

11/13/2013 EARLY DESIGN GUIDANCE
RETAIL PHARMACY - S.W.C. QUEEN ANNE & MERCER
DPD PROJECT #3014863

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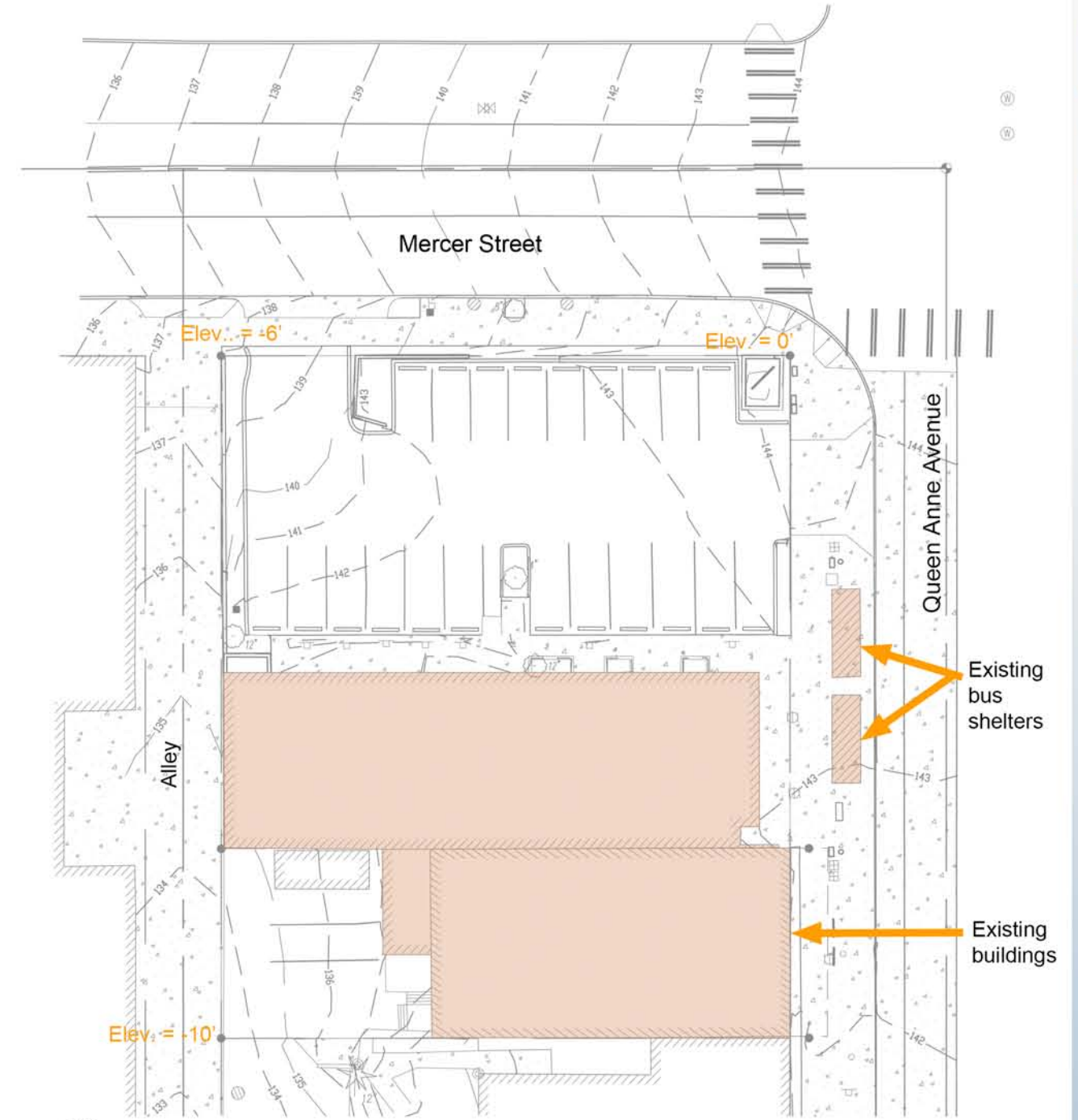
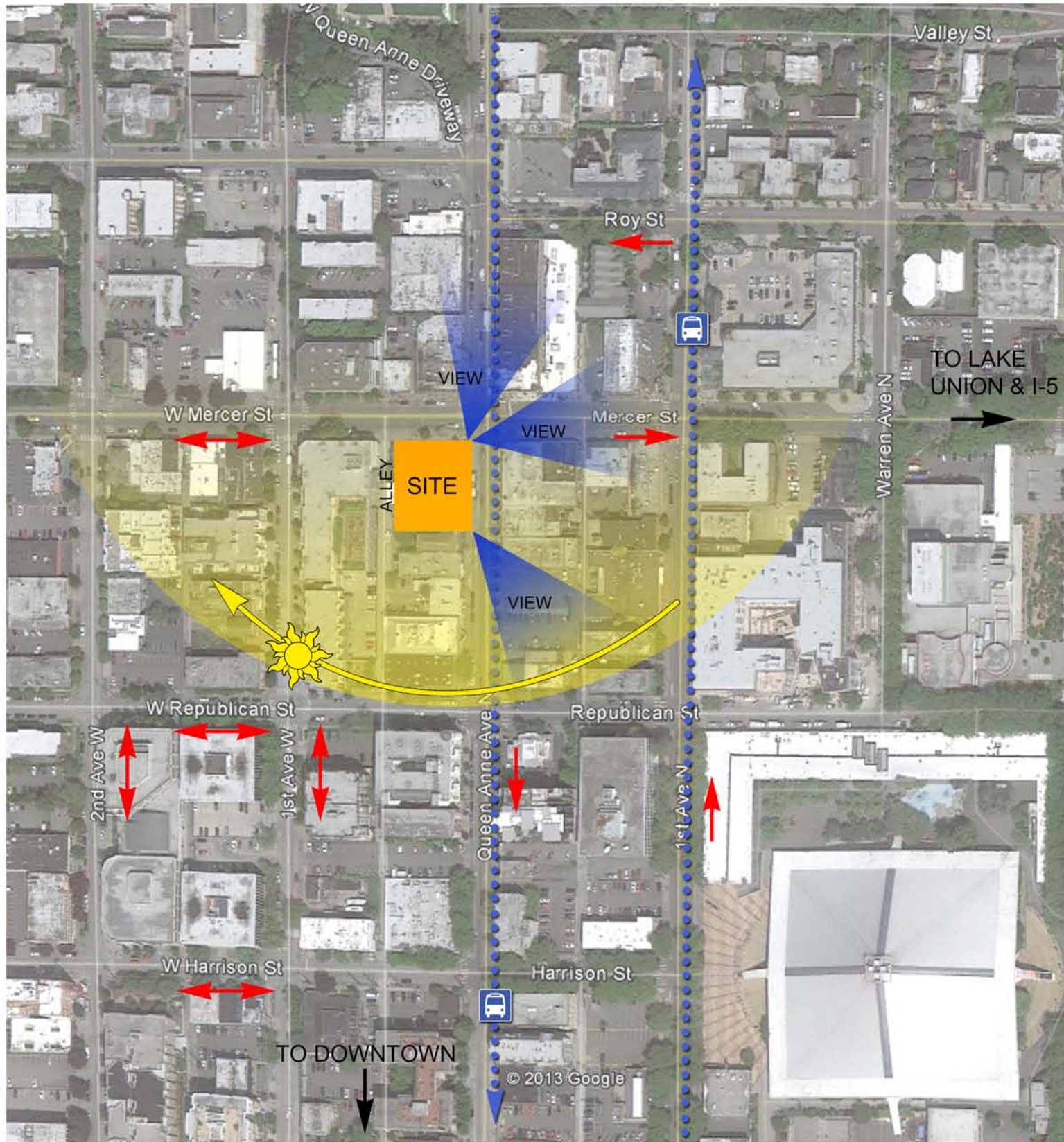
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EXISTING SITE CONDITIONS

- Heavy pedestrian traffic on both Queen Anne Ave and Mercer St. will support a corner retail space.
- Potential regional views from the upper level, including the Space Needle and Puget sound.
- Good eastern and northern sun exposure.
- Existing Rapid Ride and Metro bus stops occur on the sidewalk on Queen Anne Ave. adjacent to the site.
- Close proximity to a variety of cultural and social activity in the surrounding neighborhoods.

SITE PLAN AND DEVELOPMENT OBJECTIVES

DEVELOPMENT OBJECTIVES

The proposed project will create a retail pharmacy along the main commercial corridor of Queen Anne which will compliment and enhance the Heart of Uptown area.

The ground level will provide the primary store entrance and retail space with access to an underground parking garage. As the site drops along Mercer a secondary entrance will provide access near the alley to the offices on the second floor, additional access to the store and access to the parking garage. Garage access and the loading area for store deliveries will occur in the alley. The second floor will provide offices, a storage area and restrooms.

The project will strive to improve the block character of the site that is currently covered with a surface parking lot and retail buildings. Additional landscaping and pedestrian amenities such as seating, canopies, and signage will be provided at street level to enhance the pedestrian experience along Queen Anne & Mercer.

PROJECT STATISTICS

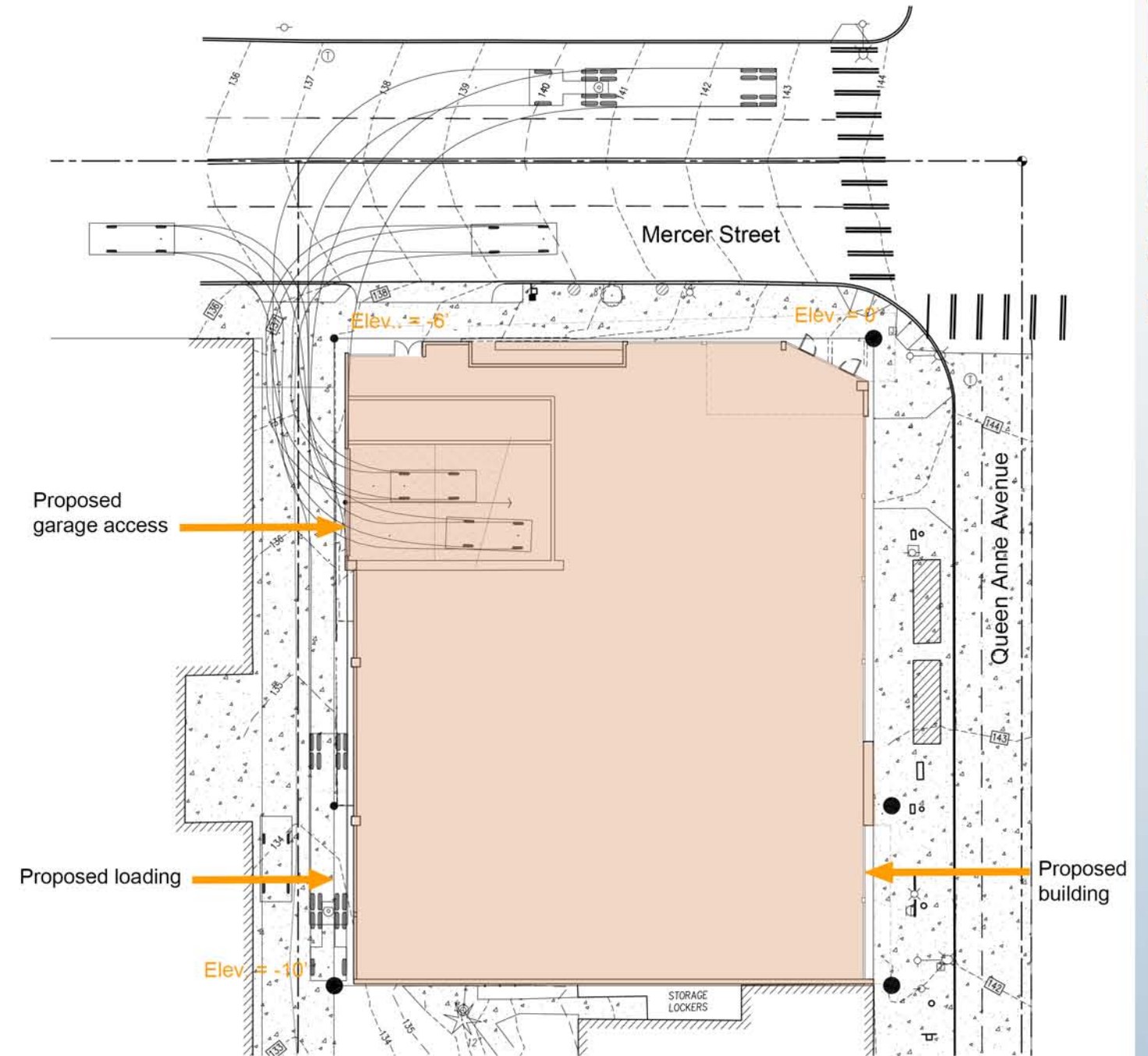
Lot Size 17,280 SF (0.4 acres)
 Building Area 16,500 SF +/- (First Floor)
 8,000 SF +/- (Second Floor)

Allowable FAR (3.0) 51,840 SF
 Proposed FAR (1.42) 24,500 SF

Maximum Height 40' + 4"
 Proposed Height 33'-8"

Required Parking Stalls 29
 Provided Parking Stalls 33

Required Loading Berth 1
 Provided Loading Berth 1



UPTOWN NEIGHBORHOOD DESIGN GUIDELINES

Site Planning	
<p>A-1 Responding to Site Characteristics</p> <p><i>The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.</i></p> <p><i>Uptown-specific supplemental guidance:</i> <i>Throughout Uptown new developments should, to the extent possible, be sited to further contribute to the neighborhood's pedestrian character.</i> <i>Uptown Urban and Heart of Uptown character areas encourage outdoor dining areas utilizing sidewalks and areas adjacent to sidewalks. Outdoor dining is especially encouraged for sites on block faces with southern exposure.</i></p> <ul style="list-style-type: none"> The Board drew attention to several site characteristics in which the applicant needs to respond to in a more positive and lucid way: the bus stop, the gateway noted in the Uptown neighborhood guidelines, and the slope on Mercer St. The applicants should coordinate with King County Metro and SDOT to create opportunities to integrate the building and the bus stop. (Staff note: At the Prescott mixed use development on Stone Way N. & 40th St, a canopy projects further into the right of way than others in order to shelter waiting transit riders. The creative seating solution encourages a sense of community for the waiting transit riders.) Acknowledge the Mercer St. slope by placing amenities and landscaping in areas along the street in which meeting transparency is a challenge. See gateway discussion in A-2. 	<p><u>Applicants Response:</u></p> <p>The site's gateway location to the Uptown neighborhood, proximity to a Rapid Ride bus station, grade change along Mercer Street and adjacencies to the Uptown Espresso franchise and Tribeca/Safeway building provide unique site characteristics that are reflected in the building design. The building elevation explores rhythms in window mullions and bay spacing to encourage pedestrian movement. Overhangs, street furniture, an integrated Rapid Ride Shelter, and a micro-retail space along Mercer provide pedestrian scale amenities that re-enforce the vibrant pedestrian Uptown character. Signage for "Uptown", CVS, and Rapid Ride vary in scale, font, color, and location on the building envelope. Although the design team has yet to contact the neighboring Uptown Espresso café, we are interested in doing so to discuss their use of the sidewalk space along the eastern frontage of the Queen Anne Avenue N. façade for their café seating. The team has corresponded with Metro on several occasions, and they are excited to integrate their Rapid Ride stop and its amenities into the project. Such action would lead to the removal of the current stop, easing sidewalk congestion, and providing greater visual access to the storefronts.</p>

