



SECOND EARLY DESIGN GUIDANCE OF THE WEST DESIGN REVIEW BOARD

Project Number: 3022847

Address: 14 W Roy St

Applicant: Stevan Johnson of Johnson Architecture and Planning LLC

Date of Meeting: Wednesday, August 03, 2016

Board Members Present: Boyd Pickrell, Chair
Christine Harrington
Janet Stephenson

Board Members Absent: Katherine Idziorek, Chair
Homero Nishiwaki, recused

SDCI Staff Present: Magda Hogness, Lisa Rutzick, Abby Weber

SITE & VICINITY

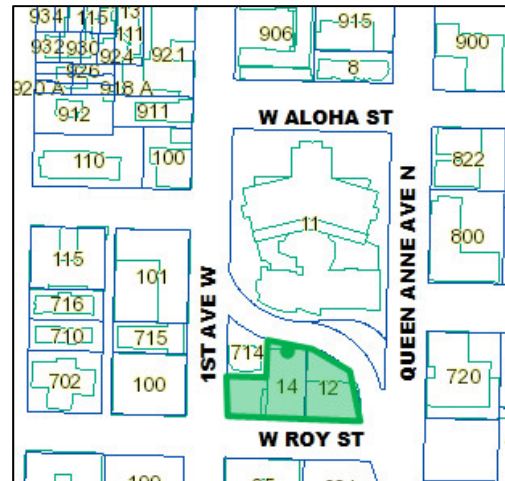
Site Zone: Neighborhood Commercial (NC3P-40)

Nearby Zones: (North) Midrise (MR)
(South) NC3-40, NC3P-40
(East) MR
(West) Lowrise (LR3), NC3-40

Lot Area: 20,534 sf

Current Development:

A surface parking lot and two commercial structures, one and two stories in height, currently exist on the site.



Surrounding Development and Neighborhood Character:

The project site is located in the Uptown Neighborhood, in both the Heart of Uptown character area and the Uptown Park character area, as mapped in the Uptown Guidelines. Predominate features of this neighborhood includes a rich variety of uses and transportation connectivity. This area contains a mix of early and mid-20th century masonry apartment buildings, pre-cast commercial office buildings, multi-family and recent mixed use developments. The guidelines encourage high quality urban infill and pedestrian focused design elements to respond to this context.

The immediate context includes a variety of lowrise and midrise structures as well as two open spaces, Counterbalance and Kinnear Place Park. Adjacent to the site to the northwest, is a two story single family structure converted into an apartment building. Across W Queen Anne Driveway to the north is the Bayview Retirement Community. To the east, across Queen Anne Ave is a six story condominium building, the Willis Condos. To the south across W Roy St, is a four story masonry apartment building, the Del Roy Apartment, a small convenience store and a surface parking lot. West of the site, across W Roy St is a masonry, mixed-use building containing the On the Boards theatre.

This proposed project includes a future rezone application from NC3P-40' to NC3P-85'. The City is also currently considering a legislative wide rezone review for this area to Seattle Mixed 40', 85' and 160'.

Access:

Vehicular access is proposed off First Ave W.

PROJECT DESCRIPTION

The applicant is proposing an eight story building containing 116 apartments, and 10 live-work units above 11,557 sq. ft. of commercial/office/retail space and parking for 129 vehicles. The future application is anticipated to include a rezone from NC3P-40' to NC3P-85'.

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

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

The packet is also available to view in the file, by contacting the Public Resource Center at SDCl:

Mailing **Public Resource Center**

Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

Before the public comment period, SDCI staff explained that the Design Review Board authority is limited to the Design Review Guidelines. To the extent that some guidelines address issues also contained by rezone criteria, then those would be in the Board's purview. While the Design Review Board considers a design that responds to the proposed new zone, the review and approval of the project by the Design Review Board does not in any way guarantee that all of the rezone criteria are being met and/or the rezone will be approved. After the Early Design Guidance Phase, the applicant submits for a Master Use Permit, and zoning and SEPA environmental review will begin. This is also when consideration of the rezone criteria and environmental impacts such as traffic and parking will be analyzed. All rezone decisions are made by City Council but only after SDCI provides the City Hearing Examiner an analysis and recommendation on the rezone request and then the Hearing Examiner will also prepare her own analysis and recommendation for Council review.

