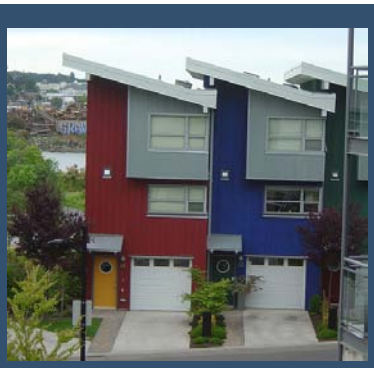

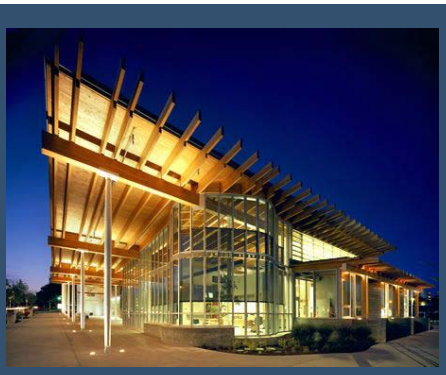

Marina District

Design Guidelines

July 2010

CITY OF DES MOINES
Sails With Pride

MARINA DISTRICT DESIGN GUIDELINES

Ordinance No. 1486 approving the July 2010 Final Version of the *Marina District Design Guidelines* was adopted by the City Council of Des Moines, Washington on July 29, 2010.

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MARINA DISTRICT DESIGN GUIDELINES

Table of Contents

I. Introduction

This document sets forth a series of Design Guidelines that will be used by the City of Des Moines for Administrative Design Review (ADR). The Planning Official will use these guidelines to interpret the development regulations established in the DMMC. The guidelines are also intended to assist project developers and their architects by providing graphic examples of the intent of the City's guidelines and regulations.

The purpose of the Design Guidelines is to establish a flexible design framework defined by a menu of design options for creating diverse and high quality commercial and multi-family construction projects in the Marina District which includes Downtown, the Marina and Beach Park (Figure 1).

The Design Guidelines are envisioned to complement the requirements established in the Des Moines Municipal Code (DMMC). The DMMC coupled with the Street Development Standards provide clear requirements for public rights-of-way and site and building requirements such as setbacks, lot coverage, landscape buffers, signage, and allowable land uses. The Design Guidelines are meant to shape the form of the area, paying particular attention to site design, building form and character.

The Guidelines present a clear set of objectives for improving pedestrian areas and improving the quality and diversity of building designs as defined by the goal and intention statements and through graphics, illustrations and photos. The graphics, illustrations and photographs are intended to illustrate the design elements and features being described by the guidelines; however, they do not supercede specific development requirements established in the Des Moines Municipal Code. These Guidelines include a set of examples for how these objectives are to be met. The menu of design options define a minimum condition for approval and identify a variety of design examples and options.

The Design Guidelines do not set a particular style of architecture or design theme. Rather, they will establish a greater sense of quality, unity, and conformance with Des Moines' physical assets and civic role. The Design Guidelines will work with improvements to streets and parks and the development of new public facilities to create a dynamic setting for civic activities and private development. It is important to note that these Guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.

Figure 1
Marina District Planning Area

II. Marina District Neighborhood Context and Priority Design Objectives

The overriding objective of the Marina District Design Guidelines (MDDGs) is to ensure that new development fits in well with its surroundings. The following design guidelines share this objective, with an emphasis on siting and design conditions and priorities supported by the community, to guide the design of new development in a manner that strengthens the Marina District's mixed-use commercial core and connections to the Marina, Beach Park and the waterfront.

Through the planning process for the Downtown Neighborhood and MDDGs, Des Moines City Council, Planning Agency and the community stated the desire to enliven the Marina District by providing for a mix of uses and architectural styles along with quality design of storefronts, streetscapes, wayfinding, and on-street parking. It is recognized that new development provides the opportunity for a broader mix of businesses, services, residential units and employment that will help activate the Marina District.

In January 2009, City Council adopted a draft vision for the Marina District's future as well as a mission statement that identified public actions to make that vision a reality. One of the recommended actions is the adoption of a set of design guidelines to be used in reviewing all new development and major renovations in the Downtown Neighborhood. The vision and mission statement clearly express the importance of design in creating and maintaining a sense of place and enhancing the economic vitality of the Marina District:

Vision for the Marina District

The Marina District – the Downtown, Marina and Beach Park – is the civic and cultural center for Des Moines. A revitalized Marina District with a small-town charm reflecting the City's rich history invites new businesses, development, shoppers and residents. A quality mix of services in the District encourages residents to shop locally and creates a destination for visitors. Improved pedestrian access to and from the Marina and Beach Park, and pedestrian amenities along South 223rd Street and South 227th Street enhance the image of Des Moines as a special Puget Sound waterfront community. Design guidelines encourage private participation and public art to reflect and celebrate the City's unique location and maritime heritage.

Mission Statement for the Marina District

To strengthen the vitality of the Marina District as a place for people to live, shop, work and play by:

- Strengthening community sustainability, pedestrian accessibility, livability and downtown business vitality.
- Optimizing Des Moines' prime waterfront location and City views through the enhancement of cultural opportunities and experiences.
- Establishing design guidelines aimed at preserving Des Moines' small-town character while promoting diversity and creativity of new development.

- Creating an integrated transportation system that includes a comprehensive parking strategy, pedestrian and bicycle network, and streetscape improvements.
- Planning for the S. 223rd Street between Marine View Drive and Cliff Avenue focusing initially on public works street improvements and the Cliff Avenue connection to the Marina floor.
- Planning for the S. 227th Street corridor focusing initially on public works street improvements and Marina entrance enhancements.
- Coordinating with King County Metro the placement and funding of bus shelters on Marine View Drive.
- Developing detailed facilities, marina street furnishings, and amenities plans that include funding and priorities in the Municipal Facilities, Marina and Arterial Streets Capital Improvement Plans (CIP).
- Coordinating with the Des Moines Arts Commission and the Des Moines Historical Society to develop a Public Arts Plan that includes sculptures, murals, interpretive Marina railing displays and history trails.
- Executing a valid community survey to determine what citizens of Des Moines envision for the Marina District."

The MDDG directly address these objectives. It is especially important that development projects in the Marina District, particularly those on corner lots and key pedestrian streets, implement objectives of the Comprehensive Plan, Marina Master Plan and Comprehensive Transportation Plan by addressing the following:

- Employ façade modulation and articulation to provide appropriate human and architectural scale, view corridors, and visual interest.
- Locating the buildings adjacent to the public sidewalk or orienting the building to a plaza or publicly accessible open space that is located adjacent to the sidewalk.
- A continuous area of commercial and mixed use development is particularly important along Marine View Drive South between S 216th and S 227th Streets.
- Providing an enhanced sidewalk environment that includes elements such as storefronts near the sidewalk, minimal interruption by vehicular driveways, awnings for weather protection, public open space, street trees, attractive landscaping, and integrated signs and lighting.
- Providing pedestrian-oriented facades and entrances along public rights-of-way and designated pedestrian pathways. "Pedestrian-oriented facades" generally feature window areas or window displays, artwork or other amenities along the majority of the ground floor, and substantial weather protection.
- Minimizing paved surfaces devoted to vehicle circulation and parking. Below-grade or in-structure parking is strongly recommended.
- Minimizing the impact of driveways on pedestrian travel.
- Ensuring that public open spaces and pedestrian travel routes have sidewalks or other walkways, are safe and well lit, and respond to *Crime Prevention through Environmental Design* (CPTED) principles.

