

# **Block 21 Development**

## **Community/Neighborhood Meetings and City Sponsored Public Meetings**

- Downtown Design Review Board Early Design Guidance Meeting #1 (11.18.15)
  - Meeting minutes attached
- Downtown Seattle Association – Smart Growth Committee (12.01.14)
  - Attendee list attached
- Downtown Design Review Board Early Design Guidance Meeting #2 (01.20.15)
  - Meeting minutes attached
- Denny Triangle Neighborhood Association (02.24.15);
  - Attendee list attached
- Belltown Community Council – Housing and Land Use Committee (02.26.15);
  - Attendee list attached
- Seattle Design Commission (03.05.15);
  - Meeting minutes attached
- South Lake Union Community Council – Policy and Planning Committee (03.17.15);
  - Attendee list attached
- Seattle Design Commission (05.07.15);
  - Meeting minutes attached
- Seattle Design Commission (06.04.15);
  - Meeting minutes attached
- Downtown Design Review Board Recommendation Meeting (09.08.15).
  - Meeting minutes attached



# City of Seattle

Department of Planning & Development  
D. M. Sugimura, Director

DESIGN  
REVIEW

## INITIAL EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

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Project Number: 3018578

Address: 2200 7<sup>th</sup> Ave

Applicant: Peter Krech

Date of Meeting: Tuesday, November 18, 2014

Board Members Present: Matthew Albores  
Anjali Grant  
Murphy McCullough  
Alan McWain  
Gundula Proksch

DPD Staff Present: Beth Hartwick, Senior Land Use Planner

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### SITE & VICINITY

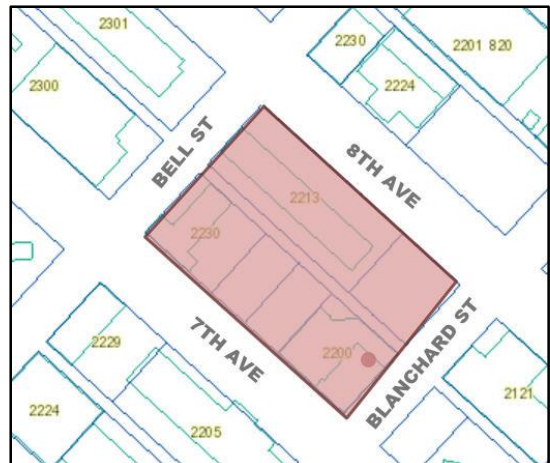
Site Zone: DMC 340/290-400

Nearby Zones: (North) DMC 240/290-400  
(South) DMC 500/300-500  
(East) DMC 240/290-400  
(West) DMC 340/290-400

**Lot Area:** 77,760 Sq. Ft.

**Current Development:** On the west side of the alley the site is predominately surface parking with two single story structures occupied by a car rental company, and a restaurant. On the east side of the alley is a 3 story structure that was built as a hotel and is currently being used as housing for a college.

**Access:** The block is bound by streets and on all four sides and an alley which bisects the block.



**Environmentally Critical Areas:** None

**Surrounding Development and Neighborhood Character:** The nearby blocks and neighborhood is experiencing rapid transition from a low density, under used area of surface parking and smaller scale retail structures and hotels. New high rise office development is under construction on the two blocks to the south, with another block of office use planned for the block across Blanchard St. from the site, under MUP #3013154. Across 8<sup>th</sup> Ave is a planned residential tower. A couple blocks to the west a large residential development is under construction. Across Bell St. is a single story mid-century office building and four story hotel and across 7<sup>th</sup> Ave is a 4-story hotel, and a single story retail structure.

The site is served by multiple bus lines and is within easy walking distance of Westlake Center and the Westlake Station of the downtown tunnel with metro bus and light rail service. The South Lake Union streetcar runs down Westlake Ave a few blocks to the east. 7th Avenue is a primary bike corridor, with a planned cycle track. Bike traffic crisscrosses the neighborhood on multiple streets, including Bell and Blanchard St.

Recreational opportunities and green space are available with Denny Park to the north and the proposed park at Westlake and 8th Ave.

## **PROJECT DESCRIPTION**

The proposal is for a full block development in the Denny Triangle Urban Center Village, with approx. 835,000 sq. ft. of office space and approx. 35,000 sq. ft. of retail space at the ground level of three buildings. Approx. 835 parking spaces will be provided below grade. An alley vacation is required for approval of development.

<b>Initial Early Design Guidance    November 18, 2014</b>
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The packet includes materials presented at the meeting, and is available online by entering the project number (3018578) at this website:  
[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp).

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

**Mailing    Public Resource Center**  
**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019  
  
**Email:**    [PRC@seattle.gov](mailto:PRC@seattle.gov)

## DESIGN DEVELOPMENT

The applicant presented three options.

Option 1 is the code compliant option, developed with one building containing 835,000 sq. ft. of office space, and 30,000 sq. ft. of at grade retail, over four full levels of below grade parking. The building is “L” shaped for the first seven stories, with a tower rising to 24 stories at the northern portion of the site. The structure is set back forty-five feet from Blanchard St., with ground level open space at the southern and southwestern portion of the site.

The pedestrian office entries are located mid-block, on 8<sup>th</sup> Ave and through the open space at 7<sup>th</sup> Ave. The entry lobby bisects retail space at the base of the office tower along 7<sup>th</sup> Ave, Bell St. and 8<sup>th</sup> Ave., and retail space facing south off the open space. Parking and loading functions are accessed from curb cuts along 8<sup>th</sup> Ave.

Option 2 is developed with two building containing 835,200 sq. ft. of office space, and 30,000 sq. ft. of at grade retail, over four full levels of below grade parking. The larger 24 story tower takes up the northern half of the block. The smaller 7-story building is located at the southwest portion of the site and is set back sixty-two feet from 8<sup>th</sup> Ave. providing ground level open space. The two structures are separated by fifty feet of open space connecting 7<sup>th</sup> and 8<sup>th</sup> Avenues creating a mid-block through block connection.

The office entries are located off the open space between the buildings, from Bell St and through the open space at 7<sup>th</sup> Ave. The entry lobby bisects retail space at the base of the office tower along 7<sup>th</sup> Ave, Bell St. and 8<sup>th</sup> Ave., and retail space facing south off the open space. Parking and loading functions are accessed from curb cuts along 8<sup>th</sup> Ave. and a curb cut on Bell St. is for exiting from the garage.

Option 3 is the applicants preferred option, developed with three building containing 835,200 sq. ft. of office space, and 30,000 sq. ft. of at grade retail, over four full levels of below grade parking. The 24 story tower takes up the northern portion of the block. The smaller 7-story building is situated at the southeast portion of the site and is connected to the tower with a two story bridge about 28’ above grade. A small single story retail building faces 7<sup>th</sup> Ave west of the 7-story structure. At grade the two smaller structures are separated from the tower by 75 feet of open space connecting 7<sup>th</sup> Ave. to a plaza along 8<sup>th</sup> Ave. that leads down to grade at Bell St. under the tower above, creating an angled through block connection. Open space between the two smaller structures provides a pedestrian connection from the corner of Blanchard St. and 7<sup>th</sup> Ave. to the mid-block open space.

The office lobbies are oriented towards 8<sup>th</sup> Ave with entries located off the mid-block open space and 8<sup>th</sup> Ave. In the tower, retail space faces Bell St., 7<sup>th</sup> Ave. and the mid-block open space. Retail space in the 7-story building fronts Blanchard St. and the open space between the three structures. Parking and loading functions are accessed from curb cuts along 8<sup>th</sup> Ave. and a curb cut on Bell St. is for exiting from the garage.

## COMMENTS FROM THE DESIGN COMMISSION

The following comments were received from the Design Commission Staff and were read at the meeting by the DPD Land Use Planner:

The Design Commission has comments related to the following:

- The quality of the pedestrian environment along 8<sup>th</sup> Ave.
- High quality, functional and usable open space, there is concern that the amount of open space required to meet code may make it difficult to provide adequate public benefits on site.
- They will be interested in seeing more information about the proposed public benefit package and Green St. improvements, including how the proposed Bell St. curb cut will work on a Green street.

## PUBLIC COMMENT

The following public comments were offered at the meeting:

- Encouraged the Board to ensure that the public benefits created by the alley vacation are a 'level above' what would normally be provided.
- Encouraged the Board to use their insight when providing guidance relating to the public interest and public spaces on the outside of the building, especially Bell St.

## 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.

### INITIAL EARLY DESIGN GUIDANCE: November 18, 2014

As this project is requesting an alley vacation much of the Board's guidance was about how the proposed on site open space should interface with the streetscape. As the placement of the buildings on the site is what creates the opportunities for successful open space, much of the guidance on the massing was given in this context.

- 1. Massing at Grade: The Board gave guidance to pursue whatever massing option provides better public open space, but expressed they would support a version of the preferred Option 3 if it is well designed and provides well designed open space. (B3, B4)**
  - a. Pursue Option 3 with more transparency at the ground level open space and resolve how the through block connection will work to engage the development with the street. Erode the corner of the tower at Bell St. and 8<sup>th</sup> Ave. and the three-story plinth. (B4.1&2)
  - b. Consider development of Option 2 that incorporates a shifting and narrowing of the lower building to create better open space. (B4.1)

- c. Consider combining Options 1 and 2 to provide an option with all open space accessible at grade. (B4.1)
- d. Consider a development of Option 1 that narrows the building to provide more open space along the two green streets, Bell and Blanchard St. (B4.1)
- e. Consider moving the massing back at grade to provide relief on the green streets, Bell and Blanchard St.(B1.1, B3.3, C1.3)

**2. Upper Massing: The Board gave the following guidance on the development of the upper level massing of the Options. (A2, B4.2, C2)**

- a. Provide significant modulation and strong articulation of the shaft and tower in Option 3.
- b. The Board encouraged the ‘gap’ between the top of the podium and the tower in Option 3. (A2, B4)
- c. Work with the ‘yellow ribbon’ concept presented in Option 3, which represents a two to three story ‘band’ wrapping around and through the site. Consider bringing the ribbon up the tower. (A2, B4)
- d. Redesign the ‘odd’ proportions of the tower with modulation and façade treatment. (C2.1)
- e. The Board indicated some support for the massing of the tower on Option 2, noting the massing of the preferred option 3 tower was bulky. (B4)

**3. Relationship to the Street: The Board emphasized the importance of how the on-site uses will interface with the street and noted that any benefits need to be for the public. Direct connect to the street is key. (B3, B4, C1, D1.1&2)**

- a. Make the site porous and inviting to pedestrians along 8<sup>th</sup> Ave. (C1, D1)
- b. Pursue an Option 3 design with more transparency at the ground level open space and resolve how the through block connection will work to engage more with the street. (C1.3, C3.1)
- c. Consider lowering the through block open space in Option 3 so it accessible at grade on both 7<sup>th</sup> and 8<sup>th</sup> Avenues. The open space on the podium along 8<sup>th</sup> Ave will create a disconnect between the street and the sidewalk. (B3.1)
- d. Consider placing uses other than offices at the lower floors that would provide a different design treatment near the street. (C1.3, C3.1)
- e. Provide access to the open space at grade as presented in Option 2. (D1)

**4. Open Space: The Board directed the applicant to program the on-site open space to enhance public benefits. (D1.1&2, D2, D3, D5, D6)**

- a. Design the access to all open space to be easily accessible and useable for the public. (D1.1&2)
- b. Consider lowering the through block open space in Option 3 so it accessible at grade on both 7<sup>th</sup> and 8<sup>th</sup> Avenues. (B3.1)
- c. Provide easily accessible public space. Program the open space and retail space to complement each other, and relate to the two green streets, Bell and Blanchard St. (B1.1)
- d. Design the scale of the open space so that it will appear inviting when empty. (D2.1, D3, D5, D6)

- e. Resolve the open space of the preferred Option 3 to meet the street, feel comfortable, and be activated. (D1.1&2, D2.1, D3, D5, D6)

**At the second EDG Meeting the applicant is to provide the following:**

- Provide a plan showing the proposed interior uses facing the ground level open spaces.
- Provide a study of what amenities are proposed in the open space.

**DESIGN REVIEW GUIDELINES**

The priority Downtown guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. 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.

**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.

**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.

**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.

**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.

**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.

**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

**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.

**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.

**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 queueing 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.**

**E2.2. 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.

#### **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 will be reserved until the final Board meeting.

At the time of the Initial Early Design Guidance the following departures were requested for Option 2:

1. **SMC23.49.056.B.2.d Façade Setback Limits** The Code requires on streets not requiring property line facades that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. In Option 2 the applicant proposes a setback at the corner of 8<sup>th</sup> Ave and Bell St. of 20', along Bell St..

The Board indicated that they will be inclined to grant this departure.

2. **SMC23.49.056.B.2.d Façade Setback Limits** The Code requires on streets not requiring property line facades that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. In Option 2 the applicant proposes a setback at the corner of 7<sup>th</sup> Ave and Blanchard St. of 20', along Blanchard St.

The Board indicated that they will be inclined to grant this departure.

At the time of the Initial Early Design Guidance the following departures were requested for Option 3:

1. **Façade Setback Limits (SMC23.49.056.B.2.d):** The Code requires on streets not requiring property line facades that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. In Option 3 the applicant proposes a setback at the corner of 8<sup>th</sup> Ave and Bell St. of 20', along Bell St.

The Board indicated that they will be inclined to grant this departure.

2. **Façade Setback Limits (SMC23.49.056.B.2.d):** The Code requires on streets not requiring property line facades that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. In Option 3 the applicant proposes a setback at the corner of 8<sup>th</sup> Ave and Bell St. of 20', along Blanchard St.

The Board indicated that they will be inclined to grant this departure.

3. **Façade Setback Limits (SMC23.49.056.B.2.d):** The Code requires on streets not requiring property line facades that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. In Option 3 the applicant proposes a setback at the corner of 8<sup>th</sup> Ave and Blanchard St. of 20', along Blanchard St.

The Board indicated that they will be inclined to grant this departure.

4. **Upper Level Façade Modulation (SMC23.49.058.B.2.d):** The Code requires the maximum allowed length of a facade without modulation within 15' of the property line for elevations 161-240' to be no more than 125'. The applicant is proposing the east façade of the tower facing 8<sup>th</sup> Ave to have a facade length without modulation of 135'.

The Board indicated that they may consider this departure depending on the creativity of the modulation.

5. **Upper Level Façade Modulation (SMC23.49.058.B.2.d):** The Code requires the maximum allowed length of a facade without modulation within 15' of the property line for elevations 241-500' to be no more than 100'. The applicant is proposing the east façade of the tower facing 8<sup>th</sup> Ave to have a facade length without modulation of 135'.

The Board indicated that they may consider this departure depending on the creativity of the modulation proposed.



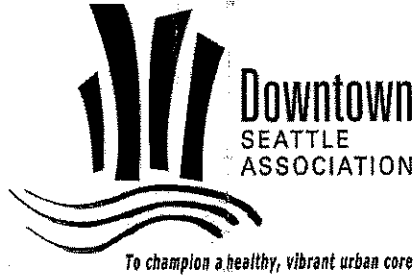
6. **Upper Level Façade Modulation (SMC23.49.058.F.2):** The Code requires that when a lot in a DMC or DOC2 zone is located on a designated green street, a continuous upper-level setback of 15 feet shall be provided on the street frontage abutting the green street at a height of 45 feet. The applicant is proposing the elevator penthouse along Bell St. to overrun the allowable height by 10’.