The following comments were offered at the EDG meeting:

- Concerned with the removal of the street tree and damage to the existing large trees on the adjacent property; would like to know more information on how they will be protected.
- Concerned with sunlight impacts on the existing structure.
- Would like to see the cobblestone residential character of 1st Ave West remain.
- Noted that the building appears very massive compared to the rest of the neighborhood; would like to see the massing broken down.
- Lack of support for the lighted tower element.
- The upper massing looks very heavy; would like to see more setbacks provided.
- Would like to see a continuation of the street façade.
- The rezone should be considered by the Design Review Board; the Design Review Board should not be constrained by the Design Guidelines.
- Recognized the current legislative rezone effort and the in-process EIS study and stressed the importance of laying out a 20 year plan. Allowing the applicant to proceed forward with a contract rezone is a disservice to the community and the public process.
- Noted that the ongoing Urban Design Framework is considering significant setbacks along with an increase of height.
- Impacts to transportation and views will be used to develop height through the EIS process.
- The current sidewalk along W Queen Anne Driveway is 6 ft wide. With the increase in height a 10 ft setback will create a canyon, and not provide adequate distances for ambulance and traffic.
- Concerned with shadow impacts; in addition to the proposed 85ft increased height, the added height of the stair penthouse will block more sunlight during the winter months.
- Concerned with impacts to quality of life and traffic.
- Would like additional time to assess all the major issues to be addressed by the City of Seattle.

- Questioned the value the Design Review process will add to a contract rezone project, proceeding forward ahead of zoning approval.
- Concerned that the massing of the project is out of scale, would like to see modulation and upper setbacks at the 4th and 5th stories.
- Recognized that the site is a gateway to the neighborhood and should be as unique as the neighborhood name, Queen Anne, which is named after an architectural style.
- Would like to see more detailed architectural renderings at the next meeting.
- W Queen Anne Driveway now functions as a snow access route; concerned with additional shadows on this street since the snow will not melt as quickly.
- Noted that 1st Ave W is an incredibly congested street; would like to see the entry to the garage placed someplace else, or moved closer to the corner.

SDCI staff also summarized design related comments received prior to the EDG meeting:

- Concerned with the rezone proceeding ahead of the legislative rezone before a completed EIS; would like the opportunity to participate in a thoughtful and democratic process.
- Concerned with view and daylight blockage.
- Noted that ambulances regularly go through this area to the retirement home; concerned with increase of traffic.
- Supported the density and variety of uses proposed; supported the office spaces proposed on the second floor.
- Would like to see a condition of affordable housing made.
- Dismayed at the massing of the building along W Queen Anne Driveway which appears to simply extrude the curve of the property line.
- Strongly opposed the live/work units proposed along W Queen Anne Driveway, and would like to see residential use at this location.
- Supported the requested street exception, as long as street level units incorporate some private space between the ROW and the front door of the units.
- Supported the project; the preliminary envelop solution should consider the surrounding properties in providing modulations and setbacks to façade treatments that allow for and increase interest and maximum light and air.
- Would like to see the exploration of scale and bulk reduced; potentially by articulating the façade both horizontally and vertically recognizing the different uses from retail, office and residential.
- Stressed the importance of the southwest corner and the design resolution of this important iconic Queen Anne gateway location; this corner deserves a sensitive solution addressing not only the complex pedestrian realm and circulation challenges, but also an architectural solution that uniquely respects and enhances the connections between Uptown and upper Queen Anne, and their very different histories, building typologies and uses, and building vocabularies as well.
- Concerned that the proposed mass could well bring an impersonal, institutional feeling at this location. Would like the Board to consider distributing density and reduce the mass by at least half.
- Supported the project and rezone, recognized the project as a gateway project at a key entrance to the Heart of Uptown.

