



## FINAL RECOMMENDATION OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3016305

Address: 2101 9th Avenue

Applicant: Brian Steinburg of Weber Thompson Architects, for GID Development

Date of Meeting: Tuesday, August 19, 2014

Board Members Present: Murphy McCullough (Chair)  
Mathew Albores  
Alan McWain  
Gabe Grant (substitute)

Board Members Absent: Anjali Grant  
Gundala Proksch

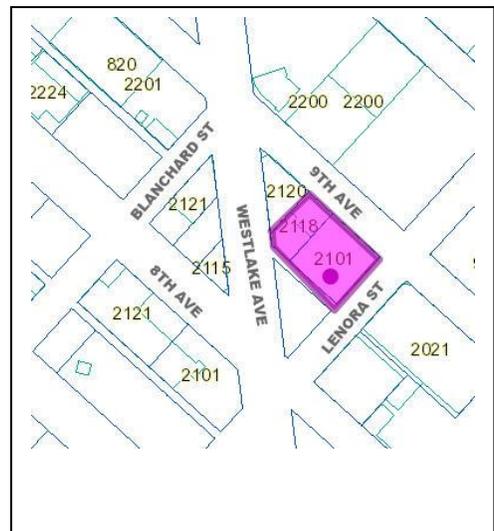
DPD Staff Present: Garry Papers, MArch, Senior Land Use Planner

### SITE & VICINITY

Site Zone: DMC 240/290-400

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

Lot Area: 21,420 sq ft, rectangular



Current Development:	The site is currently occupied by a two story commercial structure at 9 <sup>th</sup> and Lenora Street, and a one-story structure at the Westlake corner of the site (2118 Westlake Avenue).
Access:	Pedestrian access from the two adjacent streets of Lenora and 9 <sup>th</sup> Avenue, and the short chamfer at Westlake Avenue. The adjacent alley to the west is discontinuous, and provides vehicle access to only the north portion of the site, from Westlake Avenue.
Surrounding Development:	The mixed use block of 2200 Westlake is to the east across 9 <sup>th</sup> Avenue. The Braille Library and a residential tower under construction are across Lenora Street to the south. A one story triangular commercial structure occupies the adjacent lot to the north, fronting Westlake and 9 <sup>th</sup> Avenues.
ECAs:	None.
Neighborhood Character:	The existing parking lot across the alley will become a future public park, with no specific design at this time. The surrounding neighborhood is rapidly transforming from parking lots and mixed commercial buildings of various scales, to a high density, mixed use district adjacent to the downtown core, including several residential towers and the 3 million sf Amazon campus nearby to the west and south. The streetcar on Westlake connects this district to South Lake Union and downtown.

## PROJECT DESCRIPTION

The proposed project is a 39 story, 400 ft tall building with 396 residential units, with resident amenity decks and 7,700 sf of ground level commercial use. 236 parking spaces to be provided in a 5 level below grade garage. Both adjacent streets 9<sup>th</sup> Avenue and Lenora Street are designated Green Streets. The applicants intend to provide an active edge and backdrop to a future park to the south, along the current alley facade, and are pursuing an Alley Vacation jointly with Seattle Parks & Recreation. The project does not require or depend on the alley vacation.

<b>EARLY DESIGN GUIDANCE MEETING: February 18, 2014</b>
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## DESIGN PRESENTATION

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number 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).  
 or contacting the Public Resource Center at DPD:

**Address:** Public Resource Center  
700 Fifth Ave., Suite 2000  
Seattle, WA 98124

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

#### **PUBLIC COMMENT:**

During public comment, the following comments, issues and concerns were raised:

- Noted that 9<sup>th</sup> Avenue is busy and the alley is not continuous, and suggested all vehicle access be from Lenora Street.
- Stated that loading and vehicle access off 9<sup>th</sup> will impact residents across the street, and suggested access off the alley could be done without compromising the future park. Also requested no exterior trash noises, truck idling or audible alarms on 9<sup>th</sup>.
- A representative from Seattle Parks & Recreation encouraged the development of a project with activating uses along the park frontage, with no loading or vehicle access there, and confirmed they are jointly sponsoring an alley vacation with the applicants.
- Supported the shape and modulations of the preferred tower.

