



7/30/2014 Recommendation Meeting
Queen Anne Mixed Use - 531 Queen Anne Ave. N., Seattle, WA 98109
DPD PROJECT #3014863

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site plan and development objectives



development objectives

The development objectives are to build a mixed use, ground floor retail building with two floors of residential above. As this is in the Heart of Uptown, and the neighborhood's most important intersection, the design team has incorporated all major elements as advocated by the community. The team has designed a more gracious and visually less intrusive waiting area for the busy transit stop along Queen Anne Avenue, provided a small retail niche perfect for a local business start-up, and hired a local artist to adorn the Queen Anne sidewalk frontage with a site specific and whimsical multi-panel mural. To further anchor this important site and its gateway status, the team is proposing an "Uptown" sign, proudly proclaiming this vital neighborhood's identity.

With the rich variety of urban experience, the team has chosen an architectural design that is both rigorous in its overall ordering, while allowing for subtle distinctions between the ground floor and upper level uses so as not to compete with the many amenities the project is delivering. Taking inspiration from the ultra-rational architecture of the nearby Seattle Center, a simply articulated frame and infill approach to the building design has been employed, but with detail cues that clearly mark the building as a contemporary intervention.

Project Statistics

Lot Size	17,292 SF (0.4 acres)
Building Area	16,551 SF +/- (First Floor)
	13,745 SF +/- (Second Floor)
	10,420 SF +/- (Third Floor)
Allowable FAR (3.25)	56,199 SF
Proposed FAR (2.5)	43,715 SF
Maximum Height	40' +4'(bonus)
Proposed Height	41' 8"
Required Parking Stalls	NONE
Provided Parking Stalls	62
Required Loading Berth	1
Provided Loading Berth	1

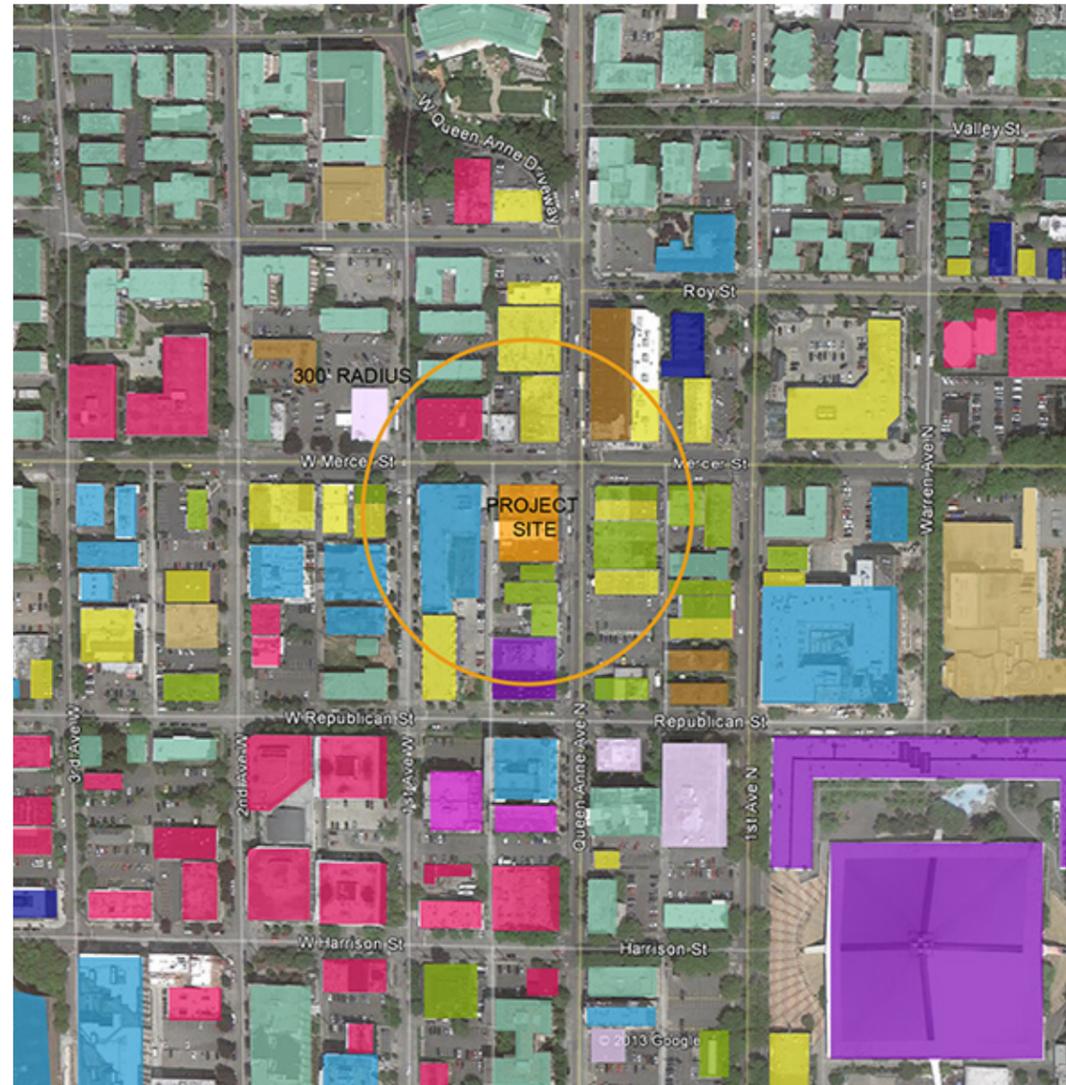
urban design analysis

The proposed project is located in the “Heart of Uptown” area of 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 lot at the corner intersection.

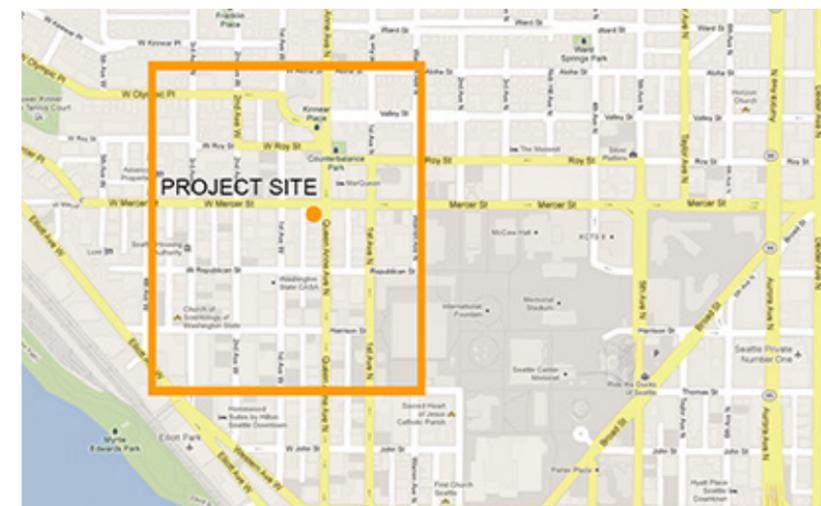
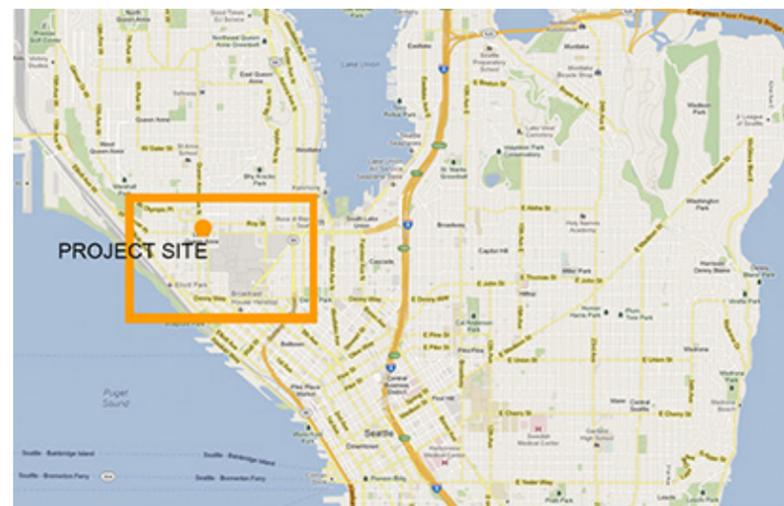
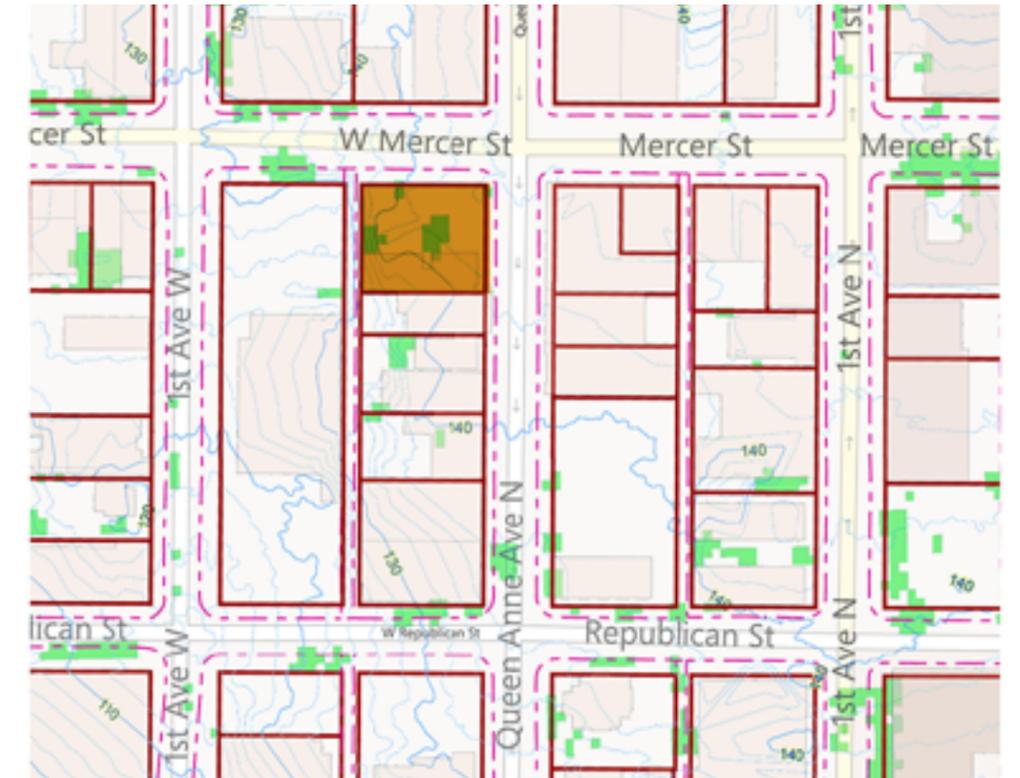
The neighborhood consists of a variety of pedestrian-friendly uses, with dining and retail being most prominent. There are also several mixed-use residential/retail buildings in the surrounding blocks. Most buildings are 1 or 2 stories tall, date from the 1920’s, and are of brick masonry construction 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 | MIXED USE |
| ENTERTAINMENT | RELIGIOUS |
| DINING | RESIDENTIAL/APARTMENT |
| HOTEL | RETAIL |
| OFFICE | SERVICE |
| MEDICAL | PROJECT SITE |