- Supported the active retail along W Roy Street. The community prefers small, neighborhood-oriented retail including outside dining.
- Suggested the north edge façade treatment be designed for a residential area instead of the more common commercial look in live/work designs.
- Affordable housing is an important issue in Uptown.
- Landscaping should be used to enhance safety especially along W Queen Anne Driveway and at the pedestrian level along W. Roy St.

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. Height, Bulk, Scale and Massing Options:** The Board acknowledged the public’s concern with the height, bulk and scale of the proposal and agreed that the massing options appear very massive and solid. The Board discussed the various massing options and concluded that massing Option 3 is the most successful in providing some articulation along the frontages. The Board directed the applicant to return with a modified massing Option 3 based on the guidance provided.
 - a. The Board recommended redistributing the massing to provide upper level setbacks above 4-5 stories to respond to context and break down the scale and bulk of the proposal. (CS2-D, CS2-B)
 - b. The Board directed the applicant to move the mass of the building to the south to create an urban edge, and also provide additional setbacks and residential scaled modulation at this location to better relate to the surrounding context. (CS2-D)
 - c. In addition to setbacks, the Board recommended refining the massing along the north portion of the site with solar studies to demonstrate the proposal respects the solar access of the northern neighbor. The Board requested additional shadow studies for the next meeting. (CS1-B, CS2-D)
 - d. The Board stressed that the southeast corner scale relationship is critical and recommended a stepping of the massing to provide a transition. For the next meeting, the Board would like to review more developed, perspective views of the corner as viewed from the west and east. (CS2-A-1, CS2-C1, CS2-D, CS2-III, DC2-A-2, DC2-III-iii)
- 2. Southeast Corner:** The Board recognized the southeast corner as a perceived gateway and supported the design direction of the strong architectural masonry element referenced in the packet (page 18).
 - a. Echoing the public comment regarding the corner, the Board expressed interest in seeing the corner develop to reflect the Queen Anne style, and noted that the reference should move beyond simple fenestration change. (CS2-A-1, CS2-C1, CS2-III, CS3-A)

- b. The Board also discussed if a corner entrance should be provided at this location and ultimately agreed that a corner entrance could be developed, but providing adequate space for the gathering of pedestrians is a higher priority. The Board recommended the applicant develop the iconic gateway with adequate space and overhead protection for pedestrians. (CS2-II-iv, CS2-III, CS3-A, PL1-B, PL2, DC2-III-iii)
- 3. Streetscape and Landscaping:** The Board discussed the character of the each frontage and gave the following guidance.
 - a. Recognizing the uniqueness of W Queen Anne Driveway, characterized by its unusual shape and topography, the Board recommended additional setbacks to create a sense of spaciousness, transition and buffer for each individual live work entry. The Board recommended focusing on defining individual units with fine grained architectural detailing, potentially with a rhythm of stoops and doorways. (CS2-B-1, CS2-D, PL3-A-3)
 - b. Related to the setback, the Board discussed the Type 1 administrative request for a Street Improvement Exception for a reduced setback along W Queen Anne Driveway. The Board conditionally supported a reduced setback requirement as long as an additional setback was provided with adequate space for an individual front entry sequence. The Board stressed that adequate space is critical and agreed with public comments that the 10 ft proposed, which includes the 6' sidewalk is inadequate. (CS2-D, PL1-B)
 - c. The Board recognized and supported the location of retail and upper level office spaces along the Roy frontage. The Board stressed the importance of developing the interface with the public realm transition and retail expression in a way that doesn't get lost in the scale of the building. (CS2-D, CS2-II-iv, PL1-B, PL1-C-1)
 - d. The Board also supported the location of the retail use at both corners and strongly encouraged linking to nearby activities and uses such as the On the Boards Theater by providing ample site furniture. (CS2-I-i, CS2-II-iv, PL1-B, PL1-A-2, PL1-C-1)
- 4. Driveway Location:** The Board acknowledged the public comments concerning the driveway location and preference to shift the driveway south. However, the Board also recognized that there doesn't appear to be better alternate location and shifting the driveway to the corner would detrimentally decrease the retail space. The Board concluded that having retail at the corner is an important element to keep to encourage streetscape interaction. The Board conditionally supported the location of the driveway and the related departure, provided that a 5' sight triangle is developed similar to massing Option 1. The Board also indicated that continuing the charming, cobble stone character of the street is critical and recommended thoughtfully selecting paving to communicate the priority of the pedestrian realm and to support traffic calming. (CS2-A-1, CS2-B-1, PL2, PL4, DC1-B-1, DC4-D)
- 5. Roofscape:** The Board recognized that the roofscape will be highly visible as the subject site is located at the base of the Queen Anne Hill. The Board directed the applicant to consider the composition and architectural expression of the building as a whole, including the roofscape. For the next meeting, provide more information about the design of this area. (DC2-B-1)

