Docket Item #2
Design Review Board Case #2009-0002 (Advisory only)
EESAP Blocks 11 & 12 - 2210 Eisenhower Avenue

Application	General Data	
Project Name: Eisenhower East Blocks 11 & 12	**Site Area:**	Block 11: 122,115 sf (2.80 ac) Block 12: 60,062 sf (1.37 ac)
	Zone:	CDD#2
	Proposed Use:	Block 11: Residential & Retail Block 12: Residential & Retail
	Gross Floor Area:	Block 11: 617,875 sf Block 12: 533,200 sf Total: 1,151,075 sf
Location: 2210 Eisenhower Avenue	**Small Area Plan:**	Eisenhower East
Applicant: Hoffman Company, represented by Joanna Frizzell of McGuireWoods LLP	**Green Building:**	LEED Certified

Purpose of Application
Concept design **review** of a development proposal for two blocks in the Eisenhower East Small Area Plan area. The proposal includes construction of two residential mixed-use buildings at the intersection of Port Street and Eisenhower Avenue adjacent to the Eisenhower Metro Station.
Staff Reviewers: **Tom Canfield, AIA** tom.canfield@alexandriava.gov **Natalie Sun, AICP, LEED AP** natalie.sun@alexandriava.gov **Gary Wagner, RLA** gary.wagner@alexandriava.gov

DESIGN REVIEW BOARD ACTION, JULY 16, 2009: The Eisenhower East Design Review Board had significant concerns about some aspects of the concept design and recommended that the applicant revise the proposal for review at the September 2009 DRB hearing. The Board offered the following design suggestions:

1. Incorporate active frontage along Dock Lane, including at least a secondary entrance to the grocery store, preferably with additional glass frontage.
2. Orient the grocery store frontage for synergy with the Metro station and other uses in the development instead of treating it as a store with its primary frontage facing the Capital Beltway and a large surface parking lot.
3. Study the tops of the buildings further for more variety and stronger, more memorable building forms, and investigate more varied building heights.
4. Restudy garage ramp locations to reduce the number of curb cuts along Dock Lane.
5. Restudy balcony locations and treatment.
6. Explore ways to continue tower expression down to the ground to create a more

successful base at the pedestrian level.

7. Provide a building color study, and investigate where color changes should occur.
8. Improve the treatment of the surface parking lot and study designing the lot as a landscape solution.
9. Study incorporating indoor and outdoor seating areas for the grocery store.

Reason: The DRB agreed with the staff analysis and recommendations.

Speakers:

Doug Carter, project architect, gave an overview of the design evolution of the project.

Joseph Plumpe, project landscape architect, gave an overview of the landscape design for the public spaces on the project.

I. RECOMMENDATION AND SUMMARY OF ISSUES

The Hoffman Company is requesting Design Review Board (DRB) review of the building concept design for two proposed residential mixed-use buildings at 2210 Eisenhower Avenue on Blocks 11 & 12 in Eisenhower East. Staff recommends that the DRB **not support** the proposed building design in its current form and that a revised concept design be reviewed at the September DRB hearing.

It should be noted that this submission contains a number of technical problems, which are discussed in more detail below. Staff has accepted the application and scheduled this case for DRB review with the hope that the discussion can be a productive worksession that will focus on a number of the broad design issues that have still not been resolved. This meeting is intended to deal with basic issues of massing, retail orientation, major architectural features, and site issues. The September DRB meeting will address the more detailed architectural treatments such as building skin and materials.

In particular, staff would like to emphasize a number of design issues for discussion by the DRB:

- This development is an essential part of achieving the vision for the *Eisenhower East Small Area Plan* (EESAP) as a high-density, transit-oriented area with a significant system of integrated open spaces. The project occupies a key position in the urban framework, when seen from west or east on Eisenhower Avenue, from the Capital Beltway, and from Eisenhower Park. The proposed design does not take full advantage of this key location, from an urban design or architectural point of view.
- The massing is boxy, and the three same-height towers read as utilitarian slab forms.
- The buildings are not well-articulated in terms of tower-base relationships, refinement of overall massing and forms, and top expression.
- The patterns of residential balconies are not well conceptualized, with potentially too many balconies on the facades that face streets and are the more "urban" walls of the project.
- Retail locations, depths, and frontages present numerous problems, and should be improved.
- The treatment of Dock Lane, with multiple garage entries, expanses of blank wall at garage ramps, and no on-street parking, poses significant challenges to developing a successful pedestrian experience, and rules out some real retail opportunities.
- The major grocery store turns its back on the rest of the development and is not fully integrated into either this project **or** the Eisenhower East neighborhood.
- The surface parking lot at the southern end of the property is not landscaped and reads as a large expanse of asphalt directly across from a Metro station.
- There is no ground-level green space in this project and the few public spaces – including the Eisenhower Metro Plaza – have not been considered as part of the overall design.

