Seattle Department of Construction & Inspections

DESIGN REVIEW

RECOMMENDATION OF THE
DOWNTOWN DESIGN REVIEW BOARD

Record Number:	3020027-LU
Address:	2234 2nd Avenue
Applicant:	Jeff Walls of Studio19 Architecture
Date of Meeting:	Tuesday, May 24, 2022
Board Members Present:	Aaron Luoma (chair) Matthew Bissen Jason Henderson Ed Palushock
Board Members Absent:	Carey Dagliano
SDCI Staff Present:	Carly Guillory, Senior Land Use Planner

SITE & VICINITY

Site Zone: Downtown Mixed Residential/Residential 95/65 Height Limit (DMR/R 95/65)

Nearby Zones: (North) DMR/R 145/65 and DMR/R 95/65
(South) DMR/R 95/65
(East) DMR/R 145/65
(West) DMR/R 95/65

Lot Area: 6,480 square feet

Overlays: Belltown Urban Center Village

The top of this image is north. This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in Seattle DCI's files will control.

Current Development:

The subject site currently contains a one-story brick, landmark structure known as Mama's Kitchen. Review by the Seattle Landmarks Preservation Board Architectural Review Committee (ARC) committee is ongoing.

Surrounding Development and Neighborhood Character:

Surrounding development consists of residential and commercial uses of a variety of architectural patterns. The site is bounded by Regrade Park, Bell Street, and 2nd Avenue. The neighborhood character consists of a variety of architectural styles including contemporary uses of geometry, color, and materials and traditional expressions of symmetry and scale. Notable structures near the site include: Wayne Apartments; RKO Distributing Co. Building; William Tell Hotel; and the MGM Building.

Access:

Proposed access to the building is proposed for pedestrians via 2nd Avenue, Bell Street, and the alley.

Environmentally Critical Areas:

No mapped environmentally critical areas.

PROJECT DESCRIPTION

Land use application to allow an 8-story, 59-unit apartment building (12 small efficiency dwelling units and 47 apartment units) with retail. No parking proposed. Interior of existing building to be demolished, exterior façade 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

EARLY DESIGN GUIDANCE January 19, 2016

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Described Belltown as having an eclectic, independent, and historic character;
- Encouraged the reuse of existing structures;
- Suggested sustaining Belltown's culture and diversity;
- Noted that *Friends of Historic Belltown* is pursuing a nomination for the historic landmark designation for the existing structure on site;
- Suggested taking design cues from structures other than the one on the northeast corner of Bell St and 2nd Ave;
- Encouraged a design compatible with Wayne Apartments, abutting to the south along 2nd Ave;
- Noted that architectural style, façade composition, and streetscape are important considerations for this site; and
- Encouraged a design that retains the brick façade and alleyway of the existing structure.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations and bicycle storage standards are addressed under the City's zoning code and are not part of this review.

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

PRIORITIES & BOARD RECOMMENDATIONS

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

1. **Site Planning and Public Realm**. The site is bound by 2nd Ave, Bell St, and Regrade Park.
    a. The Board discussed the character of the neighborhood, and the vitality of small retail spaces. The Board supported the ground floor program of Concept 3 as it provided two small retail spaces divided by the residential lobby. The proposal was described as making a bold gesture by wrapping the retail space to the alley and Regrade Park, which was supported. The Board recommended further exploration and refinement of the ground floor programming with a design of human scale that engages the pedestrians with the activities occurring within the building. (A1-1, C1-1, C4-1)

b. While the ground floor of each concept was supported, the Board agreed the lobby should be on 2nd Ave or Bell St and not the alley (A1-1, C4-2)
c. Landscaping will be an important component of responding to Regrade Park and Bell St. The Board agreed the early concepts appear to be responsive and recommended creative landscape treatments at building entrances. Include landscaping details in the Recommendation packet. (C4-1, C4-2, C1-III, D2-1, D2-I, D3-II)
d. The concepts explored various locations for the rooftop deck. The Board did not express a preference for the location of the roof deck, but commented that a roof deck at the west portion of the roof would offer views and the opportunity for pedestrians to see the deck from the street. (A1-1, A1-I, D1-3)
e. The Board recommended that adequate lighting be provided to promote the feeling of personal safety in the immediate area, particularly near Regrade Park. Include a lighting plan in the Recommendation packet. (D5-1, D6-1)

