



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

Project Number: 3015947

Address: 501 Fairview Ave N

Applicant: Collins Woerman, Architects for Schnitzer West LLC

Date of Meeting: Wednesday, March 26, 2014

Board Members Present: Mindy Black (Chair)  
Katie Idziorek  
Jill Kurfirst  
Boyd Pickrell

Board Members Absent: Janet Stephenson

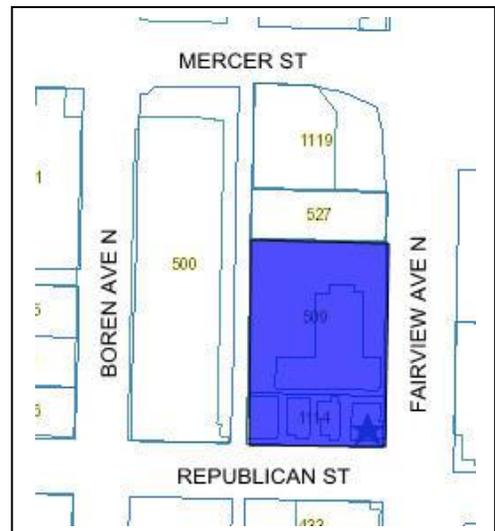
DPD Staff Present: Shelley Bolser

### SITE & VICINITY

Site Zone: SM 160/85-240

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

Lot Area: 38,425 square feet



Current Development: One commercial building, abandoned residential structures, and a surface parking lot.

Access: Existing vehicular access to the site is via a curb cut from Fairview Avenue North and the alley

Surrounding Development and Neighborhood Character: The surrounding development is a mix of uses and age of structures. Nearby development includes older 1-2 story commercial office and retail structures and newer 5-6 story residential and retail mixed-use structures. Additional nearby sites are proposed for commercial and residential development that ranges from 5-16 stories tall. Several historic landmarks are located nearby.

Recreational opportunities include Lake Union two blocks to the north and Cascade Playground two block to the southeast.

The area offers frequent transit service, including the South Lake Union Streetcar two blocks to the west and several nearby bus routes. Fairview Ave N is a busier vehicular arterial.

ECAs: A 40% Steep slope is mapped on the eastside of the development site.

## PROJECT DESCRIPTION

The proposal is for a 12 story 278,000 sq. ft. high-rise office building (including a two story podium) with 6,000 square feet of retail at ground level. Parking for 354 vehicles would be provided below grade, accessed from the alley. The applicant intends to improve the alley through to Republican, where it currently dead ends at a retaining wall. The existing office and residential structures would be demolished (40,000 square feet of office and four residential structures).

### EARLY DESIGN GUIDANCE MEETING: October 23, 2013

The packet includes materials presented at the meeting, and is available online by entering the project number (3015947) 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)

The applicant noted that several nearby sites that are proposed for development or are under construction, which provide examples for recent design context.

The applicant presented a modified preferred massing option at the EDG meeting. The preferred option includes a southwest plaza to respond to pedestrian flow along Republican St, a setback at Fairview Ave N, and a plaza at the northeast corner near the bus stop. The southeast corner included a bay extending from the east façade to provide modulation and signify the location of the lobby entrance. An overhang would be located above the lobby entry on the south façade near the southeast intersection. The soffit of this overhang would be approximately 32' above grade.

The applicant explained that the southwest plaza measures approximately 30' from the property line. The east façade is set back approximately 8-13' from the property line. Pedestrian walkways and plazas surround the building, with retaining walls, planters, and stairs separating the sidewalk from these areas. The retaining walls, planters and stairs range between 3'-5' tall and create a transition between the sloped sidewalk and the pedestrian areas adjacent to the building. The applicant noted that the intent is to use stepped walls and landscaping to approach the sidewalk.

The alley façade would be set back from the west property line and northwest corner, to provide access to the internal loading area and parking.

## **PUBLIC COMMENT**

No public comments were offered at the EDG meeting.

<b>FINAL RECOMMENDATION MEETING: March 26, 2014</b>
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The applicant explained design responses to EDG, including additional setbacks from the east property line, moving the building entry closer to the intersection, and creating a set of angled steps and landscaped buffer to connect the south plaza to the sidewalk grade. The applicant demonstrated how the proposed design provides a series of landings to aid the ADA route along the sidewalk. The lower plaza serves as a landing and the entry to the restaurant space. The upper plaza serves as another landing and access to the building entry. Stairs connect the three landings on the private property.

