City of Seattle

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

DESIGN REVIEW

FINAL EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

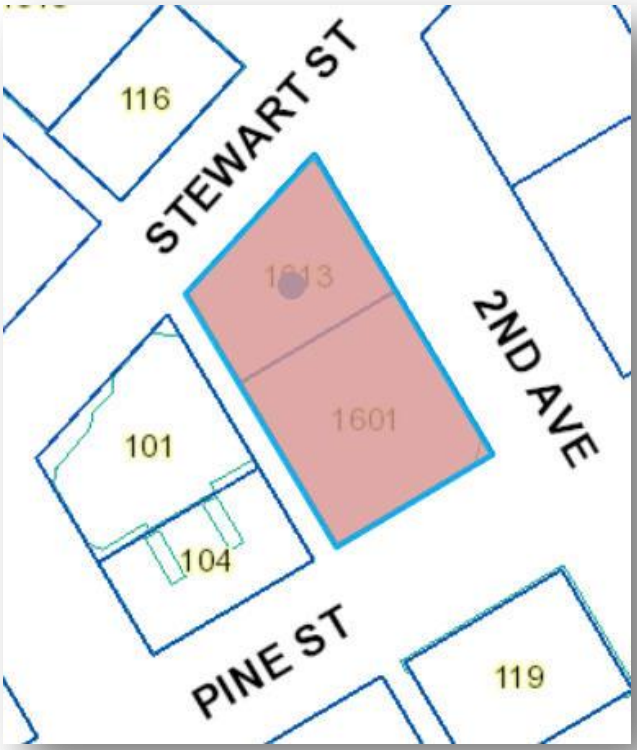
Project Number:	3016702
Address:	1613 2nd Avenue
Applicant:	Sean Ludviksen, Hewitt Architects, for MJA Building LLC
Date of Meeting:	Tuesday, April 07, 2015
Board Members Present:	Mathew Albores, Chair Anjali Grant Alan McWain
DPD Staff Present:	Michael Dorcy

SITE & VICINITY

Site Zone: DMC 240/290-400

Nearby Zones: (North) DMR/R 125/65
(South) DMC 240/290-400
(East) DMC 240/290-400
(West) DMC 125

Lot Area: 8,481 +12,198 sf



Current Development:

The lot at the corner of 2nd Avenue and Stewart Street is occupied by a two-story commercial building, the MJA Building, which will be demolished. The abutting 9-story Broadacres Building, to the south, is part of the development site which totals 20,679 Sq. ft., but will remain intact.

Surrounding Development and Neighborhood Character:

The neighborhood is a mix of older commercial and residential buildings, several of elegance and iconic character. New development, actual and proposed, generally has taken advantage of increases in allowable height. The development site is situated adjacent to the Pike Place Market Historic District and a few short blocks from the City's shopping core. The proposed site is an irregularly shaped trapezoid located adjacent to Stewart Street which marks a shift in the geometries of the downtown grid.

Access:

In the preferred scheme, residential and retail lobby entries would be on Stewart Street, with a secondary residential entry off Second Avenue. Vehicular access and loading would be off the alley immediately to the west.

Environmentally Critical Areas:

The site is perched next to one of the highest intersections in the downtown area, but is itself relatively flat, sloping approximately ten feet from the northeast to the southwest corner. There are no environmentally critical areas on the site.

PROJECT DESCRIPTION

The proposal is a 400-foot, thirty-nine story , mixed-use structure, with 1,000 sq. ft. of ground-floor retail and approximately 230 apartment units. Parking would be located both below and above grade and provide 125-140 vehicle stalls.

FIRST EARLY DESIGN GUIDANCE January 20, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number (3016702) 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 file, by contacting the Public Resource Center at DPD:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019

Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

The project proposes a 400-foot structure height, would utilize development credits from the adjacent Broadacres building which would remain on site, and intends to make voluntary agreements for low and moderate income housing, not to be located on site.

PUBLIC COMMENT

Issues and concerns expressed:

- This site is a gateway to the Pike Place Market, and as such needs more than token retail presence at the street; would not like to see a departure for less than required retail space;
- The volume of parking not needed at this site, especially as the above-grade parking detracts from ay elegance the building might otherwise manifest;
- A diminution of the quantity of retail space will not help the vagrancy problem in the neighborhood and is viewed as a hostile act toward the neighbors.

