



Downtown Development Review Overlay District (DDRO)

Report to the Committee

Thru: Joseph Haberman, AICP, Urban Design Administrator
From: Iná Nakao, Planner II – Urban Design
Date: May 8, 2026

Case No: 26-OVERLAY-0016
Classification: Non-Expedited
Meeting Date: May 13, 2026

GENERAL INFORMATION:

Property Address: 401 S 4th Street
Applicant: Douglas Sellers, Sabak, Wilson & Lingo, INC.
Property Owner: Louisville Tower Properties, LLC

Description of Proposed Exterior Alteration:

The applicant is requesting approval for the following alterations to turn the office tower into a 414-room hotel with restaurant spaces:

Overall Alterations to Existing Building:

- Replace the existing window mullions with new metal “market pearl white mica” mullions.
- New storefront glass is proposed to have a teal tone.
- Install vertical black metal trim with gold metal detailing, organizing the façade into four bays. Then install narrower horizontal black metal trim approximately every 2.5 floors, as well as narrower vertical trim centered on each bay, breaking down the glass surfaces into large rectangles.
- Install black metal corner boards on all four corners.
- Install a large black metal band on the 26th level and a metal cornice on the top of the building.
- Create a rooftop terrace with solid metal railing.
- A portion of the project extends into the upper floors of 411 S 4th Street. The roof of the building will get an approximately 6’ tall structure to increase the interior ceiling height. This bump-up, which will be clad in off-white EIFS, will not be visible from S 4th Street or W Liberty Street.
- The existing pedway will remain.

Specific Alterations to Each Façade:

- West Façade, facing S 4th Street
 - Create a podium façade clad with rustic gray limestone panels or precast concrete on the first three floors. Install four storefront bays with an 8” tall black granite curb.
 - The first three bays from the north will feature three windows, located above the corner frame of the building.
 - The bay on the south side of the façade will have the floors demarcated by large trim with three windows on each floor.
 - Two person doors will be located on the first floor. Black metal spandrels will be located above each bay.
 - The corner of the building will be emphasized by large columns, a wide cornice above the second floor, and wide transom trim.
 - The large trim and mullions under this frame will include centered golden detailing. This frame occupies $\frac{3}{4}$ of this façade.
 - Three double-door entrances will be located on this area. The main entrance will be the central door with a glass and metal canopy. The lateral doors will have sidelights, and the door near the south façade will have a smaller metal canopy.

- North Façade, facing W Liberty Street
 - Install a black metal cornice band along the full façade. This will also extend to the new addition discussed below.
 - Create a podium façade clad with rustic gray limestone panels or precast concrete on the first three floors. Install four storefront bays with an 8” tall black granite curb.
 - Each bay will have the floors demarcated by a continuous horizontal trim with three windows on each floor. Black metal spandrels will be located above the bays, aligning with the top on the windows of the new addition.
 - Two new double-door entrances will be located on the two central bays leading to the new outdoor seating area.
 - The corner of the building will be emphasized by a large column, a wide cornice above the second floor, and wide transom trim, which will wrap the northwest corner of the building. The large mullions and trims under this frame will include golden detailing.
 - On the 25th floor: Remove window glass and construct an inset balcony occupying the two central bays of glass. The balcony opening will be topped with black metal trim and have glass railing.

- East Façade, facing 310 W Liberty Street
 - The existing building east façade under the new lobby will be renovated. The façade will be divided in three bays demarcated by large black metal columns. Each bay will have three parts, with a continuous transom trim.
 - Three double-doors will be located in the center.