The applicant noted that the southwest corner of the site would also include an “iconic artistic signage” element. The applicant clarified that in response to EDG, the southwest corner is set back from the alley intersection to provide both visual interest and pedestrian safety. The stepped retaining walls separating the southwest plaza from the sidewalk would be heavily planted, including climbing vines.

The southeast corner entry would include a large 2-story glazed area with an artistic feature entry design. The packet showed a cube framing the entry, composed of blue slumped/fused glass material, and oriented orthogonally to the building. The applicant showed additional images at the meeting for an alternate design, using laser cut metal with LED backlighting. The design intent of the entry is to evoke the themes of water and movement. The interior lobby design is proposed with large sculptural elements to relate to the outdoor seating, art, and planting forms.

The east street frontage (Fairview Ave N) is proposed with low landscaping to transition between the sidewalk grade and the pedestrian walkways adjacent to the building. The pedestrian walkways provide access and plazas for the street level office to function as retail in the future. The street level retail is treated with large glazed areas and overhead canopies for weather protection. In response to questions, the applicant clarified that the height of the canopies is proposed between 7.5’ to 9’ above grade.

The bus stop on Fairview Ave N was shown as relocated to the north edge of the site, but the applicant noted that SDOT and Metro have indicated it should remain in the existing location.

## **PUBLIC COMMENT**

No public comments were offered at the 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 (OCTOBER 23, 2013):

- 1. Southwest Plaza Relationship to the Sidewalk and Public Realm.** The southwest plaza and south edge should be designed to visually and physically relate to human activity at the sidewalk on Republican Street. (A-2, A-4, C-3, D-2, D-3, E-2)
  - a. The proposed plaza will provide opportunity for an outdoor restaurant space, but the corner of this plaza includes a 5' retaining wall. The edge of the plaza needs to be treated to create a better visual transition to the sidewalk. Possible strategies include landscaping, water features, boulders, etc. (A-2, C-3, D-1, D-2, D-3, E-2)
  - b. If possible, an ADA ramp/stair system should be provided between the plaza and the sidewalk on Republican St. (A-1, A-2, A-4)
  - c. The retaining wall and any handrails on the south edge of the plaza should be treated for human scale and visual interest. (C-3, D-2, D-3)
  - d. The southwest corner of the site should be designed to provide clear sight lines between pedestrians and vehicles at the alley intersection. (D-7, D-8)
  - e. Signage opportunities should be provided on the façade, especially near the southwest corner (to avoid the need for sandwich boards in the sidewalk). (D-9)
  
- 2. Fairview Ave Street Level.** The Fairview Ave N. walkways and street level facades should be designed for pedestrian and transit users, with efforts to enhance safety and comfort. (A-1, A-2,, D-1, D-7)
  - a. The west side of Fairview on this block will experience a high level of pedestrian traffic for people accessing the intersection to Lake Union on the north end of the block. The Fairview Ave N. façade should be treated for pedestrian comfort and should be designed to provide eyes on the street near the adjacent bus stop. (A-2, A-4, D-1, D-7)
  - b. Overhead weather protection should be of sufficient width to provide adequate protection for pedestrians on Fairview Ave N. (A-2, D-1)
  - c. The applicant should work with King County Metro to integrate the bus stop into the proposed development, possibly using leaning rails or seating and overhead weather protection on the building façade. (A-1, A-2, C-2, D-1)
  - d. The north plaza should be treated for safety, including sufficient lighting. (D-7, D-10)
  
- 3. Fairview Ave Upper Building Mass.** The Board directed the applicant to design the east façade with modulation, but also to preserve pedestrian level view potential along Fairview Ave N. (A-1, B-1, C-2)
  - a. The Board noted that the extension of the building façade toward the east property line may intrude further into the pedestrian view potential along Fairview Ave. The Board recommended that the massing should be located to minimize impacts to potential pedestrian views along Fairview Ave N. (A-1, A-2, C-1,
    - i. The Board suggested that the applicant could push the building further to the alley, in favor of setting back from Fairview Ave.