<b>FINAL RECOMMENDATION MEETING: August 19, 2014</b>
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#### **DESIGN PRESENTATION**

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Seattle, WA 98124

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#### **PUBLIC COMMENT:**

During public comment, the following comments, issues and concerns were raised:

- Requested no deviation from Green Street setback or landscaping requirements.
- Stated that loading and vehicle access off 9<sup>th</sup> will impact residents across the street, and suggested access off the alley could be done without compromising the future park.

- Requested no exterior trash noises, truck idling or back-up alarms be audible on 9<sup>th</sup>; [Applicant clarified that all loading, trash pick-up and truck back-up will occur inside the revised loading bay, with the street loading door down to contain noises]
- Supported the architectural design and material quality proposed, but still opposed to a 400 foot tower at this location.

## 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 (the Board) provided the following siting and design guidance. The Board identified the following Downtown Design Guidelines of **highest priority for this project**.

The Priority Downtown guidelines are summarized below, while all guidelines remain applicable. For the full text of all guidelines please visit the [Design Review website](http://www.seattle.gov/dpd/aboutus/howeare/designreview/designguidelines/default.htm), and: <http://www.seattle.gov/dpd/aboutus/howeare/designreview/designguidelines/default.htm>

**All page references below are to the Recommendation booklet dated August 19, 2014.**

### A. Site Planning & Massing

#### *Responding to the Larger Context*

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

**At the Early Design Guidance Meeting,** the Board applauded the complete context analysis and how it informed the three-part form of the preferred tower. The Board was less convinced the podium form was as sensitive, describing it as a blunt and simplistic box to the property lines; the Board agreed that more refinement and an intentional fit to context was needed (also see Board comments under guideline B-2 and departure # 2 and 3).

**At the Final Recommendation Meeting,** the Board appreciated the studies showing the podium massing in context, and agreed the podium height created a well-composed urban room fronting the future park. The Board also supported the transparency and façade depth shown on all the elevations, and the approximately 20 ft tall ground floor.

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

**At the Early Design Guidance Meeting,** the Board supported the preferred option C, and the preliminary rooftop design described on page 32/right, including the stepped forms, shared amenity decks, and canopy forms shown. These elements provide residential scale and a more gracious transition to the sky than the blocky forms of the other two options.

**At the Final Recommendation Meeting,** the Board supported the design refinement of the tower top, and strongly endorsed the trees and rich amenity design shown on page 68. The Board encouraged the large roof ‘trellis’ to be off-white and a distinctly lighter accent than the predominant gray materials, and to ensure it reflects sunlight and artificial lighting as shown on pages 56 and 70.

## **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.

**At the Early Design Guidance Meeting,** the Board applauded the applicants for providing extensive, true commercial uses on the ground floor, for being sensitive to the future park, and for desiring to activate that park edge with appropriate uses. The Board supported the mailroom being internalized, and requested more careful stepping of forms and pedestrian scale along that edge, as discussed under C-6.

**At the Final Recommendation Meeting,** the Board supported the tall and generous retail edge to the park, and the open plaza-to-park transition at the residential lobby entry. The Board supported the split faced dark stone proposed at the planter/stair interface with the park, but agreed it is prominent and should be explored as a surface opportunity for contrasting reveals/inlays, lighting and/or a site-specific art work.

**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.

**At the Early Design Guidance Meeting,** the Board discussed while the zoning on all sides matches the site, Westlake and 9<sup>th</sup> Avenues have distinct street edge scales which the podium should respond to, especially as seen from viewpoints along Westlake, and from Denny and Westlake plaza (pg 36). The Board was not comfortable with the assumption that the podium should be 70- 85 ft on Westlake, taller than the code maximum 45 ft along the two Green Streets, or that the podium should have a uniform height (also see departure # 2).

