



**RECOMMENDATION OF THE
DOWNTOWN DESIGN REVIEW BOARD**

Record Number: 3039919-LU

Address: 2700 1st Ave

Applicant: Jodi Patterson O’Hare for Erik Mott, Perkins&Will

Date of Meeting: August 22, 2023

Board Members Present: Aaron Luoma (Chair)
Matthew Bissen
Carey Dagliano
Che Fortenza
Jake Woll

SDCI Staff Present: David Sachs

SITE & VICINITY

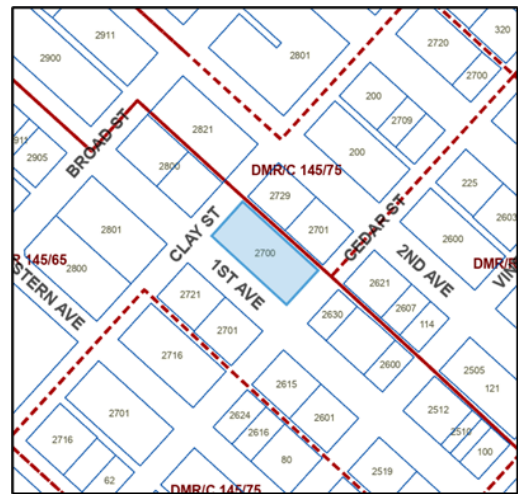
Site Zone: Downtown Mixed Residential/R 145/65

Nearby Zones: (Northeast) Downtown Mixed Residential/C 145/75
(Northwest) Downtown Mixed Residential/R 145/65
(Southeast) Downtown Mixed Residential/R 145/65
(Southwest) Downtown Mixed Residential/R 145/65

Lot Area: 26,651 sq. ft.

Current Development:

The subject site is currently vacant and was previously developed with a religious institution built in 1948 and a surface parking lot. The site is rectangular in shape and slopes downward northeast to southwest approximately four feet with the grade change occurring along the northeast property line.



Surrounding Development and Neighborhood Character:

The subject site is located in the Belltown neighborhood of the Downtown Urban Center at the southwest end of the block bounded by Clay St to the northwest, 1st Ave to the southwest, and Cedar St to the southeast. The vicinity is primarily comprised of mixed-use commercial and residential, multifamily residential, and commercial uses, with religious institutions, parking, and green spaces throughout. Nearby, the Olympic Sculpture Park and Myrtle Edwards Park to the southwest and the Seattle Center campus to the north provide public open space and recreational opportunities. Historic City landmark building Seattle Labor Temple is located to the northwest across Clay St. Minor arterial 1st Ave follows a diagonal street grid parallel to the Elliott Bay shoreline one quarter mile to the southwest.

The immediate vicinity maintains a vibrant, pedestrian-oriented character with consistent patterns replicated throughout the built environment. Structures range from low- to highrise up to twelve stories in height. Larger scale buildings frequently include one- to two-story podiums which respond to the historic lowrise buildings. Projecting bays and balconies offer occasional deviation from boxy massing forms. At the pedestrian level, structures meet the ground with a strong street wall and heavy glazing. Linear window patterns are consistently present. The vicinity includes a mix of old and new construction and materials, including masonry, metal, and fiber cement. The streetscape is adorned by a regular pattern of street trees which in areas are supplemented by landscaped planting strips along sloped rights-of-way leading downhill to Elliott Bay to the southwest. Newer developments respond to the steep hill condition by providing pedestrian comforts, including stairs, handrails, textured façade materials, and art at the pedestrian level.

Access:

Vehicle access is proposed from the alley. Pedestrian access is proposed from Clay St and 1st Ave.

Environmentally Critical Areas:

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

PROJECT DESCRIPTION

Land use application to allow a 16-story, 221-unit apartment building with retail. Parking for 200 vehicles proposed. Early Design Guidance conducted under 3039975-EG.

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

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

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

EARLY DESIGN GUIDANCE – OCTOBER 11, 2022

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Stated that the designation of the Labor Temple in the packet should be Landmark.
- Did not understand from the applicant's response to clarifying questions why Option 1 could not be flipped to reflect the same massing as Option 3.
- Felt the massing on Option 1 should be reduced in height, shift to allow more light into the Bay Vista open space, and would like to see more modulation.

