Seattle Department of Construction & Inspections

DESIGN REVIEW

EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number:	3029893
Address:	2019 Boren Ave
Applicant:	Jodi O'Hare Patterson for Holland Development
Date of Meeting:	February 20, 2018
Board Members Present:	Aaron Argyle Brian Bishop - substitute Bradley Calvert Grace Leong
Board Members Absent:	JP Emery - recused Anjali Grant
SDCI Staff Present:	Beth Hartwick

SITE & VICINITY

Site Zone: DMC 240/290-440

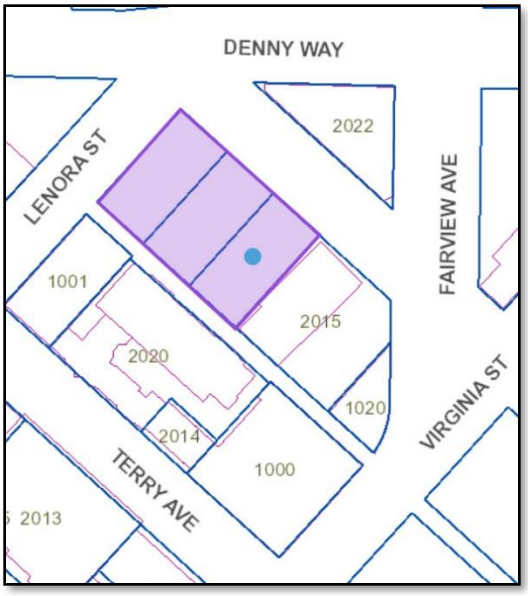
Nearby Zones: (North) DMC 240/290-440 & SM 240/125-440
(South) DMC 240/290-440
(East) DMC 240/290-440
(West) DMC 240/290-440

Lot Area: 21,600 sq. ft.

Access: The site has access from Boren Ave, Lenora St, and an alley.

Environmentally Critical Areas: None

Current Development: Surface parking area.



Surrounding Development and Neighborhood Character:
Directly to the southeast is the Old Norway Hall Landmark structure built in 1916 that is currently known as Raisbeck Hall and owned by Cornish College. To the southeast across the alley is a four story brick structure built in 1928 that is also owned by Cornish College, and a seven story apartment structure built in 1992. Across Boren Ave is the Historic Landmark Fashioncraft Building/Recovery Café, a one story triangular masonry structure built in 1929. Across Lenora St is the surface parking lot associated with a multistory concrete structure owned by Cornish College that was built in 1928. Across Denny Way from the north corner of the site, a full block two tower residential project is under construction.

The site is located in the Denny Triangle Urban Center Village at the north edge of downtown. Denny Way and Boren Ave heavily used principle arterials. The site is nearby bus routes along Denny Way, Boren Ave, and Stewart St. Both Danny Park and Cascadia Park are a few blocks away.

PROJECT DESCRIPTION
Design Review Early Design Guidance Application proposing a 44-story structure with 426 apartment units, 5,200 square feet of ground floor performance space, 2,300 square feet of classroom space, and 53,000 square feet of office space. Parking for 360 vehicles to be provided.

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

EARLY DESIGN GUIDANCE February 20, 2018

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

- Noted that the project team had reached out to the neighborhood and SLCC.
- Noted the site is challenging as to the east is a one story structure and other nearby structures are 3 stories.
- Encouraged the lower height podium.
- Noted that the playhouse will be of value to the community.
- Supported the gasket at the landmark Raisbeck Hall and encouraged trees instead of lower landscaping.

- Concerned about the minimal amount of open space located near the alley along Lenora St and stated the locations serves Cornish more than the general community.
- Stated that as there was not a plaza or open space, the applicant should consider developing the surface parking area across Lenora St as open space as part of the project.
- Preferred that the development provide affordable housing in lieu of payment option.

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

- Supported the design and massing of Option 3.

The following comments were submitted by SDOT:

- SDOT encourages the project to improve the public realm along both Lenora St and Boren Ave with green street treatments to provide a welcoming environment for people walking in the neighborhood.
- SDOT supports the sidewalk improvements shown on page 34 of the EDG packet. The wider sidewalks along Lenora St create a more pedestrian friendly environment and the landscaped planting strips create a buffer between people walking and people driving.
- SDOT sees potential merit in the proposed departure from continuous weather protection to create a healthier growing environment and support long-term health of the street trees.
- The Denny Way Streetscape Concept Plan recommends a curb bulb at the intersection of Lenora St and Boren Ave.

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.