<p>A-2 Streetscape Compatibility</p> <p><i>The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.</i></p> <p><i>Uptown-specific supplemental guidance:</i> <i>Throughout Uptown developments that respond outward to the public realm are preferred.</i></p> <ul style="list-style-type: none"> <i>Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses.</i> <i>Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street.</i> <i>Define outdoor spaces through a combination of building and landscaping, and discourage oversized spaces that lack containment.</i> <p><i>Throughout Uptown site identity features such as art, signage or major public open space at gateway locations as identified on the map. Seek opportunities for welcoming signage that is specific to the Uptown Urban Center at gateway locations. Architecture should also reinforce gateway locations.</i></p> <p><i>Within the Uptown Park character area, streetscape improvements should include where feasible a consistent park-like landscaped strip in the planting strip, as consistent with the historic pattern in the area.</i></p> <p><i>In the Uptown Urban and Heart of Uptown character areas, encourage streetscapes that respond to unique conditions created by Seattle Center.</i></p> <p><i>In the Heart of Uptown character area new development should provide when possible: a widened sidewalk through additional building setback at street level; or retail façade design with panels, sliding doors or other features that allow generous openings to the street.</i></p> <ul style="list-style-type: none"> The Uptown neighborhood guidelines designate the intersection of Queen Anne Ave and Mercer St. as a gateway location. The site also lies within the "Heart of Uptown" character area. A chamfered corner may represent a valid response to the gateway location. However, the use of corporate imagery such as the curved, lattice-like cornice should not substitute for a corner design that fits the larger Uptown urban context. None of the three treatments of the corner presented at the initial review met the expectations described in the Uptown guidelines or by the Board. 	<p><u>Applicants Response:</u></p> <p>The intersection of Queen Anne Avenue N. and Mercer Street is a designated gateway to the Uptown neighborhood. The building responds by replacing a void in the urban fabric (existing parking lot for Kidd Valley) with a building mass that holds the edge with a distinct corner. Custom signage for the "Uptown" sign, the incorporation of art on the wall along the retail backing the Rapid Ride stops, and custom decorative screens along the alley provide ample opportunities for uniquely expressing Uptown's character. SEE A-3.</p> <p>Per Design Review Board guidance, the curved, lattice-like cornice has been removed.</p>
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<p>A-3 Entrances Visible from the Street</p> <p><i>Entries should be clearly identifiable and visible from the street.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>Throughout Uptown, major entrances to developments should be prominent. The use of distinctive designs with historical references is strongly encouraged. Design, detailing, materials and landscaping may all be employed to this end. Building addresses and names (if applicable) should be located at entrances, tastefully crafted.</i></p> <ul style="list-style-type: none"> • Provide more than one entry into the building. Explore locations other than the corner. 	<p><u>Applicants Response:</u></p> <p>Per Design Review Board guidance, the building now has two entrances, and a tiled foyer will be provided at the sidewalk. One entrance is located at the prominent intersection of Queen Anne Avenue N. and Mercer Street. At the ground level, the corner is chamfered to indicate entry. It also creates an extended covered entry that invites the pedestrian. “Uptown” signage reinforces the site as both being an urban building and an Uptown gateway. To highlight the main retail entry and public face of the building, additional architectural details have been introduced. Traditional street names in bronze lettering will be embedded in the paving at the corner coupled with extended canopies. The second entry is a commercial entrance providing access to CVS administrative office space, and will have its own address and signage. This entry is located just off of Mercer Street on the west elevation along the alley. The north elevation wraps the building to the west (alley) façade, creating a commercial use entry but also providing a gradual shift from pedestrian use to service use, with this expression varying in distinction between the options.</p>
<p>A-4 Human Activity</p> <p><i>New development should be sited and designed to encourage human activity on the street.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>A top priority within the Heart of Uptown character area is to promote active, customer-oriented retail storefronts at street level.</i></p> <p><i>Major retail spaces are encouraged on streets designated Large Scale Commercial Corridor as shown on the map.</i></p> <p><i>Throughout Uptown encourage outdoor dining.</i></p> <ul style="list-style-type: none"> • Respecting the pedestrian character of the Uptown district is paramount. Imbue the storefronts with a fine grain scale and ensure that the streetscapes contribute to the pleasurable qualities of a cohesive, walkable community. 	<p><u>Applicants Response:</u></p> <p>The vendor niche on Mercer Street promotes an active use at street level and enhances the site pedestrian activity by providing open, street level commerce and dining opportunities. The intention is to lease this space to an independent retailer, most likely providing food services. Such niches are very successful in Capitol Hill, downtown, and South Lake Union. The niche also provides – during hours of operation – a direct access to the retailer, without being separated by a storefront system or high sill. During off hours, a transparent gate will be provided that allows views into the niche, while offering security for its contents.</p>

<p>A-5 Respect for Adjacent Sites</p> <p><i>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.</i></p>	<p><u>Applicants Response:</u></p> <p>Adjacent sites are respected by thoughtful design of the alley elevation and placement of a green roof on the mezzanine level. In the alley corridor, the Tribeca/Safeway garage entry is located approximately 75' from the Mercer entrance, while the proposed CVS garage entry is located approximately 23' from the Mercer entrance. The strategy of staggered entries minimizes congestion at the buildings' respective entrances and exits. The alley façade will have various decorative screened openings, providing visual interest. The green roof on the second floor will contribute to the Seattle Green Factor and also provide a visual amenity to the residential units across the alley that will overlook the site. In some options, the building steps down or up to adjacent properties, to better match the existing scale of the streetscape.</p>
<p>A-8 Parking and Vehicle Access</p> <p><i>Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>Throughout Uptown the preferred location for surface parking lots is in the rear of the building or away from or otherwise screened from the street and sidewalk.</i></p> <p><i>Preferred Alley Access</i> <i>Access to new development is preferred via alleyways, if feasible. Throughout Uptown encourage all parking for residential uses to be located below grade.</i></p>	<p><u>Applicants Response:</u></p> <p>Vehicular access is located off the alley close to Mercer Street. A transparent, commercial garage door provides easy access to below grade parking for 33 cars. Blade signs on the Mercer St. elevation will indicate the location of the garage door in the alley. The Tribeca/Safeway garage entry is located approximately 75' from the Mercer entrance, while the proposed CVS garage entry is located approximately 23' from the Mercer entrance to minimize congestion. Careful attention will be given to reduce the glare in the alley from both vehicle headlights and garage luminaires. SEE D-8.</p>

<p>A-10 Corner Lots</p> <p><i>Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>Corner Lots in Uptown</i> Generally, buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space areas should address the corner and promote activity. Corner entrances are strongly encouraged, where feasible.</p> <ul style="list-style-type: none"> Consider the eminence of the corner, recognized as a neighborhood gateway in the Uptown guidelines, as an opportunity to anchor the development site and to create a presence compatible with its context. A monumental or elaborate corner treatment would not likely meet the intention of the guidelines. See complementary A-2 guidance. 	<p><u>Applicants Response:</u></p> <p>The Uptown neighborhood guidelines designate the intersection of Queen Anne Ave. and Mercer St. as a gateway location. The site also lies within the “Heart of Uptown” character area. The strong, 90 degree corner represents a valid response to the gateway location, and is similar to other buildings at this intersection and within the character area, while the chamfered entrance addresses the intersection, pedestrian scale, and overall way finding. Signage incorporating the “Uptown” name is provided in each scheme – their scale and detail being appropriate for each option.</p>
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Height, Bulk and Scale	
<p>B-1 Height, Bulk, and Scale Compatibility</p> <p><i>Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>Throughout Uptown, a departure would be supported for 3’ of additional height for projects that step back the top floor of the structure a minimum of 6’ from the street.</i></p> <p><i>In the Heart of Uptown character area, break facades into smaller massing units.</i></p> <p><i>In the Uptown Urban character area larger massing units and less modulation are appropriate, provided they are carefully designed, with quality materials.</i></p> <ul style="list-style-type: none"> Although a taller, mixed-use building would likely be enthusiastically welcomed at this significant corner, the Board requested to see a greater variety of massing concepts. The structure, for example, could be taller on the Queen Anne Ave side and step down, reflecting the grade change, as it approaches the alley. This terracing could also provide a garden or green space visually accessible to the public. 	<p><u>Applicants Response:</u></p> <p>Massing creates a strong form that acknowledges the corner. The massing is broken down to read into the rhythm of the adjacent buildings. Per Design Review Board guidance, an active second floor use has been introduced and will be glazed. The second floor on one option is completely in plane with the first floor, providing a proper urban wall, defining the sidewalk. Active uses are on the second floor, including offices and employee break rooms. A greater floor-to-floor height at the first floor will be investigated in the next phase, to enhance the overall presence of the building.</p>

Architectural Elements and Materials	
<p>C-1 Architectural Context</p> <p><i>New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>In the Uptown Park character area, extensive landscaping, the use of brick and inlaid tile as building materials and designs with an appearance of substance and quality are recommended to promote Uptown Park’s desired character.</i></p> <p><i>The Uptown Park character area emphasizes the notion of historic continuity—the relationship of built structures over time.</i></p> <p><i>The Uptown Park and Heart of Uptown character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community.</i></p> <p><i>Supplemental Guidance Scope</i> <i>The Uptown Urban character area embraces high quality urban infill and responds to special relationships with nearby civic institutions.</i></p> <ul style="list-style-type: none"> The drawings, beginning with a lack of a good survey, did not accurately convey the site conditions. As the guideline above states, the Heart of Uptown character district prefers an architecture that emphasizes human scale and quality, and detailing and materials compatible with the existing context. The next design iteration must reflect the intimacy and fine-grain texture of the surrounding urban setting. 	<p><u>Applicants Response:</u></p> <p>The street level on all schemes is articulated in a variety of ways. Some schemes rely on a regular grid pattern that reference traditional masonry buildings in the area, with material and detail achieving a finer grain. Other options are bolder in their rhythm, relying on larger interplays of wall and window to convey articulation and scale. The use of various sign types will be influenced by the diverse signage found in the neighborhood.</p>
<p>C-2 Architectural Concept and Consistency</p> <p><i>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 roofline or top of the structure should be clearly distinguished from its facade walls.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>Throughout Uptown buildings and landscaping should strive to create projects with an overall neat and cohesive appearance.</i></p>	<p><u>Applicants Response:</u></p> <p>Different concepts are explored in each of the three options; from a refined modern building, to one that is Google inspired, referencing Seattle Center.</p>

<p>C-3 Human Scale</p> <p><i>The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials.</i></p> <p><i>Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park and Heart of Uptown character areas.</i></p> <p><i>Throughout Uptown size signs, exterior light fixtures, canopies and awnings to the scale of the building and the pedestrian. Signs that add creativity and individual expression to the design of storefronts are encouraged.</i></p> <ul style="list-style-type: none"> The guideline's emphasis on creating "an impression of reduced size consistent with a pedestrian-oriented environment" should be incorporated into the next design iteration. See Board guidance for C-4. 	<p><u>Applicants Response:</u></p> <p>Human-scaled proportions are provided by canopies, window details and new pedestrian amenities on Mercer, including a new entry and the retail niche. Pedestrian scaled tenant signage as well as bold, building scaled Uptown signage provides a variety of sizes that also address the gateway. Some options step down adjacent to Uptown Espresso, and the team plans on coordinating with Uptown to see if it is desirable for them to use the sidewalk space in front of the new building as a means to accommodate additional patrons. SEE A-3</p>
<p>C-4 Exterior Finish Materials</p> <p><i>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.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>Within the Uptown Park and Heart of Uptown character areas, the use of historic-looking brick and tile facades are strongly encouraged to create a more consistent, unified, and historic appearance throughout the district.</i></p> <p><i>Throughout Uptown, decorative exterior treatments using brick, tile, and/or other interesting exterior finish materials are strongly preferred. Quality exterior finish materials should be incorporated at all levels and on all exterior walls.</i></p> <ul style="list-style-type: none"> In part, the heavy appearance of the pre-cast concrete detailing of the three design options did not meet the Board's or the Uptown guideline's expectation of a modestly scaled retail building. The detailing and composition of the facades, resembling archetypes for commercial structures in vehicle dominant locations reliant on visibility, are ponderous in a pedestrian area of more intimate storefronts and for the small size of the proposed structure. The bays and horizontal regulating or datum lines rightly create the first layering to achieve scale; however, the heavy cornice, thick piers and banding, and an over dependence on corner iconography imbue the structure with a post-modern sensibility ---a design approach that never found much acceptance in Seattle. 	<p><u>Applicants Response:</u></p> <p>Decorative exterior treatments include durable, maintainable materials of high quality that are consistent with materials used throughout the district. Brick, phenolic resin panels, aluminum panels, and real stucco have all been discussed as options. All options will have a limited and refined palette; variety and texture will be provided at the intimate, hand-scaled detail level, and include quality storefront profiles and textured surfaces.</p>
<p>C-5 Structured Parking Entrances</p> <p><i>The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.</i></p>	<p><u>Applicants Response:</u></p> <p>The garage entrance is located off the Mercer Street alley so it does not dominate either street frontage. SEE A-5</p>

Pedestrian Environment	
<p>D-1 Pedestrian Open Spaces and Entrances</p> <p><i>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 for creating lively, pedestrian-oriented open space should be considered.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.</i></p> <p><i>Throughout Uptown special attention to the pedestrian experience and street right-of-way should be given along pedestrian corridors as identified on the map (pg. VI).</i></p> <p><i>Throughout Uptown the use of a pedestrian-scaled streetlamp within all character areas is encouraged. In addition, streetscape features such as street clocks and benches are encouraged in Heart of Uptown and Uptown Urban character areas.</i></p> <p><i>In the Uptown Urban and Heart of Uptown character areas, encourage Seattle Center campus redevelopment along its boundaries to either open vistas from Uptown into Seattle Center or to provide activation for the street.</i></p> <p><i>Including amenities for transit riders in a building's design rather than the traditional use of curbside bus shelters generates a safer and more active street. In the Uptown Urban and Heart of Uptown character areas the elimination of curbside bus shelters is encouraged in retail areas as appropriate.</i></p> <ul style="list-style-type: none"> The guidelines strongly encourage community-oriented streetscape amenities. Incorporate these features with the rapid ride stop and along the two pedestrian oriented streets. Consider emphasizing the corner gateway with a change of paving and elements that provide a sense of place (e.g. embedding street names in the paving or on the building corners). 	<p><u>Applicants Response:</u></p> <p>The options vary as to their expression of the entry, from subtle to robust, varying to be in accordance with its design inspiration. Per Design Review Board guidance, two of the options will incorporate the Rapid Ride stops, embedded letter will name the streets, and a change of paving will be pursued at the entry. SEE A-1, A-2, A-3</p>

<p>D-2 Blank Walls</p> <p><i>Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>Within the Uptown Park character area landscaping (e.g., trellised climbing plants and other urban greenery) is the preferred treatment for walls.</i></p> <p><i>In the Uptown Urban and Heart of Uptown character areas artwork and decorative surfacing may provide an alternative wall treatment to landscaping in some locations.</i></p> <ul style="list-style-type: none"> The Board opposed creating any kind of blank wall along the Queen Anne Ave. frontage, a significant pedestrian oriented street. 	<p><u>Applicants Response:</u></p> <p>Per Design Review Board guidance, the blank wall along Queen Anne Avenue N. has been removed, with each option proposing a different solution. The proposed building design is in compliance with Seattle Municipal Code Chapter 23, providing over 60 percent transparency on both Queen Anne Avenue and Mercer Street. In a few locations, opaque facades are used to enhance a particular location. Along Mercer Street, the grade change along the length of the site makes it challenging to achieve the 24" above grade glazing requirement. The insertion of the micro-retail niche alleviates this while contributing to the vibrant uptown character. The area behind the niche will be mostly opaque, to allow for the installation of furnishings serving the retailer. Along Queen Anne Avenue, limited opacity will be introduced in some schemes where the bus shelter is incorporated, in order to give transit patrons a more comfortable waiting environment. SEE A-4.</p>
<p>D-6 Screening of Dumpsters, Utilities, and Service Areas</p> <p><i>Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.</i></p>	<p><u>Applicants Response:</u></p> <p>Trash dumpsters are stored on the underground parking level and accessed from the alley. The delivery door is located on the alley elevation to facilitate deliveries. Mechanical equipment will be located on the parking level and the second level roof. Artistic metal screens will cover the garage doors and ventilation openings for the garage while referencing similar artistic metal screens used on buildings in the neighborhood.</p>
<p>D-7 Personal Safety and Security</p> <p><i>Project design should consider opportunities for enhancing personal safety and security in the environment under review.</i></p>	<p><u>Applicants Response:</u></p> <p>Street lighting and transparency of the alley through the artistic metal screens will enhance visibility within the alley to enhance personal security. The storefront glazing maximizes visibility into and out of the store so there will always be an opportunity for eyes on the street. SEE D-10, D-11</p>

