

**R STREET CORRIDOR**  
**Site Plan and Design Review Guidelines Checklist**

**Applicant's Name:** \_\_\_\_\_ **Phone:** \_\_\_\_\_  
**Project Address:** \_\_\_\_\_ **Email:** \_\_\_\_\_

Applicant shall fill out the design guidelines checklist for all guidelines applicable to the project. Check the box if meets guideline and indicate in the comments how the guideline is met. Indicate NA if a design guideline is not applicable. Any design guideline that the project does not meet shall be indicated as a deviation with a comment explaining the rationale for the deviation.

**SECTION 1: THE PRIVATE REALM**  
**A. BUILDING MASSING AND SCALE**

**1. SCALE**

Large scale buildings that reflect historic R Street building scale are encouraged. Buildings along Q and P Streets and buildings facing the north-south numbered streets should respect the existing residential interface and follow the massing, height and bulk requirements as specified in the R Street Special Planning District Zoning Standards.

Comments / Deviations:

Staff Comments:

**2. CONSTRUCTION LINES**

Construct all buildings along R Street at the edge of the right-of-way rather than set back, to create a sense of enclosure.

Comments / Deviations:

Staff Comments:

**3. STEP-BACKS**

Allow upper story step-backs at five stories and above for buildings that front R Street.

Comments / Deviations:

Staff Comments:

**4. BUILDING HEIGHT**

Ensure a two-story minimum for buildings on the south side of R Street to provide shade for pedestrians.

Comments / Deviations:

Staff Comments:

**5. FLOOR-TO-FLOOR RANGE**

A 15-to-20-foot floor-to-floor range is encouraged for buildings along R Street to reflect the historic industrial building prototype.

Comments / Deviations:

Staff Comments:

**B. GENERAL BUILDING ELEMENTS**

**1. KEY FEATURES**

Ensure that residential buildings facing Q and S Streets incorporate key features such as porches, stoops, sloping and well-defined cornices.

Comments / Deviations:

Staff Comments:

**2. GARAGES**

Set back garage entries five to ten feet from primary building entrances and/or staircases where possible.

Comments / Deviations:

Staff Comments:

**3. HISTORIC CHARACTER**

Include elements that reflect the historic character of the neighborhood, such as loading docks and awnings for buildings facing R Street.

Comments / Deviations:

Staff Comments:

**C. LOADING DOCKS**

**1. EXISTING LOADING DOCKS**

Retain all existing loading docks and continue the use of docks for current loading and unloading of goods in existing industrial buildings.

Comments / Deviations:

Staff Comments:

**2. HISTORIC DOCKS**

Re-use Historic for non-industrial purposes to serve as public or semi-public outdoor spill-over spaces, such as outdoor cafes and entry porches

Comments / Deviations:

Staff Comments:

**3. DOCK BOUNDARIES**

Impermeable boundary walls around the docks and typical “cyclone” fences are discouraged. Permeable railings made of metal angle balustrades and wires may be used for safety reasons and to define the non-industrial docks.

Comments / Deviations:

Staff Comments:

**4. NEW DOCKS**

Ensure that any new docks for buildings are 10 to 15 feet wide and at least two feet high to clearly distinguish them from building plinths.

Comments / Deviations:

Staff Comments:

**5. ACCESSIBILITY**

When used for public purposes, access to loading docks should be provided via an accessible ramp and a staircase. A mechanical lift may further enhance the ADA accessibility.

Comments / Deviations:

Staff Comments:

**D. AWNINGS**

Use awnings to define major building entries and to provide shade to pathways adjacent to buildings. Awnings above entries should be at least eight to ten feet wide and smaller awnings above windows should be no less than two to three feet wide. Utilize metal and canvas and avoid plastic and vinyl.

Comments / Deviations:

Staff Comments:

## E. BUILDING ENTRIES

### 1. ENTRY LOCATION

- Ensure that all major entries to buildings facing R Street are provided directly from R Street. Primary building entries located from internal parking lots or interior parcels are strongly discouraged.

Comments / Deviations:

Staff Comments:

### 2. VERTICAL CLEARANCE

- Ensure that there is a vertical clearance of one foot between the R Street centerline adjacent to a building and a building finish floor elevation. See R Street Corridor Design Guidelines for ADA compliant alternatives.

Comments / Deviations:

Staff Comments:

## F. FENESTRATIONS

### 1. RYTHM

- Create a rhythm of fenestrations on new building facades facing R Street, such as those seen on existing historic buildings. Provide smaller windows to contrast large warehouse and entry doors.

