Seattle Department of Construction & Inspections

DESIGN REVIEW

FINAL RECOMMENDATION OF THE DOWNTOWN DESIGN REVIEW BOARD

Record Number:	3036133-LU
Address:	2407 1st Ave
Applicant:	Julia Nagele, Hewitt Architects
Date of Meeting:	Tuesday, December 07, 2021
Board Members Present:	Aaron Luoma, Chair Matthew Bissen Jason Henderson Ed Palushock
Board Members Absent:	Carey Dagliano
SDCI Staff Present:	Crystal Torres, Senior Land Use Planner

SITE & VICINITY

Site Zone:	Downtown Mixed Residential/R 95/65 [DMR/R 95/65]
Nearby Zones:	(North) DMR/R 95/65 (South) DMR/R 95/65 DMR/C 95/75 (East) DMR/R 95/65 (West) DMR/R 95/65 & DMR/C 95/75
Lot Area:	13,302 sq. ft.
Overlays:	Airport Height District Belltown Design Review Guideline Area Subject to Mandatory Housing Affordability

Current Development:

The subject site is currently developed with a single-story commercial structure built in 1928 and a surface parking lot. The site slopes downward northeast to southwest approximately 20 feet.

Surrounding Development and Neighborhood Character:

The subject site is located on the south side of 1st Ave, midblock between Battery St and Wall St in the Downtown Urban Center. Adjacent to the site are historic City Landmark structure the Glaser Building (Ace Hotel) to the northwest, a mixed-use commercial and residential structure to the northeast, historic City Landmark structure the Hull Building to the southwest, and two multifamily residential structures to the southeast. The vicinity is primarily comprised of mixed-use commercial and residential, multifamily residential, and commercial uses, with religious institutions, parking, and green spaces throughout. The newly constructed Battery Point Park is located one block to the southeast and is intended to link to the future Waterfront Park. 1st Ave is a minor arterial.

Situated in the established fabric of the Belltown neighborhood, the site is near the Seattle Center campus and South Lake Union to the north and the Central Business District to the southeast. The immediate vicinity maintains a residential character with consistent patterns replicated throughout the built environment. Structures range from mid- to highrise up to twelve stories in height and typically have a one- to two-story podiums. Projecting bays and balconies offer occasional deviation from boxy massing forms. At the pedestrian level, structures meet the ground with a strong street wall and heavy glazing. Linear window patterns are consistently present. The vicinity includes a mix of old and new construction and materials, including masonry, metal, and fiber cement. The streetscape is adorned by a regular pattern of street trees which in areas are supplemented by landscaped planting strips along sloped rights-of-way leading downhill to Elliott Bay to the southwest. Newer developments respond to the steep hill condition by providing pedestrian comforts, including stairs, handrails, textured façade materials, and art at the pedestrian level. Multiple projects in the vicinity are currently in review or under construction for proposed development, including 2616 Western Ave.

Access:

Vehicular access is proposed from the alley. Pedestrian access is proposed from 1st Ave.

Environmentally Critical Areas:

No mapped environmentally critical areas are located on the subject site.

PROJECT DESCRIPTION

Land Use application to allow an 11-story, 122-unit apartment building with 44 short-term rental units and retail. Existing building to be demolished. Parking for 47 vehicles proposed. Early Design Guidance conducted under 3036130-EG.

The design packet includes information presented at the meeting, and is available online by entering the record number at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx
Any recording of the Board meeting is available in the project file. This meeting report summarizes the meeting and is not a meeting transcript.

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 October 6, 2020

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

- On behalf of Friends of Historic Belltown, the following comments were provided:
  (1) We support the applicant's request for overhead weather protection departure and recommend consideration that overhead weather protection be eliminated altogether for the reasons stated by the applicant, including incompatibility of overhead protection with the character of adjacent historic properties and associated streetscape.
  (2) We recommend consideration of more street activation on 1st Avenue, including outdoor seating. Consider the possibility of custom awnings for outdoor seating, which is a distinct characteristic of Belltown we would like to see continued.
  (3) We suggest avoiding "modern," all-glass storefronts on 1st Ave. We recommend considering storefronts that are similar to and/or "sympathetic" with the proportions and fenestration of the adjacent historic storefronts (per SMC 25.05.675 H)
- Questioned whether this was a low income housing project.
- Concerned with proposing small retail during a pandemic.
- Questioned why housing was being proposed given the amount of people working from home now.
- Concerned with the compatibility of the project with the surrounding neighborhood.
- Concerned with traffic and parking.
- Happy to see new housing built in our neighborhood and hope the developers will help maintain the character of Belltown in their choices. We respectfully ask that the developers do everything they can to preserve natural light to 1st Ave and buildings to the east, and we'd love to see the Welcome to Belltown mural saved.