BOARD DELIBERATIONS

The Board thanked members of the public for their comments and noted that the concerns were ones shared by members of the Board. The Board's comments and discussion were focused on three major points: the amount of retail uses proposed at grade, the integration of above-grade parking into the overall functioning and appearance of the building, and the location of the building core and repercussions for the functioning and appearance of the building.

The Board members were in agreement that there was insufficient retail presence proposed at street level in the new structure. One Board member noted that "Alternative 1" was more successful in that regard than was the preferred Alternative 3. The Board members were unanimous in indicating their disapproval of a departure request for less that the Code-required amount of retail space. It was suggested that the design team look into alternatives for locating residential lobby functions to a floor above the ground floor level to accommodate increased retail.

The Board was displeased how the above-grade parking seemed to be driving the building's functionality and appearance, noting that they were unaware of an instance in the City where copious amounts of above-grade parking did not substantially compromise a well-integrated design or mar the aesthetic qualities of an otherwise attractive building. There was clearly a challenge for the prospect of a successful outcome in this instance.

The Board members also reacted negatively to the expressed/ exposed structural core at the perimeter of the building on 2nd Avenue. The inevitable "blank" expression at the façade as well

as the core's ability to gobble up space that could be given to retail uses at the street level made the feature and the move less than welcomed.

Finally, it was suggested by members of the Board that the above-grade parking, if adroitly handled, could perhaps be received with a less critical eye if the issues of the peripheral core and quantity of retail space had been judiciously addressed.

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.

FIRST EARLY DESIGN GUIDANCE January 20, 2015

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

SITE PLANNING AND MASSING

A1 Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

a. a change in street grid alignment that yields a site having nonstandard shape;
b. a site having dramatic topography or contrasting edge conditions;
c. patterns of urban form, such as nearby buildings that have employed distinctive and effective massing compositions;
d. access to direct sunlight—seasonally or at particular times of day;
e. views from the site of noteworthy structures or natural features, (i.e.: the Space Needle, Smith Tower, port facilities, Puget Sound, Mount Rainier, the Olympic Mountains);
f. views of the site from other parts of the city or region; and
g. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

One Board member stated a preference to have seen alternatives with more variety, noting that the three presented differed from each other only slightly.

A2 Enhance the Skyline: Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.

A2.1. Desired Architectural Treatments: Use one or more of the following architectural treatments to accomplish this goal:

a. sculpt or profile the facades;
b. specify and compose a palette of materials with distinctive texture, pattern, or color;
c. provide or enhance a specific architectural rooftop element.

A2.2. Rooftop Mechanical Equipment: In doing so, enclose and integrate any rooftop mechanical equipment into the design of the building as a whole.

ARCHITECTURAL EXPRESSION

B1 Respond to the neighborhood context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B1.1. Adjacent Features and Networks: Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

a. a surrounding district of distinct and noteworthy character;
b. an adjacent landmark or noteworthy building;
c. a major public amenity or institution nearby;
d. neighboring buildings that have employed distinctive and effective massing compositions;
e. elements of the pedestrian network nearby, (i.e.: green street, hillclimb, mid-block crossing, through-block passageway); and
f. direct access to one or more components of the regional transportation system.

e. height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs back lot line to side lot line); and
f. type and amount of separation between lots in the different zones (e.g. , separation by only a property line, by an alley or street, or by other physical features such as grade changes); g. street grid or platting orientations.

At least two of the Board members complained of a difficulty in following the continuity of the floor plans (Level 7 was not shown). It would be useful to show, where applicable, the full development site (i.e., the Braodacres site and building) to provide an adequate context.

B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area.: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B3.1. Building Orientation: In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections considerations.
B3.2. Features to Complement: Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings. Consider complementing the existing:

a. massing and setbacks,
b. scale and proportions,
c. expressed structural bays and modulations,
d. fenestration patterns and detailing,
e. exterior finish materials and detailing,
f. architectural styles, and
g. roof forms.

B3.3. Pedestrian Amenities at the Ground Level: Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Reinforce the desirable streetscape elements found on adjacent blocks. Consider complementing existing:

h. public art installations,
i. street furniture and signage systems,
j. lighting and landscaping, and
k. overhead weather protection.

