



FINAL RECOMMENDATION OF THE DOWNTOWN DESIGN REVIEW BOARD

Record Number: 3025003-LU

Address: 1121 Stewart St

Applicant: Poppi Handy of Third Place Design Co-operative

Date of Meeting: Tuesday, December 03, 2019

Board Members Present: Belinda Bail, Chair
Aaron Luoma
Han Beh
Ed Palushock
Grace Leong (substitute)

Board Members Absent: Aaron Argyle

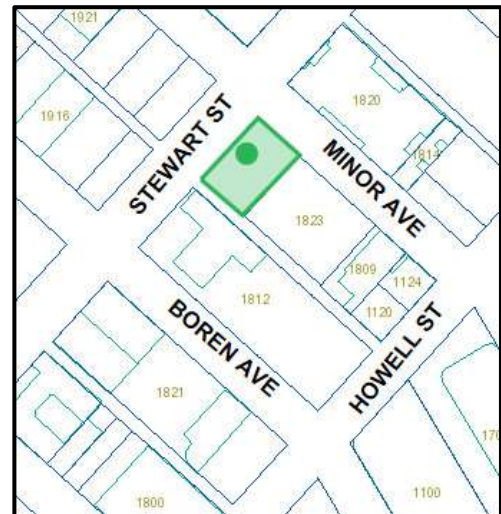
SDCI Staff Present: Joe Hurley

SITE & VICINITY

Site Zone: Downtown Mixed Commercial (DMC 240/290-400)

Nearby Zones: (North) DMC 240/290-400
(South) DMC 240/290-400
(East) DMC 240/290-400
(West) DMC 240/290-400

Lot Area: 9960 sf



Current Development:

The existing site is a surface parking lot, currently used for construction staging.

Surrounding Development and Neighborhood Character:

The project site lies within the Denny Triangle, an urban center village. The Denny Triangle area is rapidly transitioning from low rise type commercial and surface parking lots to tall, dense mixed-use structures, residential towers, office development and hotel uses, consistent with zoning and planning policies.

New large-scale developments are under construction or have recently been constructed. The site itself is flanked by two towers under construction. Adjacent to the southeast, the Kinects tower, a 40-story mixed use tower, was recently completed. Across the alley to the southwest, the Tilt 49 tower, a 37-story residential structure and a 11-story office building was recently completed. To the north, a two tower 45-story residential development is proposed under project 3020943-LU. Proposed development also includes a two tower, 39-story residential structure to the northwest, under project number 3019625-LU. Newer development is composed of simple forms with large areas of glazing. Older development is a mix of building types, ranging from early 20th century masonry and wood frame construction to 1970's auto-oriented 1 story buildings with large surface parking lots.

Stewart Street is a street heavily used by pedestrians, transit, and cars to access the Downtown core. Minor Avenue is a nonarterial that has moderate levels of vehicular traffic. The area is served by frequent bus transit and light rail (nearest station at Westlake Center).

Interstate 5 is located about 600' to the east. Considering the network of overpasses that have reconnected the original street grid at Olive Way, Pine St, and Boren Ave, the highway presents a relatively permeable edge between the Denny Triangle area and Capitol Hill to the east. Access ramps to north and southbound lanes are also nearby.

Access:

Existing vehicular access is via curb cuts at the street frontages and from the alley.

Environmentally Critical Areas:

None

PROJECT DESCRIPTION

The proposal is for a 16-story building with 37 apartments, hotel and retail. Parking for 59 vehicles proposed.

The design packet includes information presented at the meeting, and is available online by entering the record 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

EARLY DESIGN GUIDANCE June 20, 2017

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Supported the general public comment process for proposed development.
- Concerned with how this project is benefiting the public.

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 SDCl 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 siting and design guidance.

