



City of Seattle

Department of Construction and Inspections

Nathan Torgelson, Director

DESIGN
REVIEW

RECOMMENDATION OF THE WEST DESIGN REVIEW BOARD

Project Number: 3021980

Address: 1600 Dexter Ave N.

Applicant: Jill Burdeen, for Nicholson Kovalchick Architects

Date of Meeting: Monday, March 1, 2017

Board Members Present: Katherine Idziorek (Chair)
Christine Harrington
Homero Nishiwaki
Janet Stephenson

Board Members Absent: Boyd Pickrell

DPD Staff Present: David L. Landry, AICP, Land Use Planner

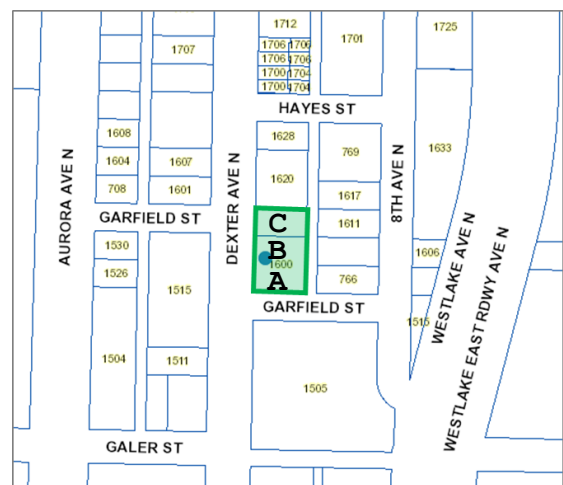
SITE & VICINITY

Site Zone: Neighborhood Commercial 3, Pedestrian Designation 40' height limit [NC3P-40]

Nearby Zones: North – NC3-40 & LR3
South – NC3-65 & C2-65
East – NC3-65
West - C1-65

Overlay Districts: Pedestrian Area
Frequent Transit

Project Area: 13,785 square feet (sq. ft.)



Current Development:

The proposal site is located on the northeast corner of Dexter Avenue N and Garfield St. The proposal site is made up of three distinct parcels; Parcel A, B & C, and when combined make up a total project area of 13,785 square feet. Parcels A & B which total 9,185 in area is currently occupied by a three level office use structure built in 1919, that 'steps down' from Dexter to an alley on the east side of the building. Parcel C located to the north of 'A & B' is currently vacant and makes up an area of 4,600 square feet.

Surrounding Development and Neighborhood Character:

The proposal site is located within the Westlake Neighborhood, a designated Pedestrian "P" zone overlay within the Cascade Neighborhood District. Westlake is a narrow neighborhood area, defined by Aurora Ave and Lake Union. The area is a major transportation corridor between downtown and North Seattle with three major arterial roads cutting through the neighborhood as the primary routes from downtown to Fremont, Ballard and Wallingford. The site is also located one block north from the edge of the South Lake Union Urban Center Overlay District.

The Westlake neighborhood is made up of a mixture of condominiums, apartments, offices, single-family residences and houseboats. The proposal site is in close proximity to low rise development located up slope to the west of Dexter overlooking Lake Union and to the north. There is also a great deal of new development between Aloha St and Comstock St. located few blocks further south, with new office buildings on both the east and west sides of the Dexter. Located to the north of the project and on the east side of Dexter is a small number of older apartment or commercial buildings with a small number older single-family residences to the north of there.

Access:

Both primary vehicular and pedestrian access to the site is east off of Dexter, then north off of Garfield into a Level 1 garage entry or north off of Garfield along the alley which located on the east side of the building into the P-1 level garage area.

Environmentally Critical Areas:

The site is mapped as a Steep Slope and Potential Slide Environmentally Critical Area.

PROJECT DESCRIPTION

This is a proposal to construct a six-story mixed-use residential/commercial development on the southeast corner of Dexter Ave N and Garfield St., which includes two below grade parking levels. The development will consist of 85 residential units, two separated commercial spaces of 750 square feet (sq. ft.) and 2,100 sq. ft. for a total of 4,400 sq. ft., including floor space for two live-work units, and 54 at and below grade parking spaces.

