City of Seattle

Department of Construction & Inspections
Nathan Torgelson, Director

DESIGN REVIEW

FIRST EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

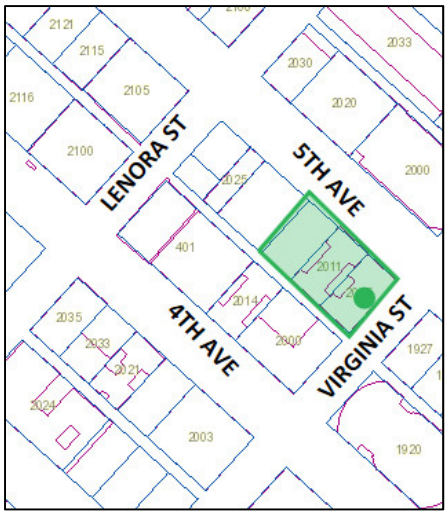
Project Number:	3028017
Address:	2005 5th Avenue
Applicant:	Joel Riehl, DSA Development Services, LLC
Date of Meeting:	Tuesday, December 05, 2017
Board Members Present:	Anjali Grant, Chair Arron Argyle Belinda Bail Bradley Calvert Grace Leong
Board Members Absent:	JP Emery, recused
SDCI Staff Present:	Magda Hogness

SITE & VICINITY

Site Zone: Downtown Mixed Use Commercial; DMC 240/290-400

Nearby Zones: (North) DMC 240/290-400
(South) DOC2 500/300-500
(East) DOC2 500/300-500
(West) DMC 240/290-400

Lot Area: 19,440 sf



Current Development:
The site contains the landmarked Griffin Building and Sheridan Building and a surface parking lot. The Griffin Building was originally constructed in 1927 and exhibits a distinctive two-part commercial block façade and is a notable example of the Collegiate Gothic style design mode applied to a commercial block. Constructed in 1914, the Sheridan Building is composed into a three-part vertical block façade with architectural detailing is drawn from Italian Renaissance architecture in the Beaux Arts style.

Surrounding Development and Neighborhood Character:
The project site lies within the Belltown neighborhood. The area includes a rich variety of building types. 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. The 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 identified icon buildings is located across the alley, the Claremont Hotel, now referred to as the Hotel Andra. Originally constructed in 1925, this building exhibits a three-part vertical block façade composition, distinctive terra cotta materials and detailing. A considerable amount of new development is underway or in the planning stages for the area. Immediately adjacent the site to the north, a 44-story apartment tower is proposed under project number 3026266 and for the purposes of tower spacing is considered to be "existing" and taken into consideration. The Land Use Code requires that towers be spaced at least 80’ from each other in this zone. Across 5th Avenue to the east is an 8-story garage. To the south across Virginia, a 48-story tower is proposed under project number 3019699. A newer 30 story residential tower (Escala Condominiums) is located to the southwest. Further south, a 54-story tower project is being reviewed under project 3018037. Proposed development further along 5th Avenue also includes an 18-story tower under project 3022614.

5th Avenue is a minor arterial and is heavily used by pedestrians and cyclists to access the Downtown core. The Seattle Monorail runs above grade along 5th Avenue, in the middle of the street right-of-way. The surrounding area is also served by bus and light rail transit in the Westlake Station, a few blocks to the south.

Access:
Pedestrian access is from the two adjacent sidewalks of Virginia Street and 5th Avenue. Vehicular access is from the adjacent through-block alley. Proposed access varies slightly in the different site plan alternates.

Environmentally Critical Areas:
There are no mapped Environmental Critical Areas.

PROJECT DESCRIPTION
The proposal is for a 44-story residential building containing 440 apartment units, street-level retail, and below-grade parking for 292 vehicles. The street-facing facades of the existing landmarked buildings will be retained and the remainder is proposed to be demolished.

