Seattle Department of Construction & Inspections

DESIGN REVIEW

SECOND EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

Record Number:	3037037-EG
Address:	801 Blanchard St
Applicant:	Matthew Berglund, Handel Architects
Date of Meeting:	Tuesday, July 06, 2021
Board Members Present:	Aaron Luoma, Chair Matthew Bissen Carey Dagliano Jason Henderson Ed Palushock
SDCI Staff Present:	Abby Weber

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) Downtown Mixed Commercial 2 500/300-550 [DMC2 500/300-550]
(East) Downtown Mixed Commercial 240/290-440 [DMC 240/290-440]
(West) Downtown Mixed Commercial 240/290-440 [DMC 240/290-440] & Downtown Mixed Commercial 2 500/300-550 [DMC2 500/300-550]

Lot Area: 14,728 sf

Current Development:

The site consists of two existing tax parcels, currently developed with a four-story commercial structure built in 1925 and a surface parking lot. The four-sided site is irregularly shaped with

street frontage on three sides; Westlake Ave to the east, Blanchard St to the northwest, and 8th Ave to the southwest. The site slopes downward west to east approximately 10-feet.

Surrounding Development and Neighborhood Character:

The site is located in the Denny Triangle neighborhood of the Downtown Urban Center. The site occupies approximately the northern two-thirds of a triangular-shaped block; bound by Blanchard St to the northwest, Westlake Ave to the northeast, and 8th Ave to the southwest. The triangular shape of the block results from the diagonal orientation of Westlake Ave across the orthogonal street grid. Westlake Ave is a principal arterial, along which the South Lake Union Streetcar route is located; 8th Ave is a minor arterial; and Blanchard St is a non-arterial and designated Green Street.

The Denny Triangle neighborhood is located between South Lake Union to the north and the Downtown retail core to the south. The vicinity is comprised of commercial, mixed-use, residential, and office uses. Adjacent to the site are mixed-use commercial and residential structures to the northwest, commercial and mixed-use structures to the east, and office uses to the southwest. Neighborhood green spaces include the Urban Triangle Park to the southeast and Denny Park to the northwest.

This site is located in the evolving fabric of the Downtown area. There is a pattern of larger, rectilinear blocks to the west, and smaller triangular-shaped blocks along the Westlake Ave corridor. The vicinity is largely characterized by highrise structures, with older lowrise and midrise buildings dispersed throughout. No singular architecture style dominates, resulting in an eclectic mix building forms and siting patterns. There is a prominent commercial presence at the ground level characterized by strong street walls, large glazing, and prominent entries and signage. There is a prevalence of glassy reflective towers, with masonry materials generally used at the podium level and on older structures. The podiums and datum lines of highrise development often responds to the scale of older, smaller buildings.

The area has experienced a development trend in recent years where lowrise structures and surface parking lots are being developed with larger-scale mixed-use and office buildings. Multiple projects in the vicinity are currently under review for proposed development, including 800 Stewart St, 1932 9th Ave, and 2301 7th Ave.

Access:

Existing vehicular access occurs from Westlake Ave and 8th Ave. Vehicular access is proposed to occur from 8th Ave. Existing pedestrian access occurs from Westlake Ace and Blanchard St. Pedestrian access is proposed to occur from Westlake Ave, Blanchard St and 8th Ave.

Environmentally Critical Areas:

There are no mapped Environmentally Critical Areas on site.

PROJECT DESCRIPTION

Design Review Early Design Guidance application for a 46-story, 415-unit apartment building with retail. Parking for 100 vehicles proposed. Existing building to remain.

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

FIRST EARLY DESIGN GUIDANCE March 16, 2021

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned about overall height impacts on existing adjacent residential buildings, including blocked access to sunlight and shadows on common exterior recreation areas. Noted the names of the existing residential buildings are mislabeled in the EDG packet.
- Concerned about privacy impacts to residents of existing adjacent residential buildings.
- Concerned this area is becoming overbuilt.

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

- Concerned about shadow impacts on adjacent sites. The project should consider how to minimize shadow impacts through the design or placement of the structure on the site.
- Concerned that no consideration has been given to open space, as the building is proposed to eliminate all open space currently available on site. A 46-story building that maximizes the entire foot print of a small site will be an eyesore and not in keeping with the character of the neighborhood, where benches, grass, and public open space has become the norm for larger buildings.
- Requested reducing windows and decks looking directly into adjacent residential building windows to minimize privacy impacts.

The Seattle Department of Transportation (SDOT) offered the following comments:

- Street trees are required on all frontages.
- Project does not appear to show the minimum required sidewalk widths.
- Along Westlake Ave, the required sidewalk width is 18-feet with a minimum 8-foot pedestrian clear zone; however, encourages a 10-foot pedestrian clear zone. Project does not appear to show the required sidewalk width on Westlake Ave; a setback is required.
- Recommended consulting the *Westlake & 7th Avenue Design Concept Plan* for guidance on streetscape design along Westlake Ave.
- Along Blanchard St and 8th Ave, the required sidewalk width is 12-feet with a minimum 6-foot pedestrian clear zone. Supported wider sidewalks and increased space for pedestrians along 8th Ave.
- Supported locating vehicular and solid waste access off 8th Ave. Recommended consolidating and reducing curb cuts to the extent possible.
- Supported on-site staging and collection of solid waste.