- Concerned with impacts to private views.
- Concerned with underground parking near the Battery street tunnel.
- Commented the Hull Building has rental tenants at the top floor.
- Commented the iconic restaurant Cyclops does not need competition from a new building.
- Questioned the number of bike parking spaces.
- Concerned with privacy impacts from occupiable roof space on adjacent buildings.
- Concerned with shadow impacts to adjacent roof decks.

SDCI staff did not receive any design related comments in writing prior to the meeting.

SDCI received non-design related comments concerning zoning.

The Seattle Department of Transportation offered the following comments:

- Stated that a 15' sidewalk, including planting strip, is required along the 1st Ave frontage and this dimension is not called out.
- Stated that pedestrian-scale lighting in the ROW is required for projects downtown and should be included in future proposals.
- Confirmed the 2' alley dedication provided meets the code requirement for the zone.
- Generally supported the proposed off-alley garden concept, however recommended a 10' minimum clearance from the edge of the alley roadway to the centerline of any new proposed trees to reduce the chance of collision.

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 Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations and bicycle storage standards are addressed under the City's zoning code and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

1. **Massing Options**
    a. The Board agreed that developing the massing options as an infill or fabric building was an appropriate response given the surrounding context including adjacent historic buildings (Hull Building and Glaser Building). The Board expanded on this

topic noting typically they would want to see additional modulation, however, given the site conditions, they agreed that the proposed options respectfully complimented the adjacent historic structures rather than competing with the prominence of these historic buildings. (A-1 Respond to the Physical Environment, B-1.b. Historic Style, B-1.a. Compatible Design)

b. The Board appreciated the additional massing studies provided on page 78 of the packet and agreed with the applicant's massing approach given site condition. (A-1 Respond to the Physical Environment)
c. The Board supported the preferred option, noting their support for holding the street wall along 1st Avenue, the beginning of the laneway connection from 1st Avenue to the alley retail, and the raised terrace massing. (A-1 Respond to the Physical Environment)

2. **Massing and Façade Development.**
    a. The Board supported the precedent images provided which depicted simple building forms utilizing high-quality materials and punched fenestration. The Board supported the façade concept 3, as shown on page 83 of the EDG packet. Moving forward the Board provided the following direction:
        i. Clarify the depth of the punched windows. (B-1.b. Historic Style, B-1.a. Compatible Design)
        ii. Thoughtfully resolve how any party walls meet the ground. In addition, the Board commented on the potential multimedia installation, noting the treatment should be permanent and address any blank wall conditions regardless of electricity being on or off. (C-3 Provide Active — Not Blank — Facades)
        iii. Study how the top terminus is resolved beyond simply carrying the punched windows up. The Board noted due to the repetitive nature of the façade, differentiating at the terminus may better serve the composition. (A-2 Enhance the Skyline)
3. **Street-level and entry portal.** The Board was highly supportive of the laneway or portal concept connecting 1st avenue to the alley retail as a means to activating and connecting to the adjacent park condition. Moving forward the Board providing the following guidance:
    a. Further develop the canopy detail to enhance the legibility of the portal entry. Consider if the angled canopy fits with the character and language of the rest of the building. (C-4 Reinforce Building Entries, C-5 Encourage Overhead Weather Protection)
    b. Further development and enhance legibility of the laneway entrance. (C-1 Promote Pedestrian Interaction, C-4 Reinforce Building Entries)
    c. Study the ratio of solid to glass along the street edge. (C-1 Promote Pedestrian Interaction)
    d. Provide elevations along the laneway (B-4.3. Architectural Details)
4. **Alley.** Though the Board was supportive of the alley concept and applauded the design team for consideration of sightline connections to the park they would like to better understand how the retail articulation and functional service uses will intersect. Moving forward the Board provided the following guidance:

a. Further develop the interplay of the retail concept and functional service uses pieces along the alley. (C-6 Develop the Alley Façade, E-3.1. Methods of Integrating Service Areas)
b. Consider how service uses could be more bundled to further support activating the alley. (C-6 Develop the Alley Façade, E-3.1. Methods of Integrating Service Areas, B-4.2. Coherent Interior/Exterior Design)
c. Clarify the open space in relation to the adjacent buildings and uses. (D-1 Provide Inviting & Usable Open Space)

FIRST RECOMMENDATION July 6, 2021

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Noted proximity of this project to the Battery Park and supported creating a strong connection to this park with alley activation and alley courtyard.
- Supported departure requests for reduced or eliminated canopies as this fits in with neighborhood context. Noted historic buildings do not have canopies.
- Thanked applicant for being a good neighbor and expressed overall support for the project.