<p>D-8 Treatment of Alleys <i>The design of alley entrances should enhance the pedestrian street front.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>Throughout Uptown ensure alleys are designed to be clean, maintained spaces. Recessed areas for recyclables and disposables should be provided.</i></p> <p><i>In Heart of Uptown and Uptown Urban character areas encourage alleys to be activated with subordinate retail spaces at the mouth of the alley. Encourage retail to “turn the corner” at alley entrances.</i></p> <ul style="list-style-type: none"> Garage access appears too close to the intersection of the alley and Mercer St. A transportation expert should study the proximity of the garage door both to the alley and to the Tribeca garage access across the alley and their impacts on one another. Ensure vehicular and pedestrian safety. <p>The Board questioned the blank wall facing the alley. If the mezzanine, housing offices and storage, extends along the alley then the insertion of windows offers suitable relief and a means of daylight for the offices.</p>	<p><u>Applicants Response:</u></p> <p>Per Design Review Board guidance, a transportation expert has been engaged to ensure the functionality of the parking garage entrance, and the amount of blank wall has been significantly reduced. The alley is designed to be pleasing with respect to the units of the Tribeca building that face the alley. Artistic metal screens will be installed to cover ventilation openings for the below grade parking garage. Storage of trash occurs inside the building at the parking level accessed by the alley. The second floor steps back from the alley to provide a rooftop garden for the offices on the second floor, and visual amenity for the neighborhood, while contributing to the Seattle Green Factor. Windows along the west wall of the second floor provides day-lighting to office spaces and visual interest to the residents across the alley. In some options, the office entry at the mouth of the alley is set back from the property line and glazing turns the corner to help activate the alley and provide visibility for pedestrian safety.</p>
<p>D-9 Commercial Signage <i>Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred. Backlit signs, animated reader boards and similar signs are discouraged. Blade signs, wall-mounted signs, signs below awnings, and similar signs are preferred.</i></p> <ul style="list-style-type: none"> Present a signage concept plan detailing the size and location of the tenant’s signage at the Recommendation meeting. 	<p><u>Applicants Response:</u></p> <p>Creative commercial signage gives distinction to the Uptown neighborhood. The signage adds interest to the street front environment and contributes to the character in the area. Backlit, brushed aluminum or stainless steel lettering will be used for the main tenant’s identity, with additional signage for the “Uptown”, parking, and office address being of similar quality.</p>

<p>D-10 Commercial Lighting</p> <p><i>Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>Uptown accommodates shopping and eating experiences during the dark hours of the Northwest’s late fall, winter, and early spring. Pedestrian area lighting is an important feature of each block in the Uptown Urban character area, and the Heart of Uptown character area.</i></p>	<p><u>Applicants Response:</u></p> <p>Appropriate lighting levels will be provided to promote visual interest and a sense of security during evening hours. Lighting is incorporated in the underside of the overhead weather protection and in the sidewalks.</p>
<p>D-11 Commercial Transparency</p> <p><i>Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.</i></p> <ul style="list-style-type: none"> Lack of transparency on Queen Anne, such as the blank wall shown on the southern most bay and “graphic screens” to obscure shelving, will not likely receive Board endorsement. Glazing should be located closer to the principal vertical plane (remove the planters) although some depth between the window and the façade is welcome. <p>On Mercer St., the incline in the grade creates a condition in which the floor no longer remains at grade. “Graphic screens” would not be acceptable here but a small, landscape area providing community amenities in keeping with the pedestrian character of Uptown would begin to ameliorate concerns about the lack of transparency.</p>	<p><u>Applicants Response:</u></p> <p>Storefronts meet code regulations by being over 60% transparent. This allows for direct visual access for the pedestrians on the sidewalk. Per Design Review Board guidance, the street level planters have been removed (while maintaining façade depth), and the owner has committed to providing clear, unobstructed sight-lines to the interior retail environment. Also per Design Review Board guidance, a community entry of pedestrian character has been provided along Mercer, in the form of the retail niche.</p>

Landscaping	
<p>E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites</p> <p><i>Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>Within the Uptown Park character area, streetscape improvements should include a consistent landscaped planting strip between the sidewalk and the street as consistent with the historic pattern in the area.</i></p> <p><i>Throughout Uptown, streetscape landscaping as per guidelines A-2 and D-1 is encouraged.</i></p>	<p><u>Applicants Response:</u></p> <p>Per Design Review Board guidance, the inaccessible planters have been removed and the building is set closer to the street. The project will provide an improved pedestrian experience by proposing landscape and streetscape improvements along Queen Anne Avenue and Mercer Street. New street tree plantings will contribute to the urban tree canopy coverage as well as enhance the pedestrian environment by providing coverage and visual texture. Sidewalk seating provides areas to rest as the grade inclines west along Mercer Street. Additionally, pavement lighting will contribute to improved nightscape conditions and brass street names embedded in the sidewalk will provide signage and identification. Currently there are no such amenities.</p>
<p>E-2 Landscaping to Enhance the Building and/or Site</p> <p><i>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.</i></p> <p><i>Uptown-specific supplemental guidance:</i></p> <p><i>Throughout Uptown, but especially within the Uptown Park character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible. Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen parking and other less visually attractive areas. Encourage planted containers at building entries.</i></p> <ul style="list-style-type: none"> Partially blanketing an inaccessible roof with a non-visible green plantings received an unenthusiastic reception. The Board prefers an urban building set close to the street. This does not preclude, however, finding ways of landscaping the building and the rights of ways. As one member stated, "respond to the spirit of the green factor not to its calculation." Meeting the green factor regulations requires creativity and ingenuity for this specific project. 	<p><u>Applicants Response:</u></p> <p>Per Design Review Board guidance, the inaccessible planters have been removed and the building is set closer to the street. The project will provide an improved pedestrian experience by proposing landscape and streetscape improvements along Queen Anne Avenue and Mercer Street. New street tree plantings will contribute to the urban tree canopy coverage as well as enhance the pedestrian environment by providing coverage and visual texture. Sidewalk seating provides areas to rest as the grade inclines west along Mercer Street. Additionally, pavement lighting will contribute to improved nightscape conditions and brass street names embedded in the sidewalk will provide signage and identification. Currently there are no such amenities.</p>

<p>E-3 Landscape Design to Address Special Site Conditions.</p> <p><i>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, natural areas, and boulevards.</i></p> <ul style="list-style-type: none"> Envision the incline on Mercer St as well as the alley and Queen Anne Ave rights of way as opportunities for creative landscaping. 	<p><u>Applicants Response:</u></p> <p>Per Design Review Board guidance, the inaccessible planters have been removed and the building is set closer to the street. The project will provide an improved pedestrian experience by proposing landscape and streetscape improvements along Queen Anne Avenue and Mercer Street. New street tree plantings will contribute to the urban tree canopy coverage as well as enhance the pedestrian environment by providing coverage and visual texture. Sidewalk seating provides areas to rest as the grade inclines west along Mercer Street. Additionally, pavement lighting will contribute to improved nightscape conditions and brass street names embedded in the sidewalk will provide signage and identification. Currently there are no such amenities.</p>
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09.13.2013 Design Team
Queen Anne Community Council
Uptown Alliance UDF

Design Team presented updated designs from the EDG that address community concerns: 2 story mixed use, more pedestrian oriented, building acknowledges the corner, lean rails, prioritize street wall.

Community feels this scheme is more appropriate for top of Queen Anne. Community did not like the recessed terrace on upper level. They were glad to hear that a true second story office use was being proposed and wanted to see the building mass of second floor extend to the property line to reinforce the street wall. The desire to see the roof garden was brought up at a previous EDG meeting when there was no proposed second story.

Design team reviewed and documented the Uptown neighborhood context to develop new schemes that properly reflect this.

The community believes the Uptown character to be more eclectic, funky, theater district/neon, futuristic/world's fair, mid-century/1960's and would like to see this reflected in the design.

*sketches shared at 9.13 and 9.16 meetings



09.16.2013 Design Team

Design team presented three new schemes that reference Uptown building typologies: mid-century, historic office, theater.

Overall schemes were well received, attendees voiced interest in seeing bus stop integration, and lighting. There was an interest to see a small (~500 sqft) retail space.

CVS liked the Brick scheme (left) and suggested we pursue something along these lines.



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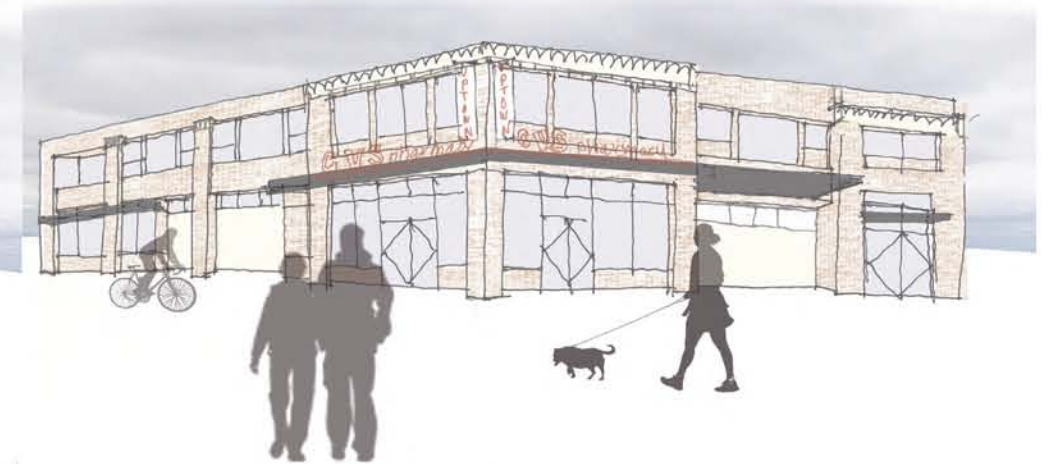
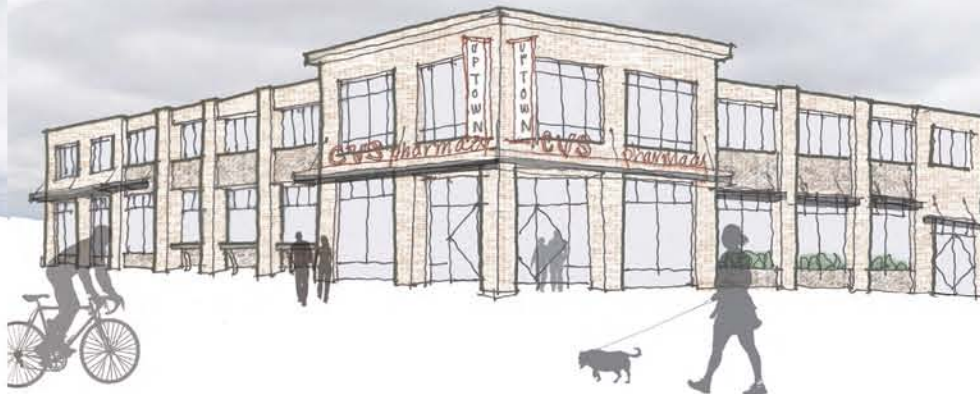
09.27.2013 Design Team
City of Seattle
Queen Anne Community members

Presentation of new schemes and current design progress.

This iteration of schemes incorporates retail nook, Rapid Ride bus stop integration, building entries, treatment of the alley elevation and overall building character. Overall schemes were well received, attendees voiced interest in seeing bus stop integration, lighting, and a public green space. There was a desire to see a small 1000 sqft retail space. They requested it to be along Queen Anne to be contiguous with other retail. Finally, suggestion was made to allow Uptown Espresso to provide seating in front of south portion of CVS storefront on Queen Anne Avenue to imply a different retail use.

Community members felt that the brick scheme (center) was more familiar in massing and scale. Though they wondered if it was simply the way the other buildings were rendered. They encouraged us to explore a more contemporary approach (left) as it would better reflect the character and spirit of Uptown. They appreciated the expression of a true second story.

*sketches below shared at meeting, sketches from 9.16 meeting also shared to illustrate the iterative design process used to create current schemes.



DATE

AUDIENCE

AGENDA

DISCUSSION

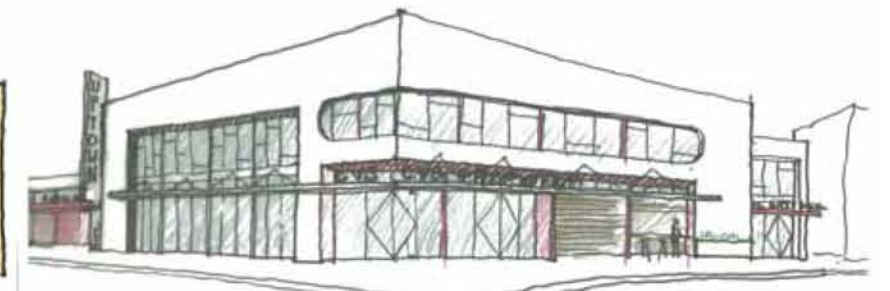
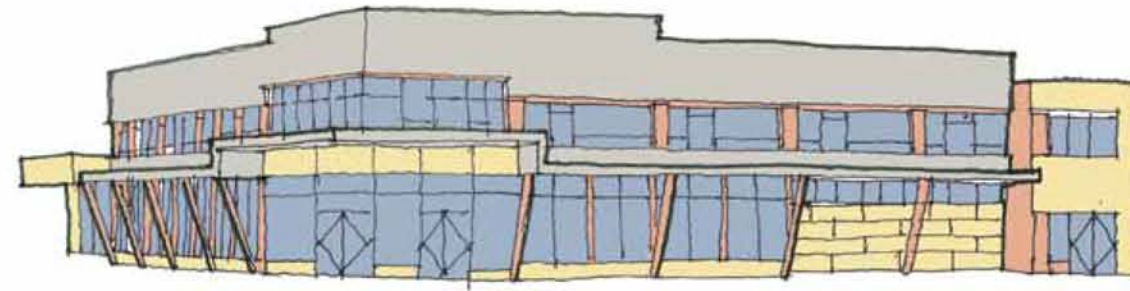
ACTIONS AND OUTCOMES

09.29.2013 Design Team

Design team charrette to explore new ideas for building form and character.

Team was briefed on the progression of the project and were asked to sketch ideas that explored contemporary, and funky/eclectic themes from the Uptown neighborhood.

Many ideas were generated and consolidated into three schemes, forming basis of preferred options.



10.21.2013 Design Team
Queen Anne Land Use Review Committee

Review of draft EDG-2

Reviewed the three schemes proposed for EDG hearing based on the direction the design team received at the 9.27 meeting. The Committee liked incorporation of the micro-retail and bus shelter. There was concern about signage height and scale.

Committee felt that Option 3 (google, below), expressed single identity of corporate store. They preferred options 1 & 2 (left and center) because the building massing and design made it easier to imagine different tenancing in future.





