



City of Seattle

Department of Construction & Inspections
Nathan Torgelson, Director

DESIGN
REVIEW

FINAL RECOMMENDATION OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3021621

Address: 2014 Fairview Avenue

Applicant: Ryan Cheng, ZGF Cotter

Date of Meeting: Tuesday, July 12, 2016

Board Members Present: Murphy McCullough (Chair)
Bradley Calvert
JP Emery
Anjali Grant
Grace Leong

Board Members Absent: None

DPD Staff Present: Lindsay King

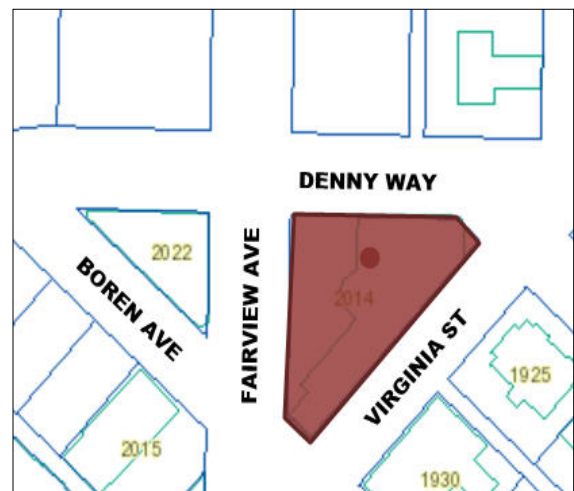
SITE & VICINITY

Site Zone: DMC 240/290-400

Nearby Zones: North: SM-SLU 240/125-400
South: DMC 340/290-400
East: DMC 240/290-400
West: DMC 240/290-400

Lot Area: 24,459 sq. ft.

Current Development: 1-2 story commercial structure



Surrounding Development: The subject site is located on a triangular block bound by Denny Way to the north, Fairview Avenue N to the west, Boren Street along the southwest and Virginia Street to the southeast. The subject lot and lots to the east and west are zoned Downtown Mixed Commercial (DMC 240/290-400). Lots directly south are zoned DMC 340/290-400. To the north, across Denny Way, zoning transitions to Seattle Mixed South Lake Union (SM-SLU 240/125-400). The site contains one parcel with existing early 1-2 story 20th-century commercial structures. To the north, within the South Lake Union Urban Center, is the Mirabella, a 12-story residential building. To the west are two existing City of Seattle Landmark Structures, the Fashioncraft Building/Recovery Café and the Old Norway Hall. To the southwest is a two story commercial building. The site is relatively flat with approximately 3 feet in grade change from the north property line to the south corner, the high point of the site.

The surrounding development includes sites proposed for development. To the northwest and southeast are three developments, each proposing two towers (1120 Denny Way, 1901 Minor Avenue and 1200 Stewart). In addition the Denny Substation is currently under construction one block to the northeast along Denny.

The Denny Triangle area is transitioning from low rise type commercial and residential buildings to residential towers, office development, and hotel uses. Newer development is contemporary in design, with simple forms, large areas of glazing, and permanent materials such as precast concrete. Older development is a mix of building types, ranging from early 20th century masonry and wood frame construction to 1970's auto-oriented 1 story buildings with large surface parking lots.

Fairview Avenue N is a major north/south connector for pedestrians, bicycles and vehicles traveling between South Lake Union and Downtown. Boren Avenue is major vehicular corridor between South Lake Union and Capitol Hill. Denny is principal arterial dividing the Denny Triangle from the South Lake Union Neighborhoods. Denny also provides the connection between Downtown and I-5. Virginia Street is a minor arterial street. The area is served by frequent bus transit, as well as bus and light rail transit in the Convention Center station a few blocks to the southeast.

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

PROJECT DESCRIPTION

Design Review application to allow a 41-story building containing 437 unit residential units above 9,000 square feet of commercial space. Parking for 298 vehicles will be provided below grade.