III. Design Guidelines

A. Site Planning

"Site planning" is the purposeful arrangement of buildings, landscaping, open spaces, circulation elements, and other features to support civic and private development growth goals. A well-conceived site design addresses the following:

- Site characteristics
- Street compatibility
- How the development relates to the street corner
- Human activity
- Transition between residence and street
- Residential open space
- Parking and vehicle access

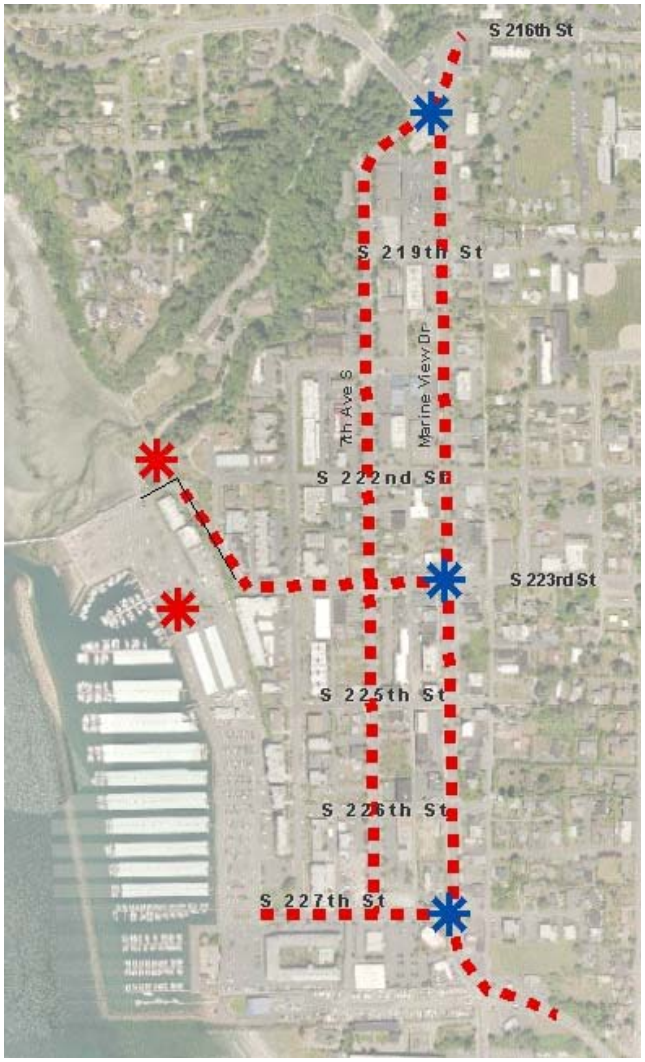
A.1. Responding to Site Characteristics

Intent – *The siting of buildings should respond to specific site conditions and opportunities such as location on prominent intersections, unusual topography, significant vegetation and views, or other natural features.*

Gateways

Gateways are transition locations, places that mark entry or departure points to a neighborhood for automobiles and pedestrians. They are sites that create opportunity for identification of a physical marker for the community to notice they are entering a special place. Methods to establish gateways should consider the site's characteristics such as topography, views or surrounding building patterns. Elements could include building out to meet the corner where appropriate, or tools such as:

- Setbacks to allow for pedestrian friendly spaces;
- Signage;
- Landscaping;
- Artwork;
- Façade treatments.



Gateway Locations
Heart Locations
Enhanced Pedestrian Connections

The following intersection locations have been identified as gateways for the Marina District due to the level of traffic flow, general visibility and/or development potential.

- South 216th Street and Marine View Drive South
- South 223rd Street and Marine View Drive South
- South 227th Street and Marine View Drive South

Heart Locations

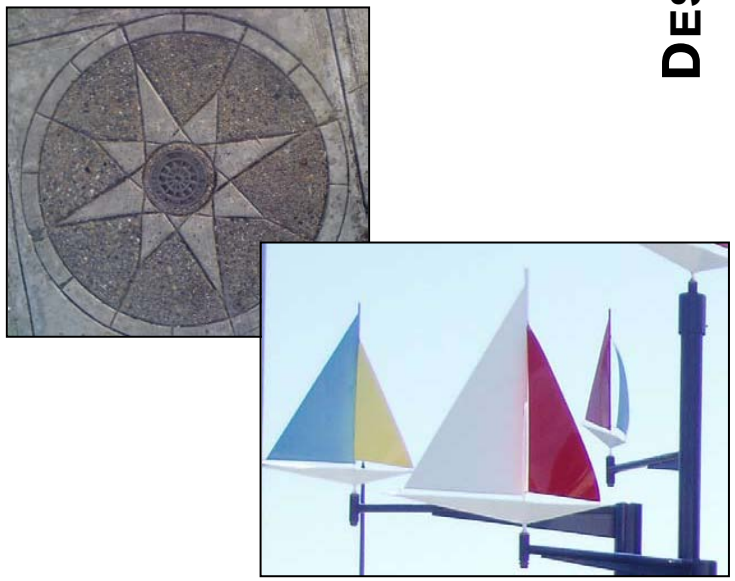
Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building's primary entry and façade should respond to the heart location. Special street treatments are encouraged and buildings will need to relate to these centers of commercial and social activity. The following locations have been identified as heart locations within the Marina District:

- South 223rd Street
- 7th Avenue South
- South 227th Street
- Marine View Drive South
- Marina and Beach Park

Guideline

- Encourage provision of "outlooks and overlooks" for the public to view Puget Sound, Olympic Mountains and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or setbacks of the building to enhance views.
- Reinforce community gateways and heart locations through the use of architectural elements, streetscape features, landscaping and signage.
  - Gateways can be defined through landscaping, artwork, and references that create a sense of place.
  - Heart Locations can be defined by amenities such as: pedestrian lighting, weather protection, public art, special paving, landscaping, additional public open space provided by curb bulbs and entry plazas.

Established nautical themes.



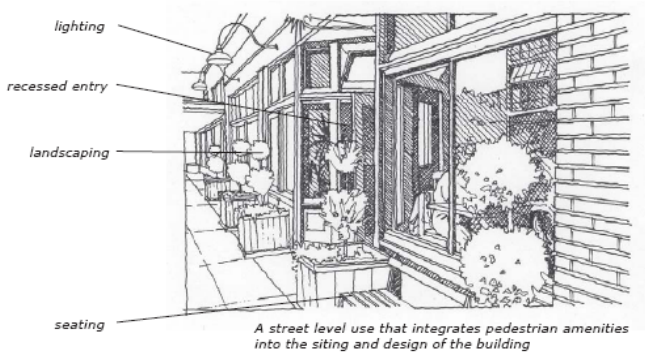
A.2. Street Compatibility – Relationship to Street

Intent – *The vision for street level uses in the Marina District is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood.*

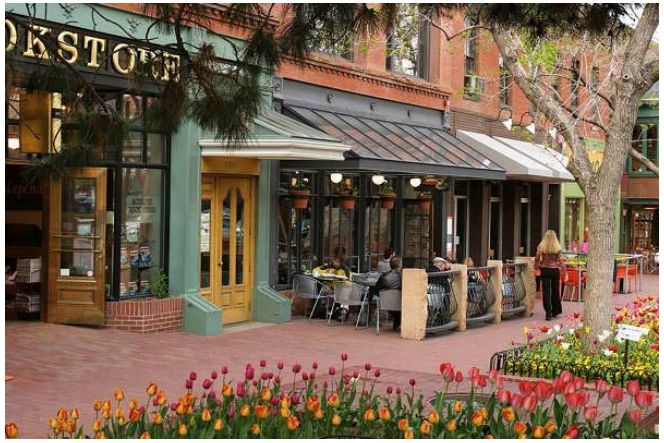
Guideline

Sidewalk-related spaces should appear safe, welcoming and open to the general public. The siting of buildings should acknowledge and reinforce the desirable spatial characteristics of the right-of-way. Entries should be clearly identifiable and visible from the street.

- Reinforce the scale of the street wall with well-organized commercial and residential bays and entries.
- Further articulate the street level facade to provide a comfortable pedestrian experience with placement of street trees, exterior lighting on buildings, planters and overhead weather protection.
- Provide street trees with tree grates or in planter strips, using appropriate species to provide summer shade, winter light and year-round visual interest.
- Encourage provision of spaces for street level uses that vary in size, width, and depth. Strongly encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.
- The ground floors of buildings should appear inviting to the public by containing commercial uses and public open spaces with direct entry from the sidewalk. Vary in size, width and depth to accommodate a variety of appropriate uses and activities for the site and vicinity. This includes providing multiple entries at the street.
- Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where there is sufficient width)
- On Mixed Use Corridors, at least one primary business and residential entry shall be oriented to the primary public street. Secondary and service entries should be located off the alley, side street or parking lots.
- Encourage welcoming, slightly recessed main building or shop entrances consistent with a traditional downtown storefront design.



A street level use that integrates pedestrian amenities into the siting and design of the building



Street level faced with recessed entrances, pedestrian oriented signs and street trees.

- Clearly indicate main entries to new commercial and multiple family residential buildings through design, material changes, lighting and street visibility.
- In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances. At least one building entrance, preferably the main one, should be prominently visible from the street. To increase security, it is desirable that other entries also be visible from the street; however, the configuration of existing buildings may preclude this.
- When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street. Units facing the courtyard should have a porch, stoop, deck or seating area associated with the dwelling unit.
- In residential projects, front yard fences over four (4) feet in height that reduce visual access and security should be avoided.

A.3. Street Corners

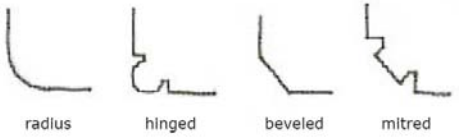
Intent – *Pedestrian activities are concentrated at street corners. These are places of convergence, where people wait to cross and are most likely to converse with others. New development on corner lots should take advantage of this condition, adding visual interest to the street while providing clear space for movement.*

Guideline

New buildings should reinforce street corners, while enhancing the pedestrian environment.

