

Written comments for Pier 33  
Allen Davis, Urban Design

### **Bike Parking**

It is the goal of the City to reduce reliance on automobile traffic and promote walking and cycling in downtown. This development's target market likely includes individuals who would choose to walk and ride bicycles to other downtown destinations, provided the facilities for doing so are available, comfortable and easy-to-use. Furthermore, the site is located an easy, relatively flat, and safe cycling distance from Cape Fear Community College, the historic core of Downtown and other destinations.

Staff recommends:

- Provide bicycle parking facilities that go beyond the minimum requirement, both in terms of quantity and type of facility.
- Provide ample bike parking for public use in a designated portion of the parking deck, as well as high-quality racks scattered throughout the site.
- Ensure that bicycle parking areas are well-marked to avoid locking of bicycles in undesirable locations.

### **Building Edge along Nutt Street**

The inactive portion of the façade facing Nutt St. (that portion without fenestration beginning from the southernmost "Move-In" facility to the northernmost "Move-In" facility measuring approximately 365 feet) will produce a negative pedestrian environment along the public street, one having little to no human activity and too long to maintain interest and continuity. Such areas are not only uncomfortable, but can be unsafe as there are no "eyes on the street".

For comparison purposes, a typical block length in Downtown is 330-390 feet. Along these blocks, there are very few cases in which the entire length of the block is met with large blank walls, garage doors and an inactive use such a parking facility. These few cases are commonly used as examples of undesirable conditions, such as the Water Street Parking Deck.

Staff recommends:

- Include habitable space with windows along some portion of the area in question, such as the base of the parking deck. (Note: Including such space will also help address setback requirements. The habitable space could take the place of some parking spaces and extend to up to the building setback line.)
- Enhance the setback area in front of the parking deck as an active pocket park, such as well-maintained dog park.

## **Mid-block Crossings**

The block between Brunswick and Harnett Street is approximately 800 feet in length, the size of two typical downtown blocks. Pedestrians, especially those who are physically handicapped or unable to walk at average speeds, are not likely to walk that distance in order to safely cross the street.

Staff recommends:

- Provide at least one mid-block crossing across Nutt Street.
- Given the configuration of driveways and “bulb-outs”, the provision of two mid-block crossings is desirable. These would accommodate pedestrians exiting the parking deck who wish to cross the street, and those already on the other side of the street wishing to enter the parking deck.

## **Treatment of Parking Deck Entrances and Stairwells along Street Edge**

Elevation drawings currently show the two stairwells for the parking deck as solid blank walls along the Nutt Street at the ground floor. Transparency through the use of glass or openings can reveal activities occurring in parking deck stairwells, especially those used by the public entering from and exiting to public streets.

Staff recommends:

- Provide a means of ingress/egress at the base of each stairwell along Nutt Street.
- Use glass or an opening at the ground level to ensure visibility into and out of the stairwell, especially for personal safety and vandalism prevention.
- Mitigate the use of corners around which potential criminals can hide.
- (Note: attention to this matter is especially important given that there are no “eyes on the street” from adjacent land uses.)