Comments / Deviations:

Staff Comments:

### 2. MATERIAL

- Use clear transparent glass for windowpanes and avoid the use of black or opaque windowpane glass.

Comments / Deviations:

Staff Comments:

**3. AESTHETIC VALUE**

Articulate fenestration with sills and arched or horizontal lintels. Windows that reflect the industrial multi-paned character are encouraged. Windows shall be set back by at least 2 inches to create a play of light and shadow.

Comments / Deviations:

Staff Comments:

**G. MATERIALS**

**1. GENERAL**

Industrial materials such as brick, concrete and clear glass are encouraged. The use of substantial and inappropriate applied ornament on building facades is discouraged. Steel and corrugated metals are also encouraged as an accent material to define lintels, create awnings and enhance roof form.

Comments / Deviations:

Staff Comments:

**2. ROOF FORMS**

Strong horizontal roof forms that are highlighted by a simple cornice are encouraged, but other roof forms that respect the prototypical language of industrial buildings are also acceptable.

Comments / Deviations:

Staff Comments:

**3. COLOR PALETTE**

A building color palette that takes advantage of the true nature of materials such as exposed brickwork and concrete is encouraged.

Comments / Deviations:

Staff Comments:

**H. ON-SITE PARKING**

**1. LOCATION**

Parking for all new developments facing R Street shall be located at the back or to the side of lots. Lots shall be accessed through the alleys or from north-south numbered streets.

Comments / Deviations:

Staff Comments:

**2. PEDESTRIAN-FRIENDLY INTERFACE**

The pedestrian-friendly public interface of existing parking lots facing R Street shall be enhanced, possibly with metal wires running between angled steel sections to provide attractive, effective, industrial style parking lot fencing. Cyclone fence railings are strongly discouraged.

Comments / Deviations:

Staff Comments:

**3. GROUND FLOOR PARKING STRUCTURE USES**

The ground floor of parking structures shall have uses and facades that engage the pedestrian, such as retail uses, attractive display windows, murals and landscape planters.

Comments / Deviations:

Staff Comments:

**4. SCALE**

All parking structures shall respect the scale and character of the Corridor.

Comments / Deviations:

Staff Comments:

**I. SERVICE ACCESS AND ENTRIES**

**1. EXISTING STRUCTURES**

Existing service access and loading docks for functioning industrial buildings shall be retained.

Comments / Deviations:

Staff Comments:

**2. NEW STRUCTURES**

Service entries for all new non-industrial buildings shall be located to the rear of the building. Primary building entries shall be accessed from R Street.

Comments / Deviations:

Staff Comments:

**3. SERVICE VEHICLE ACCESS**

- Service vehicle access for various development sites shall be provided primarily through alleys.

Comments / Deviations:

Staff Comments:

**SECTION 2: PUBLIC REALM**  
**A. PEDESTRIAN PATHWAYS**

**1. SHARED SPACE**

- Maintain a sense of shared space between pedestrians, cyclists, cars and trucks along R Street.

Comments / Deviations:

Staff Comments:

**2. ENVIRONMENT**

- Enhance the pedestrian environment by providing shade/canopy trellis structures and by utilizing special paving patterns.

Comments / Deviations:

Staff Comments:

**3. EXISTING SIDEWALKS**

- Maintain existing curbed sidewalks in the short term in Sectors B and C. As these sector blocks change and improve, ensure that the width of the pedestrian pathway/sidewalk is enlarged. See R Street Corridor Design Guidelines for information on how to do this. Maintain existing pedestrian pathways on Q, S and numbered streets that are defined by 7 feet of sidewalk abutting the property line. An 8-foot-wide landscape buffer shall continue to separate the sidewalk from the roadway.

Comments / Deviations:

Staff Comments:

**4. EXPANDING SIDEWALKS**

Widen sidewalks along local numbered streets that are neither major city arterials nor have dedicated bike routes. Explore widening sidewalks on 12<sup>th</sup> street between S Street and R Street by approximately 5 feet on both sides of the street.

Comments / Deviations:

Staff Comments:

**B. ACCESSIBLE PATHWAYS**

**1. MINIMUM REQUIREMENTS**

Maintain a minimum 5-foot-wide pedestrian pathway along at least one side of R Street and create pedestrian pathways on both sides of the street along most sections of the corridor where possible.