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

- Observed that massing options 1 and 2 do not address the human scale of the street or interact with the public by way of ground level public space or artwork.
- Felt massing option 3 provides the most visual and neighborhood engagement with the possibility of courtyards and places for public art interest elements.
- Recommended the massing option 3 rooftop terrace be located on the north side of the building to enjoy views of the waterfront and Space Needle.
- Requested clarification why the building is placed to the north instead of centrally located with landscaping on either side.
- Multiple comments rejected Option 3 due to shade impacts on neighboring building podium and roof green spaces (Belltown Design Guidelines D-1) and flawed analysis of neighborhood design typology (Belltown Design Guidelines A-1).
- Multiple comments preferred Option 1 as it best preserves solar access to neighboring green spaces and does not require departures.
- Multiple comments felt the design cues supporting Option 3 were inaccurate, including usage portrayal, tower and podium typology, increased analysis range, incompatible massing, and shade impacts.
- Observed that garage access is not depicted.
- Asked if additional building height would be granted.
- Preferred locating the tower to the far south side of the property, providing generous public open space, and retaining trees.
- Suggested corner balconies with glass railings to reduce view and light obstructions and to minimize bulk.
- Requested providing 6 pm shadow studies for each option.
- Noted that nearby buildings were not depicted in all of the studies.
- Preferred Option 3's inviting pedestrian experience and responsiveness to the scale of the residential buildings to the south.

SDCI received non-design related comments concerning parking, traffic, retail space demand, public safety, views, building height, and property values. These comments are outside the scope of design review.

The Seattle Department of Transportation offered the following comments:

- Stated the Clay St, 1st Ave, and Cedar St frontages are required to meet the minimum standards of 6" curbs, 6' sidewalks, ADA compliant curb ramps, and 5.5' planting strips with street trees.
- Conceptually supported the curb realignment along Clay St, however noted the existing parking would likely need to be converted to parallel parking.
- Stated that a 15' sidewalk area is required along the 1st Ave frontage.
- Conceptually supported the proposed pedestrian curb bulbs on the corners of Clay St, 1st Ave, and Cedar St, but did not conceptually support the curb bulb proposed at the alley on Clay St.
- Stated a 2' right-of-way dedication is required on the alley.

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

All public comments submitted in writing for this project can be viewed using the following link and entering the record number (3039975-EG): <http://web6.seattle.gov/dpd/edms/>

PRIORITIES & BOARD RECOMMENDATIONS

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

1. Massing:

- a. The Board discussed all massing options provided by the applicant, and considered public comment related to the massing options, tower location related to shading, and context. Ultimately, the Board agreed with the applicants preferred massing Option 3 in how it responded to the existing context, respected the scale of the Labor Temple to the north and the low-rise buildings across Cedar St through large stepping in the massing, provided large-scaled modulation along First Ave to break down the frontage into discernable parts, and the tower location's effect on the location of street level uses. The Board also appreciate the proposed use of large balconies on all frontages that provided further massing articulation and helped mitigate the perceived height, bulk, and scale. The Board gave guidance to continue developing the preferred massing Option 3, while retaining these qualities. (A-1.1, B1.1, B-1.a, B-2, B-2.A, B-3)
- b. The Board noted that the massing did not show rooftop features such as vertical circulation cores, mechanical screening, and other elements that could contribute to the perceived height, bulk, and scale of the building if not intentionally designed and located to minimize the visual impact on the overall legibility of the architectural concept and skyline. The Board gave guidance to incorporate these elements in the design and to show them clearly at Recommendation. (A-2)

2. Ground Level Uses, Pedestrian Environment, and Landscape: The Board acknowledged public comment about street level scale and pedestrian experience, and agreed overall with the applicant's implied approach in Option 3 to activating the street frontages along Clay St and First Ave. The Board approved of this option's clearly identifiable residential entry and the variety of retail entrances along First Ave, including the massing setbacks that provided space for an activated retail corner and mid-block plaza space, if executed as illustrated in the street level perspectives and landscape plan and inspirational images provided on page 73 of the EDG packet. The Board supported the proposed street level concept and had the following guidance moving forward.