The Board indicated they are not inclined to grant this departure and guided the applicant to either move or remove the elevator.

<b>RECOMMENDATIONS</b>
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**BOARD DIRECTION**

At the conclusion of the Initial Early Design Guidance meeting, the Board directed the applicant to return for a second EDG meeting.



## Economic Development Issue Work Group

### Sign In Sheet

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**Work Group Purpose:**  
 Convene and facilitate conversations with community leaders and DSA members on key issues that enhance smart growth, investment and economic development in Downtown. Provide networking opportunities for members and access to key leaders and information.



# City of Seattle

Department of Planning & Development  
D. M. Sugimura, Director



## SECOND EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3018578

Address: 2200 7<sup>th</sup> Ave

Applicant: Peter Krech, Graphite Architecture

Date of Meeting: Tuesday, January 20, 2015

Board Members Present: Matthew Albores  
Anjali Grant  
Murphy McCullough (Chair)  
Alan McWain  
Gundula Proksch

DPD Staff Present: Beth Hartwick, Senior Land Use Planner

### SITE & VICINITY

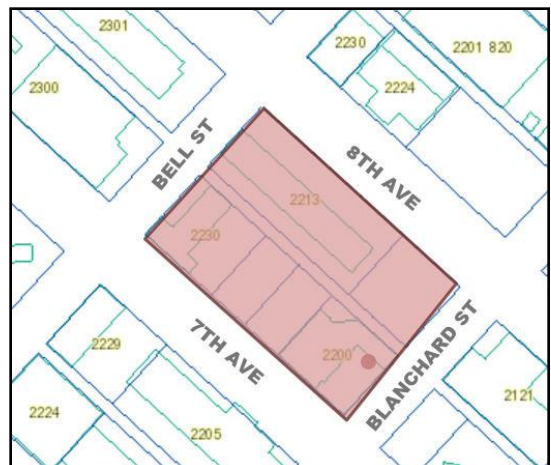
Site Zone: DMC 340/290-400

Nearby Zones: (North) DMC 240/290-400  
(South) DMC 500/300-500  
(East) DMC 240/290-400  
(West) DMC 340/290-400

Lot Area: 77,760 Sq. Ft.

**Current Development:** On the west side of the alley the site is predominately surface parking with two single story structures occupied by a car rental company, and a restaurant. On the east side of the alley is a 3 story structure that was built as a hotel and is currently being used as housing for a college.

**Access:** The block is bound by streets on all four sides and an alley which bisects the block.



**Environmentally Critical Areas:** None

**Surrounding Development and Neighborhood Character:** The nearby blocks and neighborhood is experiencing rapid transition from a low density, under used area of surface parking and smaller scale retail structures and hotels. New high rise office development is under construction on the two blocks to the south, with another block of office use planned for the block across Blanchard St. from the site, under MUP #3013154. Across 8<sup>th</sup> Ave is a planned residential tower. A couple blocks to the west a large residential development is under construction. Across Bell St. is a single story mid-century office building and four story hotel and across 7<sup>th</sup> Ave is a 4-story hotel, and a single story retail structure.

The site is served by multiple bus lines and is within easy walking distance of Westlake Center and the Westlake Station of the downtown tunnel with metro bus and light rail service. The South Lake Union streetcar runs down Westlake Ave a few blocks to the east. 7th Avenue is a primary bike corridor, with a planned cycle track. Bike traffic crisscrosses the neighborhood on multiple streets, including Bell and Blanchard St.

Recreational opportunities and green space are available with Denny Park to the north and the proposed park at Westlake and 8th Ave.

## **PROJECT DESCRIPTION**

The proposal is for a full block development in the Denny Triangle Urban Center Village, with approx. 835,000 sq. ft. of office space and approx. 35,000 sq. ft. of retail space at the ground level of three buildings. Approx. 835 parking spaces will be provided below grade. An alley vacation is required for approval of development.

<b>Initial Early Design Guidance    November 18, 2014</b>
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The packet includes materials presented at the meeting, and is available online by entering the project number (3018578) at this website:  
[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp).

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

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

**Email:**    [PRC@seattle.gov](mailto:PRC@seattle.gov)

## DESIGN DEVELOPMENT

The applicant presented three options.

Option 1 is the code compliant option, developed with one building containing 835,000 sq. ft. of office space, and 30,000 sq. ft. of at grade retail, over four full levels of below grade parking. The building is “L” shaped for the first seven stories, with a tower rising to 24 stories at the northern portion of the site. The structure is set back forty-five feet from Blanchard St., with ground level open space at the southern and southwestern portion of the site.

The pedestrian office entries are located mid-block, on 8<sup>th</sup> Ave and through the open space at 7<sup>th</sup> Ave. The entry lobby bisects retail space at the base of the office tower along 7<sup>th</sup> Ave, Bell St. and 8<sup>th</sup> Ave., and retail space facing south off the open space. Parking and loading functions are accessed from curb cuts along 8<sup>th</sup> Ave.

Option 2 is developed with two building containing 835,200 sq. ft. of office space, and 30,000 sq. ft. of at grade retail, over four full levels of below grade parking. The larger 24 story tower takes up the northern half of the block. The smaller 7-story building is located at the southwest portion of the site and is set back sixty-two feet from 8<sup>th</sup> Ave. providing ground level open space. The two structures are separated by fifty feet of open space connecting 7<sup>th</sup> and 8<sup>th</sup> Avenues creating a mid-block through block connection.

The office entries are located off the open space between the buildings, from Bell St and through the open space at 7<sup>th</sup> Ave. The entry lobby bisects retail space at the base of the office tower along 7<sup>th</sup> Ave, Bell St. and 8<sup>th</sup> Ave., and retail space facing south off the open space. Parking and loading functions are accessed from curb cuts along 8<sup>th</sup> Ave. and a curb cut on Bell St. is for exiting from the garage.

Option 3 is the applicants preferred option, developed with three building containing 835,200 sq. ft. of office space, and 30,000 sq. ft. of at grade retail, over four full levels of below grade parking. The 24 story tower takes up the northern portion of the block. The smaller 7-story building is situated at the southeast portion of the site and is connected to the tower with a two story bridge about 28’ above grade. A small single story retail building faces 7<sup>th</sup> Ave west of the 7-story structure. At grade the two smaller structures are separated from the tower by 75 feet of open space connecting 7<sup>th</sup> Ave. to a plaza along 8<sup>th</sup> Ave. that leads down to grade at Bell St. under the tower above, creating an angled through block connection. Open space between the two smaller structures provides a pedestrian connection from the corner of Blanchard St. and 7<sup>th</sup> Ave. to the mid-block open space.

The office lobbies are oriented towards 8<sup>th</sup> Ave with entries located off the mid-block open space and 8<sup>th</sup> Ave. In the tower, retail space faces Bell St., 7<sup>th</sup> Ave. and the mid-block open space. Retail space in the 7-story building fronts Blanchard St. and the open space between the three structures. Parking and loading functions are accessed from curb cuts along 8<sup>th</sup> Ave. and a curb cut on Bell St. is for exiting from the garage.

## COMMENTS FROM THE DESIGN COMMISSION

The following comments were received from the Design Commission Staff and were read at the meeting by the DPD Land Use Planner:

The Design Commission had comments related to the following:

- The quality of the pedestrian environment along 8<sup>th</sup> Ave.
- High quality, functional and usable open space, there is concern that the amount of open space required to meet code may make it difficult to provide adequate public benefits on site.
- They will be interested in seeing more information about the proposed public benefit package and Green St. improvements, including how the proposed Bell St. curb cut will work on a Green street.

## PUBLIC COMMENT

The following public comments were offered at the meeting:

- Encouraged the Board to ensure that the public benefits created by the alley vacation are a 'level above' what would normally be provided.
- Encouraged the Board to use their insight when providing guidance relating to the public interest and public spaces on the outside of the building, especially Bell St.

## 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.

### INITIAL EARLY DESIGN GUIDANCE: November 18, 2014

As this project is requesting an alley vacation much of the Board's guidance was about how the proposed on site open space should interface with the streetscape. As the placement of the buildings on the site is what creates the opportunities for successful open space, much of the guidance on the massing was given in this context.

- 1. Massing at Grade: The Board gave guidance to pursue whatever massing option provides better public open space, but expressed they would support a version of the preferred Option 3 if it is well designed and provides well designed open space. (B3, B4)**
  - a. Pursue Option 3 with more transparency at the ground level open space and resolve how the through block connection will work to engage the development with the street. Erode the corner of the tower at Bell St. and 8<sup>th</sup> Ave. and the three-story plinth. (B4.1&2)
  - b. Consider development of Option 2 that incorporates a shifting and narrowing of the lower building to create better open space. (B4.1)
  - c. Consider combining Options 1 and 2 to provide an option with all open space accessible at grade. (B4.1)

- d. Consider a development of Option 1 that narrows the building to provide more open space along the two green streets, Bell and Blanchard St. (B4.1)
  - e. Consider moving the massing back at grade to provide relief on the green streets, Bell and Blanchard St.(B1.1, B3.3, C1.3)
- 2. Upper Massing: The Board gave the following guidance on the development of the upper level massing of the Options. (A2, B4.2, C2)**
- a. Provide significant modulation and strong articulation of the shaft and tower in Option 3.
  - b. The Board encouraged the ‘gap’ between the top of the podium and the tower in Option 3. (A2, B4)
  - c. Work with the ‘yellow ribbon’ concept presented in Option 3, which represents a two to three story ‘band’ wrapping around and through the site. Consider bringing the ribbon up the tower. (A2, B4)
  - d. Redesign the ‘odd’ proportions of the tower with modulation and façade treatment. (C2.1)
  - e. The Board indicated some support for the massing of the tower on Option 2, noting the massing of the preferred option 3 tower was bulky. (B4)
- 3. Relationship to the Street: The Board emphasized the importance of how the on-site uses will interface with the street and noted that any benefits need to be for the public. Direct connect to the street is key. (B3, B4, C1, D1.1&2)**
- a. Make the site porous and inviting to pedestrians along 8<sup>th</sup> Ave. (C1, D1)
  - b. Pursue an Option 3 design with more transparency at the ground level open space and resolve how the through block connection will work to engage more with the street. (C1.3, C3.1)
  - c. Consider lowering the through block open space in Option 3 so it accessible at grade on both 7<sup>th</sup> and 8<sup>th</sup> Avenues. The open space on the podium along 8<sup>th</sup> Ave will create a disconnect between the street and the sidewalk. (B3.1)
  - d. Consider placing uses other than offices at the lower floors that would provide a different design treatment near the street. (C1.3, C3.1)
  - e. Provide access to the open space at grade as presented in Option 2. (D1)
- 4. Open Space: The Board directed the applicant to program the on-site open space to enhance public benefits. (D1.1&2, D2, D3, D5, D6)**
- a. Design the access to all open space to be easily accessible and useable for the public. (D1.1&2)
  - b. Consider lowering the through block open space in Option 3 so it accessible at grade on both 7<sup>th</sup> and 8<sup>th</sup> Avenues. (B3.1)
  - c. Provide easily accessible public space. Program the open space and retail space to complement each other, and relate to the two green streets, Bell and Blanchard St. (B1.1)
  - d. Design the scale of the open space so that it will appear inviting when empty. (D2.1, D3, D5, D6)
  - e. Resolve the open space of the preferred Option 3 to meet the street, feel comfortable, and be activated. (D1.1&2, D2.1, D3, D5, D6)

**At the second EDG Meeting the applicant is to provide the following:**

- Provide a plan showing the proposed interior uses facing the ground level open spaces.
- Provide a study of what amenities are proposed in the open space.

<b>Second Early Design Guidance January 20, 2015</b>
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The packet includes materials presented at the meeting, and is available online by entering the project number (3018578) at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp).

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

**Mailing Public Resource Center**

**Address:** 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

## **DESIGN DEVELOPMENT**

The applicant presented three options.

## **PUBLIC COMMENT**

The following public comments were offered at the meeting:

- Expressed that the project must have elements of public use if the project is getting an alley vacation.
- Expressed that not enough open space was being proposed and that the corners need to be open to the public.
- Expressed that the proposed treatment of Bell St. and Blanchard St. was not sufficient and more open spaces should be provided.
- Encouraged more public benefits on Bell St. and Blanchard St.
- Stated that the proposed massing does not meet Design Guidelines A1(Respond to the Physical Environment) and B1 (Respond to the Neighborhood Context). As Bell St is the more "sensitive" street, the building mass setback from the street should be increased.
- Stated that the tower is set back 15' but is 215' wide along Bell St. and will appear relentless and overbearing. Noted the design needs to meet the requirements of the design guidelines.
- Stated the 340' height limit of the zone is across Bell St. from a 240' height limit zone. Placing the tower near zone transition is not meeting Guideline B2 (Create a Transition in Bulk and Scale).



- Encouraged the Board to consider how the proposed development will cast shadows on Denny Park. Stated a real shadow study would look at more than 3 days a year.
- Noted that the Land Use Code determines curb cut access to sites and per code requirements, a curb cut on Bell St should not be allowed.
- Noted that Green Streets are meant to reduce traffic.
- Supported the plans for design treatment along 7<sup>th</sup> and 8<sup>th</sup> Avenues but not the two Green Streets, Bell and Blanchard. Encourage a design that is more pedestrian friendly and will calm traffic.
- Encouraged a city maintained Green Street along Bell St. from the waterfront to Denny Way.
- Encouraged the applicant to work with the City and community groups.

## **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.

### **SECOND EARLY DESIGN GUIDANCE: January 20, 2015**

As the project site abuts two Green Streets (Bell St and Blanchard St) and will have open space providing a through block connection from 7<sup>th</sup> and 8<sup>th</sup> Ave, most of the Board deliberation was focused on open space and the design along the site edge, especially Bell St.