1. **Massing:** The Board gave guidance to move forward with the Option 3 ground plane, podium and tower design and expressed their appreciation for the design team's public outreach. (A1, B4)

2. **Tower Design:** The Board was supportive of the Option 3 tower but asked the design team to provide details at the Recommendation meeting, showing the horizontal and vertical massing breaks and the relationship of the tower to the podium. In response to a Board clarifying question the applicant confirmed that the placement of the tower is

being driven by the proposed performance hall at grade and the need to avoid large structural elements in that space. (A1, B1, B4)

a. The Board was concerned that the staggered "vertical stripes" on the tower will date the design. The shifting of the facades to break up the tower volume is sufficient as a design move, and the vertical stripes are unnecessary. (A2, B4)
b. Maintain the orthogonal shifts of the tower. (A1)
c. Use the horizontal lines at the unit type shifts to break up the scale of the tower. (B4)
d. The Board supported the change of scale at top of the tower and the consideration of the mechanical space design on the roof massing. (A2, B4)

3. **Boren Ave street level treatment:** The Board supported the setback from Reisback Hall and the proposed performance hall to be located near the Landmark. They were concerned that the uses along Boren Ave would not provide activation of the street. The design team stated that the Performance hall space is planned to be used by Cornish for up to 16 hours a day, and that the gallery space at the corner will be used as a classroom activity space with a shared window wall to the lobby. (B1, B3, C1, C5)

a. The Board supported the setback from Reisbeck Hall. The gasket between the Landmark structure and the podium is an import feature. (B1, B3)
b. Provide uses on Boren Ave that will promote street activity. (C1, C4)

4. **Lenora St. and alley street level treatment:** The Board was concerned about the Option 3 treatment along sloped Lenora St, noting that as shown it will be used mostly by Cornish students. The Board stated this frontage should be designed to provide activation at the proposed blank façade. The Board supported the gallery space at corner of Lenora St and Boren Ave, as it will help provide a connection to the neighborhood as a whole. The design team stated that the office space above the corner of Lenora St and the alley may be used by Cornish. (A1, B1, C1, C4, C6, D1)

a. The Board supported the gallery at corner as it will improve connection to the neighborhood. (B1, C1)
b. Activate the blank façade on Lenora at the public amenity open space. (C1, C3, D1)
c. Provide a detailed study of the area at the entry to the gallery and office space in the podium and the public amenity open space along Lenora St. (C1, C3, C4, D1)
d. Show the relationship of the interior uses at the corner of Lenora St and the alley to the public amenity open space, at the sidewalk and the floor above. (C1, C3, C6, D1)
e. Provide additional information at the alley facade with a section through the proposed project and the existing structure across the alley, showing floor alignment and window studies. (B1, C6)

For the Recommendation Meeting:

- Provide sections, cross section elevations and sketches of the area at the pedestrian entry to the gallery and office space in the podium, and the public amenity open space along Lenora St.

- Provide sections showing the relationship of the interior uses at the corner of Lenora St and the alley to the public amenity open space, at the sidewalk and the floor above.
- Provide additional information at the alley facade with a section through the proposed project and the existing structure across the alley, showing floor alignment and window studies.
- Provide enlarged elevations of Boren Ave N, Lenora St and the alley.
- Provide more details of the at grade landscaping.

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 departures were requested:

1. **Overhead Weather Protection (SMC23.49.018.A):** The Code requires continuous overhead weather protection for new development.

   The applicant proposed a non-continuous canopy along Boren Ave with breaks to accommodate street tree clearances.

   The Board indicated they want to see an option with shallower canopies where the street trees are located and a continuous canopy at the entries. At the Recommendation meeting, provide sections to help the Board review the design rationale for the proposed departure.

2. **Overhead Weather Protection (SMC23.49.018.D):** The Code requires the lower edge of the overhead weather protection to be a minimum of ten feet and a maximum of fifteen feet above the sidewalk.

   The applicant proposed that the overhead weather protection canopy at the corner of Boren Ave and Lenora St be located between 15' to 19' feet above the sidewalk.

   The Board indicated they are inclined to support this departure. (C5)

3. **Height – Rooftop Features (SMC23.49.008.D.2):** The Code requires that certain rooftop features are permitted up to the heights indicated in the code, as long as the combined coverage of all rooftop features, whether or not listed in this subsection 23.49.008.D.2, does not exceed 55 percent of the roof area for structures that are subject to maximum floor area limits per story pursuant to Section 23.49.058.

   The applicant is requesting coverage of 76.2%, with 62.6% being enclosed area and 13.5% being a covered outdoor patio.

The Board indicated they are inclined to support this departure, as they support the covered outdoors patio and the enclosure of the mechanical equipment as part of the tower design. (A2)

4. **Upper Level Façade Modulation (SMC23.49.058.F.2):** The Code requires that when a lot in a DMC or DOC2 zone is located on a designated green street, a continuous upper-level setback of 15 feet shall be provided on the street frontage abutting the green street at a height of 45 feet. The applicant proposed along Lenora St that 1 to 2 stories of the podium extend above 45' in height and encroach into the required setback area.

   The Board indicated they will need to understand more of the Lenora St streetscape treatment at the Recommendation meeting, with sections, vignettes and elevations to demonstrate the design rationale for this departure.

DESIGN REVIEW GUIDELINES

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

SITE PLANNING AND MASSING

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.

B2.2. 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.

C1.3. 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.

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.

BOARD DIRECTION

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