



# City of Seattle

Department of Construction & Inspections  
Nathan Torgelson, Director

DESIGN  
REVIEW

## FIRST EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

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Project Number: 3028747

Address: 601 4<sup>th</sup> Ave

Applicant: James Cheng of James K.M. Cheng Architects

Date of Meeting: Tuesday, November 07, 2017

Board Members Present: Anjali Grant, Chair  
Belinda Bail  
Bradley Calvert  
JP Emery  
Grace Leong

Board Members Absent: Arron Argyle

SDCI Staff Present: Magda Hogness

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### SITE & VICINITY

Site Zone: Downtown Mixed Commercial  
(DMC- 340/290-400)

Nearby Zones: (North) Downtown Office Core One  
(DOC 1 U/450-U)  
(South) DMC- 340/290-400  
(East) DOC 1 U/450-U  
(West) DMC- 340/290-400

Lot Area: 57,348 sf



**Current Development:**

Formerly the location of the City of Seattle's Public Safety Building, the site is currently vacant and is surrounded by a protective barrier.

**Surrounding Development and Neighborhood Character:**

The project site sits amongst a collection of civic buildings. As part of the "Civic Center," this area is bordered by the historic Pioneer Square district to the southwest and the Financial District to the north. Directly across Fourth Avenue lies City Hall and beyond it stands the Seattle Justice Center. Across James St to the south is the King County Courthouse, and further uphill lies the King County Administration Building and the King County Correctional Building. Other significant buildings in the vicinity include the Columbia Tower, the Arctic Building, the Dexter Horton Building and the Lyon Building. Both the Arctic Building and the Lyon Building are City of Seattle Historic Landmarks and listed on the National Register of Historic Places.

The surrounding area is well served by light rail transit and bus. Bound by the rights-of-way of Cherry Street, James Street, Third Avenue and Fourth Avenue, the site contains an existing easement for access to the underground transit access as well as a surface bus stop. Third Avenue is classified as principal transit street and Fourth Avenue as a principal arterial street. Cherry and James Streets are classified as Class II pedestrian and principal arterial streets and lie within a designated view corridor. James St. carries traffic both east and west bound while Cherry St. is one way east bound. Third Avenue runs both north and south bound; Fourth Avenue travels one-way north bound. The prior onsite alley has been vacated for over a century.

Nearby open space includes Prefontaine Place Park, Pioneer Square and Occidental Square. Across 3<sup>rd</sup> to west, the City Hall stepped plazas, cascading gardens and an integrated stair and water feature forms a symbolic connection from the Justice Center. The water feature is planned to continue down through the project site.

In 1999 the Mayor and City Council published the Civic Center Master Plan in response to planning a municipal campus that could invite participation in the public realm, express our civic identity, and be an attractive and lively gathering place for the people of Seattle. The previous design for this site (MUP 3007149, approved in 2007) had included a public park, which was reviewed separately by the Design Commission. However, for this proposal, the plaza will be privately owned with an easement for public use. It should be also noted that the uses envisioned for the project site in the 1999 Master Plan were described as public, institutional or private office activities rather than the residential uses currently proposed.

**Access:**

Proposed access varies slightly in the different massing options and is tested from both Cherry St and James St.

**Environmentally Critical Areas:**

There are no mapped Environmental Critical Areas.

## PROJECT DESCRIPTION

Referred to as Civic Square, the proposal is for a 57-story residential building containing 520 apartment units, street-level retail, and below-grade parking for 640 vehicles. The site design also includes a 25,000 s.f. plaza.