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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. EDG Response. Overall, the Board was very pleased with the evolution of the design since EDG including resolution of the roof massing, laneway entry, alley configuration, and material development. The Board recommended approval of the project with conditions as discussed below. (B-4 Design a Well-Proportioned & Unified Building, B-4.3. Architectural Details)

2. Massing.

a. The Board recommended approval of the revised top of the building, noting the success of pulling the two penthouses back along the north and south sides to create the resulting contemporary open canopy condition and simplified terminus form. (B-4 Design a Well-Proportioned & Unified Building. (A-2 Enhance the Skyline)

3. Street-level and Laneway
    a. The Board recommended approval of the proposed street-level design, noting the project had evolved to successfully respond to initial concerns regarding denoting the laneway entry and integrating the canopy. The Board supported continuity of glass expression along 1st Ave including the vitrine details which maintained transparency, while also marking both the south entry and widened laneway entry. (C-4 Reinforce Building Entries, C-5 Encourage Overhead Weather Protection)
    b. The Board recommended approval of the canopy design and departure as proposed, however, recommended a condition that the canopy should be maximized as possible while accommodating the street tree requirements. In addition, the Board noted they supported a consistent canopy depth and were not supportive a jogged canopy design. (C-5 Encourage Overhead Weather Protection)
    c. The Board appreciated the presence of two residential entry points. Though these residential entries were more subdued, the Board noted this was appropriate as priority was given to bringing in retail and activating both the street-edge and laneway. (Belltown C-1 Promote Pedestrian Interaction)
    d. Laneway lighting and signage.
        i. The Board noted signage and lighting would play an important role in providing visual cues for public movement through the laneway and wayfinding. The Board further expanded, stating it was important to thoughtfully select and design these secondary architectural details (lighting and signage) into the overall architectural composition. No related condition was recommended. (C-1 Promote Pedestrian Interaction, C-4 Reinforce Building Entries, D-4 Provide Appropriate Signage)
        ii. The Board observed blade signs could work well on the interior laneway, but questioned if blade signage would be as desirable on the 1st Ave side. No related conditions were recommended. (D-4 Provide Appropriate Signage)
4. Alley.
    a. The Board appreciated the laneway width expansion studies and recommended approval of the preferred option 3 for stair locations and increased width of both the laneway and terrace width. (C-6 Develop the Alley Façade, E-3.1. Methods of Integrating Service Areas, B-4.2. Coherent Interior/Exterior Design)
    b. The Board noted the alley wall was well composed and ordered resulting in a more activated alley edge with increased commercial space. However, this also

resulted in a narrowed garage entry width. As such, the Board supported the related departure request with the recommended condition that signalization be integrated into the garage entry/exit. (C-6 Develop the Alley Façade, E-3.1. Methods of Integrating Service Areas)

5. Façade and Material development
    a. Overall, the Board unanimously recommended approval of the material palette, commenting on the successful relationship to the historic context through color and texture. (B-4.3. Architectural Details)
    b. The Board supported the mineral panels on the party walls including the variation and texture. Though the Board acknowledged the exact configuration of these panels would be finalized as the project progressed, they emphasized the texture, color, and variation were important elements to be maintained moving forward as these material characteristics aid in the party walls fitting into the historic neighborhood context. The Board did not recommend a specific condition regarding the party walls. (C-3 Provide Active — Not Blank — Facades, A-1 Respond to the Physical Environment, B-1.b. Historic Style, B-1.a. Compatible Design, C-6.C. Architectural Concept)
    c. The Board expressed some concern with how the plywood within the laneway soffit and edges would weather over time. As such, the Board recommended a condition to study the wood material and demonstrate long-term durability of the proposed material. (B-4.3. Architectural Details)
    d. The Board recommended a condition to maintain the crispness of façade through maintaining facade details and materials (including the vitrines) as shown within the Recommendation packet and noted any changes should be submitted to the planner for review. (B-4.3. Architectural Details)
    e. The Board recommended a condition to continue refining all grill and gate materials, in an aesthetic manner consistent which compliments the proposed material palette, with the goal of supporting safety and security through high visibility. The Board expanded noting, transparency is key for the spaces to be inviting and elegant even when the gates and grills are closed. Proposal for solid panels or vertical bars would not be a sufficient design response. (B-4.3. Architectural Details)
6. Landscape.
    a. The Board recommended approval of the large tree within the laneway courtyard as indicated in the packet. Though the Board the Board provided guidance to select a tree that would create an open and airy condition on this level of the terrace. No condition was recommended. (D-2 Enhance the Building with Landscaping)

FINAL RECOMMENDATION December 7, 2021

PUBLIC COMMENT

No public comment was offered at this meeting.