- 6. Materials:** The Board strongly supported the quality of materials presented at this early phase and acknowledged that masonry is an important part of the proposal to relate to the neighborhood context. The Board urged the applicant to further develop secondary elements and adopt design strategies which convey the unique character of the site and building. (CS2-D, DC2, DC4-A)

SECOND EARLY DESIGN GUIDANCE August 3, 2016

PUBLIC COMMENT

The following comments were offered at the Second EDG meeting:

- Supported the project and the activation the project will bring as a great addition to the neighborhood and will make the block safer.
- Concerned about the impact of increased traffic and the garage entrance.
- Lack of support for the project; acknowledged the current legislative rezone effort. Allowing the applicant to proceed forward with a contract rezone is a disservice to the community and sidestepping the public process.
- Concerned that the proposal doesn't meet the Design Guidelines to create an impression of a reduced size, bulk and scale; the proposed height and bulk will exacerbate the site.
- The proposal severs access to existing light and air, casting adjacent buildings in shadow. The Guidelines refer to respecting adjacent sites and minimizing shading on adjacent sites.
- Supported the height, bulk and scale proposed and the modulation and building setbacks that have been added.
- Supported the proposed streetscape and landscape; encouraged a strong retail and pedestrian experience at the sidewalk level for all residents of the neighborhood.
- Supported the strong retail corner at W. Roy and QA Driveway; a corner residential entry is not compatible with the Uptown design goals. Preferred the mid-block residential entry, as it provides the opportunity for the corner to hold a stronger retail street presence.
- Supported the inclusion of entry setbacks along the live/work units, however concerned about the windows and the fact that blinds are oftentimes drawn for privacy a great deal of the time when the "work" portion of the day is over. Would like to see a planting strip in front of the building along QA Driveway to provide additional screening between the public and private uses, so if blinds are drawn, there is an interesting visual buffer.
- Supported the project; really liked the design and noted that a lot of people working close need housing, and living here won't require them to drive across town.
- Supported the revised design and the Queen Anne Driveway façade set back 6', allowing for a 12' sidewalk width. Encouraged paying a lot of attention to the planting.
- Supported the affordable housing proposed.
- Lack of support for the project, the proposal should not exceed the current zoning; it is inappropriate to create an 8 story wall.