urban design analysis

site analysis

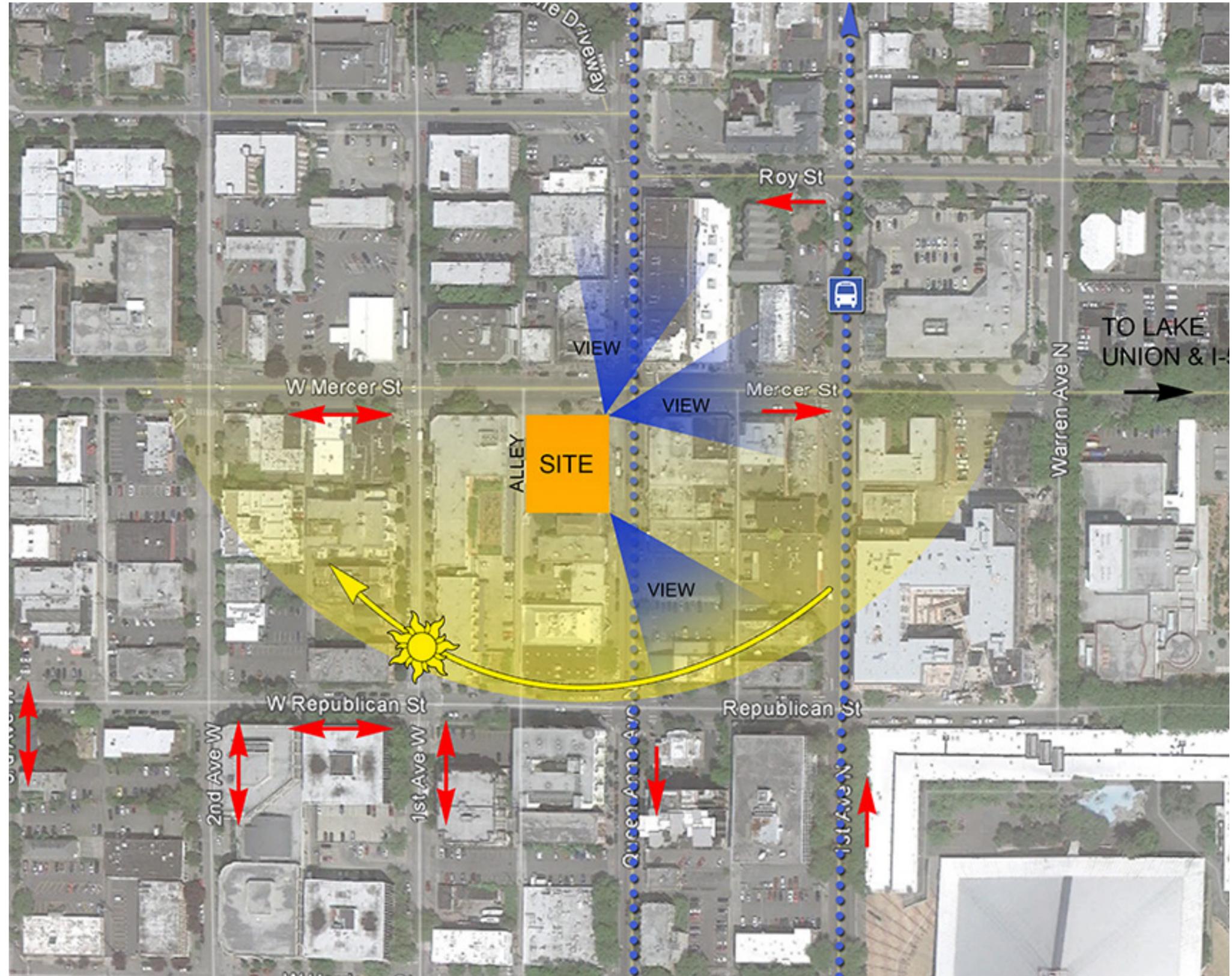
- Heavy pedestrian traffic on both Queen Anne Ave. and Mercer St. will support a corner retail space
- Potential regional views from the upper level, including the Space Needle and Puget Sound.
- Good eastern and northern sun exposure.
- Existing Rapid Ride and Metro bus stops occur on the sidewalk on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

tree 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 drops approximately 4' running south.
- There are very few trees along Queen Anne Avenue between Republican Street & Mercer Street. The sidewalk along Queen Anne is dominated by power poles and bus shelters making it unfriendly to pedestrians.

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



urban design analysis

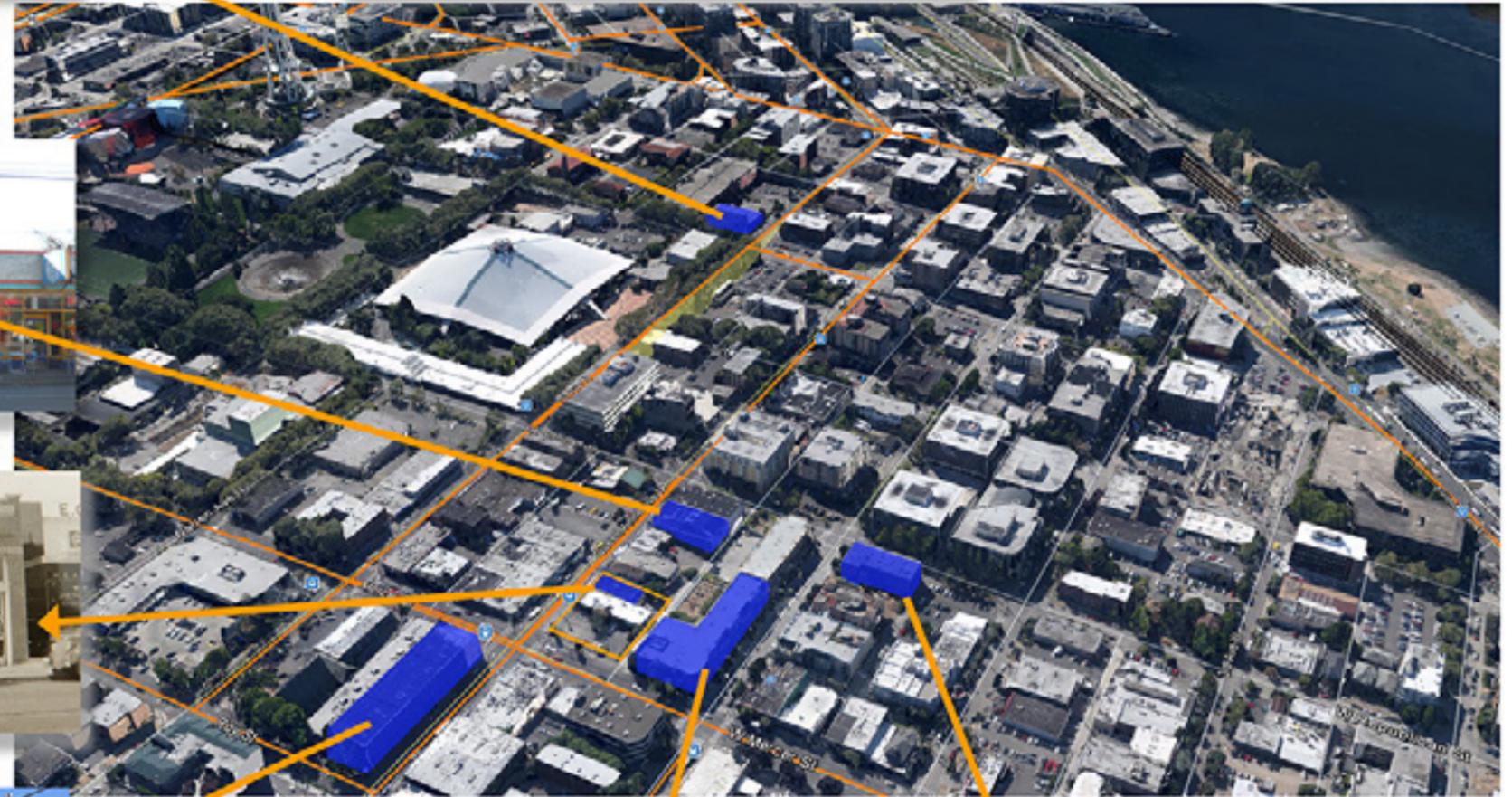
design influences

There are various building forms and uses that surround the project site and while very different in nature, they can each influence the design on 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 Spectator Bar building is a good example of this type and 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.



urban design analysis



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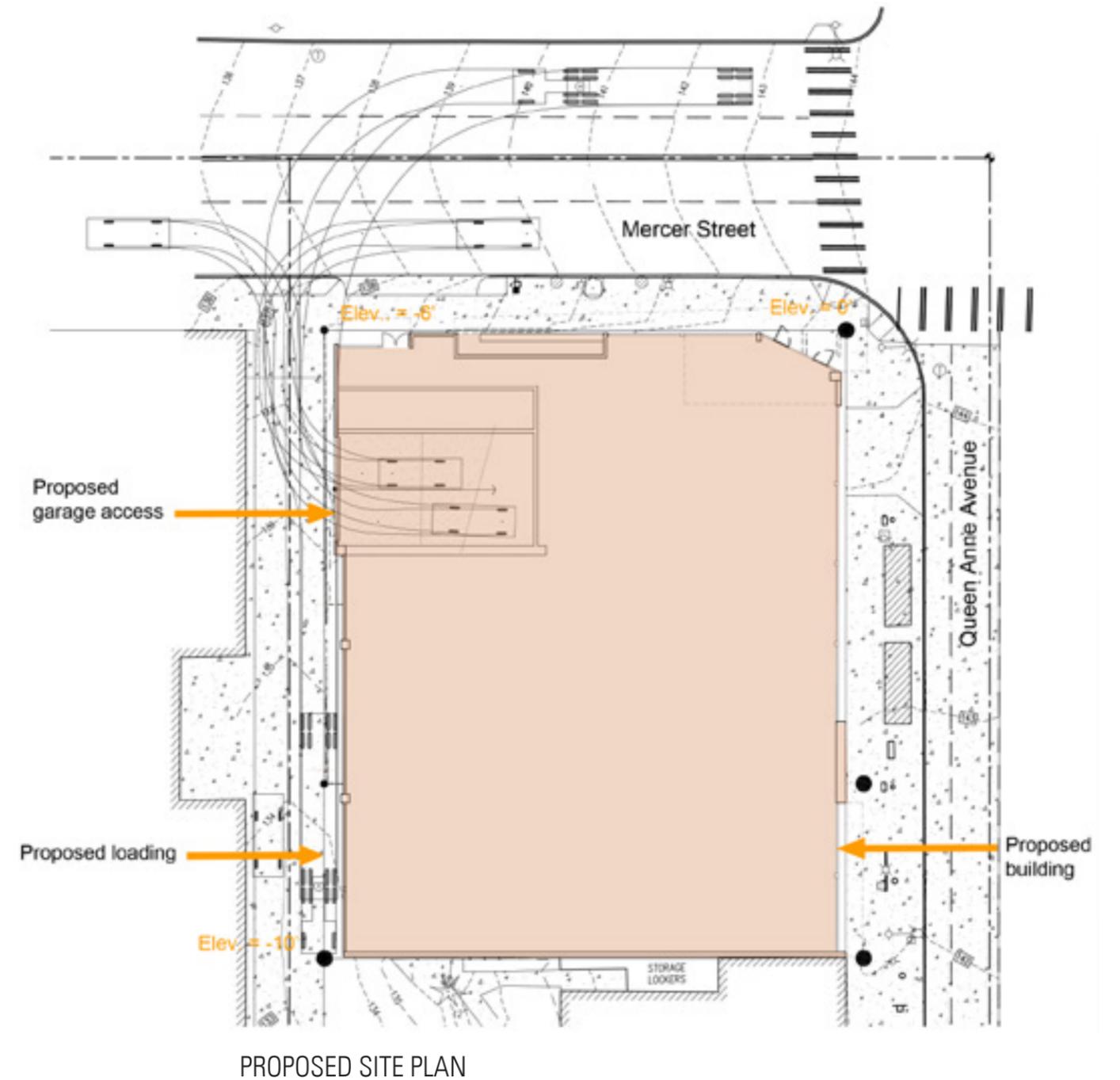
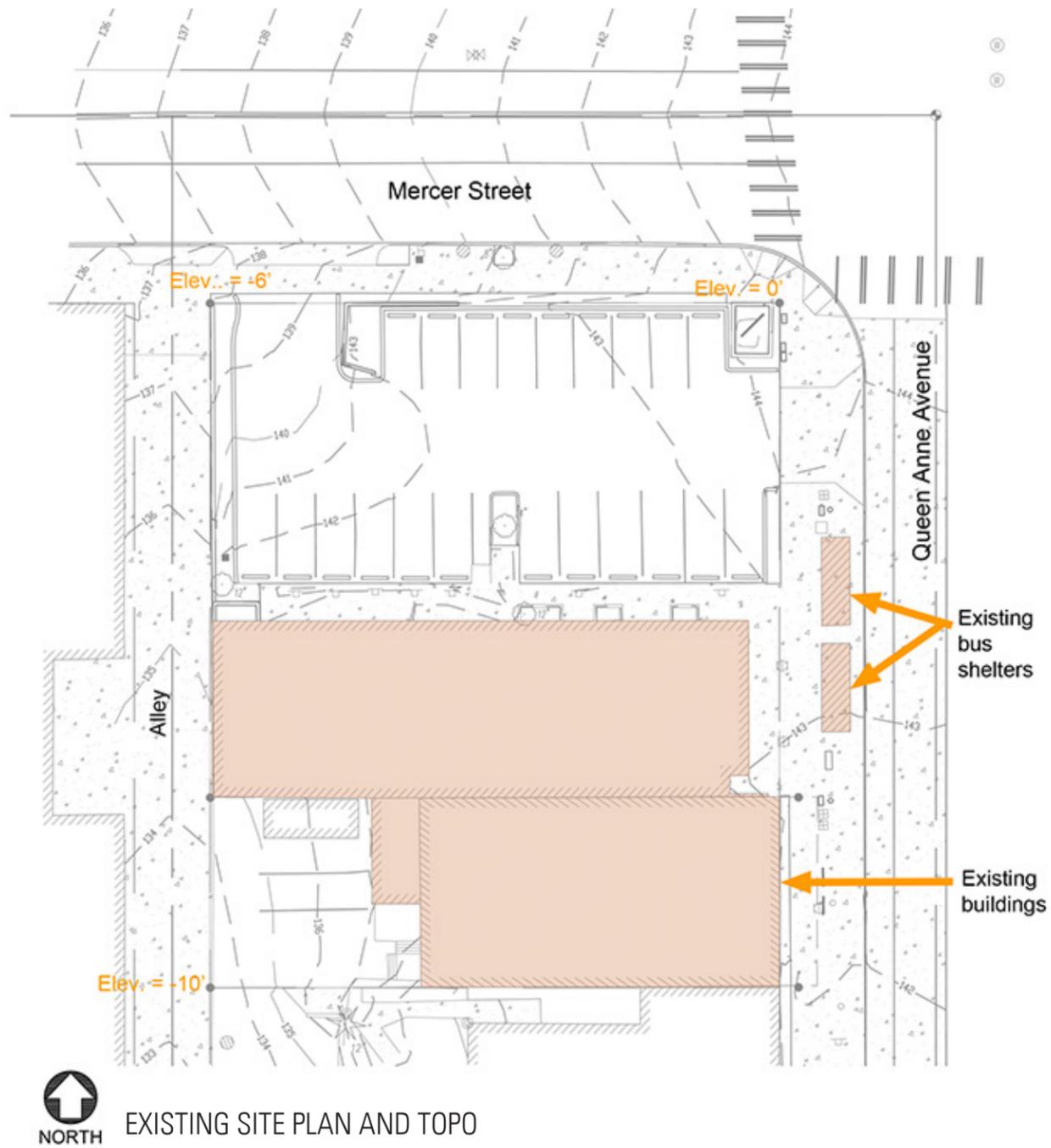


