City of Seattle

Department of Construction & Inspections
Nathan Torgelson, Director

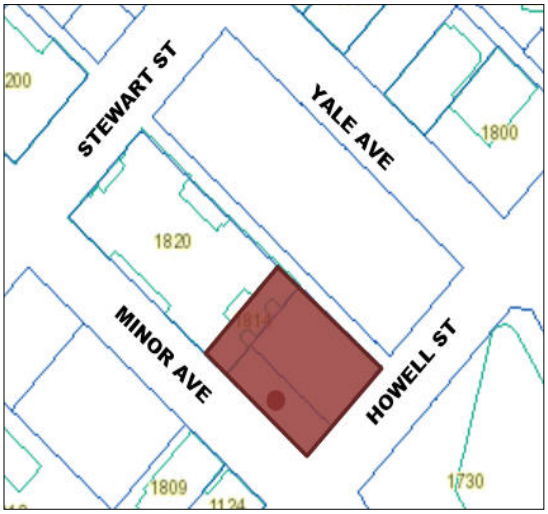
DESIGN REVIEW

FINAL RECOMMENDATION OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number:	3021813
Address:	1200 Howell Street
Applicant:	Jim Westcott, Weber Thompson
Date of Meeting:	Tuesday, July 12, 2016
Board Members Present:	Anjali Grant (Chair) Bradley Calvert JP Emery Grace Leong
Board Members Absent:	Murphy McCullough (Recused)
DPD Staff Present:	Lindsay King

SITE & VICINITY

Site Zone:	DMC 240/290-400	
Nearby Zones:	North:	DMC 240/290-400
	South:	DMC 340/290-400
	East:	DMC 340/290-400
	West:	DMC 240/290-400
Lot Area:	14,400 sq. ft.	
Current Development:	Parking lot	



Surrounding Development: The subject site is located on the northeast corner of Minor Avenue and Howell Street. The subject lot and lots to the north and west are zoned Downtown Mixed Commercial (DMC 240/290-400). Lots to the south and east are zoned also Downtown Mixed Commercial with a higher base height allowance (DMC 340/290-400). The site contains two parcels with an existing surface parking lot. To the north south and east are existing office developments ranging from 9-21 stories (Metropolitan Park Towers). To the northwest are two residential structures ranging from 3-5 stories. To the southwest, directly across Minor Street, are early 1-2 story 20th-century commercial structures. An improved alley is located along the northeast property line. The site is relatively flat with approximately 3 feet in grade change from the northwest corner to the southeast corner, the high point of the site.

The surrounding development includes sites under construction to the west, across Minor Avenue (2-440' tall residential towers– "Tilt 49" and "Kinects"). To the north are two additional developments undergoing permitting. In total the two developments will include 4-440' residential towers (1901 Minor Street and 1200 Stewart Street).

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.

Minor Street provides a pedestrian connector to South Lake Union for local residential and office developments. Howell Street includes moderate levels of vehicular traffic. 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 374 unit residential units above 2,700 square feet of commercial space. Parking for 316 vehicles will be provided in two stories below grade and two stories above 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 (3021813) 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 3021813), by contacting the Public Resource Center at DPD:

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

Email: PRC@seattle.gov

PUBLIC COMMENT

There were no public comments offered at the Early Design Guidance Meeting.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. 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 Location and Form**. The Board unanimously supported the preferred massing alternative, the 'Stack Effect,' which locates the tower on the corner, and divides the mass into boxes offset at an 8 degree angle. The Board agreed the proposal was a successful and unique way to break up the tower massing.
    a. The Board noted the 'Stack Effect' was particularly successful due to the reveals between the massing shifts, provided without the support of structural columns, and the townhouse corner erosions. The Board applauded the interesting and clean tower form (A1.1, A2.1, and B4.1).

b. At the Recommendation Meeting, the Board requested a material and/or lighting study to emphasize the reveal soffit (A1.1, A2.1, B4.1, and B4.3).

