



**EARLY DESIGN GUIDANCE OF THE
DOWNTOWN DESIGN REVIEW BOARD**

Record Number: 3038290-EG

Address: 1916 Boren Ave

Applicant: Joe Workman, CollinsWoerman

Date of Meeting: Tuesday, October 19, 2021

Board Members Present: Aaron Luoma, Chair
Ed Palshock
Matthew Bissen
Jason Henderson
Carey Dagliano

Board Members Absent: None

SDCI Staff Present: David Sachs

SITE & VICINITY

Site Zone: Downtown Mixed Commercial 240/290-440 [DMC 240/290-440]

Nearby Zones: (North) Downtown Mixed Commercial 240/290-440 (DMC 240/290-440)
(South) DMC 240/290-440 and DMC 340/290-440
(East) DMC 240/290-440
(West) DMC 240/290-440 and
DMC 340/290-440

Lot Area: 27,939 sq. ft.

Current Development:

The subject site is comprised of two existing tax parcels currently developed with small commercial structure built in 2003 and a surface parking lot. The western portion of the site is vacant. The site is rectangular in shape and generally flat.



Surrounding Development and Neighborhood Character:

The subject site is located on the north corner of Boren Ave and Stewart St in the Downtown Urban Center. Office buildings are adjacent to the northwest and southeast; surface parking lots are adjacent to the northeast and southwest. The proximate blocks are primarily a mix of residential, office, life science, and hospitality structures. This is a transitional area, situated between the South Lake Union neighborhood to the north and the Downtown neighborhood to the south. The site is situated on two principal arterials. Boren Ave provides connection to the First Hill neighborhood by crossing over Interstate 5 three blocks to the southeast. Stewart St is a one-way principal transit street and a primary route into the downtown core. Both streets intercept Denny Way two blocks to the north.

The Denny Triangle neighborhood is rapidly evolving, as vacant lots and older low- and midrise structures are being replaced by primarily highrise residential developments. Buildings in the vicinity are up to forty stories in height with no single architectural style prevailing. Newer developments feature heavy glazing and varied modulation above articulated podiums. Strong streets walls are lined with street trees and interrupted by the occasional surface parking lot or older lowrise structure. By contrast, older structures are generally lowrise, warehouse-style or masonry developments. Increased development to create housing is anticipated to continue as a result of the zoning that allows highrise development. Multiple projects in the vicinity are currently in review or under construction for proposed development, including 1901 Minor Ave, 1200 Stewart St, 2014 Fairview Ave, 2019 Boren Ave, the Washington State Convention Center at 1600 9th Ave, and 1800 Terry Ave.

Access:

Vehicular access is proposed from the alley. Pedestrian access is proposed from Boren Ave and Stewart St.

Environmentally Critical Areas:

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

PROJECT DESCRIPTION

Design Review Early Design Guidance for a 10-story office, lab building with retail. Parking for 225 vehicles proposed.

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 Public Resource Center

Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE October 19, 2021

PUBLIC COMMENT

No public comments were offered at this meeting:

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

The Seattle Department of Transportation offered the following comments:

- Stated that 18' and 12' sidewalk widths, including 6' tree pits or planting strips, are required along the Boren Ave and Stewart St frontages, respectively.
- Stated that all vehicle access, freight service, and solid waste collection shall be provided from the alley.
- Noted that the proposed reduction of two loading berths from 35' to 25' is not guaranteed and may result in the need for changes to the internal ground floor configuration.
- Requested turning simulations of berth access and a freight demand study.
- Stated that a 2' dedication on the project's alley frontage has already been recorded.

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.

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:** The Board commended the applicant for presenting 3 plausible options that each thoughtfully addressed the context and site influences. The Board generally

agreed with the applicant's preferred option 3 in how it allowed for more open space at the corner of Boren Ave and Stewart St. The Board acknowledged that massing option 3 resulted in a shorter building that would need to thoughtfully respond to the context of the 1930 Boren building, the corner of Boren Ave and Stewart St, and the alley. After deliberation, The Board recommended moving forward with the development of Option 3 with the following guidance.

