

Recommendation Packet
DPD Project Number: 3010207

DESIGN REVIEW SEVEN HILLS APARTMENTS



INDEX OF SHEETS

TITLE SHEET / DEVELOPMENT OBJECTIVES

- 1.1 Cover Sheet / Contacts / Vicinity Map / Index
- 1.2 Project History, Description & Objectives

URBAN DESIGN ANALYSIS

- 2.1 9-Block Axonometric View / Design Cues
- 2.2 Streetscape Photomontages
- 2.3 Streetscape Photomontages

ZONING / PLANNING ISSUES

- 3.1 Pertinent Seattle Zoning & Site Compliance Info
- 3.2 Pertinent Seattle Zoning, Site Compliance Info
Design Departures
- 3.3 Height Compliance Diagrams

SITE ANALYSIS

- 4.1 Surrounding Area Zoning Information
- 4.2 Topographic / Tree Survey / Vicinity Map
- 4.3 Site Plan

PRESENTATION OF SOLUTION

- 5.1 Design Scheme Images
- 5.2 Design Scheme Images
- 5.3 East / West Elevations
- 5.4 North / South Elevations
- 5.5 Floor Plans P1 & P2
- 5.6 Floor Plans L1 & L2
- 5.7 Floor Plans L3 & L4
- 5.8 Roof Plan / Section at Parking Access
- 5.9 Material Samples / Schedule
- 5.10 EDG Preferred Scheme w/ Comments
- 5.11 Previously Approved MUP Scheme

SUMMARY OF DESIGN GUIDELINES & DEPARTURE

- 6.1 Application of Design Guidelines & Comments
- 6.2 Application of Design Guidelines & Comments
- 6.3 Application of Design Guidelines & Comments

PROJECT NAME:

SEVEN HILLS APARTMENTS

SITE ADDRESS:

1919 QUEEN ANNE AVE N, SUITE 300
SEATTLE, WASHINGTON 98109-2549

OWNER/DEVELOPER

EMERALD BAY EQUITY, LLC
1919 QUEEN ANNE AVE N, SUITE 300
SEATTLE, WASHINGTON 98109-2549
(206) 816-3400
CONTACT: JOE GEIVETT
Joe@emeraldbayequity.com

DDG ARCHITECTS

16398 NE 85TH STREET, SUITE 101
REDMOND, WASHINGTON 98052
(425) 289-5800, EXT 204
CONTACT: GREG MACDONALD
gregm@ddgarchitects.com



SEVEN HILLS APARTMENTS VICINITY MAP
No Scale

DESIGN REVIEW SEVEN HILLS APARTMENTS

PROJECT DATA / GOALS

RESIDENTIAL UNITS:	1st Floor	0 Units	0 SF
	2nd Floor	19 Units	13,159 SF
	3rd Floor	19 Units	12,963 SF
	4th Floor	19 Units	12,236 SF
	Rooftop Elev/Stairs		570 SF
	Residential Total	57 Units	41,900 SF
COMMERCIAL AREA:	First Floor Retail		7,521 SF
	First Floor Srvc/Circ		2,926 SF
	Total Commercial		11,665 SF
TOTAL GFA (Per City Definition)			50,592 SF
TOTAL GFA	<53,000 SF (FAR Limit = 53,131 SF (Calculated = 50,592 SF))		
PARKING:	68 Parking Stalls Provided. 57 Required for Residential (1 per residence - 23.54.015)		
	There are exemptions for each retail tenant / businesses of up to 5,000 SF per business. There are 11 spots available for any commercial uses beyond the exemptions. There is also ample street parking (12 stalls) in front of this project along Queen Anne Avenue.		
START CONSTRUCTION	FEBRUARY - 2011		

PROJECT HISTORY:

Previously there was an approved Master Use Permit (MUP) on this site for a mixed use office/retail/residential development over 4 floors of underground parking. The previous project had already gone through a complete EDG and Final Recommendation Process with the QA Design Review Board. Due to the economic conditions of the present changing economy, the project was stopped in order to provide a facility that better meets the needs of the area and market. This project provides more residential units and eliminates the upper floor office uses that were present in the previous scheme.

Much of the character and massing of the previous scheme has been retained in direct response to DRB recommendations.

DESIGN REVIEW / PERMIT PROCESS:

Early Design Guidance was completed in June of 2010. (Mtg May 19, 2010)
 MUP Submitted in July of 2010, w/ latest revisions submitted in November of 2010.
 Building Permit: Submitted September 29, 2010 (Review is running concurrently.)

DEVELOPMENT OBJECTIVES:

1. To create a mixed used development bringing street level retail and residential uses together to provide integrated service and living opportunities in the heart of the Queen Anne neighborhood.
2. To provide a lively and interactive pedestrian experience along Queen Anne Avenue North.
3. To provide workable tenant opportunities that promote successful business efforts and ultimately long term service establishments in the community.
4. To provide associated parking that supports this project and can help the needs of adjacent uses during off-peak parking demand times.
5. To blend into the unique fabric of the Queen Anne area.

REVISED PROJECT DESCRIPTION:

Proposed: 4-story (mixed use) apartment / retail building. The ground floor area will be dedicated to retail, service and restaurant uses. Floors 2 through 4 will provide 57 urban 1-bedroom apartments. .

There will be 2 levels of below grade parking. The access to the parking lot is going to be from the Alley on the west side of the property and through the adjacent Eden Hill project. Easements will be established to maintain this access route.

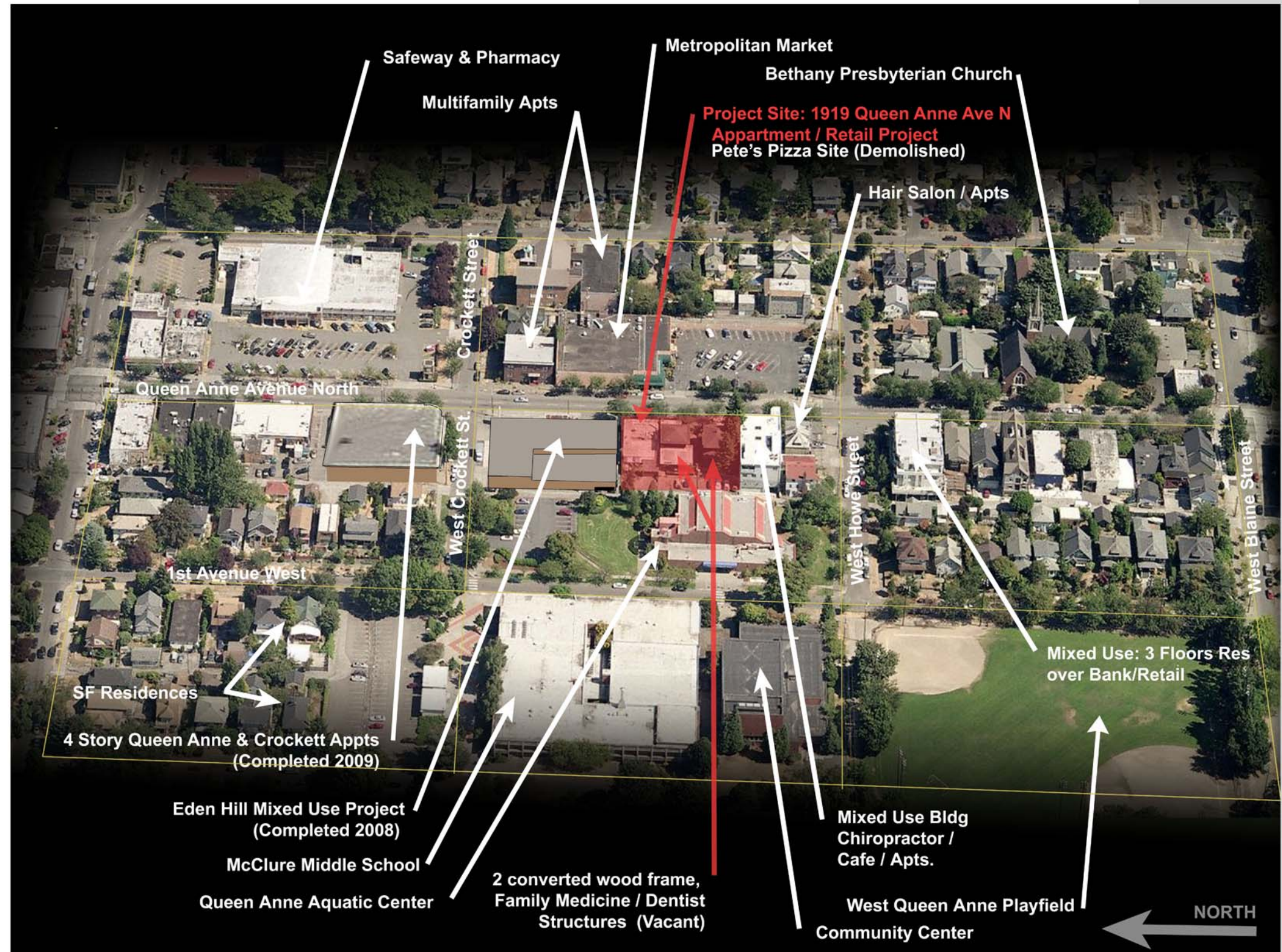
There are no curb cuts, existing or proposed, along Queen Anne Avenue. The project will continue the replacement/improvements of curb and sidewalks along Queen Anne Avenue North that were started during the Eden Hill Project.

This area is a transition from the Single Family neighborhoods on the perimeter to the more urban character along Queen Anne Ave. The tenants in this building will provide service amenities as well as employment opportunities that will help establish live-work environment in the area.

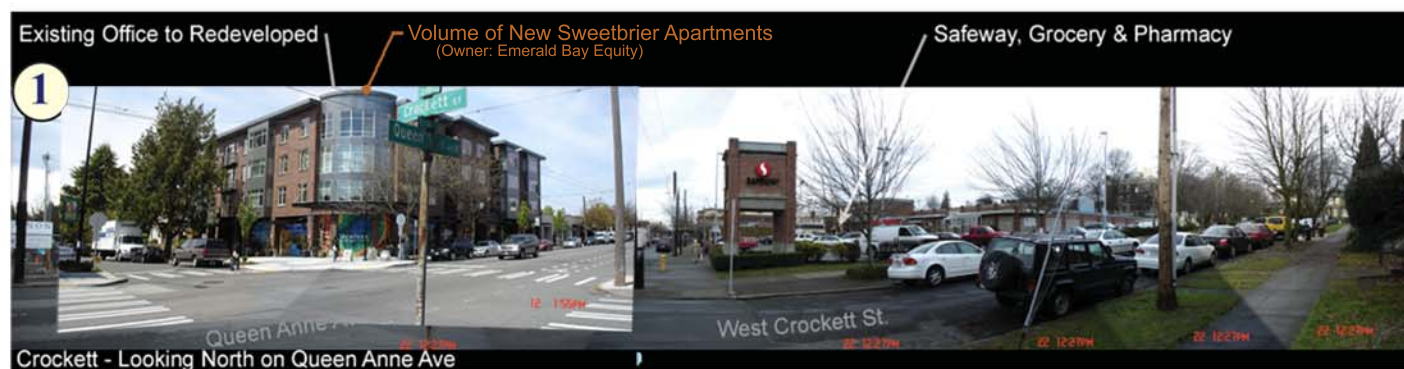
9-BLOCK VIEW

This area is going through a change with several projects recently having been completed in the immediate vicinity. The site immediately to the north was completed in 2007 (Eden Hill) is a mixed used retail apartment structure with underground parking. There is also the Queen Anne & Crockett Apartments further to the north (completed in 2009) and the mixed use project proposed on the site of the Metropolitan Market. All of these projects are in keeping with the scale of the zoning parameters in the area, leading to a more urban street character along Queen Anne Avenue North.

