



INITIAL RECOMMENDATION MEETING WEST DESIGN REVIEW BOARD

Project Number: 3020563

Address: 1001 John St

Applicant: Collins Woerman for Mack Urban

Date of Meeting: Wednesday, May 4, 2016

Board Members Present: Christine Harrington
Jill Kirfirst (substitute)
Homero Nishiwaki
Boyd Pickrell (Chair)

Board Members Absent: Katherine Idziorek, recused
Janet Stephenson

DPD Staff Present: Beth Hartwick

SITE & VICINITY

Site Zone: SM (Seattle Mixed) 240/125-400

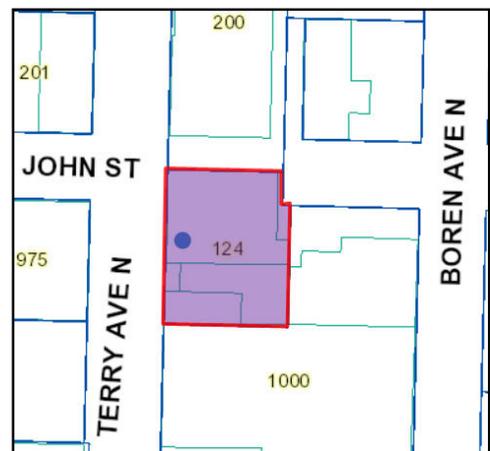
Nearby Zones: (North) SM160/85-240
 (South) SM 240/125-400, DMC240/290-400
 (East) SM240/125-400, SM160/85-240
 (West) SM240/125-400, SM160/85-240

Lot Area: Approx. 18,450 sq. ft.

Access: The site has access from Terry Ave N and John St.

Current Development: The site is current developed with a five story commercial structure constructed in 1925.

Environmentally Critical Areas: None



Surrounding Development and Neighborhood Character: The subject site occupies the southern 33' of vacated John St between Terry Ave N and existing John St. The northern 33' of vacated John St is part of the site directly to the north. The vacated John St portion has no structure, while the remainder of the site is occupied by a three story commercial structure. Across Terry Ave N is a recently built 7-story apartment complex. Further south across Terry Ave N is a 3-story commercial building and surface parking. The site has a proposal (MUP #3018935) for a 40 story residential tower with a 4-story podium building, over retail space. On the northwest portion of the block an 11-story office structure was recently completed.

The site directly to the south and east is occupied by two structures; an 8-story office building (a former Seattle Times building) and a small one story commercial building. This site, 121 Boren Ave N, has a proposal in MUP review for a residential tower under # 3021279. The proposed 121 Boren Ave N tower and the subject tower are located so that the dimension between the towers is less than the Code required 60' separation.

The site is located within the South Lake Union Neighborhood Design Guideline area with Terry Ave N identified as a "heart location". As well, Terry Ave N has a Street Concept Plan.

PROJECT DESCRIPTION

The proposed project is for development of a 37 story residential tower over a 5-story podium with 404 residential units. The podium will include residential units, parking and commercial space along Terry Ave N. Parking for 300 vehicles will be located in the podium and below grade with access from Terry Ave N. A publically assessable hillclimb elevator will climb the approx. 52' elevation gain between Terry Ave N and John St.

EARLY DESIGN GUIDANCE September 30, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number 3020563 at this website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

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

DESIGN DEVELOPMENT

The applicant presented three options, which can be seen in the EDG packet.

PUBLIC COMMENT

Members of the public were present at the meeting and offered the following comments.

- Supported the project.
- Supported Option B Board and encouraged the Board to consider guidelines CS2, CSD1c?
- Encouraged further tower separation with their proposed project to the south and east.
- Requested a 25' setback on the south and east side of the tower.
- Expressed support for the departures.

