

**EARLY DESIGN GUIDANCE PRIORITIES
OF THE
DOWNTOWN DESIGN REVIEW BOARD**

**Meeting Date: February 9th, 2010
Report Date: February 24th, 2010**

BACKGROUND INFORMATION:

Project Number: 3010926

Address: 2030 8th Avenue

Applicant: Patrick Foley, Lake Unions Partners Seattle

Board members present: Marta Falkowska, Chair
Jan Frankina
Bill Gilland
Brian Scott

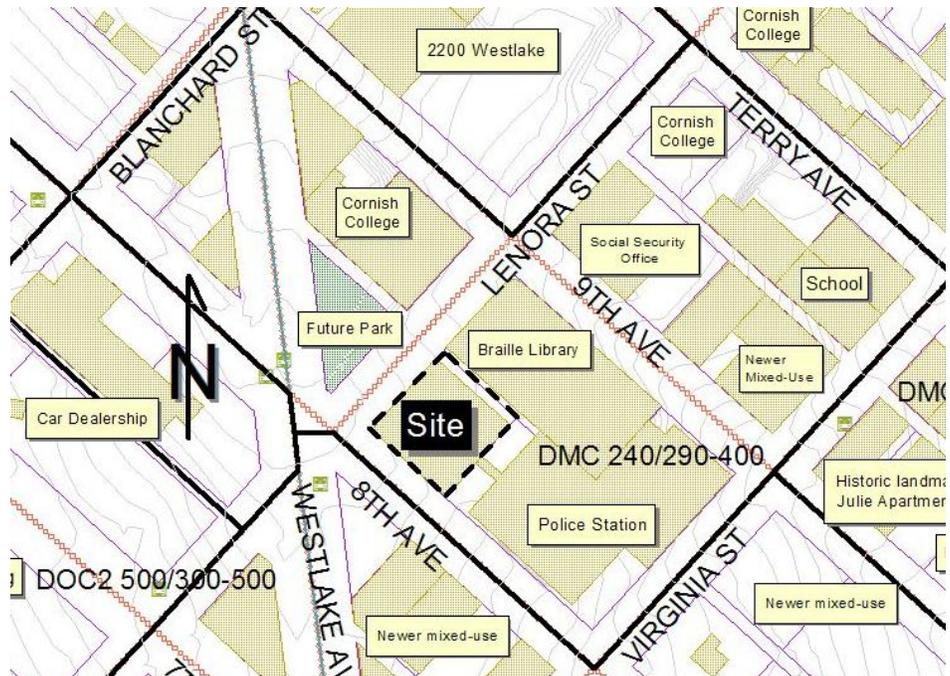
Board members absent: Dana Behar (excused)

DPD staff present: Shelley Bolser, Land Use Planner

SITE & VICINITY

The 15,360 square foot corner site is located on the corner of Lenora Street and 8th Avenue. A 1925 two story commercial building currently occupies the site.

The site is located in the Denny Triangle area north of downtown in a pedestrian-oriented area with frequent transit service (bus and streetcar). The subject property is located at a low point in the area, which slopes slightly up to the east and west.



For illustrative purposes only

The area is in the process of redevelopment, with several projects under construction or in the permitting process. Several new mixed-use residential and retail towers have been constructed to the south. Lower height new mixed-use construction is located to the north. Several older buildings nearby are occupied by Cornish College for the Arts. A site owned by the Parks department is located across Lenora Street from the subject property and will be developed as a park in the future. The Talking Book and Braille Library is an historic landmark (constructed 1948) and is located adjacent to the site. Nearby parcels to the west are dominated by surface parking lots and 1-2 story older commercial structures. The existing streetscape reflects a mix of height, style, and age of construction types.

The proposed development site is located on a 120' x 128' site. The zoning is Downtown Mixed Commercial zone with height limits that vary based on proposed uses and bonus programs (240', 290' and 400'; DMC 240/290-400). Nearby zones include Downtown Office Core with a 500' height limit to the west and south, and Downtown Mixed Commercial with a slightly lower height limit to the southeast.

Lenora Street is a designated Green Street, and 8th Avenue is a designated minor arterial.