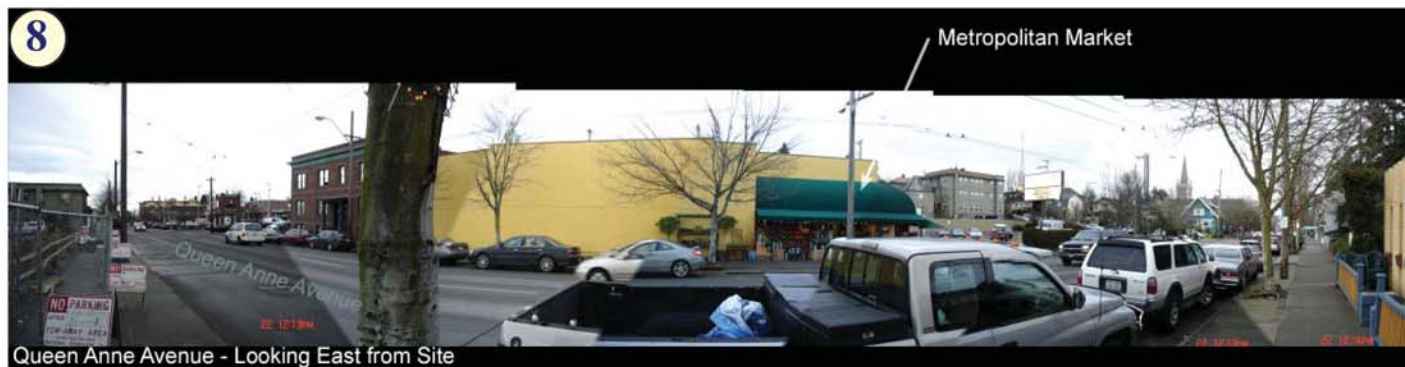
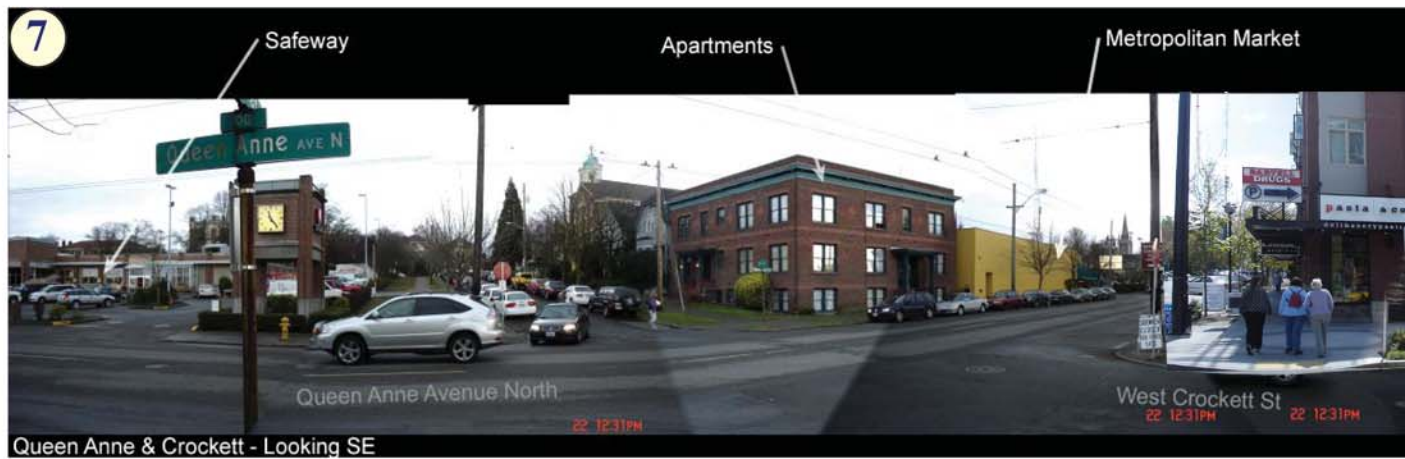
- The residential opportunities will establish the need for retail and service businesses within the community.
- This project will provide needed opportunities for small businesses/ restaurants or services within walking distance of the residential units reducing car trips.
- The scale of the streetscape is increasing, but it is consistent with other long standing structures along Queen Anne Avenue.
- Brick/Masonry is the predominant material along Queen Anne Avenue, but there are instances of other materials forming an eclectic palette to work from.
- It seems that masonry has been a popular choice for many of the new projects for it's historic precedent and its sustainability.
- Masonry appears to be an appropriate avenue for this project, though it seems important to allow some deviations either material or formal to allow this building to have its own identity on the streetscape.



STREETSCAPE VIEWS



SEVEN HILLS
1919 Queen Anne Avenue North



STREETSCAPE VIEWS

Volume of New Eden Hill Apartments
(Owner: Emerald Bay Equity)



Volume of New Sweetbrier Apartments
(Owner: Emerald Bay Equity)



Volume of New Eden Hill Apartments
(Owner: Emerald Bay Equity)



SEVEN HILLS
1919 Queen Anne Avenue North

SEATTLE ZONING & SITE COMPLIANCE INFORMATION

<p>PROJECT LOCATION: 1919 Queen Anne Avenue North Seattle, Washington 98109</p>	<p>STRUCTURE HEIGHT 23.47A.012</p>	<p>Maximum Height: 40' plus 4' for conditions shown in Section A1a and an additional 3' for setbacks as outlined in the Queen Anne Design Guidelines for setbacks along Queen Anne Avenue on upper floors. There the overall height limit it 47' above grade. See side view ht compliance diagram.</p>
<p>ZONING SUMMARY: NC2P-40</p>		
<p>PERMITTED USES 23.47A.004 Chart A</p>	<p>C.2.b Restaurants are permitted outright with a business establishment limit of 25,000SF. Retail Sales & Services are permitted outright with a business establishment limit of 25,000SF. Offices are permitted outright with a business establishment limit of 25,000SF. Eating Establishments are permitted outright with a business establishment limit of 25,000SF. Residential uses are permitted outright.</p>	<p>23.47A.012,D-2 Skylights, clerestories, parapets and fire walls may extend up to 4' above the applicable height limit. None are provided above the 47' height limit.</p> <p>23.47A.012,D-4 Rooftop features may extend up to 15' above the height limit, including stair and elevator penthouses and mechanical equipment. The elevator and 2 stairways will extend up to serve the rooftop residential open space/amenity.</p>
<p>STREET LEVEL USES 23.47A.005</p>	<p>Queen Anne Ave North is a principal pedestrian street as listed in Section E.2. There are no residential units on the ground level. All of the anticipated ground level uses/tenants are listed in Section E.1.</p>	<p>FLOOR AREA RATIO 23.47A.013</p> <p>Maximum Floor Area Ratio: 3.25 Site Area: 16,348 SF Maximum Gross Floor Area (GFA) Allowed: 53,131 SF Maximum Gross Floor Area (GFA) Anticipated: +/-50,592 SF An additional 24,942 SF of subsurface parking is provided which is exempt from the FAR Total.)</p>
<p>CONDITIONAL USES 23.47A.006</p>	<p>There are no conditional uses required or anticipated.</p>	
<p>MAJOR PHASED DEVELOPMENT 23.47A.007</p>	<p>Not Applicable</p>	
<p>STREET LEVEL DEVELOPMENT STANDARDS 23.47A.008</p>	<p>Blank Facades: There are no blank facade elements that exceed the width of a typical column element at +/- 30"-36". The total blank facade anticipated to be +/-30' which is +/- 25% of the facade. 40% is the max allowable. Setbacks: The center area glazing is located 20'-0" from the property line. This is an increase of >5' over the previous scheme. Transparency: >75% of the facade is transparent as described in Section 2, a & b is anticipated. Street Level Uses: The minimum depth of street level nonresidential uses is > 40'.</p>	<p>SETBACKS</p> <p>Side: None Front Setback: None except for ht bonus in QA guidelines.</p> <p>23.47A.014, B-3a Rear Setback: DESIGN DEPARTURE (see sheet 3.2) For structures containing residential uses, fifteen feet (15') for portions of structures above 13'. Proposed: Including 1/2 the alley (8') the building is set back a minimum of 16' -2" with the exception of open rail residential decks which extend 6' to the west from the face of facade but are still >10' from the centerline of the alley. (See Departure #1)</p> <p>23.47A.014, B-3b For structures containing residential uses, an additional ten feet (10') for portions of structures above 40'. Proposed: Above 40' the building is setback a total of 16'-2 1/2" from the centerline of the property and residential decks are present. (See Departure #1)</p> <p>23.47A.014, B-4 One-half (1/2) of the alley width may be counted as part of the required setback.</p> <p>23.47A.014, F Loading: For parallel alley loading a setback of 12' is required from centerline of alley to a height of 12'. Proposed: Setback is >16' from centerline to builing, to a height of 14' above grade.</p>

SEATTLE ZONING, SITE COMPLIANCE INFORMATION & DESIGN DEPARTURES

LANDSCAPING AND SCREENING

23.47A.016 Green Factor: Anticipated meeting Green Factor through thorough use of street level plantings, green wall details and containerized roof-top garden/roof intermixed in roof top outdoor open space.

RESIDENTIAL AMENITY AREAS:

23.47A.017 Residential GFA: 38,927 SF x 5%
 Required Residential Amenity Area 1,950 SF
 Proposed: Private Decks (34) for Units 2,284 SF
 (+/-67 SF each.)
 Rooftop common Amenity Area
 (Roof deck / Planters) 1,824 SF
 Total Area Provided 4,108 SF

23.47A.027 Landmark Districts/Structures: N/A

23.47A.028 Stds for Drive In Businesses: N/A

SOLID WASTE/RECYCLABLE STORAGE AREA:

23.47A.029 GFA +/- 53,000SF, therefore 225 SF required by the table in 23.47A.
 The project shows 396 SF which exceeds the minimum requirement.

PARKING AND LOADING: Ref 23.54.015

23.47A.030 In NC2 zones there are waivers for parking in pedestrian-designated zones as outlined in Chart D of 23.54.015.

- Exemption for the first 5,000 of each business in general sales and medical services.
- Exemption for first 2,500 SF of an eating establishment.
- There is a requirement of (1) space per dwelling unit times (57) = 57 required.

A traffic study will be completed showing compliance. There is additional parking along Queen Anne Avenue. There is also surplus parking in the adjacent Eden Hill project which is owned/developed by the same entity.

PARKING LOCATION AND ACCESS: All access to underground parking is via the alley on the west side of the property and the adjacent parking structure at Eden Hill.
 23.47A.032

DESIGN DEPARTURES:

1. ALLEY SETBACK (SMC 23.47A.014.B3a & b):

We are requesting a departure from the Alley Setback Above 40' (17') The west facade of the building is set back greater than 8'-2 1/2" (total exceeding 16'-2 1/2' from centerline of the alley) across the complete western facade. (compliant). From 40' to 47' in height the setback is 16' - 2 1/2" (17' required).

To mitigate this condition additional setbacks have been provided along the north property line adjacent to the plaza area of the Eden Hill Project, in the center portion of the building and on the south facade adjacent to the neighboring building's open deck. The center section of the building is set back 23'- 2 1/2" from the centerline fo the alley. Additionally, the pedestrian area/setback has been increased at Queen Anne Avenue. These gestures have been generally accepted by the Design Review Board and the LURC.

Volume of building in setback above 40': 382 CF (cubic feet).

Additional mitigating setback provided above 40': 4,143 CF

We also acknowledge that there are no residences on the opposite side of the alley or on the school property further to the west.

2. SOLID WASTE ENCLOSURE ACCESS (23.47A.029.D2C):

The precedent for solid waste collection in the Queen Anne area, including the Eden Hill Project to the north, does not include the 21' min. height clearance for collection vehicles. Alternative collection methods more common to existing practices will be sought instead including rolling dumpsters into the alley for pick up. (this is common on these allies). This has been coordinated with Liz Kain at Seattle Public Utilities.