B4 Design a Well-Proportioned & Unified Building: Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B4.1. Massing: When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

a. setbacks, projections, and open space;
b. relative sizes and shapes of distinct building volumes; and
c. roof heights and forms.

B4.2. Coherent Interior/Exterior Design: When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

d. facade modulation and articulation;
e. windows and fenestration patterns;
f. corner features;
g. streetscape and open space fixtures;
h. building and garage entries; and
i. building base and top.

B4.3. Architectural Details: When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

j. exterior finish materials;

k. architectural lighting and signage;
l. grilles, railings, and downspouts;
m. window and entry trim and moldings;
n. shadow patterns; and
o. exterior lighting.

This Guideline was stated by the Board as being "super-important." One Board member stated that the tower was "beautiful and unique," and noted that there should not be concerns regarding the modulation above 240 feet, given the slenderness of the tower's overall inherent form.

THE STREETSCAPE

C1 Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

C1.1. Street Level Uses: Provide spaces for street level uses that:

a. reinforce existing retail concentrations;
b. vary in size, width, and depth;
c. enhance main pedestrian links between areas; and
d. establish new pedestrian activity where appropriate to meet area objectives. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

C1.2. Retail Orientation: Where appropriate, consider configuring retail space to attract tenants with products or services that will "spill-out" onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

C1.3. Street-Level Articulation for Pedestrian Activity: Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience via:

e. open facades (i.e., arcades and shop fronts);
f. multiple building entries;
g. windows that encourage pedestrians to look into the building interior;
h. merchandising display windows;
i. street front open space that features art work, street furniture, and landscaping;
j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

This guideline would be particularly applicable once it has been determined to create a greater amount of space within the structure that would serve to activate the street.

C2 Design Facades of Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building

facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

C2.1. Modulation of Facades: Consider modulating the building facades and reinforcing this modulation with the composition of:

a. the fenestration pattern;
b. exterior finish materials;
c. other architectural elements;
d. light fixtures and landscaping elements; and
e. the roofline.

As noted in the Board's discussions, the question of modulation by prescription might not be the critical issue in designing a tall, narrow building on this irregularly shaped site.

C3 Provide Active — Not Blank — Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

C3.1. Desirable Facade Elements: Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenants;
b. visibility into building interiors;
c. limited lengths of blank walls;
d. a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall's blank surface;
e. high quality public art in the form of a mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
f. small setbacks, indentations, or other architectural means of breaking up the wall surface;
g. different textures, colors, or materials that break up the wall's surface.
h. special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest;
i. seating ledges or perches (especially on sunny facades and near bus stops);
j. merchandising display windows or regularly changing public information display cases.

The Board noted that the alley façade , because of its visibility, should not suffer neglect and the face put forth at the alley was vital to a successful design. The resolution of the 'blankness" of the core wall co-located with the 2nd Avenue façade, as discussed above, was vital to the success of the project.

C4 Reinforce Building Entries: To promote pedestrian comfort, safety, and orientation, reinforce building entries.

C4.1. Entry Treatments: Reinforce the building's entry with one or more of the following architectural treatments:

a. extra-height lobby space;
b. distinctive doorways;
c. decorative lighting;
d. distinctive entry canopy;
e. projected or recessed entry bay;
f. building name and address integrated into the facade or sidewalk;
g. artwork integrated into the facade or sidewalk;
h. a change in paving material, texture, or color;
i. distinctive landscaping, including plants, water features and seating
j. ornamental glazing, railings, and balustrades.

C4.2. Residential Entries: To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Provide convenient and attractive access to the building's entry. To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

C5 Encourage Overhead Weather Protection: Project applicants are encouraged to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C5.1. Overhead Weather Protection Design Elements: Overhead weather protection should be designed with consideration given to:

a. the overall architectural concept of the building
b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
c. minimizing gaps in coverage;
d. a drainage strategy that keeps rain water off the street-level facade and sidewalk;
e. continuity with weather protection provided on nearby buildings;
f. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
g. the scale of the space defined by the height and depth of the weather protection;
h. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
i. when opaque material is used, the illumination of light-colored undersides to increase security after dark.

