



# City of Seattle

Department of Construction & Inspections  
Nathan Torgelson, Director

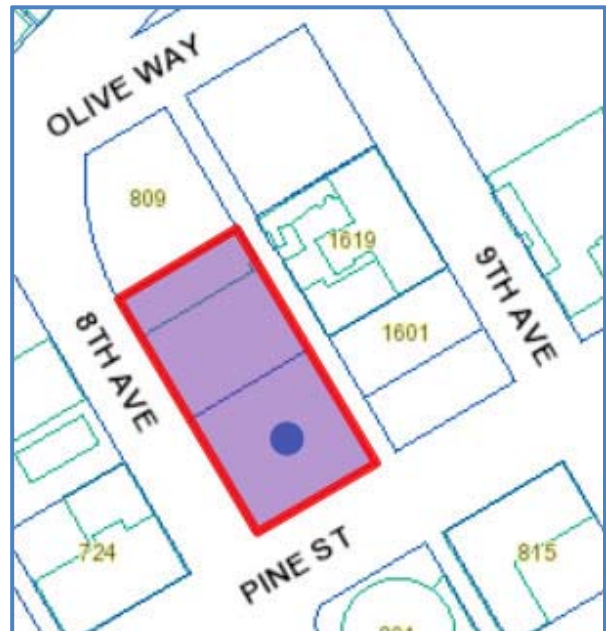
DESIGN  
REVIEW

## FIRST RECOMMENDATION OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3024239  
Address: 802 Pine Street  
Applicant: Weber Thompson Architects  
Date of Meeting: Tuesday, February 06, 2018  
Board Members Present: Anjali Grant (Chair)  
Bradley Calvert  
JP Emery  
Grace Leong  
Aaron Argyle  
Board Members Absent: Belinda Bail  
SDCI Staff Present: Magda Hogness and Brandon Cummings

### SITE & VICINITY

Site Zone: Downtown Office Core 2-  
500'/300'-500'  
Nearby Zones: (North) DOC2 500/300-500  
(South) DMC 340/290-400  
(East) DOC2 500/300-500  
(West) DOC2 500/300-500  
Lot Area: 27,950 sq. ft.



**Current Development:**

The site contains a surface and below-grade parking lot on the south portion of the site and a four-story commercial building at the north end.

**Surrounding Development and Neighborhood Character:**

The surrounding Denny Triangle neighborhood consists of mixed commercial structures and parking lots, but is rapidly transitioning to tall, dense mixed-use structures. The project site is adjacent to a 30-story residential tower to the north. Across the alley to the east, are the city Landmark Camlin hotel (12-story) and a 6-story apartment building. Other residential and office towers are located across the two streets from the site, and the Washington State Convention Center is one block south. There are also many existing and proposed towers further north including office, hotel, and residential projects ranging from 14 to 40 stories tall.

**Access:**

Vehicular access is proposed from 8<sup>th</sup> Avenue and the existing through-block alley.

**Environmentally Critical Areas:**

There are no Environmentally Critical Areas.

**PROJECT DESCRIPTION**

The proposal is for a 55-story structure containing 494 apartment units above 7 floors of hotel use with retail uses at ground level of retail space on the ground level. Parking for 415 vehicles to be located below grade. The project considers a design option relating to a MHA (Mandatory Housing Affordability) upzone.

The design packet includes information 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 SDCI:

**Mailing Public Resource Center**

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

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

**EARLY DESIGN GUIDANCE November 1, 2016**

**PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Supported the curved tower option and appreciated how it breaks up the boxy, architectural monotony of downtown.
- Strongly concerned about the overly diverse characters of the different façades; suggested a design focused more on unity instead of dichotomy.
- Encouraged a better integration of the tower and podiums and how they relate to each other.
- Supported the porte cochere and no above grade parking, as shown in Option 3.
- Suggested the form of the tower be revised to appear slenderer.
- Supported the density of the project (because more residents create more street activation); and supported the potential HALA height increase for similar reasons.
- Suggested the commercial space be designed to accommodate multiple smaller businesses instead of just one larger one.
- Supported the wide and continuous canopies shown (beyond code minimums).

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

- Encouraged more than the proposed 60 ft tower separation on the north side.
- Balance the density of the project with livability, light and air for neighboring buildings.
- Concern about traffic congestion, which is outside the purview of the Board.

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**

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 (the Board) provided the following siting and design guidance:

The following [page numbers] reference the 11/01/2016 EDG Booklet.