The applicant is also seeking a contract rezone from NC3P-40 to NC3P-65.

EARLY DESIGN GUIDANCE June 29, 2016

The packet includes materials presented at the meeting, and is available online by entering the project number (3021980) at the following 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 SDCI:

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

Email: PRC@seattle.gov

PUBLIC COMMENT

At the EDG meeting, the following comments were provided:

- A member of the public wanted to know what will happen to the design if the contract rezone is not approved. Input from the applicant suggested that there would need to a substantial redesign of the project. Staff followed by stating that a re-designed project would need to come back in front of the Board for at least one more EDG 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.

1. **Massing:** The Board was generally supportive of the preferred massing option as it successfully breaks up the volume of the building structure. However, the Board was concerned about how the courtyard would be activated and not be relegated to an empty space. While the size of the courtyard is appealing, the Board was concerned that there are not enough entry points into the courtyard and wanted to see this space further developed and programmed to be activated. Board members also supported the terracing approach of the building layout and the stepping down the slope to the alley. **(CS2-D, DC2-A, DC2-B, DC2-D, DC2-E)**
2. **Live/Work:** The Board was generally supportive of the live-work units as they appeared to be larger than other units they typically see and they especially liked the fact they are double floor height which allows for the full separation of the work from the living spaces. The Board members stressed that the streetscape connection detail will be important in finalizing the design concept. The Board also strongly agreed that the requirement for retail frontage is maintained in light of the requested rezone and departure. In their

discussions, the Board added that the north facing wall of the commercial space should be as porous as possible as a means of helping to activate the courtyard. As such, the Board would like to see more details of the units and what is happening in relationship to the setbacks, slopes and at grade. The Board members also discouraged the sinking of living units as much as possible. **(PL1-C, PL2-B, PL2-C, DC1-A, DC1-B)**

3. **Streetscape Response:** The Board was generally supportive of the conceptual architectural expression along Dexter and the live/work unit approach. However, they argued that the units need to be as porous as possible to activate the street along Dexter and engage the courtyard as much as possible. The Board debated the pros and cons of making the unit closest to the courtyard for a true commercial uses or as a live/work unit as a strategy for keeping that edge along the courtyard as porous as possible. The Board was concerned that if the space were used as live/work solely then the courtyard facing façade would need to be kept open and porous. Whichever use the space becomes, the Board wanted to make sure that the space aids in the activation of the courtyard, regardless of its function. Finally, the Board was in support of the level of vegetative planting proposed in the preferred option along with the response to the bike lane along Dexter and the use of a ‘hitching post’ bike rack. **(PL1-B, PL2-C,)**
4. **Architectural Response:** The Board generally supported the architectural precedent images of depicted in the EDG packet dated June 29, 2016 as a good starting point for the architectural expression of the project. The Board would like to see how the vertical striping represented in the massing options is translated in the more developed drawings. The image examples have more deep contrast verticality that is less apparent in the sketches of the preferred option. The Board would like to see how the depth of the façade and setbacks, depth and play will be detailed. As a next step, the Board would like to see elevations on all sides of the building, including the alley side of the building along with, sections, detailed elevations, pedestrian level views showing continuity along Dexter and adjacent buildings for the next meeting. Board members also wanted to see more clarity or clearer delineation between the ‘terracing’ elements. For example, it was suggested that the commercial base might have one distinctive material approach while the vertical residential element another with a third dedicated to the lower back part of the building. **(PL3-C, DC3-A, DC4-A)**
5. **Materials:** The Board agreed with the use of brick for the commercial podium and a different expression for the residential units above, but wanted to the see it further developed by accentuating the residential verses the commercial space. The Board was strongly in favor of the double story height approach at entry and live/work façade, but wanted to make sure that the two-story glass language was further explored at both the entry and courtyard areas. The Board suggested that there be some continuity so that the two floor height reads more cohesively. **(PL3-C, DC3-A, DC4-A)**
6. **Access:** The Board wanted to see the bike access located closer to the alley with the bike storage room closer to the garage. **(PL4-B, DC1-A, DC1-C)**

RECOMMENDATION March 1, 2017

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Mailing **Public Resource Center**

Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019

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PUBLIC COMMENT

The following comments were offered at the Recommendation meeting:

