



FINAL RECOMMENDATION OF THE WEST DESIGN REVIEW BOARD

Project Number: 3019689

Address: 701 9th Avenue N

Applicant: Cameron Hall of Perkins+Will Architects

Date of Meeting: Wednesday, January 13, 2016

Board Members Present: Boyd Pickrell (Chair)
Christine Harrington
Katie Idziorek
Homero Nishiwaki

Board Members Absent: Janet Stephenson (recused from project)

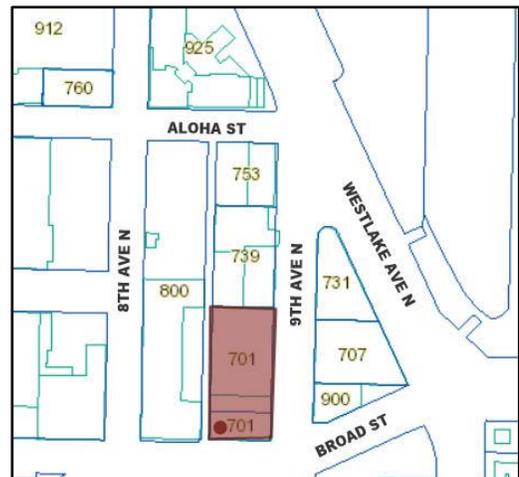
DPD Staff Present: Garry Papers, M.Arch, Senior Land Use Planner

SITE & VICINITY

Site Zone: SM -85; Seattle Mixed, 85 ft max height

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

Lot Area: 29, 274 sq ft



Current Development:

The site is currently occupied by a one story commercial structure, housing a restaurant.

Surrounding Development and Neighborhood Character:

A one story commercial structure, the Seattle City Light Building and a designated Seattle Landmark, is to the west across the alley from the site. A variety of one story commercial buildings are to the north on the same block, and east across 9th Avenue N. The surrounding neighborhood is transitioning from 1-3 story commercial and industrial uses, to research, residential and offices, consistent with city policies and zoning.

Access:

Pedestrian access is from the two adjacent sidewalks on 9th Ave N, and Roy Street. Vehicular access is from the adjacent improved alley.

Environmentally Critical Areas:

Liquefaction (ECA5)

PROJECT DESCRIPTION

The proposed development is a 7 story structure with 162,963 sq. ft. of office and 16,050 sq. ft. of retail at ground level. Parking for 179 vehicles will be located below grade. Parking for 179 vehicles will be located below grade. Parking and loading access will be from the alley. Existing structures to be demolished.

EARLY DESIGN GUIDANCE June 3, 2015

The packet includes materials presented at the meeting, and is available online by entering the DPD project number 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 Public Resource Center

Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

There were no comments at this meeting.

RECOMMENDATION January 13, 2016

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

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PUBLIC COMMENT

There were no comments at this meeting.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context and the response to EDG#1 Guidance provided by the proponents, and hearing public comment, the West Design Review Board members (the Board) provided the following design guidance. (South Lake Union Design Guideline citations)

All page references are to the RECOMMENDATION booklet dated 1/13/2016.

1. Massing & Form:

- a. **Massing Option & Articulation:** At the EDG meeting the Board supported the offset core and agreed that Massing Concept 3 was supportable but only if executed with the facade depth, proportions and texture portrayed on pages 51 and 54, not the planer and horizontal versions on pages 42. The Board supported this basic façade articulation on the east, south and west facades, and noted that such a uniform articulation would not be appropriate for a larger or full block building. (CS2-A-2; CS3-A-2)

At the Recommendation meeting the Board supported the proposed massing and façade materials and colors, but agreed the longer, tall 9th Avenue façade was repetitive and monotonous, so directed the applicants to refine that upper façade as detailed under 3a below.