2. **Roof.** The Board discussed the roof form at length. The proposal treats the roof structure differently when viewed form the south and north. In total, the roof structure includes 8 levels when viewed from the north and 2 levels from the south.
    a. The Board reviewed the design parti, which decreases the number of floor levels in each box, creating a forced perspective at higher elevations. The Board agreed the proposed roof design does contribute to the architectural concept. At the Recommendation Meeting, the Board requested an additional massing study which continues the shifting box form into the roof structure (A2.1, B4.1).
    b. The Board noted that the material treatment of the roof structure could either reinforce the tower material application or, alternatively, could be treated as separate element of the structure. The Board felt the roof massing and material treatment should be reconciled with the overall design of the tower (B4.1).

3. **Podium.** The Board expressed concerns regarding the parking screening in the podium. The Board was appreciative of the corner residential uses but felt the podium, as a whole, felt cold and lacked human scale or context. The Board agreed the podium material treatment was important to the success of the ground level experience.
    a. At the Recommendation Meeting, the Board requested additional study incorporating the podium into the overall stacked box tower architecture (B4.1).
    b. The Board was not supportive of the parking finished floor expressed on the exterior of the building. The Board felt the material treatment of the podium could benefit if treated as a continuation of the tower skin, making the building read as a unified whole (A2.1, B4.2, C3.1, E2.1)

4. **Streetscape.** The Board applauded the retail use at the corner. The Board agreed that the ground level corner treatment, with the voluntary setback, to provide outdoor seating, was special but felt that it could also relate to upper level erosions. The Board agreed that parking access from the alley was the better design solution for the site.
    a. The Board expressed support for the corner canopy projection. The Board requested a further canopy projection into the right-of-way in order to provide overhead weather protection for pedestrians on the sidewalk (C5).
    b. The Board noted a portion of the alley façade would be highly visible with the setback provided across the alley. The Board recommended the ground level retail material treatment wrap the corner onto the alley (C1.3, C3.1, and C6.1).
    c. The Board requested that the applicant team study a larger curb bulb at the corner of Minor and Howell Street to provide a better pedestrian connection and enhance the streetscape adjacent to the corner retail location (C1.3, D1.1).

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 (3021813) 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 3021813), by contacting the Public Resource Center at DPD:

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PUBLIC COMMENT

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

- Expressed concern regarding the impact to future development rights if a departure for tower width is granted.
- Asserted that the requested departure is not allowed nor warranted through the code.

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 Location and Form**. The Board maintained unanimous support for the 'Stack Effect' tower massing. At the Recommendation Meeting, the tower materials were presented as a combination of vision and spandrel glass with a wood grain material on the underside boxes/building soffit. The Board noted the juxtaposition of the two materials successfully

emphasizes the reveals between the massing shifts. The Board also observed that the horizontal metal banding adds as secondary level of interest to the elegant, clean tower form (A1.1, A2.1, and B4.1).

a. The applicant's presentation included a massing option incorporating additional height. The Board supported a massing alterative, which includes additional height as allowed by code, provided the boxes within the tower maintain the same proportion as currently presented (B4).

2. **Roof.** The Board discussed the roof form at length. The Board was pleased with the alternative roof massing studies provided on page 19 of the Recommendation Packet.
    a. The Board unanimously supported the preferred roof massing alternative, Option #5. The Board observed that Option #5 maintains a similar massing to that provided at EDG, but changed the proportion of the box to be consistent with the tower form (A2.1, B4.1).

3. **Podium.** The Board agreed that the podium design had improved significantly since the EDG presentation, but felt that the podium concept still needed further resolution. The Board expressed support for the tower curtain wall applied to the podium but felt that the wrap on the podium was unnecessary and detracted from the composition. The Board directed that the podium should read as a frameless stacked box consistent with the architectural language in the remainder of the building. The Board discussed several suggested modifications to improve the design, and identified the following conditions:
    a. Remove the vertical portions of the podium wrap (B4.3).
    b. Maintain the horizontal stacked canopies at the residential and retail entry points. The horizontal canopies should relate to the metal horizontal bands in tower material application (B4.3).
    c. Maintain low level lighted fins on the podium structure to enliven the dark spandrel glass at night (C1.3, C3.1).
    d. Update the form of the fins to better integrate into the overall architectural language in the tower (C1.3, C3.1).
    e. Update the stone material at the base, in the northwest corner, to be consistent with the upper level metal material facing the LIHI building (C1.3).
    f. Maintain the highly transparent butted glass at the residential lobby (C1.3).