II. PROJECT FACTS AND FIGURES

Project Background

This application is being brought forward in conjunction with a Stage 2 DSUP application (DSUP#2009-0004). The Hoffman Settlement Agreement and Stage 1 DSUP approval establishes many of the requirements and parameters for this project. The project received a Stage 1 DSUP (DSUP#2005-0034) on February 25, 2006, which included approvals for use,

adjusted gross floor area (AGFA), number of parking spaces, levels of underground parking, preliminary mass, and height (Condition #6). The Stage 2 DSUP request will include approvals of the final massing, design, scale, articulation, and footprint of the buildings, compliance with the *Eisenhower East Design Guidelines*, and other related factors. This is the first time the Blocks 11 & 12 project will be reviewed by the Eisenhower East Design Review Board.

Project Location

Blocks 11 & 12 are trapezoidal-shaped blocks separated by Dock Lane. The Block 11 building will be located on a 2.80-acre site currently occupied by a surface parking lot bounded by Block 12 and Dock Lane to the north, Port Street to the east, Southern Street to the south and Anchor Street to the west. The Block 12 building will be located on the north side of Dock Lane, on a 1.37-acre site also currently occupied by a surface parking lot.

This project is located adjacent to the Capital Beltway and the Dominion Virginia high-tension power lines, which are south of the project site. Both blocks are also situated next to the Eisenhower Metro Station, which is west of the project site. Directly to the east are Blocks 19 and 20, which are the location of a recently approved one million square foot office and residential project.

Project Details

The proposal consists of three 22-story towers on top of four-story expressed bases with designated retail on the ground floor of both buildings. The residential towers will include between 800 and 900 new apartments. The ground floor retail includes the potential for a large grocery store on Block 12.

The project permits a maximum of 1,322 parking spaces – 924 garage spaces on Block 11, 238 garage spaces on Block 12, and 160 lot spaces accompanying a grocery store on Block 12. Four garage entrances and exits are proposed along Dock Lane. Main pedestrian building entrances on Block 11 are located at the corner of Port Street and Dock Lane, Anchor Street and Dock Lane, and facing Southern Street. Pedestrian entrances serving Block 12 are located at the corner of Anchor Street and Dock Lane, along Eisenhower Avenue, and along Port Street.

III. STAFF ANALYSIS

Technical Problems with the Submission

The design submission contains several technical problems. These inconsistencies and errors include but are not limited to the following:

- Plan and perspective drawings are not coordinated; for example, the plan drawings do not show the building skin articulation visible in the perspective views;
- The physical model submitted for review similarly does not reflect the articulation of massing that is shown in the perspectives;
- The plans show incorrect site plans for the approved Blocks 19 & 20 (DSUP#2007-0017) buildings located adjacent to Blocks 11 & 12;
- The submission fails to include elevations for all building faces, including courtyard façades;

- The submission fails to include building solid-to-void area ratio calculation drawings and tabulations;
- The submission fails to include a concept design plan for the Eisenhower Metro Plaza; and
- The site layout for the Eisenhower Metro Bus Loop is incorrect.

Building Mass and Scale

The overall building massing is boxy in appearance, projecting an image of three utilitarian vertical slabs. The tower slabs appear too similar to each other, with minimal articulation, nondescript roof features, and uniform heights. Since the treatment of the horizontal bases is generally consistent throughout all three building facades, they in fact emphasize the sameness of the building massing. This all leads to an overall impression of three unarticulated vertical slabs on top of a podium base. As one of the major new building projects being planned for the Eisenhower East district, this development should play a major role in shaping the Eisenhower East skyline and needs a more dynamic and articulated massing plan. Staff has studied the applicant's proposal through a series of parti diagrams shown in Attachment A.

The applicant has worked with staff on the treatment of the northeast corner of Block 12 to create a more prominent corner as required by the *Eisenhower East Design Guidelines*. This corner is oriented towards Eisenhower Avenue across the street from a Resource Protection Area (RPA), also the head of the future Eisenhower Park. Although the design of this building corner is much improved over earlier proposals, it is only reflected in the perspective drawings, and not in the floor plans or physical model. In addition, the roof forms and skyline are not strong and need additional design study and development.

Building Image and Appearance from the Street

The buildings on Blocks 11 & 12 will play a major role as a gateway and landmark for local, beltway, and pedestrian traffic. The towers will be visible from east- and westbound Eisenhower Avenue, the Capital Beltway, and the Eisenhower Metro Station.

The project incorporates a significant podium base throughout the project. This horizontal base detracts from the impact of the towers. In addition, by treating all of the parking level elevations with a consistent horizontal expression that is separated from the vertical towers, the image of a garage plinth is reinforced, detracting from the potential vertical character of the tower forms.

The uniform treatment of skin, height and architectural features is monotonous. For example, the balconies are not well-integrated into the façade design. The same uniform balcony treatment is applied across all of the street frontages, creating an unrefined look. Additionally, each of the three towers stands at 250 feet tall, the maximum height permitted for this project. At this scale, the sameness in height creates the appearance of a bulky mega project. Similarly, the use of identical architectural features on each of the three towers creates an uninteresting, static roofline.