### **1. Tower (Massing & Context):**

- a. The Board understood the unique challenges from the existing transit tunnel easement on the southern portion of the site and how this impacts the location of the tower. The Board agreed with public comment about tower separation and supported the tower location closer to Pine Street, creating maximum distance (90 ft was stated on pg 38) from The Olivian tower to the north. (A-1)
- b. The Board supported the curved massing of the Option 3 tower, but agreed with public comment that it looks applied in only one location, and ultimately keeps the tower from being a coherent mass. The Board recommended a tower form that is cohesive on all sides and from distant viewpoints, including from the north and east, which will be highly visible above the lower Convention Center Addition (proposed) [see 46]. (B4)
- c. The Board supported the notches shown on the east and west facades as needed modulation [32-34], but did not support the dramatic shift in façade language at

those points [45]. Rather, the Board echoed public comment and stressed that coherence and unity should guide the design of all tower portions, and the Board encouraged study of a tower that displays curved and modulated aspects on all sides. (B-4)

- d. The Board supported the curved tower form lapping over the podium, but agreed the tower should not overly compress the scale at the crucial southwest corner [see 48]. The Board recommended more study of the composition (and possibly the plan shape and canopies) of the tower at lower levels at the corner. (C-2)
- e. The Board agreed the applicant-preferred Option 3 is the most promising, with resolution of the issues identified. (B4)
- f. The EDG booklet includes graphics on pg 62/63 that show a potential height increase that anticipates pending legislation related to a HALA upzone (Housing, Affordability, Livability Agenda). The Board was receptive to the additional 4-5 tower floors shown in the potential HALA perspectives, provided the overall tower design (guidance 1 and 4) and tower top concerns (departure #1) are well-resolved. (A-2; B-4)

## **2. Podium Configuration:**

- a. The Board agreed the tower should lap the podium, but the joints and intersections between the two need more resolution with intentional reveals or other formal moves, not the simple collisions and penetrations shown. (B-2; B-4)
- b. The Board questioned whether the two podium forms needed to step back at only 3-4 stories, or step back so far [45]; pedestrian scale can be introduced in many ways besides short street walls. The Board also noted the exposed blank walls on adjacent buildings at the areas where the podium is stepped back [34, 41]. The Board recommended more study of podium form and step-backs, including datum lines and complete elevations of the adjacent buildings and surrounding context. (B-2)
- c. The Board enthusiastically applauded the absence of above grade parking, as shown in Option 3. (E2)
- d. The Board strongly recommended enlarged elevations of all lower levels, including the adjacent context, be included in subsequent meetings, and a full east tower elevation with the existing Camlin, in photo montage or detailed elevation. (A1)

## **3. Ground Floor Plan:**

- a. The Board supported the generous and deep retail shown along Pine Street and at the corner [33], but questioned why the residential lobby needs to be as large as shown along 8th. The Board supported the floors stepping with grades, as verbally stated by the applicants, which affords maximum flexibility for door placements and tenant variations over time. (C-4)

- b. The Board supported only a narrow, one-way curb cut along 8<sup>th</sup> Avenue, but agreed the vehicle entrance was still more evident than the nearby hotel lobby [56], so recommended more transparency and lobby presence (or ideally retail) be added to stimulate pedestrians and minimize vehicle visibility, while ensuring safety. (D-6; E-1)
- c. The Board stressed the need for all building entrances to be legible and clear, especially the hierarchy of the three entrances along 8th. This could be achieved through signage, lighting and/or other architectural wayfinding elements. The hotel pedestrian entrance is too subdued, and should not be visually subservient to the vehicle porte-cochere. (C-4; D-4)
- d. The Board supported the proposed landscape and paving design shown on pg 59, including the radial pattern that reinforces the curve and generous plaza setback at the south west corner. The Board agreed that a portion of the plaza adjacent to the storefront could provide activating café seating for the adjacent tenant, and multiple doors should be provided and shown. The Board agreed that private zone should not extend to the corner property lines, and space at the corner should be reserved for the pedestrian desire lines of the general public to ease around the corner. (C-1; D1)

#### **4. Façade Materiality and Composition:**

- a. The Board recommended resolution of the massing of the tower and how it connects to the two podiums (2a, 2b above), which are massing priorities before addressing the façade composition of the building. (B-4; C-2)
- b. The Board strongly suggested the exploration of façade materials that are cohesive but not blandly uniform, and not relying upon staggered or randomized patterns which are currently overused [47]. The Board also recommended some façade articulation and relief on the long south-east facing wall of option 3 [33], but that does not mandate faceting or other drastic plan moves. (A-2; C-2; C-6)

### **FIRST RECOMMENDATION February 6, 2018**

#### **PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Supported the overall design of the tower, but preferred the massing of the podium shown at the last meeting.
- Concerned that the modified podium design negatively impacts the neighboring residential building more than the previous design and is less successful in complying with the Design Guidelines relating to shading, appropriate transition, and respect to neighboring buildings.
- Concerned with the additional massing added to the podium along the alley façade. Would like to see the podium massing reduced to provide more access to sunlight to the residential building across the alley.
- Noted that at EDG, the Board “recommended more study of podium form and step-back, including datum lines and complete elevations of the adjacent buildings and surrounding

context.” Concerned that the applicant failed to provide the requested information as it relates to the residential building across the alley, the 9+P.

