



FINAL RECOMMENDATION OF THE QUEEN ANNE/ MAGNOLIA (WEST) DESIGN REVIEW BOARD

Project Number: 3014653

Address: 400 9th Ave N.

Applicant: NBBJ Architects; Jodi Patterson O’Hare, Applicant for City Investors LLC

Date of Meeting: Wednesday, August 28, 2013

Board Members Present: Mindy Black (Chair)
Magdalena Hogness
Katherine Idziorek
Jill Kurfirst
Boyd Pickrell
Janet Stephenson

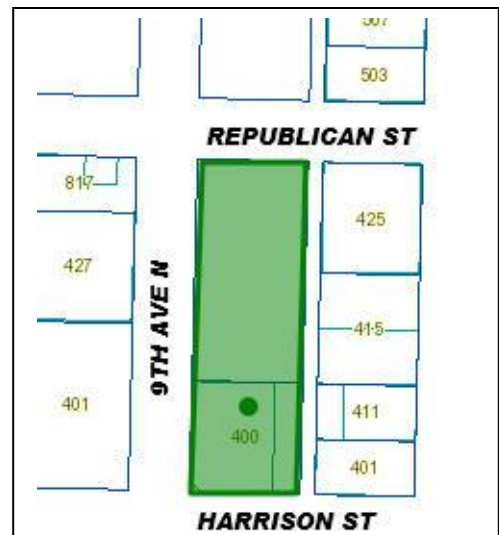
DPD Staff Present: Shelley Bolser, Senior Land Use Planner

SITE & VICINITY

Site Zone: SM 85/65-160

Nearby Zones: (North) SM 85/65-160
(South) SM 160/85-240
(East) SM 85/65-160
(West) SM 85/65-160

Lot Area: 43,153 square feet



Current Development: The south end of the site is currently occupied by a small, one-story commercial building with the bulk of the site utilized as a surface parking lot.

Access: Proposed access is off the north/south alley that extends between Harrison Street and Republican Street.

Surrounding Development and Neighborhood Character: Much of the existing development along this portion of 9th Avenue N. consists of older, single-story retail commercial buildings. Veer Lofts, a newer residential building with ground floor retail is located directly to the west across 9th Avenue N. The entire block north and west of the site across Republican Street and 9th Avenue N. is occupied by recently constructed University of Washington Medicine laboratory and office buildings. Two 6-story office buildings have been proposed for the half block across Republican Street and north of the site. A 12-story mixed-use office structure is proposed for the entire half-block along 9th Avenue N. south and west of the site.

The site and area are part of the South Lake Union Urban Village which has seen, and continues to see, intensive new development, with many multi-story office and lab buildings and some multi-story residential buildings. The older face of the neighborhood is characterized by single story commercial buildings with light manufacturing and retail/ office uses. The area is also characterized by a number of large surface parking lots. 9th Avenue N. divides The “Waterfront” and “Aurora Corridor” areas of South Lake Union. The Waterfront subarea of South Lake Union occupies the center of the district. The “Aurora Corridor” is located to the west and includes an eclectic variety of existing buildings.

PROJECT DESCRIPTION

The proposal includes a twelve-story mixed use building with 312,000 square feet of office space above 6,000 square feet of retail. Four floors of underground parking for approximately 420 vehicles would be accessed from the alley.

EARLY DESIGN GUIDANCE MEETING: March 13, 2013

DESIGN PRESENTATION

Two exploratory massing schemes were at first briefly presented, each one holding the corners of the site. Scheme 1 pushed the bulk of the building’s mass north on the site at 12 stories. A central core set well back from 9th Avenue N. provided the main entry to the office portion of the development and connected two larger, distinct building elements. A three story podium, occupying the south 1/5th of the site faced onto Harrison Street, extended to the alley and wrapped around the larger 12 story element for a distance along 9th Avenue. The higher portions of the building were said to be shifted north on the site to maximize the daylight exposure for Veer Lofts across 9th Avenue to the west.

Scheme 2 presented a 12-story façade the entire length of the alley and overlapped a podium that extended most of the way to 9th Avenue N. while facing onto Harrison Street. The building configuration was indented along the alley and provided with a central light well.