**At the Final Recommendation Meeting,** the Board supported the consistent podium height with its' reduced height at 137 ft elevation. The Board supported the large and contiguous amenity deck as shown on page 67, and the 9<sup>th</sup> Avenue and park edges staying open for human activation (not the perimeter plantings shown on page 47). The Board agreed the north stair tower presents an awkward pop up on that highly visible party wall elevation; it should be lowered to match the adjacent parapet, but the metal panel cladding should maintain some color and pattern variation on that large wall (see condition #1).

**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.

**At the Early Design Guidance Meeting,** the Board agreed the façade facing the future park should be studied and designed in conjunction with the Lenora façade of the 2030 8th project (which the Board commended), to create two complementary and human scaled backdrops defining the park.

**At the Final Recommendation Meeting,** the Board supported the park facing composition, with comments under B-1.

**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.

**At the Early Design Guidance Meeting,** the Board supported the lobby location at the southeast corner and its associated plaza engaging the park, and the tall (about 16 ft) lobby and commercial spaces. The Board was concerned that the tall proportion be maintained and well integrated into the podium at the Lenora corners, as well as along the park/alley frontage (the dis-engaged columns shown on option C, pg 33 appear overly squat).

**At the Final Recommendation Meeting,** the Board supported the design refinement of all elevations, including the proportions of the podium bays, the interlock of contrasting 'form A' to grade at two locations, and the basic palate of quality materials. To improve the legibility of the 4 forms, and provide additional pedestrian interest and material warmth in the podium, the Board agreed final selection of the podium stone should bias towards a blend with warm rather than cool tones, and visible veining/texture (see condition #2).

To avoid an overwhelming gray/cool palate, the Board also supported warmer soffit materials at the following locations: the southwest residential lobby canopy (visible on page 45 but shown off-white), and at the 9th Avenue commercial recess canopy and pilaster breaks in the canopies, as shown on page 49 (see condition #3).

## 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.

**At the Early Design Guidance Meeting,** the Board supported the tall, highly transparent commercial façade portions shown along Lenora, part of 9<sup>th</sup>, Westlake and the west portion of the alley. Commercial spillover to the southeast entry plaza was mentioned (despite no doors being shown), which the Board supported, and future ground floor drawings should show multiple doors from commercial uses to the plazas and sidewalks, anticipating a range of tenant demisings over the life of the building.

**At the Final Recommendation Meeting,** the Board supported the lighting scheme shown on page 69, and the storefront composition and the flexibility for diverse storefront door placements, as shown on pages 39-42 and verbally described at the meeting.

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

**At the Early Design Guidance Meeting,** the Board discussed the 9<sup>th</sup> Avenue façade at length, and agreed the approximate 61% blank façade shown (parking, loading and transformer/utilities) was unacceptable on any street, especially a Green Street. The Board's support for a Green Street access exception is contingent on a superior resolution of the vehicle and service functions and blank wall impacts on this street (also see departure #4).

**At the Final Recommendation Meeting,** the Board applauded the redesign to eliminate one curb cut and the associated reduction in blank wall. See comments under E-3.

- 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.

**At the Early Design Guidance Meeting,** the Board was encouraged by the canopy strategy shown at the meeting, that was continuous along all street facades (even if

raised height in necessary portions), and advised that canopies also wrap the corner at the Westlake and future park façade, as well as along any southwest facing patio near the lobby.

**At the Final Recommendation Meeting,** the Board supported the canopy design and placements, including the portion fronting onto the future park, even if this must be implemented after all park improvements and legal matters are resolved. Also see departures 4 and 5.

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

**At the Early Design Guidance Meeting,** the Board strongly supported the intention to engage and activate the future park, and agreed the west ‘retail’ half shown on pg 51 is much more successful than the blank wall middle portion (also see comments under C-5 and D-1).