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

Email: PRC@seattle.gov

FIRST EARLY DESIGN GUIDANCE December 5, 2017

PUBLIC COMMENT
The following public comments were offered at this meeting:

- Noted that while the design is attractive, the applicant has not demonstrated that the design is functional for access and loading. Would like to see the project return to another EDG meeting with a functional ground-floor alley design. (referenced Design Guidelines B1- B4)
- Lack of support for sharing space for trash bins and/or the loading area with buildings across the alley. Would like to see the alley designed to adequately service the loading and access needs. (referenced Design Guideline D6)
- Concerned with alley function and safety. Would like to see the access and circulation addressed comprehensively with all proposed projects.
- Concerned with pedestrian and cyclists' safety. There is no study of the multiple developments on the block, nor a functional plan to move vehicles and service trucks into the alley.
- Preference for larger alley setbacks. Would like to see the design accommodate two-way traffic in the alley.
- Lack of support for the special exception as there is no justification for approving the request for tower separation between this tower and the one proposed immediately to the North. (referenced Design Guideline A1)

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

- Would like to see one-way flow on alleys too narrow for two-way traffic, and decreasing the massing of the overall building size to minimize impacts on the alley.
- Noted that the positioning of the proposed tower to the north provides tower separation from the Warwick Hotel.
- Stressed the importance of maintaining the 80' tower separation requirement.
- Would like to see a requirement for more tower separation that could push the buildings further apart for privacy, light, and to allow for widening of the alley.
- Concerned with the proposed loading berth perpendicular to the alley.
- Concerned the cumulative impact of the nearby proposed projects.

SDOT provided the following comments:

- SDOT supports the Land Use Code requirement to provide all vehicle access from the alley as they are designed for this function. Every curb cut degrades the pedestrian realm, and to increase predictability and safety for all road users, SDOT supports concentrating vehicle access at alleys. SDOT does not support vehicle access from 5th as it is heavily trafficked by pedestrians and cyclists and the existing monorail also potentially compromises visibility.
- SDOT supports Land Use Code requirements pertaining to sidewalk width and street trees along both 5th Ave and Virginia St and notes the proposed curb bulb onto Virginia St may not be approved by SDOT given the City's plans for transit improvements along Virginia St associated with the Roosevelt Rapid Ride project.

The Architectural Review Committee (ARC) of the Landmarks Preservation Board gave the following guidance:

- Noted the challenge to build a tower over two buildings. The ARC referred to Kelly-Springfield Building as a good precedent which built on top of one landmark and avoided building on top of the adjacent landmark.
- Agreed that the two landmarks are each distinctive in different ways.
- Concerned with utilizing a "gasket" between the tower and the landmark as it creates the perception of the tower as hanging over the buildings.

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 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.

The Board began their deliberation by comparing the proposed streetscape, circulation, podium and tower form shown in the massing options.

1. **Streetscape Frontages and Entries:** The Board was intrigued by the applicant's arcade concept shown in the site plan on page 22 of the packet, however the Board also recognized the challenges of addressing accessibility, safety, visibility from the street, and activation of the arcade and gave guidance for further studies.
    a. In order to ensure the arcade space will be successful, the Board recommended demonstrating that the space will address safety, provide good visibility from the street, accessibility to the entries, excellent lighting and a pleasant volume for the pedestrian walking through. The Board also referenced the Spaghetti Factory (project number 3023738) as a precedent which effectively incorporated accessibility into an arcade. (A1.1, C1, D1, D5, D6)
    b. The Board acknowledged that the Sheridan façade is more solid and has less opportunity for visibility through to the street. In order to address the limited visibility, the Board encouraged studying deep entries instead of an arcade along this portion of the street frontage. The Board also supported the additional depth proposed in front of the residential lobby. (C1, C4, D1, D5, D6)
    c. The Board noted a pinch point in the arcade pedestrian pathway between the Griffin and the Sheridan buildings and recommended providing adequate space for circulation. (D1, D6)
    d. The Board agreed the arcade termination at the Sheridan north facade should be thoughtfully studied in conjunction with the historic landmark and referenced the 1931 2nd Avenue (project number 3023738) as an example. (C1, D1, D3)