- 1. Tower and Massing: The Board stated that the massing of the tower is going in the right direction and is elegant, but the lower three story ‘zone’ is protruding above the ground floor in odd places. The applicant, in response to Board questioning, had indicated that at this time there was no program for the shared lower floors beyond being designated “office common area”. The Board directed the applicant to use this as an opportunity to study how to enhance and promote the Green Streets and let this objective inform the design of this space. (B1.1, B4.1, B4.2)**
  - a. Design and scale back the lower level zone of the building to respect the Green Streets and public space. (B1.1, B4.1, B4.2)
- 2. Treatment Along Bell Street: The Board conveyed that the curb cut decision and design should be handled by DPD and SDOT, and gave the following guidance:**
  - a. Design the street-level building facades, open space and landscaping along Bell St. with the same level of thought and detail as has been given to the open space of the through block connection. (C1, C3, D1.1, D2.1.I)
  - b. The curb cut on Bell St. should be exit only. (E2.2, E2.1.I)
  - c. Design Bell Street to minimize or discourage vehicle use. (C1)
- 3. Relationship to the Street: The Board remarked that the accessibility to the site was much improved from the first EDG meeting. However, it appeared the applicant**

**concentrated on the design of the interior site open space at the expense of the site edges and treatment of the two Green Streets.(C1, C3, D1)**

- a. The design of the public edge and central open spaces need to be well executed. (C1, C3, D1)
- b. Design the street-level building facades, open space and landscaping along the Green Streets with the same level of thought and detail as has been given to the open space of the through block connection. (C1, C3, D1.1)
- c. Design all of the site corners with the same level of attention and detail. (C1, C3, D1, D3.2)
- d. Provide more information about how ADA access at the corner of 7<sup>th</sup> Ave and Blanchard St. will work. (D1.2.a)
- e. Design all the open spaces and the edge of the right-of-way to be attractive to the public. (C1, C3, D1)

**4. Open Space: The Board gave strong guidance to program and design all open space at the interior and the edge of the right-of-way to be attractive to the public. (C1, D1)**

- a. Both the design of the public edge and the central open spaces need to be well executed. (C1, D1)
- b. Design and program the open space along 7th Ave and Blanchard St. for community public use. (C1, D1)
- c. The open space off 8<sup>th</sup> Ave and Bell St. under the building has good potential to act as a connection into the site but needs to be programmed and designed to be considerate of public use and space. Scale back the lower zone of the building to respect this public space. (B1.1, B3.3, D1)

**At the Recommendation Meeting the applicant is to provide the following:**

- Provide a ground plan model at a bigger scale than the current massing models. Provide a program of how the open spaces are intended to be used.
- Provide detailed sketches showing the building, open space and landscaping design along the Green Streets.
- Provide more information about how ADA access at the corner of 7<sup>th</sup> Ave and Blanchard St. will work.

**DESIGN REVIEW GUIDELINES**

The priority Downtown guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. 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.

**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.

**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.

**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.

**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.

**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.

## 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

**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.

**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.



**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.**

**E2.2. 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.

## **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 will be reserved until the final Board meeting.

At the time of the Second Early Design Guidance the following departures were requested:

1. **Facade Setback Limits (SMC23.49.056.B.2.d):** The Code requires, on streets not requiring property line facades, that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. The applicant proposes a greater setback at the corner of 8<sup>th</sup> Ave and Bell St., along Bell St.

The Board indicated that they will be inclined to grant this departure if well designed open space is provided.

2. **Facade Setback Limits (SMC23.49.056.B.2.d):** The Code requires, on streets not requiring property line facades, that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. The applicant proposes a greater setback at the corner of 8<sup>th</sup> Ave and Bell St., along 8<sup>th</sup> Ave.

The Board indicated that they will be inclined to grant this departure if well designed open space is provided.

3. **Facade Setback Limits (SMC23.49.056.B.2.d):** The Code requires, on streets not requiring property line facades, that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. The applicant proposes a greater setback at the corner of 8<sup>th</sup> Ave and Blanchard St., along Blanchard St.

The Board indicated that they will be inclined to grant this departure if well designed open space is provided.

4. **Facade Setback Limits (SMC23.49.056.B.2.d):** The Code requires, on streets not requiring property line facades, that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. The applicant proposes a greater setback at the corner of 8<sup>th</sup> Ave and Blanchard St., along 8<sup>th</sup> Ave.

The Board indicated that they will be inclined to grant this departure if well designed open space is provided.

<b>RECOMMENDATIONS</b>
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**BOARD DIRECTION**

At the conclusion of the **Second Early Design Guidance** meeting, the Board directed the applicant to move forward with MUP application.







**DENNY TRIANGLE NEIGHBORHOOD ASSOCIATION**





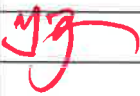
MEETING DATE February 24, 2015

Howard Anderson, Chair

Ed Danyluk, Immediate Past Chair

Lyn Krizanich, Secretary

NAME	Initials
Anderson, Howard	
Bollinger, Dana	
Beseler, Rick	
Casper, Clete	
Cohen, Howard	
Danyluk, Ed	
Decker, Shauna	
Delos Reyes, Harold	
Dunsmore, Christina	
Eisenhauer, Tom	
Engquist, Joanne	
Falconer, Jim	
Fassio, Sunni	
Fassio, Virgil	
Fay, Noah	
Fingado, Marianne	
Houtchens, Mark	
Hyett, Karen	
Jackson, Shawn	
Jensen, Kristen	
Johnson, Michael	

NAME	Initials
Krizanich, Lyn	
King, Terri	
Larson, Laura	
Lipke, Kari	
Leeber, Todd	
Lewis, Jane	
Mitchell, Linda	
Polito, Joe	
Porada, Kathy	
Quintana, Joe	
Sabey, Joe	
Scholes, Jon	
Stewart, Carolyn	
Stevenson, Richard	
Swalwell, Matt	
Willard, Dave	
Wolff, Ron	
Youngblood, Carlye	
Zak, Gary	

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**Attendees at Belltown Community Council Housing and Land Use  
02/26/2015**

- Rick Aramburu
- Lydia Hurd
- Caroline Geise
- Tom Graff
- Leslie Bain
- Liz Chambers
- Jane Zalutsky
- Peter Krech
- Patrick DiStefano
- Mark Brands
- Lindy Gaylord

**Ed Murray**  
Mayor

**Diane Sugimura**  
Director, DPD

**Shannon Loew**, Chair

**Ellen Sollod**, Vice Chair

**Brodie Bain**

**Lee Copeland**

**Thaddeus Egging**

**Grant Hromas**

**Martin Regge**

**John Savo**

**Ross Tilghman**

**Michael Jenkins**  
Director

**Valerie Kinast**  
Coordinator

**Nicolas Welch**  
Planner

**Joan Nieman**  
Administrative Staff

**Department of Planning  
and Development**  
700 5th Avenue, Suite 2000  
PO Box 34019  
Seattle, WA 98124-4019

**TEL** 206-615-1349  
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**Commissioners Present**

Shannon Loew, Chair  
Ellen Sollod, Vice Chair  
Brodie Bain  
Lee Copeland  
Grant Hromas  
Martin Regge  
John Savo  
Ross Tilghman

**Commissioners Excused**

Thaddeus Egging

**Project Description**

The applicant proposes to vacate the alley in the block bounded by 8th Avenue, Bell Street, 7th Avenue, Blanchard Street to facilitate a full-block commercial development. The 77,000-square-foot site is zoned DMC 340/290-400. In three buildings, the proposed development would include:

- 835,200 gross square feet of office space
- 23,000 square feet of street-level retail
- Below-grade parking for 835 vehicles

In the vacation proposal, building services would be located below grade, with primary access from 8th Ave and a second parking egress on Bell St.

The subject alley is 16 feet wide and 5,700 square feet in area and runs roughly northwest-southeast through the site between Bell St and Blanchard St, both of which are Green Streets. The alley network terminates at the block to the northwest; the alley network to the south was vacated as part of the adjacent Amazon Rufus 2.0 project.

**Meeting Summary**

The Design Commission approved the urban design merit of the proposed vacation. There were two dissenting votes. The approval was conditional on the project team further addressing the characteristics of the public realm at the site, specifically the open spaces that the vacation facilitates and the project's relationship to Green Streets. The condition must be fulfilled prior to a public benefit review.

**Recusals and Disclosures**

John Savo disclosed that he has previously worked on adjacent projects for the applicant, but neither he nor his firm is involved with the Block 21 project.

**March 5, 2015****9:00 – 11:00 am****Type**

Alley Vacation

**Phase**

Urban Design Merit

**Previous Reviews**

none

**Project Team Present****Mark Brands**

Site Workshop

**Patrick DiStefano**

Graphite Design Group

**Ryan Durkan**

Hillis Clark Martin &amp; Peterson

**Lindy Gaylord**

Seneca Group

**Holly Golden**

Hillis Clark Martin &amp; Peterson

**Ian Kell**

Seneca Group

**Peter Krech**

Graphite Design Group

**Erin Osberg**

Graphite Design Group

**John Schoettler**

Amazon

**Anton Toth**

Graphite Design Group

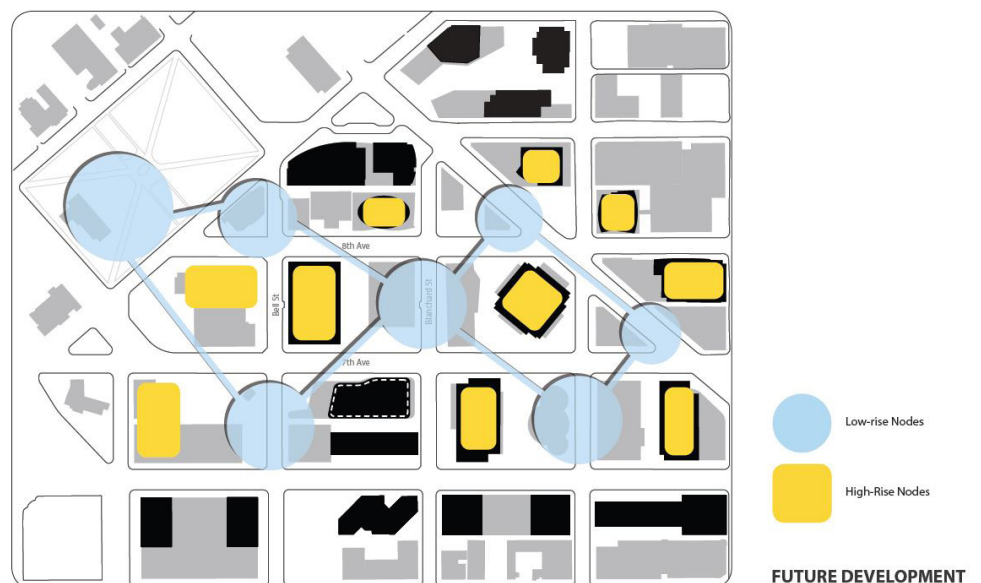
**Attendees****Tim Allen** SEIU Local 6**Howard Anderson** Denny Triangle Neighborhood Assoc.**Richard Aramburu** resident**Beverly Barnett** SDOT**Lyle Bicknell** DPD**Lauren Craig** Puget Sound Sage**Liz Campbell** Belltown Community Council**Nataliya Dalacia** SEIU Local 6**Levon Dunn** SEIU Local 6**Tammy Frederick** SDOT**Moira Gray** SDOT**Matt Haney** SEIU Local 6**Beth Hartwick** DPD**Vincent Meadowbrook** SEIU Local 6**Stefan Moritz** UNITE HERE Local 8**Elsa Ogbe** SEIU Local 6**Greg Ramirez** SEIU Local 6**Michelle Sarlitto** EA Engineering**Gavin Smith** Perkins Will**Alex Tsimerman** StandUP-America**Lish Whitson** Council Central Staff**Yasmin** SEIU Local 6**Summary of Presentation**

Peter Krech summarized the details of the proposed commercial project and listed the relevant codes and planning documents that have guided the design. Mr. Krech briefly described the team's community outreach and stated that the Design Review Board (DRB) has approved the Early Design Guidance (EDG) phase of the project. The full presentation is available on the [Design Commission website](#).

A series of slides showed nearby development in planning or under construction and the existing low-rise structures on the site. A site survey and zoning map provided context for the project site and surrounding blocks. Additional slides identified existing alleys, Green Streets, and bicycle routes in the Denny Triangle, including the protected bike lane on 7th Avenue being implemented by the adjacent Amazon Rufus 2.0 project. Several diagrams illustrated observed current volumes and an estimate of future volumes for pedestrian and vehicle traffic in both the no alley vacation and full alley vacation scenarios.

Mark Brands discussed the developing open space network in the neighborhood and identified privately owned public open space, public open space, and Green Streets. Mr. Krech showed a comparison of Bell Street in Belltown, where it is relatively flat, and in the Denny Triangle, where significant grade change arises. The programmatic requirements for Bell St (bus stops, layovers, parking, etc.) between 5th Ave and Denny Way differ from those in the Belltown segment. Mr. Brands noted the importance of the connection between Bell St across Denny Way to 9th Avenue and referred to the recently approved 8th Ave woonerf between Thomas and Harrison Streets.

Mr. Krech presented the diagram below (Figure 1) to illustrate the emerging syncopated pattern of low- and high-rise nodes in the Denny Triangle: According to Mr. Krech, the alley vacation proposal would continue this "tapesty" to the northwest and across Denny Way. An [animation](#) reinforced this notion by comparing how the site would likely develop without an alley vacation (under separate and single ownership) and with the proposed alley vacation.



**Figure 1.** This figure-ground shows the emerging pattern of low- and high-rise nodes in the Denny Triangle.



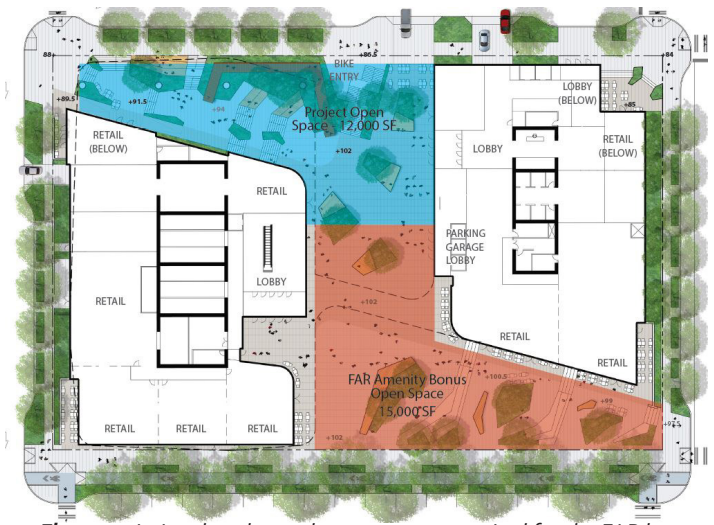


**Figure 2.** The no alley vacation (left) and full alley vacation (right) alternatives in plan view. Note that the vacation scheme includes an aerial connection between the two buildings at the third and fourth floors as illustrated by the dashed line.

Several perspectives and site plans helped to distinguish the no vacation and vacation proposals. While both proposals include two buildings of similar height, the vacation alternative reorients the building masses from north-south to east-west.

According to Mr. Brands, the open spaces have a clear orientation to the street in response to feedback at the first EDG meeting with the DRB. A site plan (Figure 3) showed that 15,000 square feet of the open space is required for the project's floor-area (FAR) bonus and the other 12,000 square is project open space. Mr. Brands said the team made a conscious decision not to pursue any of the open space in the block as public benefit.

A series of diagrams compared the no vacation and vacation schemes on program elements including open space, vehicle access, loading and service access, ground-level uses, tower massing, and solar access. Finally, Mr. Krech summarized with a series of observations about how the vacation proposal affects circulation; access; utilities; light, air, and open space; and views.



**Figure 3.** A site plan shows the open space required for the FAR bonus.

### Agency Comments

**Beverly Barnett** stated that SDOT is in the early stages of its review of the vacation petition. According to Ms. Barnett, SDOT has not raised any substantive concerns at this point. SDOT has identified that the alley is not part of a larger network of alleys, and SDOT is considering individual impacts of the proposed vacation accordingly. As she completes her review, Ms. Barnett stated that she is particularly interested in Bell St given the strong community interest there. She will also look closely to ensure that the vacation does not allow the project to turn itself inside out by drawing activity away from the street edges and into the interior of the site.