2. **Architectural Concept**. The Board complimented the three concepts, describing them as well thought out, each with much potential.
   a. The Board preferred the proposed massing of Option 1 as it appeared to best respond to all sides: 2nd Ave, Bell St, and Regrade Park. The Board recommended the project be designed as a whole and not emphasize only the corner of 2nd Ave and Bell St. (A1-1, B1-I, B1-II, B1-III, B1-IV, B2-1, B2-2, B3-1).
   b. Speaking to the immediate context, the Board noted buildings that express an articulation of parts, while others a continuous skin with punched windows. The Board agreed the project should respond to the neighborhood context, and recommended exploration of continuing the storefront language of 2nd Avenue with a contemporary tower above. Use of glass was supported. Scale, mass, texture, and materials will be important elements of expressing the architectural concept. Include these details in the Recommendation packet. (A1-1, B1-I, B1-II, B1-III, B1-IV, B2-1, B2-2, B3-1)
   c. Portions of the building will be visible from all sides. For this reason, the Board recommended all facades be carefully detailed to clearly express the architectural concept. The concept should be the applicant's interpretation of the Belltown character. (A1-1, B1-I, B1-II, B1-III, B1-IV, B2-1, B2-2, B3-1)

RECOMMENDATION May 24, 2022

PUBLIC COMMENT
No public comments were offered at this meeting.

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

- Supported the design as presented which responds appropriately to all feedback.
- Stated that the response to the landmark status and simple glass design above is in line with CS2: *Urban Pattern and Form* and CS3: *Architectural Context & Character*

- Asserted that the design responds to the Public Life components by excluding parking, providing space for bike storage, street-level retail and other details
- Supported the overall design of the building
- Stated the design responds well to the street

SDCI also received non-design related comments, such as those concerning public notice, parking, transit, and housing.

Comments were received from the Seattle Department of Transportation:
- No right-of-way improvements are required for Bell Street or 2nd Avenue; and
- The transformer vault doors shall swing entirely within the project site and not within the Bell Street right-of-way.

Comments were received from Seattle Public Utilities and include requirements for the solid waste capacity for each use.

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.

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PRIORITIES & BOARD RECOMMENDATIONS
After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following recommendations.

1. **Streetscape & Public Amenities**
   a. Ground Plane
      i. The Board reviewed and discussed the proposed ground floor and programming of the building. They approved of the response to EDG guidance, with the location of the primary residential lobby on 2nd Avenue and ground floor engagement with the abutting park across the alley.
      ii. The Board described the recessed residential/utility entry at the alley as a creative use of an existing garage door to offer a multiuse space for residents entering/exiting the building as well as for service deliveries and pickups. They noted that this entrance was an opportunity to enliven the alley façade and recommended lighting conditions to ensure safety and security at this location as a priority (described in item 1.c, below). (C-1 *Promote pedestrian interaction*, C-2 *Design facades of many scales*, C-4 *Reinforce building entries*, C-6 *Develop the alley façade*)

iii. Service and utility uses such as bicycle storage, the transformer vault, and gas meter were proposed at the ground floor along the Bell Street façade. The location of these uses corresponds to a portion of the Bell Street façade that has less fenestration than other parts of the façade. The Board recommended approval of this correlation, describing the arrangement of interior uses as a creative solution to an existing condition. The Board noted that the entrance to the bicycle storage provides an opportunity to engage the street at this location, further enlivening the street along with the retail space at the corner of 2nd and Bell, and the highly glazed corner at the alley containing the residential amenity space. (C-1 *Promote pedestrian interaction*)

iv. In conclusion, the Board recommended approval of the ground floor programming and response to context and did not recommend a specific condition related to ground plane. (C-1 *Promote Pedestrian Interaction*)

b. Landscaping

i. The existing landmark structure occupies the entire site. Retaining this landmark eliminates any opportunity for ground level landscaping on site within the property lines. However, the immediate context offers opportunity for the site to engage in ground level open space by virtue of proximity to Bell Street and Regrade Park. The Board acknowledged these conditions and recommended approval of the project's response through appropriate arrangement of interior uses, use of lighting, and preservation of existing street trees. The Board described the existing cedar tree on 2nd Avenue as a key characteristic of the streetscape and supported the retention of the street trees. The Board recommended approval of the landscape plan on pages 28-29 of the Recommendation packet without conditions.

c. Lighting

i. To promote a sense of security during nighttime hours, the Board noted that lighting should be provided at appropriate levels on building facades, on the underside of overhead weather protection, in merchandising display windows, and on signage. The Board reviewed the conceptual lighting plan on pages 40-45 of the Recommendation packet and generally recommended approval of the suggested fixture types and locations. The Board was concerned with some aspects of lighting at the alley and rooftop and recommended conditions described below.

