



City of Seattle

Seattle Department of Construction and Inspections
Nathan Torgelson, Director

DESIGN
REVIEW

FINAL RECOMMENDATION OF THE WEST DESIGN REVIEW BOARD

Project Number: 3019621

Address: 200 2nd Ave W

Applicant: Meredith Everist of Baylis Architects

Date of Meeting: Wednesday, February 17, 2016

Board Members Present: Katherine Idziorek, Acting Chair
Homero Nishiwaki
Janet Stephenson

Board Members Absent: Christine Harrington
Boyd Pickrell

SDCI Staff Present: Magda Hogness

SITE & VICINITY

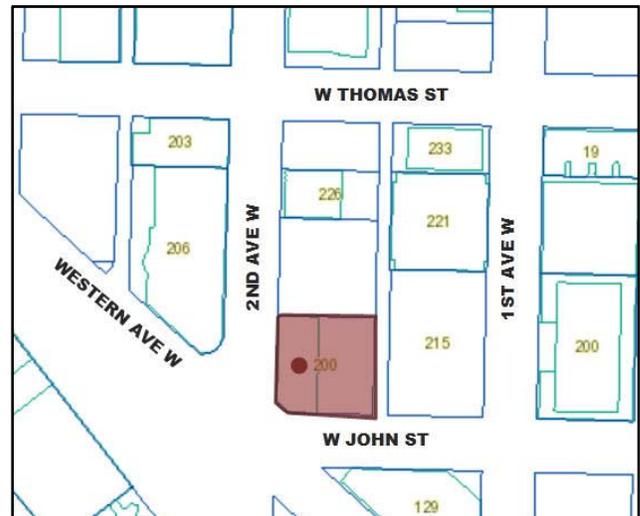
Site Zone: Neighborhood Commercial (NC3-65)

Nearby Zones: Neighborhood Commercial (NC3-65), Commercial (C2-40), Industrial Commercial (IC-45)

Lot Area: 14,314 square feet

Access: The subject property currently includes vehicular access from W John St.

Environmentally Critical Areas: The site is mapped as an Environmentally Critical Area (ECA) Steep Slope along the north and west property line.



Current Development:

The existing site includes two-story office structure, originally built in 1945. Surface parking and vehicular access is located off W John St.

Surrounding Development and Neighborhood Character:

Bounded by Seattle Center to the east, Belltown to the south, the Puget Sound waterfront to the west, Queen Anne Hill to the north, the Uptown Neighborhood includes blocks with a rich variety of uses, institutions, and transportation connectivity. The project site is located within the Uptown Urban character area, as mapped in the Uptown Guidelines. This area includes a mix of early and mid-20th century masonry apartment buildings, pre-cast commercial office buildings, multi-family and recent mixed use developments. The guidelines encourage high quality urban infill and pedestrian focused design elements to response to this context.

The site is surrounded by a wide mix of structures. Directly to the south of the site is a three-story reinforced concrete commercial/warehouse building. Across the alley to the east, is a seven-story wood frame residential building which has parking access off the alley. To the north is a surface parking lot. A six-story hotel structure with below grade parking accessed off the alley and a surface parking lot is located to the west. Across Western Ave N, is a two-story loft structure, Northwest Lofts, originally built in 1927. Located on the west side of Elliott Ave W are two five-story office buildings, sited to allow for an unobstructed view corridor to Myrtle Edwards Park and the Puget Sounds beyond. A nearby pedestrian bridge overpass links the neighborhood to this park.

PROJECT DESCRIPTION

The proposal is for a seven-story, 75 unit building with three live/work units at street level. Parking for 76 vehicles will be located below grade. Existing structure to be demolished

EARLY DESIGN GUIDANCE May 6, 2015
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The packet includes materials presented at the meeting, and is available online by entering the project number (3019621) 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 SDCl:

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

Drawing on the existing context, the architect presented three main massing options derived from a warehouse loft idea for the residential building. All of the massing options propose similar square footage and use; a seven story structure containing 75 residential units, three live/work spaces and 76-79 parking spaces below grade. Roof terraces and courtyards are in various locations to take advantage of views, in particular the unobstructed view corridor to Myrtle Edwards Park.