CONCRETE SEATING



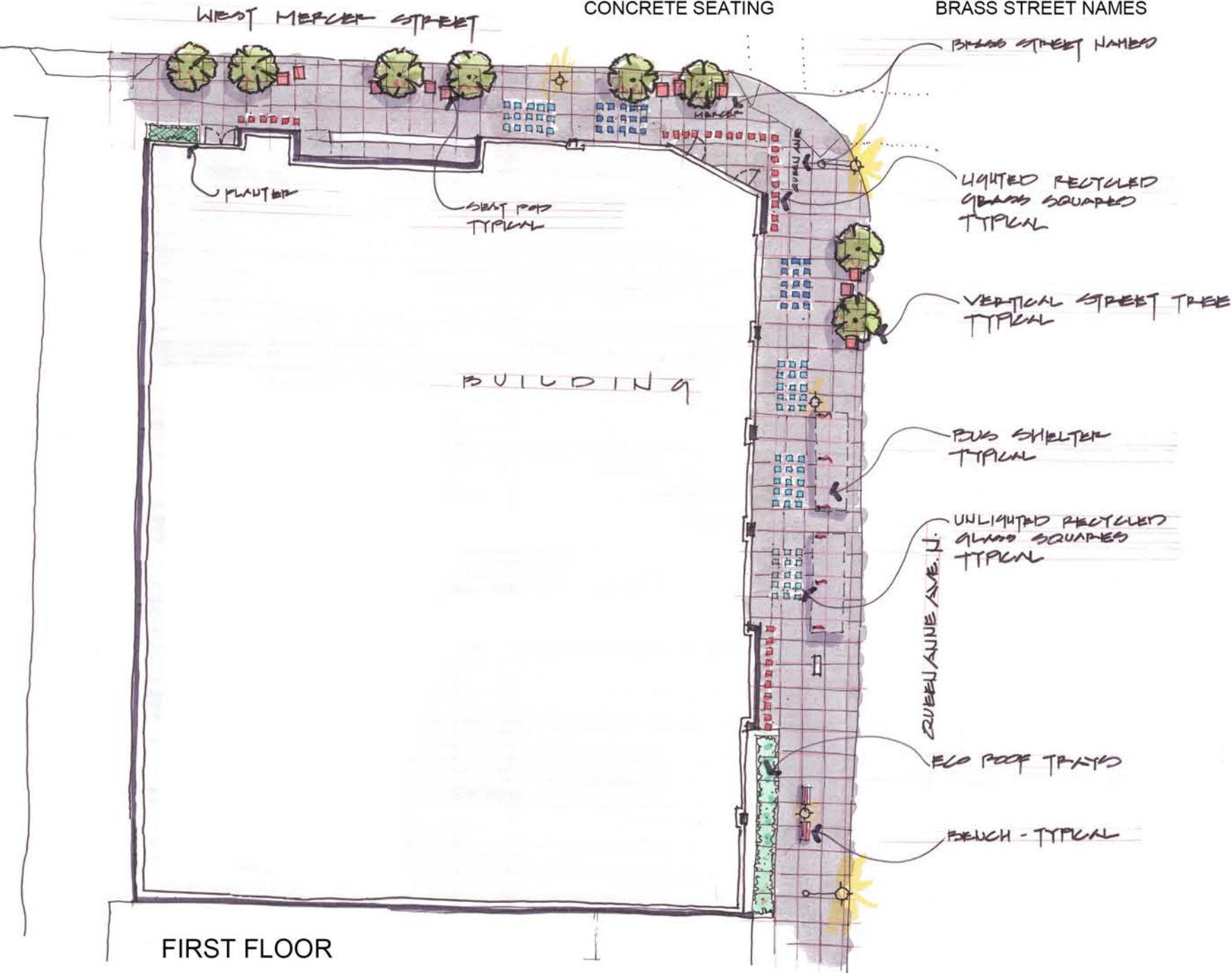
BRASS STREET NAMES

LANDSCAPING

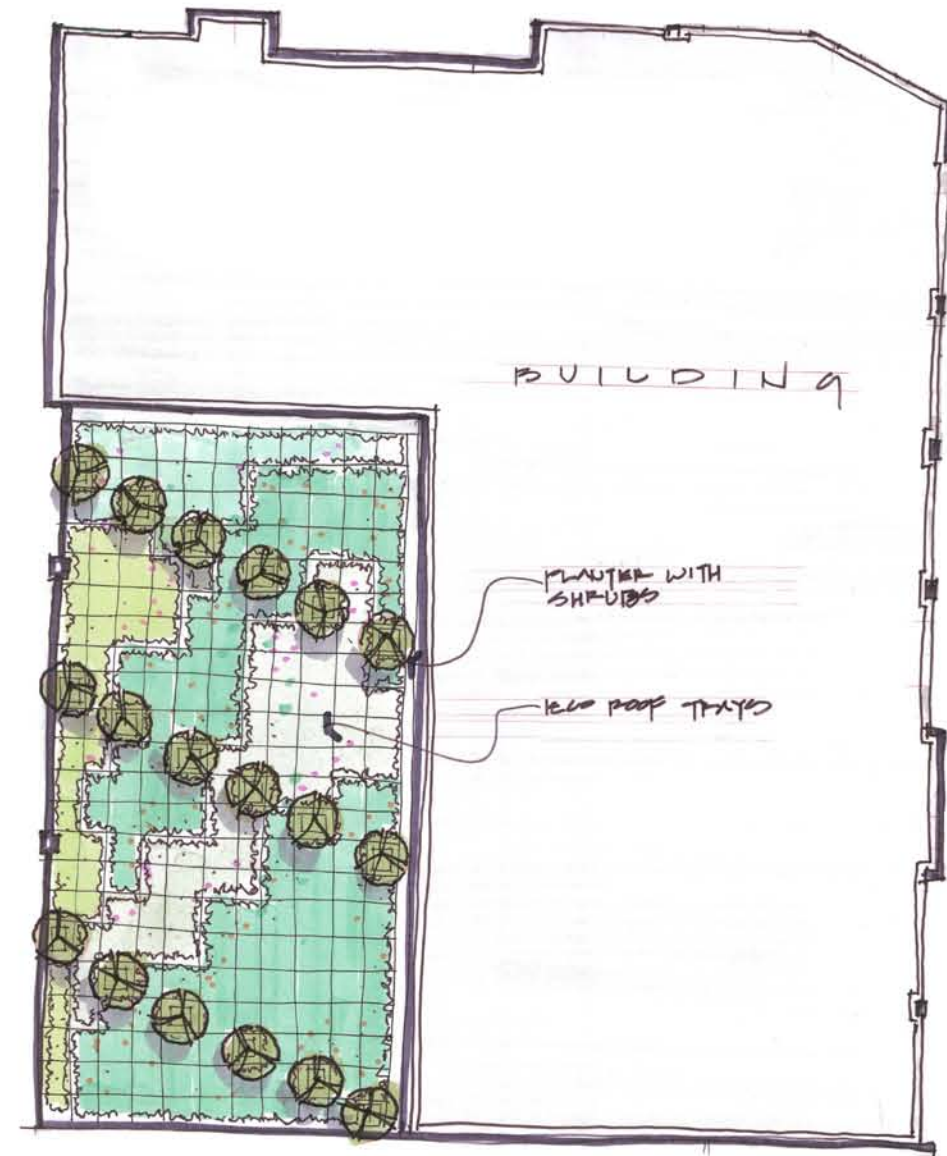
Seating pods will be added under the trees on the sidewalks on Queen Anne and Mercer streets. The seating will provide options for pedestrians walking up Mercer to pause before the intersection as well as seating options for patrons of the tenant in the vendor niche.

Brass street names give identity to the intersection on a pedestrian scale.

Lighted and unlighted colored recycled glass blocks in the pavement provide visual interest during the daylight hours. At night, another layer of interest and safety is provided by the lighted blocks.



FIRST FLOOR



SECOND FLOOR

STREETScape IMPROVEMENTS

GREEN FACTOR OBJECTIVES

The proposed project will provide an improved pedestrian experience by adding a variety of landscaping along Queen Anne and Mercer.

The existing trees on the site will be removed to make way for the new building structure. Additional street trees will be planted along Mercer Street. Two smaller trees will be planted along Queen Anne. Additional required trees along Queen Anne cannot be provided due to conflicts with the existing bus shelters and power poles.

Due to existing site limitations, additional landscaping will be provided on the canopy near Uptown Espresso and on the building roof to achieve an overall Green Factor of 0.3. Drought tolerant plantings will be provided on the roof.





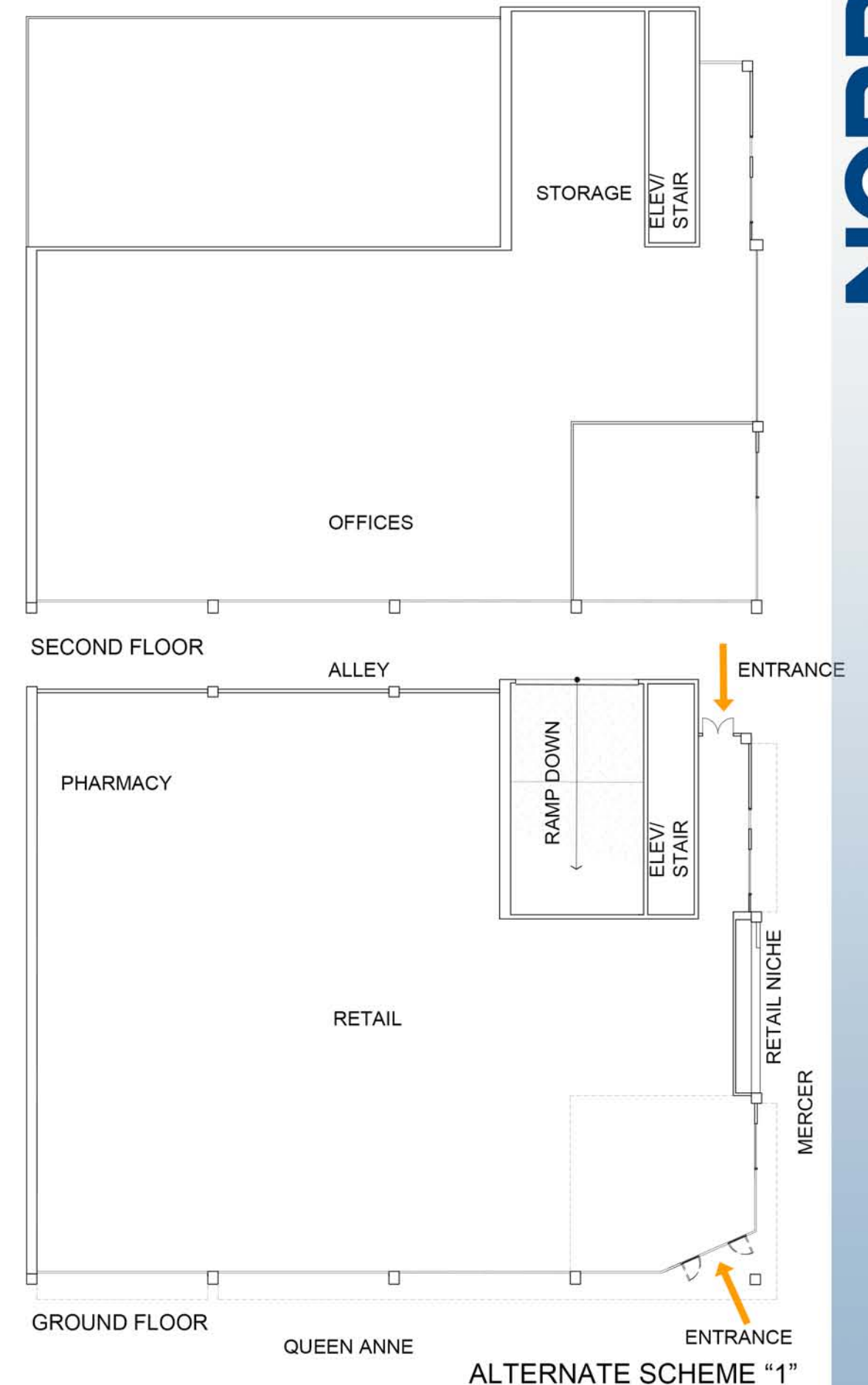
Alternate Scheme "1"

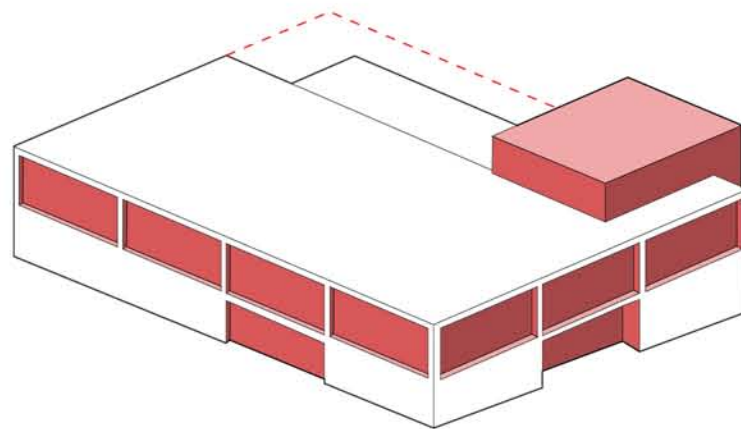
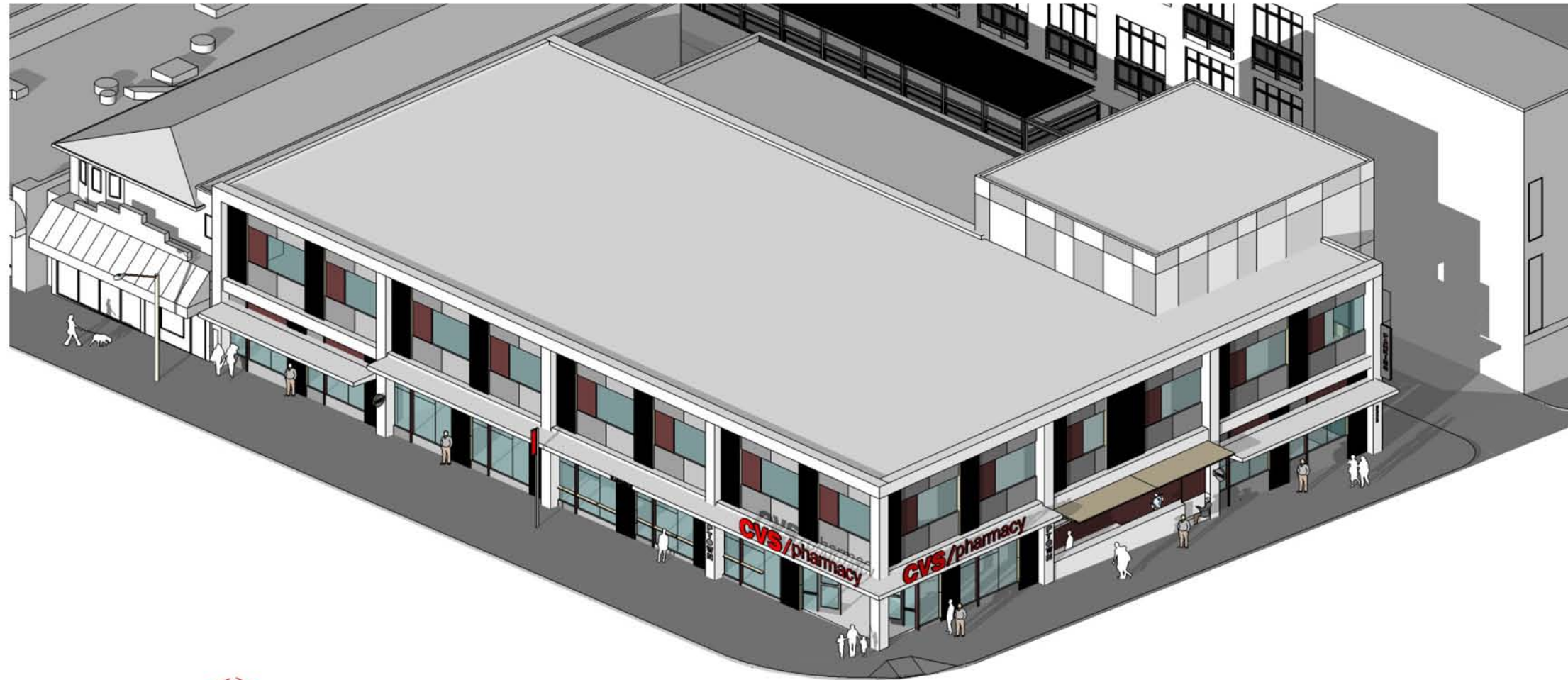
This scheme is based upon the merging of the regular, pilaster expression of character structures such as the adjacent Mar Queen Hotel, with more recent frame structures such as the promenade at McCaw Hall. Within the expressed frame, materials of different textures and colors are layered one upon another, giving a tactile and expressive finer grain to the structure, in a manner similar to Weinstein A + U's recently completed Jewish Family Service of Seattle, on Capitol Hill. The massing of the building is restrained, to reflect its precedents, with variety and interest achieved through colors, materials, detail, and frame depth.

Pedestrian Amenities:

1. A continuous steel framed canopy is proposed along the entire length of the building. The team, in conversation with Metro, is intending to remove the two rapid ride stops, and provide those amenities as part of the building. Rapid Ride branding, furnishings, and reader boards would be included. While only in its early stages, Metro is enthusiastic about the idea. This approach allows for what we believe is a less cluttered sidewalk and better waiting area for the patrons. This idea is in direct response to community guidance.
2. A retail niche will be provided along Mercer Street. The niche will allow for locally owned businesses to lease a space. Such niches are a staple of Seattle Neighborhoods, and occur in Capitol Hill, Downtown, and Pike Place Market, among other locations. The niche is anticipated to take up an entire structural bay, and have five feet of clear area from the property line. The niche would have some kind of folding or rolling gate of a high quality material and/or local artist design, to ensure visual interest during times when the retailer is closed.
3. The alley way facades will be as open as possible on the ground floor and covered with aluminum or painted steel grates with a tight, finely grained pattern to reflect the order of the main elevations. The early thoughts are that the grills would be part of the opening, allowing them to have a greater presence on the alley, and be of great interest to the adjacent condominiums and passersby. A green roof will be provided on the lower level, to not only aid in achieving the Green Factor, but also to provide visual relief for the condominium residents.