- a. The Board supported the Clay St location for the residential lobby shown on Option 3 because of its relationship to the wider green-street right-of-way with its planting strip, sidewalk, and area dedicated to seating and landscape buffering between the building and the sidewalk. The Board encouraged the applicant to continue to develop an engaging and lush street frontage in this location using the overall composition of elements and the experiential nature implied in the EDG packet. (B-3.3, C-1, C-1.c, C-4, D-1, D-2.1, D-2.A, D-3.D)

- b. The Board also noted that the location of the residential entry on Clay St created contiguous retail space on the entire First Ave street frontage which reinforced the existing retail concentration found in the neighborhood. Moving forward, The Board gave guidance to continue to design the retail frontage to allow for changes in size, width, and depths of the commercial spaces over time. (C-1.1, C-1.b)
- c. The Board noted that there was significant grade change along both Clay St and Cedar St that could affect the usability of the exterior spaces proposed along the sidewalk edge. The Board gave guidance to continue to study the interface between the right-of-way and the various ground level uses to ensure that each space is conducive to pedestrian-oriented activities such as vending, sitting, or dining. (A-1.c)
- d. The Board stressed the importance of an integrated architectural and landscape design and reiterated that the landscape/hardscape approach and planting selection should complement the program space that it relates to. In line with the vignettes and inspiration images presented, the Board encouraged the use of materials and planting of a scale that is appropriate for the unique character and difference between each street frontage. (D-3.D, D-3.B, D-3.C)

3. Façade Articulation and Material Application:

- a. The Board appreciated the clear architectural massing and modulation proposed and gave guidance to thoughtfully develop each façade and provide a strong and cohesive architectural concept for how the various parts of the form will be dynamically composed using the rhythm and depth of fenestration, textured materials, decks and balconies, and other secondary architectural elements. The Board encouraged the applicant to study the existing fabric in the neighborhood and use that analysis to inform the design and ensure that it complements the uniqueness of the Belltown neighborhood. (B-3.a, B-3.b, B-3.c, B-4, C-2.1, C-3)
- b. The Board gave guidance to incorporate architectural elements and finish details to create a unified building, so that all components appear integral to the whole and bring the human dimension into the design of the ground level facades along each street frontage. (B-4.3, D-4.a, D-4.d)
- c. The Board supported the location of vehicle access and building service on the alley but was concerned with the lack of information provided related to access and use. The Board gave guidance to include more information at Recommendation related to vehicle access and the overall treatment of the façade including signage and lighting. (C-6)
- d. The Board noted the quirkiness of the Belltown neighborhood, and in agreement with public comment, encouraged the applicant to consider incorporating high quality public art elements into the façade design to enhance the pedestrian experience and reinforce Belltown's unique qualities. (C-3.1, D-2.e)

RECOMMENDATION – AUGUST 22, 2023

PUBLIC COMMENT

No public comments were offered at this meeting.

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

- Strongly recommended that only native vegetation and trees be planted for the proposed landscaping.
- Appreciated the thought given to pedestrian activation close to the building.
- Questioned if the 30' lightning bolt adequately responds to the Board's guidance for incorporating public art elements while also meeting the highlighted Design Guidelines (C-1, D-1) as 80%+ of the open space is closed off against the sidewalk and is neither inviting nor usable nor promote pedestrian interaction.
- Appreciated the textured precast façade and the feature wall along Cedar St, as it successfully highlights Belltown's history of public art/murals without sacrificing most of the open space that it is requesting a departure for.
- Suggested that the 900 sq. ft.+ of open space at the courtyard would much better serve the community through more intentional seating space that isn't blocked off by a planter, metal fence, and 30' tall lightning bolt.
- Discouraged granting the departure until the courtyard better supports the rationale laid out by the applicant by being more open and welcoming to the public, and not just adding a "sculptural icon" in the name of "striking and engaging the pedestrian experience."
- Appreciated the open spaces that are being added to the street and suggested incorporating outdoor seating into the space.
- Supported the design, especially the well-articulated massing and the transparent ground floor, which provides transparency and opportunities for retail and eyes on the street.
- Concerned that as proposed, the tower will cast shadows on the developed roof gardens at the Labour Temple and the Bay Vista Building.

SDCI received non-design related comments concerning archeological review, SEPA, housing demand, and views.

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

All public comments submitted in writing for this project can be viewed using the following link and entering the record number (3039919-LU): <http://web6.seattle.gov/dpd/edms/>

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following recommendations.