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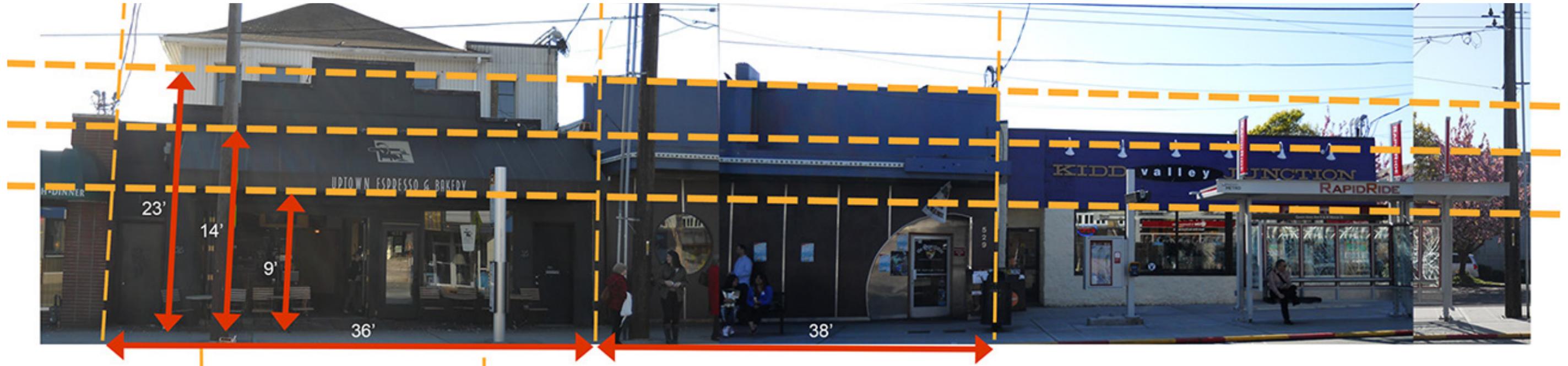
urban design analysis



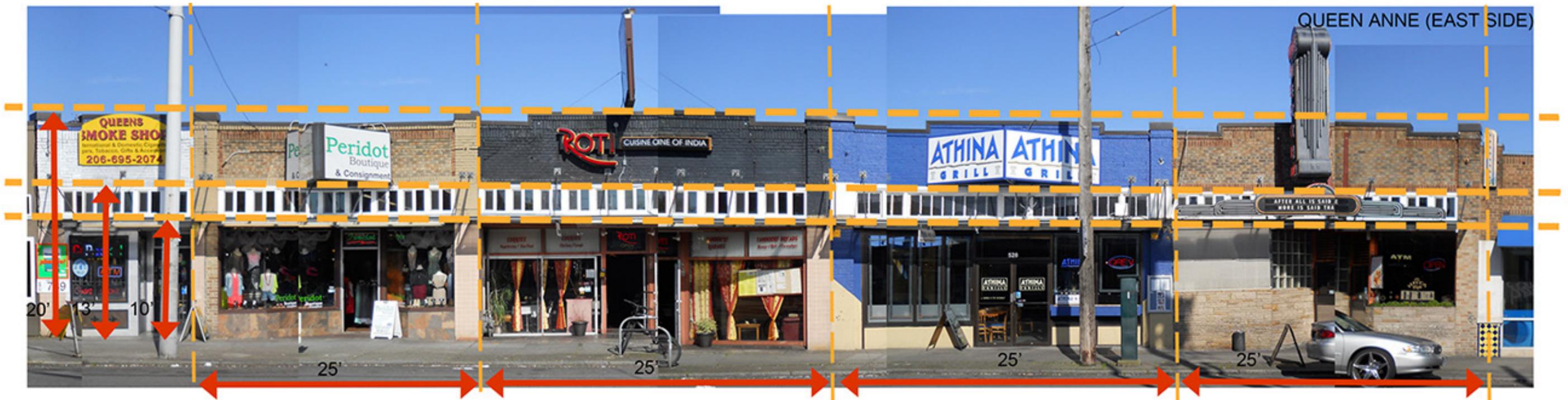
EXISTING SITE CONDITIONS

- 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 activities in the surrounding neighborhoods.

urban design analysis



elevation study: queen anne ave north looking west



elevation study: queen anne ave north looking east

urban design analysis



queen anne ave north elevation looking west

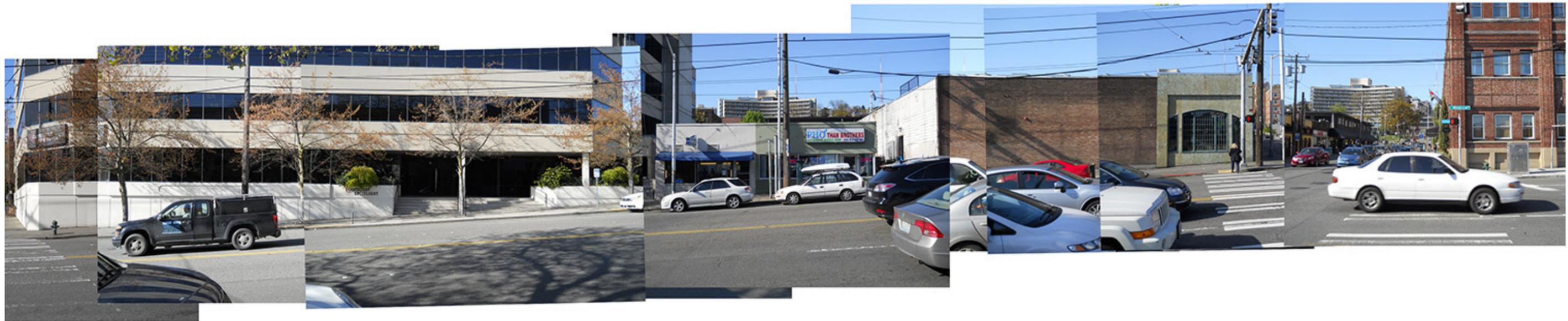


queen anne ave north elevation looking east

urban design analysis



mercerc street elevation looking west



mercerc street elevation looking east

uptown neighborhood design guidelines

A-1 Responding to Site Characteristics

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.

Uptown-specific supplemental guidance: Throughout Uptown new developments should, to the extent possible, be sited to further contribute to the neighborhood’s pedestrian character. 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.

EDG Meeting #1: 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.

EDG Meeting # 2: After discussion, the Board endorsed placing the retail niche on the Mercer St side of the project.

Applicants Response: The design team has reached out to the neighboring Uptown Espresso café, and is gauging their interest in using the sidewalk space along the eastern frontage of the Queen Anne Avenue façade for their café seating. The team has confirmed with Metro that the project can incorporate their Rapid Ride stop. The retail niche is moving forward as previously proposed.

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way. Uptown-specific supplemental guidance: Throughout Uptown developments that respond outward to the public realm are preferred.

- Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses.
- Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street.

- Define outdoor spaces through a combination of building and landscaping, and discourage oversized spaces that lack containment. Throughout Uptown site identify 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.

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. In the Uptown Urban and Heart of Uptown character areas, encourage streetscapes that respond to unique conditions created by Seattle Center. 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.

EDG Meeting #1: 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.

EDG Meeting #2: Locating the micro-retail space on Mercer St. received the Board’s endorsement after debating whether the street had adequate pedestrian activity and the advisability of placing such a facility on an incline. (The slope on Madison St. does not appear to inhibit the success of the small restaurant Little Uncle’s on Capitol Hill.) Locating the retail niche on Mercer St. rather than near the bus stop received preference. Integrating the Metro rapid ride bus stop into the building also received enthusiastic support. See guidance under D-11 for further Board expectations of the bus stop. The architect suggested that outdoor seating for the adjacent Uptown Coffee Espresso and Bakery could spill over in front of the drugstore’s southern-most bay. The Board discussed the advisability of this notion; however, due to the vagueness of the details did not provide guidance.

Applicants Response: Retail niche is on Mercer Street, per DRB guidance

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

Uptown-specific supplemental guidance:

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.

EDG Meeting #1: Provide more than one entry into the building. Explore locations other than the corner.

EDG Meeting # 2: The back entrance in Scheme # 1 should face Mercer St., similar to the other two schemes, rather than the alley.

Applicants Response: The entry to the (now) residential 2nd and 3rd floors is off of Mercer Street. The entry’s design is in the vocabulary of the residential floors.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

Uptown-specific supplemental guidance:

- A top priority within the Heart of Uptown character area is to promote active, customer-oriented retail storefronts at street level.
- Major retail spaces are encouraged on streets designated Large Scale Commercial Corridor as shown on the map.
- Throughout Uptown encourage outdoor dining.

EDG Meeting #1: 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.

EDG Meeting # 2: With the amount of storefront glazing, retail niche on Mercer St., an integrated bus stop and extensive canopies on both streets, the Board expressed its growing comfort with the proposal’s ability to attract activity.

Applicants Response: Pedestrian amenities have been further designed to support concepts presented.

A-5 Respect for Adjacent Sites

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.

EDG Meeting #1: See the discussion of the alley facade and the garage entrance in the guidance for D-8.

EDG Meeting #2: Ensure that the alley facade provides enough privacy for the residents of the Tribeca. See the discussion of alley screening for guideline D-5.

Applicants Response: The majority of residential units are set-back at least 30 feet from the property line.

A-8 Parking and Vehicle Access

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

Uptown-specific supplemental guidance:

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.

Preferred Alley Access

Access to new development is preferred via alleyways, if feasible. Throughout Uptown encourage all parking for residential uses to be located below grade.

EDG Meeting # 2: The alley loading area and the entrance to the parking garage should not hinder the vehicular movement of the Tribeca residents entering and exiting their garage.

Applicants Response: Access and loading activities have been addressed in our MUP corrections. Additional drawings were included showing compliance with Board guidance.

A-10 Corner Lots

Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Uptown-specific supplemental guidance:

A-10 Corner Lots in Uptown

Generally, buildings within Uptown should meet the corner and not

uptown neighborhood design guidelines

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.

EDG Meeting # 1: 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.

EOG Meeting # 2: The applicant introduced a chamfered corner entry for all three design concepts. The Board preferred the integrity of Scheme One’s corner as it maintains the structural frame with its corner column and maintains the prevailing vertical infill plane at the second floor.

Applicants Response: Residential units have balconies at the corners, creating a unique, free-standing column to enhance the corner’s importance.

B-1 Height, Bulk, and Scale Compatibility

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.

Uptown-specific supplemental guidance:

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.

In the Heart of Uptown character area, break facades into smaller massing units.

In the Uptown Urban character area larger massing units and less modulation are appropriate, provided they are carefully designed, with quality materials.

EDG Meeting #1: 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.

EDG Meeting #2: The Board endorsed the two-story mass illustrated in the three scenarios presented at the meeting. The bulk of the mass approaches the property lines and, due to its relative size, anchors the corner intersection. In option #1, the exposed building frame reestablishes the horizontal and vertical datum lines and rhythm of the one and two story buildings along the adjacent streets and the Uptown neighborhood. The infill panels allow for adjustments in the vertical planes to accommodate the bus stop and the micro-retail use. Set back from the frame, the infill panels provide shadow and texture which will enhance the intimacy of the streetscape.