EARLY DESIGN GUIDANCE MEETING: December 1, 2015

DESIGN PRESENTATION

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number (3021621) at this website:

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

The EDG packet is also available to view in the project file (project number 3021621), by contacting the Public Resource Center at DPD:

Mailing Public Resource Center

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

Email: PRC@seattle.gov

PUBLIC COMMENT

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

- Concerned insufficient parking is provided for residential units.
- Stated that the Denny Substation sign will be visible along Virginia Avenue to 2nd Avenue. Street trees on Virginia Street should be located to maintain sign visibility.
- Mirabella residents would like to meet with development team.
- Felt streetscape design should accommodate a large number of pedestrians on each street and rapid ride uses on Fairview Avenue. Additional setbacks may be warranted along Denny Street.
- Would like to see the tower located to the south in order to minimize shadow impacts on the Mirabella.
- Would like to see the building rotated 45 degrees to increase privacy between proposed units and Mirabella units.
- Would like for Mirabella resident's to have access to the podium amenity space.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

EARLY DESIGN GUIDANCE:

- 1. Tower Form.** The Board discussed the tower location and form at length. Ultimately the Board supported the proposed tower location, which creates a strong presence on the corner of Denny and Fairview. The Board agreed that the tower and podium connection needed resolution.
 - a. The Board appreciated the graceful and elegant tower form, which incorporates both geometric and organic shapes. The form includes a spine, which holds the movement, facing downtown. The balconies then swing the tower in two separate directions in order to maximize the sense of movement facing Lake Union (A1.1, A2.1, and B4.1).
 - b. The Board supported the subtlety of the balcony movement, stating the design creates a sense of discovery (A1.1, A2.1, B4.1).
 - c. The Board noted the building corners are greater than 90 degrees, and the entire tower form is softened by the decks. The Board felt the softened form must be protected in all parts of the building as the design progresses (A1.1, A2.1, and B4.1).
 - d. The Board would like to see the podium integrated into the graceful curvilinear tower form (A1.1, A2.1, and B4.1).
 - e. The Board agreed the thinnest portion of the decks should be usable by residents. The Board cautioned that once the decks are used they will not appear as pristine as renderings suggest. The applicant may consider adding some opacity to the decks. The Board agreed that a balance of solid and glass would require additional study (A2.1, B4.2).
- 2. Roof.** The Board agreed that the tower form should be continued to the top of the roof.
 - a. The Board expressed support for the roof form presented on page 97 of the Early Design Guidance Packet. The Board agreed the two rings, located further off center, created a lighter finish to the top of the structure while also providing shade for south facing amenity deck (A2.1, B4.1).
- 3. Ground Floor.** The applicant's aspirations include an open retail amenity space experience on the first 2 floors of the structure.
 - a. The Board agreed that the retail space should be informed by the inspirational experience pictures in packet. The Board would like to better understand how the

space will be programmed to achieve a successful porous space. The Board noted that both 400 Fairview and Via6 provide good examples of successful open retail (C1.1, C1.2, C1.3, C3.1, and C4.1).

- b. At the Recommendation Meeting the Board requested additional information on how the retail will function within the podium architecture, which should be informed by the tower form (C1.1, C1.2, C1.3, C3.1, and C4.1).
- c. The Board cautioned that successful retail would require extensive transparency and thoughtful entry locations. At the Recommendation Meeting the Board requested additional information on how the retail will meet and spill onto the street (C1.1, C1.2, C1.3, C3.1, and C4.1).

4. Streetscape. The Board acknowledged that the building is surrounded by major streets, each with a distinct character.

- a. At the Recommendation Meeting, the Board requested further detail on the proposed street level landscaping. The Board supported the concept of sinuous landscaping, which will help reinforce the tower architecture, but noted that the landscaping must be well-developed in order for pedestrians to experience the gesture (D1.1 and D1.2).
- b. The Board agreed the overhead weather protection should reinforce the tower architecture while balancing the needs of the community, incorporating as much overhead weather protection as possible (C5.1).
- c. At the Recommendation Meeting, the Board requested a study showing the location of the canopy departure request in relationship to the ground floor programming and street tree location (C5.1).
- d. The Board expressed early support for overhead weather protection on Virginia Street. The Board agreed transparency and overhead weather protection would help create successful retail spaces (C1.1, C1.2, C1.3, C3.1, C5.1, and D1.1).
- e. The Board suggested the applicant follow up with Mirabella residents, determine the location of the public benefit feature for 1200 Howell Street and determine the location of the proposed SCL sign (C1).