3. PARKING AISLE BACK UP / AISLE WIDTH 23.54.030 E:

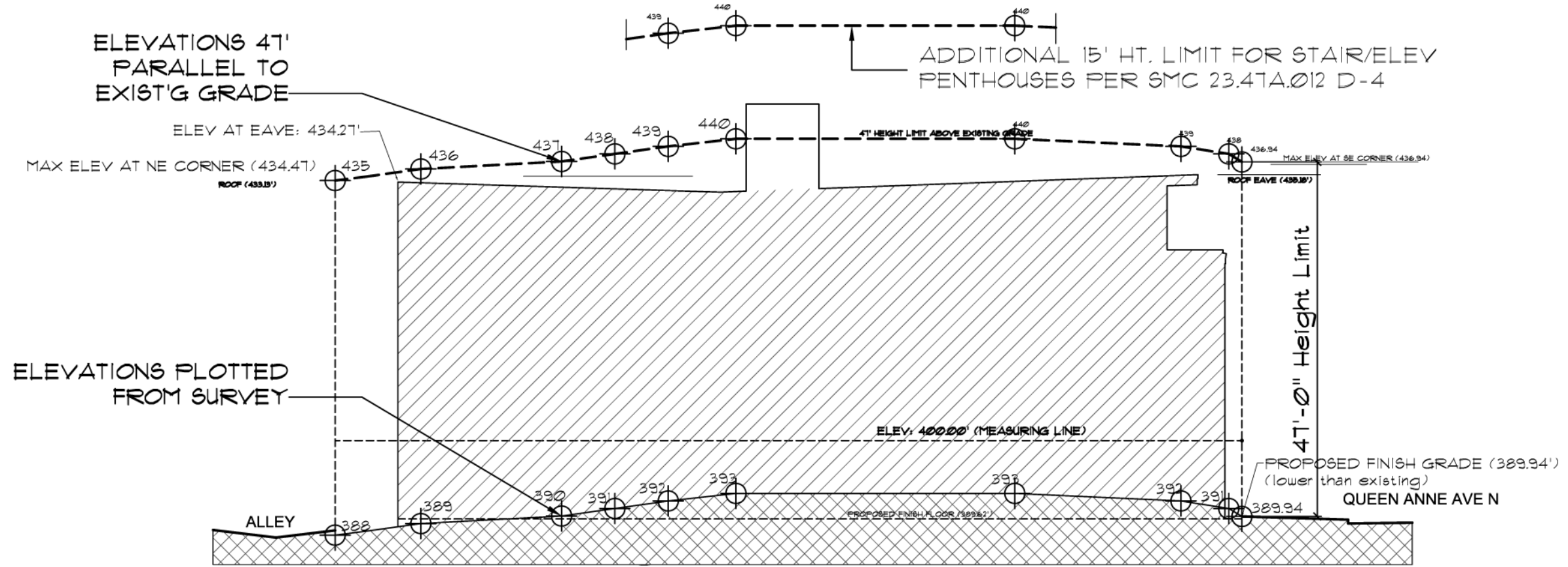
We are requesting a departure to allow for a 20'-6 back up/aisle. This is an improvement over existing conditions on this site where 14 parking stalls started on the property line and extend to the east providing 16' of back up/aisle space. (width of R.O.W.) Please reference existing survey showing existing parking conditions. By providing the parking as drawn, it allows for an internal circulation to and from the entries. All parking stalls shown are wide or are otherwise widely bound by gaps for structure or paths of accessibility.

OPTION: A complying option is shown, with the same parking stalls moved against the building providing a 24' wide back up / aisle. The owner is willing to discuss this as an alternative.

4. LOADING BERTH NEAR RESIDENTIAL ZONES 23.47A.011 E:

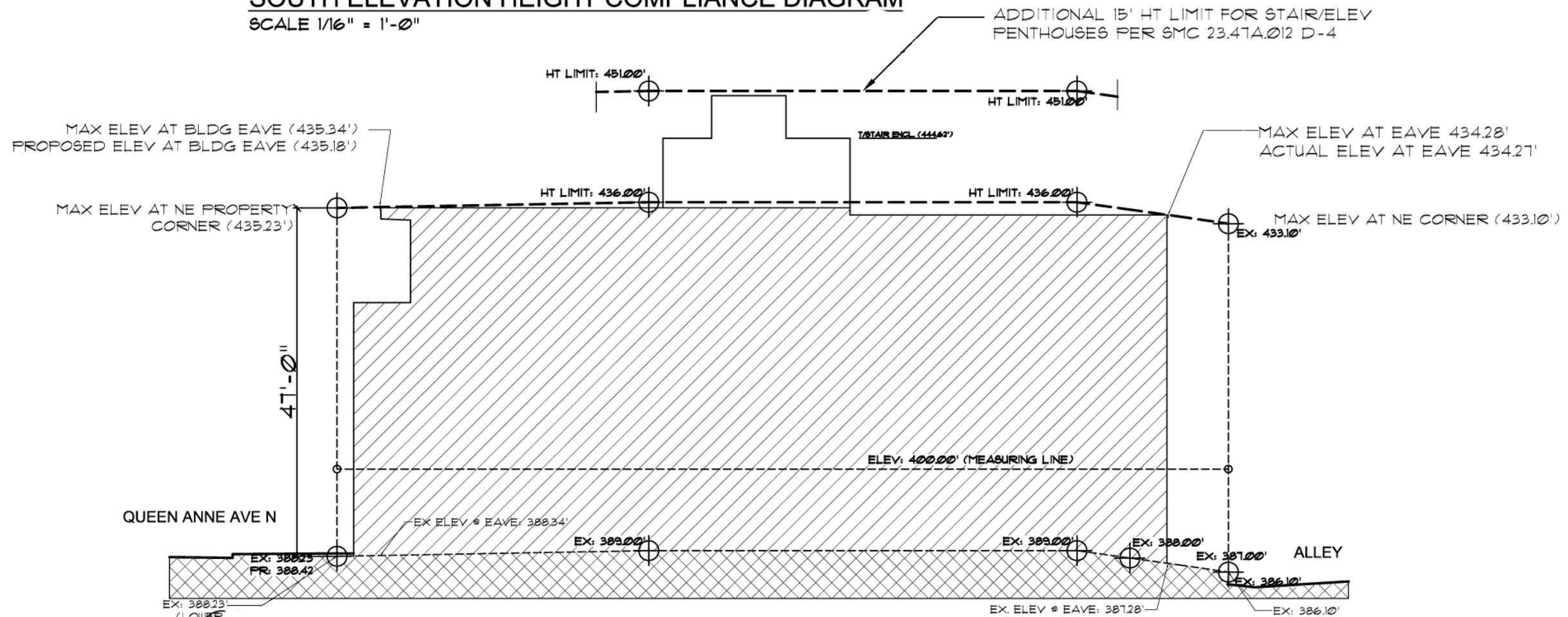
We are requesting a departure to allow one (1) loading berth to be located on the Alley side of the building w/in 50' of a single family zoned property. The loading berth complies with required clearances but is less than 50' to a residentially zoned property. However, the lot is occupied by the City Pool and the lot beyond by the School / Community Center. There are no single family residences w/in 190' of this loading berth location. This loading berth condition is consistent with the precedent along this alley and avoids the congestion and safety conflicts associated with loading on the busier street/QA Ave. North.

HEIGHT COMPLIANCE DIAGRAMS



SOUTH ELEVATION HEIGHT COMPLIANCE DIAGRAM

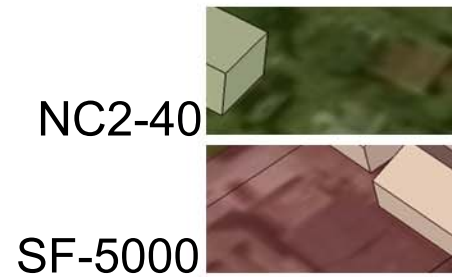
SCALE 1/16" = 1'-0"



NORTH ELEVATION HEIGHT COMPLIANCE DIAGRAM

SCALE 1/16" = 1'-0"

SURROUNDING AREA ZONING INFORMATION

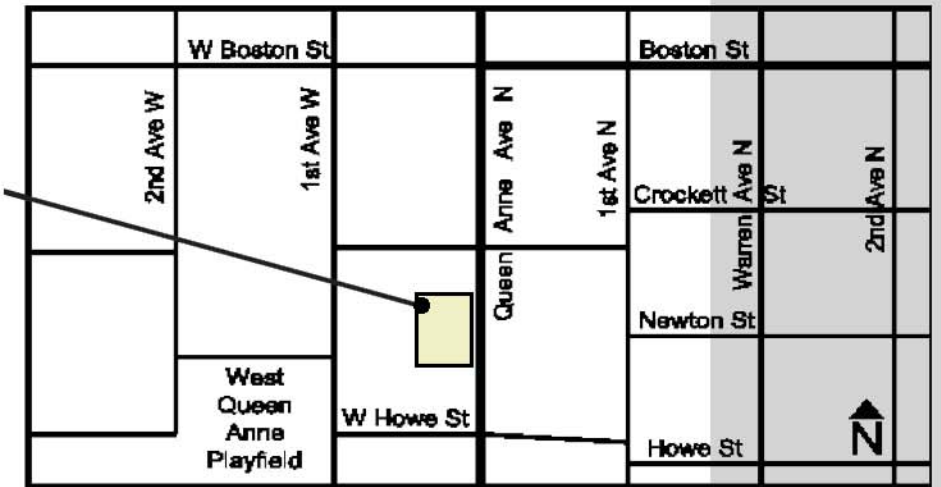
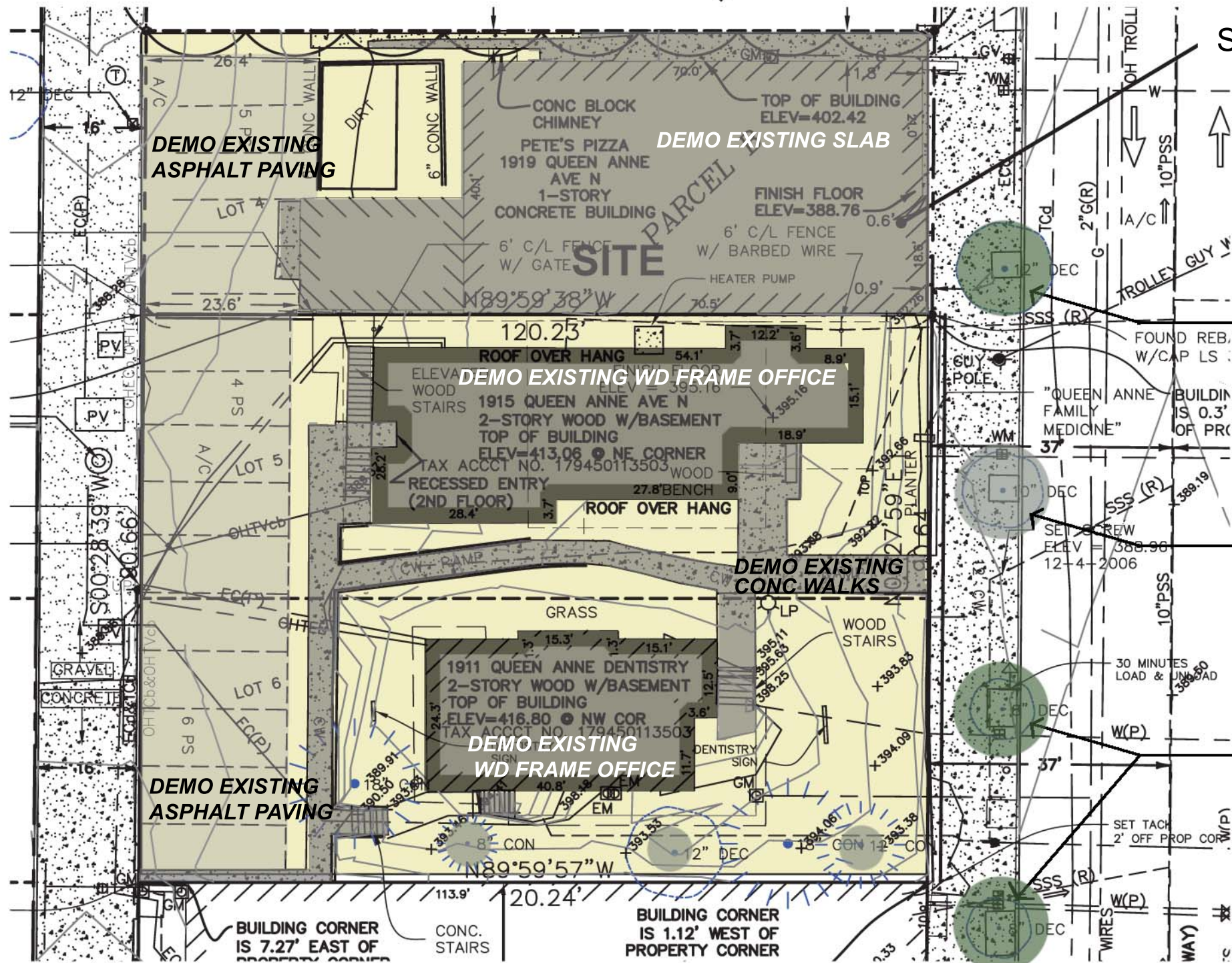


- The area is in transition with numerous projects under construction or in for design review / building permit.
- The zoning along Queen Anne Ave North is primarily NC2-40 in the vicinity of the subject property.
- The site immediately to the north is a recently completed 4-story mixed use residential / retail structure. The structure is shown in the model.
- There is also a similar mixed-use residential project on the NW corner of Queen Anne Ave and West Crockett. The residential/retail project is 4 floors over parking and similar in form to the Eden Hill project.
- This building proposal for the project at 1919 Queen Anne Avenue will provide opportunities for apartments and services.
- The area immediately to the West of the site is zoned SF5000, however it is occupied by the Queen Anne Aquatic Center.
- McClure Middle School and the Community Center occupy the block beyond that.
- Many of the immediate transitional issues associated with moving from NC2 to single family residential areas are less applicable because of the site use.