The Board members did not provide comments regarding the overhead weather protection that was shown in the presentation materials

C6 Develop the Alley Façade: To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

C6.1. Alley Activation: Consider enlivening and enhancing the alley entrance by:

a. extending retail space fenestration into the alley one bay;

b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and

c. adding effective lighting to enhance visibility and safety.

PUBLIC AMENITIES

D2 Enhance the Building with Landscaping: Enhance the building and site with generous landscaping— which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D2.1. Landscape Enhancements: Landscape enhancement of the site may include some of the approaches or features listed below:

a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;

b. include a special feature such as a courtyard, fountain, or pool;

c. incorporate a planter guard or low planter wall as part of the architecture;

d. distinctively landscape open areas created by building modulation;

e. soften the building by screening blank walls, terracing retaining walls, etc;

f. increase privacy and security through screening and/or shading;

g. provide a framework such as a trellis or arbor for plants to grow on;

h. incorporate upper story planter boxes or roof planters;

i. provide identity and reinforce a desired feeling of intimacy and quiet;

j. provide brackets for hanging planters;

k. consider how the space will be viewed from the upper floors of nearby buildings as well as from the sidewalk; and

l. if on a designated Green Street, coordinate improvements with the local Green Street plan.

D2.2. Consider Nearby Landscaping: Reinforce the desirable pattern of landscaping found on adjacent block faces.

m. plant street trees that match the existing planting pattern or species;

n. use similar landscape materials; and

o. extend a low wall, use paving similar to that found nearby, or employ similar stairway construction methods.

D5 Provide Adequate Lighting: To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D5.1. Lighting Strategies: Consider employing one or more of the following lighting strategies as appropriate.

a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.

b. Install lighting in display windows that spills onto and illuminates the sidewalk.

c. Orient outside lighting to minimize glare within the public right-of-way.

D6 Design for Personal Safety & Security: Design the building and site to promote the feeling of personal safety and security in the immediate area.

D6.1. Safety in Design Features: To help promote safety for the residents, workers, shoppers, and visitors who enter the area:

a. provide adequate lighting;

b. retain clear lines of sight into and out of entries and open spaces;

c. use semi-transparent security screening, rather than opaque walls, where appropriate;

d. avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;

e. use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;

f. use ornamental grille as fencing or over ground-floor windows in some locations;

g. avoid architectural features that provide hiding places for criminal activity;

h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;

i. install clear directional signage;

j. encourage “eyes on the street” through the placement of windows, balconies, and street-level uses; and

k. ensure natural surveillance of children’s play areas.

VEHICULAR ACCESS AND PARKING

E2 Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E2.1. Parking Structures: Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:

a. Incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures. A depth of only 10 feet along the front of the building is sufficient to provide space for newsstands, ticket booths, flower shops, and other viable uses.

b. Use the site topography to help reduce the visibility of the parking facility.

c. Set the parking facility back from the sidewalk and install dense landscaping.
d. Incorporate any of the blank wall treatments listed in Guideline C-3.
e. Visually integrate the parking structure with building volumes above, below, and adjacent.
f. Incorporate artwork into the facades.
g. Provide a frieze, cornice, canopy, overhang, trellis or other device at the top of the parking level.
h. Use a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter.

In selecting this Guideline, the Board referred to their discussion regarding the critical challenge of integrating the parking portion of the structure with the rest of the building.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the **First** Early Design Guidance , the following departures were requested:

1. **(SMC 23.49.009.B.1):** The Code requires a minimum of 75% of each street frontage at street level to be occupied by approved street level uses. The applicant proposes 42% compliance on Stewart Street, and 57% on 2nd Avenue (two departures required).

The Board indicated an unwillingness to grant the departures.

2. **(SMC 23.49.058.B):** The Code requires facade modulation above 85 feet for any portion of a structure located within 15 feet of a street property line. The applicant proposes no modulation on the upper façade along Stewart Street where the setback from the property line is less than 15 feet.

The Board did not offer a formal response to the proposed departure from modulation requirements

BOARD DIRECTION

At the conclusion of the First Early Design Guidance meeting, the Board recommended the project return for another meeting in response to the guidance provided.