**At the Final Recommendation Meeting,** the Board supported the revised façade design fronting the park.

## **D. Public Amenities**

### ***Enhancing the Streetscape & 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.

**At the Early Design Guidance Meeting,** the Board agreed the narrow patio overlook and its blank wall below (shown on pg 51) were not a successful transition to the park, nor a usable, gracious public space, and suggested a stepped plaza and /or a lobby space recessed under the tower. This wall and associated public patio spaces requires careful redesign. The Board strongly supported the relocation of the mailroom off this critical frontage, as mentioned by the applicants.

**At the Final Recommendation Meeting,** the Board supported the mailroom relocation and the redesign of the lobby façade onto the park, including the ‘glass stair’ leading up to the leasing mezzanine.

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

**At the Early Design Guidance Meeting,** the Board discussed how the podium roof provides an excellent opportunity for shared amenity spaces that overlook and activate the future park. These spaces also afford an opportunity to enliven this highly visible façade with balconies, vegetation and/or other features beyond a generic podium wall of windows. The Board advised the amenity spaces be lower than shown on pg 30 and/or occur at several levels, and not employ the typical high, solid parapets that discourage eyes-on-the-park engagement.

**At the Final Recommendation Meeting,** the Board supported the podiums low parapet height and adjacent glass railings on the north wall, as shown on pages 39-42.

## **E. Vehicular Access & Parking**

### ***Minimizing the Adverse Impacts***

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

**See E-3.**

**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.

**See E-3.**

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

**At the Early Design Guidance Meeting,** the Board grouped these three guidelines (E-1, E-2, E-3) and stated they all concern an integrated approach and detailed handling of the proposed parking ramp, loading and service functions along 9<sup>th</sup>, a designated Green Street.

Although vehicle access is typically prohibited on Green Streets, the Board agreed the desire for a park frontage without vehicle access and portals outweighed this, as long as every effort is made to reduce the physical presence and impacts of parking, loading and other service functions on the pedestrian and landscape continuity of the 9<sup>th</sup> Avenue Green Street (the Board did not support access off Lenora Street).

The Board was not convinced this has been thoroughly done to date, and required the following complete and detailed studies be presented at the next meeting (also see Departures #3,4 and 5 discussion):

- 1) Relocate transformer and minimize blank wall; any required ventilation can be a transom above a more transparent ground level. Better conceal meters and other utilitarian components.
- 2) Reduce the 33 ft loading zone width and/or consolidate the loading access point with the parking portal (Note: residential loading is not code required, and only if commercial exceeds 10,000 gsf); provide detailed ramp studies of how consolidation could work, even if increasing ramp slope more than 20% shown.
- 3) Bike storage door/frontage: while supporting the direct access off the sidewalk, make this door and adjacent exit door (if required) read as a transparent storefront, rather than solid doors in a blank wall.

**At the Final Recommendation Meeting**, the Board applauded the applicants for eliminating one of two curb cuts, for reducing ground level blank wall along 9<sup>th</sup> Avenue, and for maximizing glass doors and pedestrian scale on the ground level frontage. The Board agreed the 9<sup>th</sup> Avenue ground level elevation (page 41) presents a cohesive composition that integrates service functions, and a high quality pedestrian experience. Also see comments about the proposed gas meter screen doors under Departure #7.

## **DEVELOPMENT STANDARD DEPARTURES**

The Board's recommendation on the requested departure(s) will be 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(s). The Board's recommendation will be reserved until the final Board meeting.

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

- 1. Upper Level Setbacks (tower) (SMC 23.49.058.F.2):** The Code requires a continuous 15 ft setback above 45 ft on the entire frontage of the two green streets. The applicant proposes a continuous setback of at least 15 ft along Lenora, and one encroachment along 9<sup>th</sup> Avenue: a 3ft-9 inch encroachment into the 15 ft setback, for a 50 ft length at the middle of the 116 ft wide tower.

**The Board commented this modest encroachment does not impact light or air to the green street, especially as it is not at a corner and it adds modulation to the tower, thus creating an overall design better than a code compliant flat tower wall. (A-2, B-4)**

**The Board unanimously recommended that DPD grant this departure.**

- 2. Upper Level Setbacks (Lenora Street podium) (SMC 23.49.058.F.2):** The Code requires a continuous 15 ft setback above 45 ft on the entire frontage of the two green streets. The applicant proposes a podium height that exceeds 45 ft on the Lenora Green Street; 47 ft-7" tall at the property corner at Lenora and 9th, and 50 ft-5" at the tallest point along Lenora.