- b. **North Transition:** At the EDG meeting the Board also supported the stepped north bay, which creates a ‘gasket’ for the north party wall, and agreed the north façade could be blank but should incorporate scoring and/or patterns. (DC2)

At the Recommendation meeting the Board supported the balconies and distinct materials proposed for the north bay on 9th Avenue, and the blank wall composition on the north property line façade, but recommended a condition to further recess the balcony exterior wall so that the spatial recess is enhanced and the balcony slab edges were inset at least 2 ft from the adjacent cladding to the south. (DC2-D-2)

- c. **Ground Floor Proportion:** At the EDG meeting the Board support for the basic cubic form and articulation was also predicated on the 20 ft tall ground floor height (pg 53), and the transparency and proportion it contributes to the two street frontages. See comments under 2b and 3a for more specifics on the ground floor treatments that make the overall form acceptable. (DC2-B)

At the Recommendation meeting the Board recommended a condition to retain the continuous canopies, both height and design, plus materials and depths as shown on pg 12-14, and 16. (PL2-C-2)

2. Ground Level & Streetscape:

- a. **Retail Depth & Length:** At the EDG meeting the Board strongly supported the large and deep retail floor plan shown on page 54, including the full length along 9th Ave. The Board also supported the location of services northward on the alley, and the office lobby ‘address’ off of Roy Street. (DC1-A; PL3; PL3-I)
- b. **Storefront Height & Porosity:** At the EDG meeting the Board strongly supported the consistent 20 ft retail height (pg 53), the high degree of street transparency, and the very high porosity shown on page 58 (and precedent pg 59). The Board supported generous full-height doors at all bays, enabled by the floor levels stepping with grade as stated. (PL2-I; PL3-C)

At the Recommendation meeting the Board supported the storefront heights, canopies, transparency and materials as presented throughout the booklet, and the two primary doorset locations on 9th Avenue as shown on pg 12, as the minimum. The Board recommended a condition to ensure the ‘plug-and-play’ (applicant term) frames in all 5 bays between the two doorsets shown, be easily convertible for different tenant configurations, and to appropriately note all construction drawings to ensure that flexibility (no structural bulkheads/steps, etc). (PL3-C-1)

- c. **9th Avenue Setback:** At the EDG meeting the Board agreed the storefront setback from property line shown on page 54 (about 3 ft) was not enough to create the desirable depth and layering shown on pg 58, and provide an enlarged café zone along the building (6-7 ft total was mentioned). The Board supported the wide curbside planter zones along both busy streets, and the sidewalk widths shown, but the ground floor setback should be increased. (PL2-I-iii)

At the Recommendation meeting the Board supported the proposed 3 ft minimum setback from property line to face of storefront, shown on pg 12. The Board also specified no further reduction in the width of the paved walking space for pedestrians should occur: 8ft outside the property line (as shown on pg 12) plus 3ft setback. If curbside planters become wider than shown, additional storefront setback should compensate. (PL1-B-2)

- d. **Roy Street:** At the EDG meeting the Board agreed the south storefront could be undulated and provide pedestrian cues for the office lobby. The Board supported the ‘open southeast corner’ not occupied by a column, as it creates a more dramatic, ‘cantilevered’ perspective (see pg 51), and identifies the corner visible in the context. The Board suggested the corner use might stay open as a pedestrian refuge, or the doors ‘fold back’ to allow that retail to spill out on the corner; this creates an understated invitation to cross Roy Street at the corner. (CS2-C-1; PL1-B; PL1-III)

At the Recommendation meeting the Board strongly supported the corner and Roy Street lower composition as shown on page 13, and the double-level tall café and lobby space with the wood soffit that continues inside the glass line as a ceiling, as shown on pg 16. The Board recommended a condition to retain the 3-sided box at the main lobby entrance, as shown on pg 33 (but not 2-sided as implied on pg 16). (PL3-A-1; DC2-D-2)

- e. **Alley:** At the EDG meeting the Board strongly supported the transparent southwest corner wrapping far into the alley (pg 54), and the generally activated alley frontage. The Board supported generous bike parking accessible directly from and at grade with the alley, and to facilitate that, suggested the electrical and service uses shown on the ground floor be moved below grade.(PL4)

3. Materiality & Architectural Expression:

- a. **Façade Composition:** While only an EDG meeting, the Board discussed the façade composition and materiality shown on pages 51, 58 (and precedent pg 57) at length; the depth, quality and proportion of that composition was a condition of the Board’s support for the simple massing. This support includes the 8-9 bay, square proportions shown on pg 51 (rather than a horizontal proportion from fewer bays), the integrated canopies, and the implied materiality of articulated metal frames, deeply inset glass and wood soffits. (CS3-I-I; PL2-C; DC2-C/D)