Retail Treatment

While the project provides a large amount of high-quality retail space, enhanced by a seemingly high commercial floor (submission drawings do not show clear floor-to-ceiling heights for all

retail locations), the orientation of the retail spaces does not facilitate an enjoyable and attractive retail destination. Block 11 contains 51,290 square feet of retail space (50,000 square feet minimum is required), most of which is allocated to the proposed Harris Teeter grocery store containing a mezzanine. Staff strongly supports a grocery store in this location, as Harris Teeter will be an amenity to the neighborhood, accessible by foot for nearby residents, by Metro, and by car. However, the proposed Harris Teeter faces the surface parking lot and the Capital Beltway, turning its back on the project and the heart of the district.

Block 12 contains 18,730 square feet (15,000 square feet minimum is required) of retail space. The depth of the retail proposed along Eisenhower Avenue is not shown on the site plans but appears to be too shallow for viable retail uses.

Dock Lane

Dock Lane is required by the Stage 1 DSUP to be a 66-foot-wide street with a public access easement and is an important street within the overall grid street pattern in the EESAP area, given that it provides a direct link to the Eisenhower Metro Station for this development as well as the Blocks 19 & 20 site and other development east of Mill Road. The street will play a more significant role as a major pedestrian route than was originally anticipated in the *EESAP*.

The Plan classifies Dock Lane as a "C" street, which is "the least public in nature and the least restrictive in intent." With the recently approved development for Blocks 19 & 20, a new "A" street envisioned by the Plan on the north side of the residential buildings on Block 19 was not required, placing more emphasis on Dock Lane as a major pedestrian street with direct access to the Metro station. There is also the opportunity to improve the character of Dock Lane with public art. With over one million square feet of mixed residential and commercial development on Blocks 19 & 20 and an equal amount of development on Block 11 & 12, it is anticipated that Dock Lane will be a heavily used pedestrian street.

The site plan currently shows four access points to garage ramps (two per block face) as well as access to an internal surface parking lot on Block 12. Staff has been encouraging the applicant to reduce the number of garage access points on Dock Lane as required by Conditions 125 and 129 of the Stage 1 DSUP to make the street more pedestrian friendly and to possibly allow more active use/retail on the street. Staff believes that two garage ramps could be located on Port Street and has expended a substantial amount of time demonstrating that the ramps can function in this location.

Staff continues to feel that the evolving character and location of Dock Lane through this project warrants exploring the redesign of the ramping system to allow engaging the street with active/retail use to the greatest extent possible. The potential gains, which include exposure for Harris Teeter on Dock Lane, increased retail frontage, increased on-street parking on Dock Lane, and removal of the garage ramps from the building faces, outweigh the adverse impact of additional curb cuts on Port Street.

Pedestrian Connections and Southern Street

Since the initial Concept submittal in February, P&Z and T&ES staff have consistently requested that a 6-foot-wide sidewalk be provided along the northern side of proposed Southern Street.

Staff believes that there is space to support a sidewalk in this location by shifting the roadway alignment as far south to the proposed VDOT right-of-way taking line as possible. The applicant has indicated that they are pursuing with VDOT the possibility of reducing the amount of VDOT right-of-way needed in order to shift the road further south.

Southern Street is one of the major east-west framework streets in the Eisenhower East Plan, contributing to the overall grid system of streets that provide vehicular and pedestrian circulation. A sidewalk in this location creates pedestrian options for connectivity between the recently approved Blocks 19 & 20 site, future development on Blocks 9A&B and the Metro Station. If no sidewalk were provided in this location, pedestrians would be forced to either walk through the proposed grocery store parking lot or up to Dock Lane to access those areas. Staff strongly recommends that a sidewalk be provided in this location.

Grocery Store Parking Lot

The Stage 1 DSUP for Blocks 11 and 12 allows for a maximum 160-space surface parking lot on Block 11, solely in conjunction with a grocery store tenant on that block. Additionally, conditions of approval require that the parking lot be in compliance with the City's Landscape Guidelines, which require one landscaped island for every 10 parking spaces within the parking lot.

The parking lot shown on the plans provided by the developer consists of 158 spaces with no internal parking lot islands. To comply with the Landscape Guidelines, staff estimates that approximately 9 spaces would need to be converted to landscape islands, which would then provide for a total of 151 surface parking spaces in the lot. The applicant has indicated that Harris Teeter will not agree with less than 160 surface spaces. As an alternative, staff suggests that some parking spaces could be provided in the garage, a similar condition of many Harris Teeter stores in urban locations. Staff has requested to meet with Harris Teeter to discuss this issue, as well as issues related to garage ramp locations and store layout.