1. Massing:

- a. The Board recommended approval of the overall massing with its well-integrated tower, podium, and courtyard that responded well to the existing context, respected the scale of the Labour Temple to the north and the low-rise buildings across Cedar St through large stepping in the massing, provided large-scaled modulation along First Ave to break down the frontage into discernable parts, and the tower location's effect on the location of street level uses. (A-1.1, B1.1, B-1.a, B-2, B-2.A, B-3)

- b. The Board recommended approval of the large semi-recessed balconies on the First Ave and alley sides of the building that successfully bisected the tower massing into discernable parts and further articulated the massing. The Board noted that the proposed massing did not include balconies on the Clay St and Cedar St facing facades, as shown during EDG, and determined that they were not necessary to successfully mitigate the height, bulk, and scale of the building when considering the overall articulation of each façade. (A-1.1, B1.1, B-1.a, B-2, B-2.A, B-3)
- c. The Board recommended approval of the overall design of the top level of the building with its integrated approach to screening mechanical rooms, air-intake, and vertical circulation cores within the same building envelop as the residential amenity areas. The Board appreciated how the design retained the overall legibility of the architectural concept and skyline. (A-2)

2. Ground Level Uses, Pedestrian Environment, and Landscape:

- a. The Board recommended approval of the overall ground-level design that included a clearly identifiable residential entry on Clay St, articulated retail entrances along First Ave, the massing setbacks that provided space for an activated retail corner and mid-block plaza space, and the wider green-street right-of-way with its planting strip, sidewalk, and area dedicated to seating and landscape buffering between the building and the sidewalk. The Board appreciated how the overall composition of the various elements created an active and engaging experience along all street frontages. (B-3.3, C-1, C-1.c, C-4, D-1, D-2.1, D-2.A, D-3.D)
- b. The Board recommended approval of the overall design of the retail frontage along First Ave with its clearly identifiable entries at the recessed plaza at the corner of Clay St and First Ave, multiple entry points onto the mid-block courtyard on First Ave, the semi-recessed entry at the corner of Cedar St and First Ave, and the unobstructed interior retail space contributed to a successful pedestrian-oriented right-of-way. The Board appreciated that the design would allow for changes in size, width, and depths of the commercial spaces over time. (A-1.c, C-1.1, C-1.b)
- c. The Board recommended approval of the overall landscape/hardscape design and planting selection that represent the unique character of each street frontage and bring a lushness to the central courtyard. The Board specifically appreciated the lush landscaping at the residential entry, incorporation of small trees on both sides of the sidewalk along Clay St, the thoughtful composition of the large wall mounted planters with small trees on the north face of the courtyard, the second floor courtyard terrace planters with lush planting and large trees, and the plaza level bioretention planter with integrated seating, large gates, and substantial sculptural art piece. In response to public comments, the Board discussed the openness of the fence separating the courtyard from the right-of-way and whether it should be made more transparent but declined to recommend a condition to modify this element. (D-3.D, D-3.B, D-3.C)
- d. The Board recommended approval of the metal and glass overhead weather protection, as shown throughout the Recommendation packet, with their varied depths that provide weather protection over seating areas and sidewalks, while still allowing for tree canopy clearance. (PL2-C.3, DC4-D.4)

3. Façade Articulation and Material Application:

- a. The Board recommended approval of the overall strong and cohesive façade articulation concept that clearly expresses the various parts of the massing through window variety and

patterning, depth and patterning of the materials, and the use of color on the extruded window frames and large semi-recessed balconies to create a level of detail and texture that can be appreciated from different distances. The Board specifically noted that the use of durable precast concrete as the cladding system complimented the uniqueness of the Belltown neighborhood and provided the appropriate level of visual interest at the pedestrian level. (B-3.a, B-3.b, B-3.c, B-4, C-2.1, C-3)

- b. Although the Board appreciated the contrast provided by using flat and textured precast concrete panels to differentiate the masses, the Board was concerned that the joint patterns proposed on the flat white precast concrete panels were hard to see in the renderings and elevations shown in the Recommendation packet. Noting that the joint pattern was critical in helping alleviate the perceived bulk and flatness of the tower and mass along the alley, the Board recommended a condition of approval for the applicant to study ways to increase the legibility of the joint patterning within the flat precast panel material area and ensure that it is visible from different vantage points and distances away. (B-4.3, D-4.a, D-4.d)
- c. The Board recommended approval of the location of vehicle access and building services, the simple and straight forward material application, and appropriate signage and lighting along the alley. (C-6)
- d. The Board appreciated the incorporation of high quality public art elements into the project, including the neon feature wall on Cedar St and the large sculptural element in the interpretive bioretention planter at the courtyard on First Ave to enhance the pedestrian experience. However, the Board was concerned that the proposed art appeared like marketing for the building and did not go far enough to authentically respond to and engage with the local Belltown community and its history. The Board recommended a condition of approval for the applicant to continue to expand the public art on the project and to engage a local artist to ensure that the subject matter has relevance to the Belltown context. (C-3.1, D-2.e)
- e. Although the Board appreciated the design of the canopy above the residential entry on Clay St including illuminated soffit with custom perforated icon pattern that takes cues from the Labor Temple across the street, the Board was concerned that the design was only visible from beneath, limiting its ability to be viewed by the public. Therefore, the Board recommended a condition of approval to expand the art on the canopy to include the soffit and more of the vertical surfaces around the residential entry so that it appears better integrated into the overall design of the façade and enhances the pedestrian and residential entry experience. (C-3.1, D-2.e)