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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. The Board appreciated the project returning to discuss the changes and new departures. The Board discussed the changes to the roof, laneway and use configuration along the alley, noting the changes improved the already thoughtful design and expanded on the following items:
    a. The Board recommended approval of the widened laneway and stair as this created a better connection from 1st Avenue to the alley and more welcoming approach from the alley. However, the Board emphasized the flexible pedestrian/loading area of the laneway should be treated as described by the applicant team with pavement color and/or texture to ensure visual cues marking as shared between pedestrians and vehicles. As such, the Board recommended a condition to implement pavement treatment and other safety features which are in keeping with the design aesthetic of the proposed project. (D-6 Design for Personal Safety & Security C-1 Promote Pedestrian Interaction, C-4 Reinforce Building Entries, D-4 Provide Appropriate Signage)
    b. The Board recommended approval of the refined roof top massing as this further improved the cohesion and proportions of the building, and better addressed the design guidelines related to enhancing the skyline. The Board clarified this approval was not tied to the use of the space but rather the design of the massing and material composition. (B-4 Design a Well-Proportioned & Unified Building, A-2 Enhance the Skyline)
2. Lastly, the Board maintained the previously recommended conditions continue to apply, as noted in the previous recommendation meeting. (B-4.3. Architectural Details)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) were 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).

At the time of the Final Recommendation meeting the following departures were requested:

1. **Overhead Weather Protection (SMC 23.49.018.B):** The Code requires a continuous canopy along the entire street frontage with a depth of 8'. The applicant proposes a depth of 6'.

The Board recommended approval of the requested departure, as the proposed design balanced overhead weather protection needs with preserving street trees. The Board conditioned that the canopy be maintained as a consistent 6' deep canopy with the caveat of allowing for some flexibility if required by City staff. With this condition, the proposed design with departure better meets the intent of Design Guideline C-5 Encourage Overhead Weather Protection.

2. **Driveway width (SMC 23.54.030.D.1):** The Code requires driveways of any length that serve more than 30 parking spaces shall be at least 10 feet wide for one-way traffic and at least 20 feet wide for two-way traffic. The applicant proposes a 10' wide driveway for two-way traffic.

The Board recommended approval of the requested departure, noting the alley wall and configuration were well composed and ordered, resulting in a more activated alley edge with increased commercial space. However, the Board recommended condition that signalization be integrated into the garage entry/exit. With this condition, the proposed design with departure better meets the intent of Design Guidelines C-6 Develop the Alley Façade, E-3.1. Methods of Integrating Service Areas.

3. **Driveway aisle width (SMC 23.54.030.E.1):** The Code requires driveway aisles serving two-way traffic to be 20' or greater. The applicant proposes a 10' wide driveway for two-way traffic.

The Board recommended approval of the requested departure, as the narrowing of the drive aisle allowed for aa more active alley façade, wider laneway, and more successful programing of the uses along the laneway. The proposed design with departure better meets the intent of Design Guidelines C-6 Develop the Alley Façade, Belltown C-1 Promote Pedestrian Interaction.

4. **Rooftop Feature Coverage Area (SMC 23.49.008.D.2.a.):** The Code limits rooftop features to a maximum of 35 percent. The applicant proposes 44.7 percent

The Board recommended approval of the requested departure, as the refined roof top massing further improved the cohesion and proportions of the building, and better addressed the design guidelines related to enhancing the skyline. The Board clarified this approval was not

tied to the use of the space but rather the design of the massing and material composition. The proposed design with departure better meets the intent of Design Guidelines B-4 Design a Well-Proportioned & Unified Building, A-2 Enhance the Skyline.

DESIGN REVIEW GUIDELINES

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

SITE PLANNING AND MASSING

A-1 Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

A-1.1. Response to Context: Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

a. a change in street grid alignment that yields a site having nonstandard shape;
b. a site having dramatic topography or contrasting edge conditions;
c. patterns of urban form, such as nearby buildings that have employed distinctive and effective massing compositions;
d. access to direct sunlight—seasonally or at particular times of day;
e. views from the site of noteworthy structures or natural features, (i.e.: the Space Needle, Smith Tower, port facilities, Puget Sound, Mount Rainier, the Olympic Mountains);
f. views of the site from other parts of the city or region; and
g. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

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

Belltown Supplemental Guidance:

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

A-1.b. Street Grid: The architecture and building mass should respond to sites having nonstandard shapes. There are several changes in the street grid alignment in Belltown, resulting in triangular sites and chamfered corners. Examples of this include: 1st, Western and Elliott between Battery and Lenora, and along Denny;

A-1.c. Topography: The topography of the neighborhood lends to its unique character. Design buildings to take advantage of this condition as an opportunity, rather than a constraint. Along

the streets, single entry, blank facades are discouraged. Consider providing multiple entries and windows at street level on sloping streets.