**Lyle Bicknell** stated that he appreciated the comprehensiveness of the team's urban design merit analysis. He underscored the importance of Bell Street as a critical connection between South Lake Union and Elliott Bay. For that reason, Mr. Bicknell expects the highest level of pedestrian comfort and amenity along this frontage. Grade changes notwithstanding, he challenged the design team to explore other examples in this city of hills of active, pedestrian-oriented uses.

### Public Comments

Because of the large number of attendees, many from the same organization, public comment was limited to 15 minutes. Individuals were called in the order they signed up on the sign-in sheet. All those in attendance were encouraged to send in written comments as well.

**Howard Anderson** stated that the Denny Triangle Neighborhood Associated received a similar presentation on February 24, 2015. The Association strongly supported the vacation alternative, specifically because of the large open spaces and 10-foot setbacks on Bell and Blanchard Streets included in that proposal. Mr. Anderson also advocated for a future couplet of one-way protected bike lanes on Bell Street. He said the Denny Triangle community's vision is to function as a business employment center and a diverse residential community.

On behalf of Puget Sound Sage, **Lauren Craig** made the following comments, which she subsequently submitted to the Commission in writing:

- We see Amazon's project as an opportunity for them to become a partner in realizing a sustainable downtown for all. We all know that Amazon is attracting high-tech talent and helping transform downtown neighborhoods to provide new workers an opportunity to live near their jobs. However, we urge you to consider how Amazon's project addresses the needs of Seattle's bottom 20 percent as well as the top 20 percent.
- One way Amazon can demonstrate it cares about lower-wage workers is to invest above and beyond incentive zoning requirements for affordable housing, employer-sponsored housing, or by supporting Seattle's proposed linkage fee for new development. Approximately 40 percent of Seattle residents are low income. There would be widespread community support for job creators like Amazon should it demonstrate that it cares about low-wage workers.

**Stefan Moritz** spoke on behalf of UNITE HERE Local 8, a union of hotel workers and food service workers. Mr. Moritz is also a member of the Alliance for a Livable Denny Triangle. Mr. Moritz stated that this is his first opportunity to look at this project. He wants to ensure the project is designed to the benefit of the community at large, including folks who live in and pass through the area; this includes many of his organization's members. He is curious to hear the Commission's thoughts as the project evolves and looks forward to the discussion on public benefit. He has not yet identified the important points but will be following closely.

**Levon Dunn** spoke on behalf of several SEIU Local 6 members in attendance, which represents janitors and security officers who maintain and protect Seattle's commercial real estate market. Amazon has again come asking for a handout of public benefit. The Commission is charged with assessing the vacation proposal. Public benefit means more than public art or a private or public space of which Amazon will maintain control, including limiting free speech rights. Any public benefit package that does not ensure good jobs for all workers at Amazon should be rejected. The public benefits most from good jobs with benefits and job security and free from employer harassment. Amazon's current security contractor, Security Industry Specialists, Inc. (SIS), is a known violator of workers' rights, including labor board and OSHA violations. The Seattle Office for Civil Rights (SOCR) has filed a charge against SIS for violations of sick leave law. Google and Apple have already dumped SIS. Amazon is aware of our concern about using SIS. The Human Rights Commission and City Council have also raised this issue. Amazon doesn't care.

**Alex Tsimerman** apologized for directing profanity at the Commissioners at a previous meeting. Mr. Tsimerman stated that he is an idiot, not the Commissioners. However, according to Mr. Tsimerman, the Commission has forgotten its responsibility. He stated that they are acting in their own personal interests, not for the city. New York City and Los Angeles had crime. The Commissioners are, by definition, slaves. This is more dangerous than Russia, China, or ISIS. We need to build houses for people. It's time to change the rules. This has happened before for 5,000 years of human history.

**Richard Aramburu**, a Belltown resident, made two points. First, he believes the treatment of Bell and Blanchard Streets is insufficient to meet the legal standard for providing public benefit. He argued that that space needs to be expanded significantly. Second, the interior space offered as open space is essentially internalized to Amazon's uses. Mr. Aramburu referred to a similar situation at the 2101 4th Avenue building where public open space has been walled off by the developer without consequence. He recommended the Commission question whether internalized open space is really a public benefit or whether the perimeter of the project is a better location for new open space.

**Liz Campbell** stated that both versions of the proposed Amazon development at Block 21 have been presented to the Belltown Housing and Land Use Subcommittee (BHLUS). Ms. Campbell made the following comments which she subsequently submitted to the Commission in writing:

- Of the two proposals, BHLUS prefers the design with the alley vacation to the design without. However, Bell and Blanchard Streets deserve more public realm space. BHLUS recommends the developer increase the setback on both streets, with Bell Street, slated to become a Park Boulevard, the priority street for pedestrian experience including large groupings for programming.

- The setback can be increased by reducing the internal space between the two towers—a solution that allows ample internal space and provides proper attention to public benefit. The solution honors the special designations for each street.
- If the no vacation alternate proceeds, BHLUS remains concerned about the massing on Bell Street.

### Summary of Discussion

The Commission was impressed by the team's detailed presentation of the impacts of closing the alley. The Commissioners particularly appreciated that the team's analysis expanded beyond the immediate nine-block area to include South Lake Union, the Denny Triangle, and Belltown.

However, the Commissioners struggled to understand the public realm from a pedestrian's experience. This was especially problematic for the Bell and Blanchard façades given those streets designations as Green Streets. The Commission determined that additional detail would be necessary prior to moving onto the public benefit phase.

The proposed building massing and open spaces resulting from the vacation received a mixed response. While the Commissioners recognized the value in creating a through-block connection between Downtown and Denny Park and the merit in creating larger and more inviting open spaces than possible under the no vacation scenario, the Commissioners cautioned that this approach should not diminish the ability to create an active and engaging street edge.

Accordingly, the Commissioners focused whether the public realm was improved as a result of the vacation. The Commission recognized that Block 21 continues a massing pattern begun to the south at the Amazon Rufus 2.0 project and the related alley vacations. Though they recognized the logic in this continuity, the Commissioners were nevertheless concerned about the impacts of continuing to reorient buildings away from the Avenues. There was also concern that the building overhang and curb cuts along 8th Ave detracted from the pedestrian experience.

### Action

The Design Commission thanked the project team for the presentation of the urban design merit for the Block 21 alley vacation petition. The Commission greatly appreciated the clear and comprehensive comparison between the no alley vacation and full alley vacation proposals and commended the level of detail in the analysis.

In particular, the Commission recognized the through-block pedestrian connection as an important gesture toward improving the urban fabric at a point where several neighborhoods coalesce (see Figure 4). The Commission acknowledged the effort to improve connections to and from Denny Park.

The Commission also recognized that the building placement under the alley vacation alternative creates more open and inviting spaces specifically at the northern and southern corners of the site. Providing open spaces along the street edges enhances the public realm, though the design of these spaces along 8th Avenue and the Green Streets warrants further attention. The Commission supported the 10-foot setback on Bell and Blanchard Streets and believed a larger setback could limit opportunities for successful retail.

With a **vote of 6 to 2**, the Design Commission approved the urban design merit for the petition to vacate the alley in block bounded by Bell St, 7th Ave, Blanchard St, and 8th Ave with the following condition:



*Figure 4. Looking north at the plaza along 7th Ave and the diagonal through-block connection to the corner of 8th Ave and Bell St. Denny Park is visible at left in the distance.*

1. Prior to a review of public benefit, the petitioner shall return for a detailed examination of the characteristics of the public realm on 8th Ave, Bell St, and Blanchard St, independent of any public benefit discussion.

The Commission made the following recommendations to guide the design of the public realm:

1. Continue to develop all edges of the site within the public realm with an eye to creating a usable and inviting experience for pedestrians. The diagonal connection through the site and towards Denny Park is an improvement to the urban fabric provided it does not come at the detriment of the street-facing edges of the project.
2. Given their Green Street designation, look particularly closely at the pedestrian experience on Bell and Blanchard Streets, grade challenges notwithstanding. Examine how transparency requirements create opportunities to engage pedestrians on these streets.

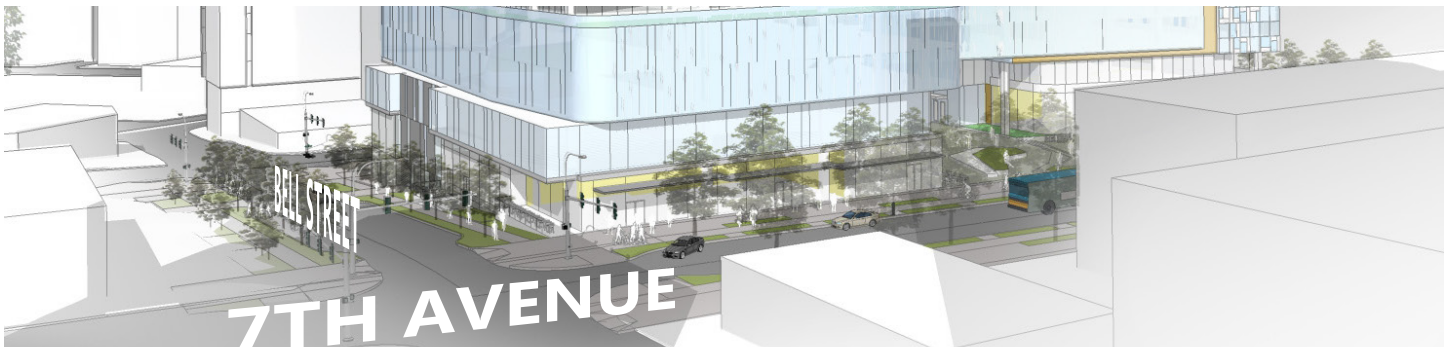


Figure 5. The Commission asked for greater detail of the pedestrian experience at the several public spaces in the proposed development and along the two Green Streets.

3. More clearly define the quality and vocabulary of the public spaces created, especially at the corner of 8th Ave and Bell St (Figure 6). The Commission struggled to understand its relationship to the public and private portions of the site. Continue to include ADA accessibility as part of the solution to the grade change.
4. Given the grade change from north to south, ensure that sightlines make it obvious to a pedestrian that the diagonal through-block connection is a continuous and publicly accessible connection through the site.

The reasons for the votes against were as follows:

**Ross Tilghman:** While I appreciate the scope of the proposed condition, I nevertheless feel there are consequences to the decisions we make as a Commission and issues we need to understand more fully as we make those decisions. I’m concerned that 8th Ave becomes the de facto service side of this project, and throughout Downtown we generally have service from Streets, not Avenues. I don’t want to further the practice of service occurring along an Avenue.

**Ellen Sollod:** I agree with Ross.

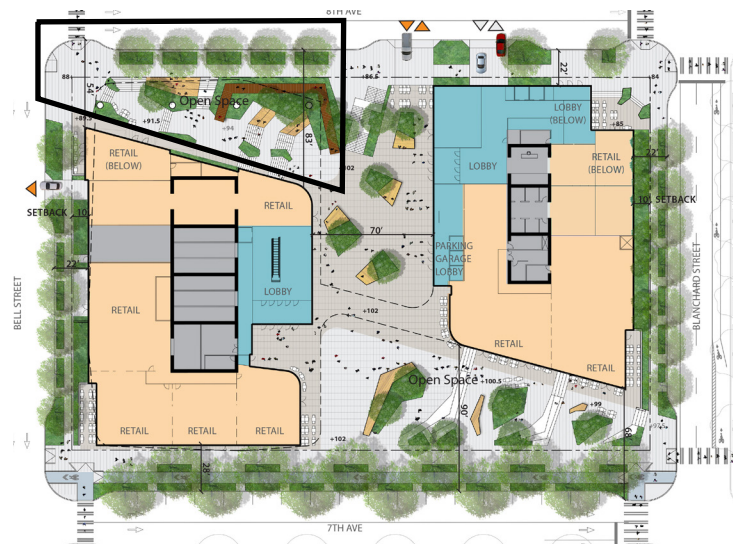


Figure 6. The Commission was especially concerned with the corner of 8th Ave and Bell St, outlined in black.

DATE 3/17/15

PROJECT SLU Community Council  
Sub-committee mtg.  
Policy and Planning Sub-Committee

WEBER THOMPSON



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MIKE McQuaid	SLUCC	206.683.8788 / mikep@uw.edu
PEARL LEUNG	SLUCC / VULCAN	206-242-2201 / pearl@vulcan
Matthew Curry	SLUCC / SLU Chambers	206-685-8769 / mcurry@uw.edu
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Jim Goodspeed	SLUCC	

**Ed Murray**  
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**Diane Sugimura**  
Director, DPD

**Shannon Loew**, Chair

**Ellen Sollod**, Vice Chair

**Brodie Bain**

**Lee Copeland**

**Thaddeus Egging**

**Rachel Gleeson**

**Grant Hromas**

**Martin Regge**

**John Savo**

**Ross Tilghman**

**Michael Jenkins**  
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**Commissioners  
Present**

Ellen Sollod, Vice Chair  
Lee Copeland  
Thaddeus Egging  
Grant Hromas  
John Savo

**Incoming Non-Voting  
Commissioners**

Rachel Gleeson

**Commissioners  
Excused**

Shannon Loew, Chair  
Brodie Bain  
Martin Regge  
Ross Tilghman

**Project Description**

The petitioner proposes to vacate the alley in the block bounded by 8th Avenue, Bell Street, 7th Avenue, Blanchard Street to facilitate a full-block commercial development. The 77,000-square-foot site is zoned DMC 340/290-400. In three buildings, the proposed development would include:

- 835,200 gross square feet of office space
- 23,000 square feet of street-level retail
- Below-grade parking for 880 vehicles

In the vacation proposal, building services would be located below grade, with primary automobile and truck access provided via two 24-foot-wide curb cuts on 8th Ave and a second parking egress on Bell St. The subject alley is 16 feet wide and 5,700 square feet in area and runs approximately northwest-southeast through the site between Bell St and Blanchard St, both of which are Green Streets. The alley network terminates at the block to the northwest; the alley network to the south was vacated as part of the adjacent Amazon Rufus 2.0 project.

**Meeting Summary**

The purpose of this meeting was to review how the project had addressed the condition adopted as part of the Design Commission's March 5, 2015, approval of urban design merit. That condition stated that "Prior to a review of public benefit, the petitioner shall return for a detailed examination of the characteristics of the public realm on 8th Ave, Bell St, and Blanchard St, independent of any public benefit discussion." The Design Commission determined that the condition had not been fulfilled. The Commission remained concerned about the impact on the pedestrian environment of the two 24-foot-wide curb cuts proposed on 8th Ave.

**Recusals and Disclosures**

John Savo disclosed that he has worked on projects for the petitioner but is not involved in this project.

**March 5, 2015**  
9:00 – 11:00 am

**Type** Alley Vacation

**Phase** Urban Design Merit

**Previous Reviews** March 5, 2015

### Project Team Present

**Mark Brands**

Site Workshop

**Patrick DiStefano**

Graphite Design Group

**Lindy Gaylord**

Seneca Group

**Holly Golden**

Hillis Clark Martin & Peterson

**Marni Heffron**

Heffron Transportation

**Ian Kell**

Seneca Group

**Peter Krech**

Graphite Design Group

**Andrew Lacko**

Graphite Design Group

**John Schoettler**

Amazon

**Pieter Van Remoortere**

Site Workshop

### Attendees

**Howard Anderson**

Denny Triangle Neighborhood Assoc.