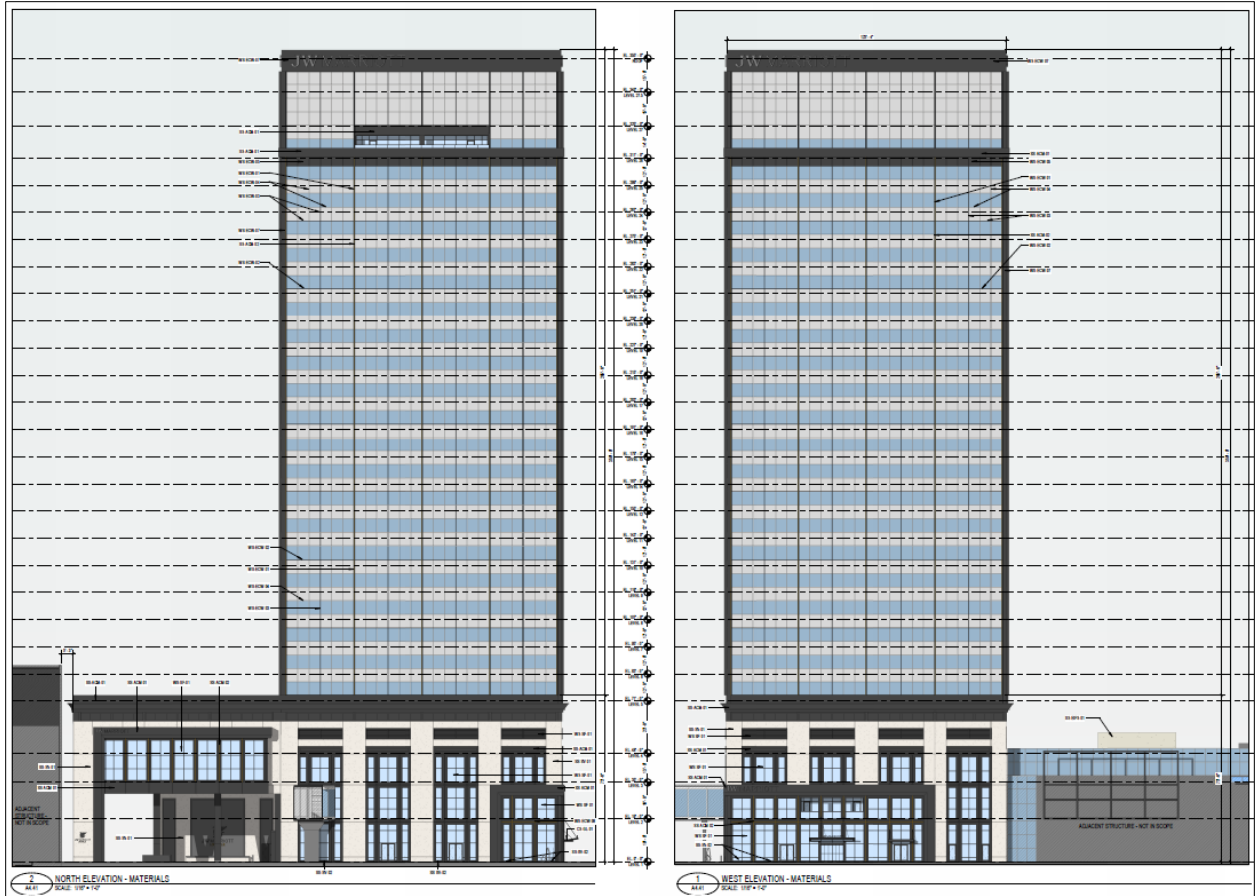
- The horizontal and vertical trims will have golden detailing and the storefronts will feature an 8" black granite curb.

New Construction - Addition within East Parking Lot:

- Construct an approximately 66' W x 113' D x 71' H third-floor addition over the existing parking area on the east side of the building. The addition height will align with the 5th floor of the existing building.
 - The addition will be set back 5'-3" from the east property line and aligned with the front and rear of the existing building.
 - The first and second floor will function as an open porte-cochère lobby drop off area for vehicles. A group of seven 6-lite projecting windows will be located on the third-floor, framed by black metal lintel and sill elements that connect to the east-side column; mullions will include gold detailing. A black metal cornice band will cap the addition tying into the existing building facade.
 - A 13'-9" W x 33'-6" D stairwell will be located on the east end of the addition near W Liberty Street. Three large columns will be located behind the stairwell along the east property line. The stairwell will be clad with rustic gray limestone or precast concrete on the front and east side façade, and off-white EIFS in the rear.
 - A 56' W x 30'-8" D space will be located in the southwest rear of the addition. It will have a person door facing the front, will be clad with rustic gray limestone or precast concrete on the front and east side, and off-white EIFS in the rear. The hotel logo will be featured on the front elevation of this addition.
 - Two large Y shape columns will support the addition.