FINAL RECOMMENDATION MEETING: July 12, 2016

DESIGN PRESENTATION

The Recommendation packet includes materials presented at the Recommendation meeting, and is available online by entering the project number (3021621) at this website:

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

The Recommendation packet is also available to view in the project file (project number 3021621), by contacting the Public Resource Center at DPD:

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

Email: PRC@seattle.gov

PUBLIC COMMENT

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

- Expressed support for the project and appreciation for the outreach efforts to meet with Mirabella residents.
- Felt that the building design is responsive to the public realm. The design incorporates ground floor setbacks at each street corner, public spaces, and provides a human scale podium.
- Applauded the design efforts to create an interesting ground level retail experience.
- Expressed concerns regarding the traffic impacts with the vehicles entrance located on Virginia Street.
- Felt the building will be a good addition to the City of Seattle.
- Impressed that the design team has resolved the exposed slab with energy code requirements.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

RECOMMENDATION:

1. Tower Form. The Board expressed support for the evolution of the tower form which evolved from a curve to a sine curve. The Board questioned whether the shingled glass balconies detract from the overall tower form. The Board observed that the balconies create a pixelated form up close and the tower curve would be most visible from far away. The Board discussed and suggested several design modifications to improve the design and included specific conditions of approval.

- a. The Board noted that the details of the balcony rail were important to the overall success of the tower form. The Board was particularly concerned with the resolution of the curved slab edge and the overlap straight balcony line. The Board expressed

concern that the balcony rail creates a gap that will be visible when viewed from the street. The Board recommended a condition that the design integrate the building slab edge and railing so that there is not a gap between the two elements when viewed from below (A2, B4.3).

- b. The Board noted that the color of the core material must be considered in relationship the balcony material. To achieve an ephemeral building the core must recede rather than draw attention. Therefore, the Board recommended a condition that the material palette be revised to include a lighter core material (A2.1, B4.3).
 - c. The Board also expressed concern regarding the privacy panels competing with the tower form and recommended a condition that the privacy panels shape respond to the architectural composition of the tower (A2.1, B4.3).
- 2. Roof.** The Board discussed the roof form at length. Ultimately, the Board agreed that the tower form should be continued to the top of the roof consistent with the guidance provided at the Early Design Guidance Meeting. The Board noted that the rings at the roof add drama to the structure and unify the form of the building.
- a. The Board recommended a condition that the tower sculptural form be continued to the top of the roof structure (A2).
 - b. The Board also noted that the amenity spaces on the roof should incorporate ample openings to blend indoor and outdoor spaces (D1.3).
- 3. Ground Floor.** The Board applauded the unique way in which the podium creates a pedestrian scale while integrating into the tower form. Each level within the podium is a ring that undulates in and out in relationship to the other levels, creating a 1-3 story façade facing each adjacent right-of-way.
- a. The Board was concerned that the transitions of the rings be well detailed. The Board recommended a condition that the specific details of this complicated material transitions at the corner of Fairview and Denny be provided (B4.3).
 - b. The Board was supportive of the open retail/residential ground floor concept. The Board observed that the following items be considered to create a long term viable ground level commercial space.
 - i. Design the commercial storefront system so that it can be separated into separate commercial spaces with street level entries (C1.1, C4.1).
 - ii. Investigate way to make the entry point and vestibules expressions of the tower form (B4.3, C1, C4.1).
 - iii. Review the depth of retail space provided along Denny to remove any choke points at the structural column (C1).
- 4. Streetscape.** The Board was pleased with the development of the streetscape and landscaping design.
- a. The Board applauded the building setbacks and public open space at each street corner (C1.3, D1.1).
 - b. The Board felt the landscaping provided next to the curved building form was particularly successful (D1.1).

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](#).

SITE PLANNING AND MASSING

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

A1.1. Response to Context: Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

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

A1.2. Response to Planning Efforts: Some areas downtown are transitional environments, where existing development patterns are likely to change. In these areas, respond to the urban form goals of current planning efforts, being cognizant that new development will establish the context to which future development will respond.

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

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

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

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

ARCHITECTURAL EXPRESSION

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

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

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

B1.2. Land Uses: Also, consider the design implications of the predominant land uses in the area surrounding the site.

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

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

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

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

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

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

- j. exterior finish materials;
- k. architectural lighting and signage;
- l. grilles, railings, and downspouts;
- m. window and entry trim and moldings;

- n. shadow patterns; and
- o. exterior lighting.