The third and preferred alternative was described as a “slipped bar scheme,” with the office portion of the building in three distinct masses with the podium building on the south interlocked with tower portion along the alley but essentially standing as a pavilion, separated at ground level by a mid-block alley-pedestrian connection and open to a courtyard or plaza on the west side. The courtyard would provide the main entry to the office tower, which would face due south, as well as to the retail space in the “pavilion” portion of the structure. Parking access would be from the alley off of Republican Street. The plaza area, or a portion of it, would have a translucent canopy at the 35-foot height level. A curb-less portion of a protective curb bulb bringing plants and other landscape elements to the bike lane at the street would allow unfettered access to the plaza area. The lobby area and adjacent office space would be designed flexibly in order to allow for later use as retail space if desired. See the DPD Design Review website for a copy of the packet presented:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Overview/default.asp

Two departures from development standards were identified by the applicant. One was a request to allow an additional 69 feet of the façade along 9th Avenue N. to be more than 12 feet from the property line. The proposed Code revisions for the SM zone would permit only 30% (or 96 feet) to be set back more than 12 feet. (Proposed new zoning, 23.48.014, Street Level Development Standards). The other departure (more than likely will consist of four departures) would be from stipulations in proposed 23.48.013 D.1, Façade Modulation. Between 45’ and 125’ high, the maximum façade length located within 15’ of the street property line is requested to be 159’-6” (rather than 150’), and the setback portion between façade lengths is requested to be 26’ (rather than 40’). Likewise, between 125’ and 160’ high, a request to extend the maximum façade length allowed to 159’-6” (120’) and for the setback façade length to be reduced to 26’ (from 40’).

PUBLIC COMMENT

The following comments, issues and concerns were raised:

- A resident of the Veer Lofts, identifying himself as an architect, liked the slipped bar scheme which bestowed a certain elegance to the preferred scheme but thought that the 9th Avenue N. would not suffer from being shortened a bit.
- Stated that the project should provide any outdoor spaces required by code and address the hydrological demands and the security demands of the site; security lighting should be provided along the alley but carefully so as not to be disruptive to neighboring residences.
- A resident of Veer Lofts applauded the cut-through at the corner plaza and to the through-to-the-alley passageway; noted that the skin of the building was very important, especially

since some of the newer structures in SLU were less than delightful; would like to see something delightful here;

- A plea on behalf of bicyclists and pedestrians for even greater effort; easy access to the plaza as a stopping and resting place important;
- Broader community should have access to the roof gardens and vantage points within and atop the structure; think of these as public amenities;
- “Be bolder about the amount of public space”;
- Hold onto the cross-alley connection;
- As property owner to south across Harrison Street, applauded transition provided by pavilion retail space and plaza are at south edge of the office tower.

FINAL RECOMMENDATION MEETING: August 28, 2013

DESIGN PRESENTATION

The packet includes materials presented at the meeting, and is available online by entering the project number (3014653) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The packet is also available to view in the 3014653 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

The applicant clarified that where the renderings and landscape plans disagree, the landscape plans more accurately demonstrate what is proposed. The applicant noted that the renderings are outdated for some areas of the southwest courtyard and 9th Ave N street frontage.

PUBLIC COMMENT

No public comments or questions were offered at the Final Recommendation meeting.

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.

EARLY DESIGN GUIDANCE (MARCH 13, 2013):

- Provide greater modulation at street level along 9th Avenue N., greater transparency and provide for additional (if future) knockouts/ entries along that face of the building;
- Provide a more discernible sense of rhythm along the ground floor at 9th Avenue N., providing for better pedestrian experience of the building;
- Provide a sense of safety and refuge for the pedestrian (and bicyclists) at the corner of 9th Avenue N. and Republican Street, a busy street, bound to get busier.
- The response of the open space at the southwest corner and scheme for providing for a through-to-the-alley connection and future through-block connections were welcomed by the Board. (A-1)
- It was thought by the Board members that the landscaping responses, interlacing the east and the west sides of 9th Avenue N. were on the right track as was the choice to provide a large open space at the corner of Harrison Street and 9th Avenue N. It was acknowledged that Republican Street was a busy, car-dominated arterial, destined to become even busier. The Board was concerned that the corner of 9th Avenue N. and Republican Street allow ample room for pedestrians and not become overly pinched. (A-2)
- The Board thought the open space at the southwest corner of the site was a fine move and generous in response to the presence of the Veer Lofts across 9th Avenue N. (A-4)
- The massing responses to the Veer Lofts and to the Tesla building across the alley were positive moves on the part of the design team. (A-5)
- This was seen as one of the primary challenges for the project, providing amenity spaces that addressed programmatic needs for building entries while also providing comfort and security for the neighbors. It was important to provide clear spatial signs that the southeast corner space was intended for public use as would be the alley connector. The Board cautioned that the structure required by the covering or canopy over a portion of the amenity space not become so massive as to discourage passage or dalliance. (A-10)
- The Board agreed that the best strategy was shifting the bulk of the building to the north on the site while stepping the major mass of the building back from Harrison Street as well as setting the west façade back from 9th Avenue N. as proposed. The Board expressed a willingness to recommend approval of the departures requested from modulation restrictions along the 9th Avenue façade provided the seam between the tower and base was maintained and that the design team return with a more fully developed and convincing presentation of the podium level along 9th Avenue N., one that addressed concerns expressed about the impressions given of an unfriendly planer wall, lacking in variation, flexibility for future moves and for providing positive interactions with the pedestrian realm along the 9th Avenue sidewalk. (B-1)
- The Board acknowledged that the preferred design embodied a desirable sense of deference both to the Veer Lofts and block of lower structures across Harrison Street to the south. (C-1)