A-2 Enhance the Skyline: Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.

A-2.1. Desired Architectural Treatments: Use one or more of the following architectural treatments to accomplish this goal:

a. sculpt or profile the facades;

b. specify and compose a palette of materials with distinctive texture, pattern, or color; and

c. provide or enhance a specific architectural rooftop element.

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

ARCHITECTURAL EXPRESSION

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

B-1.1. Adjacent Features and Networks: Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

a. a surrounding district of distinct and noteworthy character;

b. an adjacent landmark or noteworthy building;

c. a major public amenity or institution nearby;

d. neighboring buildings that have employed distinctive and effective massing compositions;

e. elements of the pedestrian network nearby, (i.e.: green street, hillclimb, mid-block crossing, through-block passageway); and

f. direct access to one or more components of the regional transportation system.

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

Belltown Supplemental Guidance:

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

B-1.b. Historic Style: Complement the architectural character of an adjacent historic building or area; however, imitation of historical styles is discouraged. References to period architecture should be interpreted in a contemporary manner.

B-1.c. Visual Interest: Design visually attractive buildings that add richness and variety to Belltown, including creative contemporary architectural solutions.

B-1.d. Reinforce Neighborhood Qualities: Employ design strategies and incorporate architectural elements that reinforce Belltown's unique qualities. In particular, the neighborhood's best buildings tend to support an active street life.

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

B-2.1. Analyzing Height, Bulk, and Scale: Factors to consider in analyzing potential height, bulk, and scale impacts include:

a. topographic relationships;

b. distance from a less intensive zone edge;

c. differences in development standards between abutting zones (allowable building height, width, lot coverage, etc.);

d. effect of site size and shape;

e. height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs back lot line to side lot line); and

f. type and amount of separation between lots in the different zones (e.g. , separation by only a property line, by an alley or street, or by other physical features such as grade changes);

g. street grid or platting orientations.

B-2.2. Compatibility with Nearby Buildings: In some cases, careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height, bulk, and scale impacts. Some techniques for achieving compatibility are as follows:

h. use of architectural style, details (such as roof lines, beltcourses, cornices, or fenestration), color, or materials that derive from the less intensive zone.

i. architectural massing of building components; and

j. responding to topographic conditions in ways that minimize impacts on neighboring development, such as by stepping a project down the hillside.

B-2.3. Reduction of Bulk: In some cases, reductions in the actual bulk and scale of the proposed structure may be necessary in order to mitigate adverse impacts and achieve an acceptable level of compatibility. Some techniques which can be used in these cases include:

k. articulating the building's facades vertically or horizontally in intervals that reflect to existing structures or platting pattern;

l. increasing building setbacks from the zone edge at ground level;

m. reducing the bulk of the building's upper floors; and

n. limiting the length of, or otherwise modifying, facades.

Belltown Supplemental Guidance:

B-2.A. Discourage Bulky Structures: The objective of this guideline is to discourage overly massive, bulky or unmodulated structures that are unsympathetic to the surrounding context.

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

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

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

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

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

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

Belltown Supplemental Guidance:

B-3.a. Regulating Lines & Rhythms: Respond to the regulating lines and rhythms of adjacent buildings that also support a street-level environment; regulating lines and rhythms include vertical and horizontal patterns as expressed by cornice lines, belt lines, doors, windows, structural bays and modulation.

B-3.b. Context: Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street.

B-3.c. Fenestration Patterns: Pay attention to excellent fenestration patterns and detailing in the vicinity. The use of recessed windows that create shadow lines, and suggest solidity, is encouraged.

B-4 Design a Well-Proportioned & Unified Building: Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B-4.1. Massing: When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

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

B-4.2. Coherent Interior/Exterior Design: When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

d. facade modulation and articulation;
e. windows and fenestration patterns;
f. corner features;

g. streetscape and open space fixtures;
h. building and garage entries; and
i. building base and top.

B-4.3. Architectural Details: When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

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

THE STREETSCAPE

C-1 Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

C-1.1. Street Level Uses: Provide spaces for street level uses that:

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

C-1.2. Retail Orientation: Where appropriate, consider configuring retail space to attract tenants with products or services that will "spill-out" onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

C-1.3. Street Level Articulation for Pedestrian Activity: Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience via:

e. open facades (i.e., arcades and shop fronts);
f. multiple building entries;
g. windows that encourage pedestrians to look into the building interior;
h. merchandising display windows;
i. street front open space that features art work, street furniture, and landscaping;
j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

Belltown Supplemental Guidance:

C-1.a. Retail: Reinforce existing retail concentrations;

C-1.b. Commercial Space Size: Vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible;

C-1.c. Public Realm Elements: Incorporate the following elements in the adjacent public realm and in open spaces around the building: unique hardscape treatments, pedestrian-scale

sidewalk lighting, accent paving (especially at corners, entries and passageways), creative landscape treatments (planting, planters, trellises, arbors), seating, gathering spaces, water features, inclusion of art elements.