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MASSING AND MODULATION

- - - Removed Portion of Massing from Original Preferred Option
- █ Massing & Modulation Revisions



QUEENE ANNE ELEVATION



MERCER ELEVATION



ALLEY ELEVATION

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ARCHITECTURAL DESIGN ELEMENTS



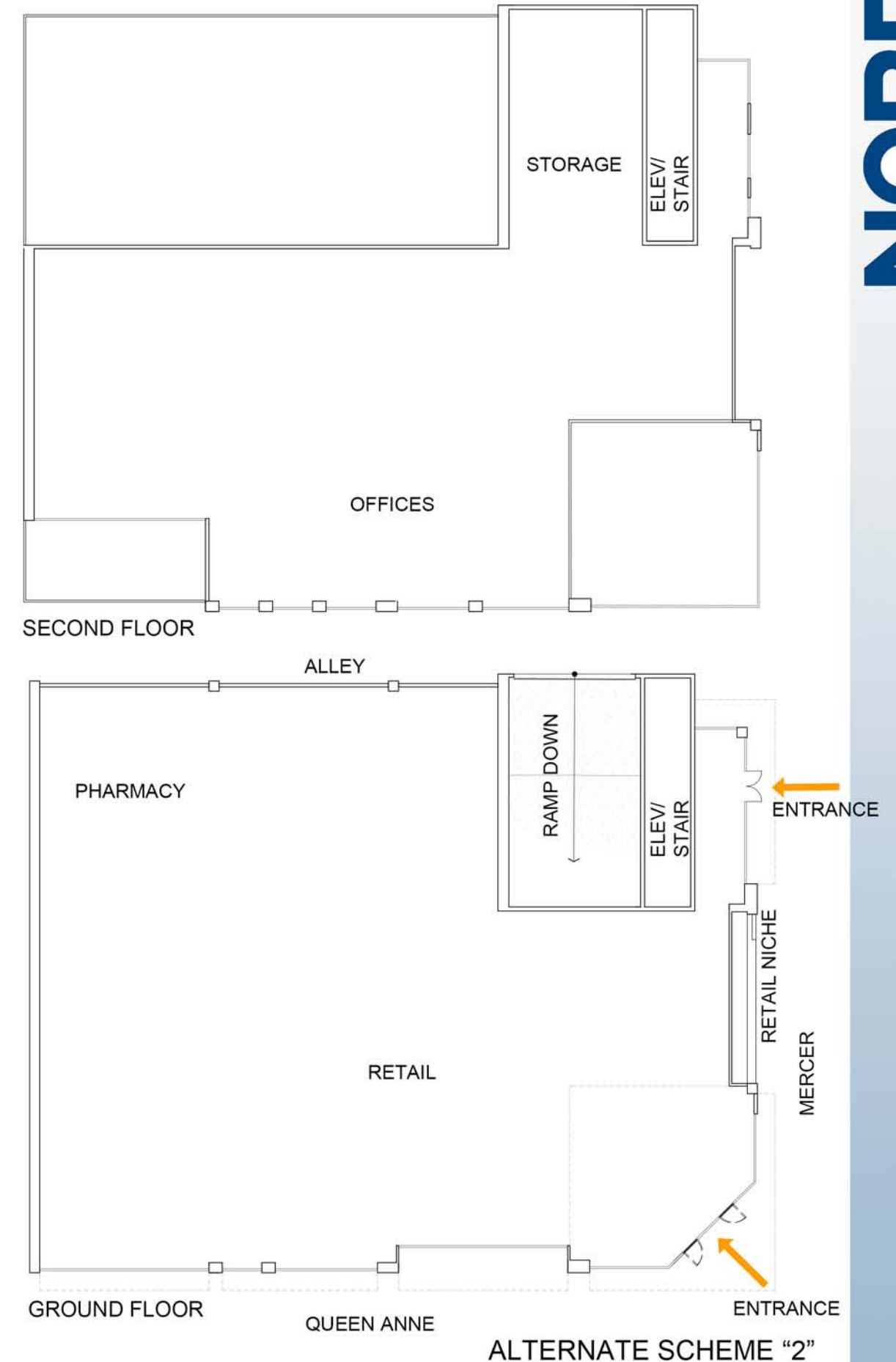
Alternate Scheme "2"

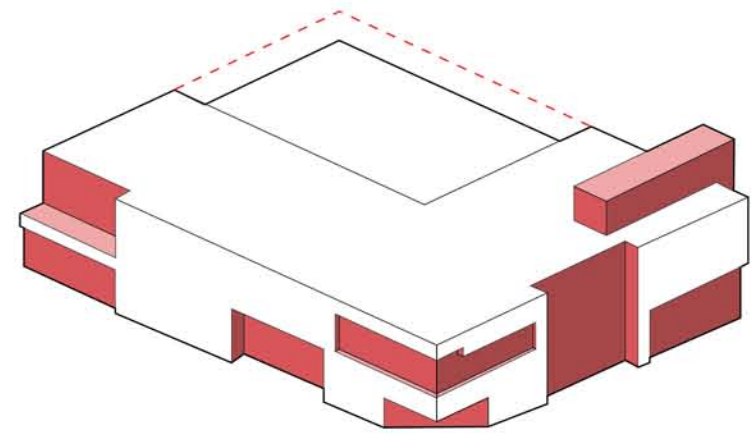
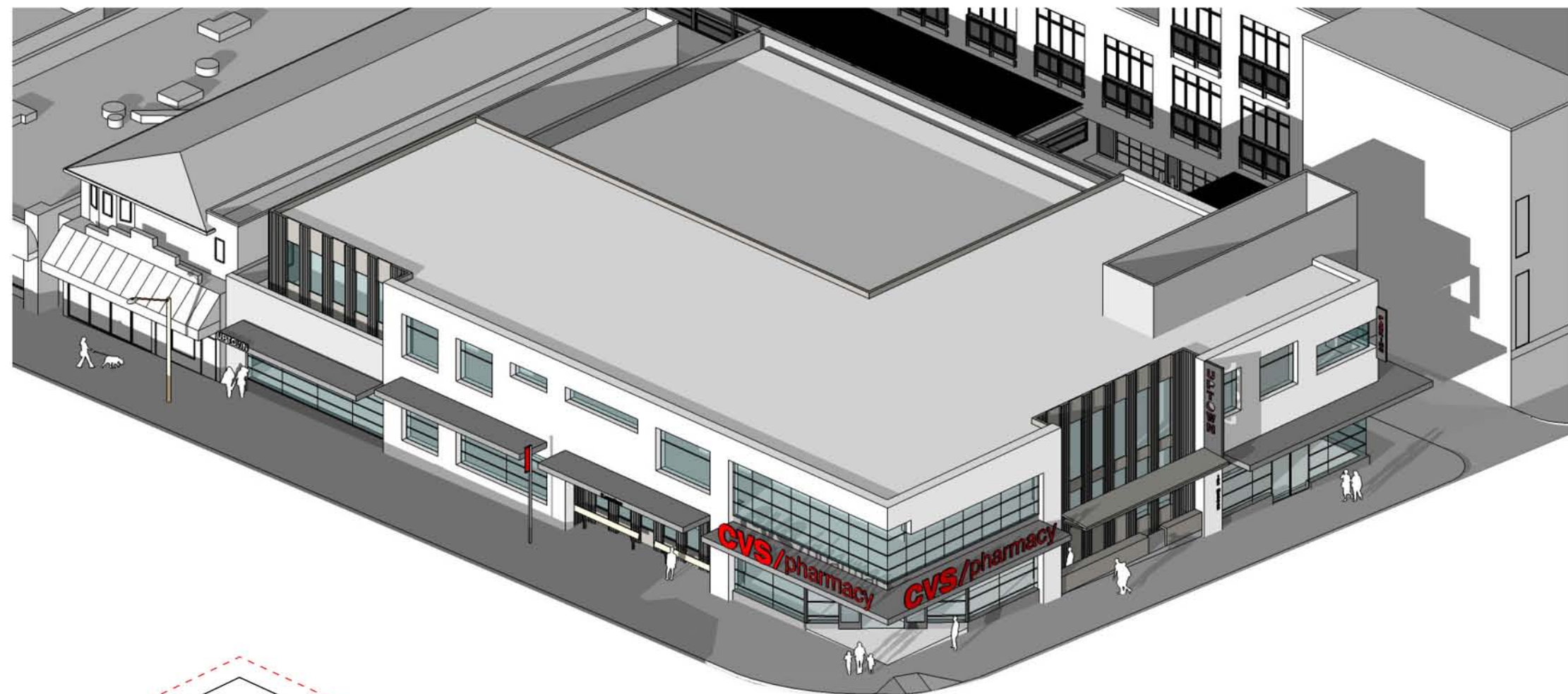
The concept for this scheme is to provide a highly articulated series of masses whose expression is more in scale with the traditional retail environment in Uptown. Massing is distinguished by robust set-backs from the sidewalk as well as highly contrasting material selection. Further refinements of the concept include a varied selection of window size and alignments, as well as a strongly emphasized entry and corresponding signage, clearly marking this important neighborhood gateway. Site specific design cues include both recent and mid-century smaller buildings, both in form and detail.

Pedestrian Amenities:



1. A segmented steel framed canopy is proposed along the entire length of the building. The segmentation is to add further emphasis to the massing cues of the building. Similar to Scheme 1, the team is intending to remove the two rapid ride stops, and provide those amenities as part of the building.
2. Similar to Scheme 1, a retail niche will be provided along Mercer Street; however, this niche is carried to the second floor and has a strong material distinction from its immediate surroundings. An enclosure with the same goals as those in Scheme 1 would be provided.
3. As a further acknowledgment of the prevalent, single story charter structures in the neighborhood (especially the iconic Uptown Espresso), we have stepped down the ends of the building, and will explore ways that the sidewalk space in front and adjacent to Uptown Espresso can be utilized by this neighborhood institution as spill out café space, to supplement their own.
4. The openings in the alley way would be expressed in an additive manner, with expressive frames and modulation that is keeping with the Queen Anne and Mercer elevations.

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MASSING AND MODULATION

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-  Massing & Modulation Revisions



QUEENE ANNE ELEVATION



MERCER ELEVATION



ALLEY ELEVATION

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ALTERNATE SCHEME "2"



DESIGN INFLUENCES - ALTERNATE SCHEME 2

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ARCHITECTURAL DESIGN ELEMENTS



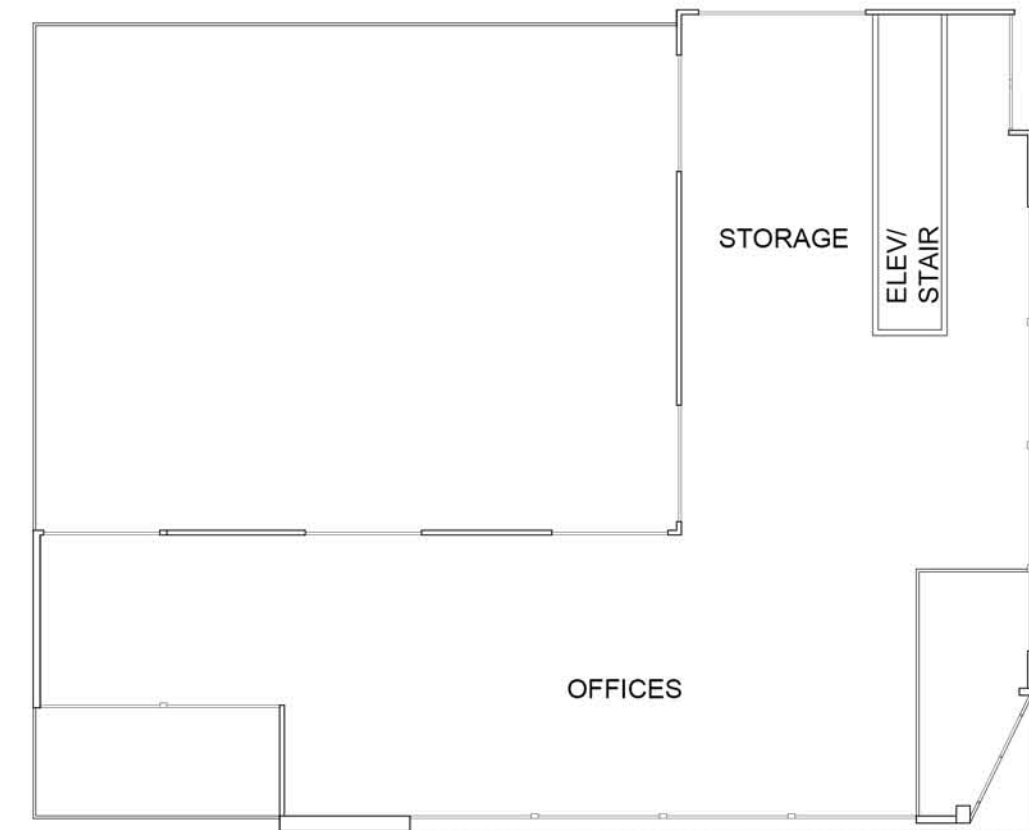
Preferred Scheme "3"

This scheme is our response to the community's desire for a 'funky' or 'Google' scheme, reflective of Uptown's unique character. Although funky is in the eyes of the beholder, we feel that Seattle Center and its surrounds provide fertile ground for relevant inspiration. From re-purposed bank buildings to the iconic Space Needle and other World's Fair buildings, we have keyed in on these buildings' boldness of primary form and clear presence.

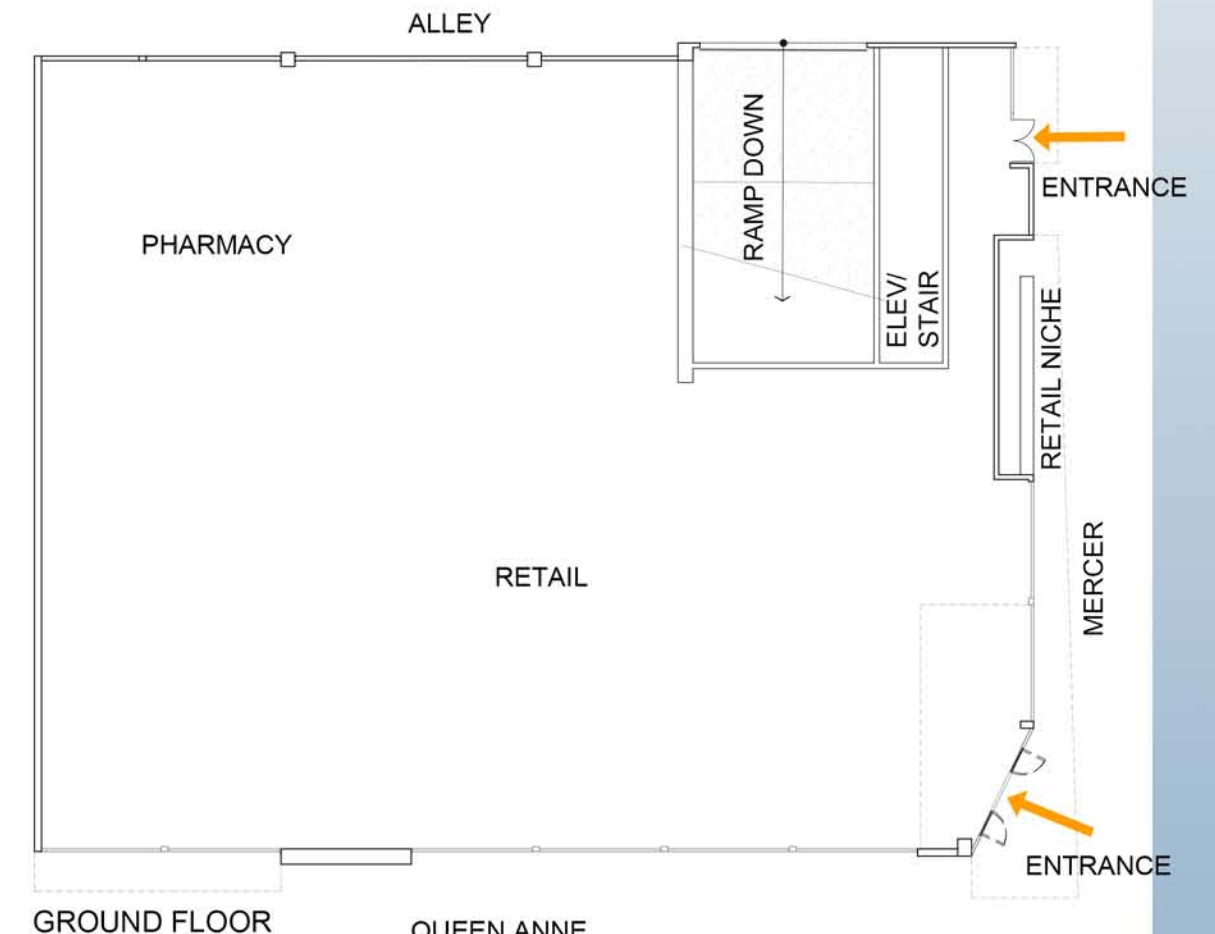
Pedestrian Amenities:

1. A more fluid canopy is provided than in the other schemes; adjacent to Uptown Espresso it dramatically turns up to form an oversized blade sign with cut out letters announcing the Uptown neighborhood, while at the retail niche it turns down to provide additional shelter and branding opportunities for the retailer. Unlike the first two schemes, the existing Rapid Ride shelters are to remain, so as to keep the visual clarity of the building. Due to this, a building canopy is not provided in this location due to space conflicts and community preference.
2. Similar to the previous schemes, a retail niche will be provided along Mercer Street but with a more embracing canopy design.
3. Similar to scheme 2, the massing of the building will step down adjacent to Uptown Espresso, with a canopy whose design picks up on the geometry of Uptown's canopy.
4. To emphasize the building's funky character, the roof parapet rises to a point at the intersection. This diagonal sets up the middle mass of the building to the greatest emphasis, while the stepping down mentioned above and the stepping back of the office entry along Mercer add greater articulation.
5. The openings in the alley way would pick up, in a more subdued manner, the themes articulated above.

