



FINAL RECOMMENDATION OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3018666

Address: 4132 Brooklyn Avenue NE

Applicant: Schemata Workshop for Maria Barrientos, Barrientos LLC

Date of Meeting: Monday, August 31, 2015

Board Members Present: Ivana Begley, Chair
Eric Blank
Laura Lenss
Blake Williams

Board Members Absent: Julia Levitt

DPD Staff Present: Katy Haima

SITE & VICINITY

Site Zone: Midrise Residential Commercial (MR-RC)

Nearby Zones: North: NC3-65
South: MR-RC
East: NC3P-65
West: MR

Lot Area: 12,360 sq. ft.

Current Development: Existing multifamily family homes



Surrounding Development: The subject site is located midblock on the east side of Brooklyn Avenue NE between NE 41st and NE 42nd Street. Brooklyn Avenue NE serves as a collector arterial along the north south axis traveling through the University District one block west of University Avenue.

Along Brooklyn Avenue NE, the zoning is varied. The subject sites and sites directly south are zoned Midrise Residential Commercial (MR-RC). Sites to the north and west are zoned Neighborhood Commercial with a 65 foot height limit (NC3-65). The University Way corridor sites also contain a Pedestrian Overlay. Sites to the west are zoned Midrise (MR). South of NE 41st Street and East of 15th Avenue NE the zoning transitions to a Major Institution Overlay for University of Washington.

The site currently contains a City of Seattle Landmark structure, the Parsonage. The project proposal will maintain, relocate and renovate the existing landmark structure consistent with approval from the Department of Neighborhoods. The structure to the north, the University Methodist Episcopal Church, is also a City of Seattle Landmark. The landmark structure contains a variety of small commercial spaces and a religious institution.

To the south and west of the subject lot are existing multifamily apartment buildings. Brooklyn Avenue NE is largely characterized by student housing given the proximity to the University of Washington. The majority of structures are 3-5 story apartment buildings of similar width and proportion. The majority of materials are concrete, masonry or brick.

To the east, across the alley are one and two story commercial structures along University Way NE the major pedestrian corridor for the district containing human services, restaurants, shops and transit services.

The subject lot contains approximately 13 feet of grade change from the northwest corner, the high point, to the southeast corner, the low point of the site.

The subject lot is located with the University District Urban Center and the NE 45th Street Station Area Overlay District.

ECAs: No Environmentally Critical Areas have been identified on site.

Neighborhood Character: Brooklyn Avenue NE serves as a residential corridor. Uses are largely small neighborhood commercial shops and student housing.

PROJECT DESCRIPTION

Design Review application to allow a 7-story structure containing 84 residential units. The historic landmark structure (4138 Brooklyn Ave NE) is to be relocated. All other structures to be demolished.

EARLY DESIGN GUIDANCE MEETING: February 9, 2015

DESIGN PRESENTATION

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number (3018666) at this website:

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

The EDG packet is also available to view in the project file (project number 3018666), 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

PUBLIC COMMENT

The following comments, issues and concerns were raised during the public comment portion of the Early Design Guidance meeting:

- Would like to see the edges of the building softened to appear less bulky.
- Expressed support for setback departures in order to provide space between the landmark building and the proposed structure.
- Concerned about the rear setback departure request's impact on the alley. Noted alley is very narrow and is used by large trucks for deliveries for solid waste and recycling storage space.
- Concerned about lack of parking provided.
- Would like to have developer contact and work with local businesses.
- Concerned about loss of daylight/sunlight to the stained glass windows in the landmark church.

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. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

EARLY DESIGN GUIDANCE February 9, 2015:

- 1. Massing and Courtyard Design.** The Board unanimously supported the preferred massing option 3 which included a larger courtyard separation between the landmark Parsonage structure and the new proposed structure. The Board noted that the preferred massing option was also supported by the Architectural Review Committee for the Landmarks Preservation Board. The Board directed that the preferred massing alternative, with the central courtyard, be developed with the following guidance:
 - a) The courtyard should be developed as part of the entry sequence into the Parsonage and the courtyard should function as an alternative entry point for residents and visitors (CS2-B2, PL-B, PL3-A, PL1-I, PL3-I).
 - b) The ADA ramp acts as an obstacle for entry to the courtyard. At the Recommendation Meeting, the applicant should demonstrate how pedestrians and bikes can access the courtyard by the ramp without going through the Parsonage. The Board suggested adding steps from the ramp landing to the courtyard as a potential solution (CS2-B2, PL-B, PL3-A, PL1-I, PL3-I).
 - c) The courtyard should be developed as one large courtyard space, or read as one large space, rather than being divided into multiple smaller spaces for private use by ground level residents (PL1-I, PL3-I).
 - d) At the Recommendation Meeting, the applicant should demonstrate how the courtyard design is welcoming, cohesively designed, and activated by residents. Additional detail should include information about bike access and storage, landscaping, safety and security (PL1-I, PL3-I).
 - e) The Board supported the applicant's intention to provide daylight access to the basement of the Parsonage to provide bike parking. At the Recommendation Meeting, the applicant should demonstrate how bikes access the storage location from Roosevelt (PL4-B).