C-1.d. Building/Site Corners: Building corners are places of convergence. The following considerations help reinforce site and building corners: provide meaningful setbacks/open space, if feasible, provide seating as gathering spaces, incorporate street/pedestrian amenities in these spaces, make these spaces safe (good visibility), iconic corner identifiers to create wayfinders that draw people to the site.

C-1.e. Pedestrian Attraction: 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. Where appropriate, consider configuring retail space to attract tenants with products or services that will "spill-out" onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

C-2 Design Facades of Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

C-2.1. Modulation of Facades: Consider modulating the building facades and reinforcing this modulation with the composition of:

a. the fenestration pattern;
b. exterior finish materials;
c. other architectural elements;
d. light fixtures and landscaping elements; and
e. the roofline.

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

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

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

i. seating ledges or perches (especially on sunny facades and near bus stops); and
j. merchandising display windows or regularly changing public information display cases.

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

C-4.1. Entry Treatments: Reinforce the building's entry with one or more of the following architectural treatments:

a. extra-height lobby space;
b. distinctive doorways;
c. decorative lighting;
d. distinctive entry canopy;
e. projected or recessed entry bay;
f. building name and address integrated into the facade or sidewalk;
g. artwork integrated into the facade or sidewalk;
h. a change in paving material, texture, or color;
i. distinctive landscaping, including plants, water features and seating; and
j. ornamental glazing, railings, and balustrades.

C-4.2. Residential Entries: To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Provide convenient and attractive access to the building's entry. To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

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

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

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

Belltown Supplemental Guidance:

C-5.A. Overhead Weather Protection Design Considerations: Overhead weather protection should be designed with consideration given to:

a. the overall architectural concept of the building;

b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);

c. minimizing gaps in coverage;

d. a drainage strategy that keeps rain water off the street-level facade and sidewalk;

e. continuity with weather protection provided on nearby buildings;

f. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;

g. the scale of the space defined by the height and depth of the weather protection;

h. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and

i. when opaque material is used, the illumination of light-colored undersides to increase security after dark.

C-6 Develop the Alley Façade: To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

C-6.1. Alley Activation: Consider enlivening and enhancing the alley entrance by:

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

b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and

c. adding effective lighting to enhance visibility and safety.

C-6.2. Alley Parking Access: Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider

d. locating the alley parking garage entry and/ or exit near the entrance to the alley;

e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and

f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

Belltown Supplemental Guidance:

C-6.A. Services & Utilities:

a. Services and utilities, while essential to urban development, should be screened or otherwise hidden from the view of the pedestrian.

b. Exterior trash receptacles should be screened on three sides, with a gate on the fourth side that also screens the receptacles from view. Provide a niche to recess the receptacle.

c. Screen loading docks and truck parking from public view using building massing, architectural elements and/or landscaping.

d. Ensure that all utility equipment is located, sized, and designed to be as inconspicuous as possible. Consider ways to reduce the noise impacts of HVAC equipment on the alley environment.

C-6.B. Pedestrian Environment:

e. Pedestrian circulation is an integral part of the site layout. Where possible and feasible, provide elements, such as landscaping and special paving, that help define a pedestrian-friendly environment in the alley.

f. Create a comfortably scaled and thoughtfully detailed urban environment in the alley through the use of well-designed architectural forms and details, particularly at street level.

C-6.C. Architectural Concept:

g. In designing a well-proportioned and unified building, the alley facade should not be ignored. An alley facade should be treated with form, scale and materials similar to rest of the building to create a coherent architectural concept.

PUBLIC AMENITIES

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

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

a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.

b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.

c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.

d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

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

a. visual and pedestrian access (including barrier-free access) into the site from the public sidewalk;

b. walking surfaces of attractive pavers;

c. pedestrian-scaled site lighting;

d. retail spaces designed for uses that will comfortably "spill out" and enliven the open space;

e. areas for vendors in commercial areas;

f. landscaping that enhances the space and architecture;

g. pedestrian-scaled signage that identifies uses and shops; and

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

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

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

Belltown Supplemental Guidance:

D-1.A. Adjacent to Retail: Mixed-use developments are encouraged to provide usable open space adjacent to retail space, such as an outdoor cafe or restaurant seating, or a plaza with seating.