Seattle Public Utilities (SPU) offered the following comments:

- Supported on-site solid waste collection from 8th Ave; does not support staging or collecting containers within the right-of-way.
- Project must plan for solid waste services for existing commercial uses.

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 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 (3037037-EG): 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 & Architectural Concept**
    a. After considering the three massing options, architectural concepts, site constraints and response to context, the Board ultimately recommended the

project return for a second EDG meeting. The Board requested that two or three massing options be prepared in response to guidance. (A-1, B-1, B-3, B-4)

b. The Board evaluated the merits of each architectural concept, but did not support the execution of any singular concept in its entirety. The Board specifically prioritized Downtown Design Guidelines A-1, Respond to the Physical Environment, and B-1, Respond to the Neighborhood Context.
    i. The Board noted that the Option 2 "plate shift" concept results in the most geometrically simple form and creates the perception of a slender tower from several vantage points along Westlake Ave, whereas Option 1 and Option 3 are too bulky; in part because Option 1 appears to be an expression of the zoning envelope.
    ii. The Board noted that the Option 3 "diamond" concept has potential, but was concerned that it broadens the mass and contributes to the perception of bulk. (A-1, B-1)
c. The Board directed further study of the scale of the overhang above the existing 4-story building (Butcher's Table) and the negative space between the two structures. The Board stated that the resolution of the architecture of the overhang should inform the development of a well-proportioned building and consistent overall architectural expression, and specifically prioritized Downtown Design Guideline B-4, Design a Well-Proportioned & Unified Building.
    i. The Board admired the simplicity of the overhang of Option 1; however, they would like to see more relief granted to the existing building, but not necessarily to the extent of the angled overhang of Option 2 or the faceted overhang of Option 3.
    ii. The Board appreciated that the overhang of Option 2 contributed to a more slender form.
    iii. The Board generally supported the unique expression of the faceted overhang of Option 3, but was concerned that the language of the facet was not repeated elsewhere. The Board recommended further study of reducing the scale of the facets by half – so as to not detract from the adjacent buildings – and incorporating the language of the facet into other aspects of the design for a uniform architectural expression. (B-1, B-4, B-4.1)
d. The Board acknowledged the possibility of future redevelopment on the adjacent site to the south (Shake Shack) and questioned how the proposed tower would relate to that mass. The Board requested a study in the second EDG packet that visualizes the tower in the context of the potential building envelope that could be achieved on the adjacent site. (B-1)
e. The Board noted that the base of Option 1 and Option 3 better responds to the horizontal datums and scale of existing development along Westlake Ave and at the west corner, whereas Option 2 reads as a continuous flat plane from top to bottom. The Board recommended further study of how the scale of the base responds to the neighborhood context, is informed by the overall concept, and highlights the corner entry. (B-1, B-2.2, B-3, B-4)

f. The Board stated that overhead weather protection should be informed by the architectural concept and fit into the overall design, and specifically prioritized Downtown Design Guideline C-5, Encourage Overhead Weather Protection. (B-3.3, C-5)

2. Site Design & Access

a. The Board acknowledged the constraints of the site size and configuration, and appreciated the restrained approach to vehicular access through the proposed use of the port cochere and car elevators. In agreement with SDOT and SPU comments, the Board supported vehicular and service access from 8th Ave. The Board, however, was concerned that each massing option proposed the same site plan. (E-2)

b. The Board was concerned about the impacts of vehicular and service access on pedestrian and bicyclist safety, and did not support the location of the primary residential entry and lobby between two curb cuts on 8th Ave. The Board indicated a preference for the corner residential lobby – as depicted in the top left alternative layout on page 34 (PDF page 35) of the EDG packet – as it reduces impacts on the residential entry experience. The Board directed further study shifting pedestrian and bicyclist access points north away from the vehicular and service access as much as possible. If a corner residential lobby is not proposed, provide detailed studies demonstrating why it is not feasible. (C-1, C-4, E-1, E-1.1, E-1.2, E-2, E-3)

c. In response to SDOT comments, the Board stated the site plan should accurately depict the required sidewalk widths on each frontage. The Board directed further study of SDOT recommendations for wider sidewalks or pedestrian clear zones and the *Westlake & 7th Ave Design Concept Plan*. (C-1, C-1.1)

d. The Board considered the preliminary ground level landscape concept plan and supported the fact that it is generally consistent with the existing urban design language along each frontage. The Board encouraged further consideration of how the landscape plan can be designed to embrace entries and the residential lobby. (D-2)

e. Regarding the design of the site, access and pedestrian realm, the Board specifically prioritized Downtown Design Guidelines C-1, Promote Pedestrian Interaction; C-4, Reinforce Building Entries; and E-3, Minimize the Presence of Service Areas. (C-1, C-4, E-3)

SECOND EARLY DESIGN GUIDANCE July 6, 2021

PUBLIC COMMENT

No public comments were offered at this meeting.