2. **Vehicular Access and Alley Circulation:** The Board discussed the proposed vehicular and loading circulation.
    a. The Board unanimously agreed vehicular access should not be taken from 5th Avenue as it would greatly diminish the quality of the pedestrian realm and be inconsistent with Downtown Design Guidelines which prioritize minimizing the presence of service areas and curb cuts for pedestrian safety. The Board supported access taken from the alley as shown on pg 22 of the packet. (E1, E2)
    b. The Board acknowledged public comment regarding the functionally of the alley and recommended increasing beyond the 2' alley dedication to the greatest extent possible, while preserving the existing landmark as recommended by the Landmarks Preservation Board. To provide additional functional alley space, the Board recommended relocating the planter along the alley. The Board also requested truck turning studies for the next meeting. (C6.2, E3)

3. **Podium Massing and Related Departures:** The Board supported the podium setback and related departure shown in Massing Option 3 as the additional setback allows the historic

buildings to remain prominent. The Board noted that the additional setback increases the visibility of the Sheridan north wall and indicated this frontage requires thoughtful treatment. Related to the modulation departure, the Board indicated lack of support for the departure and podium overhang and gave guidance to resolve the podium volume with the tower form to read as a coherent and intentional design in response to the existing historic landmark buildings. (A1.1, B1.1, B2, B3, B4)

4. **Tower Separation and Special Exception:** Echoing public comment, the Board indicated they did not support the proposed tower separation Special Exception as shown in Massing Options 2 and 3. The Board agreed in order to consider supporting the criteria associated with a Special Exception request, they would need to review an option with the least obstruction possible before weighing in. At a minimum, the applicant should present a massing option with the most tower separation feasible for development. (A1, B1, B3)

5. **Massing Options**: The Board discussed the strengths of the different Massing Options and supported the tower separation shown in Massing Option 1 and the green elements of Massing Option 2. Ultimately, the majority of the Board generally supported Massing Option 1 as the form that is the most respectful to surrounding context and recommended incorporating the successful elements into additional massing options after reconvening with Landmarks Preservation Board. For the next meeting, the Board requested street elevations with the adjacent proposed tower located to the north and encouraged bringing physical models**.** (A1, B2, B3)

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 Early Design Guidance meeting, the following departures were requested:

1. **Façade Setbacks (SMC 23.49.056.B):** The Code requires facades between 15 and 35 feet in height to be located within 2 feet of the street lot line. The applicant proposes to set back facades 14' to highlight the Landmarked existing buildings

   The Board indicated preliminary support for the departure as the additional setback creates allows the historic landmark buildings to remain prominent. The Board agreed the design has the potential to better meet Design Guidelines B1 Respond to the Neighborhood Context and B2 Design Facades of Many Scales.

2. **Façade Modulation (23.49.058.B2.c):** The Code limits the maximum length of unmodulated facades to 155'. The applicant proposes an unmodulated width of 180' along the 5' Avenue frontage at a height between 69'-102'.

The Board indicated a lack of support for the departure and agreed the overhanging podium massing detracts from the response to the historic landmarks. The Board directed the applicant to pull back the overhanging façade and thoughtfully develop podium volume with the tower form to read as a coherent and intentional design in conjunction with the existing historic landmark buildings.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified 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

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.).

A1.2. 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.

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.

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.

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.

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.

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.

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.

C5 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.

C5.1. 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.

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.

D1.1. 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.

D1.2. 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. residential open space

D1.3. 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.

D2 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.

D2.1. 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.

D2.2. 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.

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 as 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.

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.

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

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.

E1.2. 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.

E2 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.

E2.1. 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.

E2.2. 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.

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 First Early Design Guidance meeting, the Board recommended the project return for another meeting in response to the guidance provided.