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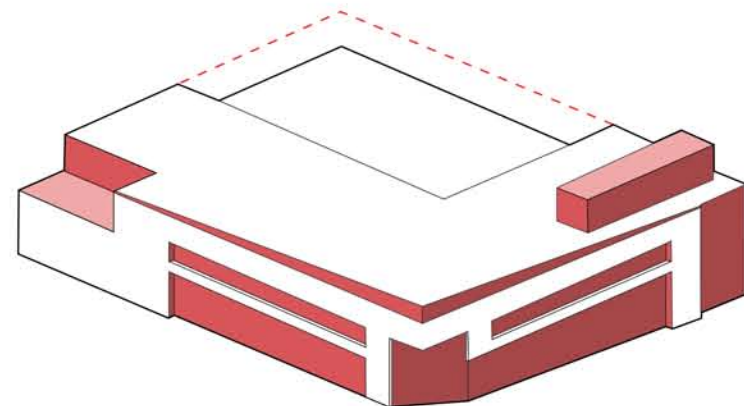


SECOND FLOOR





GROUND FLOOR

QUEEN ANNE
 MERCER
 PREFERRED SCHEME "3"



MASSING AND MODULATION

-  Removed Portion of Massing from Original Preferred Option
-  Massing & Modulation Revisions



QUEEN ANNE ELEVATION



MERCER ELEVATION

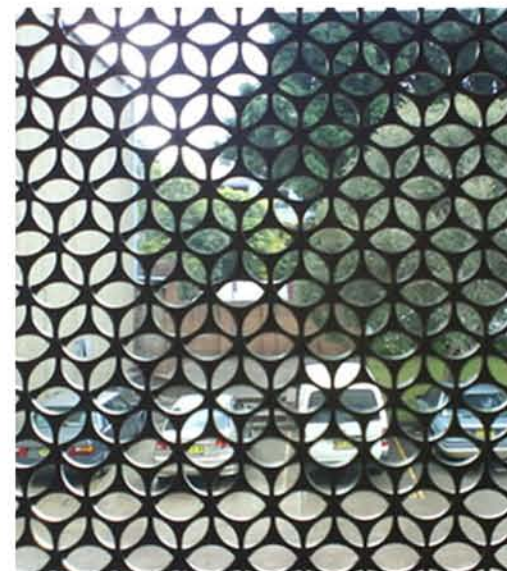
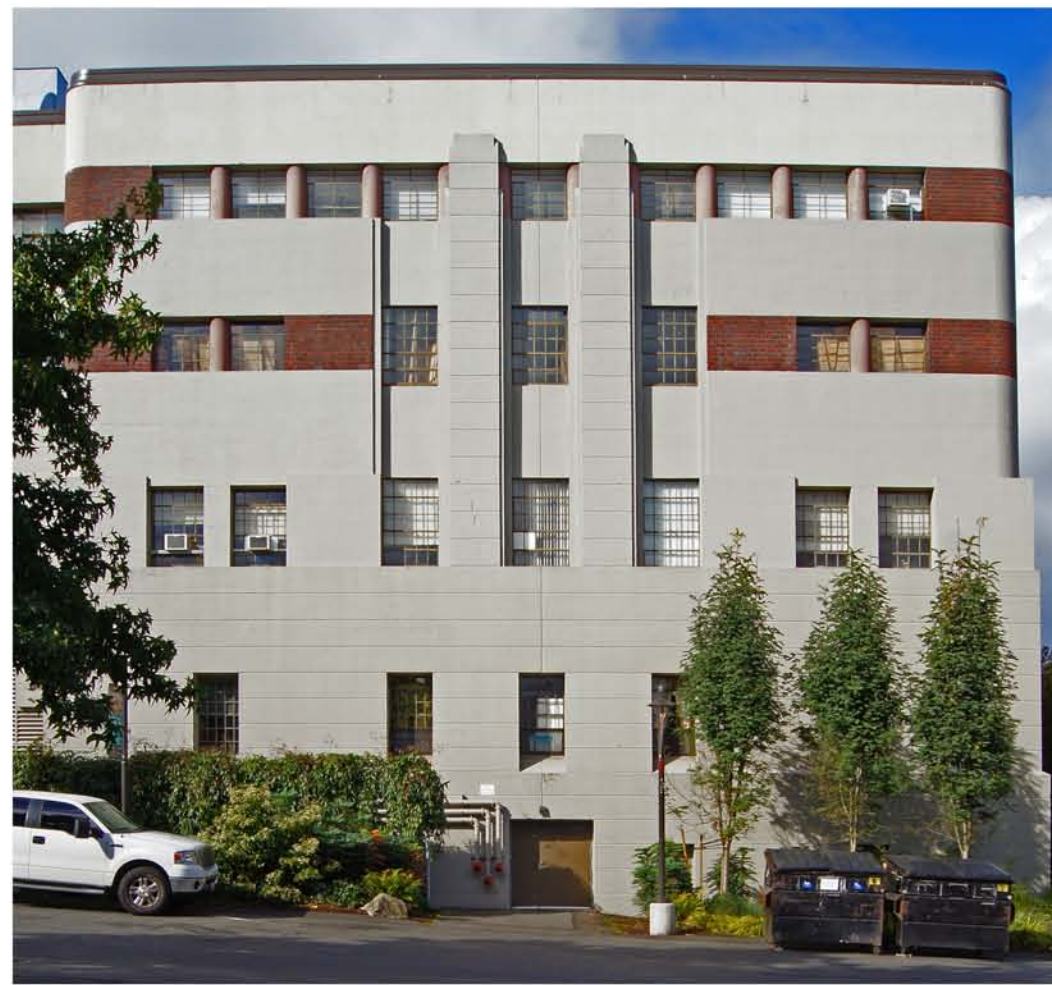


ALLEY ELEVATION

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PREFERRED SCHEME "3"



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VENDOR NICHE ON MERCER



LOOKING NORTH WEST ON QUEEN ANNE



LOOKING SOUTH ON MERCER



LOOKING SOUTH ON QUEEN ANNE



LOOKING SOUTH DOWN THE ALLEY



LOOKING SOUTH ON QUEEN ANNE AT THE BUILDING ENTRY



LOOKING NORTH DOWN THE ALLEY



LOOKING WEST ON MERCER AT THE BUILDING ENTRY



Retail Building - Savannah, GA



Retail Building - Renton, WA



Retail Building - Fresno, CA

SIMILAR NORR PROJECTS



Capitol Hill Urban Co-housing - Seattle WA

SIMILAR SCHEMATA WORKSHOP PROJECTS

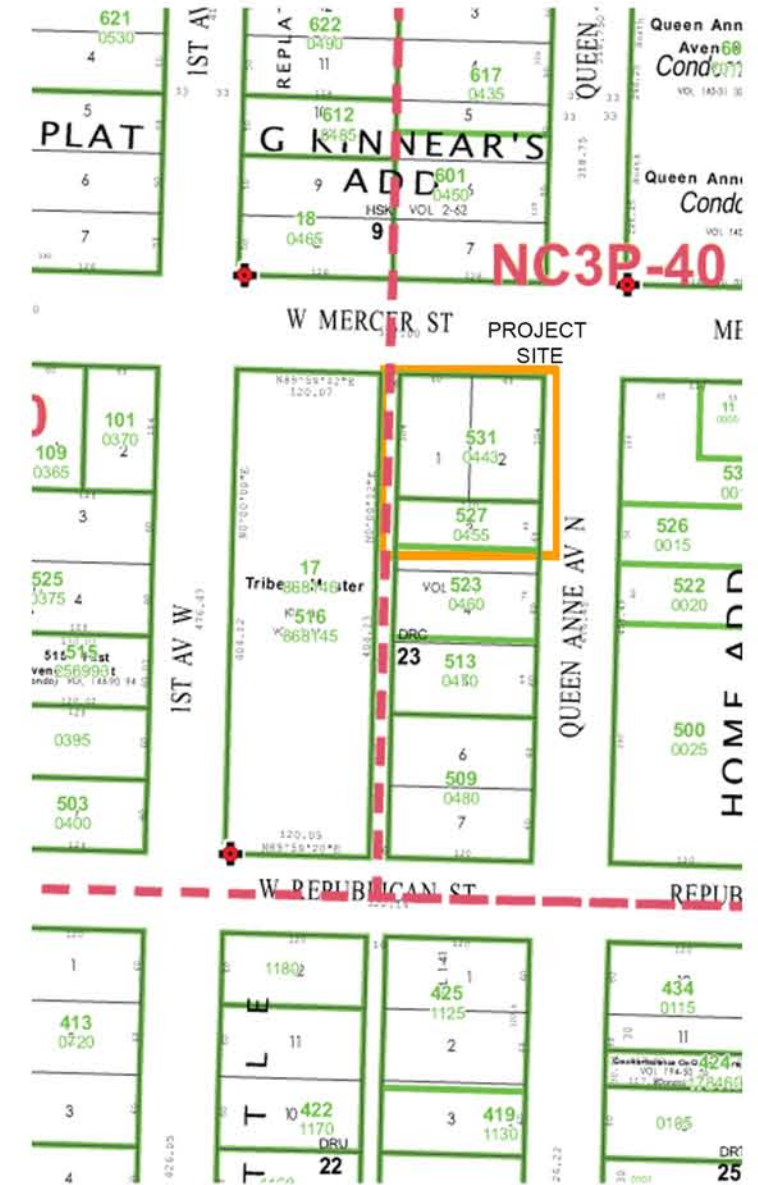
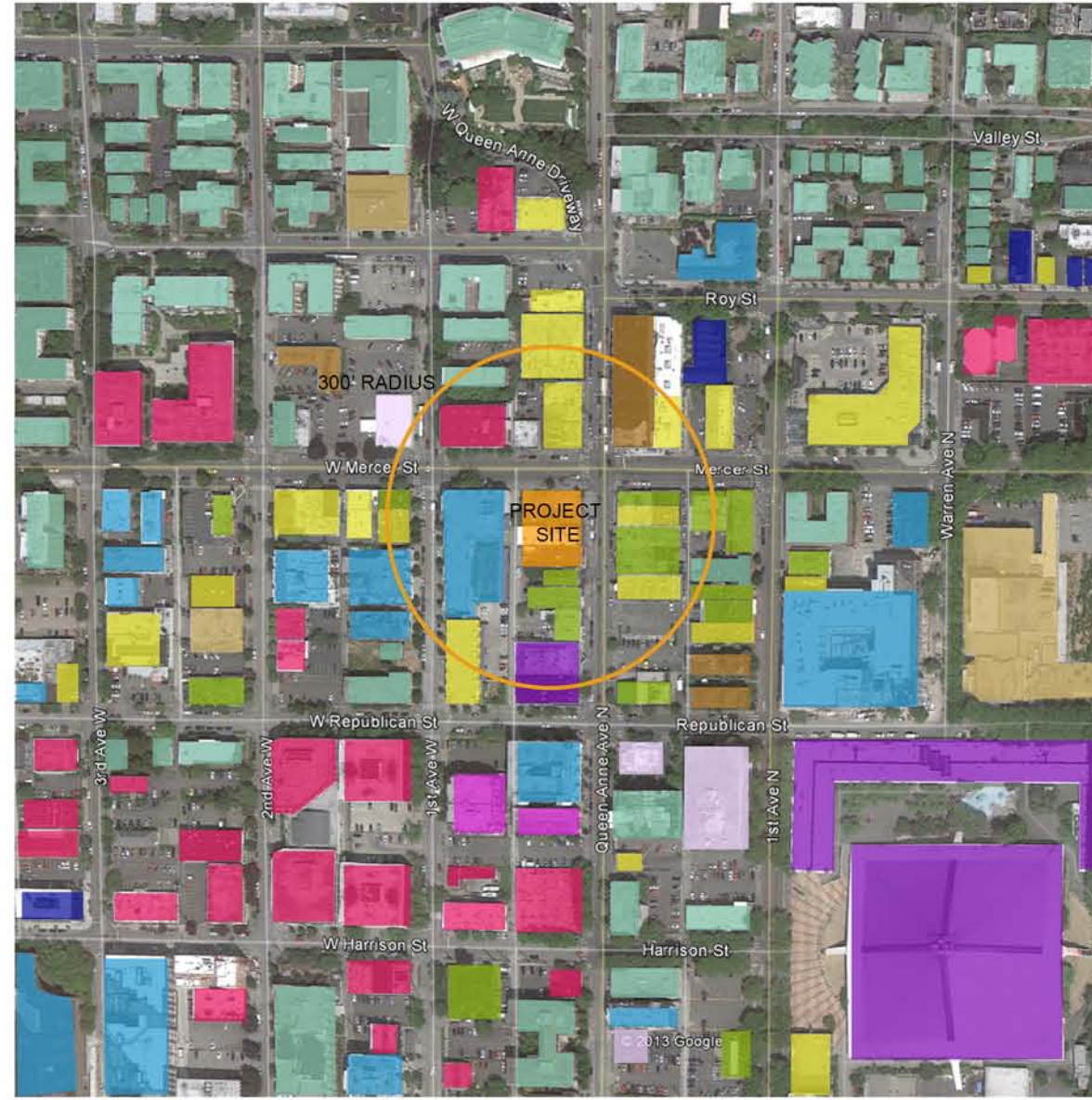
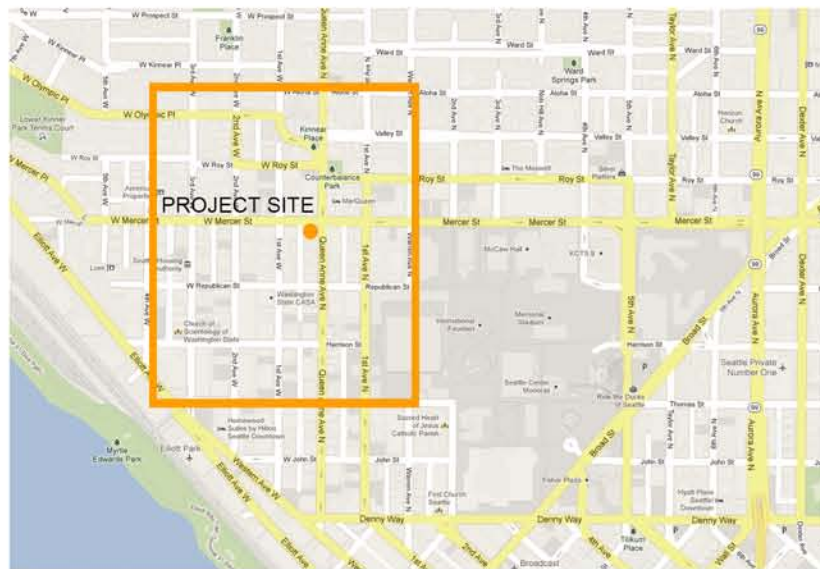
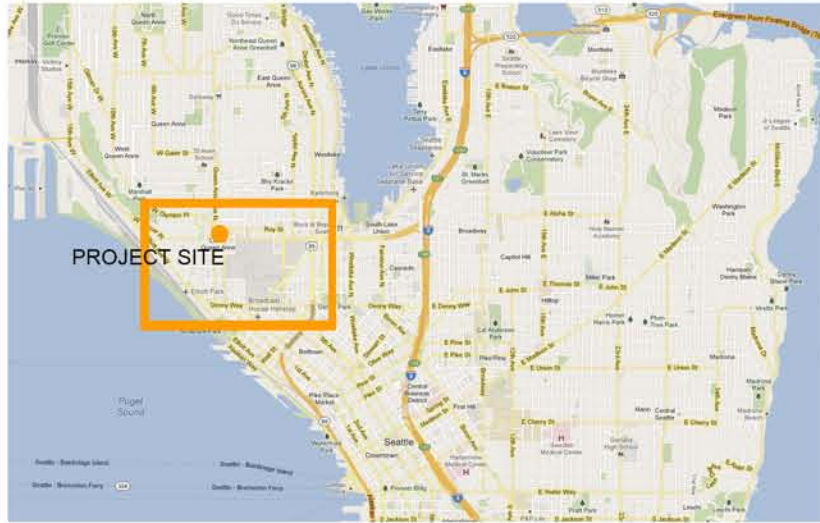


Mcdermott Place apartments - Seattle WA

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WORK SAMPLES



The proposed project is located in the "Heart of Uptown" area of the Lower Queen Anne neighborhood. This site is located at a neighborhood gateway intersection. The zoning is NC3P-40. The proposed site currently has a small strip retail building dating from 1987 and a parking field at the corner intersection.