- Special features and strong building forms should be used to visually anchor the block. Larger setbacks are encouraged to provide wider sidewalks or plazas. Focal elements such as public art, landscaping or a community information kiosk should be considered at some intersections.
- Public space at the corner, whether open or enclosed, should be scaled in a manner that allows for pedestrian flow and encourages social interaction. To achieve a human scale, these spaces should be well defined and integrated into the overall design of the building.

Building form and elements are oriented to the corner.



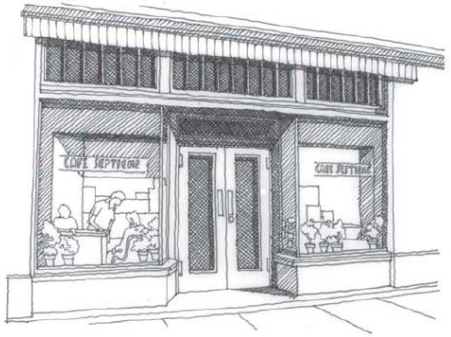
- Consider:
  - providing seating;
  - incorporating art that engages people;
  - setting back corner entries to facilitate pedestrian flow and allow for good visibility at the intersection.
- Building forms and design elements and features at the corner of key intersections should create gateways for the neighborhood. These buildings should 'announce the block' through the inclusion of features that grab one's interest and mark entry.
- To maintain strong definition of comers, street fronts and street corridors, parking lots and driveways should be located away from street comers.

A.4. Human Activity

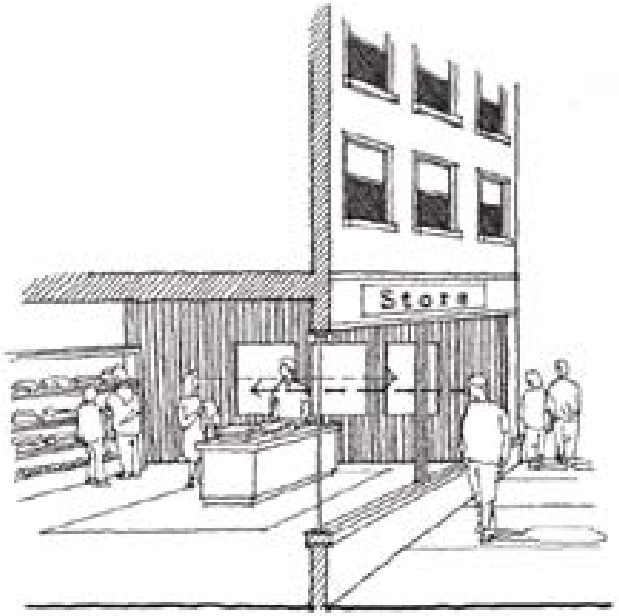
Intent – *New development should be sited and designed to encourage human activity on the street. Sidewalks are the principal place of pedestrian movement and casual social interaction. Designs and uses should complement this function.*

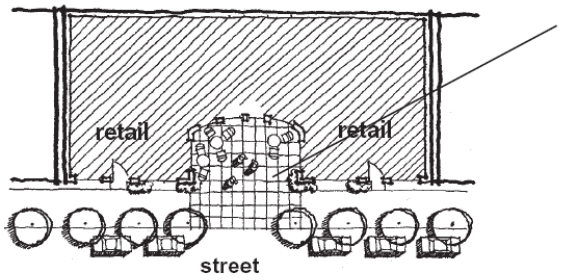
Guideline

- Outdoor Dining. Consider setting portions of the building back to create spaces at street level for pedestrian-oriented activities. Take the "indoors" outdoors by spilling interior space (e.g. dining areas, merchandise displays) onto plazas and walkways and bring the "outdoors" into the building by opening interior spaces to sunlight and views of sidewalk activity. Outdoor eating and drinking opportunities are encouraged along street-level building facades.
- Pedestrian orientation and activity should be emphasized in the Marina District. While most streets feature narrow sidewalks relative to the volume of pedestrian traffic, wider sidewalks and more small open spaces for sitting, street musicians, bus waiting, and other activities would benefit these areas. Pedestrian-oriented open spaces, such as wider sidewalks and plazas, are encouraged as long as the setback does not detract from the "street wall."



Emphasize human-scale design: the individual interacts with the street level of a building in an intimate fashion, and rich visual details at the street level add interest and character to the façade, setting the stage for an active street environment and reinforcing pedestrian comfort.



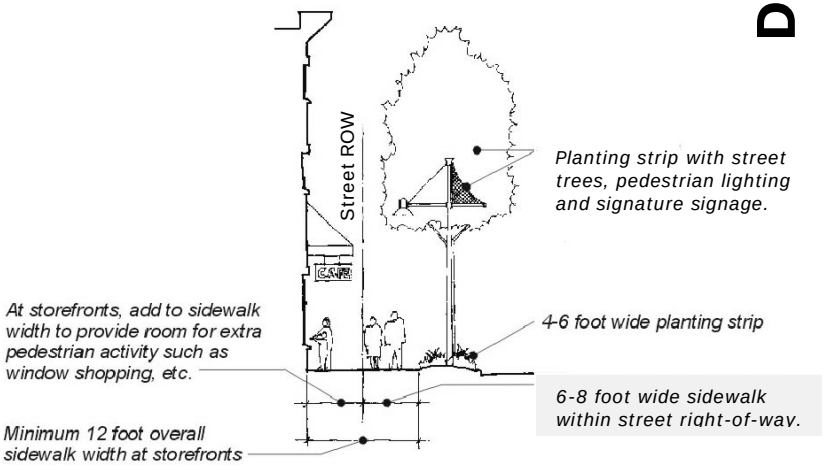


Design for uses that are accessible to the general public, generate walk-in business and contribute to a high level of pedestrian activity at street level. Consider extending street-level spaces out to the sidewalk with multiple entrances and open spaces featuring decorative paving, street furniture and artwork. Retail uses should front such spaces.

- Individualized Storefronts. A diversity of scale and appearance of storefronts contributes to the success and vitality of the business district. The community encourages opportunities for individual retail businesses to personalize or modify their storefronts. Such modifications could include:
  - awning or canopy design;
  - sign design;
  - window design; and
  - street-level building surface materials.

- Street level transparency. The intention of transparency in the street level facades of commercial and civic buildings is to provide for interaction between people in the interior of a building and people near the exterior of a building - particularly on the sidewalk - through a direct visual connection. The following are examples of less desirable design treatments that are discouraged:
  - windowless walls;
  - mirrored or non-transparent glass or glass block;
  - display cases;
  - narrow windows not meeting the intent above;
  - windows located above waist level to persons outside the building on the sidewalk;
  - windows into areas that are too small, shallow, or narrow to support normal human activity (e.g. the back of a tall display case, a narrow hallway); and
  - any interior wall, equipment, or functional layout that hampers the intent of transparency stated above.
- Create graceful transitions at the streetscape level between the public and private uses.
- Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.
- Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.
- Create businesses and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities.

A well-marked, articulated building entrance that is oriented to the sidewalk and provides overhead cover.



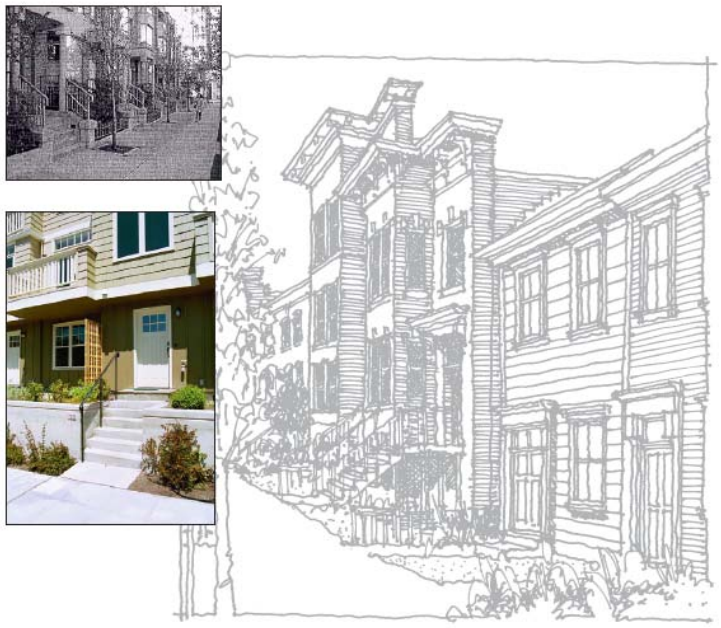
- Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

A.5. Transition between Residence and Street

Intent – *For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.*

Guideline

- Consider designing the entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas.
- Residential entries should be set back from the street. On side streets, stoops with elevated entries and open spaces are positive features.
- Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior-assisted housing.