- 2. Alley Design and Rear Setback Departure Request.** The Board expressed concern about the rear setback departure request. The Board requested additional analysis demonstrating how the existing and proposed alley functions would be accommodated by the future building design.
 - a) The Board requested an analysis showing how existing and proposed solid waste and recycling, truck loading and unloading for commercial uses, and vehicular traffic along the alley will function with the new proposed building and reduced setback (CS2-D, DC1-C).

- b) The building and rear setback must be sensitive to the existing alley condition and provide a buffer between ground level residential units and the alley (CS2-D, PL3-B, DC1-C).
- c) The Board will review future rear setback departure requests once the additional analysis is provided. The Board indicated support for a reduced rear setback departure request. To relieve the tight programming on the alley the Board indicated support for additional massing at the upper level along the street, or alternatively, an increased ground level setback with upper level cantilever on the alley (CS2-D, DC1-C)
- d) The Board supported the applicant's intent to work with the adjacent church to co-locate solid waste and recycling storage space location (DC1-C).
- e) At the Recommendation Meeting, the applicant should demonstrate how tenants will stage moving in and out of the structure (DC1-C).

3. Relationship to the Church. The Board expressed support for the inspirational images provided with in the Early Design Guidance packet (pages 22-23) and the applicant's stated intention to create a clean modern structure next to the historic landmarks structure. The Board agreed the new building should not attempt to recreate the landmark structure.

- a) At the Recommendation Meeting the applicant should demonstrate natural light impacts to the church's stained glass window has been minimized by the proposed development (CS2-D5).
- b) At the Recommendation Meeting, the applicant should provide additional detail on whether the Architectural Review Committee has approved the removal of the chimney on the historic structure (CS3-A1).

FINAL RECOMMENDATION: August 31, 2015

DESIGN DEVELOPMENT

The packet includes materials presented at the meeting, and is available online by entering the project number (**Error! Reference source not found.**) at this website:

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

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PUBLIC COMMENT

- Felt that the departures were not better meeting the intent of the design guidelines, and that the overall design was not improved through the departures. Expressed concern

that the departure requests were based on gaining FAR. Noted that the landmark structure may not have been allowed to be demolished.

- Did not support the departure for the front setback, noting that the size of the courtyard is substantially short of the requirement to achieve a zero-lot line setback.
- Did not support the rear setback departure, noting the impact on the alley.
- Did not support the departures for the side setback, noting that the adjacent buildings which do not setback are shorter in height.
- Felt that the lot depth departure could be eliminated by resizing the units.
- Felt the proposed design does not strive to minimize bulk and height.
- Suggested the use of a cornice or parapet, or other traditional detailing that would help the design relate to the context.
- Felt the proposed design does not adequately relate to the character of adjacent historical structures.
- Supported the use of brick, and suggested additional detailing or articulation of the brick façade to incorporate datum lines to connect to relate to adjacent facades.
- Did not support the use of cementitious panel on the west building.

PRIORITIES & BOARD RECOMMENDATIONS

FINAL RECOMMENDATIONS: AUGUST 31, 2015

The Board was very pleased with the proposed design and its progression since the last meeting, and felt that the major concerns at EDG had largely been resolved. The Board agreed that the design was attractive and contemporary, while respecting the neighborhood character and the landmark structure located on site. The Board appreciated the massing concept, which featured a smaller, brick-clad building (street-side building) along Brooklyn Ave at the south end of the site separated from the Parsonage by an interior courtyard. A wider, more subtly finished building (rear building) in beige acts a backdrop to the Parsonage, courtyard and the brick structure. In addition to these features, the Board also agreed that the reconfiguration of the courtyard and circulation was an appropriate response to the programming and character of the streetscape.