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 SDCl:

**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)

## FIRST EARLY DESIGN GUIDANCE November 7, 2017

### PUBLIC COMMENT

The following public comments were offered at this meeting:

- Lack of support for the vehicular access and turn around shown in the Massing Option 2 and 3.
- Noted that the Civic Center Master Plan celebrated the hillside with a strong connection to the City Hall open space and water feature.
- Supported the preferred Massing Option 3 as it achieves most of the qualities in the Civic Center Master Plan. While the massing is not as open as originally proposed, the lifted portion of the building along James provides views through and celebrates accessibility.
- Supported the intent to respect the existing historic buildings with the location of open space.
- Observed that the original masterplan had planned for street walls and the Massing Option 2 and 3 creates a suburban expression, which has been discredited over the years.
- Would like to see the street edges reinforced in the project.
- Noted that sidewalks will still be the main pedestrian routes.
- Concerned with the street edge and the form of the tower.
- Concerned with activation and ground level uses. Noted that the City Hall red façade is not successful in creating activation.
- Would like to see parking account for electric cars.

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

- Supported the ambition, scale and scope of the project. As existing development is fairly uniform in height, the development of this project and other proposed development will significantly improve the skyline.
- Encouraged by the proposed interaction with the street as it creates a much more walkable and usable environment.
- Concerned that the tower divides the public space away from City Hall. In a city with few “large” parks and civic open spaces, this site presents an opportunity to share and enhance the existing open space at City Hall to the East.
- Concerned that the City Hall’s views will be blocked; the project does not prioritize people’s relationship of viewing City Hall’s beautiful frontage.
- Would like to see a connection between City Hall and Civic Square.
- Preference for Option 1.
- Would like to see an all-weather transit hub and an opportunity for much smaller retailers to set up shop.

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.

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 commended the thoughtful presentation and site analysis presented at the meeting, however, the Board had several unresolved concerns related to street edges, circulation and distribution of open space and massing placement. The Board recommended the project return for another EDG meeting in response to the guidance provided.

- 1. Pedestrian and Vehicular Flow:** As the 25,000 sf plaza is nearly half the site, the Board recognized the importance of establishing pedestrian and vehicular flow through the site and began their deliberation by focusing on the proposed circulation.
  - a. While the Board generally supported the intent to pull the driveway in to increase visibility and safely create space for vehicular cueing, the Board agreed the amount of space dedicated to vehicular access with the drive court greatly diminished the quality of open space. Echoing public comment, the Board unanimously supported more direct vehicular access and agreed vehicular and pedestrian access should not be combined into a drive court as it is not consistent with Downtown Design Guidelines. The Board also referenced the Seattle Public Library and 701 Fourth Ave

(project #3020955) as projects which incorporate direct access successfully without dominating the street wall. (E1, E2)

- b. The Board discouraged sunken zones adjacent to the sidewalk as they are problematic for the urban environment. The Board viewed this area as an opportunity for ground level space rather than space dedicated to vehicular access (B3, E1, E2, D6)
- c. Related to pedestrian flow, the Board agreed circulation should prioritize spaces for pause. The Board noted that two of the projects shown as open space precedents are axial, have a clear origin and destination and strong street edges to define the open space and pedestrian circulation. The Board preferred this design to curvilinear spaces, which tend to conceal edges. (A1, D1, D3))
- d. The Board strongly supported the integrated loading design shown in Massing Option 3, which cleverly concealed the loading functions into a setback facade. (E3)

**2. Location of the Mass on the Site:** The Board supported the general intent to locate open space in response to the nearby historic buildings and to maximize solar access, however the Board also stressed the importance relating to City Hall to the east.

- a. The Board preferred to see a connection made between the open space provided on site with the City Hall open space and recommended responding with the same level of deference to the City Hall spaces as shown for the nearby historic buildings. (A1, B2, B3)
- b. The Board agreed the design should maintain a visual connection for the public, through the site from Fourth Avenue to Third Avenue, and that the Massing Options 2 and 3 should be modified to allow these views. (A1, B2, B3)
- c. The Board acknowledged public comment which recognized Fourth avenue as a location where public speech marches and events occur, and agreed the location of massing should create more of a dialogue to knit together the functions of civic space and a public space. The Board also acknowledged the everyday perspective and the importance of balancing pedestrian fluidity through the space with the sidewalk circulation. (A1, B3)