1. *Lighting at Alley*. Two recessed ceiling mounted lights are proposed at the residential/utility entrance to the building at the alley. The Board identified adequate lighting at this location as a priority to ensure that this entrance is a viable option in the nighttime hours. The Board recommended a condition to further study this location to ensure adequate levels of lighting are provided to ensure a sense of safety and security in the immediate area. (C-4 The Streetscape, *Creating the pedestrian environment*, C-6 *Develop the*

alley façade, D-5 *Provide adequate lighting*, D-6 *Design for personal safety & security*)

2. *Lighting at the Rooftop*. The Board discussed the conceptual lighting plan at the rooftop, asking for clarification on the lighting proposed at the southwest corner of the rooftop. The Board was concerned that the underside of the rooftop overhang element would be lit with lighting type "D," an exterior grade LED strip lighting, as demonstrated by the inspiration photo on page 45 of the Recommendation packet. The applicant clarified that the rooftop overhang element is not proposed to be lit with LED strip lighting, and that the lighting type reference "A" shown on the conceptual lighting plan on page 41 of the Recommendation packet should read "D." The fireplace at the southwest corner of the roof deck will be lit with LED strip lighting, not the rooftop overhang element. The Board was satisfied with this clarification and recommended that with this clarification, the conceptual lighting plan was successful in its discrete illumination and emphasis of architectural features, street trees, and soffits, consistent with Design Guideline D-5 (*Provide adequate lighting*)

d. Signage

i. The Board noted that signage appropriate for the scale and character of the project and immediate neighborhood are important. Signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood. The Board reviewed the conceptual signage plan on page 46 of the Recommendation packet, acknowledged that the Landmarks Preservation Board (LPB) will review all signage for the project, and offered no specific guidance related to signage. (D-4 *Provide appropriate signage*)

2. Architectural Expression and Building Materials

a. Materials

i. The proposed material palette showcased on page 34 of the Recommendation packet includes materials such as brick, vision glass, metal, travertine tile, and concrete masonry. The Board recommended approval of the proposed palette, finding the application resulted in a well-proportioned building that exhibited a coherent architectural concept. The Board described the new upper mass as a simplified and straightforward design that was appropriately treated to create a successful juxtaposition between historic and new. The architectural elements and finish details created a unified building so all components appeared integral to the whole. Again, the Board acknowledged that the LPB will review the design related to the Certificate of Approval. (B-4 *Design a well-proportioned & unified building*)

b. Elevations, Fenestration

i. The Board considered the predominate attributes of the immediate neighborhood, and noted that the design reinforces the desirable patterns of massing and façade composition found in the surrounding area . The Board reviewed the fenestration pattern and recommended approval of the proposed design that adopted an alternating rhythm, which simulates the facades of the original landmark building with window frame color to match the trim on the landmark building. This fenestration design was also supported by the LPB. The Board commended the applicant on their response to both the DRB EDG guidance and the guidance from the LPB, noting that the fenestration design provided a unified design that was appropriately expressed on all sides. (B-3.2. *Features to Complement*, B-4 *Design a well-proportioned & unified building*)

ii. The Board acknowledged public support for the design, and agreed that the design successfully echoed, not mimicked, the landmark and took cues to make slight modifications in a rigorous and thoughtful way. The Board approved of the vertical orientation of windows, rather than horizontal. The Board asked clarifying questions about the type of vision glass proposed, wondering if the glass at the upper mass would be similar in transparency to the glass at the storefront windows at the sidewalk. This Board noted that the difference was too subtle and recommended a condition that the glass at the upper mass be uniform and distinct from the glass at the landmark. The Board acknowledged that the LPB would have the opportunity to consider this recommended condition related to the Certificate of Approval to modify the landmark. (B-3.2. *Features to Complement*, B-4 *Design a well-proportioned & unified building*)

c. Elevations, Eighty Floor and Rooftop Overhang

i. The eighth floor is setback slightly from the 2nd Avenue and Bell Street facades and terminates with a rooftop overhang, which provides overhead weather protection to the outdoor patio areas below. The Board discussed and supported this rooftop overhang element, treated with a dark soffit. The Board agreed this material treatment resulted in a successful and definite cap to the overall composition and ensured a color consistency that kept clear what is historic versus that which is new. (A-2.1. *Desired Architectural Treatments*, B-4 *Design a well-proportioned & unified building*)

ii. The eighth floor was setback at the 2nd Avenue and Bell Street sides, allowing for outdoor patios for individual residential units. The Board discussed this massing solution with the lack of setback at the alley for a similar condition. The Board recommended approval of the setbacks from the two edges along with the railings proposed, also setback from the edge, obscuring view of these railings from the street level, and further approved of the gesture of the rooftop overhang element as the terminus