The neighborhood consists of a variety of pedestrian-friendly uses with dining and retail being most prominent. There are also several mixed-use residential/retail buildings in the surrounding blocks. Most buildings are 1 or 2 stories tall and date from the 1920's and are of brick masonry construction typical of that era. Many of these buildings were designed with large storefronts and with some art-deco influences that still remain today.

Moving several blocks to the south you find taller office buildings. To the north are a variety of multi-story apartment buildings and a few single-family homes scattered within this predominantly residential area.

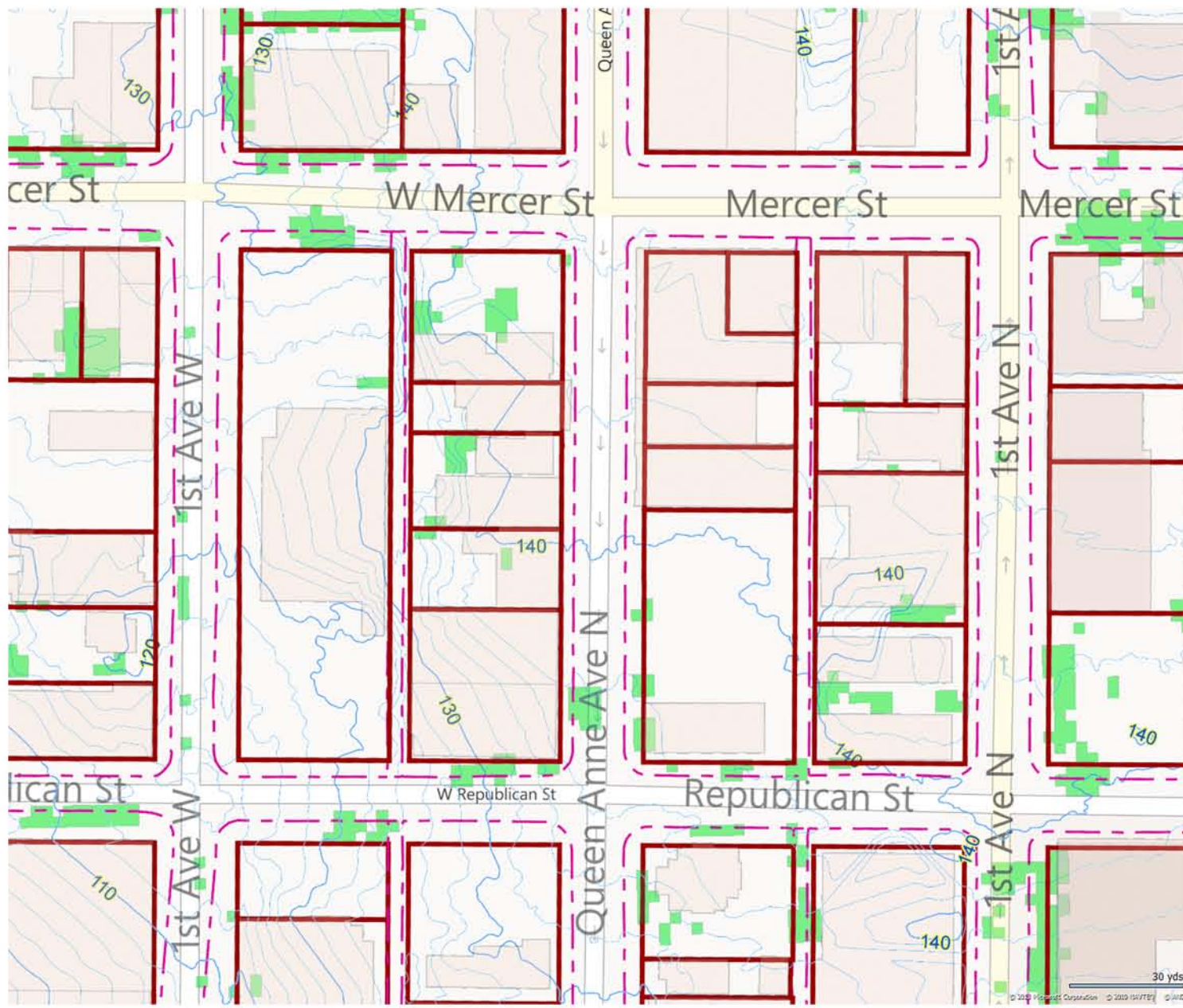
The streetscape is dominated by wide sidewalks interrupted by light and power poles. While there are several storefronts that provide canopies for sun and rain protection, the rest of the areas are left exposed except for two bus stops adjacent to the site. This area, particularly along Mercer, has little or no trees or street plantings. The proposed site currently doesn't meet the design goals of the "Heart of Uptown" area and is not pedestrian friendly.

- COMMUNITY
- ENTERTAINMENT
- DINING
- HOTEL
- OFFICE
- MEDICAL
- MIXED USE
- RELIGIOUS
- RESIDENTIAL/APARTMENT
- RETAIL
- SERVICE
- PROJECT SITE

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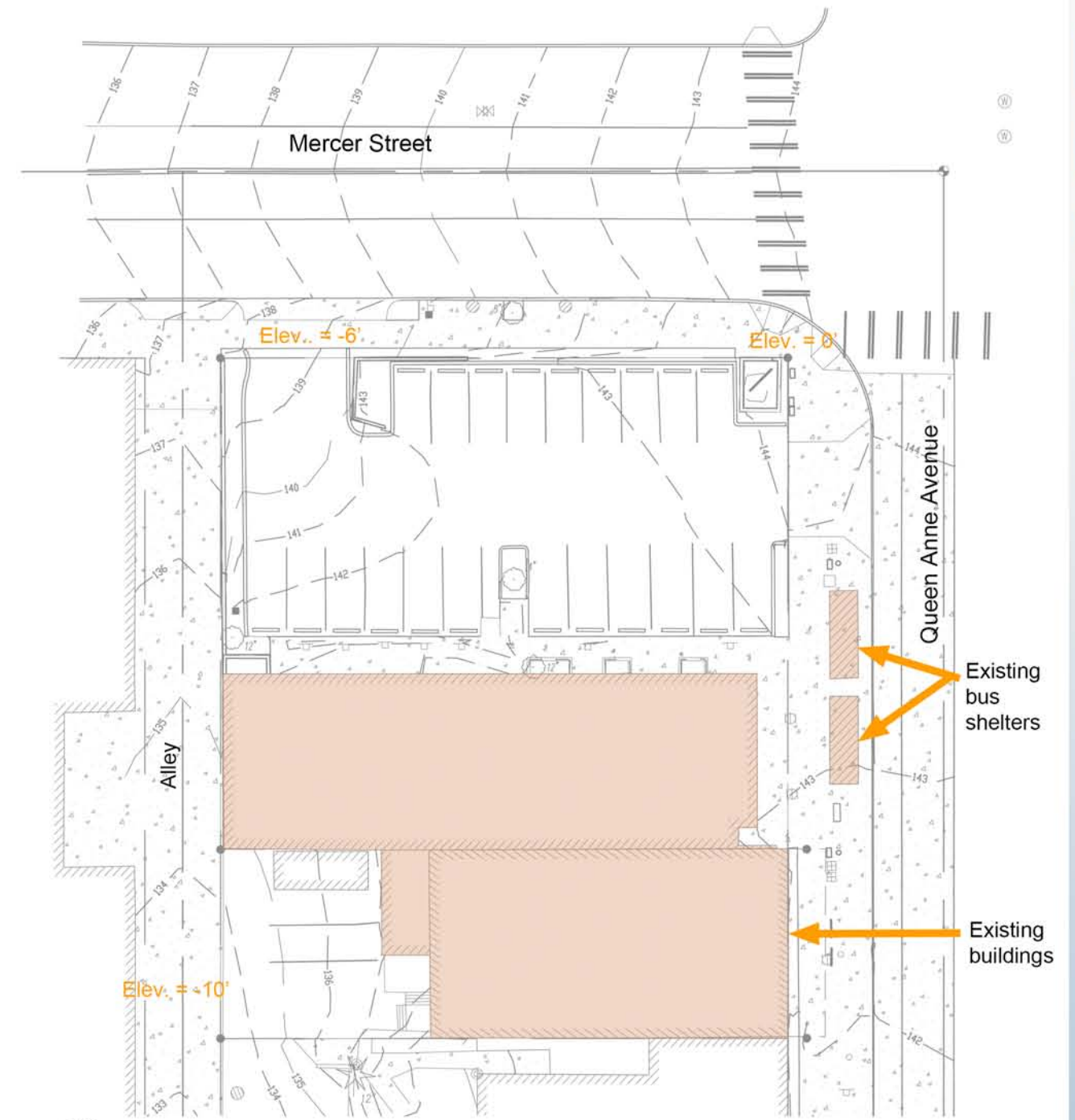
APPENDIX
URBAN DESIGN ANALYSIS




STREET CANOPY COVERAGE

This area is a primary transit gateway and a pedestrian area. At the corner of the proposed project the grade is flat along Queen Anne but drops approximately 6' going west along Mercer Street. The grade along Mercer continues to fall towards the corner at 1st avenue. The alley along the west side of the property also drop approximately 4' running south.

There are very few trees along Queen Avenue between Republic Street & Mercer Street. The sidewalk along Queen Anne is dominated by power poles and bus shelters making it unfriendly to pedestrians.



 EXISTING SITE CONDITIONS AND TOPO

Heart of Uptown

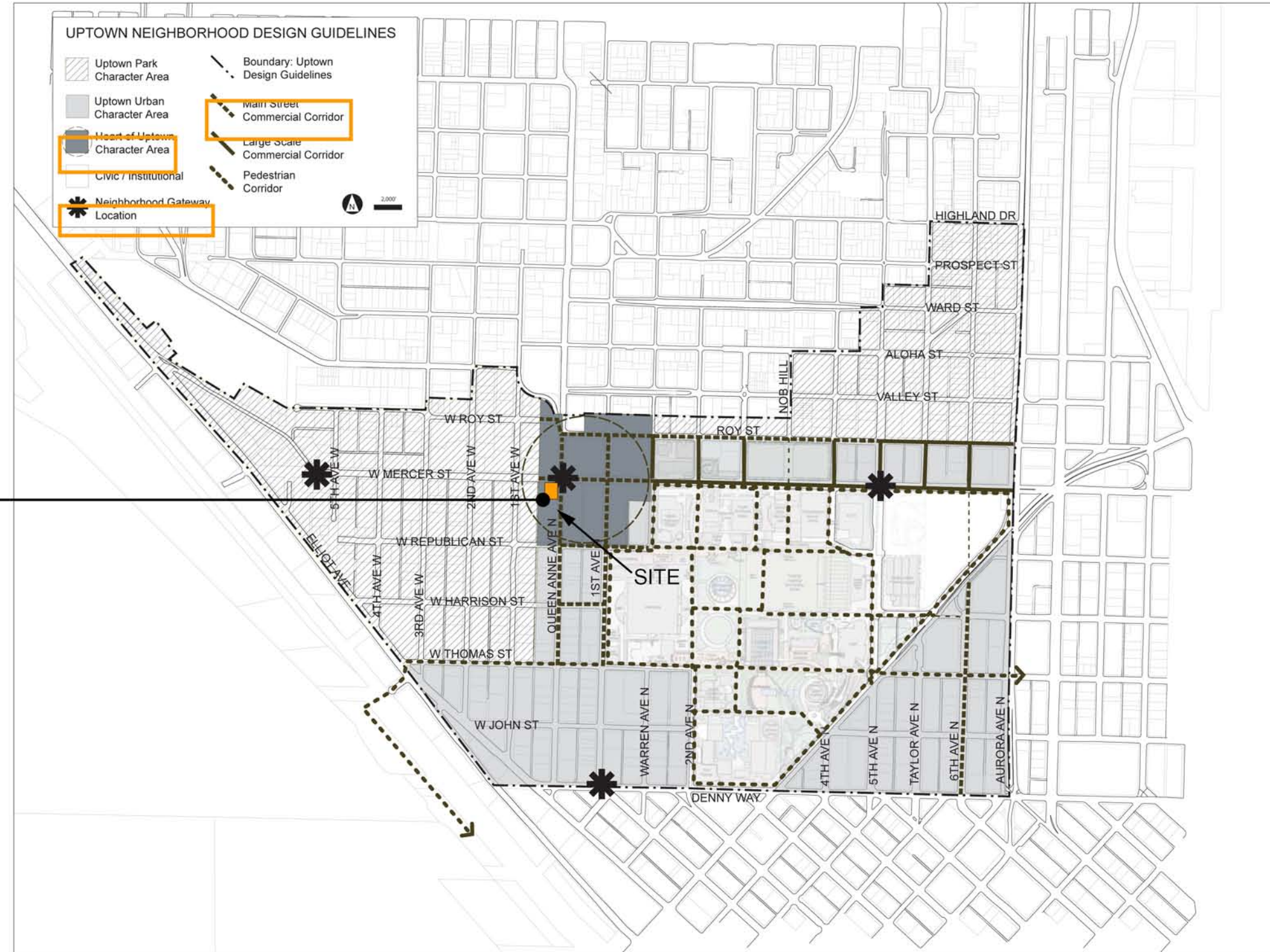
Per Uptown Neighborhood Design Guidelines, effective July 6, 2009: "The Heart of Uptown character area is centered on a major transit stop and the 'shoulder' of Seattle Center. It is a vibrant core to the Uptown Neighborhood characterized by smaller retail spaces accommodating the small, but enduring retail establishments and locally-owned restaurants. The Heart of Uptown should continue as an active node for Uptown and should provide for mass transit riders' needs". The Heart of Uptown is not only an important vehicular intersection, but a virtual intersection of differing architectural, spatial, and historic qualities unique among Seattle's neighborhoods. A robust mixture of pre-war, traditional apartments; mid-century public spaces; late 20th Century office buildings; and more recently, mixed used buildings. Most of these precedents provide for an enriching pedestrian experience, with transparent and articulated ground floors and strong assertive corners and building edges. The goal of all of the proposals is to continue this richness in a variety of ways by advancing the architectural evolution of this neighborhood and emphasizing its eclectic ensemble of buildings.