Comments / Deviations:

Staff Comments:

**2. SIDEWALK WIDTH**

Maintain existing 6 to 7 foot wide sidewalks along Q, S and the numbered north-south streets, and enlarge existing 4- to 5-foot-wide sidewalks along R Street to accommodate accessible pathways.

Comments / Deviations:

Staff Comments:

**3. WARNING STRIPS**

Provide a 3-foot-wide detectable warning strip of yellow truncated domes between the pathway and the rest of the roadway along sections of the Corridor that do not have sidewalks. Provide streetscape elements to minimize the monotony of this continuous bright yellow warning strip

Comments / Deviations:

Staff Comments:

**4. OTHER WARNING DEVICES**

Provide detectable warning devices or other detection devices before all crosswalks and midblock crossings to orient disabled persons to possible oncoming traffic.

Comments / Deviations:



Staff Comments:

**5. MID-BLOCK CROSSINGS**

Provide mid-block crosswalks in areas where existing active industrial activities along loading docks preclude safe accessible pathways.

Comments / Deviations:

Staff Comments:

**6. SAFETY**

Prohibit any type of sharp elements from protruding into pathways and ensure that edges of streetscape elements that abut pedestrian pathways are smooth to ensure a safe experience for all.

Comments / Deviations:

Staff Comments:

**7. RAMPS**

Ramp down the sidewalks along numbered streets and make them become flush with the road, before they meet the planned accessible pathways along R Street.

Comments / Deviations:

Staff Comments:

**C. ALLEYS**

**1. ACCESS**

Utilize alleys as the primary vehicular routes for on-site parking and service access for most new and existing development along R Street. Designate alleys as either one-way or two-way depending on available space in adjoining lots.

Comments / Deviations:

Staff Comments:

**2. SIDEWALKS**

Explore creating minimum 5-foot-wide sidewalks on one side of the alley.

Comments / Deviations:

Staff Comments:

**3. TREES**

- Plant trees as a privacy buffer between alleys and buildings.

Comments / Deviations:

Staff Comments:

**4. TRANSIT PLAZAS**

- Treat alleys that front transit plazas with design features, such as landscaping to make plazas more transit user-friendly and aesthetically appealing.

Comments / Deviations:

Staff Comments:

**D. LANDSCAPE FEATURES**

**1. EXISTING TREES**

- Maintain existing trees along R Street.

Comments / Deviations:

Staff Comments:

**2. FOCAL PEDESTRIAN AREAS**

- Limit street tree plantings to focal pedestrian areas, such as plazas, parks, and promenades, and use them as vertical markers to celebrate such spaces. Create a double row of trees in the middle of the pedestrian promenade between 16<sup>th</sup> and 18<sup>th</sup> streets to enhance its special sense of space.

Comments / Deviations:

Staff Comments:

**3. MARKER TREES**

- Plant trees along R Street (between 9<sup>th</sup> and 14<sup>th</sup> Streets) in groupings of two or three trees and locate them along the edge of the roadway parking.

Comments / Deviations:

Staff Comments:

**4. LANDSCAPE STRIPS**

- Discourage new landscape planting strips along the R Street right-of-way.

Comments / Deviations:

Staff Comments:

**5. CROSS STREETS**

- Strengthen the strong tree-lined character of numbered north-south streets by infilling trees along sections of 12<sup>th</sup>, 14<sup>th</sup>, and 18<sup>th</sup> Streets between R and Q Streets in the 8-foot landscape buffer between parking and sidewalks.

Comments / Deviations:

Staff Comments:

**6. ALLEYS**

- Plant trees along alleys to improve the aesthetic appeal and character.

Comments / Deviations:

Staff Comments:

**E. STREET FURNITURE**

**1. PALETTE**

- Utilize a common palette of materials, such as metal angles, cross braces and rivets that reflect historic materials and the character of the corridor.

Comments / Deviations:

Staff Comments:

**2. CANOPIES**

- Provide shelter/shade canopies at intervals along the length of R Street.

Comments / Deviations:

Staff Comments:

**3. SIGNAGE**

Locate directional signage at key intervals and existing and planned major activity nodes as identified in the Plan.

Comments / Deviations:

Staff Comments:

**4. PATHWAYS**

Ensure that universally accessible pathways provide adequate shade and comfort through seating, bollards, trash receptacles and shelter canopies along the warning strip.

Comments / Deviations:

Staff Comments:

**5. BOLLARDS**

Install bollards to define and protect small public gathering spaces such as the pedestrian plaza in front of the Studio Theater.