D-1.B. Street Grade: Locate plazas intended for public use at/or near street grade to promote physical and visual connection to the street; on-site plazas may serve as a well-defined transition from the street. Take views and sun exposure into account as well.

D-1.C. Define Spaces: Define and contain outdoor spaces through a combination of building and landscape, and discourage oversized spaces that lack containment.

D-1.D. Buffers: The space should be well-buffered from moving cars so that users can best enjoy the space.

D-1.E. Desirable 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. attractive pavers;
b. pedestrian-scaled site lighting;
c. retail spaces designed for uses that will comfortably "spill out" and enliven the open space;
d. areas for vendors in commercial areas;
e. landscaping that enhances the space and architecture;
f. pedestrian-scaled signage that identifies uses and shops; and
g. site furniture, art work, or amenities such as fountains, seating, and kiosks.

D-1.F. 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:

a. courtyards that organize architectural elements while providing a common garden;
b. entry enhancements such as landscaping along a common pathway;
c. decks, balconies and upper level terraces;
d. play areas for children;
e. individual gardens; and
f. location of outdoor spaces to take advantage of sunlight and views.

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

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

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

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

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

Belltown Supplemental Guidance:

D-2.a. Entries: Emphasize entries with special planting in conjunction with decorative paving and/or lighting;

D-2.b. Plazas & Courtyards: Use landscaping to make plazas and courtyards comfortable for human activity and social interaction;

D-2.c. Open Areas: Distinctively landscape open areas created by building modulation, such as entry courtyards;

D-2.d. Year-Round Greenery: Provide year-round greenery — drought tolerant species are encouraged to promote water conservation and reduce maintenance concerns; and

D-2.e. Art: Provide opportunities for installation of civic art in the landscape; designer/artist collaborations are encouraged (e.g., Growing Vine Street).

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

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

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

Belltown Supplemental Guidance:

D-3.A. Art and Heritage: Art and History are vital to reinforcing a sense of place. Consider incorporating the following into the siting and design:

a. vestiges of Belltown Heritage, such as preserving existing stone sidewalks, curbs;

b. art that relates to the established or emerging theme of that area (e.g., Western, 1st, 2nd, 3rd Avenue street specific character; and

c. install plaques or other features on the building that pay tribute to Belltown history.

D-3.B. Green Streets: Green Streets are street rights-of-way that are enhanced for pedestrian circulation and activity with a variety of pedestrian-oriented features, such as sidewalk widening, landscaping, artwork, and traffic calming. Interesting street level uses and pedestrian amenities enliven the Green Street and lend special identity to the surrounding area.

D-3.C: Street Furniture/Furnishings along Specific Streets: The function and character of Belltown's streetscapes are defined street by street. In defining the streetscape for various streets, the hierarchy of streets is determined by street function, adjacent land uses, and the nature of existing streetscape improvements.

a. 1st Avenue: Any new installations between Denny Way and Virginia Street should continue the established character of the street by using unique pieces of inexpensive and salvaged materials such as the Wilkenson sandstone pieces that are currently in place. South of Virginia, new installations should reflect the character of the Pike Place Market.

b. 3rd Avenue: New installations on 3rd Avenue should continue to be "civic" and substantial and be reflective of the role the street plays as a major bus route.

c. 2nd Avenue: New installations on 2nd Avenue should continue the style of "limited edition" street art that currently exists between Cedar Street and Virginia Street.

d. 4th Avenue: Street furnishings on 4th Avenue should be "off-the-shelf"/ catalogue modern to reflect the high-rise land uses existing or permitted along that corridor.

e. 1st , 2nd and 3rd Avenues: Sidewalks should be wide and pedestrian amenities like benches, kiosks and pedestrian-scale lighting are especially important on promenade streets.

f. 5th Avenue: Installations on 5th Avenue are encouraged to have a futuristic or "googie" architectural theme to reflect the presence of the monorail as part of the streetscape.

g. Emerging Multi-Use Connector Streets: Western avenue, Elliott Avenue. These streets offer good connections between Pike Place Market and the new sculpture garden. The area is experiencing a fair amount of residential growth. Like 1st Avenue, these streets

are receiving eclectic public art and varied facades, and ultimately both will become promenade-type streets.

D-3.D. Street Edge/Furnishings: Concentrate pedestrian improvements at intersections with Green Streets (Bell, Blanchard, Vine, Cedar between 1st and Elliott, Clay, Eagle, and Bay Streets). Pedestrian crossings should be "exaggerated," that is they should be marked and illuminated in a manner where they will be quickly and clearly seen by motorists.