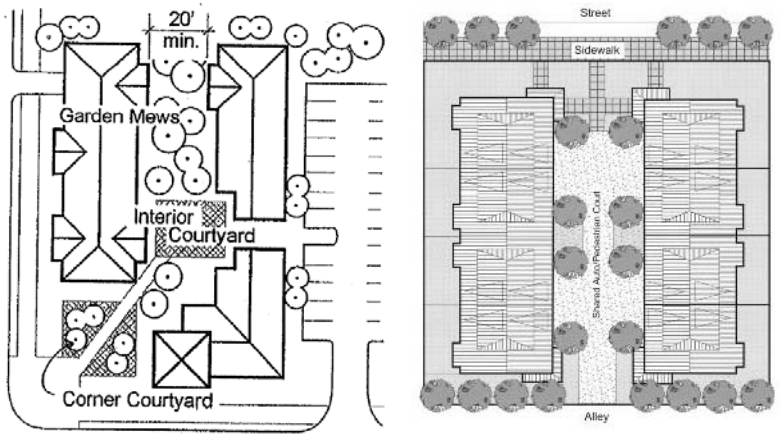


Residential building entrances that enhance the streetscape.

A.6. *Residential Open Space*

Intent – Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

- New residential development should conform to the requirements of the DMMC, "Multifamily Recreational Areas."
- Residential buildings should be organized and sited to create usable open space.
- Design outdoor space to be inviting and promote contact among neighbors and provide security and privacy for individual units.
- Open spaces should be oriented to take advantage of views and sunlight. When possible, orient outdoor courtyards, terraces, and gardens to face west, east, or preferably south. Use deciduous trees to permit sunlight penetration in the winter and shading in the summer.
- If possible, incorporate the open space into the architectural concept (see Guideline 2.A.1.) and/or spatial layout of residential units.



Example of residential open space concepts.

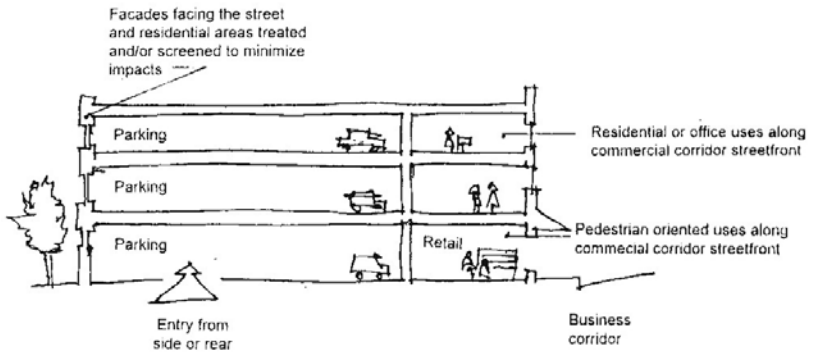
A.7. Parking and Vehicle Access

Intent *– Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.*

Guideline

- Parking on a commercial street front should be minimized and where possible should be located behind a building.
- Site and design driveways to minimize conflicts between vehicles and pedestrians. Minimize the number of curb cuts and width of driveways and curb cuts along these streets.
- Install contrasting paving materials or colors to distinguish between pedestrian and vehicle circulation areas, especially at crosswalks and driveways.
- Provide additional lighting at pedestrian crossings and where security is a concern.
- Ensure that landscaping where vehicle and pedestrian movements intersect does not block pedestrians' and drivers' views.
- Separate service vehicle access and loading zones from pedestrian areas where possible.
- Use on-site directional signs to clearly mark vehicular routes.
- Use raised walkways, bollards, wheel stops, and/or landscaping to physically separate vehicles and pedestrians.
- Minimize the number of access points to the site by:
  - Using shared driveways and/or shared parking facilities with neighboring properties, and
  - Sharing access drives and circulation routes between customers, employees and service traffic, where possible.
- Below grade parking is encouraged with access located on alleys or side streets.
- Consider placing parking underground for all new development within the Downtown Core. Where this is not feasible, parking lots should be located behind buildings or in the interior of a block. Large parking lots should be visually and functionally segmented into smaller areas with planted medians, walkways, lighting, etc.
- Consider placing retail at the ground level of a parking structure along the primary facade, where appropriate.

Design parking on ground floor behind shops and residential parking underground.



- Parking structure facades should be treated with high quality materials and given vertical articulation and emphasis similar to the principal structure. The facade should be designed to visually screen cars.
- Pedestrian entries should be clearly visible and architecturally expressed on the exterior of the building.
- Off-street bicycle rack parking and on-site storage areas are strongly encouraged.
- Consider amenities for pedestrian and pets.
- Creatively designed, clean and functional alleys should provide for vehicular access and pedestrian linkages. Lighting shall be provided for pedestrian safety and visibility.

Bicycle racks and storage areas.

B. Height, Bulk and Scale

"Height, bulk and scale" relates to the size of buildings and their relationship to surrounding properties. Architectural design, choice of construction materials, and how the built form sits within the context of its surroundings influence the sense of place. A well designed building should be welcoming, add human interest, and allow opportunities for meaningful social interaction.

Intent *– Projects should be compatible with the scale of development anticipated by the applicable land use policies and zoning for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.*

Guideline

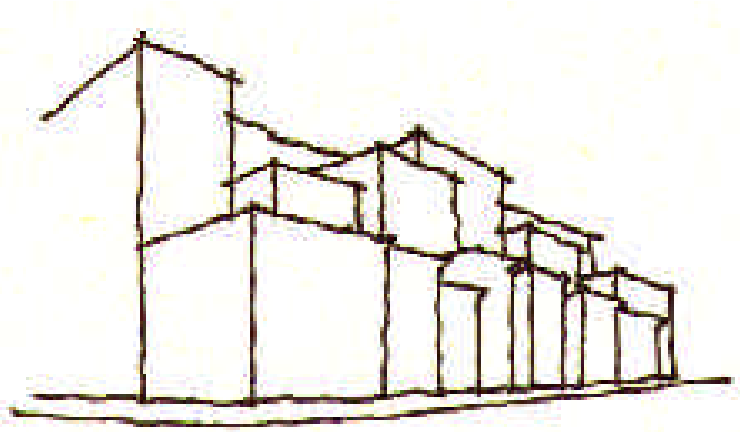
- Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Marine View Drive.
- Relate proportions of buildings to the width and scale of the street.
- Consider using architectural features to reduce building scale such as:
  - landscaping;
  - trellis;
  - complementary materials;
  - detailing; and
  - accent trim.
- Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity. Articulation can be accomplished in several ways, including:
  - Modulation—the stepping back or projection of a portion of the façade;
  - Including significant building elements such as balconies, porches, canopies, entry areas, etc. that visually break up the façade;
  - Building focal points that include distinctive entry features;
  - Changing the roofline; and
  - Changing materials.

vertical modulation

horizontal modulation

- Building mass should be broken into distinct but related sections that reflect the desired small scale character of the Marina District. This can be achieved through changes in building height and setbacks, materials, coloring, and architectural detailing. Street-front facades are discouraged to extend beyond 60' without this architectural consideration.
- Several strategies for building modulation are preferred:
  - Bay windows, if consistent with the building's architectural vocabulary, are encouraged on street-facing façades.
  - Using a variety of modulation methods helps avoid monotony along the street frontage.

An example of building massing and orientation composed in a manner to take advantage of noteworthy views.



Breaking the mass of large structures into separate volumes reduces apparent bulk.

C. Architectural Elements and Materials

Special elements in a building façade create a distinct character in an urban context. Each element must be designed for an appropriate urban setting and for public or private use. A building should incorporate special features that enhance its character and surroundings. Such features give a building a better defined "human scale."

Requirements for specific architectural features should be avoided and variety encouraged. Building designs should incorporate one or more of the following architectural elements: arcade, balcony, bay window, roof deck, trellis, landscaping, awning, cornice, frieze, art concept, or courtyard.