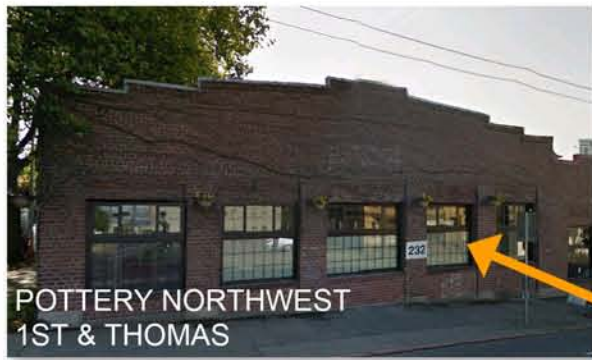
Scheme 1 is the most restrained and matter-of-fact option and continues the progression of architectural expression from early twentieth century to today. Scheme 2 is a more expressive blending of masses and materials, with an eye towards capturing many of the themes of the surrounding neighborhood in one ensemble. Scheme 3 is a nod to the iconic Seattle Center, and the Google inspired architecture frequently found on its grounds.

THE PROJECT SITE IS IN THE HEART OF UPTOWN CHARACTER AREA.

QUEEN ANNE AVE N AND W MERCER ST ARE MAIN STREET COMMERCIAL CORRIDORS.

THE INTERSECTION OF QUEEN ANNE AVE N AND W MERCER ST IS A NEIGHBORHOOD GATEWAY LOCATION.

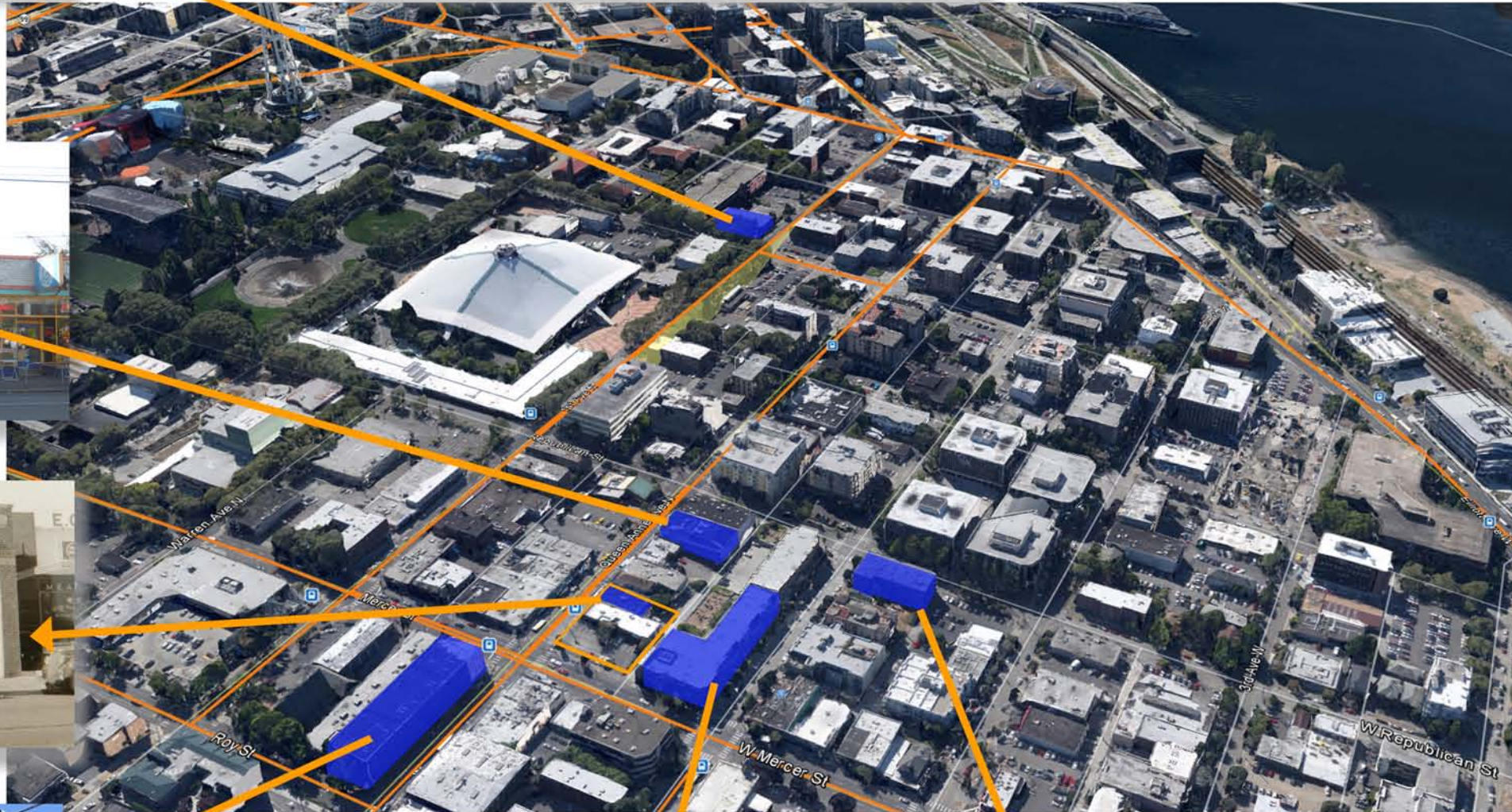




POTTERY NORTHWEST
1ST & THOMAS



MIXED USE
QUEEN ANNE & BOSTON



UPTOWN THEATER
QUEEN ANNE



SPECTATOR BAR
BUILDING
1937



MARQUEEN HOTEL
QUEEN ANNE & MERCER



SAFEWAY
1ST & REPUBLICAN



APARTMENTS
1ST & REPUBLICAN

DESIGN INFLUENCES

There are various building forms and uses that surround the project site and while very different in nature, they can each influence the design of this project.

The buildings immediately adjacent to the site seem to have been built in the early 1900's thru the 1930's. Buildings of this era were typically built from brick masonry containing decorative brick or limestone inlays to provide detail. These buildings typically provided large storefront windows that allowed clear views into the stores allowing pedestrians walking by to view merchandise as well as providing natural light into the store. The Specator Bar building is a good example of this type and this can be seen in the photo from 1937. Unfortunately this building has been renovated several times over the decades and the original character of the building has been lost.

Buildings along Queen Anne, while varied, do have consistent design elements such as canopies; pedestrian oriented signage; and art-deco details that provide character to the signage and some of the building forms.

There are numerous mixed-use buildings in the area and farther south that provide a modern design approach but still have familiar design elements that allow these buildings to better blend into the surrounding area. Many of these buildings use brick masonry, larger storefront glazing, and other pedestrian scaled details and materials. Many also provide landscaping along the sidewalks to improve the pedestrian experience and soften the building facades.

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1



2



3



8



7



5



6

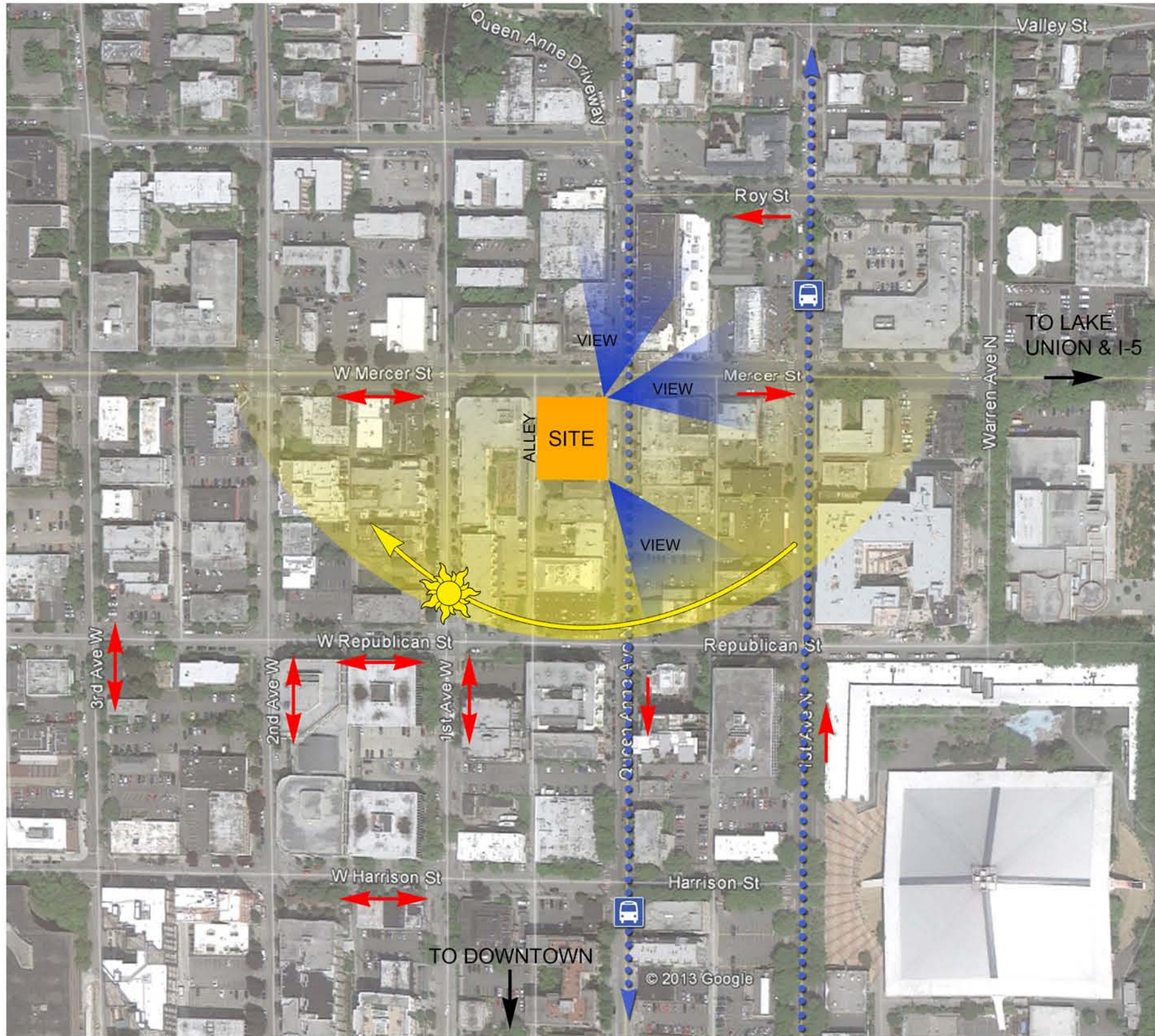


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APPENDIX
SITE VIEWS



SITE ANALYSIS

- Heavy pedestrian traffic on both Queen Anne Ave. and Mercer St. will support a corner retail space.
- Potential regional views from the upper level, including the Space Needle and Puget sound.
- Good eastern and northern sun exposure.
- Existing Rapid Ride and Metro bus stops occur on the sidewalk on Queen Anne Ave. adjacent to the site.
- Close proximity to a variety of cultural and social activity in the surrounding neighborhoods.

STREET CHARACTER

Mercer Street:

- High pedestrian traffic
- A few street trees
- Large scale buildings

Queen Anne Avenue:

- High pedestrian traffic
- More vehicle traffic
- Smaller scale buildings
- No street trees



QUEEN ANNE (LOOKING WEST)



QUEEN ANNE (LOOKING EAST)



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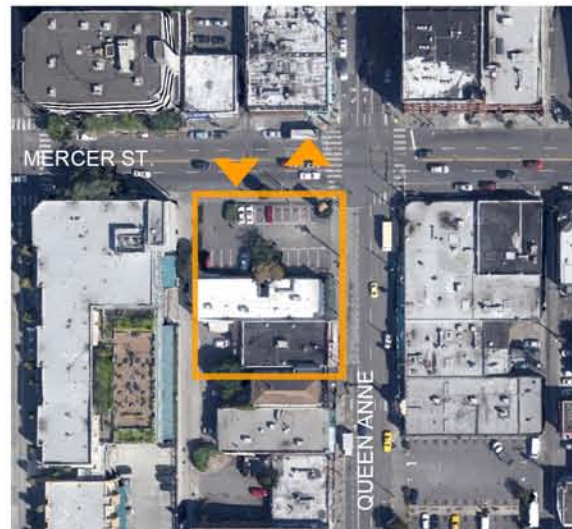
APPENDIX
STREET PHOTOS



MERCER (LOOKING SOUTH)



MERCER (LOOKING NORTH)



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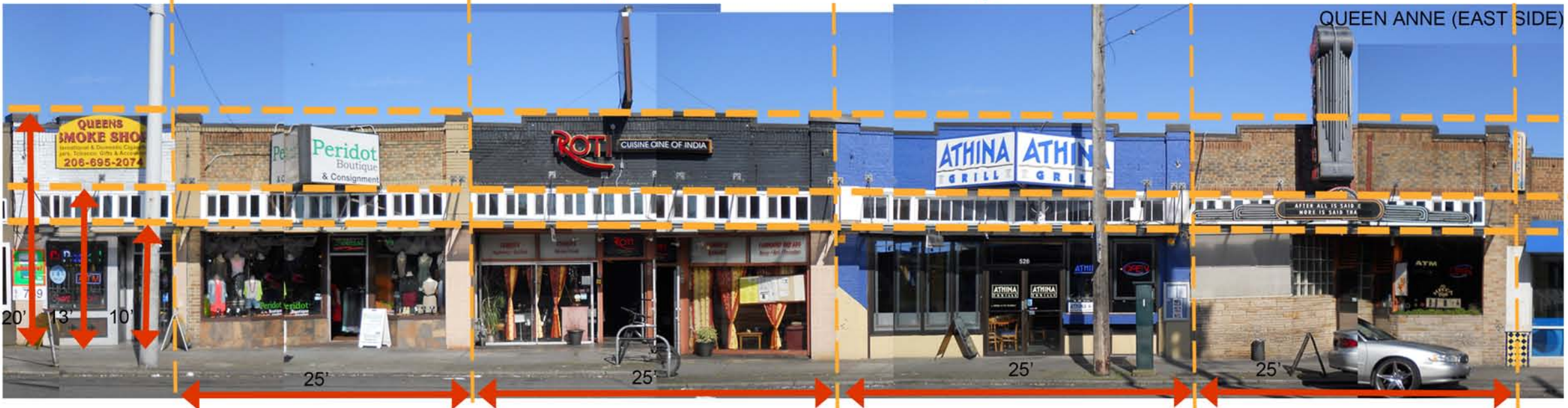
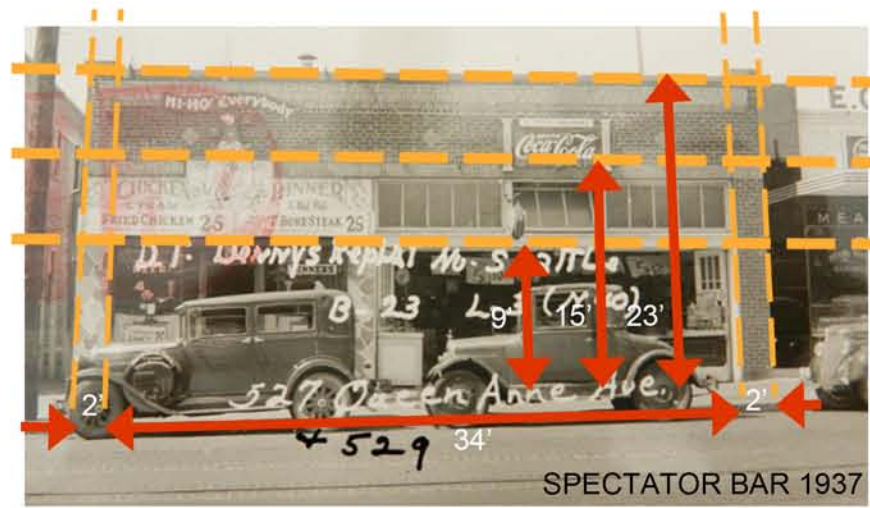
APPENDIX
STREET PHOTOS

BUILDING PROPORTIONS

Buildings adjacent to the site and along Queen Anne have canopies and roof lines that vary in height. However, there are some relatively common elevation lines that carry through these buildings that help tie them together and provide a more uniform appearance to these varied facades.

Horizontal datum lines are emphasized through similar roof heights and canopies. Vertical datum lines express repetitive bays between buildings.

The proposed retail building mimics these datum lines by matching canopy and window heights, parapet heights of adjacent buildings, and by providing bay spacing that is similar to spacing on other buildings.



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APPENDIX
ARCHITECTURAL CUES