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: September 30, 2015

- 1. Tower Massing and Design: The Board supported the applicant's preferred Option C tower massing, with its tower location allowing for a publically assessable plaza providing views above Terry Ave N, and open space along vacated John St, and the hillclimb elevator feature. The Board noted that the tower location is not ideal for the proposed development to the east, but the location is justified as it provides the hillclimb connection and maintains the view corridor from John St. The Board did encourage the applicant to consider the proposed neighboring development. (CS2.B.1 & 2, CS2.I.i)**
 - a. Provide contrast through a variety of high quality materials on the tower; simply changing the glass color is not sufficient. (DC4.A.1)
 - b. Consider the proposed development on the adjacent site to the east and south. (CS2.D.5)
- 2. Podium Massing and Design: The Board supported the podium massing along Terry Ave N which will be level at John St. above. The Board stated the podium massing scale along Terry Ave N and being level with John St are good design moves for views and access to the hillclimb elevator. (CS2.I.i,**
 - a. Design the public assessable plazas and hillclimb elevator to invite the public. (PL1.A.2, PL1.B.3)
- 3. Hillclimb Feature: The Board encouraged and supported the hillclimb elevator but expressed concern about its visibility and accessibility to the public. The Board questioned if a stair between the 52' elevation difference was possible but after discussion realized it was not a feasible option for this development. (CS2.B.1 & 2, PL1.B.1, PL2.D.1)The following guidance was offered:**
 - a. Explore alternative locations of the hillclimb elevator so the elevator will remain visible from Westlake Ave N and from John St. and have a strong presence and connection to Terry Ave N. (PL2.D.1, DC1.A.1)

- b. Design the Terry Ave N entry to the elevator to be more welcoming and read and feel like a publically accessible feature. (PL3.A.4, PL1.A.2)
 - c. Provide more open space at the Terry Ave N level at the elevator. This plaza space needs to be celebratory. (DC3.II.i, PL1.B.3)
- 4. Terry Ave N Streetscape: The Board supported the moving of the Terry Ave N curb cut location to the south as it will provide for more retail space. The Board requested further design of a stronger residential entry concept on Terry Ave N, and to maintain the retail use provided on the street front. (PL3.A.2, DC1.A.1, DC1.C.2)**
- a. Supported the retail location next to the hillclimb elevator. (DC1.A.1)
 - b. Provide a lobby presence on the street. (PL3.A.1 & 2, DC1.A.1)
 - c. Provide high end features, such as street furniture, etc. as part of the street design and to give legibility of a design that works with the rest of the street. (DC3.II.i)
- 5. John St Streetscape: The Board was split on the vehicle drop-off design concept off of John St and the related departure that would be needed to have a second project curb cut from John St (See Departure #4 at the end of the report). The following guidance was officered:**
- a. Design a strong, clear, pedestrian connection between the upper level of the elevator and the residential lobby off of John St. (PL3.A.1 & 4)
 - b. Use the streetscape designs on John St. further to the east as a design cue for the street treatment. (PL1.A.1)

For the Recommendation meeting provide the following:

- Provide a plan showing all site lighting.

INITIAL RECOMMENDATION MEETING May 5, 2016

The packet includes materials presented at the meeting, and is available online by entering the project number 3020563 at this website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

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

Members of the public were present at the meeting and offered the following comments;

- Stated delight that the applicant has worked with the community and the neighbors, and supports the project moving forward.
- Supported the hillclimb elevator and overlook plaza as important elements of the project.
- Felt the curb cut on John St is justified.
- Concerned that the intent of the John St. Green Street setback is not being respected or implemented and noted that other projects where the setback is required cannot depart from the setback standard, and that this project should defer to that requirement and set back the building at least an additional 5 to 7' from the north property line.
- Encouraged consideration be given to add color and/or texture to the exposed north concrete wall at the podium.
- Stated the proposed metal planter along Terry Ave are a cliché and encouraged providing a different design.

[Staff note: the following comment was made by a member of the development team for the adjacent property.]

- Supported the project and the requested departures and stated the project teams are working together.

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.

BOARD DELIBERATION:

The Board commended the projects teams of this and the abutting 121 Boren Ave project being reviewed under #3021279 for working together.

1. **Tower Location, Massing and Design:** There was Board discussion about setting back the tower further from the north property line, but the Board concluded that the current location was suitable due to the benefit of the two projects working together and the shifting of the towers from the location shown at EDG. The Board supported the design concept of the tower skin, but agreed that additional visual interest, contrast and depth were needed on all facades. The Board agreed that the horizontal fin at the roof was graceful, but other elements of the roof top appeared unresolved and a more elegant and unified design needs to be further developed. (CS2.B.2, CS2.D.5, DC2.B.1) The Board provided the following specific recommendations:
 - a. At the northeast corner and north façade, the Board agreed that the rhythm of four floors of glass and 'white' metal panels separated by two floor of vision and spandrel glass, should be emphasized by providing a 12" setback of the 2-story section so that it is clearly legible. (DC2.B.1)
 - b. The Board was concern with the overall flatness of the tall and highly visible elevation and recommended that at the bronze metal facades, the vision and

spandrel glass should be set back by 8" to create greater texture and depth to these elevations. (DC2.B.1)