Second Early Design Guidance Meeting, April 7, 2015

Applicant's Presentation

The proposal was for a 400-foot, 39-story, mixed-use structure with ground floor retail and parking both below and above grade. Among the major elements of the first EDG meeting addressed by the applicant team were: increase in the amount of ground floor retail space provided and the re-location of the tower core. There was also a significant change in the ratio of underground to above grade parking, now proposing 7 stories of below grade and 4 above. As earlier, the development site was to be shared with the 9-story Broadacres Building which will continue to occupy 59 percent of the half-block site at grade.

Two new alternative designs were introduced to stand in contrast to the preferred alternative presented at the first EDG meeting. The earlier alternative had an off-set core located along the exterior of the 2nd Avenue façade, and only 500 square feet of retail space at the base. Parking was distributed between 4 stories of below-grade and 4 stories of above-grade spaces. Each of the two new alternatives was arranged around a central building core which allowed for more than 2,600 square feet of ground floor retail space. The parking distribution of each of the two new alternatives allowed for a ratio of below grade to above grade parking at 67 percent. While not quite at iceberg buoyancy proportions, this was an improvement over the 57 percent ratio of the preferred alternative from the earlier EDG presentation.

The Early Design Guidance Meeting #2 packet includes materials presented at the meeting on April 7, 2015, and is available online by entering the project number (3016702) 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 file, by contacting the Public Resource Center at DPD:

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

Email: PRC@seattle.gov

Public Comment

Among the public comments elicited before and at the meeting were the following:

- some concerns regarding the overall massing and height of the building;
- concerns regarding vehicular traffic entering and exiting the building from the alley, especially as these were thought to require difficult maneuvering skills;

- A spokesperson for the Broadacres Building noted that the owners of that building were generally satisfied with how the proposed lower plane of the new structure interfaced with the lower levels of their building.

Departure Requests

The preferred alternative would require a departure from SMC 23.49.019.B.1.a(2) which requires that parking above the third story of a structure shall be separated from the street by another use for a minimum of 30 percent of each frontage and at the corner. The preferred alternative would provide 12% on the third and fourth parking levels along 2nd Ave, while on Stewart Street the separation would be 64 %.

SMC 23.49.058.B requires façade modulation above a height of 85 feet above the sidewalk for portions of a structure not set back 15 feet or more from the property line. Above 240 feet the Stewart Street setback is less than 15 feet.

SMC 23.49.030.E.1 provides a minimum aisle width for two-way parking of 20 feet or better. The applicant requests aisle widths of less than 20 feet at spot locations. (See the Early Design Guidance #2 packet, pp.50.-52, for complete descriptions, diagrams and rationales for the requested departures.

Board's Deliberations

The Board members agreed that the design development had made great progress since the Early Design Guidance meeting by shifting the position of the building core and reconfiguring the parking to allow for substantially more retail space along each street front. **They also agreed that the project should proceed to MUP application and return after design development for a Recommendation Meeting.**

There was a good deal of discussion, however, and differences in feelings expressed, regarding preferences between the two new alternatives. While alternative two was thought to be a simpler, more perceptibly slender, calmer, and elegant design, one of the Board members responded more favorably to the shift and cant that occurred at the 17th floor of alternative 1. It was thought that alternative 1 deserved further study and exploration as a viable alternative, and the design team was encouraged to do that as the proposal progressed.

The Board gave the following directives for achieving a successful overall design:

- There was a positive response to the unusual rooftop configuration, but the Board would like to see further details, and from a variety of perspectives, how it caps the building.
- The raised outdoor platform area accessed by stairs from Stewart Street and providing accessory space for the adjacent retail was not universally acclaimed by the Board who desired to see further demonstration of actual views down the street toward the water and demonstration of how it would be protected from wind and weather and operate

as a successful outdoor retail space. Provide vignettes of the relationship to the sidewalk and how the outdoor space would work.

- Demonstrate to the Board how the turning radii in and out of the parking openings would work safely and effectively.
- Moving the leasing space up to a mezzanine level was acknowledged as a good move by the Board, but they also thought that the external expression of this and related spaces at the northwest lower corner, the junction of the alley and Stewart Street, as portrayed in both alternative one and two, needed to be revisited. It was suggested that the creation of a dynamic corner was a good idea, but perhaps the present rendering exhibited too many acute angles. As expressed by one of the Board members, the treatment of the lower corner should be as elegant as the treatment of the rest of the building.

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