Massing Option 1 showed a code compliant version. Configured in a T-shape plan with a curved corner, two podium courtyards carve away the massing on the west, north and east. A residential lobby entry is located off John St. Vehicular access is provided off the alley. The applicant noted that the topography poses a challenge for this site; there is a 45' change of grade. Due to this condition, the middle portion of the alley is accessed only by pedestrians. As a result, parking alley access is a challenge and largely controlled by the location the adjacent building parking entries.

Option 2 showed the building organized in an L-shaped plan with an exterior courtyard space on northwest portion of the site. Similar to Option 1, the residential lobby entry is located off W John St. Vehicular access to parking is proposed off 2nd Ave W and off the alley. This request for both points of access requires a departure, in addition to a Type 1 Decision.

The L-shaped plan is further refined in Option 3. Presented as the preferred option, this scheme is characterized by a chamfered corner. For this option, the residential entry is located off 2nd Ave W and live/work units front both adjacent streets. Vehicle access is also proposed off 2nd Ave W and requires a Type 1 Decision. Planting and a green wall is planned along W John St to buffer the parking structure's blank walls.

PUBLIC COMMENT

No public comments were offered at the meeting.

FINAL RECOMMENDATION February 17, 2016

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DESIGN DEVELOPMENT

During the presentation, the applicant described the changes since the EDG meeting including refinements to the corner massing and further design development of the building frontages and streetscape.

PUBLIC COMMENT

No public comments were offered at the meeting.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

EARLY DESIGN GUIDANCE May 6, 2015

1. **Massing:** The Board unanimously preferred massing Option 3 as it provides the best response to the context. (Guidelines CS2-B, DC2-C) The Board directed the applicant to proceed with the preferred option.
 - a. As part of moving the design forward, the Board would like to see a more dynamic façade expression for the building. Provide visual interest, more in line with warehouse loft idea presented. (Guidelines, CS2-B, DC2)
 - b. Cognizant of the high visibility of site, the Board directed the applicant to find ways to express the corner and provide less of a static expression. Consider locating the lobby entry off the corner. (Guidelines CS2-III, CS2-B, DC1-A)

- c. The Board noted that they would like to see more depth to the façade and directed the applicant to design the façade with modulation and consideration of secondary architectural elements. (Guidelines DC2-I-iii, DC2-C, DC2-D, DC2-E)
- 2. Uses at Street Level and Relationship to Grade:** The Board expressed that the relationship of all street facing uses to the street is very important to convey a clear expression of the program. (PL2-I-i, PL2-II-i, DC1-I-ii , DC2-C, DC2-E)
 - a. The Board deliberated the live/work unit grouping and ultimately decided that the broken up locations were fine. The Board directed the applicant to work on the design of the live work units to articulate the program. (Guidelines PL3-A, DC2-E)
 - b. Expressing interest in future proofing the live/work lofts, the Board encouraged allowing for the possibility of combining these units into larger retail spaces in the future. (Guideline PL3-B-3)
 - c. In refining the design, the Board noted if the setback live/work units continue to be tucked back, individual walkways should be explored. (Guidelines CS2-I-i, PL2-II-ii , PL3-A-3)
- 3. Vehicular Access:** The Board discussed the Type 1 Decision administrative request for a curb cut to access parking from 2nd Ave W. The Board acknowledged the difficulty of the alley topography, however, they questioned why a blank wall for parking would be still shown along W John St, if access is provided on 2nd Ave W. The Board unanimously supported access taken from 2nd Ave W if the frontage along W John St, did not include a blank wall. (Guidelines DC1-V, DC2-A, DC2-B, DC2-C)
 - a. If vehicle access is shown off 2nd Ave W, the Board would like to see a different use along W John St, such as another live/work unit or a visible bike storage room. (Guidelines DC1-V, DC2-A, DC2-B, DC2-C)
- 4. Courtyard and Relationship to Adjacent Context:** The Board supported the courtyard location and recommended that this area also enhance the alley pedestrian environment. (PL2-II-ii, PL3-B-I, DC1-VI)
 - a. The Board recommended the applicant to explore a pedestrian connection with the alley stair. When developing this connection, create defensible space; provide lighting and design elements for these areas to be visible, safe, and welcoming for pedestrians. (Guidelines PL2-II-ii, PL3-B-I, DC1-VI,))
- 5. Blank wall:** The Board was supportive of the design direction and façade treatment for the north blank wall. (CS2-D-5, DC1-II)
- 6. Materials:** The Board strongly supported the quality of materials proposed, especially the brick, and urged the applicant to consider durability and detailing of the materials. (Guidelines DC2-I-iii, DC4-A-I)
 - a. Noting that the vertical expression of the brick seemed to elongate the massing, the Board directed the applicant to develop and explore a material cladding concept with a horizontal break, which would be more in line with the warehouse loft idea presented. (Guidelines DC2-I-iii, DC4-A-I)

