



# City of Seattle

Department of Construction & Inspections  
Nathan Torgelson, Director

DESIGN  
REVIEW

## EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3026416

Address: 2000 3<sup>rd</sup> Aveune

Applicant: James Cheng of James KM Cheng Architects

Date of Meeting: Tuesday, June 20, 2017

Board Members Present: Grace Leong, Acting Chair  
Bradley Calvert  
Belinda Bail

Board Members Absent: JP Emery  
Anjali Grant

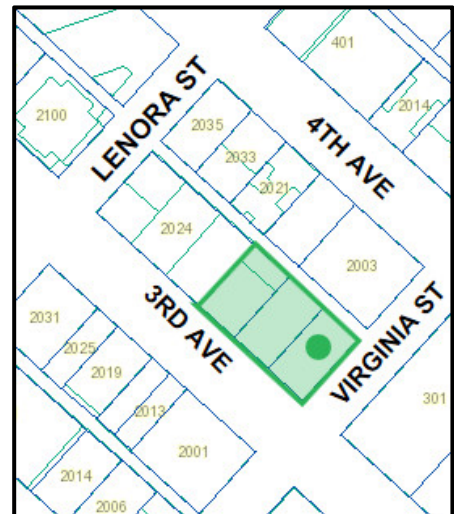
SDCI Staff Present: Magda Hogness

### SITE & VICINITY

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

Nearby Zones: (North) DMC 240/290-400  
(South) Downtown Office Core 2  
DOC2 500/300-550  
(East) DOC2 500/300-550  
(West) DMC 240/290-400

Lot Area: 19,440sf



**Current Development:**

The existing site is a surface parking lot.

**Surrounding Development and Neighborhood Character:**

The project site lies within the Belltown neighborhood. The area includes a mix of vibrant and eclectic uses, a rich variety of building types and good access to transit. Early 20th century buildings tend to range from approximately 4-9 stories and include regular symmetrical patterns with masonry or stone facades and punched windows. Mid-20th century buildings tend to be lower in height, with larger windows and more irregular facade treatments. Newer glass modern high rises, from the late 60s onward, tend to be much taller tower structures. The immediate area is rapidly transitioning to tall, dense mixed-use structures and residential towers, consistent with zoning and planning policies.

Belltown contains many historical buildings, many of which are landmarks. The Belltown Design Guidelines also identify “icon buildings” which are not landmarked. One of these icon buildings is located across the alley, the Marshall Building. Originally constructed in 1925, this building exhibits a distinctive two-part commercial block façade and notable Spanish Eclectic style design elements.

Immediately adjacent the site to the north, is the YWCA building, a 7-story brick structure. Across 3<sup>rd</sup> Avenue development includes predominantly lower scaled commercial structures. A considerable amount of new development is underway or in the planning stages for the area. To the southwest, a 38-story tower is proposed under project number 3023678. Further south, a 14-story addition project is being reviewed, project 3023025. Proposed development along 3<sup>rd</sup> Avenue also includes a 36-story tower, project 3018686. Across the alley to the northeast, a 23-story tower is proposed under 3025502.

3<sup>rd</sup> Avenue is a designated bus transit corridor and is heavily used by pedestrians and buses to access the Downtown core. The surrounding area is also served by bus and light rail transit in the Westlake Station, a few blocks to the south.

**Access:**

Existing vehicular access is from a curb cut along 3<sup>rd</sup> Avenue and from the alley.

**Environmentally Critical Areas:**

None

**PROJECT DESCRIPTION**

The proposal is for a 46-story tower with 453 apartment units located above offices and ground floor retail and below-grade parking for 372 vehicles.