DEVELOPMENT STANDARD DEPARTURES

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

At the time of the Recommendation meeting, the following departure(s) were requested:

1. **Street Facing Facades (23.49.162.B.2.C):** The Code requires the maximum setback for the façade from the street property line at intersections 10 feet. The minimum distance the façade

must conform to under this limit is 20 feet along each street. The applicant proposes a setback of 14 feet 10 inches from first Ave and 28 feet 6 inches from Clay St.

The Board indicated that the setback corner of the building at 1st Ave and Clay Street allows the reduction of bulk and scale of the podium and tower forms while celebrating the retail entrance with cafe seating and pedestrian presence off the street that the more significant setback would accommodate.

The Board recommended approval of the departure because the resulting design better meets the intent of Design Guidelines **B-3 Reinforce the Positive Urban Form and Architectural Attributes of the Immediate Area** and **C-1 Promote Pedestrian Interaction**.

2. **Street Facing Facades (23.49.162.B.2.A):** The Code requires the maximum area of all setbacks between the lot line and facade shall be limited according to an averaging technique. The maximum area permitted is 1,200 square feet for setbacks along First Ave. The applicant proposes a maximum area of 1,638 square feet for setbacks along First Ave.

The Board indicated the open spaces at the corner and courtyard as well as the one-foot setback that runs the length of the first floor on First Avenue support a better public realm and enhance the pedestrian experience.

The Board recommended approval of the departure because the resulting design better meets the intent of Design Guidelines **B-3 Reinforce the positive urban form and architectural attributes of the immediate area**.

3. **Required Parking and Minimum Parking Limits (23.54.030.B.1.b):** The Code requires for residential Uses: When more than five residential parking stalls are provided, a minimum of 60% of the parking stalls shall be striped for medium vehicles. 40% of the parking stalls may be striped for any size category in subsection 23.54.030.A. The applicant proposes 35% of the parking stalls to be striped for medium vehicles.

The Board indicated that the reduction in the number of striped medium vehicles allows for the tower portion of the massing to be located at the west end of the site and maintains drive aisle clearances.

The Board recommended approval of the departure because the resulting design better meets the intent of Design Guidelines **B-4 Design a Well-Proportioned & Unified Building** and **E-2 Integrated Parking Facilities**.

4. **Downtown Mixed Residential, Coverage and Floor Size Limits (23.49.158.A.1):** The Code requires portions of structures between 65 feet and 85 feet shall not exceed the lot coverage limit of 55%. The applicant proposes a lot coverage of 60% between 65 feet and 85 feet.

The Board observed that the proposed scheme slightly exceeds upper level lot coverage limits while respecting all applicable setback requirements to regain square footage that has been carved out of floors 2-6 to create large courtyards at Levels 01 and 02. The building's substantial formal modulation and generous setbacks mitigate perceived bulk as a result of upper level lot

coverage. The design also provides vertical separation between rooftop mechanical equipment and the shared outdoor amenity on Level 07.

The Board recommended approval of the departure because the resulting design better meets the intent of Design Guidelines **B-3 Reinforce the Positive Urban Form and Architectural Attributes of the Immediate Area**, **C-1 Promote Pedestrian Interaction**, and **D-1 Provides Inviting and Usable Open Space**.

5. **Overhead Weather Protection (23.49.018.B):** The Code requires overhead weather protection shall have a minimum dimension of eight 8 feet measured horizontally from the building wall or must extend to a line two 2 feet from the curb line, whichever is less. The applicant proposes overhead weather protection with a minimum dimension of 6 feet from the building wall along the Clay St, First Ave, and Cedar St frontages.

The Board indicated that a reduction of the overhead weather protection dimension will allow pedestrians to remain adequately protected from the elements without disrupting or limiting street tree and planting options along First avenue and the green street corridors located on Clay and Cedar Street.

The Board recommended approval of the departure because the resulting design better meets the intent of Design Guidelines **PL2-C-3 People Friendly Spaces** and **DC4-D-4 Placemaking Through Landscape Design**.

DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines and Neighborhood Design Guidelines recognized by the Board as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the [Design Review website](#).