SITE INFORMATION

Vehicle access via adjacent parking levels.



VICINITY MAP

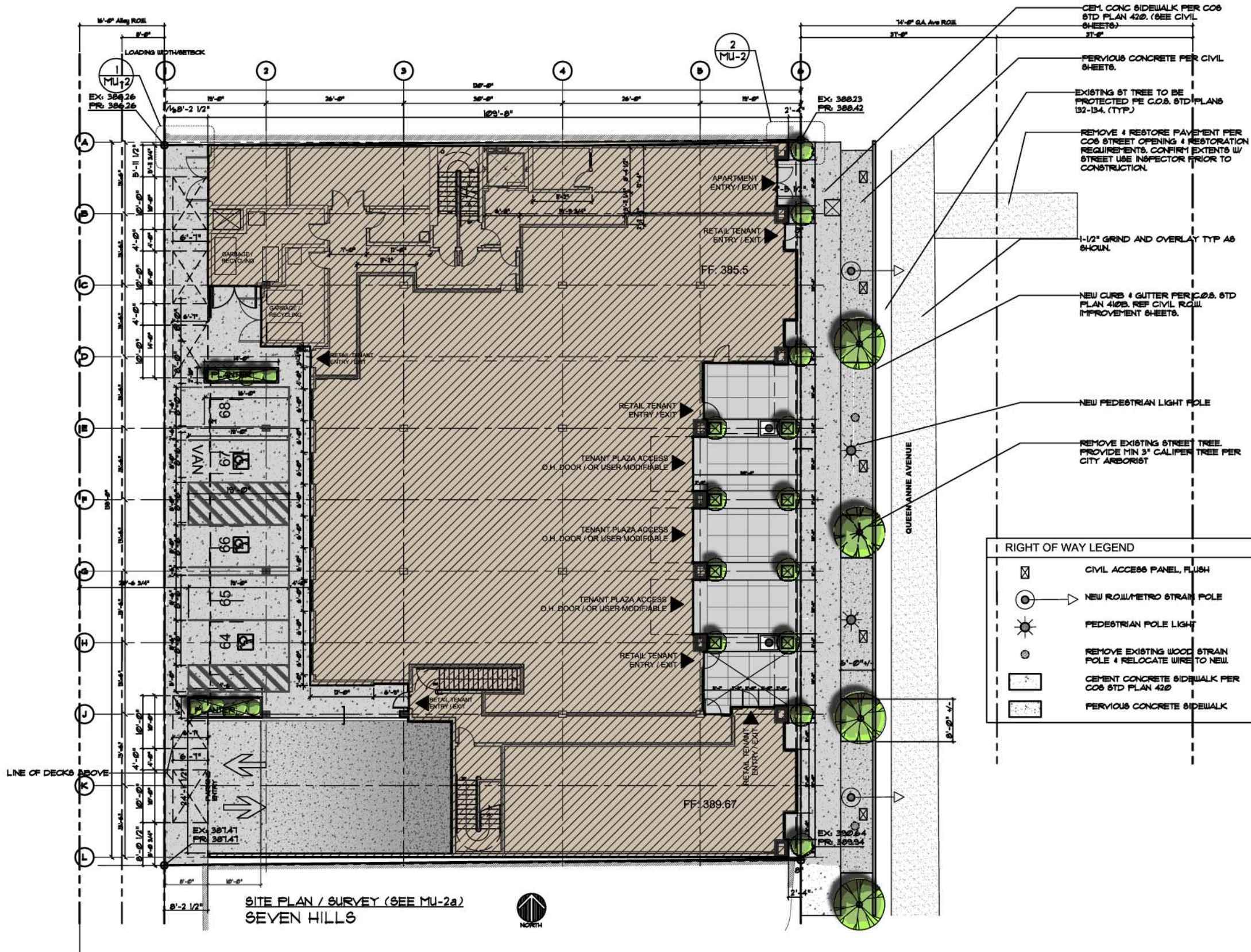
Existing street tree to be trimmed, protected and preserved.

Existing street tree to be removed and replaced at the completion of construction. (Coordinated with City Arborist, Bill Ames on site on 10/20/2010)

Existing street trees to be trimmed, protected and preserved.

SITE TOPOGRAPHY, DEMOLITION NOTES & TREE SURVEY

Scale 1" = 20'





QUEEN ANNE AVENUE VIEW



ALLEY AERIAL VIEW

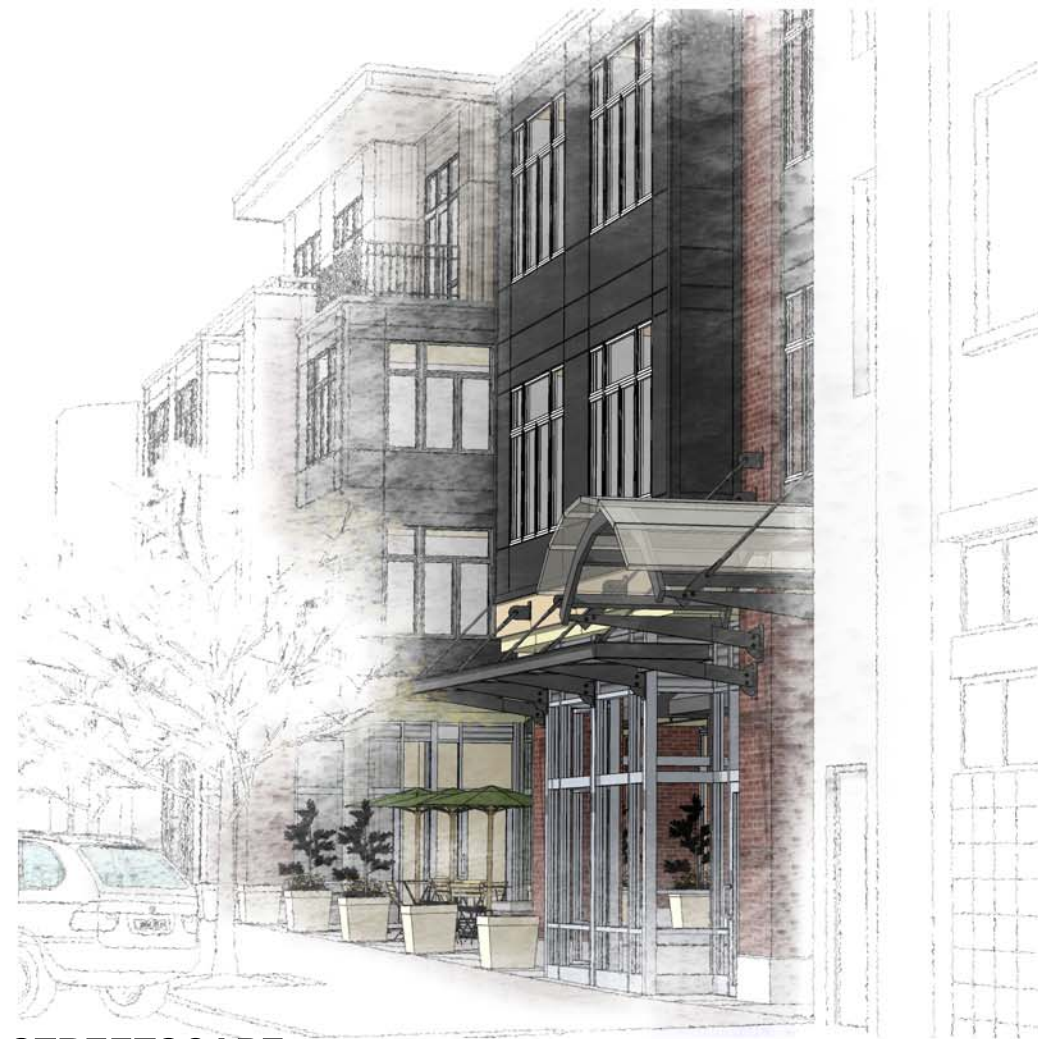


RETAIL/APARTMENT ENTRY VIEW

The design team is consider several options for the configuration of the apartment entry canopy based on feedback from the LURC.