The placement and size of the circulation core, with its proximity on the alley across from the Tribeca’s stair tower, met with approval.

Applicants Response: The scheme is now three floors, and the ground floor has an additional 3 feet of height, anchoring this important site.

C-1 Architectural Context

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.

Uptown-specific supplemental guidance:

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.

The Uptown Park character area emphasizes the notion of historic continuity—the relationship of built structures over time.

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.

Supplemental Guidance Scope

The Uptown Urban character area embraces high quality urban infill and responds to special relationships with nearby civic institutions.

EDG Meeting #1: 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.

EDG Meeting # 2: Departing from the images shown at the initial guidance meeting, the architect produced three design options that liberally quote from local mid-century precedent. After much deliberation the Board agreed that Option #1 with its appreciation of the original Seattle Center buildings and their expressed structural systems appears most suitable for the corner site. The inherent flexibility of the infill panels potentially accommodates multiple uses along the street front and, if done well, lends richness to the elevations.

Applicants Response: Option #1 has further developed the modernist approach and flexible frame + infill design, which allows for a good integration of the commercial and residential uses.

C-2 Architectural Concept and Consistency

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.

Uptown-specific supplemental guidance:

Throughout Uptown buildings and landscaping should strive to create projects with an overall neat and cohesive appearance.

EDG Meeting # 1: See Board guidance for A-2, A-4, A-10,B-1,C-3 and C-4.

EDG Meeting # 2: The idea of making visible the structural grid or frame at the two major elevations establishes a strong sense of order. The design and detailing of the infill panels with their potential variations on transparency and opaqueness will be revealed in more detail at the Recommendation meeting. Attributes of texture, openness, and playfulness must coalesce into a legible pattern to ensure consistency.

Applicants Response: The frame has been left crisp and rigorous. The infill panels are distinguished from the frame and each other (residential and commercial) through material, detail, and color; the residential panels have a finer, more detailed design while the commercial panels are home to a site-specific, large scaled mural.

C-3 Human Scale

The design of new buildings should incorporate architectural features,

elements, and details to achieve a good human scale.

Uptown-specific supplemental guidance:

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.

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.

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.

EDG Meeting #1: 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.

EDG Meeting # 2: Option One’s defined bays on both Mercer St. and Queen Anne Ave establish an increment fully readable and pedestrian in scale. The suggested composition of the infill panels, with their combination of transparency and opacity, reduces the building’s scale potentially creating a storefront system with the same degree of intricacy as the existing commercial buildings along Queen Anne Ave.

Applicants Response: A great variety of opportunities for pedestrians to interact with the building have been provided with the Metro seating, art work, micro-retail, and signage.

C-4 Exterior Finish Materials

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.

Uptown-specific supplemental guidance:

Within the Uptown Park and Heart of Uptown character areas, the

uptown neighborhood design guidelines

use of historic-looking brick and tile facades are strongly encouraged to create a more consistent, unified, and historic appearance throughout the district.

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.

EDG Meeting #1: 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.

EDG Meeting # 2: The designs introduced at the second EDG meeting dramatically departed from earlier concepts. At this stage, the architect did not introduce materials although Option #'s frame and infill system suggest concrete, glass and some panel product. A colors and materials board is required for the Recommendation meeting.

The infill materials should possess a tactile quality. Consider the use of brick.

Applicants Response: In response to guidance from the community, the team proposes cast-in-place concrete for the ground floor of all exposed elevations. The team considered brick, but it was deemed as not relating to the mid-century/Seattle Center precedents. A high quality cement panel is proposed, with anodized aluminum reveals and concealed fasteners. The panel will have a more uniform and crisper appearance than the standard product.

C-5 Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

Applicants Response: The garage entrance is located off the Mercer Street alley so it does not dominate either street frontage.

D-1 Pedestrian Open Spaces and Entrances

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.

Uptown-specific supplemental guidance:

- 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.
- 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).
- 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.
- 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.
- 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.

EDG Meeting #1: 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).

EDG Meeting # 2: The architect proposes to integrate the bus stop into the building storefront design as suggested in the Uptown-specific supplemental guidance.

Applicants Response: The team is robustly responding to the Uptown Guidelines by integrating the bus stop and providing for a substantial "Uptown" sign in the community's preferred location.

D-2 Blank Walls

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.

Uptown-specific supplemental guidance:

- Within the Uptown Park character area landscaping (e.g., trellised climbing plants and other urban greenery) is the preferred treatment for walls.
- 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.

EDG Meeting #1: The Board opposed creating any kind of blank wall along the Queen Anne Ave. frontage, a significant pedestrian oriented street.

EDG Meeting # 2: See guidance provided in D-11, Commercial Transparency. The Board will consider some opaqueness to the wall at the bus stop depending upon the quality of the design.

Applicants Response: Per guidance from the Board and DPD we have incorporated art work into the blank portions of the Queen Anne Avenue facade, and micro-retail on the Mercer facade.

D-5 Visual Impacts of Parking Structures

The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

Uptown-specific supplemental guidance:

- Throughout Uptown designs that lessen the visibility of parking structures are preferred. Garages and parking structures should, where feasible, incorporate landscaping to reduce their visual impact.
- Parking structures are discouraged in the Uptown Urban and Heart of Uptown character areas.

EDG Meeting # 2: Noting the extensiveness of the screening along the alley, the Board requested that the architect explore increasing the amount of privacy and revising the proportions. The screening should be artistic but not necessarily to the extent of Site 17, a multifamily building at 2440 Western Ave. For a better example, see the screening for the Swedish Cultural Center at 1920 Dexter Ave.

Applicants Response: The screening has been removed from the project; a transparent coiling door will be provided for the garage entry, and opaque doors for the trash/recycling areas.

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

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.

EDG Meeting # 2: Ensure that the trash and recycling storage area is fully contained within the structure.

Applicants Response: 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.

D-7 Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Applicants Response: Building lighting enhances visibility 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

D-8 Treatment of Alleys

The design of alley entrances should enhance the pedestrian street front.

Uptown-specific supplemental guidance:

Throughout Uptown ensure alleys are designed to be clean, maintained spaces. Recessed areas for recyclables and disposables should be provided.

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.

EDG Meeting #1: 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. 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

uptown neighborhood design guidelines

offices.

EDG Meeting # 2: Truck loading on the alley should not impede the vehicular movement of the Tribeca residents from entering and exiting their building. The transportation study, as mentioned in the initial EDG meeting notes, should address the proximity of the garage door to the alley entrance at Mercer St.

Applicants Response: The access study provided with MUP corrections examined eight different loading and vehicle access scenarios. All have been reviewed by SDOT and are satisfactory.

D-9 Commercial Signage

Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

Uptown-specific supplemental guidance:

- 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

EDG Meeting #1: Present a signage concept plan detailing the size and location of the tenant’s signage at the Recommendation meeting.

EDG Meeting # 2: A detailed signage plan will need to be presented at the time of the MUP application intake appointment. The Board encouraged integrating signage into the architecture and fully complying with the Uptown neighborhood specific guidelines above. Board members endorsed corporate signage no larger than 36 inches high and an Uptown vertically oriented blade sign.

Applicants Response: All proposed signage -- with the exception of the micro-retail -- is represented in the renderings. A vertically oriented, “Uptown” blade sign is proposed at a larger scale than the retail signage. Dimensioned elevations are also provided, as well as the color palette. Micro-retail signage design will be in character with “Uptown” or apartment signage, once a tenant had been identified.

D-10 Commercial Lighting

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.

Uptown-specific supplemental guidance:

- 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.

EDG Meeting # 2: Provide a lighting plan at the Recommendation meeting. A rendering of the building at night would also assist the public and the Board in their evaluations.

Applicants Response: Plan and fixture cut-sheets provided, as well as a night-time rendering. The “Uptown” sign will not be illuminated, and instead will have cut-out letters, allowing ambient light to shine through. This will limit impact of lighting on apartment residents.

D-11 Commercial Transparency

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.

EDG Meeting #1: Lack of transparency on Queen Anne, such as the blank wall shown on the southernmost 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. 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.

EDG Meeting # 2: The Board supported the possibility of recommending a departure from transparency requirements at the bus stop location on Queen Anne Ave. The Metro bus stop would have to be fully integrated into the structure. Design this area, which may be slightly recessed to accommodate waiting passengers, with overhead weather protection, art work and leaning rails or seating that announces that this portion of the structure is “unapologetically a bus stop”. Staff note: downtown has several examples of leaning rails in front of large windows.

Applicants Response: All design guidance has been incorporated by the design team. The bus stop is integrated into the project as

much as Metro permits.

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

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.

Uptown-specific supplemental guidance:

- 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.

EDG #1: 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.

EDG Meeting # 2: The Board generally supported the concept landscape plan and the desire to provide creative paving patterns and benches in the right-of-way. The development team should explore adding bike racks to portions of the right-of-way.

Applicants Response: The design has been simplified, so as not to compete with the other pedestrian amenities. The planting strip is as large as practical, given Metro requirements for their stop, as well as the need to provide sufficient short-term sidewalk bicycle parking. Bronze letters (to match historic precedents) identifying Queen Anne Avenue and Mercer Street will be cast at the intersection.

E-3 Landscape Design to Address Special Site Conditions

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.

EDG Meeting #1: Envision the incline on Mercer St as well as the alley and Queen Anne Ave rights of way as opportunities for creative landscaping.

EOG Meeting # 2: Provide landscape continuity with adjacent rights of

way.

Applicants Response: The allowance of seating for Uptown Espresso will aid in continuity of landscape. Due to the above Metro restrictions, continuity on Queen Anne is difficult to achieve.

EDG-1 response

DATE	AUDIENCE	AGENDA	DISCUSSION	ACTIONS AND OUTCOMES
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. 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.	Design team reviewed and documented the Uptown neighborhood context to develop new schemes that properly reflect this. *sketches shared at 9.13 and 9.16 meetings

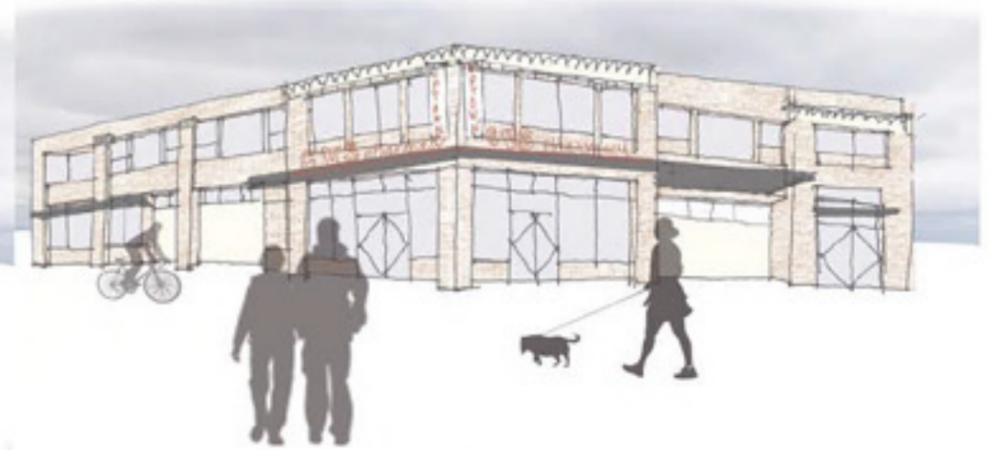


09.16.2013	Design Team	Design team presented three new schemes that reference Uptown building typologies: mid-century, historic office, theater.	Overall schemes were well received, attendees voiced interest in seeing bus stop integration, and lighting. There was an interest to see a small (~500 sqft) retail space.	CVS liked the Brick scheme (left) and suggested we pursue something along these lines.
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EDG-2 response

DATE	AUDIENCE	AGENDA	DISCUSSION	ACTIONS AND OUTCOMES
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.





EDG scheme

This scheme is based on the merging of the regular, pilaster expression of character structures such as the adjacent MarQueen 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 in a less cluttered sidewalk and better waiting area for 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 expected 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 facades will be as open as possible on the ground floor and covered with aluminum or painted steel gates with a tight finely grained pattern to reflect the order of the main elevators. 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 passerby. 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.