PROJECT DESCRIPTION

The proposal includes the construction of one mixed-use residential and restaurant/retail building with above and below grade parking. The proposed project consists of an approximately 400-foot tall tower including:

- Ground floor retail/restaurant/lobby
- Three levels of above grade parking and seven levels of below grade parking
- Work loft/studio areas separating some above grade parking from the street view
- One and a half levels of storage area for residents
- 32 floors of residential units
- One floor of residential amenity area

The proposal includes approximately 350 residential units, 3,098 square feet of retail and/or restaurant area at the street level, and 350 parking stalls.

The applicant will be required to obtain LEED Silver certification for the project in order to qualify for the proposed tower height. The proposed tower would be centrally located on the small site.

DESIGN PRESENTATION

The applicant noted that the proposed development is related to a previous Early Design Guidance application at this site. That EDG was reviewed by the Downtown Board in August 2006. The proposed development differs from that project in three ways: a new parking access is proposed at 8th Avenue, a departure is proposed for a higher façade on the green street (Lenora Street), and a different development company is associated with the new proposal.

Three massing options and a code-compliant massing option were presented at the February 9, 2010 Early Design Guidance meeting. All of the massing options related to the schemes presented with the EDG at this site in 2006. A further study of tower forms was provided, with four possible concepts. The applicant also provided three options for design at the base of the

building for façade design for the above grade parking and the proposed stair tower at the northeast corner.

The applicant explained that the massing options were all based on the idea of layering forms and facades. The first massing option included an orthogonal tower with two vertical forms. The second option included a tower with two curved facades facing 8th Avenue and Lenora Street. The third, and preferred option, included two curved facades with one facing north to Lenora Street and the other facing south.

Tower: The tower form concepts included further development of massing option 3. The first tower concept included a vertical reveal along the longer curved north façade. The second concept utilized a secondary curved form which folded into and eroded the original long curved north facade. The third concept overlapped an angled sail-like façade element onto the longer curved north façade. The fourth concept overlapped a curved sail-like façade element onto the longer curved north façade.

Base: The applicant also discussed potential design of the base level of the building and the above grade parking levels. The above grade parking levels would be “upholstered” with work studios in some areas of the façade.

Design of the base would be developed with four design themes in mind:

- Day vs. Night - Manipulation of light, Shade, Shadow, Lighting, Drama
- Façade as art - Composition, Frame, Sculpture, and Imagery
- Movement - Scale of Speed, Scale of Time, Mode of Travel, Changing Perceptions
- Northwest Imagery - Natural Forces, Quality of light, Water, Texture, Modified Environment

The first option for façade design at the base used the idea of “erosion,” with a modular façade design consisting of opaque pieces with eroded areas to allow light to shine through. The second design was based on the idea of “movement” as viewed from the streetcar at Westlake Avenue. Fins and vertical pieces placed at varying intervals would interact with light and provide an experience of movement when viewed from changing angles. The third design was based on the idea of “framed art,” with use of screen painted or artistic glass to screen the above grade parking and stair tower.

Street level: Proposed street level development was also discussed. The applicant proposed two points of vehicular access, one from the easement at the east façade, and a curb cut at 8th Avenue adjacent to the Police Precinct curb cut.

Lenora Street is a Green Street, and the site is also adjacent to the Washington Braille Library. The proposed development would include widening the sidewalk out to occupy the on-street parking on the south side of Lenora Street adjacent to the property, and landscape and hardscape the street frontage in a manner consistent with the streetscape adjacent to the Braille Library.

The proposed street corner at Lenora Street and 8th Avenue would include a curb bulb to shorten the pedestrian crossing and increase the sidewalk and landscape areas. The area adjacent to the building at the corner could be used as outdoor dining area, and the applicant noted a conceptual landscape plan to provide planted areas to buffer traffic noise. The street level retail would be set back at the corner to provide additional outdoor area.

The proposed development would include continuous overhead weather protection in a variety of heights and depths for visual interest. The overhead weather protection would be angled at the corner to complement the shape of the tower above.

Departures: The applicant described four requested departures.

1. The proposed departure to minimum common recreation area would allow more common recreation area at the roof to be enclosed
2. The proposed wider tower width would allow a more interesting taper in the curved façade. The widest point of the taper would exceed the maximum tower width.
3. The proposed setback for retail at the corner of 8th and Lenora would allow for additional outdoor dining space and sidewalk area at that corner.
4. The proposed higher façade on the Green Street (Lenora Street) would allow the curve of the tower to encroach into the setback area, and also allow the parking and storage in the upper base levels. The applicant has proposed some additional setback at the tower corners to compensate.