STREETSCAPE



STREETSCAPE



AERIAL VIEW OF PLAZA



STREETSCAPE WITH SIGNAGE

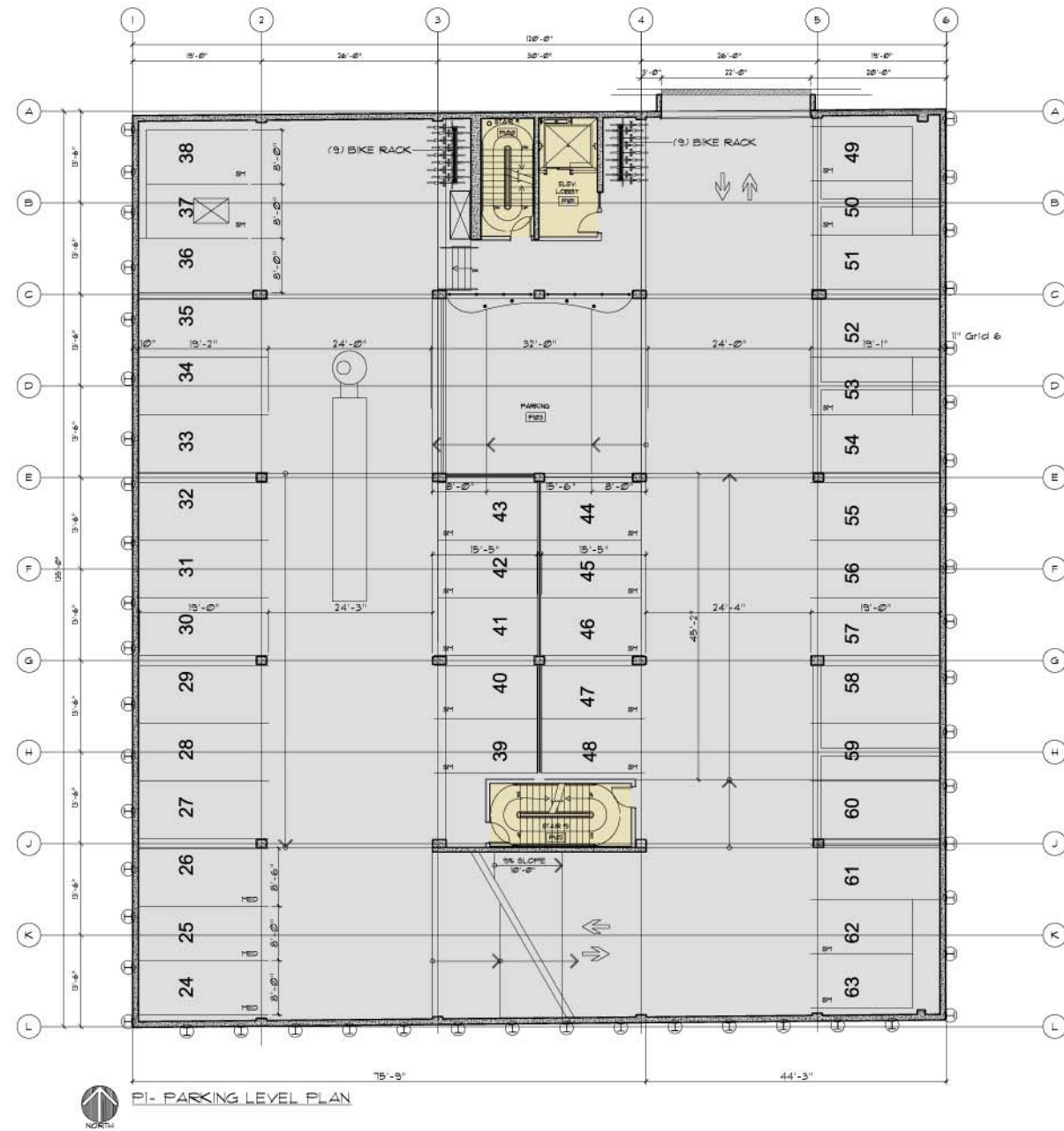
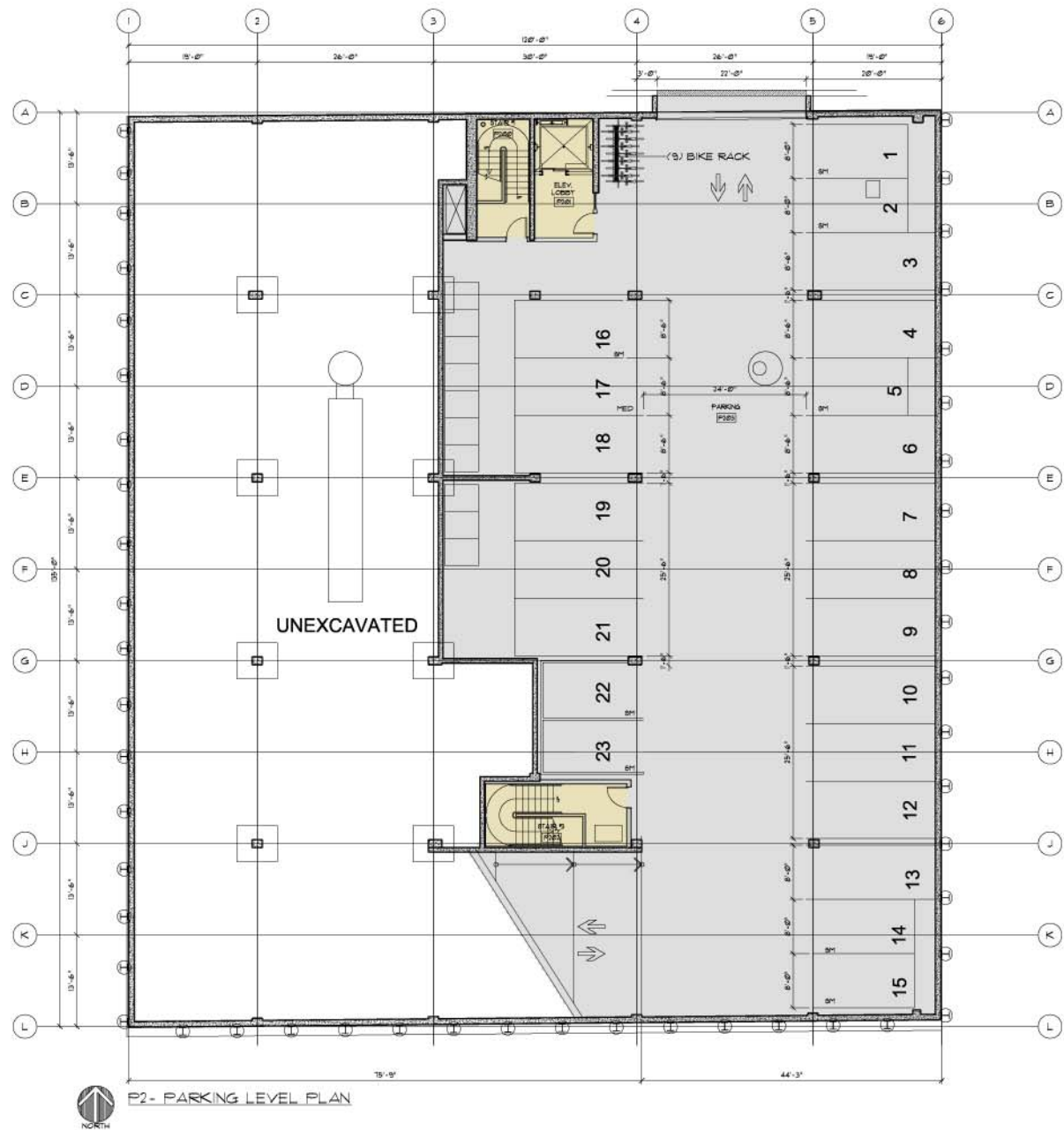