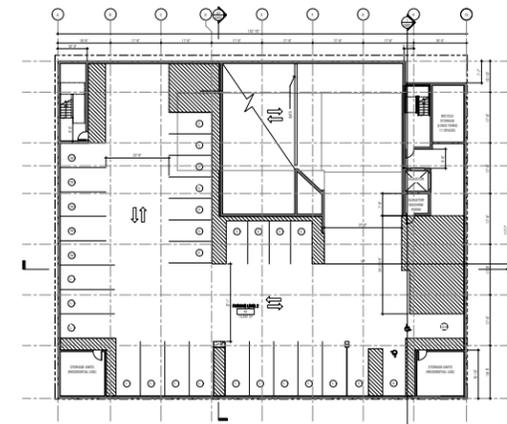
DRB scheme



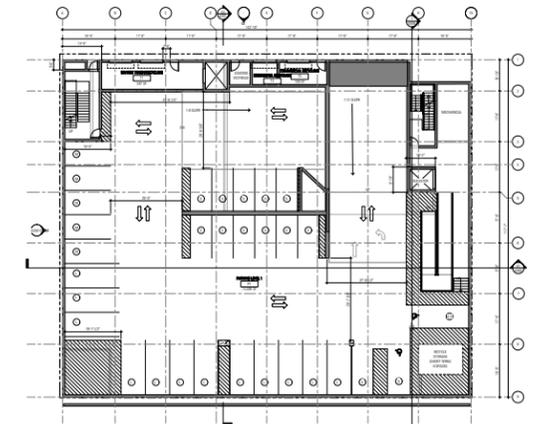
Recommendation Proposal 7.30.2014

Since the second Early Design Guidance meeting, the team developed all of the elements that received support from the Board. These elements include: a Metro-approved incorporation of the transit stop into the design, a facade length mural along Queen Anne Avenue, a micro-retail niche, and 'Up Town' gateway signage. Additionally, there are now two full floors above the ground floor retail, containing apartments. This introduction of a second use has allowed the team to give the Mercer Street entry an identity distinct from the retail, and making for a total of four different ground floor venues by which to engage the building. The team's commitment to the frame and infill has been continued; the frame remains the dominant feature, while the infill has a varied expression between the uses as signified by material changes and detail. While the expression of the dominance of the frame is a constant, it's detailing ranges from reveals that are 6 inches to larger balconies creating voids that are almost 5 feet deep. Those areas receiving the greatest frame articulation are the ground floor (with the most), to the top, and finally the corner, where an asymmetrical balcony reveals the corner column of the frame, allowing it to be silhouetted and fully expressed in three dimensions on all floors. The top floor along Queen Anne Avenue receives the greatest number of balconies, as it is the largest facade and best benefits from the articulation and scaling the balconies provide. The corner at the alley and Mercer contains the more subdued residential entry, with the paneling of the upper floors compressing to give a finer grain to this residence dominated corner (the unit layout here affords the opportunity to vary the glass expression while still providing great daylight to the residents).

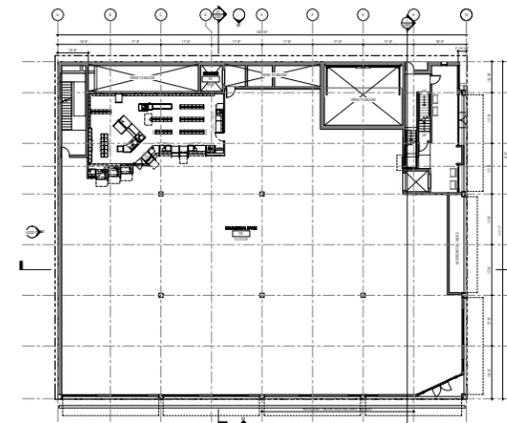
The ground floor material is proposed to be pigmented concrete, painted concrete (at the mural), and a reveal-system cementitious panel at the residential entry. Fritted glass awnings are framed at each bay, and at a height that will ensure protection from the elements. The frame at the residential levels will be cement panel as well, but detailed to appear flush, so as not to distract from its uniformity of purpose. The paneling at the residential level will be at a smaller scale, with the reveals and bold, highlighting colors giving the housing a sharp yet restrained appearance. To add variety, the panels are offset from floor-to-floor, yet maintain the same module. Finally, the integrity of the frame is maintained - despite the variety of the infill panels -- by its being true white, bringing it visually forward, while the infill panels are a darker grey, causing them to recede.