**Beverly Barnett**

SDOT

**Lyle Bicknell**

DPD

**Liz Campbell**

Belltown Community Council

**Sam Finkelstein**

SEIU

**Matt Haney S**

SEIU Local 6

**Beth Hartwick**

DPD

**Gary Johnson**

DPD

**Susan McLaughlin**

SDOT

**Susan Meardon**

Transit Riders Union

**John Pehrson**

resident

**Greg Ramirez**

SEIU Local 6

**Val Sporenza**

SEIU Local 6

**Katie Wilson**

Transit Riders Union

## Summary of Presentation

Mark Brands introduced the outline for the presentation, which is available on the [Design Commission website](#). Peter Krech reviewed the details of the proposed alley vacation and described the site context. A series of diagrams identified the proposed street level uses, paving and planting, circulation, and access.

Mr. Brands and Mr. Krech then showed each frontage of the project in greater detail, including the proposed protected bike lane on 7th Ave, the mid-block pedestrian connection through the site, and a hillclimb on 8th Ave. Several images focused on the two 24-foot-wide curb cuts proposed on 8th Ave for service and vehicle access given the Commission's concerns about their impact on the pedestrian realm. Mr. Krech and Mr. Brands also described the design of Bell St and Blanchard in greater detail given their Green Street designation.

Mr. Brands presented a draft street concept plan for Bell St; he indicated this would be proposed as part of the public benefit package that the Commission will review at a subsequent meeting. A series of perspectives compared the character and geometry of Bell St in Belltown and Denny Triangle.

## Agency Comments

**Lyle Bicknell**, DPD, stated that the challenge that an alley vacation presents is relocating access to the streets. He offered three comments:

1. First, Mr. Bicknell recommended reducing the width and height of the garage openings on 8th Ave.
2. Second, he emphasized that successful public open space requires clear and unobstructed sightlines so that an average person can determine that it is possible to move through the space. He also cautioned that open space that is not open to the sky is problematic, especially if proposed as public benefit.
3. Third, Mr. Bicknell expressed disappointment that the Bell St design as shown in the presentation incorporated none of the geometries or design vocabulary from the Bell Street Park. He found it difficult to differentiate Bell St from Blanchard St even though Bell St has a distinct vocabulary and the project offers opportunities to continue that design through the seating, lighting, geometry, and landscape palette.

Mr. Bicknell commended how the Bell St design had evolved to be more pedestrian oriented. Finally, he suggested that the petitioner consider wrapping the design vocabulary of Bell St around the corner onto 8th Ave.

**Susan McLaughlin** offered comments on both the project design as presented and the proposed concept plan for Bell St. Regarding the project design, Ms. McLaughlin stated that the quantity of on-street parking proposed on Bell St and Blanchard St seemed excessive and recommended the petitioner look to how the Bell Street Park design accommodates on-street parking. She also stated that Bell St at the project's frontage could function with only one travel lane. Regarding the proposed Bell St concept plan, Ms. McLaughlin said she has encouraged the petitioner to consider an option that assumes that buses will not use Bell St in the future.

**Beverly Barnett** echoed Mr. Bicknell's and Ms. McLaughlin's comments. She particularly emphasized the concern about relocating back-of-house functions to the street as a result of the alley vacation. She also agreed that, as the first designated Green Street in Seattle, Bell St is a special street that warrants greater design attention than shown in the presentation.

## Public Comments

**John Pehrson** endorsed Mr. Bicknell’s and Ms. McLaughlin’s comments. Mr. Pehrson referred to the Council Street Vacation Policies, which state that vacations shall not be approved if the development would result in additional shadowing of parks and other public spaces. Mr. Pehrson stated that the proposed vacation would result in more shadows of Denny Park, the oldest park in Seattle, whereas the no vacation alternative includes a setback that reduces shadowing.

**Matt Haney** spoke on behalf of SEIU Local 6, a union that represents janitors and service employees. Mr. Haney said his organization wants to hear how the Design Commission interprets public benefit. In Mr. Haney’s eyes, the proposed public benefit appears to be an investment in Amazon’s own infrastructure, instead of affordable housing, transportation, or worker’s rights — which Mr. Haney believes are true public benefits. He stated that he hopes the petitioner offers more as public benefit.<sup>1</sup>

**Howard Anderson** referred to the letter that he submitted to the Commission prior to today’s meeting. He noted that the density of the Denny Triangle neighborhood is the second highest in the city. Mr. Anderson stated that the Denny Triangle Neighborhood Association wants to see development that provides public amenities and supports an 18-hour type of neighborhood rather than merely a commercial tower. For those reasons, the Association remains strong in support of the petition to vacate the alley at Block 21. Specifically, the Association appreciates the proposed setbacks and protected bike lane. Mr. Anderson was critical of the notion of reducing Bell St to one travel lane similar to the current condition between 1st Ave and 5th Ave. He argued that the City must preserve roadway width to allow for transit and the traffic this and other projects will generate and that the square footage for public amenity space should come from the project site, not the right-of-way.

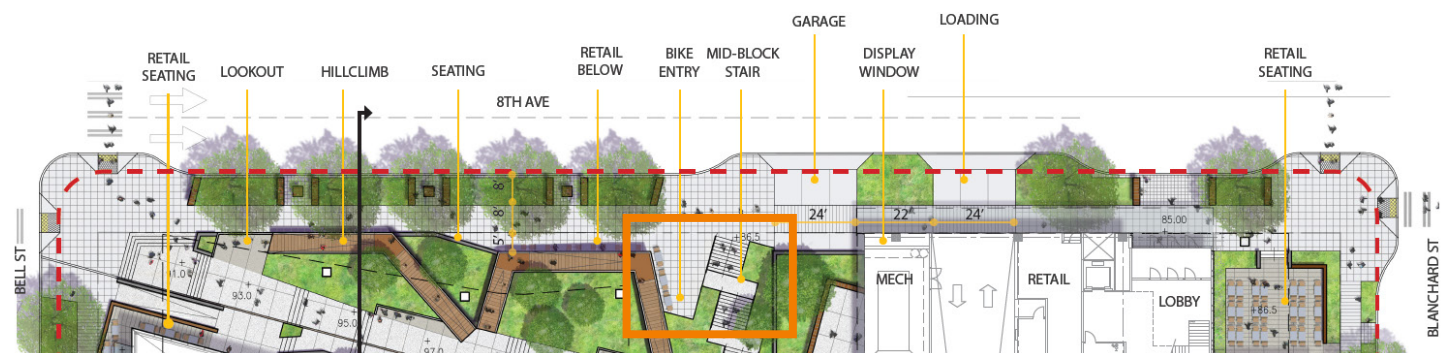
**Liz Campbell**, a member of the Belltown Community Council, stated that she supports Mr. Bicknell’s points about the Bell St design.

## Summary of Discussion

Following the presentation, the Commissioners discussed the project’s impacts on each of the abutting rights-of-way. They acknowledged that the portion of Bell St abutting the site has more significant grade changes than the portion of Bell St in Belltown, including Bell Street Park, and agreed that the proposed terraces on Bell St were a good solution to these conditions. That said, the Commissioners also concluded that the project should interpret and incorporate features of the Bell Street Park design into this portion of the Bell St Green Street. The Commissioners also agreed that the quantity of on-street parking shown in the presentation on both Bell St and Blanchard St appeared detrimental to the pedestrian environment and Green Street design.

On 7th Ave, the Commissioners appreciated the removal of steps between the corner of 7th Ave and Blanchard St and the mid-block connection and believed the diagonal connection through the site via the 8th Ave hillclimb would be inviting to people.

However, the Commission remained concerned about the two curb cuts proposed on 8th Ave. The Commissioners believed the presentation had not contained enough information to support this solution over a different approach with less impact on the pedestrian realm, and based on the previous presentation from March 5, 2015, there was some confusion about the proposed turn movements in and out of the garage. The Commission recommended fur-



**Figure 1.** Proposed design for 8th Ave. The Commission was concerned about the stair and recessed bike entry outlined in orange.

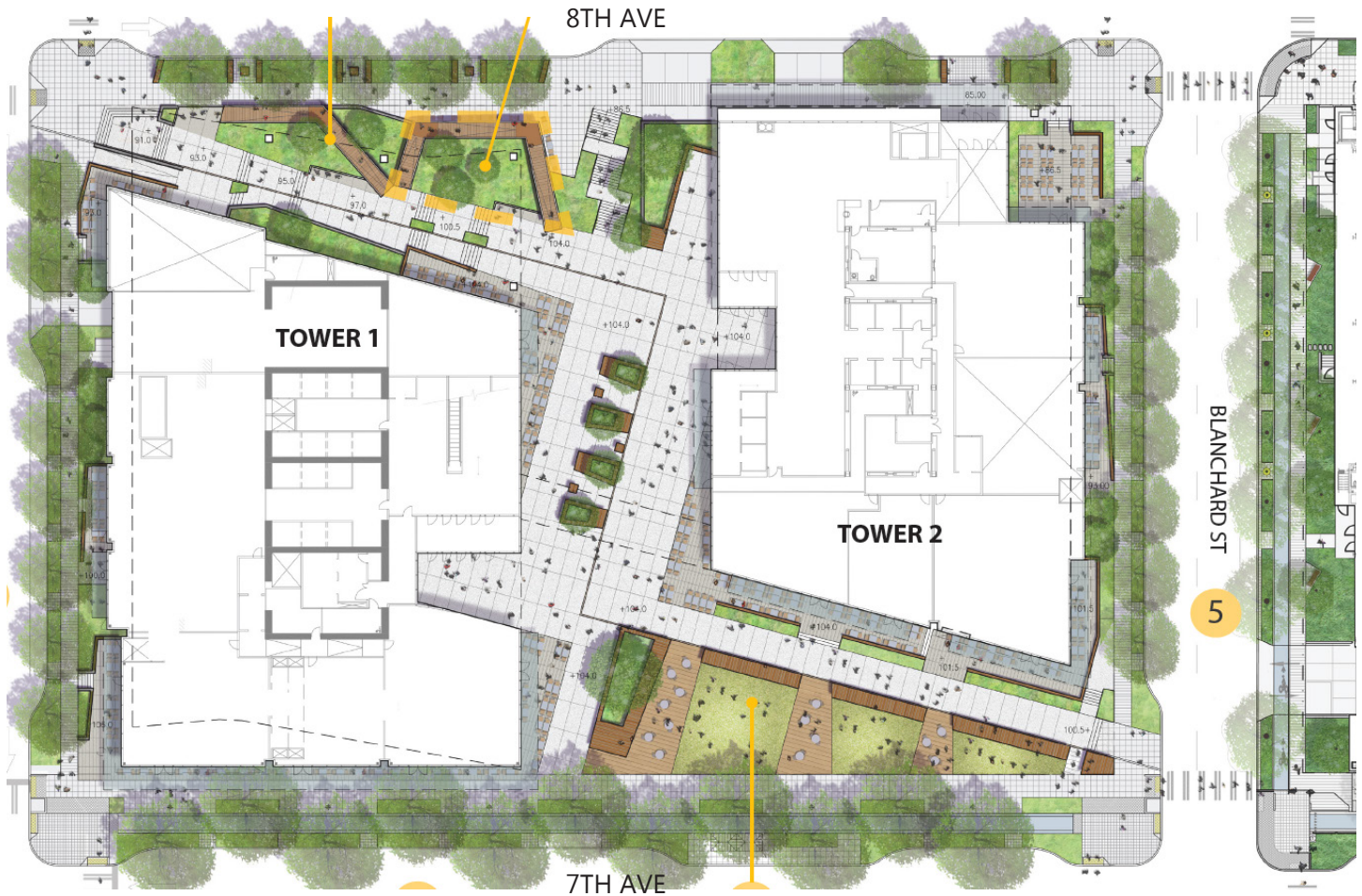
<sup>1</sup> Following this comment, the Director recommended that Mr. Haney refer to the [City Council’s Street Vacation Policies](#), which outline acceptable public benefits.



ther study of options for access that would minimize the impact on the public realm. The Commissioners were also concerned about the recessed entry to the bicycle storage, outlined in Figure 1, and recommended the petitioner explore creating a more generous stair at mid-block.

### Action

The Design Commission thanked the petitioner for the presentation. The Commission particularly appreciated additional detail about the proposed treatment of Bell St and Blanchard St, the proposed open spaces, the plaza space at the corner of 8th Ave and Blanchard St, and the accessible route through the 8th Ave Hillclimb, as shown in Figure 2.



**Figure 2.** Illustrative site plan showing the proposed plaza spaces and 8th Ave Hillclimb.

With a **vote of 2 to 3**, the Design Commission determined that the petitioner had not met the condition from the March 5, 2015, review. As a result, the Commission requested that the petitioner return to the Design Commission prior to a review of public benefit to fulfill the condition as part of the urban design merit phase of review.

The Commission provided the following comments to guide the design of the public realm:

1. The Commission remains concerned about the impact on the pedestrian environment of the two 24-foot-wide curb cuts on 8th Ave. The Commission requests further exploration of options to consolidate, narrow, reduce the height of, and/or otherwise minimize the impact of the curb cuts on the public realm. The Commission also requests additional information on how a unified or reduced access point on 8th Ave would affect traffic operations in relation to the secondary egress on Bell St.

The Commission also requested that the petitioner address the following issues related to Bell and Blanchard streets:

2. Further develop the Bell St design, including how reducing the travel lanes from two to one would result in green street design improvements.
3. Interpret and incorporate attributes of Bell Street Park that occur west of 5th Ave onto this portion of the Bell St Green Street, including open space, seating, landscape, lighting, and the relationship between retail frontage and the public realm.

4. Incorporate additional landscape and seating and reduce the quantity of on-street parking on Blanchard St.

The reasons for the votes against were as follows:

**Thaddues Egging:** I'm not comfortable with how the garage entrances have been resolved. Before we consider public benefit, there needs to be additional information and evaluation of this aspect of the project.

**Grant Hromas:** I share Thaddeus's concerns. I also believe that the designs of Bell St and Blanchard St warrant further attention given their role as important Green Streets.

**Ellen Sollod:** I concur with Thaddeus and Grant. I am also concerned that, if the condition before us today were approved and subsequently Bell St is not included as a public benefit item, the approach we saw today is what would go forward.

Director's note: Following this meeting, the petitioner provided staff a copy of a DPD permit decision from February 2015 that authorizes two curb cuts on 8th Ave. The details regarding this decision were not discussed as part of the presentation. When the petitioner returns for the next meeting, the focus will be 1) resolution of items 2-4 above and 2) a briefing and potential vote on public benefit. While the permitting decision approving two curb cuts was issued prior to the Commission's recommendations and direction on the issue, the Commission may still make recommendations to the Council on the advisability of a two-curb-cut solution on 8th Ave.