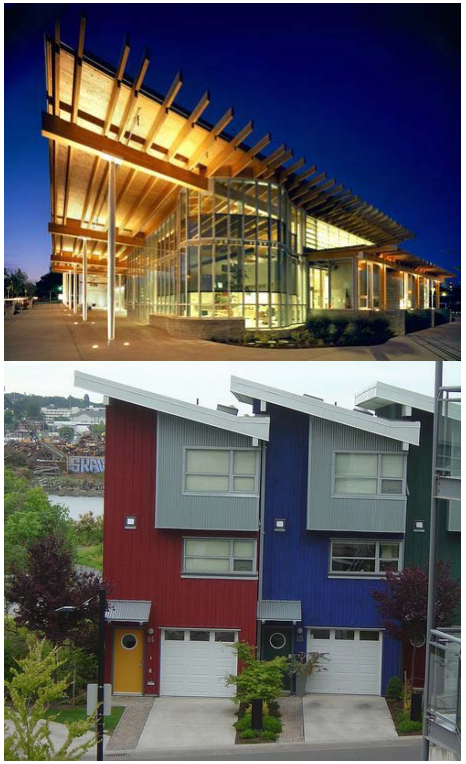
The following guidelines address architectural elements and materials as they relate to architectural context, concept and consistency, human scale, exterior finish materials and structured parking entrances.

C.1. Architectural Context

Intent - *New buildings proposed for the Marina District complement neighboring buildings with well-defined architectural character and siting patterns.*

Guideline

- Support the existing small town scale of the neighborhood with a mix of building styles.
- Re-use and preserve important buildings and landmarks when possible.
- Encourage incorporating iconic features, signs and vintage advertising on buildings where appropriate.



Application of architectural elements to create distinct character.

Design that responds to historic and maritime heritage.

C.2. Architectural Concept and Consistency

Intent – *Building design elements, details and massing should create a well proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roof line or top of the structure should be clearly distinguished from its facade walls. The roofscape — in addition to the streetscape – is an important design element. Given the Marina District is situated in topographic depression, the roofs are viewed from locations surrounding the neighborhood.*

Guideline

- The architectural forms, elements and details of a project should be organized to express the building's function(s), orientation, and relationship to the site and surrounding area. A strong architectural concept will indicate this organizational scheme, and convey the project's architectural character, or the style or character of the development.
- Views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from elevated areas.

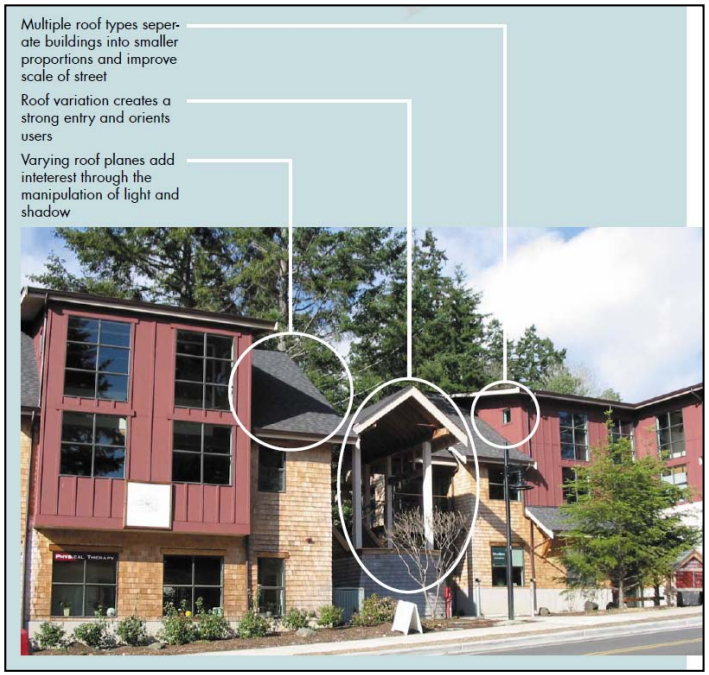
Distinguish the ground level of a building from the upper levels to help define public space. Give greater attention to detail at the street level of a building to satisfy the pedestrian, and include elements such as overhead cover, blade signs, lighting and exterior light fixtures.

C.3. Human Scale

Intent – *The design of new buildings should incorporate at least two architectural features, elements and details to achieve a good human scale.*

Guideline

- Design buildings when possible to encourage multi-tenant occupancy and walk-in traffic at the street level.
- Generous street-level windows and entrances will animate the street.
- Use façade treatments and changes in materials to distinguish the ground level of building from the upper levels, especially where a building orients to the street and/or defines public space.
- Establish a rhythm of vertical and horizontal elements along the street-level façade. For instance, the regular cadence of display windows and shop entrances enhances the pedestrian experience.



- Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.
- Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.
- Overhead weather protection should be designed with consideration given to:
  - continuity with weather protection on nearby buildings;
  - when opaque material is used, encourage illumination of the underside; and (??)
  - the height and depth of the weather protection should provide a comfortable scale and environment for pedestrians.

Buildings using high quality materials at the street level.

C.4. Exterior Finish Materials

Intent *– Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.*

Guideline

- Consider each building as a high-quality, long-term addition to the Marina District; exterior design and building materials should exhibit permanence and quality appropriate to an urban setting. A well-built structure contributes to a more pleasant and humane built environment.
- Employ especially durable and high-quality materials at the street level, minimize maintenance concerns, and extend the life of the building. These materials should be applied at a scale appropriate for pedestrian use.
- Use materials, colors and details to unify a building's appearance on all sides.
- Consider limiting the number of materials and colors used on the exterior of an individual building so that there is visual simplicity and harmony. If intense color is used it should only be used as an accent in a carefully executed and balanced color scheme.

Compatible colors and materials unify a building composition.

- Design architectural features that are an integral part of the building. Avoid ornamentation and features that appear "tacked-on" or artificially thin.
- New buildings should emphasize durable, attractive, and well-detailed finish materials, including:
  - Brick (especially appropriate).
  - Concrete (if it features architecturally treated texture or color, other - - refined detailing, and/or complementary materials).
  - Cast stone, natural stone, tile.
  - Stucco and stucco-like panels, if they feature an even surface and properly trimmed joints and edging around doors and windows. Heavily textured finishes with obvious trowel marks are not generally appropriate.
  - Stucco should be avoided in areas that are susceptible to vandalism and graffiti. Stucco and stucco-like panels must be detailed and finished to avoid water staining and envelope failure.
  - Overhangs and protective trim are encouraged to increase weather resistance.
  - Art tile or other decorative wall details.
  - Wood, especially appropriate for residential structures and upper stories of commercial and mixed-use buildings.
- Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.
- Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.
- Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes.
- Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.
- Light standards should be compatible with other site design and building elements.

Use of durable attractive and well-detailed finish materials.

D. Pedestrian Environment

Designing buildings and related site improvements for pedestrians is fundamental for creating an environment that encourages walking, biking and transit use. Pedestrian facilities and amenities provide a variety of areas to accommodate shoppers, residents, employees and Visitors.

Within the Marina District, a portion of the required open space should be designed as pedestrian-oriented space, particularly along designated pedestrian streets. Bicycle and pedestrian features should be considered whenever roadway or other capital improvements are considered.

The following guidelines address the pedestrian environment as it relates to pedestrian open spaces and entrances, blank walls, design of parking near sidewalks, visual impact of parking structures, screening of dumpsters, utilities and service areas, and personal safety and security.

D.1. Pedestrian Open Spaces and Entrances

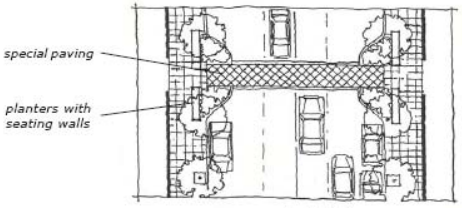
Intent – *Design projects to attract pedestrians to the commercial core of the Marina District. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities to create lively, pedestrian-oriented open space should be considered.*

Guideline

- New developments are encouraged to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. Proposed elements include:
  - curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow;
  - pedestrian-oriented street lighting; and
  - street furniture.

Street and pedestrian scale lighting.

curb bulb



Streetscape amenities help buildings connect to and enhance centers of commercial and social activity.

special paving

benches

lighting

D.2. Blank Walls

Intent – *To reduce the visual impact of blank walls by providing visual interest. Although blank walls are generally not encouraged along public streets and pedestrian ways, there may be a few occasions in which they are necessary for functional purposes. 1.) Special treatment for blank walls longer than 20 feet that are visible from pedestrian walkways and parking areas shall be provided. 2.) Incorporate one or more of the following methods to soften the appearance of blank walls that face pedestrian walkways and parking areas.*

Guideline

- A vertical trellis in front of the wall with climbing vines or plant materials.
- A planting bed or raised planter in front of the wall and establish plant materials that will obscure or screen a significant portion of the wall's surface within three years.
- Artwork (a mosaic, mural, sculptural relief, etc.) over a significant portion of the blank wall surface.
- A change of materials or texture in the wall and/or accent with architectural details.
- Other methods that meet the intent of these criteria may be proposed.