BOARD QUESTIONS AND COMMENTS

The Board had the following questions and clarifying comments, with responses from the applicant:

- Would the proposed tower preclude building another tower on this block, due to the tower spacing requirements in this zone?
 - The other uses on the block are the Braille Library (an historic landmark) and the Seattle Police Precinct, which is relatively new. Another tower could theoretically be built on the opposite corner of this block of parcels, but it is assumed that neither the Braille Library nor the Police Precinct will be redeveloped in the foreseeable future.
- What is the relationship of the proposed Green Street development to the proposed park across the street?
 - The proposed development would capture another lane of parking on Lenora Street for green space and sidewalk width. There is no landscape plan concept yet developed for the anticipated park. If a landscape plan were developed by Seattle Parks and Recreation while this proposed development is in review, the applicant could modify their landscape plan to reflect the context of the Park plan.
- Has the applicant thought about contributing to the development of the Park? It would be a benefit not only to the neighborhood, but also to the proposed development.
 - That hasn't been considered at this time.
- What is the purpose of the proposed stair tower at the northeast corner? Will it be used often? Will it be transparent at the base?
 - The stairs are required exiting for the parking garage levels. It's not anticipated that they will be used much, but the applicant sees it as an opportunity for artful expression on the façade.
 - The stair tower could be clad clear or artful glass with a translucent nature
- Please describe the proposed open space at the corner at the street level.
 - The residential lobby would be compressed to increase the retail area
 - The corner of the tower would be canted above the corner. The overhead weather protection would be canted at the same angle, and extend out further than the tower.

- The overhead weather protection would be approximately 20-25' above grade at the corner.
- Retail or restaurant use is anticipated at the corner, with the ability for an outdoor eating area adjacent to the building near the corner, but on 8th Avenue. The conceptual landscape plan includes planters or mounded planting areas near the curb to reduce traffic noise from Westlake Avenue.
- Would there still be on-street parking or loading areas on 8th Avenue?
 - Yes. The proposed curb bulb and curb cut would occupy some on-street parking on 8th, but there would be room for approximately 3-4 on-street parking spaces.
- The applicant noted that the third option of artful glass is preferred cladding for the base. Please explain why that is the preferred option.
 - The Braille Library includes a tile pattern on the façade. The artful glass could be placed in similar tiles on the base façade to reflect context. The tectonic of this façade design also works conceptually with the expression of the tower façade.
 - There are also a wide variety of art glass options that could be used, and it would have an interesting visual impact during the day (the play of light off the treated glass) and at night (as light shines partially through the glass).
- The proposed curb cut at 8th Avenue is adjacent to the wide curb cut of the Seattle Police Precinct, which in total would occupy approximately 3 on-street parking spaces (approximately 50') and create a large area of parking impacts to the pedestrian realm. Has DPD approved this?
 - Staff responded that the proposed curb cut will require review coordination between DPD and Seattle Department of Transportation. DPD would hope that the Design Review Board would weigh in on the issue during design review.

PUBLIC COMMENT

Nine members of the public attended the Early Design Guidance meeting:

- Nearby residents noted sensitivity to the impact of the lit parking garage and stair tower on their residences across the street. A façade design that minimizes light and glare at night to the residences to the north, and beautifies the streetscape is preferred.
- The proposed stair tower is a visual insult to the residences to the north east
- Base façade design:
 - Several people expressed concern that the artful glass would be removed from the proposal later in the process during “value engineering” and the result would be an unattractive building base with above grade parking. The proposed design should be able to stand on its own.
 - Work towards a design that will not appear dated in a few years
 - The Braille Library façade isn't great, and the proposal to emulate the tile pattern wouldn't necessarily be a positive reflection of nearby context. One person preferred the Erosion concept for the base.
 - Parts of the terracotta façade of the existing building at this site were chiseled off last fall. Demolition of these detailed commercial facades from the early 19th century is a loss to the neighborhood. The applicant should work to create human scale in the façades near the street level.
 - The parking garage screening looks like a billboard. A more human scale is needed in these levels close to the sidewalk. The neighborhood now has a residential character, and the proposed development needs to reflect that residential nature.

