenora completed by Farallon Consulting, LLC; and Environmental Media Management Plan, December 19, 2022 completed by SoundEarth Strategies.

If not properly handled, existing contamination could have an adverse impact on environmental health.

As indicated in the SEPA checklist, the reports and the Environmental Media Management Plan listed above, the applicant will comply with all provisions of MTCA in addressing these issues in the development of the project.

If the recommendations described in the Environmental Media Management Plan are followed, then it is not anticipated that the characterization, removal, treatment, transportation or disposal of any such materials will result in a significant adverse impact to the environment. This conclusion is supported by the expert environmental consultants for the project, whose conclusions are also set forth in the materials in the MUP file for this project.

Adherence to MTCA provisions and federal and state laws are anticipated to adequately mitigate significant adverse impacts from existing contamination on site. The Environmental Media Management Plan describes strategies to ensure adherence with MTCA provisions and indicates compliance with Washington State Department of Ecology (Ecology) regulatory authority.

Mitigation of contamination and remediation is in the jurisdiction of Ecology, consistent with the City's SEPA relationship to Federal, State and Regional regulations described in SMC 25.05.665.E. This State agency program functions to mitigate risks associated with removal and transport of hazardous and toxic materials, and the agency's regulations provide sufficient impact mitigation for these materials. The City acknowledges that Ecology's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination.

The proposed strategies and compliance with Ecology's requirements are expected to adequately mitigate the adverse environmental impacts from the proposed development and no further mitigation is warranted for impacts to environmental health per SMC 25.05.675.F.

Environmental Health – Toxic Materials

Due to the age of the existing structure, development activity has the potential to result in exposure to asbestos and lead, and there is a potential for impacts to environmental health. The applicant provided a Regulated Building Material Survey (Pacific Rim Environmental, Inc., April 13, 2016), which noted the presence of asbestos and lead on site. Asbestos must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. The City acknowledges PSCAA's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination. No further mitigation under SEPA Policies 25.05.675.F is warranted for asbestos impacts.

Lead is a pollutant regulated by laws administered by the U. S. Environmental Protection Agency (EPA), including the Toxic Substances Control Act (TSCA), Residential Lead-Based Paint Hazard Reduction Act of 1992 (Title X), Clean Air Act (CAA), Clean Water Act (CWA), Safe Drinking Water Act (SDWA), Resource Conservation and Recovery Act (RCRA), and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) among others. The EPA further authorized the Washington State Department of Commerce to administer two regulatory programs in Washington State: the Renovation, Repair and Painting Program (RRP), and the Lead-Based Paint Activities Program (Abatement). These regulations protect the public from hazards of improperly conducted lead-based paint activities and renovations. No further mitigation under SEPA Policies 25.05.675.F is warranted for lead impacts.

LONG TERM IMPACTS

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including the following: greenhouse gas emissions; parking; potential blockage of designated sites from the Scenic Routes nearby; possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas emissions, historic resources, height bulk and scale, light and glare, public views, shadows on open space, and transportation warrant further analysis.

Greenhouse Gas Emissions

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

Historic Resources

The site is located adjacent to the Seattle Monorail and the Sheridan Apartments both designated historic landmarks. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and did not recommend changes to the proposed design (Landmarks Preservation Board letters, reference number LPB 273/19).

The existing structure (Nara Grill) on site is more than 50 years old. The structure was considered in the 2007 Downtown Historic Resources Survey and Inventory, and was included in Category 4. Structures in Category 4 have been so altered that they would not qualify as Seattle landmarks and no landmark nomination is required.

Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

Height, Bulk, and Scale

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

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

The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process. Pursuant to the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate height, bulk and scale impacts are adequate and additional mitigation is not warranted under SMC 25.05.675.G.

Light and Glare

SMC 25.05.675.K provides policies to minimize or prevent adverse impacts created by light and glare. The applicant provided a light and glare analysis (EA Engineering, Science, and Technology, Inc., SEPA Checklist Appendix E - Solar Glare Analysis). In accordance with the suggested potential mitigation measures for light and glare impacts to surrounding sites, the applicant has maintained a pallet of materials that are not highly reflective, provided building modulation, included street trees and pedestrian scale lighting; the design was subject to Design Review. No adverse impacts are anticipated for motorists on 5th Avenue, and no mitigation is warranted under SMC 25.05.675.K.

Public Views

SMC 25.05.675.P provides policies to minimize impacts to designated public views listed in this section. 5th Avenue is a SEPA Scenic Route. The applicant provided view studies (EA Engineering, Science, and Technology, Inc., SEPA Checklist Appendix D – View Analysis) showing the proposed development in relation to the designated public views (Bhy Kracke and Volunteer Park) in SMC 25.05.675.P. The proposed development is located in a manner that maintains a view of the Seattle Monorail and Space Needle consistent with existing development along 5th Avenue.

The proposed development does not block views of any nearby historic landmarks in a manner inconsistent with the pattern of existing development.

No adverse impacts to protected public views are anticipated and additional mitigation is not warranted under SMC 25.05.675.P.