Site Alterations:

- Create an approximately 65' W x 26' D outdoor seating area on an adjacent parcel to the north facing W Liberty Street. The seating will be defined by moveable planters with trellis panels allowing the plants to vine up.
- Reconfigure the existing surface parking to the east to accommodate the proposed drop-off porte-cochère.
 - Remove the metal fence with masonry posts and base along W Liberty Street and the rear alley.
 - Remove the existing carport along the east side of the existing building and the existing trees and curbs.
 - Slightly shift the western curb cut facing W Liberty Street to the east. The east corner curb cut will remain roughly in its existing location.
 - Construct a central concrete island and additional curbing to direct traffic within the lobby drop off area with vehicle entry access from W Liberty Street or the rear alley.
 - Construct a large, oval-shaped planter area centered along the front property line, to demarcate the public sidewalk from the drive lanes and help to screen the lobby drop off area from the street.



Proposed North and West Elevations



Proposed East and South Elevations



North and West Façades from Intersection of W Liberty and 4th Streets, looking southeast



North and West Façades from Intersection of W Liberty and 4th Streets, looking southeast



Proposed North Façade from W Liberty Street, looking southwest



Proposed Outdoor Seating facing W Liberty Street



Proposed Porte-cochère /Drop-off Area and East Addition from W Liberty Street, looking south



Proposed Porte-cochère/ Drop-off Area and East Addition Above, looking west

<p>INDIANA LIMESTONE - "RUSTIC GRAY" SS-SV-01 (ALTERNATE: PRECAST CONCRETE)</p>	<p>GRANITE - "ABSOLUTE BLACK GRANITE" SS-SV-02</p>	<p>EIFS - OFF-WHITE SS-EIFS-01</p>	<p>METAL - "TRI-CORN BLACK" SS-ACM-01 WS-ECW-02 WS-CW-01 WS-ECW-03 WS-SF-01 WS-ECW-05 WS-ECW-01 WS-ECW-07</p>
<p>METAL - "MARKET PEARL WHITE MICA" WS-ECW-04</p>	<p>METAL - "COLORADO GOLD METALLIC" SS-ACM-02</p>	<p>GLAZING - GUARDIAN SUNGUARD SNX 62/27 WS-SF-01</p>	<p>GLAZING - EXISTING CURTAIN WALL WS-ECW</p>

Proposed Materials

Communications with Applicant, Completion of Application:

The Permit application was submitted on April 27, 2026. The application was assigned to a case manager on April 29, 2026 and determined to be substantially complete and classified as requiring a non-expedited review by a designee of the Urban Design Administrator on the same day. Prior to submittal, Staff met with the applicant for a preliminary review of the application and provide feedback. The application will be reviewed by the Committee at 10:00 AM on May 13, 2026 in the Old Jail Auditorium, 514 W Liberty Street.