The Seattle Department of Transportation (SDOT) offered the following comments:

- Project does not appear to show the minimum required sidewalk widths.
- Along Westlake Ave, the required sidewalk width is 18-feet with a minimum 8-foot pedestrian clear zone; however, encourages a 10-foot pedestrian clear zone. Project does not appear to show the required sidewalk width on Westlake Ave; a setback is required.
- Recommended consulting the *Westlake & 7th Avenue Design Concept Plan* for guidance on streetscape design along Westlake Ave.
- Proposed bike parking (perpendicular rack) does not appear to meet minimum clearance requirements; preferred configuration is a parallel rack, 4-feet clear from curb and 5-feet clear from adjacent racks.
- Overhead weather protection is required to be 5-feet from the centerline of new street trees and 5-feet from the nearest component of existing street trees.
- Supported on-site staging and collection of solid waste.

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 (3037037-EG): 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 & Architectural Concept**
    a. The Board appreciated the level of refinement of massing Option 4, the "revised diamond concept", in response to guidance from the first EDG meeting, but unanimously supported massing Option 5, the applicant's preferred option, for further development in response to the guidance provided herein. The Board stated that Option 5 is a cohesive mass that complements and responds well to the surrounding architectural context, while respecting Green Street setback requirements. (B-1, B-2.2, B-3)
    b. The Board supported the "pinwheel" concept and the resulting three geometries, particularly the verticality of the three extruded volumes as it reduces the perceived mass and width of the building from different vantage points. (B-3, B-4, B-4.1)
    c. The Board supported the treatment of the overhangs and the modulation at the base in terms of the scale and the concept of rising up and growing out of the

base of the building. They particularly appreciated this treatment on the north and south sides. (B-4, B-4.1, B-4.3)

d. The Board requested further study of the materiality and detailing of the mechanical screening at the top of the tower and how it relates to the overall architectural concept; the treatment of the top should relate to the base. Demonstrate how the top of the tower meets Downtown Design Guideline A-2, Enhance the Skyline, while maintaining a well-proportioned and unified building that meets Downtown Design Guideline B-4. (A-2, A-2.2, B-4)

2. Façade Treatment

a. The Board directed further study of how the "pinwheel" concept is expressed and emphasized by the materiality and façade modulation, particularly as it relates to punched window openings for the full height of the tower. (B-4, B-4.3, C-2, C-2.1)

b. The Board supported the opaqueness of the proposed material palette, as suggested in the precedent images on page 34 of the second Recommendation packet, in contrast to the highly glazed buildings in the immediate context. The Board noted that materials should contribute to the perception of opaqueness and cautioned against solid materials that may also be highly reflective, such as certain types of metal panel, as it may not achieve the design intent. (B-4, B-4.3)

3. Site Design & Access

a. The Board supported the ground level floor plan and streetscape design as presented in Option 5 in response to guidance from the first EDG meeting, particularly the corner residential lobby. (A-1.1, B-3.1, C-4)

b. The Board was concerned about the linear extent of vehicular and service uses and access along 8th Ave and directed further study of how a pedestrian-oriented scale and treatment is achieved along that frontage. The study should consider transparency versus opacity at the ground level and seek to minimize the visual impact of vehicle and service uses on the pedestrian experience. (C-2, C-3, E-1, E-1.1, E-3.1)

c. The Board encouraged further exploration of how the design language from the top of the tower, specifically the openness between interior and exterior amenity spaces, could be incorporated in the base of the tower along each street frontage and the level 5 exterior amenity. (B-4.2)

d. The Board noted this area anticipates an increase in bicycle ridership and requested further study of how the building is responding to the configuration of bike lanes along 8th Ave, as well as how that condition transitions to Blanchard St and responds to light rail planning efforts. The Board requested more information on how access and bicycle parking will support this increased ridership. (A-1, A-1.1, A-1.2)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures 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 departures. The Board's recommendation will be reserved until the final Board meeting.

At the time of the Second Early Design Guidance meeting, massing Option 4 included departures requests from common recreation area (SMC 23.49.010.B.2) and upper-level setback (SMC 23.23.49.058.E.2) requirements; however, the Board did not support further development of Option 4. The following departure was requested for massing Option 5:

1. **Common Recreation Area (SMC 23.49.010.B.2):** The Code requires a minimum of 50-percent of the required common recreation area to not be enclosed; a maximum of 50-percent may be enclosed. The applicant proposes to allow 5,466 sf of exterior, unenclosed common recreation area, which is 37-percent of the total required common recreation area (14,734 sf) – a deficiency of 13-percent.

   The Board indicated preliminary support for the design rationale for the requested departure from common recreation area requirements, provided that more information on the window and door apparatuses that create openness between the exterior and interior common recreation areas is provided at the Recommendation phase. (B-4.2)

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.

BOARD DIRECTION

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