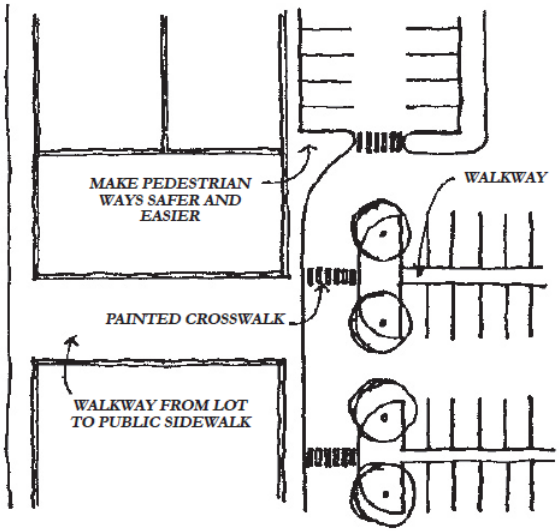
Trellis, art and varied material offer visual appeal on blank walls

D.3. Design of Parking Near Sidewalks

Intent – *Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.*

Guideline

- Separate parking areas adjacent to public rights-of-way from the sidewalk by a low screen wall 24 to 36 inches high, a continuous hedge (24 to 36 inches high at plant maturity), or other screening element approved by the City. The screen walls must be constructed of permanent materials compatible with the materials of the proposed building. Plant materials, layout, and installation, including irrigation, shall be as approved by the City.
- Providing parking below grade is preferred.



Parking lot design should be clear and well organized.

D.4. Visual Impact of Parking Structures

Intent - *Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses. The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.*

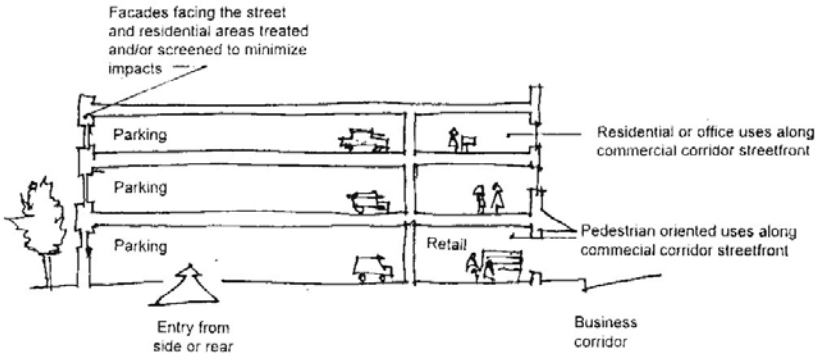
Guideline

- The auto access should be from the alleys unless no feasible alternative exists. Located at the rear property line, the design of the parking façade could potentially be neglected. The City would like to see its alleys improved as a result of new development. The rear portion of a new building should not turn its back to the alley or residential street, but rather embrace it as potentially active and vibrant environment.
- The parking portion of a structure should be compatible with the rest of the building and the surrounding streetscape. Where appropriate, consider the following treatments:
  - Integrate the parking structure with building's overall design.
  - Provide a cornice, frieze, canopy, overhang, trellis or other device to "cap" the parking portion of the structure.
  - Incorporate architectural elements into the facade.
  - Recess portions of the structure facing the alley to provide adequate space to shield trash and recycling receptacles from public view.

Guideline

- Parking structures should include active uses such as retail or other appropriate uses at the ground level along the street frontage.
- Parking structures should be architecturally consistent with exterior architectural elements of the primary structure, including roof lines, façade design, articulation, modulation and finish materials. Visually integrate parking structures with adjacent buildings when they exhibit an appropriate level of architectural quality.
- Buildings built over parking should not appear to "float" over the parking area, but should be linked with ground-level uses or screening.

Example of structured parking with mixed use and active uses at the street level.



Example of how parking structures can be incorporated into a new development.

- Parking structures and vehicle entrances should be designed to minimize views into the garage interior from surrounding streets. Methods to help minimize such views may include, but are not limited to landscaping, planters and decorative grilles and screens.
- Security grilles for parking structures should be architecturally consistent with and integrated with the overall design. Chain link fencing is not permitted for parking structure fencing.

D.5. Screening of Dumpsters, Utilities and Service Areas

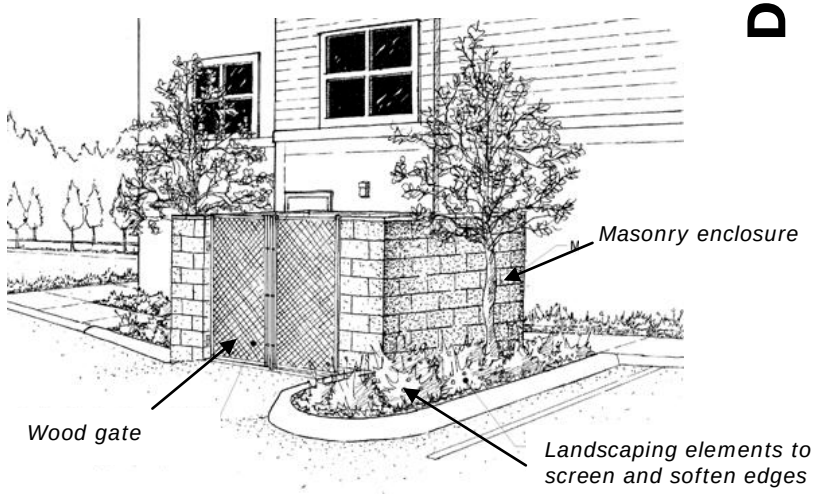
Intent – *The visual presence of service areas for businesses, customers and surrounding property owners should be minimized:*

- To reduce potential conflicts between users of service areas, customers and surrounding property owners.
- To ensure continued access to service areas.

The visual impacts of service areas such as loading docks, trash and recycling collection points, and utility maintenance areas should be minimized through site design, landscaping and screening. See Title 18 Zoning of the Des Moines Municipal Code for screening requirements for trash and recycling areas.

Guideline

- Service areas include, but are not limited to, trash dumpsters, compactors, ground level mechanical equipment, utility vaults, loading zones, outdoor storage areas, trash and recycling areas, and other intrusive site features.
- Locate service areas so that negative visual and auditory (noise) impacts on the street and adjacent properties are minimized.
- Avoid siting utility equipment where it displaces significant landscaping, or where servicing the equipment would damage landscaping. Provide access to equipment that requires regular servicing.
- Screening enclosures, walls and fences shall be architecturally integrated with the development's architecture.
- Provide sufficient landscaped screening around service areas, integrating landscaping with other site and adjacent public landscaping, where possible. However, do not create security hazards by providing a blind spot or hiding area.

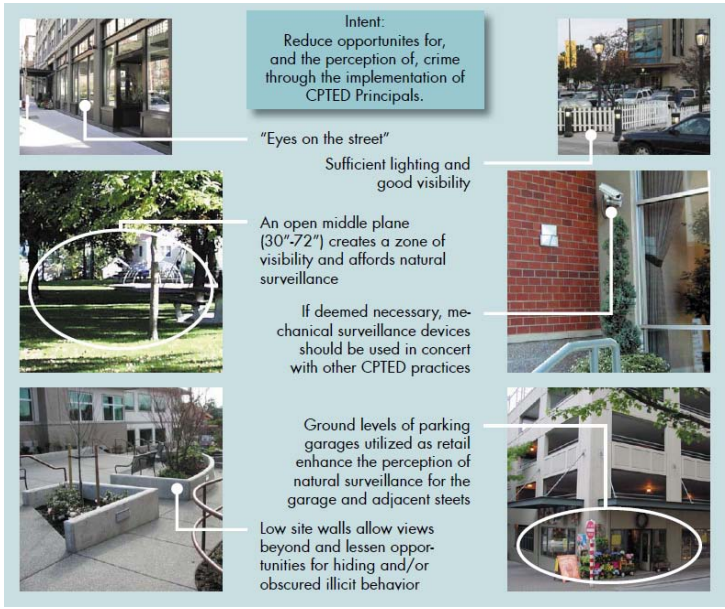


D.6. Personal Safety and Security

Intent – *Reduce crime through design and create a feeling of security and safety through increased activity at street level through building design and improved pedestrian and gathering areas. Project design should consider opportunities for enhancing personal safety and security in the environment under review.*

Guideline

- Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are:
  - enhanced pedestrian and street lighting;
  - well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street;
- Effective lighting systems provide needed visibility for storefronts, drawing attention to key functional or aesthetic elements such as doorways, windows, signage, sidewalks, or architectural details. Strategic lighting can also deter criminals and increase the perception of safety for passing customers.
- There are several different kinds of lighting: entranceway lighting, sign lighting, merchandise storefront lighting, energy-saving night lighting, decorative detail lighting, and general area lighting. Each lighting type performs a different job and should attract attention to what it illuminates, not to the light fixture or bulb.
- Brighter is not always better.
- Security lighting can be at a relatively low level. Glare is light that beams directly from a bulb into eye. It hampers the vision of pedestrians, cyclists, and drivers. If lights are overly bright, they actually make it easier for a criminal to hide in the deep shadows produced by objects in the harsh light. Lights should point downward or toward the building or sign and not into the sky.
- Darkness can be better than lighting if no one is around to witness and report crimes or if lighting helps criminals to see what they are doing. Consider using motion-detector lights or timers when lights are not needed late at night. If an area is usually dark, people will more likely notice if it is suddenly lit up. Do not light back doors that cannot be seen by others.