FINDINGS

Guidelines

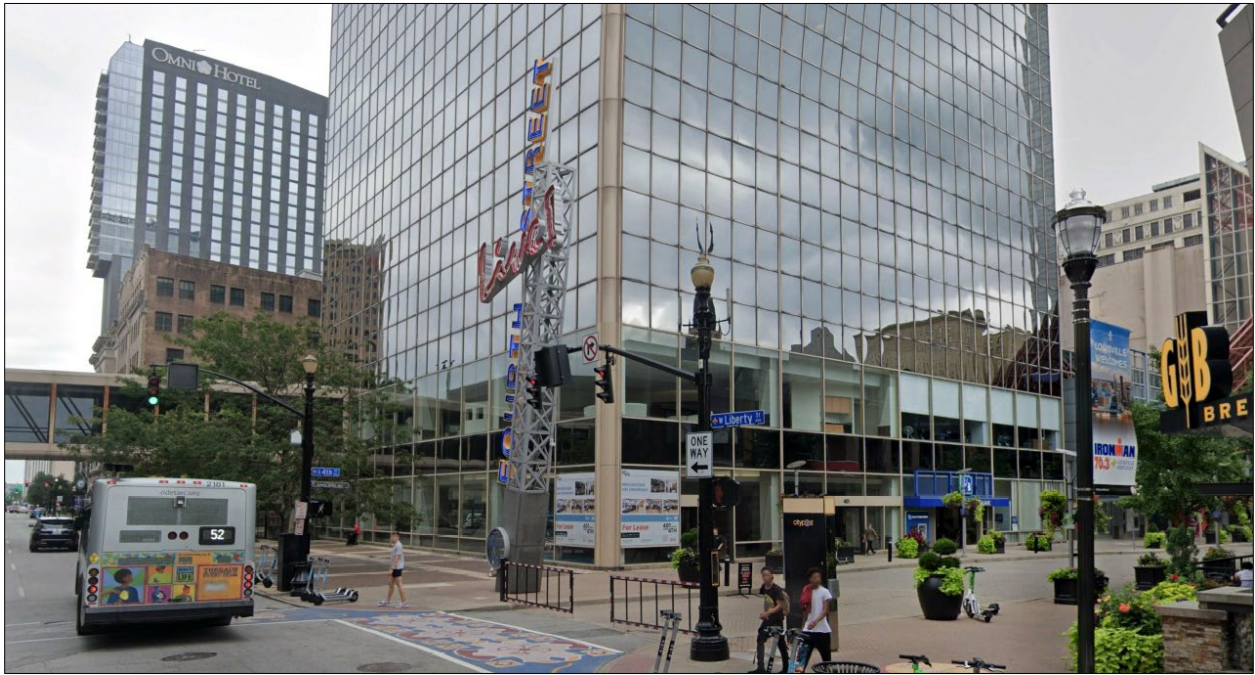
The following Principles and Design Guidelines are applicable to the proposal: **1 – Site Planning, 2 – Building Massing, 3 – Building to Context, 4 – Building to Pedestrian, 5- Parking, Vehicular Use and Access, and 7 – Street and Sidewalk Character.** Staff's findings of fact and conclusions with respect to the Guidelines are attached to this report.

Site Context

The subject property is zoned C-3 Commercial within the Downtown form district and is located on the southeast corner of W Liberty and S 4th Streets. The primary structure, formerly known as the Brown & Williamson Tower and recently as the Fifth Third Bank Tower, is an approximately 29-story, International Style glass box skyscraper. It was built as part of the Louisville Galleria, a shopping and entertainment complex intended to reinvigorate Fourth Street as a commercial destination. It sits at the north entrance of the Fourth Street Live entertainment complex and has been used as a high-rise office building. A "sister tower," known as the Meidinger Tower, is located in the south entrance of the Fourth Street Live entertainment complex. Both towers were designed by the firm Skidmore, Owings & Merrill and opened in the early 1980's. Neither tower is currently eligible for listing in the National Register of Historic Places.

The subject property is surrounded by a mix of mostly commercial buildings from the same time period, with two late Victoria Era buildings located on the northwest and east of the property. The surrounding heights range from one to fifteen stories and are primarily masonry and glass in construction.

Existing Conditions



View from intersection of W Liberty and Fourth Streets, looking southeast



View from W Liberty Street, looking west



Parking surface entrance at W Liberty Street, looking south



Existing parking surface, looking south



East elevation



View from the rear alley, looking east



View from the rear alley, looking north

Conclusions

The project proposal meets the applicable design guidelines for the District. The existing building is being converted into a hotel, with alterations to all façades and the construction of a side addition. The proposed alterations to the existing building will enhance the pedestrian level of the building and align it better with the **Building Massing**, **Building to Context**, and **Building to Pedestrian** principles. The proposed 3-story podium façade and 2-story framing of the corner will provide a well-defined base to the building, meeting **BM4**. This will also reduce the perceived visual scale of the existing structure at the pedestrian level and make it more compatible with the adjacent buildings and engaging to pedestrians, meeting **BC1**, **BC2**, **BP2**, and **BP4**. The entrances will be clearly defined with the addition of awnings on the west façade, per **BP5**. The proposed materials are compatible with the adjacent buildings, durable and of high quality, meeting **BP3**.

The existing surface parking lot on the east side is proposed to be reconfigured with a third-floor addition and function as the drive-through hotel lobby drop-off area (portecochère). These changes will improve the street wall and promote the full utilization of the rear alley, meeting **SP4**, **P2**, and **P3**. The addition will align with the existing structure on the front and rear. Also, its design meets **BM1**, **BM2**, **BM3**, **BC1**, **BC2**, **BP2**, and **BP3**. The height of the addition blends with the surrounding buildings, the massing is well proportioned, and the design is unified with the proposed alterations to the existing structure.