**The Board agreed the continuous and level podium cap, rather than a stepped form, is in scale with the context and the slightly taller portion has no significant impact on Green Street light and air. The podium design is overall a lower mass and creates a more cohesive overall design. (A-1, B-1, B-3)**

**The Board unanimously recommended that DPD grant this departure.**

- 3. Upper Level Setbacks (9<sup>th</sup> Avenue podium) (SMC 23.49.058.F.2):** The Code requires a continuous 15 ft setback above 45 ft on the entire frontage of the two green streets. The applicant proposes a podium height that exceeds 45 ft on the 9<sup>th</sup> Avenue Green Street; 47 ft-7" tall at the property corner at Lenora and 9th, and 58 ft-6" at the tallest point (elevation 137 ft) along 9<sup>th</sup> Avenue.

**The Board agreed the continuous and level podium cap is in scale with the context and tower form. The total podium height being held to 137 ft elevation, rather than the code compliant 152 ft, is crucial to ensuring sunlight and air to the Green Street. (A-1, B-1, B-3)**

**The Board unanimously recommended that DPD grant this departure.**

- 4. Overhead Canopy Height (9<sup>th</sup> Avenue) (SMC 23.49.018.A.4):** The Code requires a maximum canopy height of 15 ft, but canopies are not required over loading or parking driveways. The applicant voluntarily proposes to place a canopy over the loading/parking driveway, at a height of 17 ft-6".

**The Board agreed the canopy continuity is valuable for pedestrian protection and architectural unity, and creates a better overall design. (C-5, E-3)**

**The Board unanimously recommended that DPD grant this departure.**

- 5. Overhead Weather Protection (SMC 23.49.018.A.1):** The Code requires continuous weather protection, 8 ft minimum depth, along the entire street frontage of a lot, as long as the façade is within 5 ft of the property line. The applicant proposes a continuous canopy along 9th and Lenora, except for four 4 ft wide gaps that align with building pilasters. At Westlake Avenue, the applicant proposes an 8 ft deep canopy aligned with the building notch and doors (even though it is deeper than 5 ft from property line), plus a voluntary 71 ft long by 8 ft deep canopy facing the proposed park adjacent.

**The Board agreed the four gaps were short and reinforced important architectural continuity to grade. The Board applauded the voluntary canopy facing the park, and supported the more integrated canopy design at the building notch. (B-4, C-5)**

**The Board unanimously recommended that DPD grant this departure.**

- 6. Street Level Transparency (SMC 23.49.056.C.4.a):** The Code requires the street level on designated Green Streets to be a minimum of 60% transparent. The applicant proposes a compliant façade along Lenora, but 53.8% transparent along 9<sup>th</sup> Avenue.

**The Board agreed the width and continuity of the pilasters continuing to grade reinforces the architectural concept, and the proposed art screen provides equivalent pedestrian interest and a width that equates to the 'missing' 6.2%. (C-1, C-3, D-6)**

**The Board unanimously recommended that DPD grant this departure.**

- 7. Blank Facades (SMC 23.49.056.D.2.c):** The Code requires the total width of street level blank façade segments to not exceed 40% of each street facing facade. The applicant proposes a compliant façade along Lenora, but 46.2% is blank along 9<sup>th</sup> Avenue, including one 11 ft wide section that is a proposed art gate concealing code-required gas meters.

**The Board supported the proposed art screen as an activating surface, as it provides equivalent pedestrian interest and a width that equates to the 'excessive' 6.2%. The Board encouraged this gate pattern to be legible and contrasting for pedestrians. (C-1, C-3)**

**The Board unanimously recommended that DPD grant this departure.**

- 8. Tower Width (SMC 23.49.058.D.2.a):** The Code requires the maximum façade width of buildings above 85 ft, parallel to avenues, to be 120 ft. The applicant proposes the officially measured width along 9<sup>th</sup> Avenue to be 121 ft-5", but this is to one projecting angular point; the visible wall elevation along 9<sup>th</sup> Avenue is 116 ft-4".