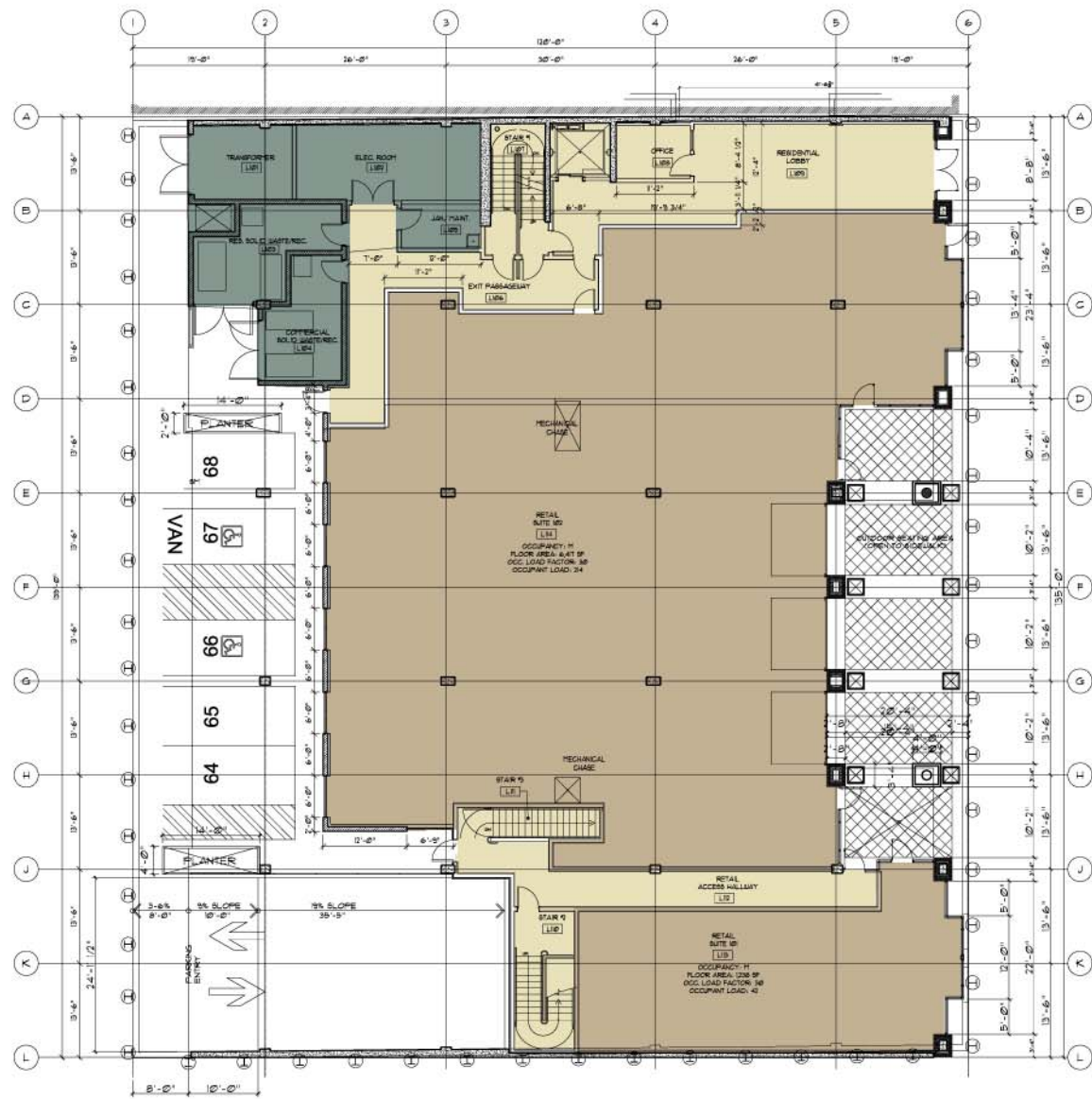


NORTH ELEVATION

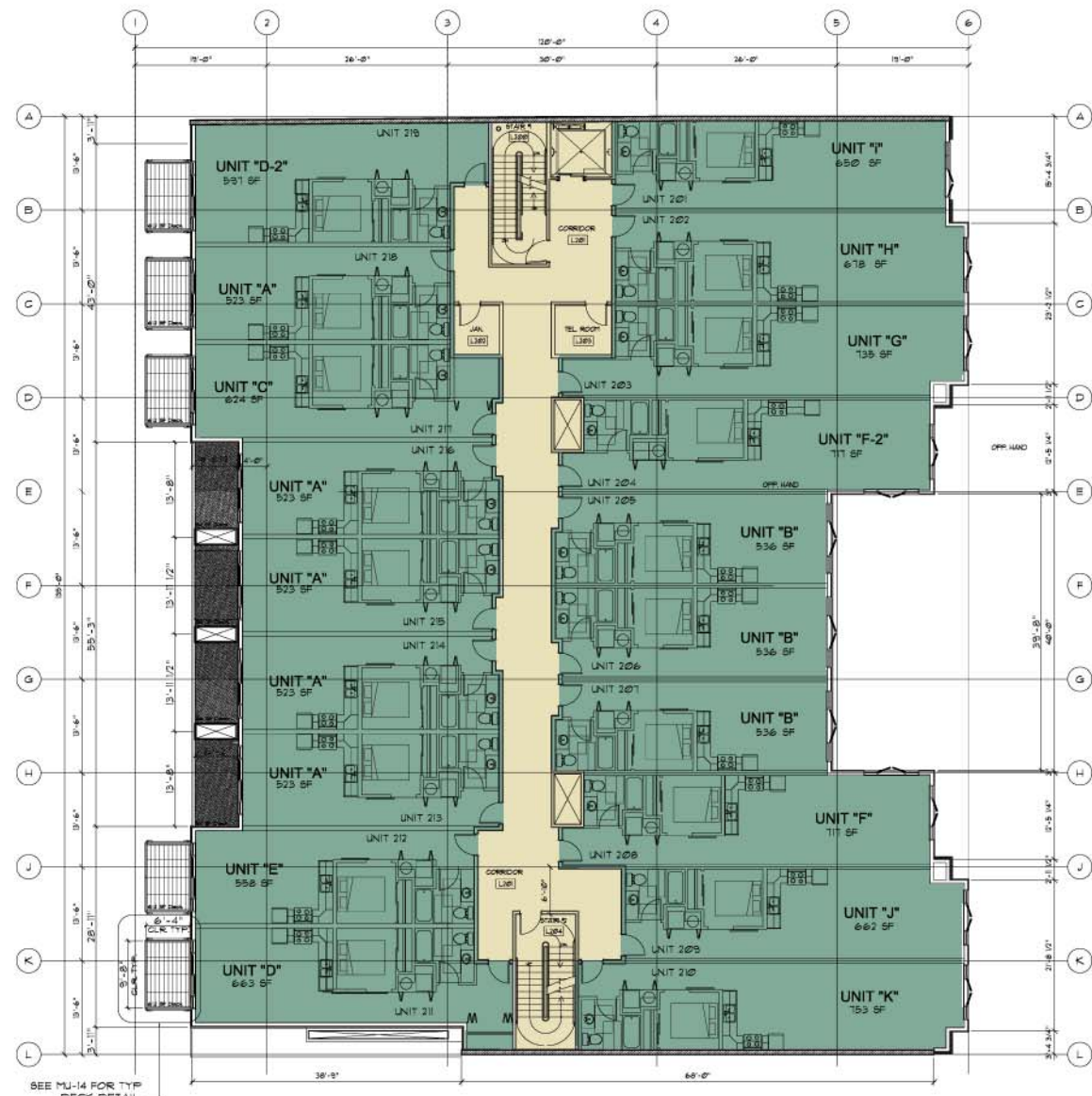


SOUTH ELEVATION

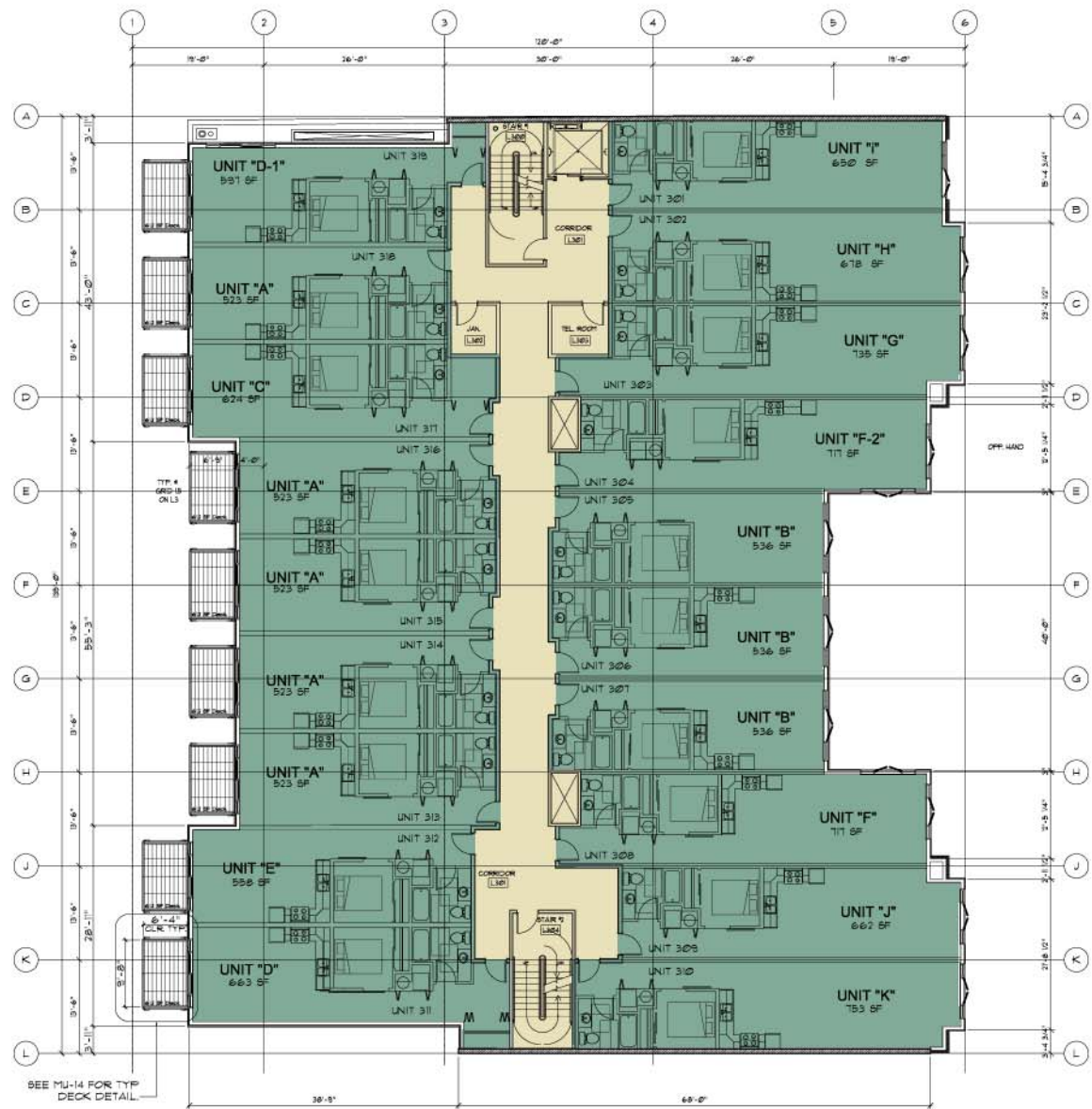




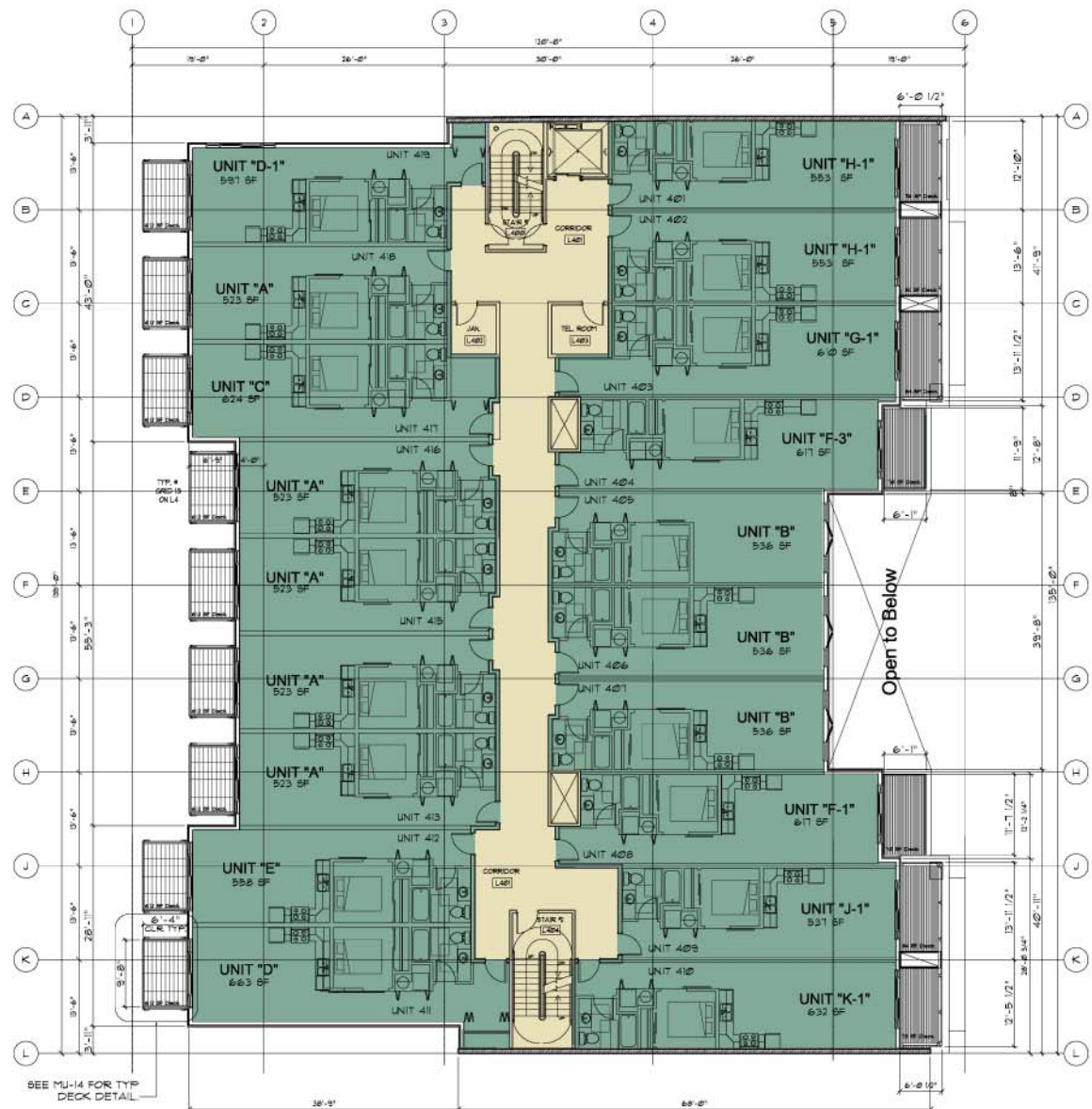
L1- GROUND FLOOR RETAIL PLAN
SCALE: 1/8" = 1'-0"



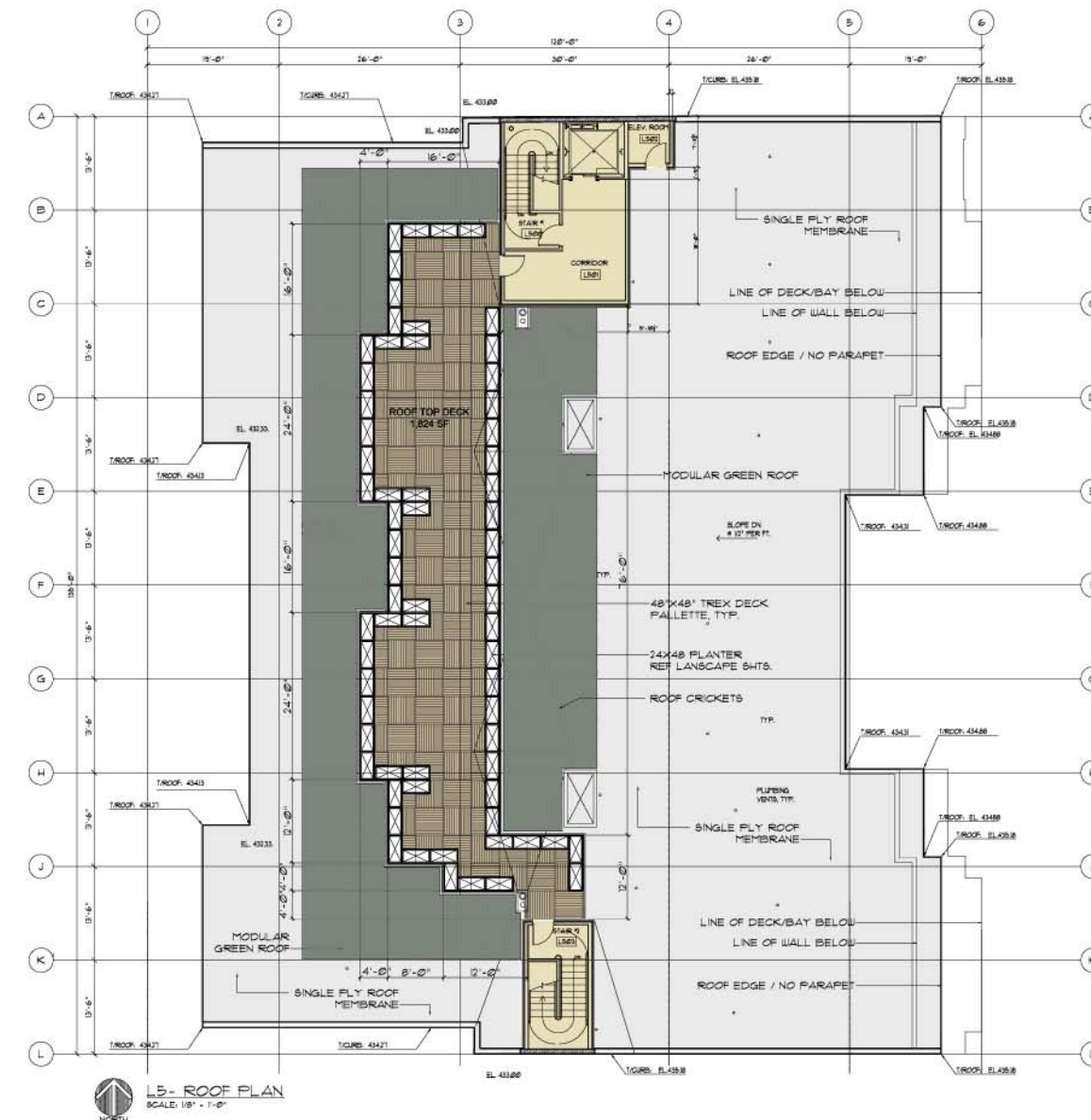
L2- RESIDENTIAL LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0"