The EESAP recommends that parking for retail within 1,500 feet of a metro be provided at a maximum parking ratio of 2 spaces/1,000 gross square feet of retail. At approximately 40,000 square feet, the maximum Harris Teeter parking allowed by the Plan would be 80 spaces. However, the surface parking lot was approved with the Stage 1 DSUP for up to 160 spaces. With 151 spaces recommended by staff, the parking ratio would be 3.7 spaces/1,000 square feet, which still exceeds the parking ratio allowed by the Plan for retail greater than 1,500 feet from the Metro station. Staff feels that the number of parking spaces needed by the grocery store should not override the need for landscape islands within the parking lot that are necessary to provide shade for parked cars.

Staff continues to recommend that the plans at a minimum comply with the requirements of the Landscape Guidelines for parking lot islands. Staff does not support a waiver of the Landscape Guidelines in this instance, and also suggests that more green space be provided around and within the parking lot to provide visual relief and screening for parked cars from the public rights-of-way.

Open Space

The EESAP provides for a system of open space areas in the form of urban plazas, parks and conservation areas. Developers are required to either contribute to or design and construct these open space areas as part of their respective development projects. In this case, the developer is required to design and construct an urban plaza at the Eisenhower Metro station in conjunction with the development of Blocks 11 and 12. No other ground level open space areas are required for either Blocks 11 or 12; however, large private above-grade plazas are proposed for each block.

Although staff have requested repeatedly that the Metro station plaza design be included in the overall concept plan, to date no plans for the plaza have been submitted. Staff is of the opinion that the design of this plaza is a key component to the overall relationship between the Metro station and the project, and that it should be considered at the concept stage, and not as an afterthought. Since Dock Lane terminates at the Metro Station, the design of the open space plazas at this intersection along with the design of the buildings and the relationship to the Metro station and plaza design need to be considered as a whole, not as separate parts.

Compliance with the *Eisenhower East Design Guidelines*

Attachment B details areas in which the building designs do not comply with the *Eisenhower East Design Guidelines*. Compliance with these guidelines is not presented in detail in this section, as several design guidelines issues are discussed at length earlier in this report.

Staff may support a waiver for a few of the requirements, depending on the design language and strategies employed. Several guideline requirements will be evaluated at a later review phase, after more substantial resolution of the schematic building design.

Block 11
Street frontage design principles – Under the *Eisenhower East Design Guidelines*, Block 11 has both "A" (Anchor Street) and "C" (Port Street, Southern Street, and Dock Lane) street frontages. These frontage guidelines outline specific design requirements for buildings and the adjoining streets. "A" frontages define the character and tone of the district.

Block 12
Street frontage design principles – Under the *Eisenhower East Design Guidelines*, Block 12 has "A" (Eisenhower Avenue and Anchor Street), "B" (Port Street), and "C" (Dock Lane) street frontages. These frontage guidelines outline specific design requirements for buildings and the adjoining streets. "C" streets provide a means of access to service entries and parking structures as well as tertiary streets through the neighborhood.

Green Building

Staff encourages the applicant to study green building strategies and technologies early in the design process, which will aid in achieving LEED certification goals.

IV. CONCLUSION

Staff recommends that the DRB **not support** the proposed building design and that a revised concept design be reviewed at the September 2009 DRB hearing. Staff also recommends that this current DRB session be used as a worksession to provide input on the issues described in this memo so that the revised concept design can effectively address these design concerns.

ATTACHMENT A

Figure 1. Ground floor and garage ramp study by City staff.