**The Board supported the fact that the perceived wall along 9<sup>th</sup> Avenue is 116 ft-5", thus less than 120 ft, and the angular point located at the middle of the site does not impact any street wall, and will have no appreciable impact on decreasing light or increasing bulk. The Board agreed the point is a valuable feature that reinforces an overall better tower design. (B-2, B-4)**

**The Board unanimously recommended that DPD grant this departure.**

- 9. Façade Setback Limits (Westlake Avenue) (SMC 23.49.056.B.1.b):** The Code requires any setback along Westlake Avenue to be 10 ft maximum depth, and to not exceed 40% of the façade area between 15ft and 35 ft above grade. The applicant proposes a notch rotated to

the Westlake property line that is 81.6% of the designated façade area, and 10 ft-6 inches deep at the single point of the notch.

**The Board agreed this relatively small V-notch should not be throttled down in the middle height zone to strictly comply, and is visually less recessed than the deep rectangular setback the code is intending to avoid. The V notch creates an entrance zone off busy Westlake, yet maintains a visually strong street wall. (B-4, C-4)**

**The Board unanimously recommended that DPD grant this departure.**

**10. Landscaping in Setbacks (Lenora Street) (SMC 23.49.056.F.3.a):** The Code requires 20% of any ground area not covered by a structure, of a depth of 10 ft or more from a street property line, and larger than 200 sq.ft., to be landscaped. The applicant proposes 0% landscaping for the southeast residential entry plaza that meets the criteria, and to add compensating landscaped area in the Lenora curbside planting zone which is about 3.7 times the minimum required there.

**The Board agreed the open pedestrian movement between this plaza and the future park steps was a valuable consideration, and the enhanced curbside planting maintained the Green Street continuity. The Board also supported the special paving pattern/material continuity across the sidewalk to the curb. (D-1, D-3)**

**The Board unanimously recommended that DPD grant this departure.**

**11. Landscaping in Setbacks (9<sup>th</sup> Avenue) (SMC 23.49.056.F.4.b):** The Code requires 50% of the required 2 ft setback along the 9<sup>th</sup> Avenue building edge, to be landscaped. The applicant proposes 35.7% of the 2 ft strip be landscaped, and to add compensating landscaped area in the curbside planting zone which is about 4 times the minimum required there.

**The Board agreed the building edge at the corner is better left un-hindered by landscaping, to allow for future permeable commercial doors and street café opportunity at the corner. The extra curbside planting maintains the Green Street continuity. (C-1, D-1, D-2)**

**The Board unanimously recommended that DPD grant this departure.**

## **BOARD RECOMMENDATION**

**The recommendation summarized below was based on the design review booklet dated August 19, 2014, and the materials shown and verbally described by the applicant at the August 19, 2014 Design Recommendation meeting (unless a condition below, the design should not change, especially aspects explicitly noted in the above narrative, which the applicant should carefully read through).**

**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 (Guidelines referenced): These conditions should be resolved prior to MUP issuance.**

- 1) **North Podium Stair Box:** The podium stair box on the highly visible north elevation should be lowered to match the adjacent parapet. Explore every code compliant solution possible, including an open stair down into a stair well where the fire door might be located. The metal panel cladding on the north party wall should maintain some color and pattern variation.
- 2) **Podium Stone Finish:** final selection of the podium stone (similar to those shown to DRB and on pages 43/44) should bias towards a blend with warm rather than cool tones, and visible veining/texture to provide pedestrian visual interest.
- 3) **Selective Warm Soffit Materials:** Provide warm soffit materials that contrast with the adjacent greys, at the following locations: the southwest residential lobby canopy (visible on page 45 but shown off-white), at the 9th Avenue commercial recess canopy, and at pilaster breaks in the canopies, as shown on page 49.