- 1. Massing Options/Relationship to Context:** The Board discussed the massing options in conjunction with the larger scale of the surrounding context; the adjacent Kinects tower (MUP 3004848) and the Tilt 49 tower (MUP 3016574) currently under construction. Although the Board noted the variation between the massing options was limited to surface explorations, the Board agreed the studied massing options were sufficient to break down the mass of the block and respond to context. The Board directed the applicant to proceed with either of the three massing schemes, as they all addressed massing at this Early Design Guidance phase. However, also Board also stated that the applied elements as shown in the different massing options do not appear to demonstrate clear design concepts. The Board strongly recommended developing a coherent architectural concept with thoughtfully considered materials and detailing. (A1, B1, B2, B4)
- 2. Coherent Interior and Exterior design, Architectural Concept and Materiality:** The Board discussed the initial ideas for the concept and materiality shown in the massing options and

precedent images. Noting that the majority of the precedent images show smaller scale structures, the Board struggled with how the elements will be translated to this larger scale building to break down the scale and read as a coherent design concept. The Board agreed that a coherent interior and exterior design concept that addresses scale and material detailing is critical to address moving forward.

- a. The Board recommended using the perforated metal sections in strategic way and noted that the perforated metal cladding presented an opportunity for variation in scale and changing lighting conditions, from daytime to the evening. (A1, B4.2, B4.3)
- b. The Board supported the general intent to signify the corner with a change in cladding but agreed that the abrupt switch between the perforated metal cladding to frame element to curtain wall needed to be further resolved and considered along with the relationship between interior and exterior design to respond to the uses inside. The Board recommended exploring a softer transition between cladding systems to read a simplified and cohesive design for the building. (B4.2, B4.3)
- c. In addition to refining the perforated panel cladding transition, the Board recommended further studying the height of the framed façade elements, and potentially lowering these frames, as shown in upper right precedence image on pg. 9 of the EDG packet. (B4.2, B4.3)
- d. Related to the perforated metal sections, the Board agreed the detailing of the perforated panel and fastening is important to resolve with the curtainwall beyond and requested mockups of these systems at the next meeting. (B4.2, B4.3)
- e. To provide interest and reinforce a coherent design concept, the Board recommended developing the alley façade in a way that is cohesive with the rest of the building. (C6, B4.2, B4.3)

3. Streetscape, Landscape, Ground Level Arrangement of Uses and Entries: The Board supported the conceptual response to each streetscape condition and gave guidance for the design development.

- a. The Board strongly supported the design response to the streetscape, in particular the highly transparent base and the setbacks along Stewart and Minor, which provided space for outdoor seating and retail spill-out activity. (B3.3, C1.1, C1.3)
- b. To provide a consistent street edge, promote streetscape activity and justify the departure related to street level uses, the Board recommended expanding the setback along hotel lobby to match the other setbacks at the retail locations. With the additional setback incorporated, the Board indicated initial support for the street level uses departure to consolidate the qualifying uses along Stewart. (B3.3, C1.1, C1.3)
- c. In order to reinforce the building entries with a softer transition, the Board recommended further studying transparency surrounding the entries and framed elements. (B3.3, C4.1, C1.3)
- d. Related to overhead weather protection, the Board was not convinced the departure requests helped the project better meet design guidelines priorities and achieve a better overall project design than could be achieved without the departures. If the departures continue to be pursued the Board requested additional justification and rationale. (B3.3, C5.1)

PUBLIC COMMENT

No public comments were offered at this meeting.

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

- Concerned that insufficient loading area would compromise pedestrian safety and the quality of the pedestrian experience.