Design principles to enhance personal safety and security.

E. Landscape Design

An important aspect of a pedestrian-oriented business district is its physical setting. Natural features of a place are key to residents' and visitors' perception.

A primary goal stated in the Marina District's Vision Statement is to "*enhance the image of Des Moines as a special Puget Sound waterfront community.*" Besides its excellent waterfront, an important natural feature of the Marina District is its bowl-shaped topography which provides views from surrounding neighborhoods down toward the district. The valley topography also helps to define the Marina District's edges and facilitates the transition from largely commercial activities in the valley floor to the mostly residential areas in the uplands. The Marina, Beach Park and waterfront provide a naturalizing function.

This section lays out guidelines that help merge the design of structures and places with the natural environment. It discusses concepts behind new landscaping as well as the maintenance and protection of existing natural features.

Landscape design is intended to:

- Ensure that private landscaping reinforces, complements and enhances public streetscape improvements.
- Reinforce the positive visual elements of the Marina District.
- Ensure that landscape design is an integral part of overall site design and reinforces site functions.
- Use landscape design to advantage in the economic revitalization of the Marina District.
- Use landscape design to soften the transition between different land uses.
- Ensure that landscape design does not compromise site safety.
- Achieve greater continuity and transition between public streetscape and the private landscape design so that the two appear unified.
- Augment the visual impact of plantings in the public right-of-way.
- Improve the pedestrian environment.

Landscaping reinforces and enhances the streetscape.

E.1. Landscape to Reinforce the Character of the Marina District

Intent *– Private landscaping should reinforce the character of neighboring properties and abutting streetscape and the positive visual elements of the Marina District.*

Guideline

- Support the creation of a hierarchy of passive and active open space within the Marina District. This may include pooling open space requirements on-site to create larger spaces.
- Where appropriate, install indigenous trees and plants to improve aesthetics, and capture water.
- Retain existing, non-intrusive mature trees or replace with large caliper trees.
- Water features are encouraged including natural installations.
- Reference the Des Moines Street Design and Construction Standards for appropriate landscaping and lighting options for the area.

E.2. Landscape to Enhance the Building and/or Site

Intent *– Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.*

Guideline

- Integrate themes into publicly accessible areas of a building and landscape that evoke a sense of place related to the uses of the area. Neighborhood themes may include arts district, maritime, etc.

People places.

E.3. Landscape Design to Address Special Site Conditions

Intent – *The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, and natural areas.*

Guideline

- Take advantage of views to the waterfront and mountains.
- Support the adopted streetscape design standards for Marine View Drive, S 223rd Street and S 227th Street.

1. A landscape design concept should demonstrate a clear and appropriate aesthetic statement.

A landscape design concept should be consistent with and complementary to the site design and the development's architectural character. The landscape concept should also complement and enhance natural site features, significant existing landscape elements, or other existing amenities on the site or in the area. A comprehensive landscape concept will:

a) Take advantage of views of the landscaping from inside the building.

b) Enhance the building itself, as viewed from within the site and adjacent public streets.

c) Organize, enhance and link the different spaces and activities on the site.

d) Reinforce the streetscape design, and provide a pleasant transition to the site.

e) Improve the appearance of parking and vehicular areas.

f) Screen, soften and frame views.

2. A landscape design concept should reinforce the site design and fulfill the functional requirements of the development, including screening and buffering.

In addition to aesthetic goals, landscaping can fulfill a number of functional goals for a project. Consider the following in developing the landscape plan.

a) *Screening:* Landscaping can provide for visual screening of incompatible adjacent land uses or activities. It can also be used to screen service areas, unattractive sites or architectural features. Projects are encouraged in which landscaping is used to break up parking areas and screen parking areas from pedestrian walkways. However, screening should address security concerns and not create areas without passive surveillance (i.e., visibility from occupied buildings or active pedestrian-oriented areas).

b) *Safety:* Vertical plantings can be used to 'mark' a pedestrian walkway, making it more visible from parking areas or driveways. Landscape strips can be used to separate pedestrian areas from vehicle areas.

c) *Framing:* Landscaping can be used to frame and direct views.

3. The landscape design should reinforce and complement plantings in the public right-of-way.

One of the primary goals of these design guidelines is to improve the pedestrian and visual environment of the Marina District. Landscaping can play an important role in meeting this goal. A mix of shade trees, shrubs and groundcover is encouraged for every major landscape area on the site.

The following are design approaches that may be considered in developing a landscape concept:

d) Indicate how the various spaces and plantings on the site are organized, and how movement through the site links the different spaces and activities. Indicate the character of these 'rooms' as determined by the spatial qualities, plant selection and design, and the activities that occur there.

e) Use plant selection and design to highlight significant site and architectural features on the site, and provide definition between public and private spaces.

F. Signs

Signs make a strong first impression and can be a creative demonstration of a business' character. Signs should clearly communicate the name and identity of the business. Four to seven words are the most passersby can effectively read. Well-designed signs market a business through quick impact.

There are several kinds of signs that can be effective if appropriate to the site and well designed.

- Projecting/hanging signs are double-sided and project from a building over the sidewalk. Pedestrians on the sidewalk see them best.
- Wall signs are attached to the primary façade and best viewed looking straight at the building from across the street. Wall signs are usually located in the sign band, the portion of the façade that is just above the storefront on the first floor and below the second floor windows. The sign band provides space for building signage in a consistent place from storefront to storefront. Even if building does not have a traditional sign band marked by architectural details, the similar look can be achieved by placing a wall sign in the area where a sign band would be located.
- Awning or canopy signs are printed on, painted on, or attached to an awning or canopy above a business door or window. They generally serve to bring color to the shopping environment and are oriented toward pedestrians from the opposite side of the street.
- Tenant directory signs are used to identify multitenant buildings and businesses that do not have direct frontage on a public street. Tenant directory signs should be constructed and oriented to the pedestrian.

These guidelines are to be used in conjunction with the Des Moines Sign Code and do not supersede the Sign Code regulations.

Example of wall signs on fascia with overhead lighting.

Artistic and unique signage.

F.1. Signage Concept

Intent – *Design signs that are creative, engaging and appropriate for the pedestrian scale and character that is envisioned for the Marina District. The signage concept for the Marina District includes a hierarchy of elements based on use and function such as:*

- Site signage for gateways, heart locations, wayfinding, and Marina District identity
- Building signage for addressing and landmarking
- Tenant signage to encourage expressive individualization

Guideline

- Signage should be designed to complement the architectural concept of the building in scale, detailing, use of color and materials, and placement. The following are suggestions for integrating signage with the architectural concept:
  - Provide for sign locations in the building design process
  - Locate wall signs on specific architectural elements, such as a canopy or fascia
  - Avoid obscuring important design features on building facades with signs
  - Coordinate color schemes or architectural details on signs, such as moldings, with the architectural scheme
  - Emphasize special building features, such as an entry or display window, with properly scaled signage
- Signage should reflect the pedestrian scale of the neighborhood, add interest to the street level environment, and reduce visual clutter.
- Signs direct users to a site and within the site and users are typically either driving or walking. Three-inch-high letters can be read at 120 feet and six-inch letters can be read at 300 feet. Pedestrian-oriented signs are most effective when located within 15 feet of the ground plane.
- Specific preferences include:
  - Blade signs attached to a building façade
  - Creative, detailed, artistic and unique signage
  - Signs with lighting attached (e.g., drop lights over a sign)
- Non-conforming signs should be phased out when properties redevelop or a business use changes.

Example of blade signs.

F.2. Signage Placement

Intent – *Design signs that are creative, engaging and appropriate for the pedestrian scale and character that is envisioned for the Marina District. The signage concept for the Marina District includes a hierarchy of elements based on use and function such as:*

- Site signage for gateways, heart locations, wayfinding, and Marina District identity
- Building signage for addressing and landmarking
- Tenant signage to encourage expressive individualization

Example of wall signs with overhead lighting.