- While the document shows some pictures of the neighborhood context, it does not accurately represent the adjacent building. Noted that at the last meeting the Board referred to “exposed blank walls on adjacent buildings in the areas where the podium is stepped back.” Concerned that this reference is not accurate as it relates to 9+P, which has five floors of residential living area windows directly facing west into the proposed podium.
- Preference for the design concept shown at EDG as it provides reasonable and appropriate transition of bulk and scale, mitigation of shading and disruption of privacy of the existing 9+P residents facing the podium. Concerned that the applicant’s response “...moves the setbacks to the alley side” is inaccurate as it relates to 9+P as the applicant removed the setback previously shown on the EDG drawings.
- Noted that the Design Guidelines refer to an appropriate transition in bulk and scale to neighboring buildings through use of appropriate setbacks, respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings, and minimize shading on adjacent sites. The EDG drawings clearly gave much more consideration to meeting these important guidelines than the current design concept.
- Would like to see the Board require the applicant to provide the requested information and require the inclusion of setbacks from 9+P consistent with the podium design concept proposed in the EDG.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

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**

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. Response to Early Design Guidance (EDG) Massing & Context:** The Board recognized the applicant’s effort to date and supported the added curved forms and refined notches which resolve the intersection of the tower form with the podium. However, the Board was concerned with the coherence of the design concept and agreed with public comment regarding the podium massing. The Board directed the applicant to return with for another meeting in response to the guidance provided.

- a. The Board was concerned with the proximity of the tower to the adjacent Olivian Tower as it appears closer than the separation shown at EDG. While the Board appreciated the inclusion of curved forms, the Board agreed the way the curve is sited increases the bulk of the tower as viewed by the pedestrian and decreases the distance to the Olivian tower. Related to the bulk and scale, the Board indicated lack of support for the proposed departure request to increase the maximum tower width. The Board recommended shifting the massing away from the Olivian Tower as much as possible and adjusting the angle of the curve to maximize the distance between the two buildings and minimize tower width. (A-1)
  - b. The Board acknowledged public comment related to the southeast podium and alley frontage as the added podium bulk impacts the residential building across the alley. The Board also recognized the unique structural challenges of the subterranean transit tunnel easement. In order to address the context, the Board recommended studying lowering the podium massing and/or incorporating additional setbacks or notches to improve light and air access within the parameters of the structural constraints. Related to the alley, the Board requested additional information on the design, including detailing and materiality of the frontage for the next meeting. (B-2, B-4)
  - c. The Board unanimously agreed that increasing the height of the tower by 2-5 stories has a minimal impact on the proportion of the tower when compared to the overall tower height of 500' and supported the potential height increase related to the MHA (Mandatory Housing Affordability) upzone. (A-2, B-4)
- 2. Podium Configuration:** The Board gave guidance to further study and refine the podium design to strengthen the coherence of the design concept.
- a. Related to the 8<sup>th</sup> Avenue frontage, the Board deliberated whether the curved upper podium and the two-story rectilinear volume produced a unified design and was split on the resolution; two members of the Board agreed either a consistently curved or rectilinear expression should inform the podium design. For the next meeting the Board requested podium design alternates without a two-story framed volume. (B-2, B-4)
  - b. For the southeast podium frontages, the Board noted the potential opportunity to use the curved language and framed rectangular elements to produce the notching or lowering of the massing, while using the design language already present in the design. (B-2, B-4)
  - c. The Board unanimously recommended refining the geometry of the curved canopy at the corner to align with the curve of the tower and to extend coverage to the service entry to maximize weather protection. The Board agreed the canopy appeared to compress the ground floor height and was concerned with the inability to perceive the double height of the space beyond. To strengthen the design and be able to read the volume above, the Board recommended the use of transparent canopy materials. (C-4, C-5)
- 3. Ground Floor Plan, Landscape and Related Departures:** The Board agreed permeability and interaction with the streetscape was critical to the success of the project and provided guidance on further design development.