- Concerned that the Design Review process is backwards in relationship to the timing of the Contract Rezone.
- Feels that the Board should require the applicant to design a building that is consistent with existing zoning in case the Council does not approve the Contract Rezone.
- Feels that the project does not address the requirement of the Pedestrian zone where it is located.
- Feels design of project is not accommodating what the Code requires in terms of providing commercial frontage uninterrupted by housing.
- Concerned that the project will cause view blockage to buildings across the street, to the cityscape and to other buildings in the immediate vicinity.
- Feels that the proposed building is not consistent with the existing scale.
- Concerned that this project is not an ordinary design review project as it is connected to a request for a Contract Rezone.
- The Board should consider all rezone criteria in their consideration of this design review project.

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 recommendations.

1. **Massing and Overall Design:** In general the Board felt that the massing design responded well to their guidance given at the EDG meeting. Board members felt that the project had evolved and were supportive of the textures, materiality and the contrast between materials, activation and design of the streetscape façade which would provide a better environment for pedestrian and street life engagement. **(CS2-D, DC2-A, DC2-B, DC2-D, DC2-E, DC3-A-1)**
2. **Courtyard:** The Board was pleased to see the conversion of the one live-work unit to commercial space which they felt would help activate the central courtyard. Overall the Board supported the architectural parti and the use of balconies designed to create façade depth, the double height spaces along the building façade, and the window treatments at the residential street level along with the activation of the courtyard through the landscape and lighting. **(PL1-A-2, PL3-A-2, DC2-D-1, PL3-C-2, DC3-A-1, DC4-D-2)**
 - a. The Board spent a fair amount of time discussing the need to resolve the interior courtyard gasket - possibly making it a strong statement or somehow capping the double height space and encouraged the applicant to explore alternatives such as a recess, patterning or other element to make that area as special as the rest of the building elements. **(CS2-A-2, DC2-C)**
 - b. Board members were concerned that the courtyard entrance to the southern commercial space does not read as a public entry point and discussed whether the entrance could be made more prominent with the use of a canopy, a change of materials or signage but while discussed, did not explicitly recommend a condition for a stronger expression for the legibility of that entryway. **PL1-A-2, PL3-A-2, PL-B-3, DC2-D-1, DC4-D-2**
3. **Live-Work Units:** The Board was in full support of the commercial spaces of which they felt this project, more than any others along Dexter, provided a generous amount. The Board was also in full support of the conversion of the live-work unit to commercial space as the live-work units with the added mezzanine level are designed to be larger than usual to allow for a physical separation between work and living spaces which in turn would allow for actual work functions instead of forcing the residential function to the street level. **(PL3-A, PL3-B)**
4. **Architectural Response and Materiality:** The Board had concerns related to resolving design issues near the top of the wooden pilaster. Board members wanted to see a difference in depth between the materials used and suggested that a two to three inch offset between the vertical cedar band, the brick thickness and metal might be used at the parapet along the west elevation to better achieve this depth. The Board was also concerned how the board formed concrete used along the east, and south facing façade was applied and suggested that some treatment or transition that makes sense be brought around the corner to west facing façade. The Board declined to recommend a condition to this effect. **(DC2-C, DC4-A)**

5. **Streetscape Response and Landscape Design:** The Board unanimously supported the landscape planting as they felt the planting would help support a stronger connection to the street in support of pedestrian amenities and potential increased outdoor activity. (PL1-A, PL1-C)

DESIGN REVIEW GUIDELINES

The priority 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 the natural topography and/or other desirable land forms or features to inform the project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation.

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-C. RELATIONSHIP TO THE BLOCK

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.

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

CS3-A. RELATIONSHIP TO THE BLOCK

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

CS3-A-4. Evolving Neighborhoods: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

PUBLIC LIFE

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

PL1-C. OUTDOOR USES AND ACTIVITIES

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety. These may include:

- a. seasonal plantings or displays and/or water features;
- b. outdoor heaters;
- c. overhead weather protection;
- d. ample, moveable seating and tables and opportunities for outdoor dining;
- e. an extra level of pedestrian lighting;
- f. trees for moderate weather protection and shade; and/or
- g. 24-hour Wi-Fi service.