Guideline

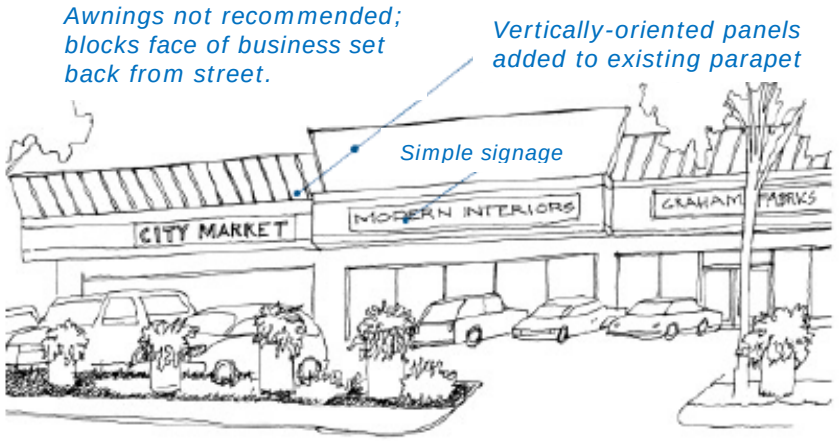
- Signage should be designed to complement the architectural concept of the building in scale, detailing, use of color and materials, and placement. The following are suggestions for integrating signage with the architectural concept:

Examples of signs that are Encouraged.

The following illustrations provide examples on how to improve facades and signage on existing buildings as new tenants come in or properties are remodeled.

Storefront Signs

BEFORE
Sings are well-located, but are backlighted and overwhelm this low building.



AFTER
Simple, clear sign text in the sign band in encouraged.

1960's ERA STRIP SHOPPING CENTER

Canopies / Awnings

Before: This large metal awning overwhelms the small building.

Design of awnings should reflect their construction. These awnings have slender aluminum framing and thin fabric.

signage

shallow pitch of awning allows face of building to be viewed.

single awnings over each entrance

Note: thin profile can be effective at blocking sunlight while giving visibility to facade

AWNING STUDY - AFTER

IV. Definitions

Architectural Elements - As used in these guidelines, architectural elements refer to the elements that make up an architectural composition or the building form, and can include such features as the roof form, entries, an arcade, porch, columns, windows, doors and other openings. 'Architectural elements' is used interchangeably with architectural features in these guidelines.

Architectural Character - The architectural character of a building is that quality or qualities that make it distinctive and that are typically associated with its form and the arrangement of its architectural elements. For example the architectural character of a structure may be conveyed by a prominent design feature. Examples are a distinctive roof line, a turret or portico, an arcade, an elaborate entry, or an unusual pattern of windows and doors.

The architectural character may also be attributed to the building's style, which is typically conveyed by the architectural detailing associated with that style. For example, a building which is Neo-Classical in *style* may convey a formal architectural *character*.

Architectural Details - As used in these guidelines, architectural or building details refer to the minor building elements that contribute to the character or architectural style of the structure, and may include moldings, mullions, rooftop features, the style of the windows and doors, and other decorative features. As used in these guidelines, the architectural details that are used to *articulate* the structure may also include reveals, battens, and other three dimensional details that create shadow lines and break up the flat surfaces of a facade.

Architectural Form - As used in these guidelines, architectural form refers to the three dimensional shape of a structure, and is made up in part by the building elements.

Articulation - See *Architectural Details*.

Balcony - A balcony is an outdoor space built as an above ground platform projecting from the wall of a building and enclosed by a parapet or railing.

Bay Window - A bay window protrudes from the main exterior wall. Typically, the bay contains a surface that lies parallel to the exterior wall, and two surfaces that extend perpendicular or diagonally from the exterior wall.

Blank Walls - Walls subject to "blank wall" requirements are any ground level wall surface or section of a wall that is over six feet (6') in height measured from finished grade at the base of the wall, and longer than 50' measured horizontally, that does not have any significant building feature, such as a window, door, modulation or articulation, or other special wall treatment within that 50' section (see below).

Courtyard - A courtyard is an open space, usually landscaped, that is enclosed on at least three sides by a structure or structures.

Curb Cut - A curb cut is a depression in the curb for the purpose of accommodating a driveway that provides vehicular access between private property and the street.

Deck - A deck is a roofless outdoor space built as an above-ground platform projecting from the wall of a building and supported by piers or columns.

Facade - A facade is any portion of an exterior elevation of a building extending from the grade of the building to the top of the parapet wall or eaves, for the entire width of the building elevation. A front facade is typically the facade facing the major public street(s). An entry facade is typically the facade with the primary public entry.

Foot-candle - A foot-candle is a unit used for measuring the amount of illumination on a surface. The amount of usable light from any given source is partially determined by the source's angle of incidence and the distance to the illuminated surface.

Frieze – A horizontal band that runs above doorways and windows or below the cornice. The frieze may be decorated with designs or carvings.

Frontage - As used in these guidelines, frontage refers to length of a property line along a public street or right-of-way.

Front Yard - As used in these guidelines, the front yard is the area between the street(s) and the nearest building facade.

Impervious Surface - Those hard surfaces that prevent or retard the entry of water into the soil in the manner that such water entered the soil under natural conditions prior to development; or a hard surface area that causes water to run off the surface in greater quantities or an increased rate of flow from the flow present under natural conditions, prior to development. Such surfaces include, but are not limited to, rooftops, asphalt or concrete paving, compacted surfaces, or other surfaces that similarly affect the natural infiltration or runoff patterns existing prior to development. They may be occupied by such recreational facilities as playground equipment, swimming pools, game courts, etc.

Lumen - A lumen is a unit used for measuring the amount of light energy given off by a light source.

Modulation - Modulation is a stepping back or projecting forward of portions of a building facade within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure's continuous exterior walls. As used in these guidelines, the modulated portions must be at least 4 feet deep in order to qualify as modulation.

Parapet - A low wall along the edge of a roof or balcony.

Pedestrian-Friendly Facades - "Pedestrian-friendly" facades are those that feature one or more of the following characteristics:

- Transparent window area or window displays along at least half the length of the ground floor facade.
- Sculptural, mosaic or bas-relief artwork along at least half the length of the ground floor facade.
- *"Pedestrian-Oriented Space"* - As defined below. At least 500 SF must be located along or adjacent to the public or private sidewalk(s), for every 100 linear feet of ground floor facade that faces the public street(s).
- Other measures that meet the intent of the criteria, as approved in conjunction with overall design review approval.

Pedestrian-Oriented Space - A pedestrian-oriented space is an area between a building and a public street that promotes visual and pedestrian access onto the site and that provides pedestrian-friendly amenities and landscaping, which enhance the public's use of the space. To qualify as a "*pedestrian-oriented space*," an area must have:

- Visual and pedestrian access into the site from the public right-of-way,
- Paved walking surfaces of either concrete or approved unit paving,
- On-site or building-mounted lighting providing at least 2 foot candles (avg.) on the ground, and
- Seating; at least 2' of seating area (bench, ledge, etc.) or one individual seat per 60 SF of plaza area or open space.

A "*pedestrian-oriented space*" is encouraged to have:

- Landscaping that does not act as a visual barrier.
- Site furniture, artwork or amenities such as fountains, kiosks, etc.
- Pedestrian weather protection or other enclosure, such as an arcade or gazebo.

A "*pedestrian-oriented space*" should not have:

- Asphalt or gravel pavement.
- Adjacent unscreened parking lots.
- Adjacent chain-link fences.
- Adjacent "blank walls" without "blank wall treatment."

Scale, Human - The size of a building element or space relative to the dimensions and proportions of the human body.

Scale, Architectural - The perceived height and bulk of a building relative to other forms in its context. A building's apparent height and bulk may be reduced by modulating facades and other treatments.

Service Areas - Service areas refer broadly to the areas, whether enclosed or open, that contain such equipment and uses as ground level mechanical equipment, utility vaults, loading zones, outdoor storage areas, and trash and recycling areas.

Site Planning - Site planning is the arrangement of buildings, driveways, sidewalks, landscaping, parking, public open spaces, and other facilities on a specific site. Good site planning will display a cohesive site design concept, and take into consideration natural features, topography, drainage requirements, access points, the design of neighboring sites, and other features in the immediate vicinity of the site.

Streetscape - The streetscape is the visual character and quality of a street as determined by various elements located between the edge of the street and the building face, such as trees and other landscaping, street furniture, artwork, transit stops, utility fixtures and equipment, and paving. Where there are frequent and wide spaces between buildings, the streetscape will be defined by the pattern of building and open space and the character of that open space.

Viewshed – The viewshed is the extent of views from a particular site.