**Ed Murray**  
Mayor

**Diane Sugimura**  
Director, DPD

**Shannon Loew**, Chair

**Ellen Sollod**, Vice Chair

**Brodie Bain**

**Lee Copeland**

**Thaddeus Egging**

**Rachel Gleeson**

**Grant Hromas**

**Martin Regge**

**John Savo**

**Ross Tilghman**

**Michael Jenkins**  
Director

**Valerie Kinast**  
Coordinator

**Nicolas Welch**  
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**Joan Nieman**  
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### Commissioners Present

Shannon Loew, Chair  
Ellen Sollod, Vice Chair  
Brodie Bain  
Lee Copeland  
Rachel Gleeson  
Grant Hromas  
Martin Regge  
John Savo

### Commissioners Excused

Thaddeus Egging  
Ross Tilghman

### Project Description

The petitioner proposes to vacate the alley in the block bounded by 8th Avenue, Bell Street, 7th Avenue, Blanchard Street to facilitate a full-block commercial development. The 77,000-square-foot site is zoned DMC 340/290-400. In three buildings, the proposed development would include:

- 835,200 gross square feet of office space
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- Below-grade parking for 880 vehicles

In the vacation proposal, building services would be located below grade, with primary automobile and truck access provided via two 24-foot-wide curb cuts on 8th Ave and a second parking egress on Bell St. The subject alley is 16 feet wide and 5,700 square feet in area and runs approximately northwest-southeast through the site between Bell St and Blanchard St, both of which are Green Streets. The alley network terminates at the block to the northwest; the alley network to the south was vacated as part of the adjacent Amazon Rufus 2.0 project.

### Meeting Summary

The Design Commission took two separate actions:

#### **I. Compliance with condition from urban design merit approval**

The petitioner presented updated drawings to show compliance with the following condition that the Commission adopted March 5, 2015, in its approval of the urban design merit of the vacation:

*“Prior to a review of public benefit, the petitioner shall return for a detailed examination of the characteristics of the public realm on 8th Ave, Bell St, and Blanchard St, independent of any public benefit discussion.”*

At the May 7, 2015, meeting, the petitioner presented initial designs to comply with the condition. The Commission voted 2 to 3 against the initial proposal. At the June 4, 2015, meeting, the petitioner presented an updated design including the following features:

1. Revised and narrowed curb cuts on 8th Ave
2. Widened sidewalk on 8th Ave

June 4, 2015  
9:00 am – 12:00 pm

Type  
Alley Vacation

Phase  
Urban Design Merit review of conditions  
Public Benefit

Previous Reviews  
March 5, 2015  
May 7, 2015

Project Team Present

- Brian Bishop**  
Site Workshop
- Mark Brands**  
Site Workshop
- Patrick DiStefano**  
Graphite Design Group
- Lindy Gaylord**  
Seneca Group
- David Hudacek**  
Seneca Group
- Ian Kell**  
Seneca Group
- Peter Krech**  
Graphite Design Group
- Andrew Lacko**  
Graphite Design Group
- John Schoettler**  
Amazon
- Pieter Van Remoortere**  
Site Workshop

Attendees

- Howard Anderson**  
Denny Triangle Neighborhood Association
- Beverly Barnett**  
SDOT
- Lyle Bicknell**  
DPD
- Frank Cifuentes**  
SEIU Local 6
- Sam Finkelstein**  
SEIU International
- Matt Haney**  
SEIU Local 6
- Beth Hartwick**  
DPD
- John Marek**  
SDOT
- Susan McLaughlin**  
SDOT
- Michele Sarlitto**  
EA Engineering, Science, and Technology
- Lish Whitson**  
City Council Central Staff

3. Revised streetscape on Bell St, including design elements incorporated from Bell Street Park
4. Widened sidewalk and reduced parking on Blanchard St

Following their deliberation, the Commissioners voted 8 to 0 to approve the updated design. The Commission also indicated that they appreciated the team’s efforts to make substantial improvements to the public realm design in a short period of time.

**II. Public benefit package**

The Commission voted 8 to 0 to approve the public benefit package consisting of the following items:

1. 8th Ave Hillclimb
2. Bell St setback
3. Blanchard St setback
4. 7th Ave improvements and protected bike lane
5. 8th Ave improvements
6. Blanchard St improvements
7. Bell St improvements
8. 8th Ave & Bell St raised intersection
9. Bell St protected bike lane
10. Bell Street Concept Plan

**Recusals and Disclosures**

John Savo disclosed that he has worked on projects for the petitioner but is not involved in this project.

**Urban Design Merit — review of conditions**

**Summary of Presentation**

John Schoettler described Amazon’s goals to develop a neighborhood that is inclusive and welcoming to all people, not just Amazon employees.

Peter Krech introduced the outline for the presentation, which is available on the [Design Commission website](#). First, Mr. Krech addressed the outstanding condition from the Commission’s March 5 approval of urban design merit. Mr. Krech showed an update to the proposed curb cuts for vehicle and loading access on 8th Ave, as shown in Figure 1. The two 24-foot-wide curb cuts proposed on May 7 were narrowed to 20 feet for vehicles and 18 feet for loading. Mr. Krech explained that the automobile access is located away from the property line to improve the pedestrian experience, as shown in Figure 3.



Figure 1. Updated plan for the 8th Ave streetscape, including narrower curb cuts for vehicle and loading access.

Mark Brands showed changes to the proposed curb line compared to the May 7 presentation. Mr. Brands described how narrowing 8th Ave to one lane

north- and southbound allows for the improvements to pedestrian safety near the vehicle and loading access. Mr. Brands also described changes to Bell St and Blanchard St and the petitioner’s coordination with DPD and SDOT on the design of these streets.

**Agency Comments**

**Lyle Bicknell** stated that the proposal was a vast improvement from the previous design. Mr. Bicknell saw clear and substantial public realm improvements in the plan, particularly in the right-of-way. He said the improvements to Bell St are more consistent with the aspirations of the City and public. Mr. Bicknell then stated that the onus is now on the City to fully permit the innovative and nonstandard design shown in the presentation and requested the Commission’s support.

**John Marek** stated that he liked the petitioner’s approach to 8th Ave and Bell St. However, he acknowledged that some uncertainty remained about traffic operations in this area. Mr. Marek explained that King County Metro’s proposed changes to Westlake Ave could push traffic to 9th Ave and alter traffic circulation near the project site. Mr. Marek said that, while he likes the concept of additional pedestrian and green space along 8th Ave, SDOT has not yet determined if one lane north- and southbound on 8th Ave is feasible.

**Action**

The Design Commission thanked the petitioner for addressing the condition of its March 5, 2015, approval of urban design merit. The Commission saw substantial improvement to the public realm design.

With a **vote of 8 to 0**, the Design Commission determined that the petitioner had fulfilled the outstanding condition. This constitutes final approval of the urban design merit phase of the Commission’s review of the petition to vacate the alley in the block bounded by 8th Ave, Bell St, 7th Ave, and Blanchard St.

The Commission emphasized its support of the proposed curb line on 8th Ave, as shown in Figure 2, and encouraged SDOT to follow through with permitting this design.



Figure 2. Revised curb line, previously proposed curb line (blue dashed line), and existing curb line (red dashed line) on 8th Ave.



Figure 3. Revised curb cuts for vehicle and loading access on 8th Ave.



- ON-SITE**
- 1 8th Avenue Hillclimb
  - 2 Blanchard Street Setback
  - 3 Bell Street Setback
- PUBLIC R.O.W.**
- 4 7th Avenue Improvements & Cycle Track
  - 5 8th Avenue Improvements
  - 6 Blanchard Street Improvements
  - 7 Bell Street Improvements
- OFF-SITE**
- 8 8th & Bell Intersection
  - 9 Bell Street Cycle Track
  - 10 Bell Street Concept Plan

Figure 4. Proposed public benefit package. Refer to the action for the full description of each public benefit item.

**Public Benefit**

**Summary of Presentation**

Mr. Krech introduced three categories of proposed public benefit items, as shown in Figure 4.

Mr. Brands described the proposed materials for the 8th Ave Hillclimb. Sketches and renderings illustrated the 8th Ave streetscape and showed the proposed overhead weather protection at the vehicle and loading access points. Mr. Brands described how the 10-foot-wide voluntary building setback on Blanchard St allows for retail spaces that engage the public realm despite the street’s seven percent grade.

Mr. Brands then presented the revised design of Bell St, incorporated the geometry, curb and gutter, finishes, furnishings, and other elements from Bell Street Park. However, he noted that the roadway would retain an orthogonal grid as a signal that pedestrians should not cross mid-block as they can at Bell Street Park.

Mr. Brands also described the proposed planting for the site, which includes a range of native plants that will also complement the landscape at the adjacent Rufus 2.0 development.

Finally, Mr. Brands described several off-site public benefits, including a raised intersection at 8th Ave and Bell St, a protected bike lane on Bell St between 7th Ave and Denny, and a final draft Bell Street Concept Plan.

**Agency Comments**

**Susan McLaughlin** praised the petitioner’s response to previous City comments. Ms. McLaughlin stated that the proposed concept plan complements the Bell Street Park while meeting the operational needs for Bell St in the Denny Triangle. She appreciated that the proposal incorporates the design vocabulary from Bell Street Park and said extending the scoring pattern into private property helps to blur the boundaries between the public and private realm. Ms. McLaughlin acknowledged that SDOT is still reviewing some aspects of the proposal, such as raised intersections but supports the draft concept plan at this stage. She explained that, eventually, the concept plan will be adopted into the Right-of-Way Improvements Manual, but implementation will remain voluntary.

**Beverly Barnett** echoed the comments of Lyle Bicknell and Susan McLaughlin. She appreciated that the project evolved substantially in response to comments from the Commission and members of the public. Ms. Barnett em-

phasized the distinction between 1) elements that enliven a space and make the project successful and 2) true public benefit that serves all people, even those without some other reason to be there or not looking to spend money. She stated that she saw clearer definition in this proposal and commended the petitioner’s approach to dealing with grade changes. Ms. Barnett said an outstanding concern was the 8th Ave Hillclimb, since that public benefit space is covered, but acknowledged that it seemed to work due to its proximity to the right-of-way. Lastly, Ms. Barnett encouraged the Commission to consider on- versus off-site public benefit.

**Beth Hartwick** explained that she brings this project through the City’s Design Review process. Ms. Hartwick said the last meeting was in January; she was unsure if the Design Review Board (DRB) members were following project updates. Given previous DRB feedback at the Early Design Guidance phase, Ms. Hartwick said the DRB was likely to be pleased with the new direction. However, she acknowledged that the Board may have comments about some of the on-site public benefits where the Board has purview.

**Public Comments**

**Howard Anderson** said the Denny Triangle Neighborhood Association was very excited about the project and happy with the progress in the public realm design. Mr. Anderson particularly liked the mid-block connection because, in his view, large blocks with alleys do not work. He stated that the connection shown in the presentation will make this area available to all people, now and in the future, during the day and at night. He thanked Amazon for going the extra distance and praised the protected bike lane and expansion of the pedestrian environment.

**Matt Haney** stated that his organization, SEIU Local 6, has heard previous guidance to focus comments on the elements over which the Design Commission has purview; Mr. Haney said that was his intent. However, since the presentation materials were not available until two days prior to the meeting, he was not prepared to make comments. Mr. Haney stated that previous concerns about how the project might cast shadows on Denny Park were not addressed today. He also inquired about whether the 8th Ave Hillclimb provided ADA access; the petitioner confirmed that it does.

**Summary of Discussion**

The Commission discussed each category of public benefit. The Commissioners were supportive of the 8th Ave Hillclimb, particularly the proposed ramps that provide an accessible route to the 7th Ave plaza. They encouraged the design team to explore other opportunities along this route to accommodate additional standing or seating areas, provided that it does not affect ADA compliance. The Commission identified the landscaping in the mid-block connection as an area for further attention to ensure members of the public feel invited into and through this space.



Figure 5. The proposed 8th Ave Hillclimb would provide ADA access from 8th Ave and Bell St to the mid-block connection and 7th Ave plaza.

The Commissioners also supported the proposed public benefits in the right-of-way and appreciated the petitioner’s responsiveness to previous comments about the design of the Bell St Green Street. They appreciated that the protected bike lane on Bell St would extend from 7th Ave past the project site to Denny Way and commended the inclusion of a planted buffer. The Commissioners also discussed opportunities for the proposed display window on 8th Ave and encouraged the team to explore programming or design enhancements for this space.

Finally, the Commission was pleased with the development of the Bell Street Concept Plan and encouraged the team to develop as bold a vision as possible in order to encourage continuity along Bell St from 1st Ave to Denny. The Commissioners praised the petitioner for coordinating with relevant agencies to enhance these concept designs. However, the Commissioners noted that the concept plan did not address stormwater management. The Commis-

sion encouraged the petitioner to consider using the street grade to express stormwater and incorporate it into the proposed plantings.

**Action**

The Design Commission thanked the petitioner again for presenting the public benefit package for the Block 21 alley vacation petition. The Commission commended the petitioner for working closely with DPD and SDOT on the Bell Street Concept Plan. The Commission also appreciated the petitioner’s consistent responsiveness to previous recommendations regarding the public spaces throughout the project site.

With a **vote of 8 to 0**, the Design Commission approved the public benefit package for the petitioner to vacate the alley in the block bounded by 8th Ave, Bell St, 7th Ave, and Blanchard St. The Commission recognized the following public benefit items:

Public benefit item	Description	Area (sq ft)
8th Ave Hillclimb	Provide accessible ramp from corner of 8th Ave and Bell St to mid-block plaza, native landscape, seating elements, lighting, and overhead soffit element.	12,000
Blanchard St Setback	Provide 10-foot-wide building setback along Green Street for landscaping and seating elements.	1,162
Bell St Setback	Provide 10-foot-wide building setback along Green Street for landscaping and seating elements.	1,090
7th Ave improvements and protected bike lane	Provide expanded pedestrian streetscape, including landscaping, lighting, elevated two-way protected bike lane, double allée of street trees, seating elements, bus stop, and enhanced curb bulbs at corners of Bell St and Blanchard St.	4,750
8th Ave improvements	Provide expanded pedestrian streetscape through curb alignment and bulb-outs at intersections, enhanced landscaping, lighting, and seating elements.	4,060
Blanchard St improvements	Provide expanded pedestrian streetscape through curb alignment and bulb-outs at intersections, enhanced landscaping, lighting, and seating elements.	755
Bell St improvements	Provide expanded pedestrian streetscape through curb alignment and bulb-outs at intersections, enhanced landscaping, lighting, and seating elements.	1,829
8th Ave & Bell St intersection	Provide raised intersection and crosswalks to enhance pedestrian safety. Improve curb bulbs on adjacent lots.	5,372
Bell St protected bike lane	Provide in-street, separated two-way protected bike lane from 7th Ave to Denny Way.	4,503
Bell Street Concept Plan	Provide conceptual street plan from 5th Ave to Denny Way to continue Bell Street Park design character.	n/a

The Commission offered the following comments concerning the public benefit package:

1. The Commission encourages SDOT and King County Metro to eliminate bus layovers on Bell St. The Commission recommends the City explore storing buses on City land, not on public right-of-way.
2. The Commission recommends that the DRB consider and encourage the integration and continuation of the landscape plan throughout the site, particularly as a way to welcome the public into and through the internalized public spaces and mid-block connection (see Figure 6).
3. The Commission asks that the petitioner and SDOT explore ways to retain the proposed curb line on 8th Ave as shown in the presentation (see Figure 2).