4. **Streetscape.** The Board applauded the proposed expanded curb bulb at the corner of Minor and Howell Street to provide a better pedestrian connection and enhance the streetscape adjacent to the corner retail location (C1.3, D1.1).
    a. The Board expressed support for the extended canopy design at the corner. The Board would like to see the canopy maintained if possible during negotiations with SDOT (C1.3, C5.1, D1.1).
    b. The Board conceptually approved the signage concept plan provided within the Recommendation Packet. The Board noted that no additional large signage should be included for temporary or permanent installation (B4).

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

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.

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.

C6 Develop the Alley Façade: To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

C6.1. Alley Activation: Consider enlivening and enhancing the alley entrance by:
a. extending retail space fenestration into the alley one bay;
b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and
c. adding effective lighting to enhance visibility and safety.

C6.2. Alley Parking Access: Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider
d. locating the alley parking garage entry and/ or exit near the entrance to the alley;
e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and
f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

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.

D2 Enhance the Building with Landscaping: Enhance the building and site with generous landscaping— which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D2.1. Landscape Enhancements: Landscape enhancement of the site may include some of the approaches or features listed below:

a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;

b. include a special feature such as a courtyard, fountain, or pool;

c. incorporate a planter guard or low planter wall as part of the architecture;

d. distinctively landscape open areas created by building modulation;

e. soften the building by screening blank walls, terracing retaining walls, etc;

f. increase privacy and security through screening and/or shading;

g. provide a framework such as a trellis or arbor for plants to grow on;

h. incorporate upper story planter boxes or roof planters;

i. provide identity and reinforce a desired feeling of intimacy and quiet;
j. provide brackets for hanging planters;
k. consider how the space will be viewed from the upper floors of nearby buildings as well as from the sidewalk; and
l. if on a designated Green Street, coordinate improvements with the local Green Street plan.

D2.2. Consider Nearby Landscaping: Reinforce the desirable pattern of landscaping found on adjacent block faces.

m. plant street trees that match the existing planting pattern or species;
n. use similar landscape materials; and
o. extend a low wall, use paving similar to that found nearby, or employ similar stairway construction methods.

D6 Design for Personal Safety & Security: Design the building and site to promote the feeling of personal safety and security in the immediate area.

D6.1. Safety in Design Features: To help promote safety for the residents, workers, shoppers, and visitors who enter the area:

a. provide adequate lighting;
b. retain clear lines of sight into and out of entries and open spaces;
c. use semi-transparent security screening, rather than opaque walls, where appropriate;
d. avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;
e. use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;
f. use ornamental grille as fencing or over ground-floor windows in some locations;
g. avoid architectural features that provide hiding places for criminal activity;
h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;
i. install clear directional signage;
j. encourage “eyes on the street” through the placement of windows, balconies, and street-level uses; and
k. ensure natural surveillance of children’s play areas.

VEHICULAR ACCESS AND PARKING

E2 Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E2.1. Parking Structures: Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:

a. Incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures. A depth of only 10 feet along the front of the building is sufficient to provide space for newsstands, ticket booths, flower shops, and other viable uses.
b. Use the site topography to help reduce the visibility of the parking facility.
c. Set the parking facility back from the sidewalk and install dense landscaping.
d. Incorporate any of the blank wall treatments listed in Guideline C-3.
e. Visually integrate the parking structure with building volumes above, below, and adjacent.
f. Incorporate artwork into the facades.
g. Provide a frieze, cornice, canopy, overhang, trellis or other device at the top of the parking level.
h. Use a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter.

E2.2. Parking Structure Entrances: Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the street-scape, location, and design emphasis. Consider one or more of the following design strategies:

i. Enhance the pedestrian entry to reduce the relative importance of the garage entry.
j. Recess the garage entry portion of the facade or extend portions of the structure over the garage entry to help conceal it.
k. Emphasize other facade elements to reduce the visual prominence of the garage entry.
l. Use landscaping or artwork to soften the appearance of the garage entry from the street.
m. Locate the garage entry where the topography of the site can help conceal it.