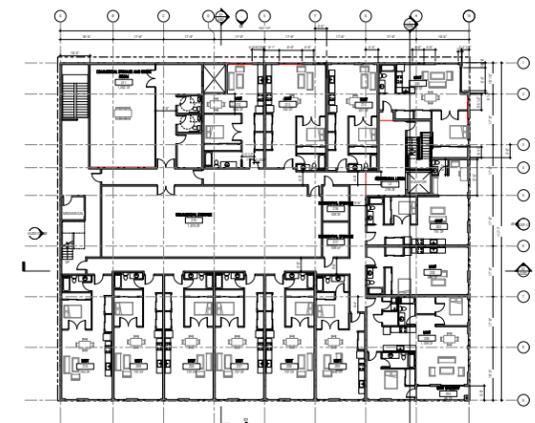
parking level -2



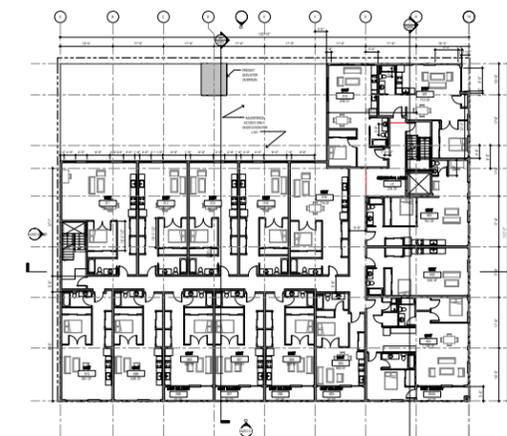
parking level -1



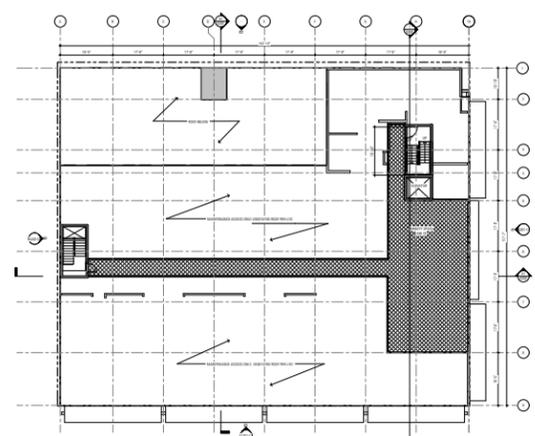
commercial retail level -1



residential level -2

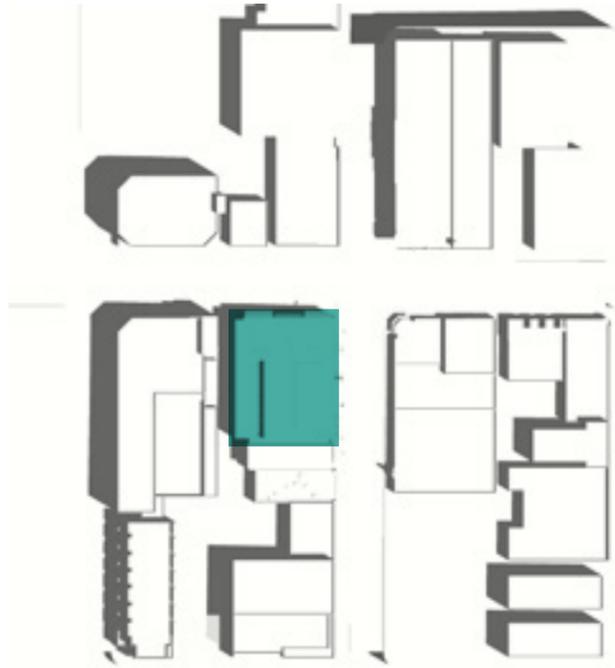


residential -level 3

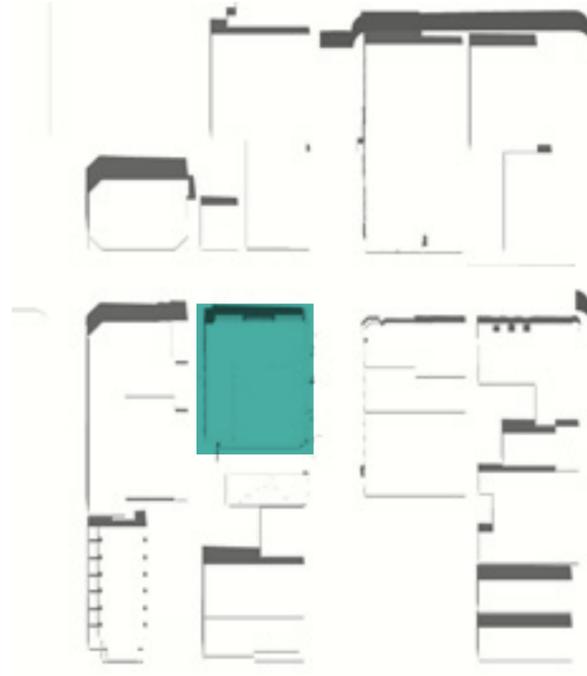


roof level -4

DRB scheme shadow studies



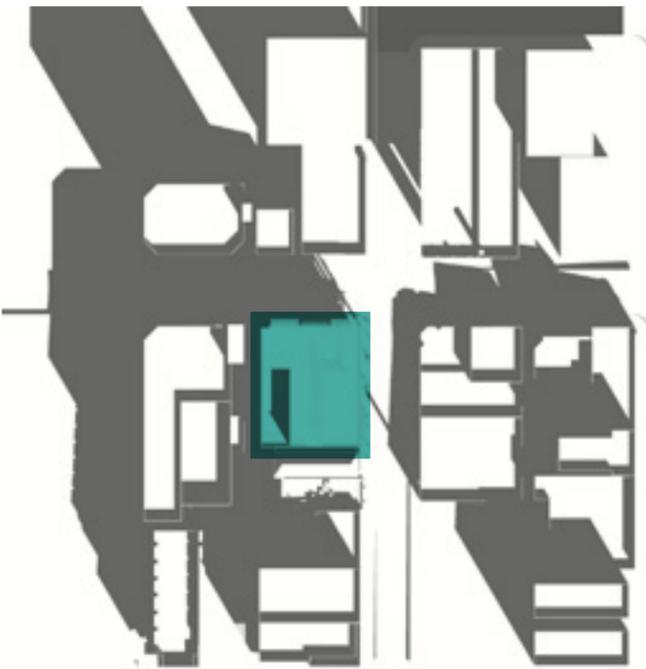
june 21 - 10am



june 21 - 12pm



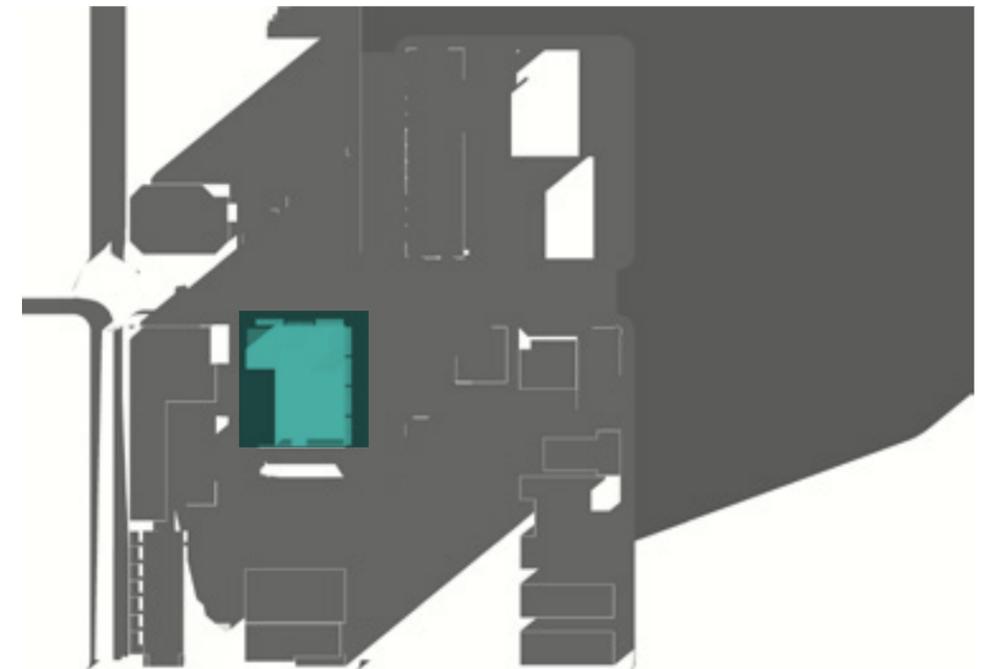
june 21 - 4pm



december 21 - 10am



december 21 - 12pm

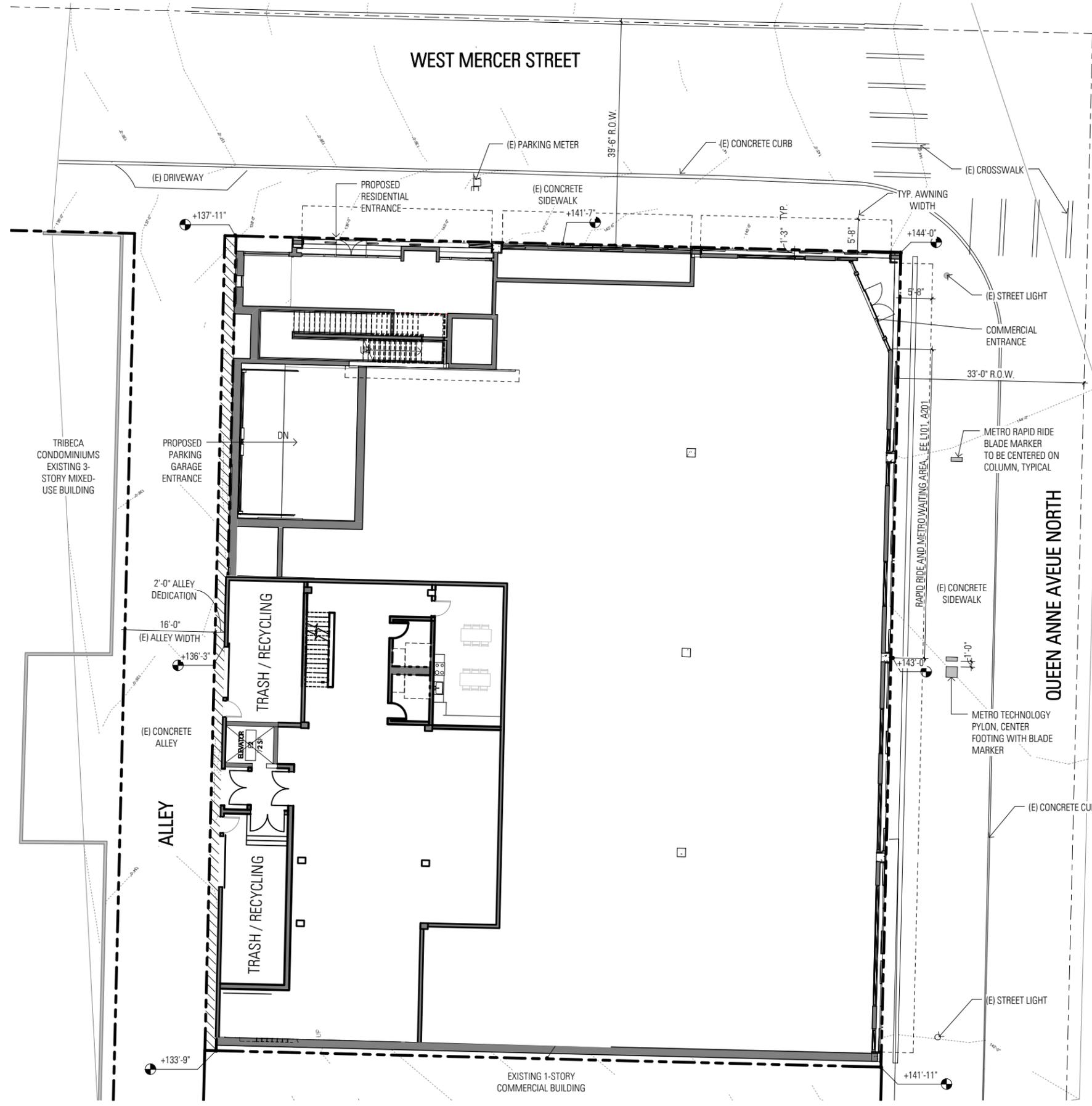


december 21 - 4pm

land use code analysis

TITLE 23- LAND USE CODE			
SECTION	ISSUE	CODE REQUIREMENT	COMMENTS & SHEET #
23.30.010	CLASSIFICATIONS	ZONE: NEIGHBORHOOD COMMERCIAL 3 PEDESTRIAN- 40 ABBREVIATED: NC3P-40 UPTOWN URBAN CENTER NEIGHBORING ZONES: NC3P-40, NC3-85	pgs 4,5
23.47A.004	USES IN COMMERCIAL ZONES	PERMITTED USES BY ZONE: OFFICES, RESIDENTIAL USES, RESTAURANTS, MEDICAL SERVICES, GENERAL RETAIL	PROPOSED USES: GENERAL RETAIL AND RESIDENTIAL
23.47A.008	STREET-LEVEL DEVELOPMENT STANDARDS	A. BLANK SEGMENTS 2.b. BLANK SEGMENTS OF THE STREET-FACING FACADE BETWEEN 2'-8" ABOVE THE SIDEWALK MAY NOT EXCEED 20'-0" IN WIDTH. B. TRANSPARENCY 2a. 60% OF THE STREET-FACING FACADE BETWEEN 2FT & 8FT ABOVE THE SIDEWALK SHALL BE TRANSPARENT b. TRANSPARENT AREAS OF FACADES SHALL BE DESIGNED AND MAINTAINED TO ALLOW UNOBSTRUCTED VIEWS FROM THE OUTSIDE INTO THE STRUCTURE. 3. THE FOLLOWING HEIGHT AND DEPTH PROVISIONS APPLY TO NEW STRUCTURES: a. NON-RESIDENTIAL USES SHALL EXTEND AN AVERAGE OF AT LEAST 30FT AND A MIN OF 15FT IN DEPTH FROM THE STREET LEVEL STREET FACING FAÇADE.	(2) DEPARTURES REQUESTED; REFERENCE TIP 238, pgs 50-51
23.47A.012	STRUCTURE HEIGHT	A. HEIGHT LIMIT: 44FT 1. THE HEIGHT OF A STRUCTURE MAY EXCEED THE OTHERWISE APPLICABLE LIMIT BY UP TO 4 FEET, PROVIDED THAT A FLOOR-TO-FLOOR HEIGHT OF 13 FEET OR MORE IS PROVIDED FOR NONRESIDENTIAL USES AT STREET LEVEL; C. ROOF TOP FEATURES 4. EXCEPT AS PROVIDED BELOW, THE FOLLOWING ROOFTOP FEATURES MAY EXTEND UP TO 15 FT ABOVE THE APPLICABLE HEIGHT LIMIT, AS LONG AS THE COMBINED TOTAL COVERAGE OF ALL FEATURES GAINING ADDITIONAL HEIGHT LISTED IN THIS SUBSECTION DOES NOT EXCEED 20% OF THE ROOF AREA, OR 25% OF THE ROOF AREA IN THE TOTAL INCLUDES STAIR OR ELEVATOR PENTHOUSES OR SCREENED MECHANICAL EQUIPMENT. F. STAIR AND ELEVATOR PENTHOUSES MAY EXTEND ABOVE THE APPLICABLE HEIGHT LIMIT UP TO 16 FEET. WHEN ADDITIONAL HEIGHT IS NEEDED TO ACCOMMODATE ENERGY-EFFICIENT ELEVATORS IN ZONES WITH HEIGHT LIMITS OF 125 FEET OR GREATER, ELEVATOR PENTHOUSES MAY EXTEND THE MINIMUM AMOUNT NECESSARY TO ACCOMMODATE ENERGY-EFFICIENT ELEVATORS, UP TO 25 FEET ABOVE THE APPLICABLE HEIGHT LIMIT. ENERGY- EFFICIENT ELEVATORS SHALL BE DEFINED BY DIRECTOR'S RULE. WHEN ADDITIONAL HEIGHT IS ALLOWED FOR AN ENERGY-EFFICIENT ELEVATOR, STAIR PENTHOUSES MAY BE GRANTED THE SAME ADDITIONAL HEIGHT IF THEY ARE CO-LOCATED WITH THE ELEVATOR PENTHOUSE.	WILL COMPLY pgs 4, 34, 35
TABLE A FOR 23.47A.013	MAX. FLOOR AREA RATIO	HEIGHT LIMIT= 40 FT + 4 FT BONUS MAXIMUM FAR= 3.25	WILL COMPLY pg 4
23.47A.013	FLOOR AREA RATIO	D. THE FOLLOWING GROSS FLOOR AREA RATIO IS NOT COUNTED TOWARD FAR: 1. GROSS FLOOR AREA BELOW GRADE	GARAGE NOT USED TO CALCULATE FAR
23.47A.014	SETBACK REQUIREMENTS	F.SETBACK REQUIREMENT FOR LOADING ADJACENT TO AN ALLEY, WHERE ACCESS TO A LOADING BERTH IS FROM THE ALLEY, AND TRUCK LOADING IS PARALLEL TO THE ALLEY, A SETBACK OF 2 FEET IS REQUIRED FOR THE LOADING BERTH, MEASURED FROM THE CENTERLINE OF THE ALLEY (EXHIBIT D FOR 23.47A.014). THIS SETBACK MUST BE MAINTAINED UP TO A HEIGHT OF 12 FEET.	WILL COMPLY pg 49
23.47A.016	LANDSCAPING AND SCREENING STANDARDS	A. LANDSCAPING REQUIREMENTS 2. LANDSCAPING THAT ACHIEVES A GREEN FACTOR SCORE OF .30 OR GREATER IS REQUIRED FOR ANY LOT WITH: b. DEVELOPMENT, EITHER A NEW STRUCTURE OR AN ADDITION TO AN EXISTING STRUCTURE CONTAINING MORE THAN 4000 SF OF NON-RESIDENTIAL USES B. STREET TREE REQUIREMENTS WHEN ANY DEVELOPMENT IS PROPOSED 4.IF IT IS NOT FEASIBLE TO PLANT STREET TREES IN A RIGHT-OF-WAY PLANTING STRIP, A 5-FOOT SETBACK SHALL BE PLANTED WITH STREET TREES ALONG THE STREET PROPERTY LINE OR LANDSCAPING OTHER THAN TREES SHALL BE PROVIDED IN THE PLANTING STRIP, SUBJECT TO APPROVAL BY THE DIRECTOR OF TRANSPORTATION. IF, ACCORDING TO THE DIRECTOR OF TRANSPORTATION, A 5- FOOT SETBACK OR LANDSCAPED PLANTING STRIP IS NOT FEASIBLE, THE DIRECTOR OF PLANNING AND DEVELOPMENT MAY REDUCE OR WAIVE THIS REQUIREMENT.	NOTE: KING COUNTY METRO STANDARDS LIMIT TREES IN THE TRANSIT STOP RIGHT OF WAY ALONG QUEEN ANNE AVENUE; OTHERWISE, WILL COMPLY SEE L101
TABLE C FOR 23.53.030	REQUIRED MINIMUM RIGHT-OF-WAY WIDTHS FOR EXISTING ALLEYS	ZONE CATEGORY: NC3 RIGHT-OF-WAY WIDTH: 20FT	WILL COMPLY SEE 002
23.53.030	ALLEY IMPROVEMENTS IN ALL ZONES	E.1. IF THE ALLEY IS USED FOR ACCESS TO PARKING SPACES, OPEN STORAGE, OR LOADING BERTHS IMPROVEMENTS SHALL BE PROVIDED.	ALLEY WAS IMPROVED TO CURRENT STANDARDS BY NEIGHBORING DEVELOPMENT
23.53.035	STRUCTURAL BUILDING OVERHANGS	B.1. AN APPLICATION FOR A STRUCTURE CONTAINING FEATURES OVERHANGING THE PUBLIC RIGHT-OF-WAY MUST SHOW THE FOLLOWING: a. DIMENSIONS ON THE SITE PLAN FOR CANOPIES THAT OVERHANG NO CLOSER THAN SIX (6) FEET TO THE CURB; b. WINDOWS IN ANY BAYS; c. WHERE THE SDOT LANDSCAPE ARCHITECT INDICATES THAT RETENTION OF THE STREET TREES WOULD BE UNFEASIBLE, INDICATE PLANTING OF NEW STREET TREES OF AT LEAST FOUR (4) INCH CALIPER.	WILL COMPLY SEE A002