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 traffic, off-street parking and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

Concerns with solid waste storage standards and loading are addressed under the City's zoning code 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 record 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. Design Concept:** The Board expressed great appreciation for many aspects of the design of this project but were unable to understand how the fritted glass would be executed and how well it would read on the exterior. The Board noted that this aspect of the project was of critical importance and agreed unanimously that the project should return for another meeting to clarify this issue. (B-4, B-1, D-3)

For the next meeting, the Board requested information to demonstrate how the materials will express and enhance the proposed design concept:

- a. Physical samples of the proposed glazing system that match exactly the units that will be used on this project.
- b. Drawings of each elevation that completely describe the elements and composition order that will create the intended graphic effect.
- c. Large scale elevation drawings of the system that further demonstrate the ability of these materials to deliver the strong visual effects described and shown in the recommendation drawings.

- 2. Facade Lighting:**

- a. For the next meeting the Board requested a comprehensive explanation (including construction details) of how the lighting of this façade will be executed to achieve the intended effect. (B-4, D-3)

3. Street Level

- a. The Board expressed their appreciation for the additional setbacks provided at the ground plane, the use of wood as an exterior material in the pedestrian realm, and relocation of residential amenity areas to upper levels in response to guidance provided at the previous meeting. (C-1, C-3, D-1, C-4)

4. Garage Stair on Stewart Street

- a. The Board expressed concern about the unresolved appearance of the egress stair on Stewart Street and recommended revising this area to be better integrated into the larger design concept of the project. (C-1, C-3, D-1, E-3)
- b. The Board agreed that this could be accomplished in a number of ways but encouraged the design team to explore the use of full height glazing below the overhead canopy, and the use of wood to clad an opaque wall between the stair enclosure and the utilities beyond. (C-1, C-3, D-1, E-3)

5. Signage

- a. The Board supported the proposed signage plan and agreed that it should occur on the opaque portions of the facade rather than the glazed. (D-4)

6. Privacy

- a. The Board expressed concern about potential privacy issues at the east property line where the project abuts another residential building. For the next meeting the Board directed the design team to provide a privacy study and analysis demonstrating how privacy impacts will be minimized through design. (A-1, B-1, D-6)

7. Mechanical Screening

- a. For the next meeting, the Board requested complete details for the screening of mechanical equipment on the roof, noting that the lower height of this project will make the roof highly visible. Screening should be effective from both the side of the mechanical equipment, and when viewed from above. (E-3)

FINAL RECOMMENDATION December 3, 2019

PUBLIC COMMENT

No public comments were offered at this meeting.

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

- Concerned that insufficient loading area would compromise pedestrian safety and the quality of the pedestrian experience.

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 traffic, off-street parking and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

Concerns with solid waste storage standards and loading are addressed under the City's zoning code 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 record 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. Design Concept and Facade Articulation:** The Board discussed their previous questions and concerns about the viability of the proposed facade assembly and the likelihood that it would result in the appearance shown in the Recommendation packet.
 - a. The Board was expressed their appreciation for the large-scale drawings of the proposed frit pattern, the scale and pattern of the proposed frit and its location on the number one (exterior facing) surface.
 - b. The Board recommended approval of the facade design as shown in the packet, agreeing that it demonstrated a unified and coherent design concept and would appropriately modulate the scale of the project. (B-2, B-4,, B-1, D-3)
- 2. Signage:**
 - a. The Board recommended approval of the proposed building signage as located on the opaque rather than glazed portion at the top of the tower, as shown on page 20 and elsewhere. (D-4)
 - b. The Board recommended a condition that the design team work with the planner to provide screening for the principal building signs that will prevent light spilling to the neighboring tower at 1823 Minor Avenue. (D-4)
- 3. Mechanical Screening**
 - a. The Board recommended a condition that the design team work with the Planner to simplify and carefully compose the assembly of mechanical and screening elements at roof level, as they will be highly visible from the taller buildings nearby. (E-3)
- 4. Garage Stair**
 - a. The Board recommended approval of the revised garage stair area, finding it to be better integrated into the larger design concept of the project. (C-1, C-3, D-1, E-3)

- b. The Board noted a number of inconsistencies in the representation of the garage stair and alley area at Stewart Street and identified pages 14, 18 and 19 as those that accurately represented the design they were recommending.