The Board appreciated the studies on how the massing and composition were developed and offered further guidance on the following items regarding façade articulation and composition:

1. **Street Side Building (West Elevation):** The Board noted that the brick structure reads as a strong volume with simple lines, but needs additional articulation and depth within the volume to break down the height, bulk, and scale and impart a residential character to the building. (CS2-D, CS3-A, DC2-A, DC2-B, DC2-D)
 - a. The Board noted that because the building does not have an entry feature along the street, it appears to look more like the side of a building than the front. Thus, the street-facing façade requires additional articulation to relate to the streetscape and announce itself as a residential structure. (CS2-B, CS2-D, DC2-B)
 - b. The established cubic pattern is rigid, with no interruption of an entry way. The Board recommended that tertiary scales of detailing be incorporated within the

existing window groupings and larger symmetry of the design concept to add an element of playfulness and fine-grained detail. The Board noted that this approach would help the design relate to the established personality of the University District. (CS3-A, DC2-B, DC2-D)

- c. Alternatively, the Board suggested exploring revising the pattern of the materials used for the spandrels so that the groupings of windows are regrouped to read as a 1-2-2-1 (in rows, from top to bottom). (CS3-A, DC2-B, DC2-D)
- d. The Board also specified that the color of the white windows on the south façade of the building abutting the street should be revised to the same hue as the other facades of that building. (DC2-B)

2. Rear Building.

- a. The Board expressed concern about the visibility of the large monochromatic east façade as viewed from University Way, and recommended that the massing be further broken down to reduce the perceived bulk and scale. To this end, the Board recommended a condition that the protruding bay be clad in a different color to reduce the perceived bulk and scale. (CS2-A, CS2-B, CS2-D, DC2-B)
- b. The Board recommended Option A (p. 67) for the joint pattern on the north façade, noting that the change in pattern relates to the shift in plane, and works to break down the bulk and scale of the monochromatic façade. (DC2-B, DC2-D)

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below. For the full text please visit the [Design Review website](#)

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-D Height, Bulk, and Scale

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

University Supplemental Guidance:

PL1-I Residential Open Space

PL1-I-i. Active, Ground-Level Open Space: The ground-level open space should be designed as a plaza, courtyard, play area, mini-park, pedestrian open space, garden, or similar occupiable site feature. The quantity of open space is less important than the provision of functional and visual ground-level open space. Successfully designed ground level open space should meet these objectives:

- a. Reinforces positive streetscape qualities by providing a landscaped front yard, adhering to common setback dimensions of neighboring properties, and providing a transition between public and private realms.
- b. Provides for the comfort, health, and recreation of residents.
- c. Increases privacy and reduce visual impacts to all neighboring properties.

PL1-I-ii. Central Courtyards: A central courtyard in cottage or townhouse developments may provide better open space than space for each unit. In these cases, yard setbacks may be reduced if a sensitive transition to neighbors is maintained.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

University Supplemental Guidance:

PL3-I Entrances Visible from the Street

PL3-I-ii. Walkways Serving Entrances: In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances. At least one building entrance, preferably the main one, should be prominently visible from the street. To increase security, it is desirable that other entries also be visible from the street; however, the configuration of existing buildings may preclude this.

PL3-I-iii. Courtyard Entries: When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street. Units facing the courtyard should have a porch, stoop, deck or seating area associated with the dwelling unit.

PL3-I-iv. Fences: In residential projects, front yard fences over 4 feet in height that reduce visual access and security should be avoided.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B Planning Ahead for Bicyclists

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-C Parking and Service Uses

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-C Secondary Architectural Features

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle’s climate, taking special care to detail corners, edges, and transitions.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

University Supplemental Guidance:

DC4-I Exterior Finish Materials

DC4-I-i. Desired Materials: See full Guidelines for list of desired materials.

DC4-I-iii. Discouraged Materials: See full Guidelines for list of discouraged materials.

DC4-I-iv. Anodized Metal: Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.

DC4-I-v. Fencing: Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.

DC4-I-vi. Awnings: Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.

DC4-I-vii. Light Standards: Light standards should be compatible with other site design and building elements.

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).

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

- 1. Front Setback (SMC 23.45.518 Table B):** The Code requires a 7 foot average, 5 foot minimum setback. The applicant proposes a setback of 6" minimum, 4'-7" average.