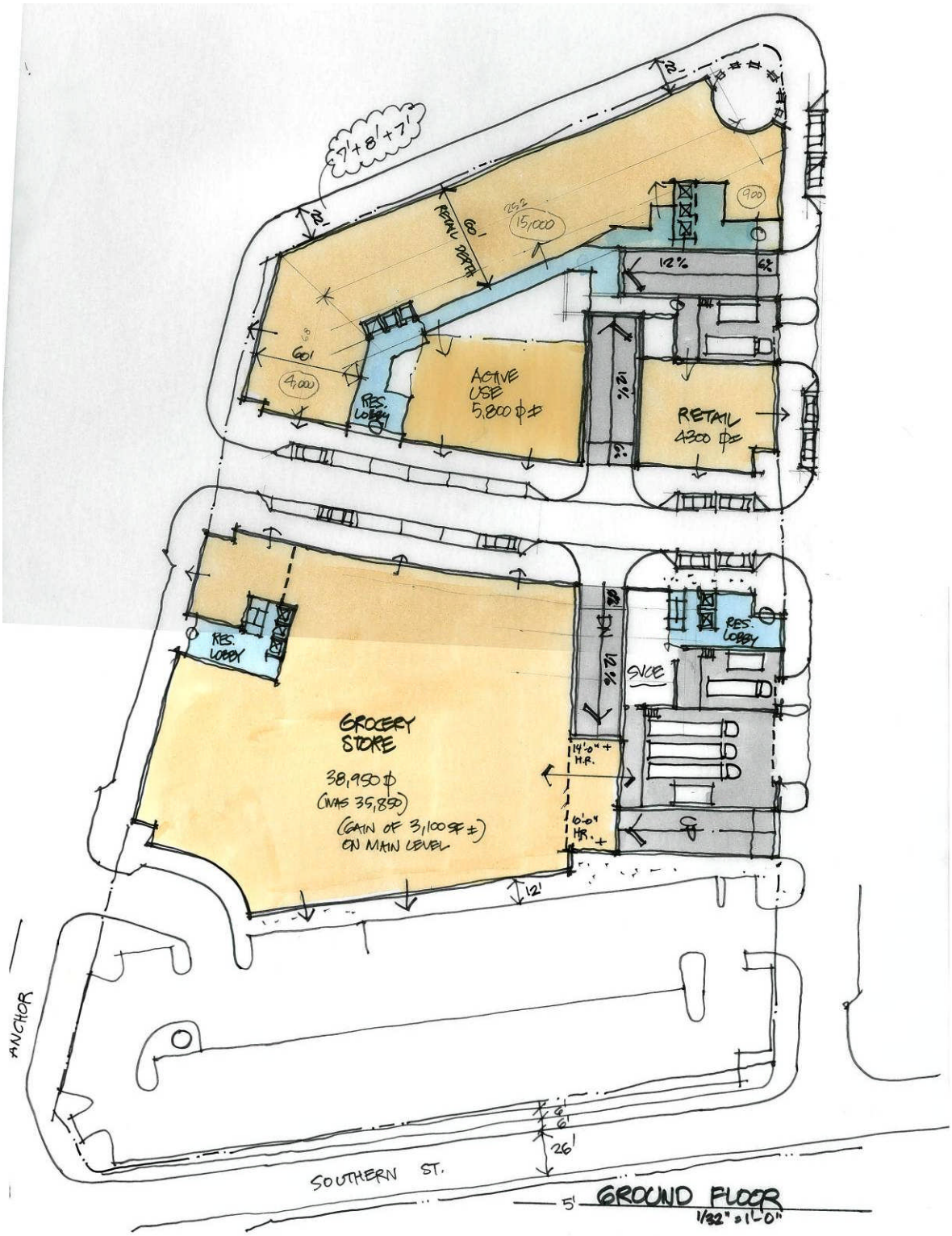
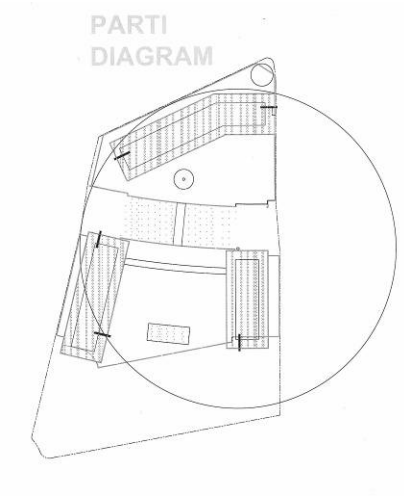
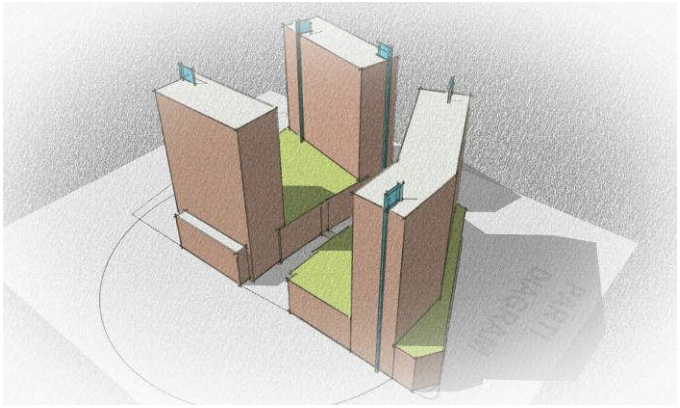


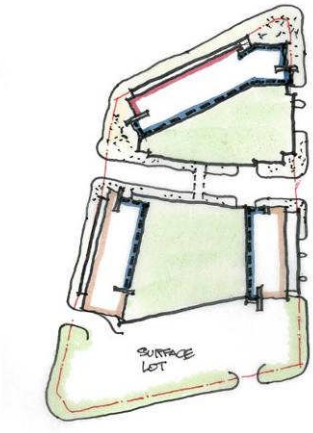
Figure 2. Parti studies by City staff.