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 June 20, 2017

### PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned with night pollution and glare impacts from the proposed upper tower lighting.
- Lack of support for the dome to be a lantern at night; would like to see the proposed lighting at the dome removed.
- Noted that bedrooms will be facing the building and stated support for the lovely design if the exterior lighting was turned off by 9:30 pm.
- Would like more information on the proposed lighting including lighting analysis for brightness.
- Lack of support for blank walls along Virginia; activation along this street frontage should be reconsidered;
- Concerned with the practicality of the dome and outdoor swimming pool.
- Lack of support for the dome as the design seems too close and duplicative of the Amazon domes nearby.
- Requested more information about the great hall ground floor use and if it will be open to the public.

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

- Would like to see sufficient landscaping proposed and include more than 3-4 trees along 3<sup>rd</sup> Avenue and Virginia Street.
- Preference for weather protection along 3<sup>rd</sup> Avenue and Virginia Street.
- Support for Massing Option #2 as it provides some architectural variance rather than a tall vertical glass box as presented in Massing Concept #3; Concept #3 seems to dwell on the roof top area with the sphere and building amenities.
- Concerned with additional source of light pollution and an annoyance to adjacent property owners; the sphere and roof top amenities should not be lit 24/7.
- Would like to see the project provide open space for the neighborhood.

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 siting and design guidance.

- 1. Massing Options:** The Board discussed the strengths of the different massing options, configuration of tower placement and related public comment. Ultimately, the Board unanimously supported the southwest placement of the tower core shown in Massing Option 3 as it creates the most separation to the adjacent existing and proposed buildings to the north. The Board noted that the bend in the 3<sup>rd</sup> Avenue roadway near the Stewart intersection creates a prominent view of the tower and agreed that Massing Option 3, with refinement to the upper form, has the best potential to create architectural presence and address the corner. The Board directed the applicant to proceed with this preferred option based on the guidance provided. (A1, A2, B1, B3)
  
- 2. Streetscape and Podium:** The Board generally supported the conceptual response to each street frontage including the grand hall retail space and the expanded setbacks which provide space for minimum required sidewalks. (C1, C4, D1, D3)
  - a. For the Virginia St frontage, the Board agreed with public comment regarding active street frontage at the alley corner and recommended wrapping retail and transparency to avoid a blank facade condition. The Board also noted that this corner presented an opportunity to develop a transition to the Marshall building and that a smaller retail space at this location would promote a pedestrian oriented street edge. (B1, C1.1, C3, C6, D6, E3)
  - b. In order to reinforce retail porosity and promote pedestrian interaction, the Board recommended studying how retail entrances will be incorporated into the storefront system. The Board noted that a nearby project, Via 6, as a good example of an open retail space which effectively provides streetscape permeability. While the Board acknowledged the exact location of entries may be hard to predict, the Board gave guidance that it will be important to ensure there will be more than one entrance. The Board recommended developing flexibility into the storefront system to allow for multiple entry types and requested more detail and street level perspectives for the next meeting. (C1, C4)
  - c. Related to the main entry along 3<sup>rd</sup> Avenue, the Board supported the general design direction and requested more detail on the height of the entry and coordination with the adjacent elevator bank. (C1, C4)
  - d. For the streetscape design along 3<sup>rd</sup> Avenue, the Board recommended differentiating the retail zone from the bus waiting area through landscape and street furniture. The Board stated their preference for a custom freestanding bus stop to support the high-

volume transit stop, rather than leaning rails, and encouraged the applicant to work with Metro to develop the design to read as a deliberate part of the overall design. (B1.1, C1, D1, D3)

- e. The Board strongly supported the concept of the “veil” which articulates the podium structure along with the balconies, and recommended further developing a human scale to these elements as the building design and materiality develops. The Board also requested more information on the guardrails at the podium roof level for the next meeting. (B4)

**3. Tower Cladding Concepts and Materiality:** The Board discussed the initial ideas for the cladding and materiality and struggled with differentiating between the pure curtainwall system and the areas of the tower with projecting balconies. The Board was concerned that the proposed depth of the projecting balconies does not yet read and recommended further refinement to break down the scale of the tower and produce a layered facade. The Board noted that it is critical to resolve the depth and material detailing of the cladding and the balcony railings as the design evolves. The Board also recognized that the alley façade will be very visible and supported the intent to develop a cohesive cladding approach for all facades. (B1, B4, C6)