- c. Maintain the 2' fin shown on the east elevation. (DC2.B.1)
 - d. Design the top of the tower to create a graceful termination of the bronze metal panel facades, using different heights, visually pleasing proportions and a resolution of the amenity space windows. Vary the material colors at the recessed portions and consider a dark color that recedes. (DC2.B.1)
2. **Podium and Terry Ave N:** The Board affirmed that given the location on Terry Ave N, the podium facade with board-formed concrete was appropriate and could be unique with thoughtful detailing. The Board encouraged a design that considers referencing the older buildings in the neighborhood. (CS3.II.iv, DC4.A.1) The following guidance was given:
- a. Provide greater depth at the framed opening of the screening and at the residential units. (DC2.D.1)
 - b. Design the metal screening with depth or historical reference. (CS3.II.iv, DC2.D.1)
 - c. Provide back lighting at the screened parking levels so that these screen details are visible at night. (DC4.C.1)
 - d. Provide different canopy treatments for the differing uses along the street frontage. (PL3.A.1)
 - e. Define the residential lobby entry with a strong design and generous lighting. (PL3.A.1, PL3.A.4, DC2.D.1)
 - f. Increase the legibility of the residential lobby, with lighting, furniture, and art work. Consider a wood canopy that extends into the interior to convey a warmer, more residential feel. (PL3.A.1, PL3.A.4, DC2.D.1)
 - g. Design the landscaping and street furniture to be cohesive. The Board noted that the renderings and landscape plan didn't show the same elements. Remove the planters by the hillclimb elevator and commercial entry, shown in the rendering. (DC4.D.1)
3. **John St. Level Plaza and Residential Entry:** The Board was not unified in support of the second curb cut, which will need require a departure, and vehicle access onto the plaza off of John St. They affirmed that if vehicle access is approved, it would be contingent on a design that treats this areas a plaza designed for pedestrians and cyclist as the primary users, with vehicle access as a secondary function. (DC1.B.1, DC3.B.1) The Board provided the following specific recommendations:
- a. Design the plaza as a pedestrian place that is suitable for the occasional vehicle use. (DC1.B.1, DC3.B.1)
 - b. Provide a plaza and lobby design that is more cohesive and unified. (DC3.A.1)
 - c. Shift the lobby entry to the northeast corner to make it a more visible and stronger design element. (PL3.A.1, DC3.A.1)
 - d. Maintain the high quality materials of the plaza. (DC4.D.2)
 - e. Resolve the termination of the vertical fin on the east elevation. (DC2.B.1)
 - f. Provide a more prominent location for bicycles. (PL4.B.2)

DESIGN REVIEW GUIDELINES

The priority Citywide and South Lake Union 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.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

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.

South Lake Union Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-i. Views: Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.

CS2-I-iv. Heart Locations: Several areas have been identified as “heart locations.” Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building’s primary entry and facade should respond to the heart location. Special street treatments are likely to occur and buildings will need to respond to these centers of commercial and social activity. Amenities to consider are: pedestrian lighting, public art, special paving, landscaping, additional public open space provided by curb bulbs and entry plazas. See full guidelines for Heart Locations.

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

South Lake Union Supplemental Guidance:

CS3-II Architectural Context

CS3-II-iv. Historic Aesthetic: Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.

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-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

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-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.

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.

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

PL2-D Wayfinding

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

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 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.

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.

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.

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-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

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

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-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-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-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

South Lake Union Supplemental Guidance:

DC3-II Landscaping To Enhance the Building and/or Site

DC3-II-i. Integrated Artwork: Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.

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-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-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-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.

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 Initial Recommendation meeting, six departures were requested.