- a. The Board was supportive of the preferred option and how it set back from Stewart St., creating a large public plaza consistent with other active neighborhood spaces. The Board expressed concern, however, with the clarity and consistency of the massing approach as it rounded the corner from Boren Ave to Stewart St. The expressed shear wall and cantilevered mass adjacent to the alley appeared to be foreign to the overall architectural concept of upper floor massing over an expressed base. The Board encouraged the applicant to continue to develop the massing facing Stewart St to better relate to the clear massing approach on Boren Ave and to consider the design of the massing in conjunction with the development of the public plaza to ensure a coherent and complimentary relationship. B1.1 Adjacent Features and Networks, B-3.1 Building Orientation, and B-4.1 Massing
- b. Although the Board was supportive of the setback provided in response to the balconies on the 1930 Boren building to the west, the Board noted that the balconies proposed on the preferred option did not relate well to the balconies on the adjacent building, the floor lines did not align, and the open space created at grade did not enhance the entry experience into the building. The Board encouraged the applicant to study ways to improve the relationship between the balconies on the proposed and adjacent buildings and the open space below them at grade, or alternatively develop an alternate design approach to resolve the design concerns raised by the Board. B-1.1. Adjacent Features and Networks, B-2.2. Compatibility with Nearby Buildings, and B-3.3. Pedestrian Amenities at the Ground Level
- c. The Board was concerned with the lack of clarity of the main building entry and the disconnect with the overall massing evident on the preferred option. The Board noted that the vertical notch aligned with the main entry, shown on option 1, successfully mitigated the perceived length of the building while also serving as a large-scale identifier of the main entry. In conjunction with item 1.b above, the Board gave guidance to study ways to make a more prominent, inviting, and welcoming main building entrance. B-3.3. Pedestrian Amenities at the Ground Level, B-4.2. Coherent Interior/Exterior Design, and C-4.1. Entry Treatments
- d. The Board was supportive of the expressed base massing concept shown on the preferred option to break down the perceived bulk of the building and help enhance the pedestrian experience along Boren Ave but questioned whether the single-story base with recessed second floor was of an appropriate scale for a building of this size. The Board gave guidance to study ways to increase the perceived height of the

base, including potentially raising the base expression up a floor. B-4.1. Massing and B-4.2. Coherent Interior/Exterior Design

2. Street Level Uses and Landscape Design:

- a. The Board acknowledged that bike storage is a street-fronting use allowed by code, however, the Board was concerned with how this use doesn't contribute to the vitality and pedestrian experience along Boren Ave. The Board gave guidance to look at moving the bike storage internal to the building or explore how the bike storage room can better promote pedestrian interaction and provide more transparency, with interesting elements close to the storefront that promote activation of the space. C-1.1. Street Level Uses and C-3.1. Desirable Facade Elements
- b. The Board appreciated the subtle relief implied by the setback at the storefront between columns along Boren Ave and encouraged the applicant to retain and further develop this area to help alleviate the perceived narrowness of the street frontage. The Board suggested incorporating recessed entries, benches, landscaping, and other secondary architectural elements to enhance the pedestrian experience along the frontage. C-1.2. Retail Orientation and C-1.3. Street Level Articulation for Pedestrian Activity
- c. Along with item 1.c above, the Board gave guidance that the main building entrance should be enhanced and purposefully designed to avoid dark enclaves and to be inviting and welcoming. C-1.3. Street Level Articulation for Pedestrian Activity and C-4.1. Entry Treatments
- d. The Board unanimously supported the applicant's desire to provide a large plaza along Stewart St, consistent with the urban fabric found in the neighborhood, and urged the design team to continue to develop the open space so that it thoughtfully considers noise concerns and sightlines as you walk through the plaza. D-1.1. Pedestrian Enhancements and D-6.1. Safety in Design Features
- e. The Board discussed how the plaza along Stewart St should be designed to be a placemaking space. The Board gave guidance that the plaza design should explore the inclusion of elements that are identifiable as landmarks or identifiers, such as art pieces, with a formality and presence. D-1.2. Open Space Features, D-2.1. Landscape Enhancements, D-3.1. Public Space Features and Amenities, and D-3.2. Intersection Focus
- f. The Board appreciated the inclusion of retail spaces fronting the plaza along Stewart St and gave guidance to continue to develop the plaza design and storefront so that they are active, engaging and promote public use. The Board stressed that the retail entry at north end should also be deliberately designed to visually engage with the plaza and the alley. C-3.1. Desirable Facade Elements and C-6.1. Alley Activation

3. Alley:

- a. The Board commented that there was little information provided on how the preferred option related to the alley and the buildings to the north. The Board gave guidance to provide a full study of the relationship of the proposed building to the buildings on the north side of the alley, including full elevations, window studies, plans showing the relationship between uses, facades, rooftop amenity spaces and other important considerations. A-1.1. Response to Context and B-1.1. Adjacent Features and Networks
- b. Due to the complexities of parking and loading access on the alley, the Board requested additional information about the access at the alley. Moving forward, show how access and building services relate to the other building activities across the alley. Provide a thorough study of uses, plan studies showing auto-turn, and loading dock studies to ensure that the proposed layout meets all requirements. B-1.1. Adjacent Features and Networks and C-6.2. Alley Parking Access
- c. The Board was concerned with pedestrian safety and visibility at the intersection of the plaza and the alley. The Board requested a complete analysis of vehicular visibility and turning movements at the northeast corner as it relates the pedestrians crossing the alley, demonstrating good sight lines and visibility. D-6.1. Safety in Design and E-1.1. Vehicle Access Considerations
- d. The Board noted that the alley is relatively short and is often used as a secondary pedestrian path through the neighborhood and encouraged the applicant to explore ways to animate the alley beyond extending the corner retail. C-6.1. Alley Activation