5. Loading Berth Configuration

- a. The Board agreed that the request to alter the dimensions of the loading berth was unlikely to adversely impact any guideline criteria, and the overall design of the pedestrian realm and service areas met the Design Guidelines. (E-3)

DESIGN REVIEW GUIDELINES

The Downtown Design Guidelines recognized by the Board as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the [Design Review website](#).

SITE PLANNING AND MASSING

A-1 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.

A-1.1. 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.).

A-1.2. Response to Planning Efforts: Some areas downtown are transitional environments, where existing development patterns are likely to change. In these areas, respond to the urban form goals of current planning efforts, being cognizant that new development will establish the context to which future development will respond.

A-2 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.

A-2.1. 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; and
- c. provide or enhance a specific architectural rooftop element.

A-2.2. Rooftop Mechanical Equipment: In doing so, enclose and integrate any rooftop mechanical equipment into the design of the building as a whole.

ARCHITECTURAL EXPRESSION

B-1 Respond to the Neighborhood Context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B-1.1. Adjacent Features and Networks: Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond.

Arrange the building mass in response to one or more of the following, if present:

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

B-1.2. Land Uses: Also, consider the design implications of the predominant land uses in the area surrounding the site.

B-2 Create a Transition in Bulk & Scale: Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.

B-2.1. 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.

B-2.2. 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.

B-2.3. 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.

B-3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B-3.1. Building Orientation: In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections considerations.

B-3.2. Features to Complement: Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings. Consider complementing the existing:

- a. massing and setbacks,
- b. scale and proportions,
- c. expressed structural bays and modulations,
- d. fenestration patterns and detailing,
- e. exterior finish materials and detailing,
- f. architectural styles, and
- g. roof forms.

B-3.3. Pedestrian Amenities at the Ground Level: Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Reinforce the desirable streetscape elements found on adjacent blocks. Consider complementing existing:

- h. public art installations,
- i. street furniture and signage systems,
- j. lighting and landscaping, and
- k. overhead weather protection.

B-4 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.

B-4.1. 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.

B-4.2. 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.

B-4.3. 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

C-1 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.

C-1.1. 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.

C-1.2. 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).

C-1.3. 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.

C-2 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.

C-2.1. 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.

C-3 Provide Active — Not Blank — Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

C-3.1. Desirable Facade Elements: Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

- a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenants;
- b. visibility into building interiors;
- c. limited lengths of blank walls;
- d. a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall's blank surface;
- e. high quality public art in the form of a mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
- f. small setbacks, indentations, or other architectural means of breaking up the wall surface;
- g. different textures, colors, or materials that break up the wall's surface.
- h. special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest;
- i. seating ledges or perches (especially on sunny facades and near bus stops); and
- j. merchandising display windows or regularly changing public information display cases.

C-4 Reinforce Building Entries: To promote pedestrian comfort, safety, and orientation, reinforce building entries.

C-4.1. 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; and
- j. ornamental glazing, railings, and balustrades.

C-4.2. 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.

C-5 Encourage Overhead Weather Protection: Project applicants are encouraged to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C-5.1. Overhead Weather Protection Design Elements: Overhead weather protection should be designed with consideration given to:

- a. the overall architectural concept of the building;
- b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
- c. minimizing gaps in coverage;
- d. a drainage strategy that keeps rain water off the street-level facade and sidewalk;
- e. continuity with weather protection provided on nearby buildings;
- f. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
- g. the scale of the space defined by the height and depth of the weather protection;
- h. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
- i. when opaque material is used, the illumination of light-colored undersides to increase security after dark.

C-6 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.

C-6.1. 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.

C-6.2. 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

D-1 Provide Inviting & Usable Open Space: Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

D-1.1. Pedestrian Enhancements: Where a commercial or mixed-use building is set back from the sidewalk, pedestrian enhancements should be considered in the resulting street frontage. Downtown the primary function of any open space between commercial buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining.