FINAL RECOMMENDATION February 17, 2016

- 1. Architectural Expression and Massing:** The Board recognized the warehouse expression improvement over the EDG conceptual design and recommended conditions to refine the design, consistent with the architectural concept.
 - a. The Board strongly supported the development of the deep brick frame, described as one foot plus, and recommended a condition that the brick material and depth remain as presented. (Guidelines DC2-I-iii, DC2-C, DC2-D, DC2-E)
 - b. For the corner, the Board specified that the blank wall sections were unsuccessful at creating a dynamic expression and recommended a condition to resolve these areas preferably with the addition or enlargement of windows. (Guidelines CS2-B, DC2)
 - c. The Board discussed the relationship of the upper level massing and secondary elements and agreed that more study and refinement is needed to resolve this area. The Board recommended a condition to either set back the upper units and provide shallower and longer balconies, or remove the upper canopy overhangs and provide recessed balconies flush with the brick, or remove the upper level balconies entirely. (Guidelines DC2-I-iii, DC2-C)
 - d. Related to the upper level massing, the Board noted the upper canopy overhangs appear gratuitous and directed the applicant to increase the depth, if they are to remain. (Guidelines DC2-I-iii, DC2-C)

- 2. Detailing and Materials:** The Board stressed the importance of thoughtful detailing and recommended intentionally developing the design in keeping with the architectural character of the brick.
 - a. The Board was concerned with material transition between the brick and balconies and recommended a condition to provide a precast brick cap and resolve the detailing. (Guidelines DC2-I-iii, DC2-C, DC4)
 - b. The Board supported the venting integrated and concealed within the horizontal metal bands to support the warehouse expression and recommended a condition that this element remain. (Guidelines DC2, DC4)

- 3. Overhead Canopies and Signage:** The Board discussed the different canopy types and recommended further resolution of canopy and secondary elements.
 - a. In order to distinguish the two building entries subtly, the Board recommended a condition to change the angle to horizontal yet keep the black color. (Guidelines PL2-I, PL3-A, DC2, DC4)
 - b. For the lobby main entry canopy, the Board recommended a condition to integrate the blade sign detailing with the canopy. (Guidelines PL2-I, PL3-A-4, DC2, DC4)
 - c. The Board questioned if the delineated fiber cement strip along John St was necessary and recommended a condition to remove this element. (Guidelines DC2, DC4)
 - d. The Board noted the tight spacing between the canopy and balcony along John St, furthest to the east (pg 14), and recommended resolving the detailing between the two elements. (Guidelines DC2, DC4)

4. **Street Level Frontages:** The Board gave guidance on the street level frontages and relationship to grade.
 - a. The Board discussed the ground floor units along John St and related departure. The Board agreed the proposed design achieves a balance with the required height and depth. The paved and landscaped spaces provide a buffer with the potential for interaction. (Guideline PL3-B-4)
 - b. The Board supported the location of the Live/Work units at the corner and the proposed design which allows for the possibility of combining these units into larger retail spaces in the future. (Guideline PL3-B-3)
 - c. Related to the Live/Work frontages, the Board noted that the proportion of the stem wall and vertical element is incongruous with the rest of the façade. The Board recommended a condition to increase the transparency of the corner at the street level, shorten the stem wall, and reduce the width of the vertical element. (Guidelines PL3-A-4, PL3-B-3, DC2)

5. **Vehicular Access:** The Board discussed the vehicular access from 2nd Ave W. Acknowledging the addition of residential units along John St provides street level interaction at the location which would otherwise be a blank wall, the Board supported the departure provided that the garage door remain as a panelized expression. Related to the access location and required separation of uses, the Board supported the residential amenity bike parking use as described, and recommended a condition that this area remain transparent. (Guidelines DC1-V, DC1-C-2, DC2)

6. **Landscape and Relationship to Adjacent Context:** The Board supported the enhanced landscape, added lighting and changes in paving to delineate entries, the corner and the alley. For the corner, the Board recommended a condition to add a bench/seating area. Noting that only two street trees were proposed, the Board voiced support for additional street trees. (Guidelines PL2-II, PL3-B, DC3)

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood 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](#).