- The proposed park across Lenora Street:
 - The proposed tower, combined with the Cornish College proposed performing arts center height will cast shadows on the anticipated park
 - The park design will also take on-street parking on Lenora, so there won't be any on-street parking in this section of Lenora (not necessarily bad, but applicant needs to consider this in their streetscape design)
 - The Park won't be developed until Cornish College has completed their developments.
- Is there an off-leash dog area in the proposed development?
 - Applicant responded yes, at the 7th floor
- Street level development:
 - Additional public space on the Lenora streetscape would be good. That area gets good sunlight and is quieter, and might be better for an outdoor eating area.
 - Appreciation for the proposed wider sidewalks with additional green street development, and the proposed parking access from 8th Avenue as opposed to Lenora Street.
 - Appreciation for the landscape and street level seating that allows a clear straight pedestrian route near the site. Many people walk down these streets as corridors, rather than wandering pathways.
 - A representative from DPD Green Street development (Geoff Wendtlandt) noted that the proposed streetscape and curb bulbing is a positive way to develop the Green Street along Lenora.

DESIGN GUIDELINE PRIORITIES

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 and identified by letter and number those guidelines found in the City of Seattle's *Design Review: Guidelines for Downtown Development* of highest priority to this project.

The Board noted that the project includes the following positive aspects:

- The proposed tower sculpting creates the appearance of a slender tower
- The proposed open space at the corner at the street level
- The proposed additional planting and wider sidewalks at both street frontages

"Hot Buttons" are items initially discussed by the Board and include items of top importance for the design. For this project, the Board determined there was one hot button:

1. Base

- The site location at the edge of the downtown towers and the location within the platting pattern mean that the proposed development will be visible for a very long time. The applicant has a responsibility to carefully integrate the tower and the base designs, and create a human scale at and near the street level.
- Issues include:
 - Challenge of cladding above-grade parking with application of a human scale material
 - Consider relocating storage from the 7th/8th levels to another area, and using those levels to provide open space and views to the future park across the street

- Create a rhythmic façade in human scaled materials and details that relate to the residential and architectural context of the area
- Create a cohesive design, integrating a human scale at the base and corner entry with the scale of the tower above

The applicant should address all priority guidelines and Board guidance below during the next stages of design review.

A. Site Planning and Massing – Responding to the larger context

A-2 Enhance the skyline. Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

The platting pattern of this area means that this site is located at the intersection of three streets and is a very visible location. The site is also located on a strong edge condition, with the taller downtown towers beginning immediately to the south. The nearby historic structures, the proposed park at Westlake and Lenora, the location of Cornish College in many lower buildings, and the lower height zoning to the north will leave this site at the leading edge of downtown towers for the foreseeable future.

A tower at this location will be very visible in the skyline, and the tower facades will be highly visible from many angles due to the edge condition. It is therefore very important that the upper portion of the building is designed to meet this guideline. The Board noted that the conceptual designs are ‘on the right track’ and look forward to seeing further development of the tower concepts.

B. Architectural Expression – Relating to the Neighborhood Context

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

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

B-3 Reinforce the positive urban form & architectural attributes of the immediate area. Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

The immediate neighborhood context has changed over the past few years to become more residential in nature, especially with the development of 2200 Westlake. The architectural context includes newer development and several early 20th century commercial structures that provide a human scale for pedestrians and nearby residences. Lenora Street is a Green Street and should include a focus on the pedestrian environment and landscaping. A park will eventually be developed in the triangular parcel across Lenora Street from the project.

As noted in Hot Button #1 above, the proposed development should provide a human scale façade at the base to respond to the neighborhood context.

The Lenora Street façade should contribute to an active street level, which could include additional building entries and/or outdoor dining areas.

The Lenora Street façade should be designed to respond to the nearby conditions, including the siting of the future park. The proposed massing includes storage at the top of the building base facing Lenora Street. Replacing the storage with amenity space for views to the future park would be one method to reinforce the positive urban form at this street front.

B-4 Design a well-proportioned & unified building. Compose the massing and organize the publicly accessible 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.

As described in Hot Button #1 above, the applicant should work to design a structure that includes human scale near the street level, and a cohesive architectural concept with the tower above. The Board noted that the additional street level setback at the corner of Lenora St and 8th Avenue is a positive direction, but the entry and canopy needs to be human scale, and the scale needs to relate to the overall tower expression at that corner. The applicant is challenged with creating a coherent architectural concept to relate these opposing scales.

C. The Streetscape – Creating the Pedestrian Environment

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

The Lenora Street façade should contribute to an active street level, which could include additional building entries and/or outdoor dining areas. The corner development at 8th Avenue and Lenora Street should promote pedestrian interaction through appropriate siting of outdoor dining areas and streetscape development to encourage pedestrian interaction.