in overall composition. To this end, the Board recommended a condition to set back the eighth floor in similar proportion from the alley side to allow for a uniform and consistent approach to setbacks and massing. (B-3.2 *Features to Complement)*

d. Elevations, Southeast

   i. The Board observed that the southeast elevation abuts the existing building fronting 2nd Avenue, resulting in visibility of approximately the top floor of this façade as shown on page 17 of the Recommendation packet. The treatment of this façade includes a varied application of concrete masonry units of three tones. The Board reviewed and recommended approval of this design, appreciating the gesture made for the portion of the façade that will be seen, and agreed it was an appropriate response to the EDG guidance and applicable Design Guidelines. (B-3.2. *Features to Complement*, B-4 *Design a well-proportioned & unified building*)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures were based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departures.

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

1. **Street-Level Uses, 2nd Avenue (SMC 23.49.009.B.1.a.):** The Code requires a minimum of 75% of each street frontage at street level where street-level uses are required must be occupied by uses listed in 23.49.009.A. The applicant proposes a reduction in this requirement to 65% along 2nd Avenue for 39-feet of permitted use frontage.

   The Board unanimously recommended approval of the departure request to accommodate the preservation of the existing landmark on site. Allowing a reduction to 65% allows for the preservation of an existing column and street-level façade with storefront window patterning to correspond with the internal programming of the residential lobby and abutting retail space. The Board agreed the request results in a design that better meets the intent of the Design Guidelines and provides internal programming that responds to the building façade, resulting in a well-proportioned and unified building (B-4 *Design a well-proportioned & unified building,* B-4.2 *Coherent Interior/Exterior Design*, D-5 *Provide adequate lighting*).

2. **Overhead Weather Protection and Lighting, 2nd Avenue and Bell Streets (SMC 23.49.018):** The Code requires overhead weather protection be required for new development along the entire street frontage of a lot. Adequate lighting for pedestrians shall be provided and located on the façade or on the overhead weather protection. The applicant proposes no overhead weather protection along 2nd Avenue and recessed ceiling mounted lighting at the two commercial entrances and one residential lobby

entrance. Along Bell Street, no overhead weather protection is proposed, and recessed ceiling mounted lighting is proposed at the entrance to the transformer room.

The Board unanimously recommended approval of this request to accommodate the preservation of the existing landmark on site. The Board agreed the request resulted in a design that better meets the intent of the Design Guidelines while providing adequate lighting at building entrances for safety and security (B-3 *Reinforce the positive urban form & architectural attributes of the immediate area,* D-5 *Provide adequate lighting*).

3. **Street-Level Façade Height, 2nd Avenue and Bell Streets (SMC 23.49.162.A.1**.). The Code requires a minimum façade height of 25-feet along both 2nd Avenue, a Class I pedestrian street, and Bell Street, a green street. The applicant proposes a 40% reduction in minimum façade height to 15-feet, to accommodate the preservation of the existing historic landmark building façade on site with an existing façade height of approximately 15-feet.

   The Board unanimously recommended approval of the departure request to accommodate the preservation of the existing landmark on site. The Board agreed the request results in a design that better meets the intent of the Design Guidelines and reinforces the desirable façade composition of the existing landmark structure and architectural attributes of the immediate area (B-3 *Reinforce the positive urban form & architectural attributes of the immediate area*).

4. **General Setback Limits, 2nd Avenue (SMC 23.49.162.B.).** The Code regulates the maximum area of all setbacks between the lot line and facade according to an averaging technique. The setback limits apply to the facade between an elevation of 15-feet above sidewalk grade and the minimum facade height established in subsection A of this section (25-feet). Along 2nd Avenue, a Class I pedestrian street, the maximum area of all setbacks between the lot line and façade shall not exceed the area determined by multiplying the averaging factor (five) by the width of the street frontage (60-feet), or 300-square feet. The applicant proposes a 60% increase to the averaging factor to allow a setback area of 480-square feet.

   The Board unanimously recommended approval of the departure request to accommodate the preservation of the existing landmark on site and setback the upper massing to provide a distinction between the existing landmark and new structure and provide usable, attractive, well-integrated open space. The Board agreed the request results in a design that better meets the intent of the Design Guidelines and reinforces the desirable patterns of massing in the surrounding area and provides usable, attractive, well-integrated open space (B-3 *Reinforce the positive urban form & architectural attributes of the immediate area*, C-1 *Promote pedestrian interaction,* D-1 *Public Amenities*).