Overall, Staff finds that the proposed building alterations, site alterations, and new addition are compatible with neighboring modern and historic structures in terms of height, massing, and visual bulk. The proposed materials are durable and high quality, and the architectural details are appropriate for the context. The alterations will break down the building massing, reducing its visual impact at the pedestrian level and result in more engaging façades, adding to the pedestrian-friendly character of downtown. Furthermore, the proposed changes to the surface parking area will enhance the site and improve the street wall. The alley will be fully utilized with the redesign, and it will not create traffic conflict with pedestrians.

Please refer to the attached checklists for a complete staff analysis of the proposal.

RECOMMENDATION

The proposal complies with the applicable Design Guidelines for the DDRO. Considering the information furnished and Staff's assessment of the proposal, the Urban Design Administrator recommends the application for an Overlay Permit be **approved with the following conditions of approval**:

- 1. Prior to issuance of any building permits, finalized design details and materials shall be submitted to staff for review and approval.**
- 2. All other required approvals for the outdoor seating area, new awnings, and street trees, which may include an encroachment permit from Public Works, shall be obtained prior to any work taking place in a right-of-way.**

- 3. All ground level storefront windows and doors shall have clear glass or light window tinting. Details related to the proposed teal window tinting shall be submitted to staff for review prior to ordering and installation.**
- 4. Rooftops should not look cluttered from any pedestrian vantage point. All mechanical or utility equipment should be well-integrated into the overall design.**
- 5. No signage was reviewed or approved under this permit. Signage shall be applied for and reviewed under subsequent sign permit application(s).**
- 6. Exterior lighting should be designed to be visually integrated into the exterior design of the building. Lighting should be designed to provide illumination that creates a greater sense of activity, security and interest to the pedestrian. Adequate lighting should be provided at alleys to enhance visibility and safety. Final lighting details shall be submitted to staff for review and approval prior to installation.**
- 7. If the design or materials change, the applicant shall contact staff for review and approval prior to construction/installation. An additional overlay permit may be required.**

1 Site Planning

Checklist

Each downtown site lies within a specific neighborhood, adjacent to specific traffic corridors and intersections, and may be adjacent to areas of different intensity of development; may be near public open spaces; may be near historic and/or significant structures; and may contain historic and/or significant structures. These basic issues should be evaluated for the project site and considered at the earliest stages of concept development.

- + Meets Guidelines
- Does not meet Guidelines
- +/- Meets Guidelines with conditions as noted
- NA Not applicable
- TBD To be determined; insufficient Information

Guideline	Finding	Comment
SP1 <i>Building placement and orientation.</i> It is intended that downtown develop as an urban environment with a consistent, animated street wall which defines a physical area that is friendly, active, and safe for the public. Generally speaking, new construction should build to the front property line and extend the width of the property. Corner properties should be built to both frontages. Properties with three or more frontages should give consideration to the relative character of the frontages and focus development accordingly - primary consideration should be given to orientation toward major thoroughfares.	+/-	The proposed addition will align with the existing building. It will be located over an existing surface parking area, bringing a street wall back to the site. While the 1 st and 2 nd floors of the addition will be open for the c, the design will bring this portion of the site into more compliance with this guideline.
SP2 <i>Public space.</i> Setbacks from the property line may be considered provided the setback area is developed as a public open space and amenity or as a location for exterior activity related to ground floor usage of the buildings, such as outdoor dining or retail. Consideration should be given for providing public open space on sites that align with other significant urban elements such as open spaces or vistas, significant neighboring structures or public institutions, axis or terminus of the street grid	+	The existing tower is setback approximately 30' from the right-of-way of W Liberty Street. This is because there is a separate parcel of land between the edge of the right-of-way and the property line (owned by Metro and unlikely to be developed). The proposed addition will be setback approximately 17' from the right-of-way. This setback does bring the addition a little closer to the street, but still allows it to be connected to the main tower.
SP3 <i>Preservation of existing structures.</i> Existing structures that are identified locally or nationally as having significant historic character should be retained and incorporated into new development. Modifications to these structures shall be in accordance with the latest edition of the Secretary of the Interior's Standards for Rehabilitation. No application to demolish these structures shall be approved unless the applicant is able to demonstrate that: a) rehabilitation of the structure or its replacement will have a greater positive impact on the economic vitality of the District than preserving the existing structure and that the construction of the new structure would not be possible or economically feasible without the demolition of the existing structure; or b) that the applicant cannot obtain a reasonable economic return from the property or structure unless the existing structure is demolished. Development within the West Main Street local preservation district shall be reviewed by the Historic Landmarks and Preservation Districts Commission.	+	The existing structure is not yet historic in age or significance. While it will be retained and incorporated into the development, the proposed alterations do not have to meet the Secretary of the Interior's Standards for Rehabilitation.
SP4 <i>Site access.</i> Careful consideration should be given to vehicular site access, on-site circulation, parking, and sufficient access for storage and collection of waste and recycled materials to minimize impacts to the street wall, pedestrian environment, and the streetscape. Consideration should also be given for other types of access such as pedestrian, public transit, and bicycle.	+	The existing surface parking lot is being transitioned to a porte-cochère lobby drop-off area. Circulation will include entrances off W Liberty Street and exits in the rear alley. The rear alley leads to the Starks Garage and S 3 rd Street. The vehicular areas off W Liberty Street will be clearly defined for the pedestrian.