D-4 Provide Appropriate Signage: Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

D-4.1. Desired Signage Elements: Signage should be designed to:

a. facilitate rapid orientation,
b. add interest to the street level environment,
c. reduce visual clutter,
d. unify the project as a whole, and
e. enhance the appearance and safety of the downtown area.

D-4.2. Unified Signage System: If the project is large, consider designing a comprehensive building and tenant signage system using one of the following or similar methods:

a. signs clustered on kiosks near other street furniture or within sidewalk zone closest to building face;
b. signs on blades attached to building facade; or
c. signs hanging underneath overhead weather protection.

D-4.3. Signage Types: Also consider providing:

d. building identification signage at two scales: small scale at the sidewalk level for pedestrians, and large scale at the street sign level for drivers;
e. sculptural features or unique street furniture to complement (or in lieu of) building and tenant signage; and
f. interpretive information about building and construction activities on the fence surrounding the construction site.

D-4.4. Discourage Upper-Level Signage: Signs on roofs and the upper floors of buildings intended primarily to be seen by motorists and others from a distance are generally discouraged.

Belltown Supplemental Guidance:

D-4.a. Human Dimension: Use signs on an individual storefront's awning, overhang, shop entrance, or building facade to add interest and give a human dimension to street-level building facades; and

D-4.b. Creative Expression: Show creativity and individual expression in the design of signs.

D-4.c. Distinguish Levels: Use signs to help distinguish the ground level of a building from the upper levels of a building; and

D-4.d. Rhythm: Establish a rhythm of elements along the street-level facade; for instance, the regular cadence of signs with storefronts enhances the pedestrian experience.

D-5 Provide Adequate Lighting: To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the

underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

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

a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.

b. Install lighting in display windows that spills onto and illuminates the sidewalk.

c. Orient outside lighting to minimize glare within the public right-of-way.

Belltown Supplemental Guidance:

D-5.a. Illuminate Distinctive Features: Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.

D-5.b. Illuminate the Sidewalk: Install lighting in display windows that spills onto and illuminates the sidewalk.

D-5.c. Outdoor Lighting: Orient outside lighting to minimize glare within the public right-of-way.

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

D-6.1. Safety in Design Features: To help promote safety for the residents, workers, shoppers, and visitors who enter the area:

a. provide adequate lighting;

b. retain clear lines of sight into and out of entries and open spaces;

c. use semi-transparent security screening, rather than opaque walls, where appropriate;

d. avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;

e. use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;

f. use ornamental grille as fencing or over ground-floor windows in some locations;

g. avoid architectural features that provide hiding places for criminal activity;

h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;

i. install clear directional signage;

j. encourage “eyes on the street” through the placement of windows, balconies, and street-level uses; and

k. ensure natural surveillance of children’s play areas.

VEHICULAR ACCESS AND PARKING

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

E-1.1. Vehicle Access Considerations: Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians.

a. minimize the number of curb cuts and locate them away from street intersections;
b. minimize the width of the curb cut, driveway, and garage opening;
c. provide specialty paving where the driveway crosses the sidewalk;
d. share the driveway with an adjacent property owner;
e. locate the driveway to be visually less dominant;
f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color; and
g. provide sufficient queuing space on site.

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

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

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

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

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

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

m. Locate the garage entry where the topography of the site can help conceal it.

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

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

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

RECOMMENDATIONS

The recommendation summarized above was based on the design review packet dated July 6, 2021 and December 7, 2021, and the materials shown and verbally described by the applicant at the July 6, 2021 and December 7, 2021 Design Recommendation meetings. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Integrate signalization into the garage entry/exit. (C-6 Develop the Alley Façade, E-3.1. Methods of Integrating Service Areas)
2. Study the wood material and demonstrate to the SDCI Land Use Planner that this material will be durable in the long term. (B-4.3. Architectural Details)
3. Maintain the crispness of façade through maintaining facade details and materials (including the vitrines) as shown within the Recommendation packet. Any changes shall be submitted to the planner for review. (B-4.3. Architectural Details)
4. Continue refining all grill and gate materials, in an aesthetic manner consistent which compliments the proposed material palette, with the goal of supporting safety and security through high visibility. The Board expanded, noting transparency is key for the spaces to be inviting and elegant even when the gates and grills are closed. Proposal for solid panels or vertical bars would not be a sufficient design response. (B-4.3. Architectural Details)
5. Maintain the canopy as a consistent 6’ deep canopy, however, some flexibility in this depth is recommended if required further by City staff. (C-5 Encourage Overhead Weather Protection)
6. Implement pavement treatment and other safety features at the laneway, which are in keeping with the design aesthetic of the proposed project. (B-4.3. Architectural Details)
7. Include signalization be integrated into the garage entry/exit. (C-6 Develop the Alley Façade, E-3.1. Methods of Integrating Service Areas)