**3. Street Edges:** The Board recognized that Massing Options 2 and 3 required departures related to the street wall height and setback and agreed the design should have additional presence on the street. The Board acknowledged Cherry St as the heavily used pedestrian route and recommended further exploration for a street wall edge along this frontage. Related to Massing Option 3 the Board supported the proposed kiosk and agreed the structure could be further developed to hold the corner. The Board also encouraged pavilion sized spaces at a height similar to transit entrance stations to potentially remove the need or scope of a departure(s). (B1, C1, C3, D3)

**4. Open Space Concept:** The Board appreciated the effort to meet grade at the edges of the site and supported the general landscape biospheres concept and water feature and gave guidance to enhance activation and connections along the site frontages.

- a. To strengthen the open space relationship with the streetscape and increase the potential for future activation, the Board strongly recommended programming each open space with a purpose and a function. The Board encouraged compiling an

- inventory of the nearby open spaces and recommended differentiating the proposed open spaces from other nearby spaces to serve different needs. (B3, C1, D1, D3)
- b. The Board preferred incorporating additional soft, planted areas to better define the open spaces and reduce the reliance on flexible spaces, which may be hard to activate. (B3, D1, D2)
  - c. The Board noted that the City Hall open space functions as formal civic spaces and supported the intent to create a more playful counterpoint onsite. The Board agreed if the open space is configured into two spaces, then the upper open space should respond to City Hall while the lower open space could relate to Pioneer Square. (A1, B3, D1, D3)
  - d. The Board discussed the scale of the architecture adjacent to the open space and recommended a greater exploration into proportion and detailing to establish a human scale. (C1, C2)
  - e. The Board generally supported the amphitheater seating and requested clearly delineating the circulation space for the next meeting. The Board recommended studying areas of pause and incorporating accessible routes through the site, without the need for interior access, and referenced the 1201 2nd Ave (project #3019177) as a successful precedent. (B3, C1, D1)
  - f. The Board noted that transit station entrances do not yet appear to be integrated with the open space and encouraged studying options to enhance potential activation. (B3, C1, D1, D3)

**5. Massing Options:** After discussing the street edges, circulation and distribution of open space, the Board debated the merits of the three massing options. The majority of the Board agreed that the street wall on Cherry, visibility of the City Hall plaza, the continuous open space connecting to City Hall, and the direct vehicular access all shown in Option 1 were very successful and recommended carrying forward these site plan elements into the massing evolution. The Board stated that the massing may borrow from the other two curvilinear formed massing options. (A1, B2, B3, C1, D1)

- a. Related to the early ideas for façade composition and materiality, the Board supported the early intent to create a unique architectural composition and material response. The majority of the Board generally supported the dynamic curvilinear form shown in Massing Options 2 and 3 as a unique architectural expression and agreed that this tower form could be combined with aspects of Massing Option 1. Alternatively, a few members of the Board agreed Massing Option 2 and 3 could also be pulled away from the northeast corner to address concerns with the massing spanning the entire width of the block. (A1, B2, B3, B4)
- b. The Board supported the secondary patterns shown in Massing Option 2 which break down the scale of the tower. Related to Massing Options 3, the Board also acknowledged that the success of the composition was dependent on translating the detailing occurring above the floor 20 down to the pedestrian level. (B2, B4, C2)

## 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. **Minimum façade height (23.49.056.A):** The Code requires minimum facade height between 15’ to 35’ based on street classification. The applicant proposes large public open spaces and landscaping on the corners of the site as well as along Third Ave, James St and Cherry St.

The Board recognized the departure request would likely change as the massing and tower form is shifted to respond to guidance, and as such, declined to comment on the departure until the next meeting.

2. **Façade setback limits (23.49.056.B):** The Code limits setbacks to be within 2 feet of the street lot line. The applicant proposes to set the tower back significantly from Third Ave, allowing a generous public space between the street and the building facade.

The Board reserved commenting on the departure until the next meeting.

## DESIGN REVIEW GUIDELINES

The priority Downtown design 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 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.

**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.