- ii. The Board also offered that the building bay could begin approximately 30' above grade, which might help to preserve pedestrian views along Fairview Ave N.
  - b. The Board would like to see how the proposed east setback and façade relate to nearby proposed development on the west side of Fairview Ave N, including the Troy Block development (MUP 3012675). In response to nearby context and potential pedestrian views, the east facade of the proposed development should at least maintain the same setback as the upper levels of the Troy Block development. (A-1, A-2, C-1)
  - c. The Board supported the modulation/articulation of the east façade, and recommended that the east façade be modulated in a way that preserves potential pedestrian views along Fairview Ave N. (A-1, A-2, B-1, C-2)
- 4. Preferred Massing Option.** The Board supported the preferred alternative, with the request for more information and the modifications described in this report. (A-1, B-1)
- a. At the Recommendation meeting, the Board would like to see graphics demonstrating the relationship between the proposed development and the developments to be built across Fairview Ave N. The Board noted that the graphics should describe the 'outdoor room' that will be created at three corners of the intersection of Fairview Ave N. and Republican St. (A-1, A-2, C-2)
  - b. The Board supported the proposed angled entry design at the southeast corner of the site. (A-1, A-2, A-3, A-10)

#### **FINAL RECOMMENDATIONS (MARCH 26, 2014):**

- 1. Southwest Plaza and Republican Street Frontage.** The Board noted that the design of the southwest plaza and the transition between plaza and sidewalk satisfy the Design Review Guidelines and direction from EDG. The use of stepped retaining walls, wide stairs, and planted buffers are important aspects of the design response. (A-2, A-4, C-3, D-2, D-3, E-2)
- a. The Board discussed the application of the "flame finish granite" or other special accent material on the building façade between the lobby and the restaurant. The Board appreciated the visual interest of this material in an otherwise restrained building design, but noted that it should be expanded, or a complementary material used in other areas of the south street level, in order to create a cohesive design experience. The Board therefore recommended a condition to expand the use of accent materials to create a cohesive design in the Republican Street level experience. (A-2, A-4, C-2, C-4)
    - i. The Board noted that using the special accent material in other areas such as the building entry, southwest plaza, or the stairs could tie the design together with the façade treatment between office lobby and restaurant.
    - ii. An alternate complementary material that visually references the "flame finish granite" could also be used.
    - iii. The Board supported differentiating the restaurant space from the other street level uses. The accent material should be used to create a cohesive

street level design, but also create a hierarchy of spaces to focus on the restaurant.

- b. The Board discussed the southeast corner entry design, including the blue glass shown in the packet and the metal/LED alternate concept shown at the Recommendation meeting. The Board noted that the metal/LED option relies on functionality of the LED fixtures, where the blue glass option will be a more permanent solid element in the façade. The Board also noted that the colorful aspect of the blue glass adds interest to an otherwise very neutral material palette.
  - i. The Board therefore recommended a condition that the entry design should be colorful, designed to be permanent and durable, and should relate to the applicant's stated design intent for the entry (dynamic and artistic, and evocative of water and movement). (A-2, A-3, C-2, C-4)
  - ii. The blue slumped glass is acceptable, or a comparable permanent colorful visually interesting material is acceptable. The Board did not support the backlit laser cut metal entry design, since it relies partially on an electrical fixture for interest. The blue slumped glass material provides a substantial, visually weighty, colorful, and artistic material that lends permanency to the street frontage, provides color to contrast with the neutral building palette, and relates to the scale of the lobby facade. (A-2, A-3, C-2, C-4)
  - iii. The Board noted that the angled shape of the entry was supported at EDG and remains an important element in providing visual interest and a reference to the change in street grid context. (A-2, A-3, C-1, C-2)

**2. Fairview Ave Street Level.** The Board supported the applicant's intent to integrate the bus stop design with the proposed building's design concept, and supported the proposed building setback and secondary walkways with landscaping to transition to the sidewalk grade. The Board noted that the east street level building façade continues the office expression from the upper levels, and lacks the scale and design aspects that could encourage future retail use. The low canopies and glazing at the lower two floors fail to provide the scale of street level retail spaces. (A-1, A-2, A-4, C-3, D-1, D-11)

- a. The Board therefore recommended that the design of the east street level façade be modified to distinguish the street level from the upper office level design concept, with the intent of providing better opportunity for future retail uses and visual interest for pedestrians. (A-2, A-4, C-3, D-1, D-11)
  - i. The Board noted the south edge provides a nice example of relationship to pedestrian scale and activity at the street level.
  - ii. The Board clarified that the 7.5' canopy height doesn't relate to typical retail street level scale. Taller, wider, and more visually substantial canopies would provide a better response to the scale of the facade.
  - iii. The Board further clarified that the northern 3 bays are of the most concern on the east facade.
  - iv. Removing the use of spandrel or frosted glass at the street level may help the response to this condition.