2 Building Massing

Checklist

Develop an architectural concept and compose the major building elements and massing to reinforce desirable urban features in the surrounding area and district. Compose the massing of the building to create transition to the height, bulk, and scale of development in nearby, less intensive zones.

+ Meets Guidelines

NA Not applicable

- Does not meet Guidelines

TBD To be determined; insufficient Information

+/- Meets Guidelines with conditions as noted

Guideline	Finding	Comment
BM1 Arrange the mass of the building in response to the following as applicable: 1) Distinct and noteworthy characteristics of the district/neighborhood; 2) Adjacent landmark or noteworthy building; 3) Major public entity or institution nearby; 4) Neighboring buildings that have employed distinctive and effective massing compositions; 5) Public views and vistas; 6) Potentially negative micro- climate issues such as extensive shadows and urban wind effect.	+	Most of the site is reusing existing structures. The new addition is adjacent to the National Register-listed US Customs Building. It will have a simple design and be lower in height than the historic building. By aligning with the existing building, it will be setback from the adjacent historic building.
BM2 Compose the massing of the building to relate strongly to nearby buildings and create a transition to the height, bulk, and scale of development in nearby, less intensive zones. Buildings on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between the development potential of the adjacent zones. Factors to consider in analyzing potential height, bulk, and scale impacts include: 1) Distance from a less intensive district edge; 2) Differences in development standards between abutting neighborhoods; 3) Type and amount of separation between districts, such as property line, alley or, street.	+/-	The massing of the addition is somewhat compatible with the adjacent buildings and the district. While the 1 st and 2 nd floors of the addition will be open for the porte-cochère, the solid building portions speak to the massing in the surrounding buildings.
BM3 Design a well-proportioned and unified building. Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.	+	The addition is well proportioned and unified with the proposed alterations to the existing building. There is a clear and coherent architectural concept for both buildings. They are unified in their design.
BM4 The building composition should include a well-defined base at the pedestrian level that fits well into its context. As a general minimum the base should be two to three stories.	+/-	The proposed alterations to the existing building will create a well-defined base at the pedestrian level. The addition of stone or cast concrete and the metal trim details emphasize the corner of the building and bring a weight to the base, which is not there currently. However, the addition is open at the base. This is required to convert the existing surface parking area to the porte-cochère. Additionally, there will be solid building above at the 3 rd story. As it is an addition to the primary building and it is bringing some street wall back to a surface parking area, it somewhat meets this guideline. However, the overall improvements will result in a development that is significantly more compliant with the guideline.

BM5	To allow adequate light and air to reach the street level, high rise buildings (over 14 stories) should generally: 1) Be located about 100 feet from other high rise buildings within the same block; 2) Have upper stories which are progressively narrower; the higher the story, the narrower.	NA	This is an existing high-rise building.
BM6	Rooftops should not look cluttered from any pedestrian vantage point. All mechanical or utility equipment should be well-integrated into the overall design.	TBD	Rooftop details have not yet been submitted.