E3 Minimize the Presence of Service Areas: Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

E3.1. Methods of Integrating Service Areas: Consider incorporating one or more of the following to help minimize these impacts:

a. Plan service areas for less visible locations on the site, such as off the alley.
b. Screen service areas to be less visible.
c. Use durable screening materials that complement the building.
d. Incorporate landscaping to make the screen more effective.
e. Locate the opening to the service area away from the sidewalk.

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. **Separation of Parking (SMC 23.49.019 B3):** The Code requires that parking allowed above the third story of the structure must be separated from the street by another use for a minimum of 30, or 40 feet along Howell Street and Minor Street. The applicant proposes 38'-8" screening along Howell Street. The applicant proposal includes screening from floor 2-5 rather than the code-required 4-5 floors.

   The Board unanimously recommended approval of the requested departure. The Board agreed that the provided residential uses on floors 2-5 at the corner of the building provided an important and effective separation for the upper levels of parking. As conditioned, the podium design will better meet the intent of Design Guideline E-2 Integrate Parking Facilities and B4 Design a Well-Proportioned & Unified Building.

2. **Tower Width (SMC 23.49.058 E2):** The Code limits the maximum facade width for portion of a building above 85 feet along the general north/south axis of a site (parallel to the Avenues) to 120 feet or 80% of the width of the lot measured on the Avenues, whichever is less. The applicant proposes a 102' foot facade which is 85% of the lot length along Minor Avenue.

   The Board unanimously recommended approval of the departure request. The Board agreed that the shifting tower masses effectively breaks up the width of the structure consistent with both the code provision and also better meets the intent of Design Guideline B-4 Design a Well-Proportioned and Unified Building. The Board also noted that a code compliant tower could be built in the same location, that angled massing effectively creates a larger setback that the code required setback at certain points along the property line, and the stacked box architecture breaks up the mass of the structure in more significant ways than the code prescribed requirements.

3. **Overhead Weather Protection (SMC 23.49.018 A1):** The Code requires continuous 8' deep overhead weather protection along the entire street front. The applicant proposal includes a canopy projection between 5' and 7' in certain areas to accommodate the street trees as shown on page 32 of the Recommendation Packet.

   The Board unanimously recommended approval of the departure request. The Board noted that the departure request is necessary in order for street trees and overhead weather protection to coexist in the limited right-of-way area. The Board requested the applicant work with SDOT to extend the corner retail canopy into the right-of-way in order to provide overhead weather projection for pedestrians at the corner. The revised design will better meet the intent of adopted Design Guideline C-1 Promote Pedestrian Interaction.

4. **Rooftop Coverage (SMC 23.49.008 B1):** The Code states all facades of the portion of the structure above the height limit shall not enclose an area greater than 55% of the total roof

area. The enclosed rooftop area will be 8,875 sq. ft. or 77% when including the covered amenity space.

The Board unanimously recommended approval of the departure request. The Board noted that the enclosed mechanical space is allowed as proposed. The departure is necessary because the mechanical space is located over an area of amenity space creating covered amenity space regulated by the specified code section. As noted previously, the Board agreed that the resulting roof form provides the most elegant design solution to integrate the mechanical space into the overall tower architectural language. The revised design must better meet the intent of Design Guideline A-2 Enhance the Skyline, B-4 Design a Well-Proportioned & Unified Building and D-1 Provide Inviting and & Usable Open Space.

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. Remove the vertical portions of the podium wrap.
2. Maintain the horizontal stacked canopies at the residential and retail entry points. The horizontal canopies should relate to the metal horizontal bands in tower material application.
3. Maintain low level lighted fins on the podium structure to enliven the dark spandrel glass at night.
4. Update form of the fins to better integrate into the overall architectural language in the tower.
5. Update the stone material at the base, in the northwest corner, to be consistent with the upper level metal material facing the LIHI building.
6. Maintain the highly transparent butted glass at the residential lobby.