3. **Fairview Ave Upper Building Mass.** The Board supported the proposed response to the context of nearby setbacks on Fairview Ave N, and supported the use of materials to express vertical glazed elements in the design concept, but expressed concern with the visual ‘flatness’ of the Fairview Ave upper facade. (A-1, B-1, C-2, C-4)
  - a. The Board discussed the applicant’s stated intent to possibly provide vertical fins every 10’ on the glazed areas. The Board noted that this strategy could provide some texture to mitigate the flat appearance of the façade, and could enhance the vertical expression of these areas, in contrast with the horizontally expressed precast areas of the building.
  - b. The Board therefore recommended a condition that the design of the glazed areas should be modified to create texture, reduce the scale, and enhance the contrast of horizontal and vertical elements in the design concept. (B-1, C-2, C-4)
  - c. The Board also recommended that the applicant work to refine the design and enhance the design concept of the continuous façade treatment between the community room, the lobby, and the vertical bay on the east façade. The resulting design should enhance the contrast of the horizontal and vertical elements, and emphasize the design concept of the continuous glazed element from the west portion of the building through the protruding bay on the east facade. (B-1, C-2, C-4)
  
4. **Signage.** The Board discussed the signage program shown in the Recommendation packet. They expressed concern about the possibility of signage on the upper levels of the building in areas where the signage could interfere with the design concept and appear unrelated to the pedestrian focus of the area. The Board noted that plenty of opportunity for signage exists at transition points in the building, such as the street level or the transition between the 2<sup>nd</sup> and 3<sup>rd</sup> floors.
  - a. The Board recommended a condition that signage should be placed on the building to relate to the pedestrian environment rather than vehicles, signage should be placed in areas of architectural transition, such as between the 2<sup>nd</sup> and 3<sup>rd</sup> floors, and no signage should be placed on the artistic entry design element (shown as the blue cube in the Recommendation packet.) (C-2, D-9)

## DESIGN REVIEW GUIDELINES

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-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.**

**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.

**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.

**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-3 Retaining Walls.** Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.

**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-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 recommendations on the requested departures are based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure.

- 1. Loading Berths (SMC 23.54.035):** The Code requires loading berths to meet the minimum dimensions of 10' wide by 30' deep. The applicant proposes to reduce one of the four proposed loading berths to 10' wide by 25' deep, to allow for a compactor.

This departure would provide an overall design that would better meet the intent of Design Review Guideline D-8 and A-2 by designing the loading area to respond to the needs of the office building program, and setting back the building from Fairview Ave N (which results in shifting the building core and loading closer to the alley), to provide public views and pedestrian oriented spaces.

The Board unanimously recommended that DPD grant the departure.

- 2. Street Level Development Standards, Setbacks (SMC 23.48.014.A.3.b):** The Code allows a maximum setback of 12' from the street lot line and requires the setback to be landscaped. The applicant proposes to set back east façade 10'9" near the intersection, and proposes the setback is covered with hardscape rather than landscaping.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-1, A-2, and D-1, by setting back the building to respond to the potential views along Fairview Ave N, and by paving the area adjacent to the building entry to allow more active and functional areas for pedestrian use.

The Board unanimously recommended that DPD grant the departure.

## **BOARD RECOMMENDATION**

**The recommendation summarized below was based on the design review packet dated March 26, 2014, and the materials shown and verbally described by the applicant at the March 26, 2014, Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures, with the following conditions:**

1. The accent materials between the lobby and restaurant should be expanded to other areas of the south street frontage to create a cohesive design along the Republican Street level experience. (A-2, A-4, C-2, C-4)
2. The southeast entry design should be colorful, designed to be permanent and durable, and should relate to the applicant's stated design intent for the entry (dynamic and artistic, and evocative of water and movement). The slumped/fused blue glass cube is one possible resolution to this condition. (A-2, A-3, C-2, C-4)
3. The design of the east street level façade should be modified to distinguish the street level from the upper office level design concept and provide flexibility for future retail

uses, including taller, wider, and more visually substantial canopies. (A-2, A-4, C-3, D-1, D-11)

4. The design of the vertically glazed areas should be modified to create texture, reduce the scale, and enhance the contrast of horizontal and vertical elements in the design concept. (B-1, C-2, C-4)
5. The design should be refined to enhance the design concept of the continuous façade treatment between the community room, the lobby, and the vertical bay on the east façade. The resulting design should enhance the contrast of the horizontal and vertical elements, and emphasize the design concept of the continuous glazed element from the west portion of the building through the protruding bay on the east facade. (B-1, C-2, C-4)
6. Signage should be placed on the building to relate to the pedestrian environment rather than vehicles, signage should be placed in areas of architectural transition, such as between the 2<sup>nd</sup> and 3<sup>rd</sup> floors, and no signage should be placed on the artistic entry design element (shown as the blue cube in the Recommendation packet.) (C-2, D-9)