*Figure 6. The Commission recommended the DRB consider how the landscape continues into and through the mid-block connection to welcome members of the general public.*

4. The Commission encourages the petitioner to be as forward-thinking as possible with the Bell Street Concept Plan, shown in Figure 7 below, so that it integrates the frontages of future development projects towards a facility as successful for pedestrians and bicycles as Bell Street Park. Consider opportunities to include raised intersections beyond 7th Ave and 8th Ave, narrow the roadway to one travel lane, and use the topography of the street to integrate stormwater into the proposed plantings.



*Figure 7. Proposed Bell Street Concept Plan from 5th Ave to Denny Way.*

This is the final time the Commission expects to review the Block 21 alley vacation petition. Approval of both urban design merit and public benefit constitutes the Commission’s recommendation to SDOT that the vacation be granted. Ultimate the City Council makes the final decision whether to vacate the right-of-way.



# City of Seattle

Department of Planning & Development  
D. M. Sugimura, Director

DESIGN  
REVIEW

## RECOMMENDATION MEETING OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3018578  
Address: 2200 7<sup>th</sup> Ave  
Applicant: Peter Krech, Graphite Architecture  
Date of Meeting: Tuesday, September 8, 2015  
Board Members Present: Dan Foltz (sub)  
Anjali Grant  
Murphy McCullough (Chair)  
Gundula Proksch  
DPD Staff Present: Beth Hartwick, Senior Land Use Planner

### SITE & VICINITY

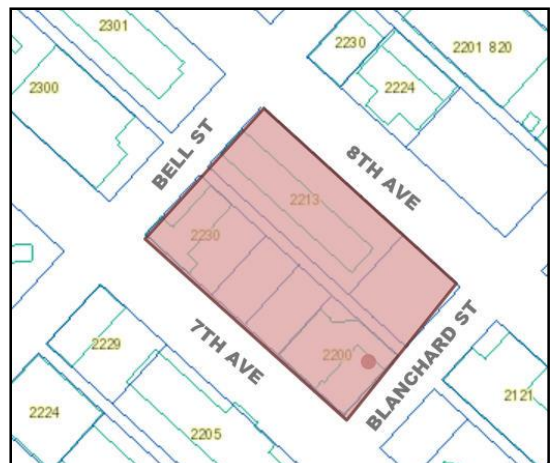
Site Zone: DMC 340/290-400

Nearby Zones: (North) DMC 240/290-400  
(South) DMC 500/300-500.  
(East) DMC 240/290-400  
(West) DMC 340/290-400

Lot Area: 77,760 Sq. Ft.

**Current Development:** On the west side of the alley the site is predominately surface parking with two single story structures occupied by a car rental company, and a restaurant. On the east side of the alley is a 3 story structure that was built as a hotel and is currently being used as housing for a college.

**Access:** The block is bound by streets on all four sides and an alley which bisects the block.



**Environmentally Critical Areas:** None

**Surrounding Development and Neighborhood Character:** The nearby blocks and neighborhood is experiencing rapid transition from a low density, under used area of surface parking and smaller scale retail structures and hotels. New high rise office development is under construction on the two blocks to the south, with another block of office use planned for the block across Blanchard St. from the site, under MUP #3013154. Across 8<sup>th</sup> Ave is a planned residential tower. A couple blocks to the west a large residential development is under construction. Across Bell St. is a single story mid-century office building and four story hotel and across 7<sup>th</sup> Ave is a 4-story hotel, and a single story retail structure.

The site is served by multiple bus lines and is within easy walking distance of Westlake Center and the Westlake Station of the downtown tunnel with metro bus and light rail service. The South Lake Union streetcar runs down Westlake Ave a few blocks to the east. 7th Avenue is a primary bike corridor, with a planned cycle track. Bike traffic crisscrosses the neighborhood on multiple streets, including Bell and Blanchard St.

Recreational opportunities and green space are available with Denny Park to the north and the proposed park at Westlake and 8th Ave.

#### **PROJECT DESCRIPTION**

At the time of the Recommendation meeting the proposal was for a full block development in the Denny Triangle Urban Center Village, with approx. 834,430 sq. ft. of office space and approx. 26,000 sq. ft. of retail space at the ground level of three buildings. Approx. 877 parking spaces will be provided below grade. An alley vacation is required for approval of development.

<b>Initial Early Design Guidance    November 18, 2014</b>
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The packet includes materials presented at the meeting, and is available online by entering the project number (3018578) at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp).

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

**Mailing    Public Resource Center**

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

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

#### **DESIGN DEVELOPMENT**

The applicant presented three options.



Option 1 is the code compliant option, developed with one building containing 835,000 sq. ft. of office space, and 30,000 sq. ft. of at grade retail, over four full levels of below grade parking. The building is “L” shaped for the first seven stories, with a tower rising to 24 stories at the northern portion of the site. The structure is set back forty-five feet from Blanchard St., with ground level open space at the southern and southwestern portion of the site.

The pedestrian office entries are located mid-block, on 8<sup>th</sup> Ave and through the open space at 7<sup>th</sup> Ave. The entry lobby bisects retail space at the base of the office tower along 7<sup>th</sup> Ave, Bell St. and 8<sup>th</sup> Ave., and retail space facing south off the open space. Parking and loading functions are accessed from curb cuts along 8<sup>th</sup> Ave.

Option 2 is developed with two building containing 835,200 sq. ft. of office space, and 30,000 sq. ft. of at grade retail, over four full levels of below grade parking. The larger 24 story tower takes up the northern half of the block. The smaller 7-story building is located at the southwest portion of the site and is set back sixty-two feet from 8<sup>th</sup> Ave. providing ground level open space. The two structures are separated by fifty feet of open space connecting 7<sup>th</sup> and 8<sup>th</sup> Avenues creating a mid-block through block connection.

The office entries are located off the open space between the buildings, from Bell St and through the open space at 7<sup>th</sup> Ave. The entry lobby bisects retail space at the base of the office tower along 7<sup>th</sup> Ave, Bell St. and 8<sup>th</sup> Ave., and retail space facing south off the open space. Parking and loading functions are accessed from curb cuts along 8<sup>th</sup> Ave. and a curb cut on Bell St. is for exiting from the garage.

Option 3 is the applicants preferred option, developed with three building containing 835,200 sq. ft. of office space, and 30,000 sq. ft. of at grade retail, over four full levels of below grade parking. The 24 story tower takes up the northern portion of the block. The smaller 7-story building is situated at the southeast portion of the site and is connected to the tower with a two story bridge about 28’ above grade. A small single story retail building faces 7<sup>th</sup> Ave west of the 7-story structure. At grade the two smaller structures are separated from the tower by 75 feet of open space connecting 7<sup>th</sup> Ave. to a plaza along 8<sup>th</sup> Ave. that leads down to grade at Bell St. under the tower above, creating an angled through block connection. Open space between the two smaller structures provides a pedestrian connection from the corner of Blanchard St. and 7<sup>th</sup> Ave. to the mid-block open space.

The office lobbies are oriented towards 8<sup>th</sup> Ave with entries located off the mid-block open space and 8<sup>th</sup> Ave. In the tower, retail space faces Bell St., 7<sup>th</sup> Ave. and the mid-block open space. Retail space in the 7-story building fronts Blanchard St. and the open space between the three structures. Parking and loading functions are accessed from curb cuts along 8<sup>th</sup> Ave. and a curb cut on Bell St. is for exiting from the garage.

#### **COMMENTS FROM THE DESIGN COMMISSION**

The following comments were received from the Design Commission Staff and were read at the meeting by the DPD Land Use Planner:

The Design Commission had comments related to the following:

- The quality of the pedestrian environment along 8<sup>th</sup> Ave.

- High quality, functional and usable open space, there is concern that the amount of open space required to meet code may make it difficult to provide adequate public benefits on site.
- They will be interested in seeing more information about the proposed public benefit package and Green St. improvements, including how the proposed Bell St. curb cut will work on a Green street.

## **PUBLIC COMMENT**

The following public comments were offered at the meeting:

- Encouraged the Board to ensure that the public benefits created by the alley vacation are a 'level above' what would normally be provided.
- Encouraged the Board to use their insight when providing guidance relating to the public interest and public spaces on the outside of the building, especially Bell St.

<h2><b>PRIORITIES &amp; BOARD RECOMMENDATIONS</b></h2>
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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.

### **INITIAL EARLY DESIGN GUIDANCE: November 18, 2014**

As this project is requesting an alley vacation much of the Board's guidance was about how the proposed on site open space should interface with the streetscape. As the placement of the buildings on the site is what creates the opportunities for successful open space, much of the guidance on the massing was given in this context.

**1. Massing at Grade: The Board gave guidance to pursue whatever massing option provides better public open space, but expressed they would support a version of the preferred Option 3 if it is well designed and provides well designed open space. (B3, B4)**

- a. Pursue Option 3 with more transparency at the ground level open space and resolve how the through block connection will work to engage the development with the street. Erode the corner of the tower at Bell St. and 8<sup>th</sup> Ave. and the three-story plinth. (B4.1&2)
- b. Consider development of Option 2 that incorporates a shifting and narrowing of the lower building to create better open space. (B4.1)
- c. Consider combining Options 1 and 2 to provide an option with all open space accessible at grade. (B4.1)
- d. Consider a development of Option 1 that narrows the building to provide more open space along the two green streets, Bell and Blanchard St. (B4.1)
- e. Consider moving the massing back at grade to provide relief on the green streets, Bell and Blanchard St.(B1.1, B3.3, C1.3)

**2. Upper Massing: The Board gave the following guidance on the development of the upper level massing of the Options. (A2, B4.2, C2)**

- a. Provide significant modulation and strong articulation of the shaft and tower in Option 3.
- b. The Board encouraged the ‘gap’ between the top of the podium and the tower in Option 3. (A2, B4)
- c. Work with the ‘yellow ribbon’ concept presented in Option 3, which represents a two to three story ‘band’ wrapping around and through the site. Consider bringing the ribbon up the tower. (A2, B4)
- d. Redesign the ‘odd’ proportions of the tower with modulation and façade treatment. (C2.1)
- e. The Board indicated some support for the massing of the tower on Option 2, noting the massing of the preferred option 3 tower was bulky. (B4)

**3. Relationship to the Street: The Board emphasized the importance of how the on-site uses will interface with the street and noted that any benefits need to be for the public. Direct connect to the street is key. (B3, B4, C1, D1.1&2)**

- a. Make the site porous and inviting to pedestrians along 8<sup>th</sup> Ave. (C1, D1)
- b. Pursue an Option 3 design with more transparency at the ground level open space and resolve how the through block connection will work to engage more with the street. (C1.3, C3.1)
- c. Consider lowering the through block open space in Option 3 so it accessible at grade on both 7<sup>th</sup> and 8<sup>th</sup> Avenues. The open space on the podium along 8<sup>th</sup> Ave will create a disconnect between the street and the sidewalk. (B3.1)
- d. Consider placing uses other than offices at the lower floors that would provide a different design treatment near the street. (C1.3, C3.1)
- e. Provide access to the open space at grade as presented in Option 2. (D1)

**4. Open Space: The Board directed the applicant to program the on-site open space to enhance public benefits. (D1.1&2, D2, D3, D5, D6)**

- a. Design the access to all open space to be easily accessible and useable for the public. (D1.1&2)
- b. Consider lowering the through block open space in Option 3 so it accessible at grade on both 7<sup>th</sup> and 8<sup>th</sup> Avenues. (B3.1)
- c. Provide easily accessible public space. Program the open space and retail space to complement each other, and relate to the two green streets, Bell and Blanchard St. (B1.1)
- d. Design the scale of the open space so that it will appear inviting when empty. (D2.1, D3, D5, D6)
- e. Resolve the open space of the preferred Option 3 to meet the street, feel comfortable, and be activated. (D1.1&2, D2.1, D3, D5, D6)

**At the second EDG Meeting the applicant is to provide the following:**

- Provide a plan showing the proposed interior uses facing the ground level open spaces.
- Provide a study of what amenities are proposed in the open space.

The packet includes materials presented at the meeting, and is available online by entering the project number (3018578) at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp).

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**Mailing Public Resource Center**

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

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

**DESIGN DEVELOPMENT**

The applicant presented three options.

**PUBLIC COMMENT**

The following public comments were offered at the meeting:

- Expressed that the project must have elements of public use if the project is getting an alley vacation.
- Expressed that not enough open space was being proposed and that the corners need to be open to the public.
- Expressed that the proposed treatment of Bell St. and Blanchard St. was not sufficient and more open spaces should be provided.
- Encouraged more public benefits on Bell St. and Blanchard St.
- Stated that the proposed massing does not meet Design Guidelines A1(Respond to the Physical Environment) and B1 (Respond to the Neighborhood Context). As Bell St is the more “sensitive” street, the building mass setback from the street should be increased.
- Stated that the tower is set back 15’ but is 215’ wide along Bell St. and will appear relentless and overbearing. Noted the design needs to meet the requirements of the design guidelines.
- Stated the 340’ height limit of the zone is across Bell St. from a 240’ height limit zone. Placing the tower near zone transition is not meeting Guideline B2 (Create a Transition in Bulk and Scale).
- Encouraged the Board to consider how the proposed development will cast shadows on Denny Park. Stated a real shadow study would look at more than 3 days a year.
- Noted that the Land Use Code determines curb cut access to sites and per code requirements, a curb cut on Bell St should not be allowed.
- Noted that Green Streets are meant to reduce traffic.

- Supported the plans for design treatment along 7<sup>th</sup> and 8<sup>th</sup> Avenues but not the two Green Streets, Bell and Blanchard. Encourage a design that is more pedestrian friendly and will calm traffic.
- Encouraged a city maintained Green Street along Bell St. from the waterfront to Denny Way.
- Encouraged the applicant to work with the City and community groups.

## **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.

### **SECOND EARLY DESIGN GUIDANCE: January 20, 2015**

As the project site abuts two Green Streets (Bell St and Blanchard St) and will have open space providing a through block connection from 7<sup>th</sup> and 8<sup>th</sup> Ave, most of the Board deliberation was focused on open space and the design along the site edge, especially Bell St.