3 Building to Context

Checklist

A certain amount of architectural diversity is expected in any downtown. However, buildings should be "good neighbors" by relating well to the common patterns of windows, entrances, cornice lines and column spacings around them and reinforcing the overall character of their immediate surroundings. Develop an architectural concept and compose the major building elements to reinforce desirable urban features in the surrounding context and district.

- + Meets Guidelines
 - Does not meet Guidelines
 - +/- Meets Guidelines with conditions as noted
- NA Not applicable
 TBD To be determined; insufficient Information

Guideline	Finding	Comment
BC1 Be compatible with the general character of nearby buildings in terms of facade organization, materials, finishes, scale of detail, and respecting established horizontal and vertical elements and spacing in the nearby context such as cornice lines and pier/column spacing.	+	The existing building facades will be renovated, and a podium façade will be added. This will be engaging to pedestrians and will be compatible with the nearby buildings in terms of façade organization, materials, finishes, and scale of details. Furthermore, the addition carries the same design details and finishes.
BC2 Reinforce the character of nearby buildings having historic or architectural significance by developing designs that respect established cornice lines, horizontal and vertical facade organization, and massing of historic buildings in the context.	+	The proposed alterations to the existing building will reinforce the character of the area by adding horizontal façade elements that align with the surrounding buildings.
BC3 Follow the rehabilitation standards in the latest edition of the Secretary of the Interior's Standards for Rehabilitation whenever historic or architecturally significant structures are to be altered, expanded, or when new construction is to occur adjacent to such structures.	NA	The existing structure is not yet historic in age or significance. While it will be retained and incorporated into the development, the proposed alterations do not have to meet the Secretary of the Interior's Standards for Rehabilitation.

4 Building to Pedestrian

Checklist

People should have strong visual connections to buildings as a strong building-to-pedestrian relationship helps make downtown feel more inviting and active 24 hours a day. Therefore develop the street level of the building's exterior to create safe, inviting, and active environments and spaces to engage pedestrians. These environments are defined by the uses that occur within them, physical space for them to occur, and articulation of the physical surroundings.

+ Meets Guidelines

NA Not applicable

- Does not meet Guidelines

TBD To be determined; insufficient Information

+/- Meets Guidelines with conditions as noted

Guideline	Finding	Comment
BP1 Where sidewalk width is limited, consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities.	NA	Due to the presence of the undeveloped parcel on W Liberty Street, there is a de facto deeper setback already established by the existing building. While a building addition is not proposed along S 4 th Street, this segment is typically closed off to vehicular traffic and limited to pedestrian traffic negating the need for any setback.
BP2 Articulate the building facade to provide an engaging pedestrian experience with design elements such as open shop-fronts or arcades, multiple entries, merchandising and display windows, street front open space with artwork or furniture, signage, and light fixtures. In some instances raised landscaped beds may be appropriate. As a general rule 50% of the wall surface at the sidewalk level should be transparent, utilizing glazing that is not highly tinted or reflective.	+	The alterations to the existing building facades will be articulated to visually have a pedestrian friendly scale, entrances will be better demarcated, and an outdoor seating area enclosed with planters is proposed. With the renovation the first levels, the façade will be more engaging to pedestrians. The wall surface at the pedestrian level will be more than 50% glass. The addition will retain curb cuts at the ground level for vehicular access. However, those will be redone with clear treatment and a large planter.
BP3 Utilize building materials characteristic of the area having texture, color, pattern, and a higher quality of detailing.	+	The limestone or cast concrete as well as the metal and glass are compatible with the buildings nearby and are high quality.
BP4 Variations on the facade plane such as inset entries, building piers, and other details can assist in providing relief to long expanses of building wall.	+	A podium façade and installation of vertical and horizontal details will break the expansive glass facades of the existing building. The majority of the new façade elements are happening at the pedestrian level, but some of the metal detailing will be carried up to the roof of the tower. This is being done to break up the current expanses of glass.
BP5 Building entries should be clearly identifiable and visible from the street. Principle building entrances should face the street. Entrances should be inviting and easily accessible. They should have a high level of articulation and be well-lit. Canopies or awnings provide protection from the weather.	+	Awnings will be added to the existing entrances, which will help to clearly identify their location on the west facade.
BP6 Changes in sidewalk material aid in defining exterior spaces and entryways.	TBD	The sidewalk materials are existing around the primary structure.