4. Façade Articulation and Materiality:

- a. The Board generally supported the applicant's schematic façade studies shown on page 44 of the EDG packet, with its clear and rational organization and simple material palette. However, the Board was concerned with the relationship of the Stewart St façade to the plaza. They noted that the large, relatively blank shear wall element and the cantilevered mass at the north did not compliment the overall façade approach or provide an appropriate backdrop to the plaza. The Board gave guidance to continue to develop the various facades so that they have more variety and textures and interact with the elements provided in the plaza. Specific guidance was given to reinforce the Stewart St façade as a backdrop to plaza. C-1.2. Retail Orientation, C-1.3. Street Level Articulation for Pedestrian Activity, C-3.1. Desirable Facade Elements, and D-1.1. Pedestrian Enhancements
- b. The Board gave guidance to strengthen the subtle use of materials and textures moving forward. The distinction between the base and top, the tertiary read evident in the façade studies, and the depth in changes between the elements of the façade and fenestrations should be maintained moving forward. C-2 Design Facades of Many Scales, C-2.1. Modulation of Facades

- c. The Board noted that the proposed building is designed for commercial office use but acknowledged that the use might change over time. The Board requested the applicant include a study showing the strategy for rooftop and façade ventilation as it may need to change, and how other aspects of the design are designed to be flexible for adaptive reuse of the building over time. For example, laboratory and residential uses are two other uses allowed in this zone. A-1.2. Response to Planning Efforts, A-2.2. Rooftop Mechanical Equipment

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 meeting the following departures were requested:

1. **Façade Modulation (SMC 23.49.058):** The Code requires façade modulation above 85 feet for portions of the building within 15 feet of the street lot lines. The maximum length of façade without modulation is 155 feet. The applicant proposes 169 feet of unmodulated façade length at floors 5-10.

The Board preliminarily supported this departure as the additional length of façade allows for a clear and rational massing approach, better meeting the intent of Design Guideline B-4 Design a Well-Proportioned & Unified Building: B-4.1. Massing.

The Board's support of this departure is predicated on the successful implementation of guidance given related to the massing earlier in the report.

2. **Façade Setback Limits (SMC 23.49.056.B.2.b):** The Code allows a 600 square foot maximum setback area of setback on the Stewart St façade, for areas of the façade between 15 – 25 feet tall. The applicant proposes a setback area of approximately 2,400 square feet for this area of the façade.

This departure relates to the design of the plaza on Stewart St. Several departures apply to this plaza design and are all labeled as "Departure #2" in the EDG Packet.

The Board preliminarily supported this departure as it allows for a larger open space on Stewart that is consistent with other properties along the green street in the neighborhood, better meeting Design Guidelines B-3.3. Pedestrian Amenities at the Ground Level and D-1 Provide Inviting & Usable Open Space: D-1.1. Pedestrian Enhancements, and D-1.2. Open Space Features

The support of this departure is predicated on the successful implementation of guidance given related to the massing, street level uses, landscape design, alley, and façade articulation and materiality, earlier in the report.

3. **Façade Setback Limits (SMC 23.49.056.B.2.c):** The Code allows a maximum width of 36' for setback areas that are greater than 15 feet deep, for areas of the Stewart St façade between 15 – 25 feet tall. The applicant proposes a 120' side setback on Stewart St.

This departure relates to the design of the plaza on Stewart St. Several departures apply to this plaza design and are all labeled as “Departure #2” in the EDG Packet.

The Board preliminarily supported this departure as it allows for a larger open space on Stewart that is consistent with other properties along the green street in the neighborhood, better meeting Design Guidelines B-3.3. Pedestrian Amenities at the Ground Level and D-1 Provide Inviting & Usable Open Space: D-1.1. Pedestrian Enhancements, and D-1.2. Open Space Features

The support of this departure is predicated on the successful implementation of guidance given related to the massing, street level uses, landscape design, alley, and façade articulation and materiality, earlier in the report.

4. **Façade Setback Limits (SMC 23.49.056.B.2.c):** The Code allows a maximum 10' setback for areas of the Stewart St façade between 15 – 25 feet tall, within 20' of the intersection. The applicant proposes a 28' setback in this area.

This departure relates to the design of the plaza on Stewart St. Several departures apply to this plaza design and are all labeled as “Departure #2” in the EDG Packet.

The Board preliminarily supported this departure as it allows for a larger open space on Stewart that is consistent with other properties along the green street in the neighborhood, better meeting Design Guidelines B-3.3. Pedestrian Amenities at the Ground Level and D-1 Provide Inviting & Usable Open Space: D-1.1. Pedestrian Enhancements, and D-1.2. Open Space Features

The support of this departure is predicated on the successful implementation of guidance given related to the massing, street level uses, landscape design, alley, and façade articulation and materiality, earlier in the report.

DESIGN REVIEW GUIDELINES

The Downtown 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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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 queueing 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

BOARD DIRECTION

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