C-2 Design facades of many scales. Design architectural features, fenestration patterns, and materials 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.

Comments reflect the guidance related to Hot Button #1 and guideline B-4. The Board noted that the design needs to integrate a human scale near the street level with the scale of the tower. The solution isn't necessarily facades of many scales, but instead a 'marriage' of these facades in an overall cohesive design. The Board noted that the proposed above grade parking will present a challenge in creating human scaled façade design on the base. Providing occupied spaces at the base would show human activity and provide eyes on the street.

C- 5 Encourage overhead weather protection. Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

The Board applauded the proposed continuous overhead weather protection in a variety of heights and depths to create visual interest. The corner canopy may need some attention to create overhead weather protection that is low enough to be functional and at human scale, while also relating to the overall tower expression at that corner.

D. Public Amenities – Enhancing the Streetscape and Open Space

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

Comments reflect the guidance related to street level open space at the corner of 8th Avenue & Lenora Street (see guidance in response to guidelines C-1 and C-5).

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

The proposed green wall on the south facing façade adjacent to the Seattle Police Precinct driveway on 8th Avenue needs additional design attention. If a green wall is proposed at this location, it should relate architecturally to the overall design concept at other facades and street level development.

Additional detail regarding the proposed landscape plan should be presented at MUP application and in the Design Recommendation meeting materials.

E. Vehicular Access and Parking – Minimizing the Adverse Impacts

- E-1 Minimize curb cut impacts. Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.**

There was general Board support for the proposed curb cut at 8th Avenue, since it was seen as removing potential traffic from Lenora Street and it would be located next to the Seattle Police Precinct driveway on 8th Avenue.

The Board noted that if the proposed design includes the curb cut at 8th Avenue, it should be designed to minimize conflicts with the pedestrian environment and should be designed to minimize visual impacts to the streetscape.

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

Comments reflect the guidance related to screening the building base, which consists largely of above grade parking (see guidance in response to Hot Button #1 and guidelines B-1, B-2, B-3, B-4, C-2, and D-2). The Board suggested wrapping the corners with the work loft uses on the base.

The guidance also includes better utilization of the upper levels of the building base to take advantage of the views to the north (see guidance in response to guideline B-3).

DEVELOPMENT STANDARD DEPARTURES

The following departures from the development standards were proposed at this phase:

STANDARD	REQUIREMENT	REQUEST	APPLICANT'S JUSTIFICATION	BOARD RECOMMENDATION
<p>Common Recreation Area SMC 23.49.010.B.1</p> <p>Minimum common recreation area for residents (minimum 5% of the residential gross floor area; 50% of it may be enclosed; 50% of it may be met through Green Street improvement)</p>	<p>6,403 square feet of total common recreation space required.</p> <p>Of that, 3,202 square feet must be exterior space.</p>	<p>2,793 square feet of exterior common recreation area</p> <p>An additional 6,315 square feet of internal common recreation area, for a total of 9,108 square feet.</p>	<p>The total common recreation area would exceed the minimum required. The proposal includes additional outdoor common recreation areas that aren't counted because of the narrow dimensions. Green street improvements are also proposed.</p>	<p>The Board will continue to entertain this request, provided the applicant can demonstrate proposal would better meet the intent of the adopted design guidelines.</p>
<p>Maximum Tower Width SMC 23.49.058.D.2</p> <p>Maximum façade width above 85' height on the "avenues" is 120' or 80% of lot width</p>	<p>In this case, maximum tower width is 96' on 8th Avenue (based on 120' lot width).</p>	<p>At the widest point, the tower would be 109' wide, or 91% of the lot width.</p>	<p>The tapered curve of the tower would mean that the upper and lower portions of the tower would be 90' wide, or 75% of the lot width. The proposed curve would allow a more interesting tower design.</p>	<p>The Board will continue to entertain this request, provided the applicant can demonstrate proposal would better meet the intent of the adopted design guidelines.</p>
<p>Street Level Use SMC 23.49.009.B.3</p> <p>At least 75% of the street level uses shall be from the list of required uses. Required uses shall be within 10' of the property line.</p>	<p>The proposed required use (retail) shall occupy 75% of the façade and shall be located within 10' of the property lines.</p>	<p>Only 40% of the required use (retail) would be within 10' of the property line on 8th Avenue. The remaining retail would be 20' back.</p>	<p>The proposed setback would allow additional outdoor pedestrian and/or dining area at the street level.</p> <p>Overall, 86% of the street level uses are from the required list.</p>	<p>The Board will continue to entertain this request, provided the applicant can demonstrate proposal would better meet the intent of the adopted design guidelines.</p>