			The renderings of the addition show a variation in the floor treatment; however, more information is needed for a complete review.
BP7	Develop alley facing facades at least one bay into the alley to eliminate harsh contrasts in the street wall. Provide adequate lighting at alleys to enhance visibility and safety. Design alley access points for vehicles with appropriate lighting and signage for quick orientation by motorists and safety for pedestrians.	+/TBD	Most of the site contains existing building facades the face the alley. The addition will have a solid alley wall. Lighting details have not yet been provided.
BP8	Exterior lighting should be designed to be visually integrated into the exterior design of the building. Lighting should be designed to provide illumination that creates a greater sense of activity, security and interest to the pedestrian.	TBD	Lighting details have not yet been provided.

5 Parking, Vehicular Use and Access

Checklist

Parking garages, surface parking, and vehicular use areas should have the same qualities and characteristics as any other downtown developments. They should relate strongly to their context, reinforce the urban street wall, and be designed to promote comfort and safety for pedestrians.

+ Meets Guidelines

NA Not applicable

- Does not meet Guidelines

TBD To be determined; insufficient Information

+/- Meets Guidelines with conditions as noted

	Guideline	Finding	Comment
P1	<i>Parking garages.</i> A parking garage visible from the street should be integrated into its surroundings and provide active and inviting street level appearance. The garage should: 1) Follow all principles and guidelines for building and site design; 2) Minimize the use of ramped floors visible from the street; 3) Openings and entrances should be in scale with people. Parking garage entries shall be minimized in size but fully articulated as an opening in the structure. Pedestrian entrances should also be fully articulated; 4) Screen parked cars from pedestrian view.	NA	No parking garages are proposed. While some limited and temporary parking may occur in the porte-cochère area, this covered area is not fully enclosed and would not be considered a garage.
P2	<i>Surface parking lots and vehicle use areas.</i> Generally speaking, development of downtown sites solely as surface parking lots or vehicle use areas is discouraged due to their negative impact on the street wall, streetscape, and pedestrian-friendly character of downtown. Specifically, demolition of buildings for development of new surface parking lots is discouraged. Surface parking and vehicle use areas elsewhere, when deemed appropriate, should adhere to the following: 1) Surface parking and vehicle use areas should not create gaps along the street and sidewalk. They should be fully screened from pedestrian view through a combination of solid building-like elements such as colonnades, decorative fencing, and dense decorative landscaping intended to continue the street wall. Dense landscaping intended for screening should be three feet high at time of planting and maintained to properly screen vehicular uses yet be low enough to maintain visibility and safety. The screening may also be an opportunity for public art; 2) Provide adequate interior landscaping, especially shade trees; 3) When associated with a principal structure on the same site, surface parking, loading, and waste/recycling storage and collection areas shall be located fully behind the principal structure on the site.	+	The addition is proposed to be constructed over the existing surface parking lot. The lot is being reconfigured to become the hotel porte-cochère. The addition above the parking will enhance the street wall and the site. The existing curb cuts will be reconfigured, and a large planter is proposed to help screen.
P3	Vehicular access and design: 1) Curb cuts and vehicular access shall be designed in conformance with the Access Management Standards and	+	The surface parking lot is being reconfigured as are the entry curb

Design Manual within the Land Development Code and appropriate Metro agencies; 2) Vehicular access should be designed to minimize conflicts between cars and pedestrians; 3) Access from the alley shall be utilized to the fullest extent possible. Where the alley is unimproved or of insufficient width or length for the new development it shall be improved as part of the project for viable use; 4) Existing curb cuts that are not proposed to be re-used should be removed and replaced with walk and curb compatible with the current standard design for that location; 5) Existing curb cuts to be re-used should be minimized in width and number to the fullest extent possible; 6) Driveways should be located to be shared with adjacent properties whenever possible; 7) Driveways and vehicular entrances should not occur in dominant locations on the site; 8) Provide adequate directional information for motorists.

cuts. The design will also utilize the alley to access the Starks Garage and S 3rd Street. The proposed changes to the vehicular access to this portion of the site brings the lot into better compliance with this guideline.