- Concerned the massing will cast shadows on the newly renovated Queensborough garden.
- Would like to see a proposal built according to the current zoning.
- Encouraged making the live/work entries and façade along QA Driveway to be more residential in quality and continue with the use of brick on its façade.
- Supported the proposed “Use” for Retail A; a restaurant with seating facing On the Boards is a good design feature to activate that corner and celebrate the activity across the street.
- Supported the extended tree wells along Queen Anne Driveway and encouraged the applicant to install larger caliper trees and larger plants wherever possible, but especially along Queen Anne Driveway.
- Would like to see interesting and diverse storefronts with systems such as wood, aluminum-clad wood, with wider, colored mullions and avoid the thin, aluminum-style storefront type system.
- Supported overhead weather protection, especially along W. Roy St.
- Supported the attractive use and application of brick, glass, and metal panels.
- Supported the commercial use on 2nd floor.
- Supported the location of the parking garage entry on 1st Ave W and encouraged the applicant to be sensitive to the uses across the street at On the Boards. The cul-de-sac is used as a defacto outside “green room” and congregation area for theatre attendees.
- Stated that the architect falsely claimed that views and sunlight for Bayview Manor residents would not be affected by the new building. The entire Nursing Home and Rehab Unit is located in that lower building directly on Queen Anne Driveway. Their rooms will directly face the multi-story wall of the proposed development immediately across the street.
- Concerned with the lack of sunlight getting to the nursing home windows all year. Would like to see show a model of the view and sunlight reaching these lower Bayview buildings
- Supported the idea of mixed use for this site, but the massing and proposed height incompatible with the neighborhood; the project as planned is out of scale with the buildings to its immediate left, right and front, as well as other buildings in the vicinity
- Encouraged the Board to use their authority. The DRB’s authority is limited to the Design Review Guidelines, as always. To the extent that some guidelines address issues also contained by rezone criteria, such as height, bulk and scale than those would be in the DRB’s purview. For example, the DRB could state that the project, as proposed with the rezone, is too tall in light of the guidelines. However, the DRB does not have the authority to weigh in on the merits of the rezone criteria related to height.

SDCI staff also summarized the following comments received prior to the EDG meeting in the Staff memo to the Board:

- Lack of support for the rezone. The project is significantly out of scale to the neighborhood. To allow the rezone for a higher building envelope would unreasonably affect Bayview Manor's many therapy outdoor functions.

- Concerned with the proposed scale of the proposal, the Board should require the applicant to set back the upper levels of the building in order to minimize the negative impact this out-of-scale building will have on the neighborhood fabric.
- Would like to see preserve elements or portions of the character structure in exchange for additional height, much like the Pike/Pine Character Overlay District in Capitol Hill.
- Support of ground level retail; would like to see covered outdoor seating areas, operable windows, or other connection to the street edge.
- Would like to see current building setbacks maintained along Queen Anne Driveway. It is the only way that ambulances get up to Bayview Manor.
- Noted the importance of access to sunlight and sky; all of the Bayview Manor residents in their Skilled Nursing Facility live on the floor that is underneath the Bayview Manor terrace.
- Would like to see the massing on the east side minimized and/or link with the park next to it.
- The new development should be encouraged to design people-interactive spaces along West Queen Anne Driveway rather than just low-scale entry points to Live-Work units.
- Concerned with parking impacts.
- Concerned with the proposed parking entrance and the proposed removal of a significant street tree; which adds a great deal of charm and residential feel to the street.
- Would like to see the cobblestone character of First Ave West remain.
- Concerned with the aesthetic quality of the architecture.
- Concerned with the proposed height; the proposal will overshadow the existing older brick buildings and look unfriendly and uncomfortable to the pedestrians going toward Kinnear Park. The higher building does not blend with the warm old brick with terra-cotta elements that are in a nice relationship to the others on Roy Street.
- Would like to see affordable units in this building. More housing is needed in Seattle, but much more very expensive housing is not a big benefit to the community.

Additional public comments submitted prior to the meeting included the following:

- Concerned with the loss of businesses in the current buildings.
- Supported the project, the building design uses materials that reflect the Uptown neighborhood and it has been shaped to reduce its apparent size and fit into the neighborhood.
- Supported the project, the building has been designed to create exceptional pedestrian streets on all frontages, with wide setbacks entrances, outdoor dining and excellent retail opportunities
- Would like to see a 6 story proposal; additional density is desperately needed in Queen Anne--and in Seattle overall, but the community should be careful of changing the dynamic and feel of the neighborhood too quickly.
- Concerned with the building encroaching onto the sidewalk, as the existing sidewalk is 5 feet wide, narrower than many other sidewalks around. Noted that sidewalk on the

opposite (north) side of the street, is steeper, higher, and not as conducive to walkers as the south sidewalk.