**4. Rooftop Elements:** Although Board recognized that the geodesic dome and cantilevered swimming pool as architectural rooftop elements emphasize the skyline, the Board agreed with public comment these rooftop elements require further refinement to be better integrated with the rest of the tower form. The Board supported an iconic expression for the rooftop features but was concerned with the attached appearance and the lack of purity and rationality with the rest of the design. To provide interest and reinforce a unifying tower form, the Board recommended developing the rooftop elements in a way that is cohesive with the rest of the building, potentially through eroding the form, sculpting the upper form, and/or editing the dome relationship with the pool and how these elements rest on the building. (A2, B1, B3, B4)

**5. Lighting:** Acknowledging the public concern regarding lighting, the Board recommended developing an overall lighting scheme, mindful of night light pollution and glare impacts of the dome as well as the veil design elements. The Board requested information on these features, including light spillage analysis and additional renderings at night for the next meeting. (D5)

**6. Overhead Weather Protection:** To provide a consistent street edge, avoid a blank facade condition and justify the departure related to overhead canopy, the Board recommended incorporating retail porosity and studying the adjacent Marshall Building. The Board supported reflecting the cues of the adjacent Marshall Building in a way that is discrete, potentially through a secondary canopy, mullions, or another element that breaks down the scale. The Board also supported wrapping this design approach into the alley. With this additional refinement, the Board indicated initial support for the overhead weather protection departure to raise the height. Related the main entry along 3<sup>rd</sup> Avenue, the Board supported the intermediate canopy as it defines and reinforces the entry. (B1, B3, C1, C3, C4, C5.1, C6, D6, E3)

## 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 **Early Design Guidance** the following departure was requested:

1. **Continuous Weather Protection & Lighting (SMC 24.49.018):** The Code requires continuous weather protection along 3<sup>rd</sup> Avenue and Virginia St to be between 10'-15' above the sidewalk and minimum of 8' wide in depth. The applicant proposes a height between 17'-7" and 24'-10" to align with the lowest office slab and integrate with the design of the facades. In order to provide a similar level of weather protection, the applicant proposes extending the depth to 10'.

The Board indicated preliminary support for the departure provided that the Virginia St frontage is further refined to relate to the Marshall building and avoid a blank facade condition. The Board implied that designing the character of the frontage is critical to address the streetscape response. With the additional façade refinement, the departure has the potential to better meet Design Guidelines B4 Design a Well-Proportioned & Unified Building and B2 Design Facades of Many Scales.

## DESIGN REVIEW GUIDELINES

The priority Downtown design guidelines identified as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

### SITE PLANNING AND MASSING

**A1 Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.**

**A1.1. Response to Context:** Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

- a. a change in street grid alignment that yields a site having nonstandard shape;
- b. a site having dramatic topography or contrasting edge conditions;
- c. patterns of urban form, such as nearby buildings that have employed distinctive and effective massing compositions;
- d. access to direct sunlight—seasonally or at particular times of day;
- e. views from the site of noteworthy structures or natural features, (i.e.: the Space Needle, Smith Tower, port facilities, Puget Sound, Mount Rainier, the Olympic Mountains);

- f. views of the site from other parts of the city or region; and
- g. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

***Belltown Supplemental Guidance:***

**A1.1. Views:** Develop the architectural concept and arrange the building mass to enhance views. This includes views of the water and mountains, and noteworthy structures such as the Space Needle.

**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**

**B1 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.**

**B1.1. 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.

**B1.2. Land Uses:** Also, consider the design implications of the predominant land uses in the area surrounding the site.

***Belltown Supplemental Guidance:***

**B1.1. Compatible Design:** Establish a harmonious transition between newer and older buildings. Compatible design should respect the scale, massing and materials of adjacent buildings and landscape.