- 1. Height Limits for Podiums (SMC23.48.245.B.4.a):** The Code states that the specific podium height for a lot is shown on Map A for [23.48.245](#), and the height limit extends from the street lot line to the parallel alley lot line, or, where there is no alley lot line parallel to the street lot line, from the street lot line to a distance of 120 feet from the street lot line, or to the rear lot line, if the lot is less than 120 feet deep. The podium height is measured from the grade elevation at the street lot line. The podium height limit for this site is 45' along Terry Ave N. The applicant is requesting a greater podium height by 7' to 9' so that the podium top and plaza is at the elevation of John St.

The Board members indicated support for this departure, providing the tower design is resolved to be more cohesive per the guidance provided related to building skin texture and depth, a heightened contract and more legible grid design and a more graceful termination of the tower top. (CS1.C, DC2.B.1)

- 2. Podium Floor Area Limits (SMC23.48.245.B.4.b):** The Code states the podiums of structures with residential uses that exceed the base height limit established for the zone under subsection 23.48.225.A.1 and for structures with non-residential uses that exceed a height of 85 feet, the average floor area coverage of required lot area, pursuant to subsection 23.48.245.A, for all the stories below the podium height specified on Map A for [23.48.245](#), shall not exceed 75 percent of the lot area, except that floor area is not limited for each story if the total number of stories below the podium height is three or fewer stories, or if the conditions in subsection 23.48.245.B.4.c apply. The applicant is proposing 100 percent coverage of the lot area.

The Board members indicated support for this departure, providing the tower design is resolved to be more cohesive per the guidance provided related to building skin texture and depth, a heightened contract and more legible grid design and a more graceful termination of the tower top. (CS1.C, DC2.B.1)

- 3. Height- Rooftop Features (SMC23.48.025.C.7):** The Code states that at the applicant's option, the combined total coverage of all features listed in subsections 23.48.025.C.4 and 23.48.025.C.5 may be increased to 65 percent of the roof area, provided that all of the following are satisfied:
 - a. All mechanical equipment is screened; and
 - b. No rooftop features are located closer than 10 feet to the roof edge.

The applicant is proposing that portions of the rooftop features be located at the tower edge (within 10 feet) on the west and south elevations.

The Board members indicated they would not support this departure as currently designed, and gave guidance that the building design needs to extend upward to capture and integrate the roof top (see the guidance above). (DC2.B.1)

- 4. Curb Cut Width and Number (SMC23.48.085.E.1):** The Code limits permitted access to a site to one two-way curb cut. The applicant proposed a two way curb cut on Terry Ave N and a 12' two way curb cut to access an on-site vehicle drop-off from John St.

The four Board members present were split on their support for this departure request but indicated that greater support could be garnered for the departure provided the ground level area on John St is designed primarily as a pedestrian plaza (see the guidance above). (DC1.B.1, DC3.B.1)

- 5. Street Level Setbacks (SMC23.48.240.B.1.b):** The Code states that except on Class 1 Pedestrian Streets, as shown on Map A for [23.48.240](#), and as specified in subsection 23.48.240.B.1, the street-facing facade of a structure may be set back up to 12 feet from the street lot line subject to Exhibit B for [23.48.240](#). The applicant is proposing the limits access to a site to one two-way curb cut. The applicant proposed a 49'-7" from the minimal 8' wide frontage along John St.

The Board members indicated support for this departure provide that the design of the front plaza area is further enhanced (see the guidance above). (DC3.A.1)

- 6. Tower Separation (SMC23.48.245.G):** The Code states that the following separation is required between structures with residential use above the base height limit for residential use and that are located on the same block. For the purposes of this subsection 23.48.245.G, a block is defined as the area bounded by street lot lines and excluding alley lot lines. Alleys shall not be deemed to bisect a block into two separate blocks:

1. A separation of 60 feet is required between all portions of residential structures above the podium height limit for residential structures that exceed the base height limit for residential use, except as provided by subsection 23.48.245.F.2.

The applicant requested five individual tower separation departures for different areas of the structure in relationship to the proposed tower on 121 Boren Ave N in review under MUP # 3021279. The separation dimension ranged from 0' at the John St. plaza level, 17' at the podium level of the 121 Boren project, 33' from the 121 Boren podium level up to 125' in height, and 42' and 46'-4" between the towers above 125' in height.

The Board members indicated support for this departure, providing the tower skin design meets the guidance for additional visual interest and depth as noted in the guidance above. (DC2.B.1)

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the INITIAL RECOMMENDATION meeting, the Board recommended the project return for a second Recommendation meeting by a vote of 3 to 1.