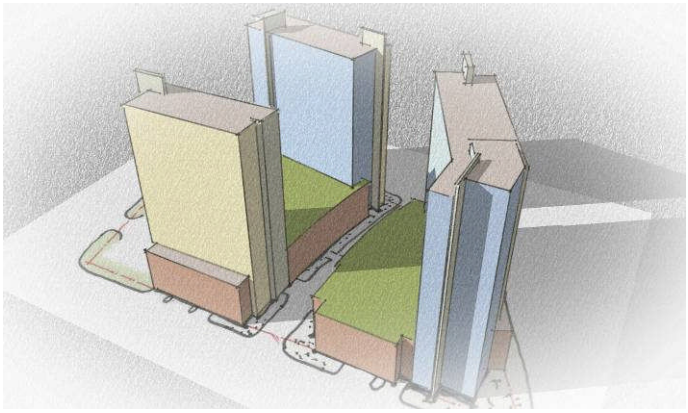
Applicant's scheme



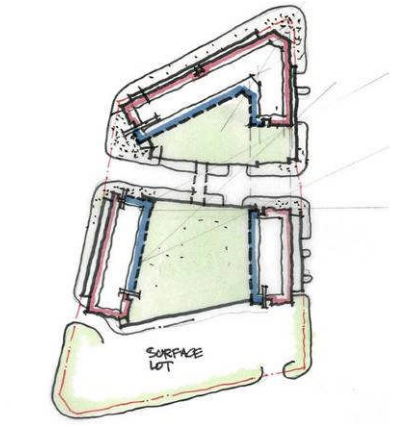


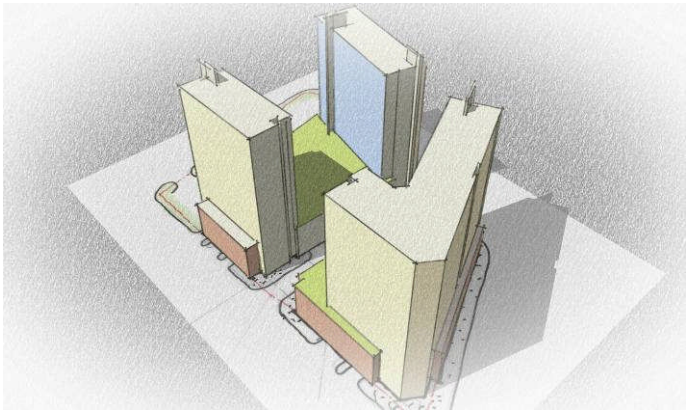
Baseline – Applicant's scheme with modifications



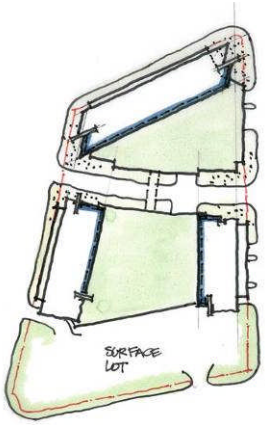


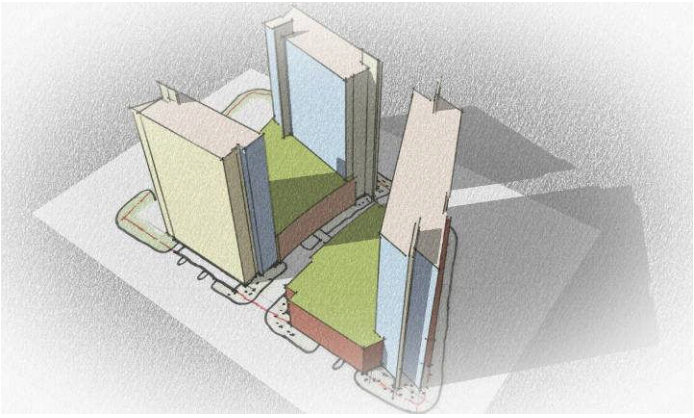
Modified Baseline – Strong urban corners ("Flatiron" model)



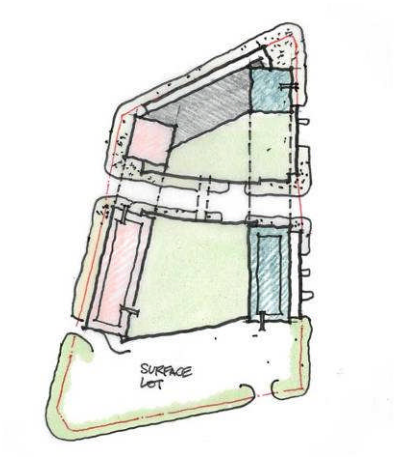


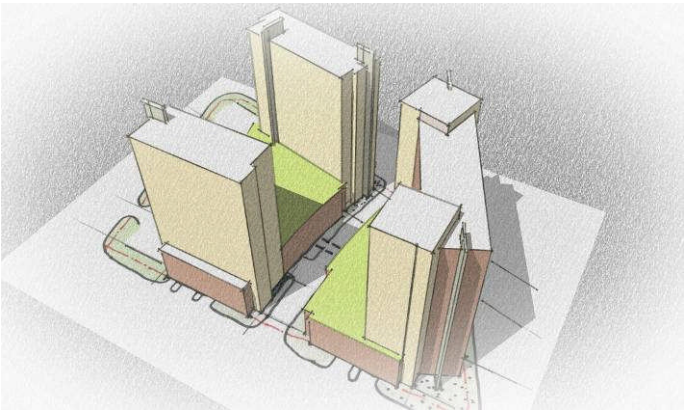
A - Straight building along Eisenhower Ave. with articulated corners