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-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the 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-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

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

Uptown Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-i. Pedestrian Character: Throughout Uptown new developments should, to the extent possible, be sited to further contribute to the neighborhood’s pedestrian character.

CS2-III Corner Lots

CS2-III-i. Addressing the Corner: Generally, buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space areas should address the corner and promote activity. Corner entrances are strongly encouraged, where feasible.

CS2-III-ii. Corner Features: Corner lots are often desirable locations for small publicly-accessible plazas, turrets, clock towers, art, and other special features. Design corner retail entries to not disrupt access to residential uses above.

CS2-IV Height, Bulk and Scale Compatibility

CS2-IV-i. Reducing Visual Bulk: Throughout Uptown, a departure would be supported for 3’ of additional height for projects that step back the top floor of the structure a minimum of 6’ from the street. This has the effect of reducing the impact of the structure height on the sidewalk below as well as reducing the length of shadows over the street. Where the Code regulates podium height, the additional 3’ applies to the podium.

CS2-IV-iii. Massing in the Uptown Urban Character Area: larger massing units and less modulation are appropriate, provided they are carefully designed, with quality materials.

PUBLIC LIFE

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

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.

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

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-D Wayfinding

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

Uptown Supplemental Guidance:

PL2-I Entrances Visible from the Street

PL2-I-i. Prominent Entrances: Throughout Uptown, major entrances to developments should be prominent. The use of distinctive designs with historical references is strongly encouraged. Design, detailing, materials and landscaping may all be employed to this end. Building addresses and names (if applicable) should be located at entrances, tastefully crafted.

PL2-II Pedestrian Open Spaces and Entrances

PL2-II-i. Pedestrian-Friendly Entrances: Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.

PL2-II-ii. Defensible Space: Individual or unit entrances in buildings that are accessed from the sidewalk or other public spaces should consider appropriate designs for defensible space as well as safety features (e.g., decorative fencing and gating). Landscaping should be consistent with these features.

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-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

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-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

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-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

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-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

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.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-C Parking and Service Uses

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

Uptown Supplemental Guidance:

DC1-II Blank Walls

DC1-II-ii. Artistic/Decorative Surfacing: In the Uptown Urban and Heart of Uptown character areas artwork and decorative surfacing may provide an alternative wall treatment to landscaping in some locations. However, painted murals are the least preferred solution to larger wall areas in Uptown.

DC1-V Visual Impacts of Parking Structures

DC1-V-i. Reduce Visual Impact: Throughout Uptown designs that lessen the visibility of parking structures are preferred. Garages and parking structures should, where feasible, incorporate landscaping to reduce their visual impact. Landscaping may include climbing plantings and other landscape means to reduce the impact of larger blankwalls. Large,

open paved driveways and carports are strongly discouraged. Alley access is preferred, if feasible.

DC1-VI Treatment of Alleys

DC1-VI-ii. Activation: In Heart of Uptown and Uptown Urban character areas encourage alleys to be activated with subordinate retail spaces at the mouth of the alley. Encourage retail to “turn the corner” at alley entrances.

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-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-D Scale and Texture

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.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

Uptown Supplemental Guidance:

DC2-I Architectural Context

DC2-I-iii. Uptown Urban Character Area: Embrace high quality urban infill, and responds to special relationships with nearby civic institutions. The following features are encouraged:

- a. Consistent street wall;
- b. Engaging the sidewalk / storefront transparency;
- c. Building siting that responds to Seattle Center entry points;
- d. Defined cornices;
- e. High quality, durable materials;
- f. Distinct residential and commercial components; and
- g. Throughout Uptown, upper level balconies are discouraged on the street side of residential buildings. Bay windows are a preferred architectural element on the street side. This guideline is intended to avoid open displays of storage, which are sometimes an unintended consequence of street side balconies.