The Board recommended approval of the departure. The Board noted that the Code allows for a 0' set back if a ground-level courtyard is provided with a street frontage of at least 36' and a depth of 20', and that the applicant is providing a space that exceeds the total square footage, but with a street frontage of less than the required 36'. The Board recommended that this configuration of the open space is meeting the intent of the Code, and allowing more light and air (**CS1-B Sunlight and Natural Ventilation**) to the landmarked structure than the Code would require. The Board agreed that breaking the space up with the courtyard reduces the bulk and scale of the mass (**CS2-D Height, Bulk, and Scale**), and creates a more appropriate relationship with the adjacent historic structure. However, due to the minimal front setback, the Board placed conditions on the departure to reduce the scale and bulk of the building at the street by adding additional articulation and depth to the façade (**DC2-A Reducing Perceived Mass** and **DC3-A Building-Open Space Relationship**).

- 2. Rear Setback (SMC 23.45.518):** The Code requires a minimum 10 foot setback along a rear lot line abutting an alley. The applicant proposes a setback 6'-5" setback along the alley.

The Board recommended approval of the departure. Additional analysis was presented by the applicant demonstrating the existing and proposed alley conditions as requested by the Board at the Early Design Guidance meeting. The Board noted that the maneuverability of the alley did not appear to be affected, and the design still allowed adequate space to screen the ground-floor units from the alley. In addition, the Board appreciated combining the trash storage area with the adjacent church to minimize the footprint in the alley (**CS1-B Sunlight and Natural Ventilation**). The Board agreed that the departure better meets the intent of the design guidelines in regards to minimizing height, bulk and scale, as allowing the mass to shift into the rear setback allows for a greater separation between the historic landmark and for the portion of the massing fronting on Brooklyn to be reduced by one story (**CS2-D Height, Bulk, and Scale**). In addition, the departure allows for additional modulation on the east façade, visible from University Way (**DC2-A Reducing Perceived Mass** and **DC3-A Building-Open Space Relationship**).

- 3. Side Setback (SMC 23.45.518 Table B):** The code states for portion of a structure above 42 feet a 7 foot minimum, 10 foot average setback shall be provided. The applicant proposes a 7'-1" average setback on the south and south property line.

The Board recommended approval of the departure. The Board noted that the massing of the southwest portion of the building had been lowered by one floor, and that the intent to reduce the height, bulk and scale was better achieved through this strategy. In addition, the resulting design, without a "stepping" of the façade, is similar in massing to similar styles of buildings in the immediate context (**CS3-A Emphasizing Positive Neighborhood Attributes**). Requiring the step-backs would diminish the strength of the architectural concept and design dialogue between the street side building and the Parsonage (**CS1-B Sunlight and Natural Ventilation, CS2-D Height, Bulk, and Scale and DC2-C Secondary Architectural Features**).

- 4. Structure Depth (SMC 23.45.528.b)** The Code requires that the depth of a principal structure shall not exceed 75% of the depth of the lot, with some exceptions. The applicant proposes a structure depth of 97'-8", approximately 95% of the lot depth.

The Board recommended approval of the departure, noting that the shift in massing is a result of providing the courtyard space. The intent of the code to reduce bulk is better achieved by breaking down the massing on the south façade, reducing the height of the street side building, and incorporating the courtyard at the street front. The Board noted that the landmarked building is already being shifted westward, and that denying the departure would greatly diminish the courtyard space and the relationship among the structures. (**CS2-D Height, Bulk, and Scale, PL1-I Residential Open Space, DC2-A Reducing Perceived Mass, DC3-A Building-Open Space Relationship, DC3-B Open Space Uses and Activities**).

RECOMMENDATIONS

The recommendation summarized above was based on the design review packet dated August 31, 2015, and the materials shown and verbally described by the applicant at the August 31, 2015 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 project design with conditions, listed below.

1. Revise the composition of the west façade to incorporate a tertiary scale of detailing within the existing window groupings and larger symmetry of the design concept to add an element of playfulness and finer-grained detail to interrupt the rigidity of the cubic pattern and better relate to the streetscape as a residential structure.
2. Revise the color of the protruding bay on the east façade of the building abutting the alley to a complementary color that relates to the established design language and reduces the perceived bulk and scale.

3. Revise the color of the white windows on the south façade of the building abutting the street to the same hue as the other facades of that building.
4. Update the plans to reflect Option A (p. 67) for the joint pattern on the north façade, that shows a change in pattern that relates to the shift in plane, and works to break down the bulk and scale of the monochromatic façade.