- a. The Board was concerned with the visibility of active uses from the corner as the retail frontage is setback and the visibility is screened with solid walls and layered landscaping. To avoid creating a visual barrier, the Board unanimously recommended increasing transparency and porosity through to the active uses beyond and to study the height, thickness and opacity of the terrace landscape design to justify the associated departure request. (C-1, D-1, D-3)
- b. The Board agreed the proposed hotel bar will provide an active frontage similar to the uses required by Code and supported shared access through the hotel entrance. However, the Board was concerned with the large amount of street level frontage dedicated to circulation and agreed the success of the stair depends on the design development and requested additional information for the next meeting. (C-4, D-3, D-4)
- c. The Board indicated conditional support of the departure related to street level uses, provided that adequate signage for the hotel bar is added to improve wayfinding, the retail frontage and terrace porosity is strengthened, and that the frontage dedicated to the stair is redesigned to allow for more active uses along the frontage. (C-4, D-3, D-4)
- d. The Board supported the porte cochere entry design and recommended the use of clear signage and deliberate pavement marking to delineate the separate vehicular entry and reinforce wayfinding. (D-6, E-1)

- 4. Façade Materiality and Composition:** The Board stressed the importance of a coherent tower design and recommended simplifying the composition to unify the design.
- a. The majority of the Board agreed although many different types of materials were proposed, the materials appear similar enough to result in a cohesive material palette with tones, texture and detailing providing subtle variation. (A-2, C-2, C-6)
  - b. While the Board supported and the general intent to tie the design together with similar neutral materials and tones, the Board agreed the tower composition itself contained one too many parts. To simplify the design composition, the Board recommended consolidating the façade language of the “D1” corner, potentially by using the B wall configuration for the volume. (B-4, C-2)

- 5. Tower Top and Related Departures:** The Board recognized the visibility of the V-braced canopy agreed the composition of the forms resolves the geometry of the tower and enhances the skyline. The majority the Board continued to indicate support for the related departure. (A-2, B-4)

#### **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 First Recommendation meeting the following departures were requested:



1. Staff Note: The request to depart from rooftop features standards (referred to as Departure 1 in the Recommendation Packet) was determined to be not departable per SMC 23.41.12.B.17.
2. **Rooftop Features (SMC 23.49.008.D.2):** The Code limits rooftop features coverage to 55% of the roof area. The applicant proposes extruded forms and a large canopy resulting in 78.3% of the roof area.

The majority of the Board continued to indicate early support for the proposed departure and agreed the composition resolves the geometry of the tower and enhances the skyline. The resulting design has the potential to better meet Design Guidelines A-2 Enhance the skyline and B-4 Design a well-proportioned and unified building.

3. **Street Level Uses (SMC 23.49.009.B.3):** The Code requires street-level uses to be located within 10 feet of the street lot line. The applicant proposes setting back the street level facade between 10' to 30'-0 3/4" from 8<sup>th</sup> Avenue and providing a retail terrace at the corner.

The Board indicated preliminary conditional support of the additional setback, provided that the porosity of the retail terrace is strengthened to improve interaction with the streetscape. With this modification, the resulting design has the potential to better meet Design Guidelines C-1 Promote pedestrian interaction, D-1 Provide inviting and usable open space, and D-3 Provide elements that define the place.

4. **Street Level Uses (SMC 23.49.009.B):** The Code requires certain street-level uses for a minimum of 75% along 8th Avenue and Pine Street, not including pedestrian and vehicular entrances. The applicant proposes 0% of required street-level use along 8<sup>th</sup> Avenue (28% if Departure 3 is granted) and 63.88% required street-level use along Pine Street (89.9% if Departure 3 is granted).

The Board indicated conditional early support of the departure, provided that signage for the hotel bar is added to improve wayfinding, the retail terrace porosity is strengthened, and that the frontage dedicate to the ramp/stair is redesigned to provide more active uses along the frontage. With these changes, the resulting design has the potential to better meet Design Guidelines C-1 Promote pedestrian interaction and D-3 Provide elements that define the place. For the next meeting, the Board requested comparative sections and enlarged elevations of this area.

5. **Overhead Weather Protection Height (SMC 23.49.018.A.4):** The Code requires the lower edge of overhead weather protection to be a minimum of 10' and a maximum of 15' above the sidewalk. The applicant proposes an 80 ft long portion of the required overhead weather protection or canopy, between 13'-8" and 19'-2" above the sidewalk.

The Board continued to indicate early support for the proposed departure as it would allow for the canopy to remain as a single element and better meet Design Guidelines C-4 Reinforce building entries and C-5 Encourage overhead weather protection

6. **Overhead Weather Protection Coverage (SMC 23.49.018.A.4):** The Code requires continuous overhead weather protection. The applicant proposes gaps in coverage which amount to 20.3 linear feet.