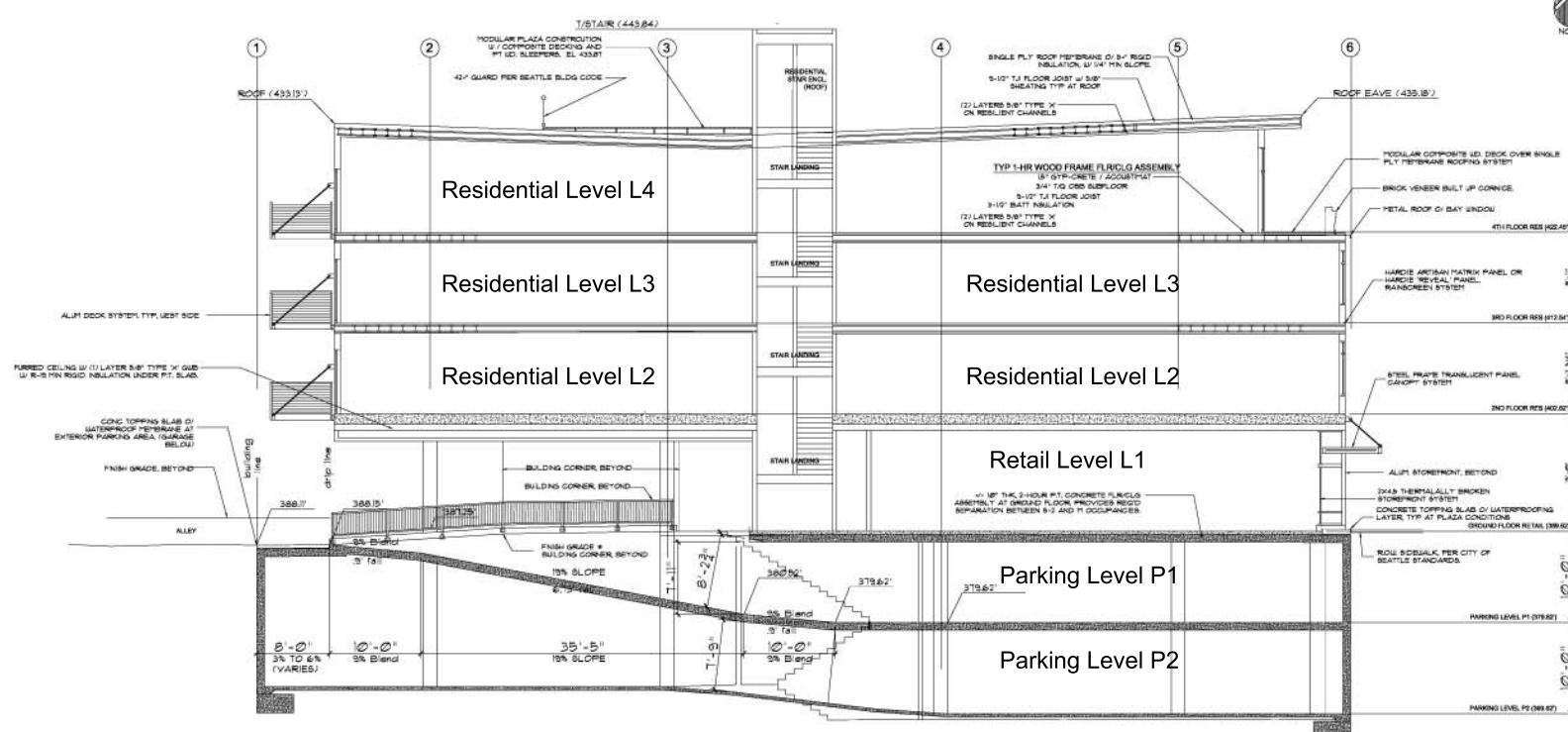
L3- RESIDENTIAL LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0"



L4- RESIDENTIAL LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0"



L5 - ROOF PLAN
SCALE: 1/8" = 1'-0"



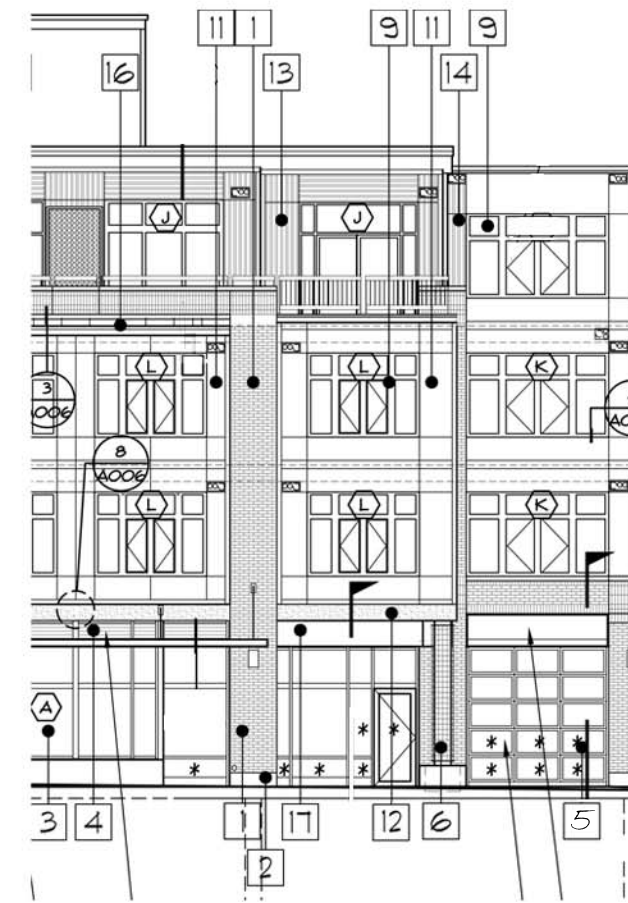
SECTION C-C LOOKING NORTH AT P-1 ENTRANCE RAMP
1/8" = 1'-0"

MATERIAL / COLOR SCHEDULE

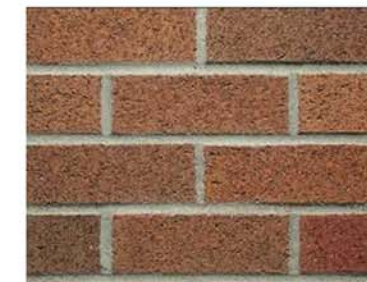
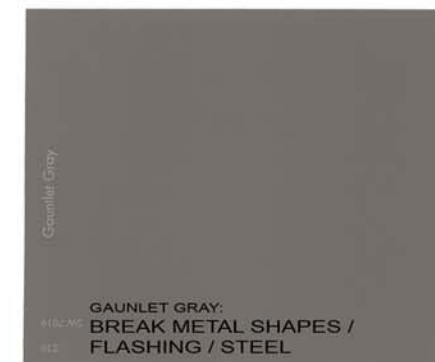
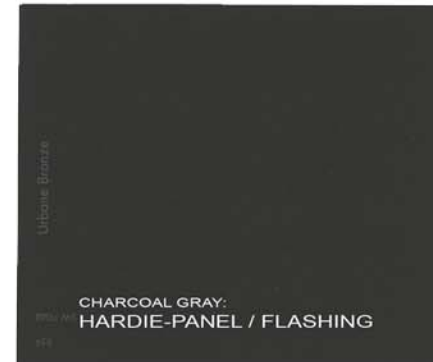
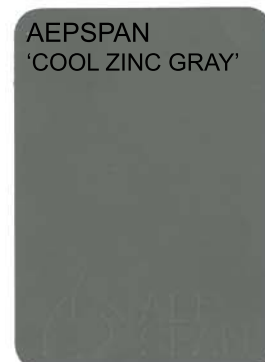
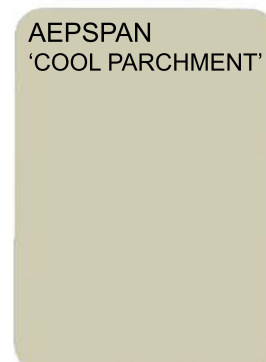
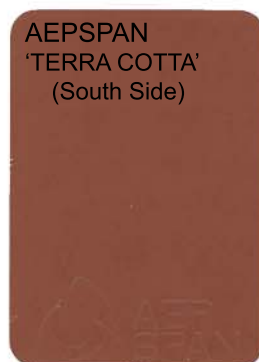
- 1 BRICK VENEER
COLOR: MATCH MUTUAL MATERIALS 'RED VARITONE'
- 2 CONCRETE PLINTH
FINISH: NATURAL CONCRETE / LIGHT SANDBLAST
- 3 ALUMINUM / GLASS STOREFRONT SYSTEM
COLOR: CLEAR ANODIZED / CLEAR GLASS
- 4 LOUVER IN STOREFRONT SYSTEM
COLOR: CLEAR ANODIZED / MATCH STOREFRONT
- 5 OVERHEAD DOOR / GLASS (USER CONFIG)
COLOR: CLEAR ANODIZED / MATCH STOREFRONT
- 6 CONCRETE COLUMN / GREENSCREEN WRAP
COLOR: CONC-NATURAL ± GREEN SCREEN-BLACK
- 7 FABRIC / TUBE STEEL CANOPY
COLOR: BLACK
- 8 ALUMINUM CANOPY / TRANSLUCENT PANELS
COLOR: MATCH STEEL -CHARCOAL GRAY
- 9 VINYL WINDOWS - FIXED/CASEMENT (TYP FLRS 2-4)
COLOR: WHITE VINYL / CLEAR GLASS / BLINDS
- 10 VINYL WINDOWS/DOORS - FIXED/BOT-AWNING/GLIDER
COLOR: WHITE VINYL / CLEAR GLASS / BLINDS
- 11 MINERAL FIBER CEMENT: RAIN SCREEN SIDING W/ 4" TRIM
COLOR: MATCH CHARCOAL GRAY
- 12 PRE-FINISHED METAL FLASHING/BRAKE SHAPE
COLOR: MATCH AEPSPAN METALLIC CHAMPAGNE
- 13 PRE-FINISHED METAL SIDING
COLOR: MATCH AEPSPAN COOL PARCHMENT
- 14 PRE-FINISHED METAL SIDING
COLOR: MATCH AEPSPAN COOL ZINC GRAY
- 15 PRE-FINISHED METAL SIDING
COLOR: MATCH AEPSPAN TERRA COTTA
- 16 METAL ROOFING/FLASHING
COLOR: MATCH AEPSPAN WEATHERED COPPER
- 17 SOFFIT BOARD
COLOR: WARM GRAY
- 18 HOLLOW METAL DOOR - PAINTED
COLOR: WARM GRAY
- 19 MECHANICAL LOUVER
COLOR: WARM GRAY
- 20 CONCRETE COLUMN / WALL
COLOR: NATURAL
- 21 CONCRETE MASONRY UNIT - PAINTED
COLOR: WARM GRAY
- 22 BUILDING PAPER / CONCEALED CAVITY
COLOR: FACTORY FINISH
- 23 ALUMINUM RESIDENTIAL DECK / RAIL
COLOR: MATCH CHARCOAL GRAY
- 24 STEEL RESIDENTIAL AMENITY DECK / RAIL
COLOR: MATCH CHARCOAL GRAY



Typical West Side Materials



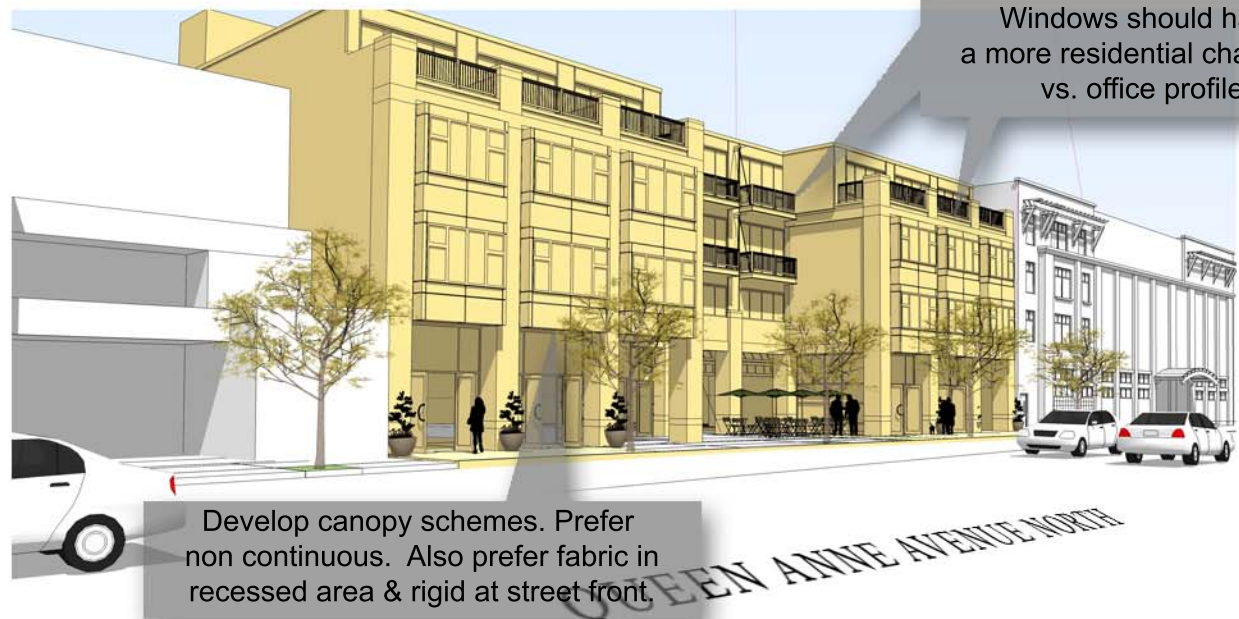
Typical East Side Materials



MUTUAL MATERIALS
BRICK VENEER
'RED VARITONE':
Mission Texture

MATERIAL / COLOR SAMPLES (Samples are approximate)

SCHEME C



Windows should have a more residential character vs. office profile.