STAFF NOTE: The Recommendation packet (page 53) included information illustrating both the 2nd Avenue and Bell Street frontages. Along Bell Street, a green street, the maximum area of all setbacks between the lot line and façade shall not exceed the area determined by multiplying the averaging factor (30) by the width of the street frontage (108.08-feet), or 3,242.4-square feet. The applicant proposes a reduction in the setback limit, thereby complying with the requirement of SMC 23.49.162.B. The Bell Street frontage appears to comply with the general setback limits of SMC 23.49.162.B. and therefore does not require a departure request.

5. **Street-Level Façade Transparency, Bell Street (SMC 23.49.162.C**.). The Code requires façade transparency for street-level, street-facing facades between two- and eight-feet above sidewalk for portions of the façade containing a non-residential use. The façade transparency requirement along 2nd Avenue, a Class I pedestrian street, is 60%. The transparency requirement along Bell Street, a green street, is 30%. The applicant proposes an increase to the façade transparency along 2nd Avenue from 60% to 84.8% (exceeding the minimum code requirement) and a reduction along Bell Street from 30% to 28.5%.

   The Board unanimously recommended approval of the departure request along Bell Street to accommodate the preservation of the existing landmark on site. The Board agreed the request results in a design that better meets the intent of the Design Guidelines and creatively and appropriately programmed the ground floor to best integrate interior/exterior interaction to promote pedestrian interaction and respond to the existing context (B-3 *Reinforce the positive urban form & architectural attributes of the immediate area*, C-1 *Promote pedestrian interaction*).

   STAFF NOTE: While the Board reviewed and recommended approval of this request as noted above, the land use code states, *The full length of landmark designated structures, and character structures retained according to Section 23.73.015, shall not be counted in determining the required transparency* (SMC 23.86.026.C.). The façade facing Bell Street is that of a landmark designated structure; therefore, it does not appear a departure for transparency is required.

   Further, the Recommendation packet (page 54) included information documenting the 2nd Avenue façade. The façade transparency requirement along 2nd Avenue, a Class I pedestrian street, is 60%. The proposal exceeds this minimum requirement with 84.8% transparency. Additionally, the 2nd Avenue façade is part of a landmark designated structure. For these reasons, it does not appear a departure request for transparency is required for the 2nd Avenue façade.

6. **Street-Level Blank Façade, Bell Street (SMC 23.49.162.D.).** The Code regulates blank facades between two- and eight-feet above sidewalk for portions of the façade containing a non-residential use. The blank facades facing Bell Street, a green street, is limited to a 30-foot width or 60-feet if the Director determines the façade is enhanced

by architectural detailing, artwork, landscaping, or similar features that have visual interest. Any blank segment shall be separated by transparent areas of at least two feet in width and the total of all blank façade segments shall not exceed 70% of the street façade. Forty-four feet of the Bell Street façade is occupied by a non-residential use and is subject to the blank façade requirements. The applicant proposes an increase to 71% along Bell Street.

The Board unanimously recommended approval of the departure request to accommodate the preservation of the existing landmark on site. The Board agreed the request results in a design that better meets the intent of the Design Guidelines and creatively and appropriately programmed the ground floor to best integrate interior/exterior interaction to promote pedestrian interaction given the existing conditions of the landmark structure (B-3 *Reinforce the positive urban form & architectural attributes of the immediate area,* C-1 *Promote pedestrian interaction*).

STAFF NOTE: While the Board reviewed and recommended approval of this request as noted above, the land use code states, *The following shall not be counted in determining the length of blank facades: The full length of landmark designated structures, and character structures retained according to Section 23.73.015.* (SMC 23.86.028.C.). The façades along 2nd Avenue and Bell Street are that of an existing landmark designated structure; therefore, a departure for blank facades does not appear to be required.

Additionally, the Recommendation packet (page 55) included information documenting the 2nd Avenue façade. This façade meets the blank façade requirements and is also a landmark designated structure. For these reasons, it does not appear a departure request for blank façade is required for the 2nd Avenue façade.

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 Recommendation meeting, the Board recommended approval of the project with conditions.

The recommendation summarized above was based on the design review packet dated Tuesday, May 24, 2022, and the materials shown and verbally described by the applicant at the Tuesday, May 24, 2022 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Study lighting levels at the residential/utility entrance at the alley to ensure adequate lighting is provided to facilitate a sense of safety and securing in the nighttime hours (D-5 *Provide adequate lighting*, D-6 *Design for personal safety & security*).

2. The vision glass proposed at the upper mass shall be uniform within the upper mass, and distinct from the glass at the storefront windows at the ground plane (B-4 *Design a well-proportioned & unified building*).

3. Set back the eighth floor in similar proportion to the alley side of the building, to allow for a uniform and consistent approach to setbacks and massing. *(B-3.2 Features to Complement)*