TITLE 23- LAND USE CODE			
SECTION	ISSUE	CODE REQUIREMENT	COMMENTS & SHEET #
TABLE A FOR 23.54.015	COMMERCIAL PARKING REQUIREMENTS	II. NONRESIDENTIAL USES, EXCEPT HOSPITALS, IN URBAN CENTERS OR THE STATION AREA OVERLAY DISTRICT HAVE NO MINIMUM PARKING REQUIREMENT	SITE IS LOCATED WITHIN THE UPTOWN URBAN CENTER, NO PARKING REQUIRED, BUT PROJECT WILL PROVIDE 31 PARKING SPACES
TABLE B FOR 23.54.015	RESIDENTIAL PARKING REQUIREMENTS	II. RESIDENTIAL USES WITHIN URBAN CENTERS HAVE NO MINIMUM PARKING REQUIREMENT	SITE IS LOCATED WITHIN THE UPTOWN URBAN CENTER, NO PARKING REQUIRED, BUT PROJECT WILL PROVIDE 31 PARKING SPACES
TABLE E FOR 23.54.015	BICYCLE PARKING REQUIREMENTS	A6. COMMERCIAL USES (SALES AND SERVICES, GENERAL) LONG TERM: 1 PER 12,000 SF SHORT TERM: 1 PER 2,000 IN URBAN CENTERS D2. MULTIFAMILY STRUCTURES LONG TERM: 1 PER 4 UNITS SHORT TERM: NONE	TOTAL BUILDING AREA= 42,961 SF LONG TERM= 42,961 SF/12,000 SF + 27 UNITS/4 = 12 SPACES SHORT TERM= 26537 SF/2,000SF= 22 SPACES WILL COMPLY. RACKS PROVIDED BOTH IN GARAGE AND SIDEWALK
23.54.040	SHARED STORAGE SPACE FOR SOLID WASTE CONTAINERS	B. MIXED USE DEVELOPMENT THAT CONTAINS BOTH RESIDENTIAL AND NONRESIDENTIAL USES SHALL MEET THE STORAGE SPACE REQUIREMENTS SHOWN IN TABLE A FOR 23.54.040 FOR RESIDENTIAL DEVELOPMENT, PLUS 50 PERCENT OF THE REQUIREMENT FOR NONRESIDENTIAL DEVELOPMENT. IN MIXED USE DEVELOPMENTS, STORAGE SPACE FOR GARBAGE MAY BE SHARED BETWEEN RESIDENTIAL AND NONRESIDENTIAL USES, BUT SEPARATE SPACES FOR RECYCLING SHALL BE PROVIDED.	TOTAL BUILDING AREA= 42,961 SF RESIDENTIAL AREA DWELLING UNITS = 27; 375 SF REQUIRED COMMERCIAL AREA = 12,600SF; 125SF/2 = 65 SF REQUIRED. 625 SF PROVIDED FOR BOTH, REFERENCE A102.
TABLE A FOR 23.54.040	SHARED STORAGE SPACE FOR SOLID WASTE CONTAINERS	RESIDENTIAL DEVELOPMENT BETWEEN 16-25 DWELLING UNITS IS REQUIRED TO HAVE 375 SF OF MIN AREA FOR SHARED STORAGE SPACE NON RESIDENTIAL DEVELOPMENT BETWEEN 15,001-50,000 SF IS REQUIRED TO HAVE 175 SF OF MIN AREA FOR SHARED STORAGE SPACE	SEPARATE COMMERCIAL AND RESIDENTIAL SPACES PROVIDED AT 130 SF EACH. SEE A102
23.54.040	SHARED STORAGE SPACE FOR SOLID WASTE CONTAINERS	D. THE STORAGE SPACE REQUIRED BY TABLE A SHALL MEET THE FOLLOWING REQUIREMENTS: 2.THE FLOOR OF THE STORAGE SPACE SHALL BE LEVEL AND HARD SURFACED , THE FLOOR BENEATH GARBAGE OR RECYCLING COMPACTORS SHALL BE MADE OF CONCRETE F. ACCESS FOR SERVICE PROVIDERS TO THE STORAGE SPACE FROM THE COLLECTION LOCATION SHALL MEET THE FOLLOWING REQUIREMENTS: 2. FOR CONTAINERS LARGER THAN 2 CUBIC YARDS AND ALL COMPACTED REFUSE CONTAINERS: a. DIRECT ACCESS SHALL BE PROVIDED FROM THE ALLEY TO THE CONTAINERS B.ANY GATES OR ACCESS ROUTES FOR TRUCKS SHALL BE MIN. OF 10FT WIDE D. IF ACCESSED DIRECTLY BY A COLLECTION VEHICLE, WHETHER INTO A STRUCTURE OR OTHERWISE, A 21 FT OVERHEAD CLEARANCE SHALL BE PROVIDED. G. ACCESS FOR OCCUPANTS TO THE STORAGE SPACE FROM THE COLLECTION LOCATION SHALL MEET THE FOLLOWING REQUIREMENTS: 1. DIRECT ACCESS SHALL BE PROVIDED FROM THE ALLEY TO THE CONTAINERS 2. A COLLECTION LOCATION SHALL BE DESIGNATED THAT MINIMIZES ANY BLOCKAGE OF PEDESTRIAN MOVEMENT ALONG A SIDEWALK OR OTHER RIGHT-OF-WAY.	WILL COMPLY. CONTAINERS ACCESSED DIRECTLY OFF OF ALLEY. SEE A102



SITE PLAN LEGEND

	ALLEY DEDICATION
	METRO BLADE MARKER
	METRO TECHNOLOGY PYLON

- GENERAL NOTES**
- REFER TO SURVEY SHEET 1 OF 2 AND 2 OF 2 FOR (E) GRADING PLAN
 - REFER TO CIVIL SHEET C100

FAR CALCULATION

LOT AREA	17,292
TOTAL GROSS FLOOR AREA	
ALLOWED (17292 X 3.25)	56,199
PROVIDED	43,715
BONUS AREAS	NONE
EXEMPTIONS	NONE

LOT COVERAGE

LOT AREA	17,292
BUILDING AREA (FIRST FLOOR)	15,798
COVERAGE	
ALLOWED	NO LIMIT
PROVIDED	91.4 %
EXCEPTIONS	NONE

SETBACKS / YARDS

FRONT	REQUIRED	NONE
	PROVIDED	NONE
REAR	REQUIRED	10' FROM CENTER OF ALLEY 12' FROM CENTER OF ALLEY AT LOADING
	PROVIDED	10' FROM CENTER OF ALLEY 12' FROM CENTER OF ALLEY AT LOADING
SIDE	REQUIRED	NONE
	PROVIDED	NONE
EXCEPTIONS		NONE

PARKING

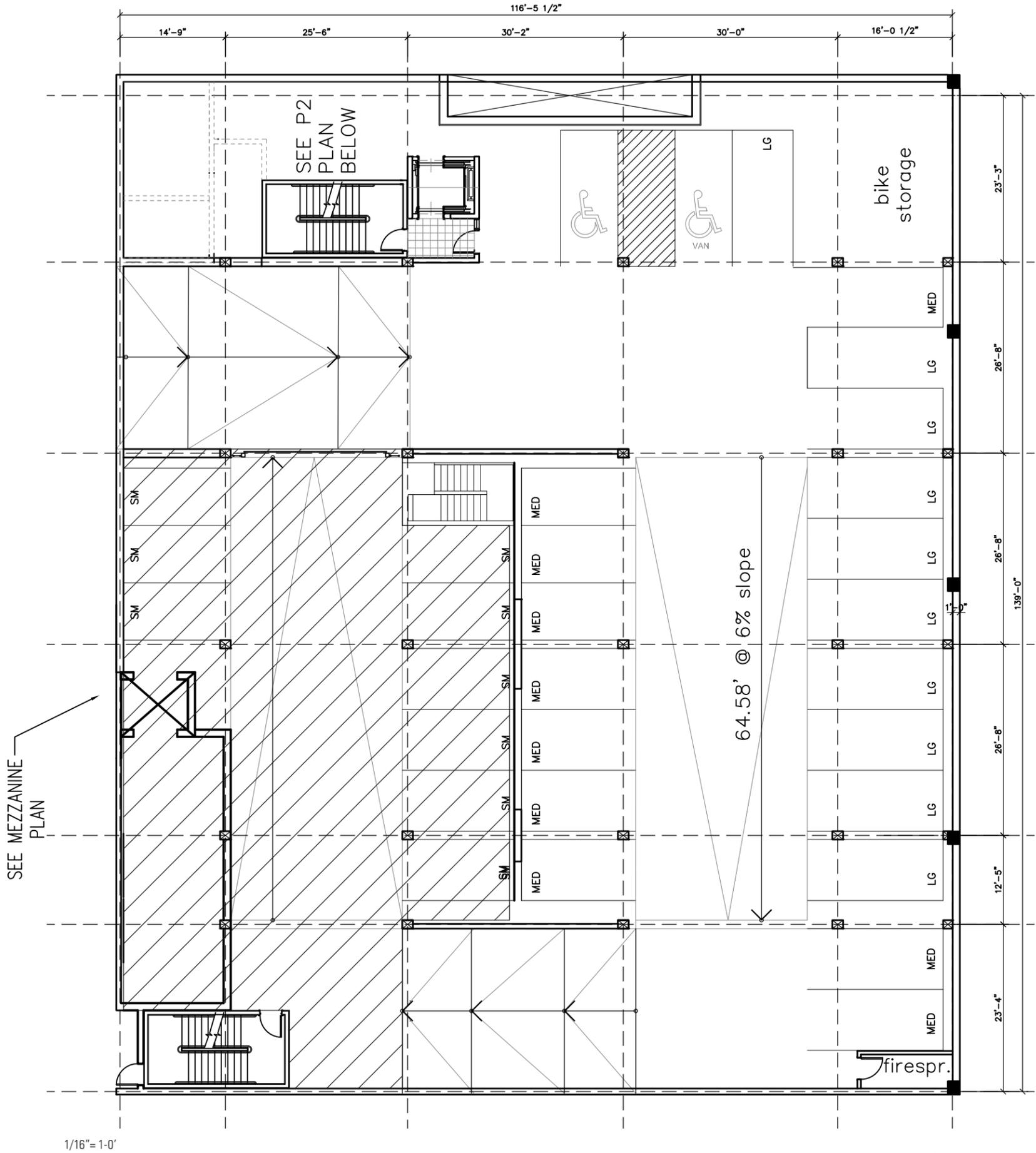
REQUIRED	NONE
PROVIDED	62

SQUARE FEET

COMERCIAL	16,000sf
RESIDENTIAL	30,069sf
NUMBER OF RESIDENTIAL UNITS	32

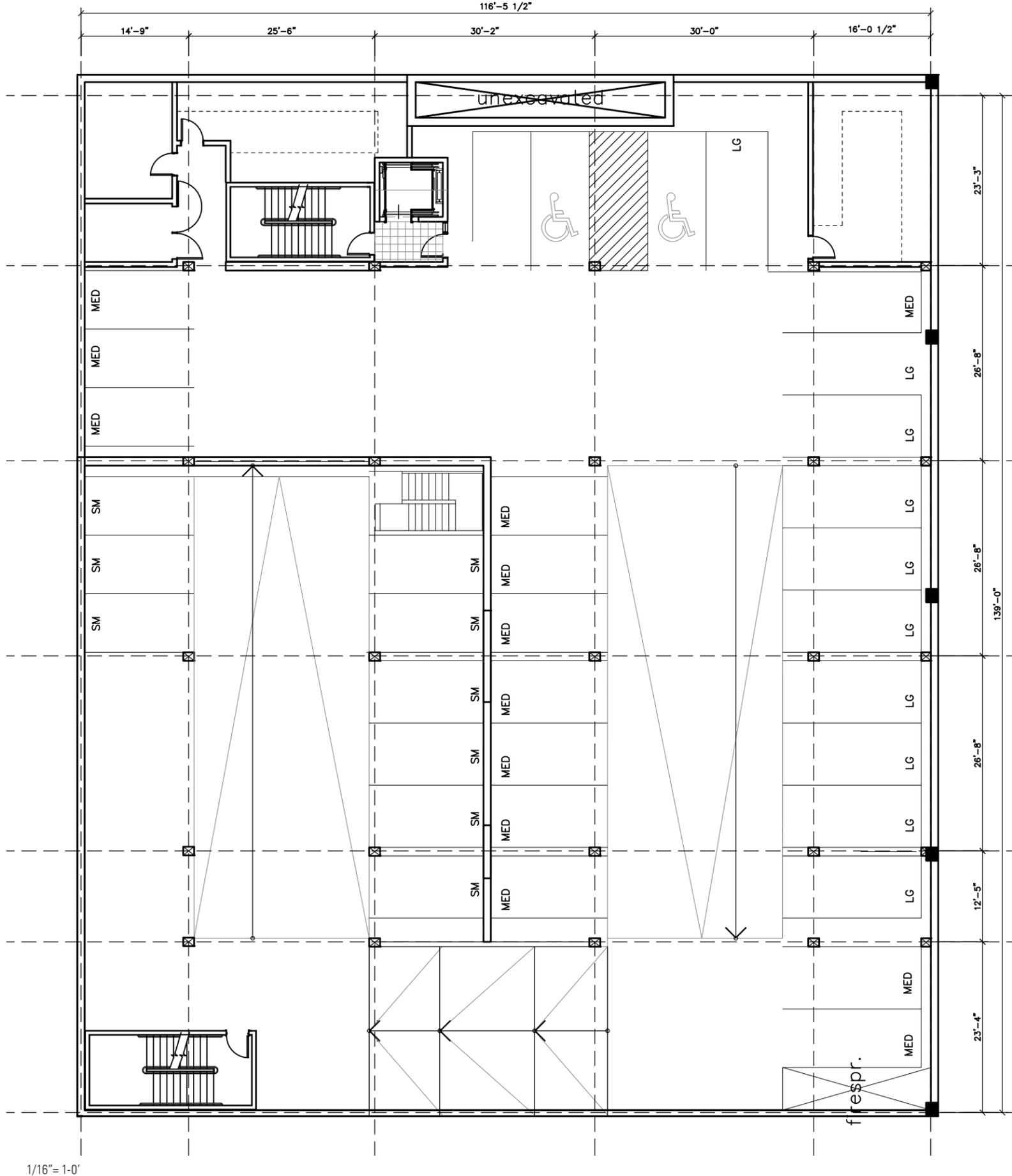
A1 SITE PLAN
1/20" = 1-0"