Develop canopy schemes. Prefer non continuous. Also prefer fabric in recessed area & rigid at street front.



Residential entry should be distinct



Higher frequency column spacing w/ recessed glass tends to hamper pedestrian connection to retail space & sense of transparency.

Ensure clear pedestrian path



Would like to break up the rigid rhythm of the bay spacing



ALLEY

Too many columns impede pedestrian visual access to retail / transparency



Decks on QA side not desirable

PREFERRED SCHEME w/ comments

SEVEN HILLS

1919 Queen Anne Avenue North



Typical Sign Treatment



KEY POINTS FROM FIRST PROCESS

- Provided setback at 4th floor to obtain additional 4' of building height.
- Provide additional setback at plaza to enhance pedestrian experience and drive more light to street level.
- Use materials that are durable and in keeping with Queen Anne Hill's historic climate.
- Provide variety and enhanced pedestrian experience.
- Provided opportunities for retail tenants to customize their street presence/entry
- Provide defined entry for upper floor uses.
- Provide plantings at street level so that pedestrians can experience the green factor benefits.
- Provide weather cover, though not continuous per Design Guidelines.



MASTER USE/PROJECT HISTORY

The project has already completed a master use permit process (3006531) for a 4-story mixed use project with retail on the 1st floor, office/medical on the 2nd - 4th floors and 4 apartment units on the west facing side of the 4th floor. This project was halted due to market constraints. Many of the discussion points from the previous process have been considered and incorporated in the basic schemes for this newly revised program.



APPLICATION OF DESIGN GUIDELINES

A-1: Responding to Site Characteristics.

- The site has an urban street character along Queen Anne Avenue N.
- There are zero setbacks on both sides.
- Strategies have been used to create an interactive pedestrian experience with transparency, landscaping and modulation. The columns are now set back from the property line and several columns were removed from previous schemes
- The access to the parking is via the alley and the adjacent building.
- The alley on the west side allows for service access such as trash collection & deliveries.
- There are local territorial views for the apartments.
- Increased setbacks from Q.A. Ave will allow sun access to street level activities.
- Adjacent buildings are similar height so solar access impacts are limited.
- Passive Solar strategies will include sun shades on east (Decks). The south is blocked by the adjacent bldg.

A-2: Streetscape Compatibility.

- This project is sensitive the traditional materials in the area and provides an interactive pedestrian experience.
- The retail/restaurant space on the ground floor will provide amenities and services to the local tenants without having to get into a car.
- The ground level tenants will have a visual presence for the pedestrians as they access the building circulation.
- The retail users can modify their entries to use storefront or operable walls creating variety at the pedestrian level.
- Retail glazing, structure and entries will be set back from the property line to create a wider perceived path along Queen Anne Ave.
- Increased setbacks at plaza locations will provide interesting midblock variety for business users and pedestrians.
- Consistent with the other projects completed by this group, we are incorporating fixtures and amenities that fit the environment on Queen Anne Hill & are consistent with guidelines outlined in the Picture Perfect Queen Anne Master Plan.

A-3: Entrances Visible from the Street.

- The ground level retail will have a distinct entrance opportunities incorporated into a transparent street façade.
- Residents will have their own defined street level entry with access to parking and vertical circulation.

A-4: Human Activity

- Responding to the needs of the increased residential density, this project provides opportunities for professional services and small scale retail businesses that are accessible to the community by foot.
- These services are provided within a short walk of many new residential units, providing and cultivating a sense of ownership and care in the community.
- The plaza setback creates opportunities for outdoor eating and interaction.
- The entries provide options for individualized tenant configurations.

A-5: Respect for Adjacent Sites

- The design team has reviewed the projects in the area in the context of the history of this portion of Queen Anne Hill.
- The forms & massing will respond in kind with the zoning and pattern of development in the area. Traditional masonry materials provide a link to the history in the area. There are also some lighter weight materials that relate to more contemporary vocabulary with an sensitivity for local products and sustainability.

A-6: Transition Between Residence and Street

- Residents will have their own dedicated entry on Queen Anne Avenue.
- The entry is recessed from the property line providing ample covered space that is openly visible to the streetscape.

A-7: Residential Open Space

- Many of the units will have their own decks meeting the minimum size requirements for open space (34 units have decks. The average size is 67 SF.)
- All units will have access to a large rooftop deck with the potential for seating BBQ's & outdoor eating. The roof deck is surround by planters and green roof plantings.
- The street level open plaza will provide variety in open space opportunities.

A-8: Parking and Vehicle Access

- 68 Parking stalls will be provided below grade and on the Alley. Parking access is via the alley on the west side of the property and an underground connection to the adjacent Eden Hill project to the north is provided.
- Loading is accomplished on the Alley side of the building with proper setbacks.

A-9: Location of Parking on Commercial Street Fronts

- Aside from whatever street front parking (existing angled) is available in the right of way, all parking will be below grade and accessed from the alley.
- There are not curb cuts along Queen Anne Avenue.

A-10: Corner Lots (Not Applicable.)

B-1: Height, Bulk and Scale

- The project has an expanded streetscape in the middle of the project and block. This will provide some visual relief as well as opportunities for restaurant and retail users to spill into this area creating a more interesting pedestrian environment.
- The massing of the building steps back from Queen Anne Avenue mitigating the bulk and defines 3 distinct forms.
- Simple residential bay windows are provided along Queen Anne Avenue.
- Pursuant to previous DRB commentary, the materials of the upper portion of the building are lighter in feel compared to the masonry on the lower level avoiding the potential for a monolithic presentation along Queen Anne Avenue.
- Scheme C takes advantage of the opportunity to step back the top floor > than 6' to provide 3' of additional height according to the Queen Anne Design Guidelines.

APPLICATION OF DESIGN GUIDELINES

B-1: Height, Bulk and Scale

- The project has an expanded streetscape in the middle of the project and block. This will provide some visual relief as well as opportunities for restaurant and retail users to spill into this area creating a more interesting pedestrian environment.
- The massing of the building steps back from Queen Anne Avenue mitigating the bulk and defines the 3 distinct forms.
- Bay windows are provided along Queen Anne Avenue for modulation.
- Along Queen Anne Ave decks are proposed on the top floor at the north and south ends. The top floor decks are well screened and visually removed from the streetscape.
- Decks are anticipated along the alley (west side) for all units to take advantage of the prospect on that side of the building.
- Pursuant to previous DRB commentary, the materials of the upper portion of the building are lighter in feel compared to the masonry on the lower level avoiding the potential for a monolithic presentation along Queen Anne Avenue.
- Scheme C takes advantage of the opportunity to step back the top floor > than 6' to provide 3' of additional height.
- This property abuts a residential zone, however the nearest two properties are the Queen Anne Aquatic Center and McClure Middle School.

C-1: Architectural Context

- In keeping with the discussions of the previous MUP process, brick will be used along Queen Anne Avenue in keeping with the widely used precedent on the Hill.
- The storefront is broken down into smaller elements and less uniform patterns.
- The owner has shown by previous example their willingness to communicate with local groups and provide details for cornices, etc., that are compatible with other examples in the area.
- Intermittent canopy opportunities for shelter are available when needed without unnecessarily blocking day light access at the street level.
- The street level retail area is divided up into 13'-6" bays encouraging smaller tenant spaces, each with direct visual access to the streetscape.

C-2: Architectural Concept and Consistency

- Individualized storefronts are an option for the retail tenants in the plaza area.
- The retail spaces are flexible to allow the storefront design, signage, canopies and detail that is consistent in the area and as described in the Queen Anne Guidelines.

C-3: Human Scale

- Modulation and transparency are used to reduce the spatial impact of the 4-story heights allowed.
- The strategies promoted in the Seattle Green Factor program including street level plantings and green elements will further promote a human scale for pedestrians and visitors to the building.
- Canopies will provide scale elements at the ground level to reduce the overall impact of the structure for pedestrians.

C-4: Exterior Finish Materials

- The design team is using masonry and other durable materials for their strong life cycle cost benefits and also to provide materials that are comfortable and common in the area.
- The predominant materials at the street level will be brick and transparent storefronts.

C-5: Structured Parking Entrances

- As stated previously, the owner is combining the parking level access with that already provided in the Eden Hill project.
- This will save resources as well as the visual and safety impacts of multiple car access points.

D-1: Pedestrian Open Spaces and Entrances

- The storefront is set back from the property line to promote a wider sidewalk / pedestrian experience. This is varied along the sidewalk so that the pedestrians do not lose contact with the tenants and services.
- The streetscape will be varied with diverse opportunities for tenant types and experiences.
- The façade will be a mix of transparent glazing and well defined entries.
- There is a recessed area in the center of the Queen Anne facade that provides sidewalk seating for a restaurant or retail sales area.
- In keeping with the Seattle Green Factor Guidelines, the entries are articulated with landscaping elements, seating and overhead cover.
- There is a bus stop located immediately north of this property. (Adjacent property.)

D-2: Blank Walls

- The east facade will be articulated with glazing elements, modulation and a variety of materials.
- The north and South facades are against property lines with large existing buildings.
- The design options show a 3 foot setback/modulation to allow some protected window openings on the north side adjacent to the upper floor roof deck on the Eden Hill project.

APPLICATION OF DESIGN GUIDELINES

D-3: Retaining Walls

- There are no visible retaining walls along the streetscape at Queen Anne Avenue.

D-4: Design of Parking Lots Near Sidewalks (Not Applicable.)

D-5: Visual Impacts of Parking Structures

- All structured parking is underground. There are 5 surface spaces including accessible parking on the alley and is screened by existing alley landscaping.
- Access is achieved via the neighboring subsurface parking to the north and the Alley.

D-6: Screening of Dumpsters, Utilities and Service Areas.

- Utilities are all underground.
- Dumpsters and recycling are provided in an enclosure accessed off the Alley on the west side of the property.

D-7: Personal Safety and Security

- The street side pedestrian environment will be well lit with protected overhead cover.
- The transparent glazing at the retail area and residential entrance will also contribute to the ambient light on the sidewalk in the evening.
- The parking is private with access from within the building providing security for employees and patrons who arrive by car.
- The planter/seat that was present in the previous scheme that extended into the R.O.W. has been removed from this project.

D-8: Treatment of Alleys

- Alley modulation with street level accessible parking will tend to energize the space and promote ownership in the maintenance.
- Plantings are incorporated along the alley in pursuit of an appropriate Green Factor scheme.

D-9: Commercial Signage

- Refer to sign type opportunities in the previous scheme. Blade signs will provide identifiers and way finding help from the perspective of people traveling up the sidewalks. Sign types are shown in the streetscape images.

D-10: Commercial Lighting

- Strategies consistent with LEED guides to limit glare and light leaving the immediate area of the site will be utilized. Lights will be directed down to help create a safe pedestrian walking environment.

E-1: Reinforce Existing Landscape Character of Neighborhood

- With the transition to a relatively more urban character the landscape character will change.
- The Seattle Green Factor program promotes landscape elements in various forms.
- The design uses strategies that enhance the pedestrian areas as well as the roof top residential amenity area.

E-2: Landscaping to Enhance the Building and/or Site

- In keeping with the Seattle Green Factor program, the design team has provided ways to be enhance the building experience and sustainability for pedestrians and tenants.

E-3: Landscape Design to Address Special Site Conditions.

- The proportions of the site and its urban context, will allow the design team to concentrate the landscape treatment along the glazed and pedestrian areas.