THE STREETScape

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

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

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

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

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

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

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

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

- a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenants;
- b. visibility into building interiors;
- c. limited lengths of blank walls;
- d. a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall’s blank surface;

- e. high quality public art in the form of a mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
- f. small setbacks, indentations, or other architectural means of breaking up the wall surface;
- g. different textures, colors, or materials that break up the wall's surface.
- h. special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest;
- i. seating ledges or perches (especially on sunny facades and near bus stops);
- j. merchandising display windows or regularly changing public information display cases.

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

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

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

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

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

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

- a. the overall architectural concept of the building
- b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
- c. minimizing gaps in coverage;
- d. a drainage strategy that keeps rain water off the street-level facade and sidewalk;

- e. continuity with weather protection provided on nearby buildings;
- f. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
- g. the scale of the space defined by the height and depth of the weather protection;
- h. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
- i. when opaque material is used, the illumination of light-colored undersides to increase security after dark.

PUBLIC AMENITIES

D1 Provide Inviting & Usable Open Space: Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

D1.1. Pedestrian Enhancements: Where a commercial or mixed-use building is set back from the sidewalk, pedestrian enhancements should be considered in the resulting street frontage. Downtown the primary function of any open space between commercial buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining.

- a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.
- b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.
- c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.
- d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

D1.2. Open Space Features: Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building’s setting. Examples of desirable features to include are:

- a. visual and pedestrian access (including barrier- free access) into the site from the public sidewalk;
- b. walking surfaces of attractive pavers;
- c. pedestrian-scaled site lighting;
- d. retail spaces designed for uses that will comfortably “spill out” and enliven the open space;
- e. areas for vendors in commercial areas;
- f. landscaping that enhances the space and architecture;
- g. pedestrian-scaled signage that identifies uses and shops; and
- h. site furniture, art work, or amenities such as fountains, seating, and kiosks. residential open space

D1.3. Residential Open Space: Residential buildings should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. In addition, the following should be considered:

- i. courtyards that organize architectural elements while providing a common garden;
- j. entry enhancements such as landscaping along a common pathway;
- k. decks, balconies and upper level terraces;
- l. play areas for children;
- m. individual gardens; and
- n. location of outdoor spaces to take advantage of sunlight.

DEVELOPMENT STANDARD DEPARTURES

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

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

1. **Overhead Weather Protection (SMC 23.49.018 A1):** The Code requires continuous overhead weather protection along the entire street front unless the façade is setback 5 feet from the street property line. The applicant has requested a departure from overhead weather protection on each street front as shown on page 80 of the Recommendation packet. A canopy reduction to 6' was requested along Denny Way, less than 8' along Fairview and 5' along Virginia Street.

The Board unanimously supported the departure request along Denny Way due to the potential conflict with the street tree canopy. However, the Board denied the canopy departure requested along Fairview and Virginia Street. The Board noted that the minimum 8' canopy projection could be provided along each street frontage while still providing a sinuous canopy form as described by the applicant team. The revised street level design must better meet the intent of Design Guideline C-1 Promote Pedestrian Interaction.

2. **Blank Façade (SMC 23.49.056):** The Code requires that blank facades be limited to a maximum of 30 feet wide. The applicant has requested a 70' foot blank façade along Virginia Street.

The Board unanimously supported the departure request. The Board discussed the benefits of having a continuous open retail space the associated centralized back of house activities. Ultimately the Board agreed that the façade, as proposed, provided the cleanest solution for centralized back of house activities on a site with only street property lines. The Board noted that the optional green wall shown on page 55 was a condition of the departure approval.

The revised street level design must better meet the intent of Design Guideline C1.3 Street-Level Articulation for Pedestrian Activity.

RECOMMENDATIONS

BOARD DIRECTION

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

The recommendation summarized above was based on the design review packet dated Tuesday, July 12, 2016, and the materials shown and verbally described by the applicant at the Tuesday, July 12, 2016 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design with the following conditions:

1. Integrate the building slab edge and railing so that there is not a gap between the two elements when viewed from below (A2, B4.3).
2. Revise the material palette to include a lighter core material (A2.1, B4.3).
3. The privacy panels shape should respond to the architectural composition of the tower (A2.1, B4.3).
4. The tower sculptural form should be continued to the top of the roof structure (A2).
5. Provide specific details for the complicated material transitions at the corner of Fairview and Denny (B4.3).
6. Incorporate a green wall along the Virginia façade as shown on page 55 (C1.3).