At the Recommendation meeting the Board endorsed the industrial aesthetic and rigor of the proposed facades, and recommended a condition to work with staff to add a secondary layer or weave of compositional interest on the long, tall 9th Avenue façade. The proposed window proportions and their depth are acceptable (pg 42-45), but additional complexity is needed to break down the scale of that wall, similar to the 4-window groupings and banding shown on pg 47. The additional interest should be subtle and not too radical, but legible to the non-architect observer. (DC2-A-2; DC2-D-2)

- b. **South Façade & Sustainability:** At the EDG meeting the south upper façade was not shown at the same level as other drawings, but as a ‘cantilevered bay’ the Board agreed it could exhibit some freedoms from the east facade, provide a subtle building address/identifier, plus might logically incorporate sustainable features such as sunshades. The left edge of the page 51 sketch suggests shades or overhangs, and the page 57 New York city precedent shows a white entrance box at ground level. (CS1-B; PL3-A)

At the Recommendation meeting the Board recommended a condition to better resolve the proposed southwest corner above level 2. The proposed partial panel is awkward and creates a wider than typical frame; the solution will likely require that portion to not be co-planer with the south wall, so the physical corner continues from grade up to the parapet. Deleting that projection for the first bay north of the corner along the alley façade was suggested. (DC2-B-1)

- c. **Roof:** At the EDG meeting the Board agreed the roof will afford excellent views, and will be visible from taller buildings in the vicinity. The landscape design should balance sustainable elements with carefully located and usable amenity for building tenants. (DC2-I)
- d. **Streetscape Design: At the Recommendation meeting** the Board recommended a condition to include sustainable elements and landscape plants/elements that overtly express the laudable Living Building concept at the street level. The Board suggested street furniture, plant types and/or materials that clearly communicate to the passer by and pedestrian, either on the building or in the streetscape materials/design.(CS1)
- e. **Lighting: At the Recommendation meeting** the Board supported the lighting levels, fixture types and locations as shown on pg 36/37 (including regularly spaced recessed lighting cans in the solid canopies). (DC4-C)
- f. **Signage: At the Recommendation meeting** the Board endorsed the integrated and crafted aspect of the signage shown on pg 38, and advised the applicant to develop a ‘signage guide’ to ensure future tenants and owners follow-through. The Board suggested the small tenant signs at street level be size-controlled but allow for strong individuation and unique character. (DC4-B)

DESIGN REVIEW GUIDELINES

The Citywide and South Lake Union (SLU) 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-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

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.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

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-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

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-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

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

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

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-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

South Lake Union Supplemental Guidance:

PL1-III Pedestrian Open Spaces and Entrances

PL1-III-i. Public Realm Amenity: New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as:

- a. curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow;
- b. pedestrian-oriented street lighting;
- c. street furniture.

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-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-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

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-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-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

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

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

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

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 Façade Composition

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

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage façades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to façades 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-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building façades, 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.

South Lake Union Supplemental Guidance:

DC2-I Architectural Concept and Consistency

DC2-I-i. Roofscape Design: Design the “fifth elevation” — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.

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-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

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 departures were requested:

1. **Departures for the Living Building Pilot (LBP) Program to Increase Structure Height (23.41.012.D.2.e.2):** Projects participating in the LBP Program, such as this project, may request departures from certain specified Land Use Code requirements, including maximum structure height. The base SM-85 Code requires a maximum height of 85 ft. The applicant proposes a maximum structure height of 105 ft, which is the 20 ft maximum increase the LBP Code section above allows.

The Board supported the 105 ft height, as it results in an extra tall ground floor, taller floor to floor heights in the middle of the building, and the extra height is not at cross-purposes with Design Guidelines. The taller floors create large window proportions on the façades (DC2-B-1) which afford better daylighting and natural ventilation for the users, and furthers South Lake Union sustainability Design Guidelines (CS1-B-2; CS1-I-i).

The Board unanimously recommended that Seattle DCI grant this departure.

2. Departures for the Living Building Pilot (LBP) Program to Increase FAR

(23.41.012.D.2.c): Projects participating in the LBP Program, such as this project, may request departures from certain specified Land Use Code requirements, including maximum FAR. The base SM-85 Code requires a maximum FAR of 6.0. The applicant proposes an FAR of 6.9, which on this subject site is an increase of 15%, which is the 15% maximum increase the LBP Code section above allows.