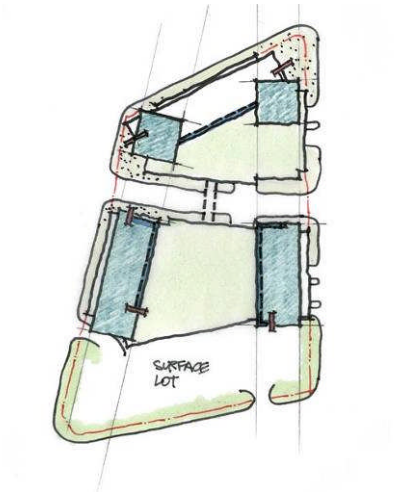


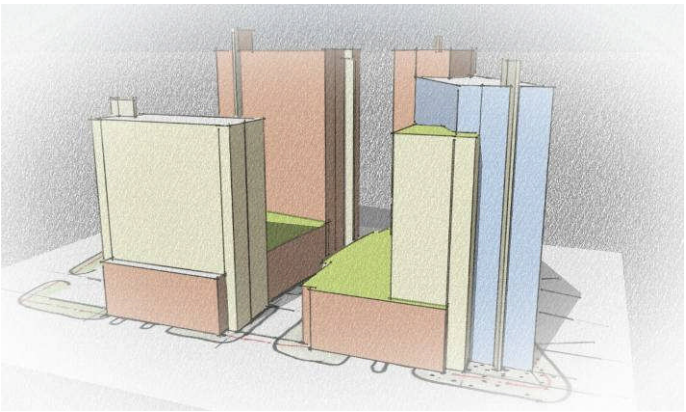
B1 – Intersecting geometries (3 skin vocabularies)





B2 – Intersecting geometries (2 skin vocabularies)





ATTACHMENT B

Table 1. Areas of building design non-compliance with the *Eisenhower East Design Guidelines*.

#	*Guideline Name*	*Requirement*	*Proposal*	*Comply?*
3	**Land Use Guidelines: Retail Locations; Retail Guidelines**	Min 15' clear interior heights	Some retail bays not dimensioned	Unclear
		Min 50' retail depth	Retail bays not dimensioned	Unclear
		Min 75% glazing on retail storefronts	Insufficient information	Unclear
		Min 20' storefront extension around corner from a primary street where retail is required	Retail not provided in all required locations	No
		Diverse/individualized storefronts with varied materials, signage, lighting, awnings	To be reviewed later in design process	TBD
		Tenant signs: high-quality materials as an integral part of the building and relate in materials, color and scale to the building	To be reviewed later in design process	TBD
		Parapet/wall signs limited to the first floor level	To be reviewed later in design process	TBD
		Box signs prohibited	To be reviewed later in design process	TBD
		Storefront window signage is allowed up to 20% of glass surface area	To be reviewed later in design process	TBD
		Tables/other active uses adjacent to storefront are encouraged	To be reviewed later in design process	TBD
		No permanent free-standing signs, except for traffic/directional signage	To be reviewed later in design process	TBD
6	**Building Setbacks**	Min. 7' setback at specific heights above the sidewalk	Some street facades do not have setbacks	Partial*
		Buildings along all other streets, except on C-frontages, shall have a 40'-60' streetwall	Block 11 west facade streetwall approx 57 ft high; no streetwall on Block 12 east & west façades	Partial
7	**Architectural Articulation**	Signature Architectural Site and Articulation: Eisenhower Ave., Anchor St., Block 12 façade along Port St.	Architectural expression on these building portions is not distinctive	No
		Signature Architectural Site/Architecturally Significant Façade: Eisenhower Ave., Anchor St., Block 12 façade along Port St.	Building facades not distinctive	No
		Required Architectural Feature (Towers, Gateways, Articulation of Building Massing): northeast corner of Block 12	Architectural feature located at this corner; needs further refinement	Partial