<p>Façade Height on a Green Street SMC 23.49.058.F.2</p> <p>The maximum height of a façade at a green street shall be 45'. Above that, the building shall be set 15' back from the property line.</p>	<p>45' maximum façade height on Lenora Street.</p> <p>15' setback required above that height.</p>	<p>61' maximum height on Lenora Street, including the top of the railing.</p> <p>6' setback above 61', to allow the curve of the tower to intrude.</p>	<p>Requested to allow parking and storage above grade in the building base. 7 levels of parking have been provided below grade.</p> <p>The curve of the tower allows for a more interesting tower expression and reduction of perceived mass at Lenora Street. A 15' setback would be provided at the building corners.</p>	<p>The Board will continue to entertain this request, provided the applicant can demonstrate proposal would better meet the intent of the adopted design guidelines.</p> <p>The Board expressed concern with this departure, due to the Green Street designation, the future park across the Lenora Street, and the applicant's proposed program to place parking and storage above grade on Lenora Street.</p>
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NEXT STEPS

MUP Application:

1. Submit application for Master Use Permit (MUP) application. Appointments for MUP intake may be made by calling (206) 684-8850. Please contact Land Use Planner Shelley Bolser at (206) 733-9067 or shelley.bolser@seattle.gov when you have scheduled your MUP intake appointment.
2. Please include a written response to the guidance provided in this EDG, as noted in CAM 238, Attachment B. Plan on embedding four 11x17 colored and shadowed elevations, landscape and right-of-way improvement plans into the front of the MUP plan set (4 per sheet). Label all sheets for design review and provide a table of contents at the front of the plan set. CAM 238 may be accessed at <http://web1.seattle.gov/DPD/CAMs/CamDetail.aspx?cn=238>.
3. A traffic study or memo disclosing trip estimates may be required as part of the next phase of the MUP process.
4. Provide the following graphics, either in the MUP plan set or directly to Land Use Planner Shelley Bolser, following MUP intake:
 - a. Developed site plan of preferred scheme with surrounding block context showing other proposed structures
 - b. Plans of all significant floor levels including below grade parking. Include scale and north arrow.
 - c. Sections of the project (east-west and north-south), including adjacent structures and streets, and labeling of building heights at changes in the façade
 - d. Graphics of the four facades, rendered to provide a sense of the depth of proposed façade design, colors, and materials
 - e. Detailed sketches of the street level facades, including overhead weather protection, entrances, materials, colors, etc.
 - f. Detailed graphics of the building top and roof level (mechanical equipment location and screening, common recreation area, etc)

- g. Perspective sketches of the streetscape experience from the pedestrian's point of view
- h. Landscape plans, including plant species, size, and placement

Recommendation Meeting:

Include the following items in your design recommendation meeting packet:

1. Include a well-designed alternative that meets the Green Street setback development standards at Lenora Street.
2. Perspective sketches from the pedestrian view including proposed development in the context of nearby development.
3. Written response to the Early Design Guidance
4. Site plan, landscape plan, elevations, and sections showing the proposed development in the context of surrounding street level development and nearby structures.
5. Plans of all significant floor levels including below grade parking. Include scale and north arrow.
6. Graphics of the four facades, rendered to provide a sense of the depth of proposed façade design, colors, and materials
7. Detailed sketches of the street level facades, including canopies, entrances, materials, colors, etc.
8. Detailed graphics of the building top and roof level (mechanical equipment location and screening, amenity space, etc)
9. Landscape plans, including plant species, size, and placement
10. Materials and colors board (provide examples of the proposed materials on existing projects, and/or demonstrate how the materials will truly appear on the proposed project)
11. Graphics demonstrating night illumination of the building (light coming from inside and light sources on the outer facades) and lighting fixture information
12. Any 3-dimensional studies and/or models will help the Board in their review
13. Parking plan, demonstrating internal parking circulation in context with the elevator core, proposed vehicular access
14. Diagrams clearly describing the proposed departure(s) in contrast to the code requirement
15. Provide an electronic copy of the recommendation packet to the Land Use Planner at the time of recommendation packet submittal.