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

PL2-B. SAFETY AND SECURITY

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening.

PL2-C. WEATHER PROTECTION

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops. Address changes in topography as needed to provide continuous coverage the full length of the building, where possible.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. Street Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-C RETAIL EDGES

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

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

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

PL4 Active Transportation Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B PLANNING AHEAD FOR BICYCLISTS

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project. Design bicycling access points so that they relate to the street grid and include information about connections to existing trails and infrastructure where possible. Also consider signage, kiosks, building lobbies, and bicycle parking areas, where provided, as opportunities to share bicycling information.

DESIGN CONCEPT

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

DC1-A ARRANGEMENT OF INTERIOR USES

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

DC1-B VEHICULAR ACCESS AND CIRCULATION

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

- a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;
- b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or

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.

DC3 Open Space Concept Integrate open space design with the design of the building so that each complements the 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.

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 both the Citywide design guidelines priorities and achieve a better overall project design** than could be achieved without the departure(s).

At the time of the Recommendation meeting, the following departures were identified:

- 1. Live-Work Units at Street Level (SMC 23.47A.004.G.2):** The Code requires that in pedestrian designated zones, live-work units shall not occupy more than 20 percent of the street-level street-facing facade along designated principal pedestrian streets listed in subsection 23.23.47A.005.D. The applicant is proposing that the live-work units occupy 24.4 percent of the street-level street-facing facade.

The Board supported this departure as they felt that specific design moves designed to help the live /work units become viable spaces had been achieved. These moves included creating larger sized unit and mezzanine level which would allow for a physical separation between work and living spaces, instead of just living spaces located within a live-work unit. The Board also felt that their earlier design guidance of converting one of the live-work units adjacent to the courtyard to commercial space would aid the transitioning from live-work units to a commercial zone aiding in activation of the pedestrian designated zone as well as maximizing courtyard use. **(CS2 Urban Pattern and Form, PL3-A Entries, PL3-B-3 Buildings with Live-Work, Residential Entries, PL3-C-1 Porous Retail Edge, PL3-C-2 Visibility, DC1-A-1 Visibility in Arrangement of Uses, DC3-A-1 Interior/Exterior Fit)**

The Board voted unanimously in support of the departure.

- 2. Residential Uses at Street Level (SMC 23.47A.005.C.1):** The Code requires that residential uses may occupy no more than 20 percent of the street-level street-facing façade.

The applicant is proposing 27.2 percent of the street-level street facing façade to be occupied by residential uses consisting of the courtyard which provides access to the residential lobby, commercial parking, and a porous edge along the commercial space along Dexter Avenue.

The Board felt that the additional non-residential street-level street facing façade establishes a strong connection to the street and pedestrian amenities and the potential for outdoor activity. The Board also felt that their earlier design guidance to widen the vestibule leading into the lobby area and the conversion of the single live-work unit to commercial space allows for greater activation of both the streetscape and the courtyard space and therefore supported the approval of the requested departure. **(PL1 Connectivity, PL2-B-1 Eyes on the Street, PL3 Street Level Interaction, DC3-A-1 Interior/Exterior Fit)**

The Board voted unanimously in support of the departure.

- 3. Residential Uses at Street Level (SMC 23.47A.005.D.1):** The Code requires that in pedestrian-designated zones the locations of uses are regulated as follows:
Along designated principal pedestrian streets, approved uses should occupy 80 percent of the street-level, street-facing facade in accordance with the standards provided in subsection 23.47A.008.C.

The design proposal identifies that the approved listed uses will occupy 75.6 percent of the street-level street-facing facade on Dexter Ave N.

The Board was supportive of the conversion of the live-work unit to a commercial space, creating opportunities for commercial uses on both the north and south sides of the courtyard, in addition to the creation of larger, more viable of live-work units with larger street frontage, which they felt would aid in the activation of both the streetscape and the courtyard and therefore supported the approval of the requested departure. **(CS1 Natural Systems and Site Features, CS2 Urban Pattern and Form, PL1 Connectivity, PL2-B Safety and Security, PL3 Street-Level Interaction, DC2 Architectural Concept, DC3 Open Space Concept)**

The Board voted unanimously in support of the departure.