- The Board discussed the need to create a unified building that provided a synthesis between the podium, pavilion and office tower and thought the model in particular indicated a clear indication of moving in the direction of this desired synthesis. (C-2)
- The Board noted that the questions of scale and human interaction were matters of special concern along that portion of the structure along 9th Avenue N. north of the plaza area. (C-3)
- The Board indicated that the examples of “stitchery” of cladding materials shown both in the packet and the presentation provided the right direction for design development and provided strong suggestions crucial to a successful engaging design of the base of the structure along 9th Avenue N. (C-4)
- As noted in earlier discussions, the Board indicated particular concerns regarding the comfort and security of pathways leading to and from the alley and the openness and invitational quality of the amenity space at the southwest corner of the site. (D-1)
- In choosing Guideline D-2 as one of highest priority, the Board expressed concern for the appearance of the 9th Avenue N. and Republican Street facades, noting that even a transparent glass wall, unless assisted and abetted by other design elements at a human scale, especially including those that impart an engaging rhythm, can actually be devoid of pedestrian comfort and interest. (D-2)
- Adequacy of nighttime lighting is important to the design. (D-7)
- Alley design should be considered, somewhat obliquely, in light of the proposal to create a connection to the alley at mid block and to create a special environment within and along the alley at that point. (D-8)
- The lighting should be designed to enhance the ground plane and to provide a glow rather than a glare for neighbors to the project. The Board expects the design team to come back with a lighting strategy that provides for that goal. (D-10)
- The Board awaits a fuller explanation and demonstration of the transparency strategy, particularly as it applies to the covered space of the through-to-the-alley connection. (D-11)
- The Board expects the design team to proceed along the direction of the plans shown at EDG, with fuller details as the building’s design matures. (E-1)
- The Board awaits further details of the landscaping at plaza and terrace levels of the structure and would like the design team to address the possibility of allowing some public access to an upper terrace level as well as to spaces already indicated. (E-2)

FINAL RECOMMENDATIONS (AUGUST 28, 2013):

1. **Courtyard:** The Board supported removal of the canopy compared with the EDG conceptual design, the proposed lighting in the courtyard, the aluminum “bridge” elements in the courtyard, and the glossy finish to reflect light from the south façade near the mid-block pass through. (A-2, A-4, A-10, C-2, C-4, D-1, D-7, D-8, D-10)

- a. The Board recommended a condition to provide pedestrian level lighting for increased security at the alley elevation, between the mid-block connection and the street. (D-7, D-10)
 - b. The Board supported the multiple entrances to the mid-block connection, the transparency to the alley, the bike parking, and the building set back at the mid-block connection. (A-1, A-2, A-4, B-1, D-1, D-7)
 - c. The Board recommended approval based on the landscape plans and drawings, as opposed to the representation of landscaping shown in the renderings. (A-1, A-2, D-1, E-1, E-2)

2. **Northwest Corner:** The Board discussed the design of the northwest corner since the conceptual design shown at EDG. The Board determined that the changes to the northwest corner landscaping and pedestrian realm met the Design Review Guidelines. (A-1, A-2, A-4, D-1, E-1, E-2)

3. **9th Ave N Street Frontage:** The Board expressed concern about the presence of planters adjacent to the building façade. The Board noted this placement creates physical separation between the sidewalk and the façade, removes areas adjacent to the sidewalk where pedestrians may sit or gather, and may discourage future conversion of the cafeteria areas to retail if the use changes. The Board therefore recommended a condition that the final design of the 9th Ave N sidewalk area should reflect the landscape plan on page 22 of the Recommendation packet, or a similar design with smaller planters and areas for future door locations. (A-4, D-1, E-2)
 - a. The Board clarified that the proposed building elevation showing planters adjacent to the building on page 40 of the packet does not meet this condition. (A-4, D-1, E-2)

4. **Design Concept:** The Board supported the design concept, and noted that critical aspects of the design include the varied massing of the podium level, the response to nearby context such as the Tesla building, the interesting soffit materials, and the horizontal thin lines and vertical fins as shown on the elevation drawing.
 - a. The Board approved of the revised elevations shown at the Recommendation meeting, which showed thin horizontal bands that extend across the 9th Ave N modulation on every third floor. The Board noted that this move enhances the tension of the design concept. The Board therefore recommended a condition to express the west façade horizontal bands very delicately, and relate the expression to the vertical fins on this façade (C-2, C-4).