Comments / Deviations:

Staff Comments:

**F. ON-STREET PARKING & TRAVEL LANES**

**1. GENERAL GUIDELINES**

Provide a mix of parallel, diagonal and angled parking along R Street. Allow for outdoor seating by varying the angle of parking. On-street parking is generally provided on either end of the travel lane.

Comments / Deviations:

Staff Comments:

**2. LOADING DOCKS**

On-street parking opposite active loading docks should be allowed as long as a clear 30-foot-wide space is provided on the other side of the road. Loading dock activity should be restricted to parallel or diagonal loading for vehicles over 30 feet long. Active loading docks shall not be allowed directly across the street from each other. Consider parallel parking adjacent to loading docks that protrude up to ten feet into the right of way and are no longer used for industrial purposes.

Comments / Deviations:

Staff Comments:

**3. SPECIAL CONSIDERATIONS**

Install angled parking on the south side of the 22 foot roadway between 16<sup>th</sup> and 18<sup>th</sup> streets. Maintain parallel parking along numbered north-south streets except 17<sup>th</sup> and 18<sup>th</sup> streets between the Light Rail tracks and S Street. In this area provide diagonal parking where possible on both sides of the street.

Comments / Deviations:

Staff Comments:

**4. TRAVEL LANE WIDTH**

Two-way travel lane widths should be a minimum of 11 feet wide.

Comments / Deviations:

Staff Comments:

**G. OTHER STREET ELEMENTS**

**1. VERTICAL GATEWAY**

Provide a strong vertical gateway element at the pedestrian plaza at R and 18<sup>th</sup> streets. This feature should complement the utility signal post at the southeast corner in scale and character.

Comments / Deviations:

Staff Comments:

**2. ART DISPLAYS**

Provide art pieces such as murals and sculptures along the corridor, especially at the pedestrian plaza (between 10<sup>th</sup> and 11<sup>th</sup> streets), the Art Walk (between 15<sup>th</sup> and 16<sup>th</sup> streets), the Public Promenade (between 16<sup>th</sup> and 18<sup>th</sup> streets) and at entries of galleries.

Comments / Deviations:

Staff Comments:

## H. POCKET PARKS: 13<sup>TH</sup> STREET STATION

### 1. PAVING

- Remove existing surface parking and replace asphalt with decorative paving extending to the southern edge of R Street.

Comments / Deviations:

Staff Comments:

### 2. TREES

- Add trees to strengthen the existing row of trees on the east and west edges of the park. Provide a grouping of 2-3 trees at the southwest edge of the park along R Street.

Comments / Deviations:

Staff Comments:

### 3. AMENITIES

- Provide seating and recreational amenities such as a temporary food facility.

Comments / Deviations:

Staff Comments:

## I. POCKET PARKS: R STREET PUBLIC POCKET PARK

### 1. PAVING

- Remove existing surface parking and replace the asphalt with a combination of decorative paving and lawn that extends to the south edge of R Street roadway.

Comments / Deviations:

Staff Comments:

### 2. AMENITIES

- Provide landscape amenities such as flowering plants and water features to enhance the serene aesthetic appeal of the open space.

Comments / Deviations:

Staff Comments:

**3. SEATING**

- Provide movable chairs, benches and playful seat walls or steps to create a variety of seating areas.

Comments / Deviations:

Staff Comments:

**4. TREES**

- Plant trees to create a sense of enclosure for the park. Plant a double row of trees on the southern edge of the park, to provide valuable shade and screening from the alley. Provide a grouping of 2 to 3 trees along the northern edge of the park along R Street.

Comments / Deviations:

Staff Comments:

**J. POCKET PARKS: R STREET MARKET GREEN**

**1. PAVING**

- Replace the asphalt with decorative paving that extends along the entire section of R Street between 16<sup>th</sup> and 18<sup>th</sup> streets.

Comments / Deviations:

Staff Comments:

**2. PATHWAYS AND TRAVEL LANES**

- Provide a 5-foot-wide universally accessible (ADA compliant) pathway along the northern edge of R Street. Provide a slow-moving auto travel lane in either direction. Create angled parking (30 to 60 degrees) on the southern edge of the travel lanes.

Comments / Deviations:

Staff Comments:

**3. WARNING STRIP**

- Locate a 3-foot-wide detectable warning strip between the northern travel lane and the accessible pathway. In the short-term, provide a similar detectable warning strip along the northern edge of the pathway fronting the south side of R Street.

Comments / Deviations:

Staff Comments:

**4. TREES**

Plant a double row of trees in the middle of the right-of-way to provide shade and a unique sense of place to this "Market Green".