4. **Street Level Development Standards (SMC 23.47A.008.B.4):** The Code requires that height provisions for non-residential uses in new structures at street level must have a floor-to-floor height of at least 13 feet.

The live-work and converted commercial floor spaces have been designed with a mezzanine located over the rear portion of each unit. The applicant is requesting a departure that would allow a floor-to-floor height of the rear portion of the unit to be 9 feet 6 inches.

The Board felt that the live-work units because they have a depth of 15 feet 6 inches measured from the outer edge of the floor, greater than the minimum of 15 feet and because of their larger overall sizes which allows for better separation between the living and work spaces making it be more conducive to a successful work space instead of just a living space within a live-work unit and therefore supported the requested departure. **(PL3 Street-Level Interaction, DC1 Project Uses and Activities, DC2 Architectural Concept)**

The Board voted unanimously in support of the departure.

5. **Dwelling Unit Location (SMC23.47A.008.D.2):** The Code requires that where residential uses are located along a street-level street-facing façade, the floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or set back at least 10 feet from the sidewalk.

The applicant is requesting a departure for a 6.8 x 7 area of a residential unit to be located 3 feet from the sidewalk along Garfield St. The approval would allow for a consistent commercial and living unit finish floor heights as well as a consistent build-edge along the street-level similar to the Lake Union Tower Apartments located to the east. To buffer the living unit, a 3'-0" deep landscape buffer will be located along the length of the affected living unit which will provide a physical barrier between the unit and the sidewalk, which the Board had requested at EDG. The steep topography along Garfield will also aid in providing an additional physical barrier between the sidewalk and a portion of the living unit and thus a degree of privacy from the sidewalk while adding "eyes on the street".

The Board agreed with the design solutions that addressed the steep slope conditions of the proposal site and were happy that the continuity of the punched openings and window placement could be maintain rather than a blank façade along Garfield and therefore were in favor of supporting the departure request. **(CS1 Natural Systems and Site Features, PL2-B-1 Eyes on the Street, PL3 Street-Level Interaction, DC-3-A-1 Building-Open Space Relationship)**

The Board voted unanimously in support of the departure.

6. **Parking Access (SMC23.47A.032.A.1):** The Code requires access to parking shall be from the alley if the lot abuts an alley improved to the standards of subsection 23.53.030.C, or if the

Director determines that alley access is feasible and desirable to mitigate parking access impacts.

The proposed design requests a departure to allow a secondary parking access of Garfield Street. The Board spent a great deal of time discussing this departure and whether the departure results in a better design or better meet the design guidelines. Per the applicant, if the requested departure were not supported by the Board, the project could not provide the required parking spaces without eliminating the commercial floor area in addition to losing at least two living units. This is due to the internal access ramp off the alley to a second parking level which would reduce space available for two required parking spaces and the elimination of two living units at the northeast corner of the building. In addition the parking ramp would also eliminate the mezzanine levels of commercial spaces. The applicant stated that if they were required to provide only one access of the alley then they would prefer to eliminate the commercial floor area all together even though with ramping the (space) volume of the commercial area would remain the same. It was also stated that there would also be a blank wall on the northeast corner of the building as a result of an access ramp.

Some Board members stated that it is helpful that the parking being accessed via the proposed curb cut and that the driveway would be dedicated to the commercial use. There was strong support for more generous spaces for the live-work and more commercial floor area around the courtyard which would make commercial use more successful even though the area is a pedestrian, bike, transit corridor. Other Board members stated that this involves a curb cut and access on a neighborhood street which they did not feel was justified. Other members stated that they were more interested in not seeing the mezzanine within the commercial space which they intimated would essential to its success as a more activated space. It was also noted that because the street is steep and visibility is poor, along a street that should be walkable, and therefore a curb cut would allow for a safer street edge if the departure were not granted. **(CS1, PL2, DC1)**

The Board was split 1 against, 2 for, and 1 bit on the fence as to whether to support the departure, therefore the determination will be made by SDCI and informed by the Board's comments and concerns noted above.

BOARD RECOMMENATION

After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures, with no conditions based on the design review packet dated March 1, 2017 presented at the Design Recommendation meeting.