- 1. Tower and Massing: The Board stated that the massing of the tower is going in the right direction and is elegant, but the lower three story 'zone' is protruding above the ground floor in odd places. The applicant, in response to Board questioning, had indicated that at this time there was no program for the shared lower floors beyond being designated "office common area". The Board directed the applicant to use this as an opportunity to study how to enhance and promote the Green Streets and let this objective inform the design of this space. (B1.1, B4.1,B4.2)**
  - a. Design and scale back the lower level zone of the building to respect the Green Streets and public space. (B1.1, B4.1, B4.2)
- 2. Treatment Along Bell Street: The Board conveyed that the curb cut decision and design should be handled by DPD and SDOT, and gave the following guidance:**
  - a. Design the street-level building facades, open space and landscaping along Bell St. with the same level of thought and detail as has been given to the open space of the through block connection. (C1, C3, D1.1, D2.1.I)
  - b. The curb cut on Bell St. should be exit only. (E2.2, E2.1.I)
  - c. Design Bell Street to minimize or discourage vehicle use. (C1)
- 3. Relationship to the Street: The Board remarked that the accessibility to the site was much improved from the first EDG meeting. However, it appeared the applicant concentrated on the design of the interior site open space at the expense of the site edges and treatment of the two Green Streets.(C1, C3, D1)**
  - a. The design of the public edge and central open spaces need to be well executed. (C1, C3, D1)

- b. Design the street-level building facades, open space and landscaping along the Green Streets with the same level of thought and detail as has been given to the open space of the through block connection. (C1, C3, D1.1)
- c. Design all of the site corners with the same level of attention and detail. (C1, C3, D1, D3.2)
- d. Provide more information about how ADA access at the corner of 7<sup>th</sup> Ave and Blanchard St. will work. (D1.2.a)
- e. Design all the open spaces and the edge of the right-of-way to be attractive to the public. (C1, C3, D1)

**4. Open Space: The Board gave strong guidance to program and design all open space at the interior and the edge of the right-of-way to be attractive to the public. (C1, D1)**

- a. Both the design of the public edge and the central open spaces need to be well executed. (C1, D1)
- b. Design and program the open space along 7th Ave and Blanchard St. for community public use. (C1, D1)
- c. The open space off 8<sup>th</sup> Ave and Bell St. under the building has good potential to act as a connection into the site but needs to be programmed and designed to be considerate of public use and space. Scale back the lower zone of the building to respect this public space. (B1.1, B3.3, D1)

**At the Recommendation Meeting the applicant is to provide the following:**

- Provide a ground plan model at a bigger scale than the current massing models. Provide a program of how the open spaces are intended to be used.
- Provide detailed sketches showing the building, open space and landscaping design along the Green Streets.
- Provide more information about how ADA access at the corner of 7<sup>th</sup> Ave and Blanchard St. will work.

<b>Recommendation Meeting    September 8, 2015</b>
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## DESIGN DEVELOPMENT

The applicant presented their design in response to the Board's guidance.

## PUBLIC COMMENT

The following public comments were offered at the meeting:

- Appreciated and encouraged the Bell St. design with its greenery, seating and relationship to the abutting retail uses.
- Appreciated and supported the elimination of the podium overhang and hopes it sets a precedent for other projects.
- Supported the wider sidewalk at 8<sup>th</sup> Ave.
- Supported the cycle track on 7<sup>th</sup> Ave.

## 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.

### RECOMMENDATION MEETING: September 8, 2015

The Board expressed their appreciation of the packet and project design.

- 1. Tower and Bridge: The Board was pleased with the tower design and noted that the elimination of the podium level 'ribbon' from the design shown at the Second EDG meeting had created a tower with better proportions. The Board commented that the bridge between the tower and midrise structure should not be viewed as a vestige of the 'ribbon' concept of the earlier design and its visual impact should be minimized. (B4) The follow condition was recommended;**
  - a. Remove the yellow frame at the connection bridge. The yellow color should only be used on the soffit where the bridge intersects with the structures. (B4.3)
- 2. Commercial Street Frontage Design: The Board expressed that the stepping of the slab for commercial space on the green streets is fantastic. The Board supported and encouraged the "box" framing around the commercial spaces on the Green Streets as it will provide identity for each space. They noted that the combination of the frames and the building recess above, created a strong design statement, separate from the structure above. (B4.2, C1, C2) The following conditions were recommended;**
  - a. Provide the "box" framing element at all the street level commercial spaces. Design the framing to give clarity and strength to the street frontages without being identical. (B4.2, B4.3, C1, C2)
  - b. Canopies at the commercial spaces should be glass so that they are visually secondary to the framing element. (C5.1.a & b)

3. **7<sup>th</sup> Ave Design:** The Board asked the applicant to consider using grass instead of a synthetic material on the 7<sup>th</sup> Ave. plaza as building maintenance would be able to maintain the upkeep of the grass. (D2) The following conditions were recommended;
  - a. Design the access to the plaza at the corner of 7<sup>th</sup> Ave and Blanchard St without stairs, to be accessible. (C1, D1)
  - b. Determine which material, grass or a synthetic material, is appropriate for the 7<sup>th</sup> Ave plaza. (D2)
  
4. **8<sup>th</sup> Ave Design:** The Board supported the wide sidewalk and the added commercial space. They remarked that the small commercial space between the loading dock entry and building lobby can work as there is only one space that size, but expressed concern that the display window to the north would be successful. The Board appreciated the tower relationship to the 8<sup>th</sup> Ave plaza and hillclimb and that the corner tower column had been moved inside the structure. (B3.3, C3.1.a) The following condition was recommended;
  - a. Design the display space to be accessible and an active element along the streetscape. (C3.1)
  
5. **Bell St Design:** The Board expressed support for the proposed Bell St Improvements and design which is using the Bell Street park language, and the commercial entries and setbacks. (D1, D2.1.l)
  
6. **Lighting:** The Board noted that the taller lighting fixtures at the plaza between the tower and midrise were appropriate. (B4.3.o, D5) The Board recommended the following condition:
  - a. Down light the trees; up lighting is not supported. (D5.1.c)

## DESIGN REVIEW GUIDELINES

The priority Downtown guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

<b>SITE PLANNING AND MASSING</b>
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**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.

**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.

**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.

**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.

**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.

**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.

## 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

**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.

**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.

**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 queueing 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.**

**E2.2. 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.

## **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 will be reserved until the final Board meeting.

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

1. **Facade Setback Limits (SMC23.49.056.A.1):** The Code requires a minimum height of 25' on designated green streets. Along Bell St. at the corner of 7<sup>th</sup> Ave the applicant is proposing a section of the façade that is 16'-4" in width to be below the minimum 25' height.

This departure would provide an overall design that would better meet the intent of Design Guideline **C2 Design Facades of Many Scales**, by lowering the scale of the facade at the corner, as a transition to the 7<sup>th</sup> Ave pedestrian plaza.

The Board voted, unanimously to recommend this departure.



2. **Facade Setback Limits (SMC23.049.056.B.2.b):** The Code requires on streets not requiring property line facades, that the maximum area of all setbacks between the street lot line and facade along each street frontage of a lot shall not exceed the area derived by multiplying the averaging factor by the width of the street frontage of the structure along that street. The averaging factor is ten on designated green streets. Along Bell St. the applicant is proposing a setback that varies from 10' to 15' along a distance of 201'-9". The maximum allowed setback area is 2,018'; the applicant is proposing an area that is 2,313 sq. ft.

This departure would provide an overall design that would better meet the intent of Design Guideline **B3.3 Pedestrian Amenities at the Ground Level, C1.1. Street Level Uses, C1.2 Retail Orientation and D2.1.I Landscape Enhancements on Green Streets**. The setback along Bell St is in keeping with the concept of providing generous open space along designated green streets, area for pedestrian amenities and area for usable space adjacent to commercial space.

The Board voted, unanimously to recommend this departure.

3. **Facade Setback Limits (SMC23.049.056.B.2.b):** The Code requires on streets not requiring property line facades, that the maximum area of all setbacks between the street lot line and facade along each street frontage of a lot shall not exceed the area derived by multiplying the averaging factor by the width of the street frontage of the structure along that street. The averaging factor is ten on designated green streets. Along Blanchard St. the applicant is proposing a setback that varies from 9'-9" to 36'-4" along a distance of 189'. The maximum allowed setback area is 1,890 sq. ft.; the applicant is proposing an area that is 3,043 sq. ft.

This departure would provide an overall design that would better meet the intent of Design Guideline **C1.1. Street Level Uses, C1.2 Retail Orientation and D2.1.I Landscape Enhancements on Green Streets**. The setback along Blanchard St is in keeping with the concept of providing generous open space along designated Green Streets, area for pedestrian amenities and area for usable space adjacent to commercial space.

The Board voted, unanimously to recommend this departure.

4. **Facade Setback Limits (SMC23.049.056.B.2.b):** The Code requires on streets not requiring property line facades, that the maximum area of all setbacks between the street lot line and facade along each street frontage of a lot shall not exceed the area derived by multiplying the averaging factor by the width of the street frontage of the structure along that street. The averaging factor is ten on Class II streets. Along 8<sup>th</sup> Ave the applicant is proposing a setback that varies from 1'-6" to 57'-8" along a distance of 340'. The maximum allowed setback area is 3,400 sq. ft.; the applicant is proposing an area 6,995 sq. ft.

This departure would provide an overall design that would better meet the intent of Design Guideline **D1.1 & 2 Provide Inviting & Usable Open Space**. The setback along 8<sup>th</sup> Ave will allow

area for the public hillclimb off the corner of 8<sup>th</sup> Ave and Bell St. This area is part of the public benefit for the proposed alley vacation.

The Board voted, unanimously to recommend this departure.

5. **Facade Setback Limits (SMC23.049.056.B.2.c):** The Code requires on streets not requiring property line facades, that the maximum width, measured along the street lot line, of any setback area exceeding a depth of 15 feet from the street lot line shall not exceed 80 feet, or 30 percent of the lot frontage on that street, whichever is less. Along 8<sup>th</sup> Ave the applicant is proposing a setback that exceeds 15' for an section of façade 104'-8" in length which is greater than 80'.

This departure would provide an overall design that would better meet the intent of Design Guideline **D1.1 & 2 Provide Inviting & Usable Open Space**. The setback along 8<sup>th</sup> Ave will allow area for the public hillclimb off the corner of 8<sup>th</sup> Ave and Bell St. This area is part of the public benefit for the proposed alley vacation.

The Board voted, unanimously to recommend this departure.

6. **Facade Setback Limits (SMC23.49.056.B.2.d):** The Code requires, on streets not requiring property line facades, that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. The applicant proposes a greater setback at the corner of 8<sup>th</sup> Ave and Blanchard St with a 40' setback from 8<sup>th</sup> Ave and a 36'-6" from Blanchard St.

This departure would provide an overall design that would better meet the intent of Design Guideline **C1.1. Street Level Uses and C1.2 Retail Orientation**. The setback at the corner of 8<sup>th</sup> Ave and Blanchard St will provide area for pedestrian amenities and area for usable space adjacent to commercial space.

The Board voted, unanimously to recommend this departure.

7. **Facade Setback Limits (SMC23.49.056.B.2.d):** The Code requires, on streets not requiring property line facades, that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. The applicant proposes a greater setback at the corner of 8<sup>th</sup> Ave and Bell St. with a setback of 27'-6" from 8<sup>th</sup> Ave.

This departure would provide an overall design that would better meet the intent of Design Guideline **D1.1 & 2 Provide Inviting & Usable Open Space**. The setback along 8<sup>th</sup> Ave will allow area for the public hillclimb off the corner of 8<sup>th</sup> Ave and Bell St. This area is part of the public benefit for the proposed alley vacation.

The Board voted, unanimously to recommend this departure.

8. **Facade Setback Limits (SMC23.49.056.B.2.d):** The Code requires, on streets not requiring property line facades, that the maximum setback of the facade from the street

lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. The applicant proposes a greater setback at the corner of 7<sup>th</sup> Ave and Bell St., with a setback of 15' from Bell St.

This departure would provide an overall design that would better meet the intent of Design Guideline **B3.3 Pedestrian Amenities at the Ground Level, C1.1. Street Level Uses, C1.2 Retail Orientation and D2.1.I Landscape Enhancements on Green Streets**. The setback along Bell St is in keeping with the concept of providing generous open space along designated Green Streets, area for pedestrian amenities and area for usable space adjacent to commercial space.

The Board voted, unanimously to recommend this departure.

9. **Blank Facade Limits (SMC23.049.056.D.2.a):** The Code requires on designated green streets, that blank facades shall be no more than 15 feet wide. The applicant is proposing a blank façade area with a width of 68'-7" on Blanchard St.

This departure would provide an overall design that would better meet the intent of Design Guideline **C1.1. Street Level Uses and C1.2 Retail Orientation**. A good part of the blank façade area is the 'supporting' wall for a plaza area adjacent to commercial space, caused by the slope along Blanchard St. Allowing for this portion of blank façade will provide area for pedestrian amenities and area for usable space adjacent to commercial space.

The Board voted, unanimously to recommend this departure.

10. **Blank Facade Limits (SMC23.049.056.D.2.c):** The Code requires on designated green streets that the total width of all blank facade segments, including garage doors, shall not exceed 40 percent of the street-facing facade of the structure on each street frontage. The applicant is proposing a blank façade area of 40.9% on Blanchard St.

This departure would provide an overall design that would better meet the intent of Design Guideline **C1.1. Street Level Uses and C1.2 Retail Orientation**. A good part blank of the blank façade area is the 'supporting' wall for a plaza area adjacent to commercial space, caused by the slope along Blanchard St. Allowing for this portion of blank façade will provide area for pedestrian amenities and area for usable space adjacent to commercial space.

The Board voted, unanimously to recommend this departure.

11. **Facade Setback Limits (SMC23.049.056.D.3.a):** The Code requires on class II pedestrian streets that blank façade segments shall be no more than 30 feet wide, except for garage doors, which may exceed 30 feet. The applicant is proposing a blank façade segment with a width of 107'-5" on 8<sup>th</sup> Ave.

This departure would provide an overall design that would better meet the intent of Design Guideline **D1.1 & 2 Provide Inviting & Usable Open Space**. The blank façade along 8<sup>th</sup> is below the public hillclimb as it rises off the corner of 8<sup>th</sup> Ave and Bell St. The hillclimb is a public amenity and part of the public benefit from the proposed alley vacation.

The Board voted, unanimously to recommend this departure.

- 12. Loading Berth Standards (SMC23.054.035.C.1.a):** The Code requires that each loading berth shall be not less than 10' in width and shall provide not less than 14' vertical clearance and that each loading berth for low- and medium-demand uses, shall be a minimum of 35' in length unless reduced by determination of the Director. The applicant is proposing that four of the required 9 loading berths be 10' by 20' van berths instead, as it is expected that a high percentage of deliveries will be by smaller vans.

This departure would provide an overall design that would better meet the intent of Design Guideline **C1.1. Street Level Uses** by allowing for more area for commercial use.

The Board voted, unanimously to recommend this departure.

## RECOMMENDATIONS

### BOARD DIRECTION

The recommendation summarized above was based on the design review packet dated Tuesday, September 8, 2015, and the materials shown and verbally described by the applicant at the Tuesday, September 8, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, four of the five Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Remove the yellow frame at the connection bridge. The yellow color should only be used on the soffit where the bridge intersects with the structures.
2. Provide the "box" framing element at all the street level commercial spaces. Design the framing to give clarity and strength to the street frontages without being identical
3. Canopies at the commercial spaces should be glass so that they are visually secondary to the framing element.
4. Design access to the plaza at the corner of 7<sup>th</sup> Ave and Blanchard St without stairs, to be accessible.
5. Study which material, grass or a synthetic material, is appropriate for the 7<sup>th</sup> Ave plaza. Determine the expected use and maintenance impacts of providing grass verses a synthetic material.
6. Design the display space on 8<sup>th</sup> Ave to be accessible and an active element along the streetscape.
7. Down light the trees; up lighting is not supported.