- Supported the project, the bay windows on the north east curving section of the building are handsome and in a scale appropriate for Queen Anne. The south side has too many material changes and too many setback variations but given these design guidelines and in comparison to so much else being built, this is a respectable solution.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

PRIORITIES & BOARD RECOMMENDATIONS

- 1. Massing Options.** The Board struggled with the proposed massing Option 4 and agreed that while the massing had been adjusted, the Board expected to see more significant changes presented. The Board recognized that the largest concern from the first meeting remained the height, bulk and scale impacts and the ground level setback along Queen Anne Driveway. The Board directed the applicant proceed with a modified massing Option 4 based on the guidance provided.
- 2. Height, Bulk, Scale Impacts and Solar Access:** Acknowledging that height, bulk and scale and solar access are interrelated and critical to address as they impact the neighboring properties, the Board discussed whether the priority objective is to increase access to sunlight or reduce the perception of height as voiced by the public comment. The Board concluded that the priority guidelines for this project relate to solar access to the neighboring properties most impacted by shadows. Therefore, after much deliberation, the Board specifically recommended to limit the shadow impacts on the skilled nursing rehab and gave the following guidance.
 - a. The Board noted the previous guidance to redistribute the massing to provide upper level setbacks above 4-5 stories and noted that setbacks above the 5th story have been provided. The Board also deliberated whether a specific 8th floor setback of 10' should be prescribed or a different setback should be provided dictated by the findings of a shadow study. Ultimately the Board agreed that a specific 8th floor setback might not accomplish the goal of limiting the shadows impact on the skilled nursing rehab. In order to improve the solar access for this location, the Board unanimously recommended to resolve the massing so that rooftop of the Bayview Terrace is not in shadow at noon on the winter solstice as shown on page 22 of the packet. The Board explained improving the solar access of the Bayview Terrace rooftop at this date and time will improve the solar access of the skilled nursing rehab overall and should be easy to demonstrate. (CS1-B, CS2-D)
 - b. The Board supported the proposed massing change to shift the massing of the building to the southwest and found the added setbacks relate well to the surrounding context. (CS2-D)

3. **Southeast Corner:** The Board supported the revised southeast corner massing and the general design direction. The Board agreed that while the massing holds the corner, adequate space for pedestrians is provided with the series of voids along Roy. The Board also encouraged developing a strong architectural expression to demarcate the perceived corner gateway. (CS2-II-iv, CS2-III, CS3-A, PL1-B, PL2, DC2-III-iii)
4. **Streetscape and Landscaping:** The Board discussed the character of each frontage and gave the following guidance.
 - a. Related to the frontage along Queen Anne Driveway, the Board agreed the proposed ground level setback is inadequate. Echoing public comment of the narrowness of this street and sidewalk, the Board recommended expanding the setback and the 1 ft planting area adjacent to the building to 3 ft to allow for additional screening between the public and private uses and to enhance the pedestrian environment. (CS2-D, PL1-B)
 - b. The Board supported the design concept of the entry alcoves as they create a sense of entry and provide a rhythm and scale to the streetscape. While revising the design to provide an additional ground level setback, the Board recommended retaining the concept of the recessed entry alcoves and the language of the pedestrian scale, transition and buffer. The Board also continued to recommend defining individual units with fine grained architectural detailing. (CS2-B-1, CS2-D, PL3-A-3)
 - c. The Board continued to support the location of retail and upper level office spaces along Roy, the retail uses at both the southeast and southwest corners, and site furniture to link to nearby uses. (CS2-D, CS2-II-iv, PL1-B, PL1-A-2, PL1-C-1)
5. **Driveway Location:** The Board recognized the importance of the corner retail to encourage streetscape activity and indicated preliminary support for the location of the driveway and the related departure. The Board supported continuing the cobble stone character of the street and selecting paving to communicate the priority of the pedestrian realm. (CS2-A-1, CS2-B-1, PL2, PL4, DC1-B-1, DC4-D)
6. **Roofscape:** The Board continued to recommend the thoughtful development of the highly visible roofscape and requested additional information be presented at the next meeting. (DC2-B-1)
7. **Materials:** The Board was supportive of the proposed materials and the consideration behind the secondary architectural elements. The Board also continued to recommend further developing detailing and architectural elements to convey the unique site and context. (CS2-D, DC2, DC4-A)

DEVELOPMENT STANDARD DEPARTURES

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

At the time of the **SECOND** Early Design Guidance meeting the following departure was requested:

1. **Site Triangles (SMC23.54.030 G):** The Code requires a 10' min. site triangle on either side of driveway. The applicant proposes a 5' sight triangle to use visual indicators such as mirrors, paving texture and warning signs for vehicles exiting the parking garage on 1st Avenue W.