The Board supported the additional FAR, as it allows more office use on upper levels, which results in a ground floor that is the maximum depth and area for more diverse and activating commercial tenants. Rather than office space, the larger, deep ground floor can accommodate uses providing daily neighborhood needs within walking distance. If so occupied, the project promotes pedestrian activation (PL3; DC1-A) and less car use, and furthers South Lake Union sustainability Design Guidelines (CS1-I)

The Board unanimously recommended that Seattle DCI grant this departure.

3. Departures for the Living Building Pilot (LBP) Program to Increase Percentage/Quantity of Small Parking Spaces (23.41.012.D.2.f):

Projects participating in the LBP Program, such as this project, may request departures from certain specified Land Use Code requirements including quantity of parking. The Code requires a maximum 65% of small parking spaces. The applicant proposes 77% of the total parking count be small spaces, and a corresponding 12% reduction in large spaces to 23%. The proposed total number of spaces does not exceed the Code maximum, and in addition the project proposes bike parking spaces above the required code minimum.

The Board supported the reduction in large parking spaces and the corresponding increase in small parking spaces, which creates a more efficient use of below grade space, thus requiring less excavation, exported soil and ground water impacts; these all generally further the South Lake Union sustainability Design Guidelines CS1-I-i.

The Board unanimously recommended that Seattle DCI grant this departure.

BOARD RECOMMENDATION

The recommendation summarized above was based on the #3019689 design review booklet dated Wednesday, January 13, 2016, and the materials shown and verbally described by the applicant at the Wednesday, January 13, 2016 Design Recommendation meeting. Unless a condition below, the design should not change from what the Board reviewed, especially aspects noted in the narrative above, which the applicant should carefully read through to fully understand the context for the conditions.

After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following

conditions (Guidelines referenced): These conditions should be resolved with Seattle DCI staff prior to MUP issuance.

- 1) Refine the Upper 9th Avenue Façade:** While retaining the industrial aesthetic and rigor of the proposed facades, work with Seattle DCI staff to add a secondary layer or weave of compositional interest on the long, tall 9th Avenue façade. See full comments under **1a and 3a.** (DC2-A-2; DC2-D-2)
- 2) Further recess the North Bay facing 9th Avenue:** Further recess the balcony exterior wall so that the spatial recess is enhanced and the balcony slab edges are inset at least 2 ft from the adjacent cladding to the south. See full comments under **1b.** (DC2-D-2)
- 3) Continuous Canopies:** Retain the continuous canopies, both height and design, plus materials and depths as shown on pg 12-14, and 16. See full comments under **1c.** (PL2-C-2)
- 4) Storefront Flexibility along 9th Avenue:** Ensure the ‘plug-and-play’ (applicant term) frames in all 5 bays between the two minimum doorsets (as shown on pg 12 plan, and page 27 elevation), be easily convertible for different tenant configurations, and to appropriately note all construction drawings to ensure that flexibility. See full comments under **2b.**(PL3-C-1)
- 5) Roy Street Entry Box:** Retain the 3-sided box at the main lobby entrance, as shown on pg 33 (but not 2-sided as implied on pg 16). See full comments under **2d.** (PL3-A-1; DC2-D-2)
- 6) Refine Southwest Corner:** Resolve the southwest corner above level 2. The proposed partial panel is awkward and creates a wider than typical frame; the solution will likely require that portion to not be co-planer with the south wall, so the physical corner continues from grade up to the parapet. See full comments under **3b.**(DC2-B-1)
- 7) Streetscape Sustainability:** Include sustainable elements and landscape plants/elements that overtly express the laudable Living Building concept at the street level. The Board also directed no reduction in the width of the paved walking space for pedestrians: 8ft outside the property line (as shown on pg 12) plus 3ft setback. See full comments under **3d.**(CS-1)
- 8) Lighting:** Retain and document the lighting levels, fixture types and locations as shown on pg 36/37 (including regularly spaced recessed lighting cans in the solid canopies). (DC4-C)
- 9) Signage:** Ensure integrated and crafted signage as shown on pg 38; the Board advised the applicant to develop a ‘signage guide’ to ensure future tenants and owners follow-through. (DC4-B)