SITE PLANNING AND MASSING

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

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

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

g. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

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

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

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

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

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

ARCHITECTURAL EXPRESSION

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

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

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

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

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

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

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

g. street grid or platting orientations.

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

h. use of architectural style, details (such as roof lines, beltcourses, cornices, or fenestration), color, or materials that derive from the less intensive zone.

i. architectural massing of building components; and

j. responding to topographic conditions in ways that minimize impacts on neighboring development, such as by stepping a project down the hillside.

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

k. articulating the building's facades vertically or horizontally in intervals that reflect to existing structures or platting pattern;

l. increasing building setbacks from the zone edge at ground level;

m. reducing the bulk of the building's upper floors; and

n. limiting the length of, or otherwise modifying, facades.

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

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

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

a. massing and setbacks,

b. scale and proportions,

c. expressed structural bays and modulations,

d. fenestration patterns and detailing,

e. exterior finish materials and detailing,

f. architectural styles, and

g. roof forms.

B-3.3. Pedestrian Amenities at the Ground Level: Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Reinforce the desirable streetscape elements found on adjacent blocks. Consider complementing existing:

h. public art installations,

i. street furniture and signage systems,

j. lighting and landscaping, and

k. overhead weather protection.

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

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

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

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

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

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

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

THE STREETScape

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

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

- a. reinforce existing retail concentrations;
- b. vary in size, width, and depth;
- c. enhance main pedestrian links between areas; and
- d. establish new pedestrian activity where appropriate to meet area objectives. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

C-6.1. Alley Activation: Consider enlivening and enhancing the alley entrance by:

- a. extending retail space fenestration into the alley one bay;
- b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and
- c. adding effective lighting to enhance visibility and safety.

C-6.2. Alley Parking Access: Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider:

- d. locating the alley parking garage entry and/ or exit near the entrance to the alley;
- e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and
- f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

PUBLIC AMENITIES

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

D-1.1. Pedestrian Enhancements: Where a commercial or mixed-use building is set back from the sidewalk, pedestrian enhancements should be considered in the resulting street frontage. Downtown the primary function of any open space between commercial buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining.

- a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.
- b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.
- c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.
- d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

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

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

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

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

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

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

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

- i. provide identity and reinforce a desired feeling of intimacy and quiet;
- j. provide brackets for hanging planters;
- k. consider how the space will be viewed from the upper floors of nearby buildings as well as from the sidewalk; and
- l. if on a designated Green Street, coordinate improvements with the local Green Street plan.

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

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

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

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

- a. public art;
- b. street furniture, such as seating, newspaper boxes, and information kiosks;
- c. distinctive landscaping, such as specimen trees and water features;
- d. retail kiosks;
- e. public restroom facilities with directional signs in a location easily accessible to all; and
- f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

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

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

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

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

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

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

D-4.3. Signage Types: Also consider providing:

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

- e. sculptural features or unique street furniture to complement (or in lieu of) building and tenant signage; and
- f. interpretive information about building and construction activities on the fence surrounding the construction site.

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

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

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

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

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

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

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

VEHICULAR ACCESS AND PARKING

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

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

- a. minimize the number of curb cuts and locate them away from street intersections;
- b. minimize the width of the curb cut, driveway, and garage opening;

- c. provide specialty paving where the driveway crosses the sidewalk;
- d. share the driveway with an adjacent property owner;
- e. locate the driveway to be visually less dominant;
- f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color; and
- g. provide sufficient queuing space on site.

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

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

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

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

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

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

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

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

- a. Plan service areas for less visible locations on the site, such as off the alley.
- b. Screen service areas to be less visible.

- c. Use durable screening materials that complement the building.
- d. Incorporate landscaping to make the screen more effective.
- e. Locate the opening to the service area away from the sidewalk.

BOARD RECOMMENDATIONS

The recommendations summarized above were based on the design review packet dated August 22, 2023, and the materials shown and verbally described by the applicant at the August 22, 2023 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departure(s) with the following conditions.

1. Study ways to increase the legibility of the joint patterning within the flat precast panel material area and ensure that it is visible from different vantage points and distances away. (B-4.3, D-4.a, D-4.d)
2. Expand the public art on the project and engage a local artist to ensure that the subject matter has relevance to the Belltown context. (C-3.1, D-2.e)
3. Expand the art on the canopy to include the soffit and more of the vertical surfaces around the residential entry so that it appears better integrated into the overall design of the façade and enhances the pedestrian and residential entry experience. (C-3.1, D-2.e)

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