5. **Signage:** The Board discussed the possibility of signage on the alley, and noted that the signage for the small south building should be high quality and consistent with the design concept. The Board declined to recommend any conditions related to signage. (D-8, D-9)

DESIGN REVIEW GUIDELINES

The Board identified the following Citywide Design Guidelines of highest priority for this project.

The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

SLU-specific supplemental guidance:

- Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.
- Minimize shadow impacts to Cascade Park.
- New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design* (LEED) manual which provides additional information. Examples include:
 - Solar orientation
 - Storm water run-off, detention and filtration systems
 - Sustainable landscaping
 - Versatile building design for entire building life cycle

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

SLU-specific supplemental guidance:

The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. Sidewalk-related spaces should appear safe, welcoming and open to the general public.

- Provide pedestrian-friendly streetscape amenities, such as: tree grates; benches; lighting.
- Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.
- Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.
- Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

SLU-specific supplemental guidance:

- Create graceful transitions at the streetscape level between the public and private uses.
- Keep neighborhood connections open, and discourage closed campuses.
- Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa.
- Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.
- Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.
- Create businesses and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities.
- Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

SLU-specific supplemental guidance:

- Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.
- Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.
- Relate proportions of buildings to the width and scale of the street.
- Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.

- Consider using architectural features to reduce building scale such as: landscaping; trellis; complementary materials; detailing; accent trim.

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

SLU-specific supplemental guidance:

- Support the existing fine-grained character of the neighborhood with a mix of building styles.
- Re-use and preserve important buildings and landmarks when possible.
- Expose historic signs and vintage advertising on buildings where possible.
- Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.
- Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include: window detail patterns; open bay doors; sloped roofs.
- Respond to the unique, grass roots, sustainable character of the Cascade neighborhood. Examples of elements to consider include: community artwork; edible gardens; water filtration systems that serve as pedestrian amenities; gutters that support greenery.

C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

SLU-specific supplemental guidance:

Design the “fifth elevation” — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

SLU-specific supplemental guidance:

- New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as: curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow; pedestrian-oriented street lighting; street furniture.

D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

SLU-specific supplemental guidance:

- Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are: enhanced pedestrian and street lighting; well- designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street; police horse tie-up locations for routine patrols and larger event assistance.

D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.

D-9 Commercial Signage. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

D-10 Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

D-11 Commercial Transparency. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

SLU-specific supplemental guidance:

- Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements on-site to create larger spaces.
- Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood.
- Where appropriate, install indigenous trees and plants to improve aesthetics, capture water and create habitat.
- Retain existing, non-intrusive mature trees or replace with large caliper trees.
- Water features are encouraged including natural marsh-like installations.
- Reference the City of Seattle Right Tree Book and the City Light Streetscape Light Standards Manual for appropriate landscaping and lighting options for the area.

E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

SLU-specific supplemental guidance:

- Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.

DEVELOPMENT STANDARD DEPARTURES

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

- 1. Façade Modulation (SMC 23.48.013.D):** The Code requires a maximum length of 150' for unmodulated facades that are above 65' tall and located within 15' of the street lot line. The applicant proposes unmodulated facades that are 159' in length and between 45'-125' tall on 9th Ave N. The applicant also proposes to reduce the length of modulated area to 26' long, rather than the required 40'.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-2, B-1, and C-2 by setting back the entire upper façade 10'6" from the property line, for the length of 9th Ave N. The departure is required for the areas that are between 10'6" and 15' back from the property line.

The Board unanimously recommended that DPD grant the departure, subject to condition 3, related to the design of the west facade.

- 2. Façade Modulation (SMC 23.48.013.D):** The Code requires a maximum length of 120' for unmodulated facades that are above 125' tall and located within 15' of the street lot line. The applicant also proposes unmodulated facades that are 159' in length and between 125'-160' tall. The applicant also proposes to reduce the length of modulated area to 26' long, rather than the required 40'.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-2, B-1, and C-2 by setting back the entire upper façade 10'6" from the property line, for the length of 9th Ave N. The departure is required for the areas that are between 10'6" and 15' back from the property line.

The Board unanimously recommended that DPD grant the departure, subject to condition 3, related to the design of the west facade.

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review packet dated August 28, 2013, and the materials shown and verbally described by the applicant at the August 28, 2013 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures, with the following conditions:

- 1. Provide pedestrian level lighting for increased security at the alley elevation, between the mid-block connection and the street. (D-7, D-10)**
- 2. The final design of the 9th Ave N sidewalk area should reflect the landscape plan on page 22 of the Recommendation packet, or a similar design with smaller planters and areas for future door locations. The Board clarified that the proposed building elevation showing planters adjacent to the building on page 40 of the packet does not meet this condition. (A-4, D-1, E-2)**
- 3. Modify the design to express the west façade horizontal bands very delicately, and relate the expression to the vertical fins on this façade (C-2, C-4).**