Shadows on Open Space

SMC 25.05.675.Q provides policies to minimize shadow impacts on certain designated open spaces downtown, including Westlake Plaza. The applicant provided a shadow analysis (EA Engineering, Science, and Technology, Inc., SEPA Checklist Appendix F – Shadow Analysis), which demonstrated that the proposed development will not contribute additional shading to Westlake Plaza. No mitigation is warranted under SMC 25.05.675.Q.

Transportation

The proposed development includes 461 residential units and approximately 3,440 sf of commercial use. The Transportation Impact Analysis (Heffron Transportation, Inc., August 30, 2018) indicated that the project is expected to generate a net total of 900 daily vehicle trips, with 68 net new AM peak hour trips and 87 net new PM peak hour trips. However, this analysis is based on an earlier project description for 480 residential units and 3,480 sf of commercial use so actual trip generation is expected to be less since fewer units and less square footage is proposed. The additional trips are expected to distribute on various roadways near the project site, including Lenora Street, Virginia Street, 4th Avenue, 5th Avenue, Stewart Street, and 6th Avenue. The Heffron analysis estimated project impacts at several intersections near the project site. The analysis indicated that each of the signalized study intersections would operate at Level of Service C or better during both the AM and PM peak hours, indicating stable traffic flow with acceptable delays.

The intersection of the alley and Lenora Street is anticipated to operate at LOS C during the AM peak hour and LOS E during the PM peak hour with the proposed project. The alley/Virginia Street intersection is forecast to operate at LOS F during both the AM and PM peak hours. Project residents and others who use the alley could exit either towards Lenora or Virginia, allowing them to select the least-congested route.

The project proposes a truck loading area along the alley, with a 35-foot bay, and a resident move-in/move-out storage room. To reduce loading impacts in the alley, the loading dock has been designed to accommodate a 20-foot U-Haul type truck with a loading ramp. The bay is angled such that trucks would enter the alley from Virginia Street, back into the loading area, and exit at Lenora Street; trucks shall be directed to enter the alley from Virginia St and exit onto Lenora St as a condition of this MUP decision. The Heffron study estimates that the residential uses could generate about 10 daily truck deliveries, and the commercial use could generate 5-10 daily truck deliveries. Additionally, residents would generate move-in and move-out trips. All of these trips will create demand for use of the loading area, and could result in vehicles having to wait in the alley for the loading dock to become available.

To mitigate this potential impact, the project shall be conditioned to develop a loading bay schedule with the goal of minimizing occurrences of vehicles attempting to use the loading dock simultaneously; building management shall communicate this schedule to building tenants. To further reduce potential truck impacts along the alley, the project shall be conditioned to ensure that trucks parked in the project's loading dock area do not block the alley and are contained within the project site, and shall post and maintain "No Stopping or Standing" signs along the building façade adjacent to the alley. Truck impacts also shall be reduced by the provision of a Tenant Information Packet from building management, which shall provide incoming tenants with information about use of the loading dock area, how to obtain a permit for street loading (if required), and how to schedule use of the loading bay and on-site loading room. Impacts of solid waste pickups shall be reduced by the building's providing a recessed staging area for garbage and recycling bins along the alley for use on pick-up days.

The SDCI Transportation Planner reviewed the information submitted by the applicant and determined that no further mitigation is warranted per SMC 25.05.675 R.

DECISION – SEPA

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

☒ Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).

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

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

CONDITIONS – DESIGN REVIEW

For the Life of the Project

1. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner.

CONDITIONS – SEPA

Prior to Issuance of Demolition, Grading, or Construction Permit

2. Provide a Construction Management Plan that has been approved by SDOT. The submittal information and review process for Construction Management Plans are described on the SDOT website at: Construction Use in the Right of Way.

Prior to Certificate of Occupancy

3. Building management shall develop a loading bay schedule with the goal of minimizing occurrences of vehicles attempting to use the loading dock simultaneously. This may include identifying specific days/times when the loading dock may be used for residential move-ins/move-outs.

4. Building management shall develop a Tenant Information Packet that includes information on the maximum size of truck allowed in the loading dock, how to obtain a permit for street

loading (if required), and how to schedule use of the loading bay and on-site loading room. The Tenant Information Packet shall include the loading bay schedule referenced in condition 3.

5. "No Stopping or Standing" signs shall be posted along the building façade adjacent to the alley.

For the Life of the Project

6. The loading dock shall accommodate a 20-foot U-Haul type truck with a loading ramp at a minimum.

7. The building shall provide an on-site loading room for residents to use when moving into or out of the building.

8. The building shall provide a recessed staging area for garbage and recycling bins along the alley for use on pick-up days.

9. Trucks shall be directed to enter the alley from Virginia Street and exit onto Lenora Street.

10. Building management shall ensure that trucks parked in the project's loading dock do not block the alley and are contained within the project site, and shall maintain "No Stopping or Standing" signs along the building façade adjacent to the alley.

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

Date: February 16, 2023

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