9	**Street Frontage Design Principles: Street Frontage Plan**	A Street Frontages:		
		o Main pedestrian building entries shall be located along "A" street frontages	Specific locations of building entrances not shown on plans	Unclear
		o Highest quality of architectural façade and streetscape treatment shall be used	"A" facades do not appear to be differentiated from other facades	No
		o No curb cuts or service alleys shall be visible along "A" street frontages	Curb cut along Anchor St. into surface parking lot	No
		o Active retail uses shall be min 50' deep	No dimensions provided to confirm	Unclear
		7'-20' setbacks (subject to compliance w/Code requirements).		
		o Eisenhower Ave: 50'-75' height	Setbacks along Eisenhower Ave appear to be greater than 20 feet;	No*
		o All other streets: 40'-60' height (30%-40% of each street frontage may be exempt from setback requirement)	Some other streets do not have any setbacks	No*
		Building entry:		
		o Main pedestrian building entries shall be located along A frontages no less than 50' apart	Specific locations of building entrances not shown on plans	Unclear
		o Main pedestrian building entries must be at sidewalk elevation	No grading information is provided plans, sections, or elevations	Unclear
		Curbs: No curb cuts for service or parking entrances, service alleys, or loading docks shall enter/exit from or be visible along A street frontages	Curb cut along Anchor St. into surface parking lot	No**
		Parking structures:		
		o Parking structures shall be screened with active uses to at least 50' in depth from the building face on retail building frontages	No dimensions provided to confirm	Unclear
		Façade:		
		o Building façade shall articulate a clear base, middle and top.	Base-middle-top expression present but not well articulated	No
		B Street Frontages:		
		o Main pedestrian building entries shall be located along B street frontages, except where located on A frontages	Specific locations of building entrances not shown on plans	Unclear
		o Active uses at the ground floor shall be a minimum of 50' on B street frontages	No dimensions provided to confirm	Unclear
		o High-quality architectural façade and streetscape treatment	Architectural expression on these building portions is not high-	No

		is required.	quality	
		o Setbacks: 7'-20' setbacks at 40'-60' height; 30%-40% of each street frontage may be exempt from the setback requirement.	No setbacks provided	No*
		Building Entry:		
		o Main pedestrian building entries shall be located along "B" street frontages (except where located on "A" street frontages) spaced no less than 25' apart	Specific locations of building entrances not shown on plans	Unclear
		o Main pedestrian building entries must be at sidewalk elevation	No grading information is provided plans, sections, or elevations	Unclear
		Façade:		
		o The building façade shall articulate a clear BMT.	Base-middle-top expression present but not well-articulated	No
		o Building façade must articulate a residential scale with varied surface articulation of color, scale and material.	Façade not well-articulated	No
		<u>C Street Frontages:</u>		
		o Structured parking facades shall be architecturally treated to be in harmony with the overall building design and to screen interior lighting fixtures, ceiling pipes, exposed raw concrete, etc.	Screening treatment design unclear	Unclear
		o Setbacks: Building setback of 5'-10' required above 40'-60' streetwall	No setbacks provided	No*
		o Building entry: parking garage and service entrances may be located on "C" street frontages. Main pedestrian building entries generally shall not be located along "C" street frontages	Garage and service entrances located on C streets; specific locations of building entrances not shown on plans	Unclear
		o Parking structures: structured parking facades shall be architecturally treated to be in harmony with the overall building design and to screen interior light fixtures, ceiling pipes, exposed raw concrete, etc.	Screening treatment design unclear	Unclear
		o Façade: facades shall be an integrated component of the overall building design	Building facades not well-integrated into the design	No

10	**Architectural Concept Design: Massing**	Top: o articulated skyline (e.g. strong cornice, setback, etc.) Body: o Façade articulations, bay windows, balconies, multiple rhythms, etc. Streetwall base: o Highly articulated façade treatment o Primarily transparent Setbacks (subject to compliance w/Code requirements): o Eisenhower Ave: 7-20' building setback above a 50'-75' high streetwall o Other streets: 7'-20' building setback above a 40'-60' high streetwall Exceptions: A portion of the façade above the streetwall can remain coplanar to the streetwall façade; Max of 30% of length of streetwall on any façade does not have to be setback	Skyline not well-articulated Body of buildings not well-articulated, no multiple rhythms Façade not highly articulated Several areas of streetwall not transparent Setbacks along Eisenhower Ave appear to be greater than 20 feet Some other streets do not have any setbacks Note waiver option.	No No No No No* No*
10	**Architectural Concept Design: Architectural Expression**	Roof may be pitched or flat with an articulated skyline Highest quality materials and details at pedestrian level Horizontal expressions such as a frieze band are strongly encouraged as architectural expressions Balance in proportion of glass to wall to provide predominantly solid surface, with windows placed within the wall HVAC/mechanical equipment shall be integrated in the overall building design <u>Retail:</u> o Pronounced entryways w/canopies where appropriate o Awnings/covered walkways o Protruding/recessed bays o Outdoor seating for restaurants/cafes o Outdoor seating for restaurants/cafes o Street furniture: Benches Planters/flower boxes o Individualized	Skyline not well-articulated; buildings need special "tops" To be reviewed later in design process To be reviewed later in design process No solid-to-void ratio information provided; to be reviewed later in design process To be reviewed later in design process To be reviewed later in design process	No TBD TBD TBD TBD TBD

		storefronts/signage o 15’ minimum floor-to-ceiling height o 75-95% glazing on retail storefronts o 20’-40’ retail bay spacing		

*Staff may support a waiver from this requirement depending on the design progression of the project.
**Staff supports this curb cut as access to the grocery store.