**B1.II. Historic Style:** Complement the architectural character of an adjacent historic building or area; however, imitation of historical styles is discouraged. References to period architecture should be interpreted in a contemporary manner.

**B1.III. Visual Interest:** Design visually attractive buildings that add richness and variety to Belltown, including creative contemporary architectural solutions.

**B1.IV. Reinforce Neighborhood Qualities:** Employ design strategies and incorporate architectural elements that reinforce Belltown's unique qualities. In particular, the neighborhood's best buildings tend to support an active street life.

**B3 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.**

**B3.1. 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.

**B3.2. 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.

**B3.3. 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.

**B4 Design a Well-Proportioned & Unified Building: Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.**

**B4.1. Massing:** When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- a. setbacks, projections, and open space;
- b. relative sizes and shapes of distinct building volumes; and
- c. roof heights and forms.



**B4.2. Coherent Interior/Exterior Design:** When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- d. facade modulation and articulation;
- e. windows and fenestration patterns;
- f. corner features;
- g. streetscape and open space fixtures;
- h. building and garage entries; and
- i. building base and top.

**B4.3. Architectural Details:** When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- j. exterior finish materials;
- k. architectural lighting and signage;
- l. grilles, railings, and downspouts;
- m. window and entry trim and moldings;
- n. shadow patterns; and
- o. exterior lighting.

## THE STREETScape

**C1 Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.**

**C1.1. Street Level Uses:** Provide spaces for street level uses that:

- a. reinforce existing retail concentrations;
- b. vary in size, width, and depth;
- c. enhance main pedestrian links between areas; and
- d. establish new pedestrian activity where appropriate to meet area objectives. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

**C1.2. Retail Orientation:** Where appropriate, consider configuring retail space to attract tenants with products or services that will “spill-out” onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

**C1.3. Street-Level Articulation for Pedestrian Activity:** Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience via:

- e. open facades (i.e., arcades and shop fronts);
- f. multiple building entries;
- g. windows that encourage pedestrians to look into the building interior;
- h. merchandising display windows;
- i. street front open space that features art work, street furniture, and landscaping;

- j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

**C3 Provide Active — Not Blank — Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.**

**C3.1. Desirable Facade Elements:** Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

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

**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.

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

**C6.1. Alley Activation:** Consider enlivening and enhancing the alley entrance by:

- a. extending retail space fenestration into the alley one bay;

- b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and
- c. adding effective lighting to enhance visibility and safety.

**C6.2. Alley Parking Access:** Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider

- d. locating the alley parking garage entry and/ or exit near the entrance to the alley;
- e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and
- f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

## PUBLIC AMENITIES

**D1 Provide Inviting & Usable Open Space: Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.**

### ***Belltown Supplemental Guidance:***

**D1.1. Active Open Space:** As a dense, urban neighborhood, Belltown views its streets as its front porches, and its parks and private plazas and spaces as its yards and gardens. The design and location of urban open spaces on a site or adjoining sidewalk is an important determinant in a successful environment, and the type and character of the open space should be influenced by the building's uses.

- a. Mixed-use developments are encouraged to provide usable open space adjacent to retail space, such as an outdoor cafe or restaurant seating, or a plaza with seating.
- b. Locate plazas intended for public use at/or near street grade to promote physical and visual connection to the street; on-site plazas may serve as a well-defined transition from the street. Take views and sun exposure into account as well.
- c. Define and contain outdoor spaces through a combination of building and landscape, and discourage oversized spaces that lack containment.
- d. The space should be well-buffered from moving cars so that users can best enjoy the space.

**D3 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.**

**D3.1. Public Space Features and Amenities:** Incorporate one or more of the following a 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.

**D3.2. 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.

**D5 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.

**D5.1. 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.

**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

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

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

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

## **RECOMMENDATIONS**

### **BOARD DIRECTION**

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