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

Uptown Supplemental Guidance:

DC3-I Landscaping to Enhance the Building and/or site

DC3-I-i. Varied, Integrated Landscaping: Throughout Uptown, but especially within the Uptown Park character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible. Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen parking and other less visually attractive areas. Encourage planted containers at building entries.

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.

Uptown Supplemental Guidance:

DC4-III Commercial Signage

DC4-III-i. Preferred Signage: Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred. Backlit signs, animated reader Boards and similar signs are discouraged. Blade signs, wall-mounted signs, signs below awnings, and similar signs are preferred.

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 Recommendation, the following departure was requested:

1. **Parking Location and Access (SMC 23.47A.032):** The Code requires access to off street parking from the alley. The applicant proposes access from 2nd Ave W. The Type 1 Decision for vehicular access from 2nd Ave W was not approved, therefor the proposed modification became a Type 2 departure request.

The Board unanimously supported the departure, provided that the panelized garage door remain as presented, based on the minimal impact to the pedestrian realm and the design response to the John St frontage. The overall design meets the intent of Design Review Guidelines PL1-A Network of Open Spaces and PL1-B Walkways and Connections, by providing more units along John St to encourage human activity and interaction.

2. **Street Level Development Standards Live/Work (SMC 23.47A.008):** The Code requires non-residential uses to extend an average of 30 feet. The applicant proposes an average of 29.3 feet for two Live/Work units.

The Board unanimously supported the departure as the location and design of the Live/Work units better meets the intent of Design Review Guidelines CS2-III-i and ii Height, Bulk, and Scale Compatibility which encourage corner activity and entrances.

3. **Street Development Standards (SMC 23.47A.008):** The Code requires the floor of a dwelling unit located along the street level façade to be at least 4 ft above or 4 feet below sidewalk grade or be set back at least 10 ft. The applicant proposes the units to be setback an average of 8 ft and to step the floor for below grade units, an average of 2 ft and for units above grade, an average of 3.5 ft.

The Board unanimously supported the departure, since the units achieve a balance between the required height and depth and would better meet the intent of Design Review Guideline PL3-B-4 Interaction, by providing landscaped and paved areas for interaction while still maintaining privacy for the units.

BOARD DIRECTION

At the conclusion of the RECOMMENDATION meeting, the Board recommended approval of the project with conditions.

RECOMMENDATION

The recommendation summarized above was based on the design review packet dated February 17, 2016 and the materials shown and verbally described by the applicant at the February 17, 2016 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, three Design Review Board members recommended APPROVAL of the subject design with the following conditions. Applicable Guidelines are noted in parentheses after each condition.

1. The brick frame material and depth shall remain as shown at the Recommendation meeting. (Guidelines DC2-I-iii, DC2-C, DC2-D, DC2-E)
2. Resolve the blank wall sections at the corner preferably with the addition or enlargement of windows. (Guidelines CS2-B, DC2)
3. Refine the upper level massing and relationship to secondary elements; either setback the upper units and provide shallower and longer balconies, or remove the upper

- canopy overhang and provide recessed balconies flush with the brick, or remove the upper level balconies entirely. (Guidelines DC2-I-iii, DC2-C)
4. Further develop the transition between the brick and balconies; provide a precast brick cap and resolve the detailing. (Guidelines DC2-I-iii, DC2-C, DC4)
 5. The integrated venting shall remain concealed within the horizontal metal bands as described at the Recommendation meeting. (Guidelines DC2, DC4)
 6. Change the angle of the building entry canopies to horizontal. The black color shall remain as shown at the Recommendation meeting. (Guidelines PL2-I, PL3-A, DC2, DC4)
 7. Integrate the blade sign detailing with the canopy. (Guidelines PL2-I, PL3-A-4, DC2, DC4)
 8. Remove the delineated fiber cement strip along John St. (Guidelines DC2, DC4)
 9. Increase the transparency of the corner at the street level; shorten the stem wall, and reduce the thickness of the vertical element. (Guidelines PL3-A-4, PL3-B-3, DC2)
 10. The residential amenity/ bike parking adjacent to the vehicular access shall remain transparent as shown at the Recommendation meeting. (Guidelines DC1-V, DC1-C-2, DC2)
 11. Add a bench/seating area at the corner. (Guidelines PL2-II, PL3-B, DC3)