The Board indicated preliminary support for the revised departure as the design has the potential to minimize the overall effect of the parking garage entry and impact the commercial areas. In developing the design, creating clear lines of sight are imperative. The Board continued to recommend selecting paving for the driveway area to demarcate and communicate the priority of the pedestrian realm and to support traffic calming measures. (PL4-A, DC1-B)

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](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

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

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-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.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

Uptown Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-ii. Outdoor Dining: In the Uptown Urban and Heart of Uptown character areas encourage outdoor dining areas utilizing sidewalks and areas adjacent to sidewalks. Outdoor dining is especially encouraged for sites on block faces with southern exposure.

CS2-II Streetscape Compatibility

CS2-II-iv. Uptown Heart Area: In the Heart of Uptown character area new development should provide when possible: a widened sidewalk through additional building setback at street level; or retail façade design with panels, sliding doors or other features that allow generous openings to the street.

CS2-III Corner Lots

CS2-III-i. Addressing the Corner: Generally, buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space areas should address the corner and promote activity. Corner entrances are strongly encouraged, where feasible.

CS2-III-ii. Corner Features: Corner lots are often desirable locations for small publicly-accessible plazas, turrets, clock towers, art, and other special features. Design corner retail entries to not disrupt access to residential uses above.

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

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

PUBLIC LIFE

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

PL1-A Network of Open Spaces

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

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.

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

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

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

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

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

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

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

Uptown Supplemental Guidance:

PL2-I Entrances Visible from the Street

PL2-I-ii. Street Life: Streets throughout Uptown should be sociable places that offer a sense of security, and residential building projects should make a positive contribution to life on the street.

PL2-II Pedestrian Open Spaces and Entrances

PL2-II-i. Pedestrian-Friendly Entrances: Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.

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

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

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-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.

Uptown Supplemental Guidance:

PL3-I Human Activity

PL3-I-i. Active, Customer-oriented Retail Storefronts: A top priority within the Heart of Uptown character area is to promote active, customer-oriented retail storefronts at street level. The ground floor of buildings in this character area should help create the most active and vibrant street environment in Uptown. A variety of narrower store-front shops are preferred to wide continuous single storefronts.

PL3-I-iii. Outdoor Dining: Throughout Uptown encourage outdoor dining.

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

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-B Planning Ahead for Bicyclists

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

DESIGN CONCEPT

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

DC1-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.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

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

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

Uptown Supplemental Guidance:

DC2-I Architectural Context

DC2-I-i. Human-Scale Design: The Uptown Park and Heart of Uptown character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community.

DC2-II Architectural Concept and Consistency

DC2-II-i. Cohesive Appearance: Throughout Uptown, buildings and landscaping should strive to create projects with an overall neat and cohesive appearance.

DC2-III Human Scale

DC2-III-i. Proportioned Design: Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials.

DC2-III-ii. Reduce Visual Bulk: Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park and Heart of Uptown character areas.

DC2-III-iii. Weather Protection: The use of exterior canopies or other weather protection features is favored throughout the district for residential and commercial uses. Canopies should blend well with the building and surroundings, and present an inviting, less massive appearance.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

Uptown Supplemental Guidance:

DC3-I Landscaping to Enhance the Building and/or site

DC3-I-i. Varied, Integrated Landscaping: Throughout Uptown, but especially within the Uptown Park character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible. Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen parking and other less visually attractive areas. Encourage planted containers at building entries.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-C Lighting

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

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

BOARD DIRECTION

At the conclusion of the Second Early Design Guidance meeting, the Board recommended moving forward to MUP application.