The Board was split on the departure request and requested a fully code compliant alternative for the next meeting.

7. **Maximum Façade Width (SMC 23.49.058.E.2.B):** The Code limits maximum tower façade width to 145'. The applicant proposes a width of 155'-9".

The Board struggled with how the proposed departure achieves a better overall project design than could be achieved without the departure and the majority of the Board indicated lack of support for the proposed request. While the Board appreciated the added curved forms, the Board agreed the way the curve is sited increases the bulk of the tower as viewed by the pedestrian and decreases the distance to the Olivian Tower. The Board recommended adjusting the angle of the curve to maximize the distance between the two buildings and minimize tower width.

## DESIGN REVIEW GUIDELINES

The priority Citywide and Downtown Design Guidelines identified as Priority Guidelines by the Board 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.).

**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**

**B2 Create a Transition in Bulk and Scale: Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.**

**B2.1. Analyzing Height, Bulk, and Scale:** Factors to consider in analyzing potential height, bulk, and scale impacts include:

- a. topographic relationships;
- b. distance from a less intensive zone edge;
- c. differences in development standards between abutting zones (allowable building height, width, lot coverage, etc.);
- d. effect of site size and shape;
- e. height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs back lot line to side lot line); and
- f. type and amount of separation between lots in the different zones (e.g. , separation by only a property line, by an alley or street, or by other physical features such as grade changes); g. street grid or platting orientations.

**B2.2. Compatibility with Nearby Buildings:** In some cases, careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height, bulk, and scale impacts. Some techniques for achieving compatibility are as follows:

- h. use of architectural style, details (such as roof lines, beltcourses, cornices, or fenestration), color, or materials that derive from the less intensive zone.

- i. architectural massing of building components; and
- j. responding to topographic conditions in ways that minimize impacts on neighboring development, such as by stepping a project down the hillside.

**B2.3. Reduction of Bulk:** In some cases, reductions in the actual bulk and scale of the proposed structure may be necessary in order to mitigate adverse impacts and achieve an acceptable level of compatibility. Some techniques which can be used in these cases include:

- k. articulating the building's facades vertically or horizontally in intervals that reflect to existing structures or platting pattern;
- l. increasing building setbacks from the zone edge at ground level;
- m. reducing the bulk of the building's upper floors; and
- n. limiting the length of, or otherwise modifying, facades.

**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.

**C2 Design Facades of Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.**

**C2.1. Modulation of Facades:** Consider modulating the building facades and reinforcing this modulation with the composition of:

- a. the fenestration pattern;
- b. exterior finish materials;
- c. other architectural elements;
- d. light fixtures and landscaping elements; and
- e. the roofline.

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

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

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

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

**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**

**D4 Provide Appropriate Signage: Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.**

**D4.1. Desired Signage Elements:** Signage should be designed to:

- a. facilitate rapid orientation
- b. add interest to the street level environment
- c. reduce visual clutter
- d. unify the project as a whole
- e. enhance the appearance and safety of the downtown area.

**D4.2. Unified Signage System:** If the project is large, consider designing a comprehensive building and tenant signage system using one of the following or similar methods:

- a. signs clustered on kiosks near other street furniture or within sidewalk zone closest to building face;
- b. signs on blades attached to building facade;
- c. signs hanging underneath overhead weather protection.

**D4.3. Signage Types:** Also consider providing:

- d. building identification signage at two scales: small scale at the sidewalk level for pedestrians, and large scale at the street sign level for drivers;
- e. sculptural features or unique street furniture to complement (or in lieu of) building and tenant signage;
- f. interpretive information about building and construction activities on the fence surrounding the construction site.

**D4.4. Discourage Upper-Level Signage:** Signs on roofs and the upper floors of buildings intended primarily to be seen by motorists and others from a distance are generally discouraged.

## **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**

**E1 Minimize Curb Cut Impacts: Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.**

**E1.1. Vehicle Access Considerations:** Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians.

- a. minimize the number of curb cuts and locate them away from street intersections;
- b. minimize the width of the curb cut, driveway, and garage opening;
- c. provide specialty paving where the driveway crosses the sidewalk;
- d. share the driveway with an adjacent property owner;
- e. locate the driveway to be visually less dominant;
- f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color
- g. provide sufficient queueing space on site.

**RECOMMENDATIONS**

**BOARD DIRECTION**

At the conclusion of the Recommendation meeting, the Board unanimously recommended the project return for another meeting in response to the guidance provided