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

D-1.2. Open Space Features: Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building’s setting. Examples of desirable features to include are:

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

h. site furniture, art work, or amenities such as fountains, seating, and kiosks.

D-1.3. Residential Open Space: Residential buildings should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. In addition, the following should be considered:

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

D-2 Enhance the Building with Landscaping: Enhance the building and site with generous landscaping— which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D-2.1. Landscape Enhancements: Landscape enhancement of the site may include some of the approaches or features listed below:

- a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;
- b. include a special feature such as a courtyard, fountain, or pool;
- c. incorporate a planter guard or low planter wall as part of the architecture;
- d. distinctively landscape open areas created by building modulation;
- e. soften the building by screening blank walls, terracing retaining walls, etc;
- f. increase privacy and security through screening and/or shading;
- g. provide a framework such as a trellis or arbor for plants to grow on;
- h. incorporate upper story planter boxes or roof planters;
- i. provide identity and reinforce a desired feeling of intimacy and quiet;
- j. provide brackets for hanging planters;
- k. consider how the space will be viewed from the upper floors of nearby buildings as well as from the sidewalk; and
- l. if on a designated Green Street, coordinate improvements with the local Green Street plan.

D-2.2. Consider Nearby Landscaping: Reinforce the desirable pattern of landscaping found on adjacent block faces.

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

D-3 Provide Elements That Define the Place: Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.

D-3.1. Public Space Features and Amenities: Incorporate one or more of the following appropriate:

- a. public art;
- b. street furniture, such as seating, newspaper boxes, and information kiosks;
- c. distinctive landscaping, such as specimen trees and water features;
- d. retail kiosks;
- e. public restroom facilities with directional signs in a location easily accessible to all; and
- f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

D-3.2. Intersection Focus: Enliven intersections by treating the corner of the building or sidewalk with public art and other elements that promote interaction (entry, tree, seating, etc.) and reinforce the distinctive character of the surrounding area.

D-4 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.

D-4.1. 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, and
- e. enhance the appearance and safety of the downtown area.

D-4.2. 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; or
- c. signs hanging underneath overhead weather protection.

D-4.3. 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; and
- f. interpretive information about building and construction activities on the fence surrounding the construction site.

D-4.4. 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.

D-5 Provide Adequate Lighting: To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D-5.1. Lighting Strategies: Consider employing one or more of the following lighting strategies as appropriate.

- a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.
- b. Install lighting in display windows that spills onto and illuminates the sidewalk.
- c. Orient outside lighting to minimize glare within the public right-of-way.

D-6 Design for Personal Safety & Security: Design the building and site to promote the feeling of personal safety and security in the immediate area.

D-6.1. 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

E-1 Minimize Curb Cut Impacts: Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E-1.1. 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; and
- g. provide sufficient queueing space on site.

E-1.2. Vehicle Access Location: Where possible, consider locating the driveway and garage entrance to take advantage of topography in a manner that does not reduce pedestrian safety nor place the pedestrian entrance in a subordinate role.

E-2 Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E-2.1. Parking Structures: Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:

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

E-2.2. Parking Structure Entrances: Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the street-scape, location, and design emphasis. Consider one or more of the following design strategies:

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

E-3 Minimize the Presence of Service Areas: Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

E-3.1. Methods of Integrating Service Areas: Consider incorporating one or more of the following to help minimize these impacts:

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

RECOMMENDATIONS

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

The recommendation summarized above was based on the design review packet dated Tuesday, December 03, 2019, and the materials shown and verbally described by the applicant at the Tuesday, December 03, 2019 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. **Appropriate Signage:** Provide screening for the principal building signs that will prevent light spilling to the neighboring tower at 1823 Minor Avenue. (D4)
2. **Minimize the Presence of Service Areas:** Simplify and carefully compose the assembly of mechanical and screening elements at roof level. (E3)