Comments / Deviations:

Staff Comments:

**5. OVERALL DESIGN**

Design the Green as a flexible open space such that it can be used in multiple different ways during the course of a week and year. Allow unifying streetscape elements into the central Green, such as shade trellis canopies, seating, and directional signage.

Comments / Deviations:

Staff Comments:

**6. MARKET GREEN ENDS**

Terminate the Plaza Green in a small pocket plaza fronting the mixed-use retail buildings along 18<sup>th</sup> Street. Install a vertical gateway element at the east-end pocket plaza terminus that celebrates the historic industrial character of the corridor.

Comments / Deviations:

Staff Comments:

**K. TRANSIT PLAZAS: GENERAL**

**1. AMENITIES**

Provide additional amenities to transit users including shade structures that provide protection from weather, better seating and rows of trees.

Comments / Deviations:

Staff Comments:

**2. PAVING**

Extend the same paving material and pattern from the plazas and the adjacent alleys.



Comments / Deviations:

Staff Comments:

**3. BUILDING EDGES**

- Ensure that all building edges fronting plazas help to activate the open space.

Comments / Deviations:

Staff Comments:

**4. WAYFINDING**

- Improve wayfinding strategies to and from the plazas. Provide signage features that tell a brief history of the corridor. A directory map should highlight the key activity nodes around stations.

Comments / Deviations:

Staff Comments:

**5. PEDESTRIAN CONNECTIONS**

- Enhance the pedestrian connections to and from the plazas.

Comments / Deviations:

Staff Comments:

**L. TRANSIT PLAZAS: 13<sup>TH</sup> STREET LIGHT RAIL STATION**

**1. PEDESTRIAN CONNECTIONS**

- Improve pedestrian connections to the station by creating contiguous sidewalks leading up to the station. Redesign the 12<sup>th</sup> street area between R Street and Whitney Ave to create a multi-purpose plaza/parking lot.

Comments / Deviations:

Staff Comments:

**2. PLAZA EDGES**

- Activate plaza edges with temporary, convenient food facilities.

Comments / Deviations:

Staff Comments:

**3. TREES**

- Strengthen the linear row of trees along the southern and northern edges of the station.

Comments / Deviations:

Staff Comments:

**3. NEW BUILDING USES**

- In the event of major redevelopment of the area, ensure that all uses on the ground floor of new buildings fronting the station activate the plaza.

Comments / Deviations:

Staff Comments:

**4. AMENITIES**

- Provide plaza amenities such as lighting and signage to reflect the character of R Street.

Comments / Deviations:

Staff Comments:

**5. PLAZA ENDS**

- Celebrate the ends of the plaza with an image-identifying feature such as a sculpture or water-feature.

Comments / Deviations:

Staff Comments:

**6. UTILITY AREA**

- Explore using the “air rights” of the station by building a structure at the western edge of the station over the existing utility area.

Comments / Deviations:

Staff Comments:

## **M. TRANSIT PLAZAS: 16<sup>TH</sup> STREET LIGHT RAIL STATION**

### **1. VACANT COMMERCIAL SPACES**

Activate the vacant commercial retail space on the ground floor of the parking garage fronting the station with transit-friendly uses such as cafes and convenience stores. Replace all dark glass fronting the station with clear transparent glass.

Comments / Deviations:

Staff Comments:

### **2. PARKING FACADE**

Mitigate the stark white, aesthetically displeasing building façade of the parking garage fronting the plaza with a vibrant palette of colors. Use color to break the monotony and volume of the building mass.

Comments / Deviations:

Staff Comments:

### **3. TREES**

Provide a linear row of trees along the southern edge of the alley fronting the station.

Comments / Deviations:

Staff Comments:

### **4. CANOPY FEATURE**

Explore providing a grand, well-articulated canopy feature over the station (with adequate clearance for the light rail trains).

Comments / Deviations:

Staff Comments:

### **5. BUILDING USES**

In the event of major redevelopment of the station, ensure all uses on the ground floor of buildings fronting the station are transit-user friendly, such as cafes, restaurants, and retail stores with pedestrian friendly window displays.

Comments / Deviations:

Staff Comments:

**By signing below, the applicant certifies that this form accurately describes the proposed work.**

**Applicant's Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Name of Applicant (Print Name)** \_\_\_\_\_

**FOR CITY STAFF USE ONLY**                      **Counter Staff (Print Name):** \_\_\_\_\_