floor plan - parking level 1



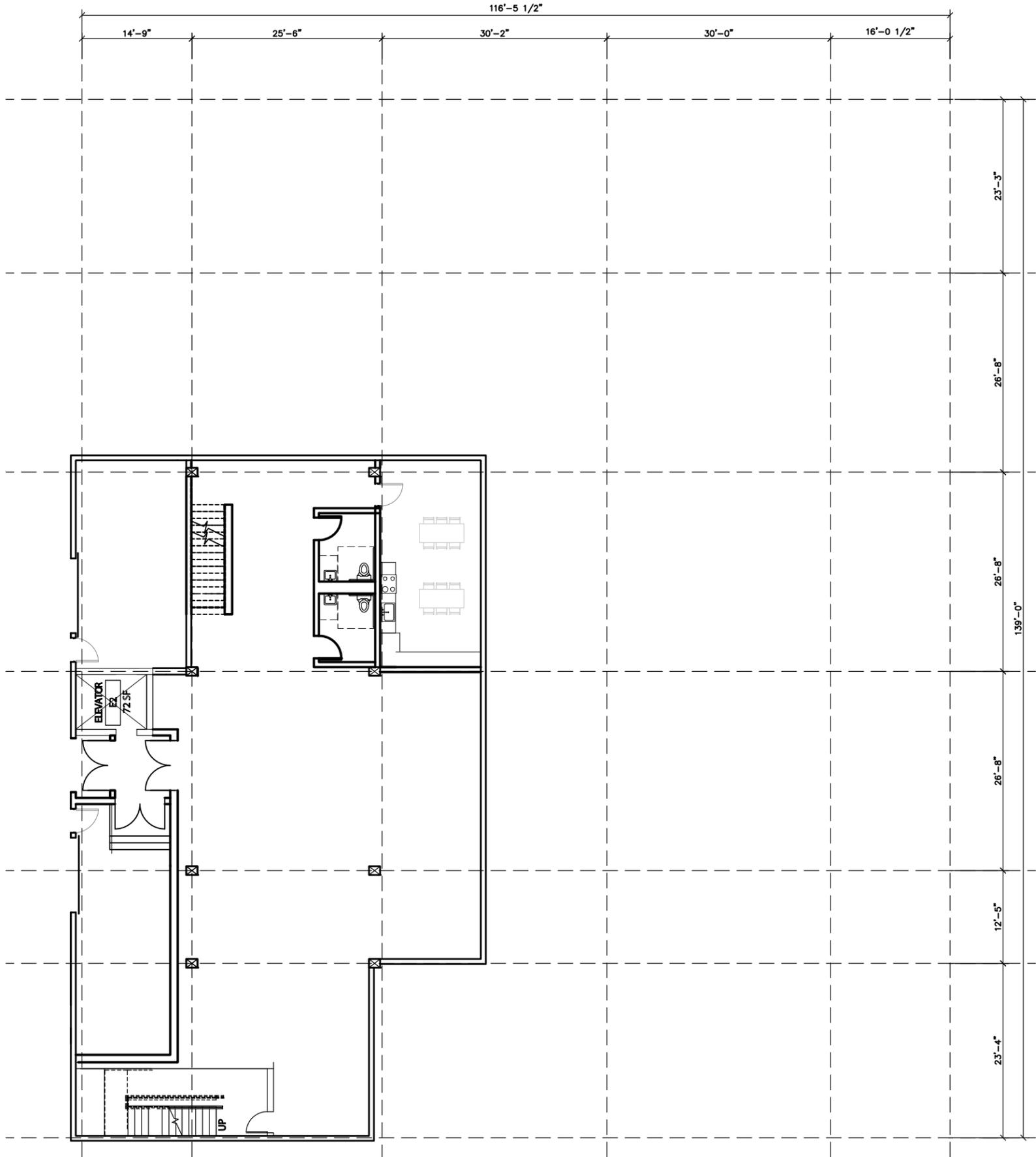
1/16" = 1'-0"

floor plan - parking level 2



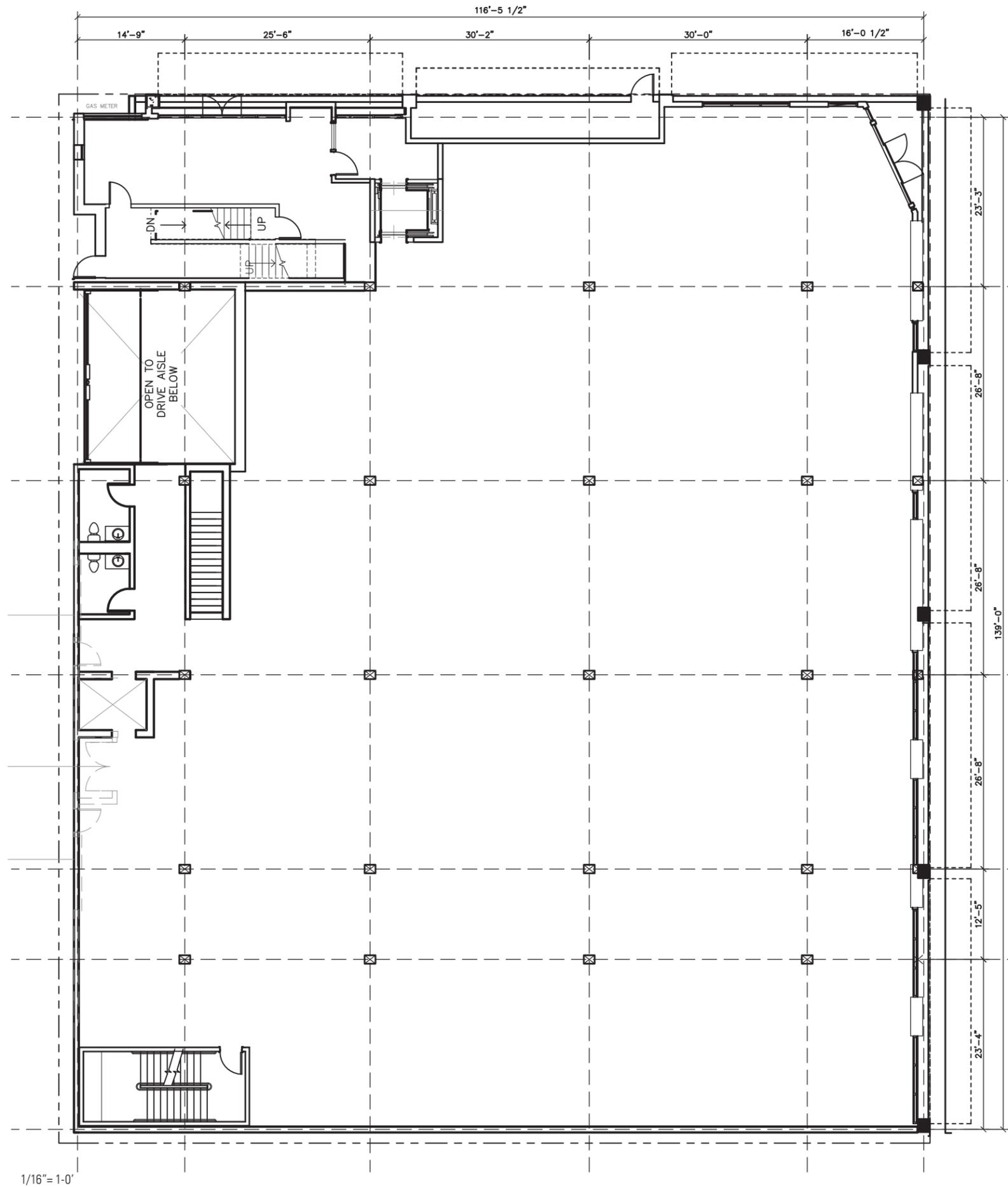
1/16" = 1'-0"

floor plan - mezzanine



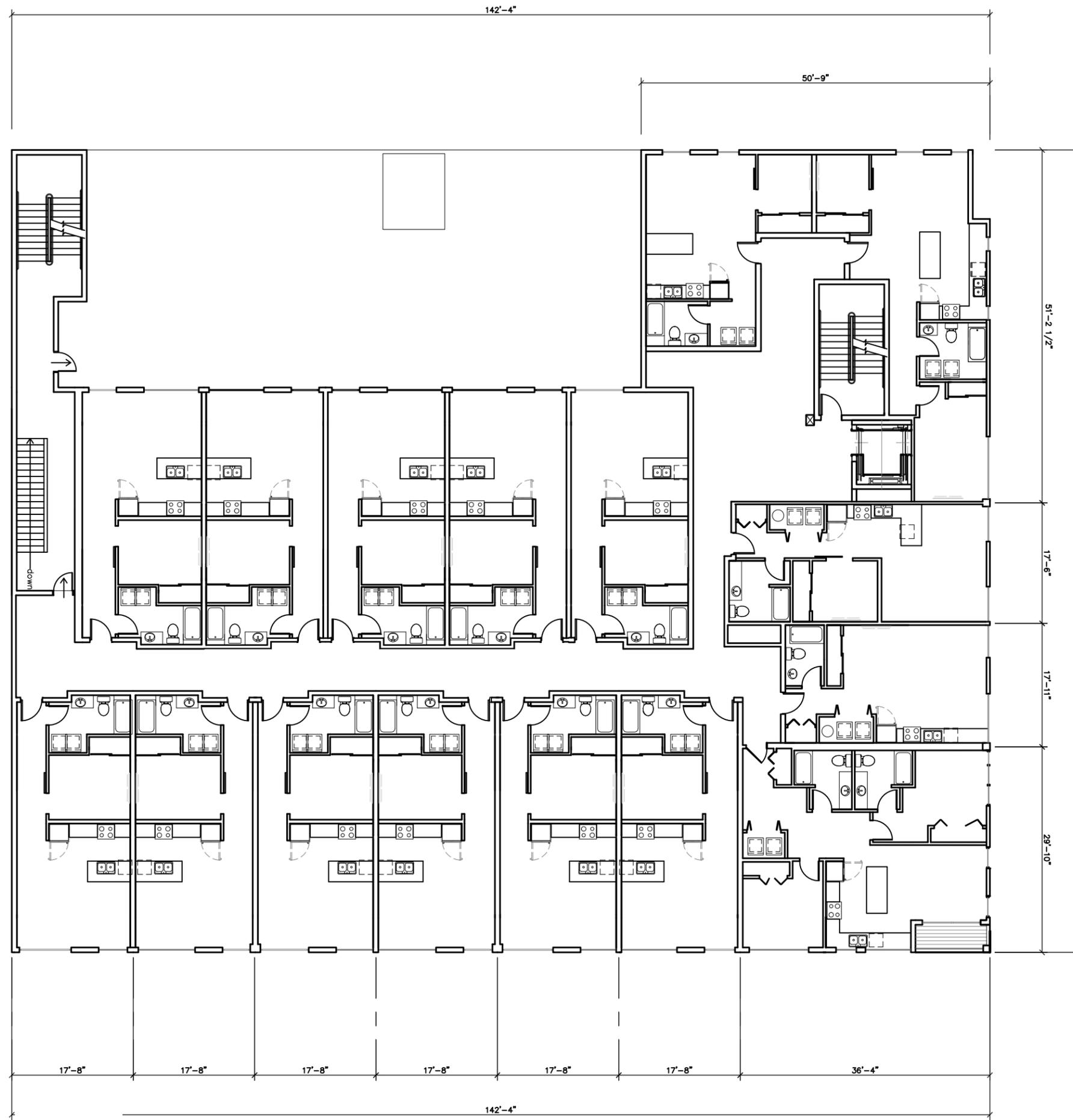
1/16" = 1'-0"

floor plan - level 1



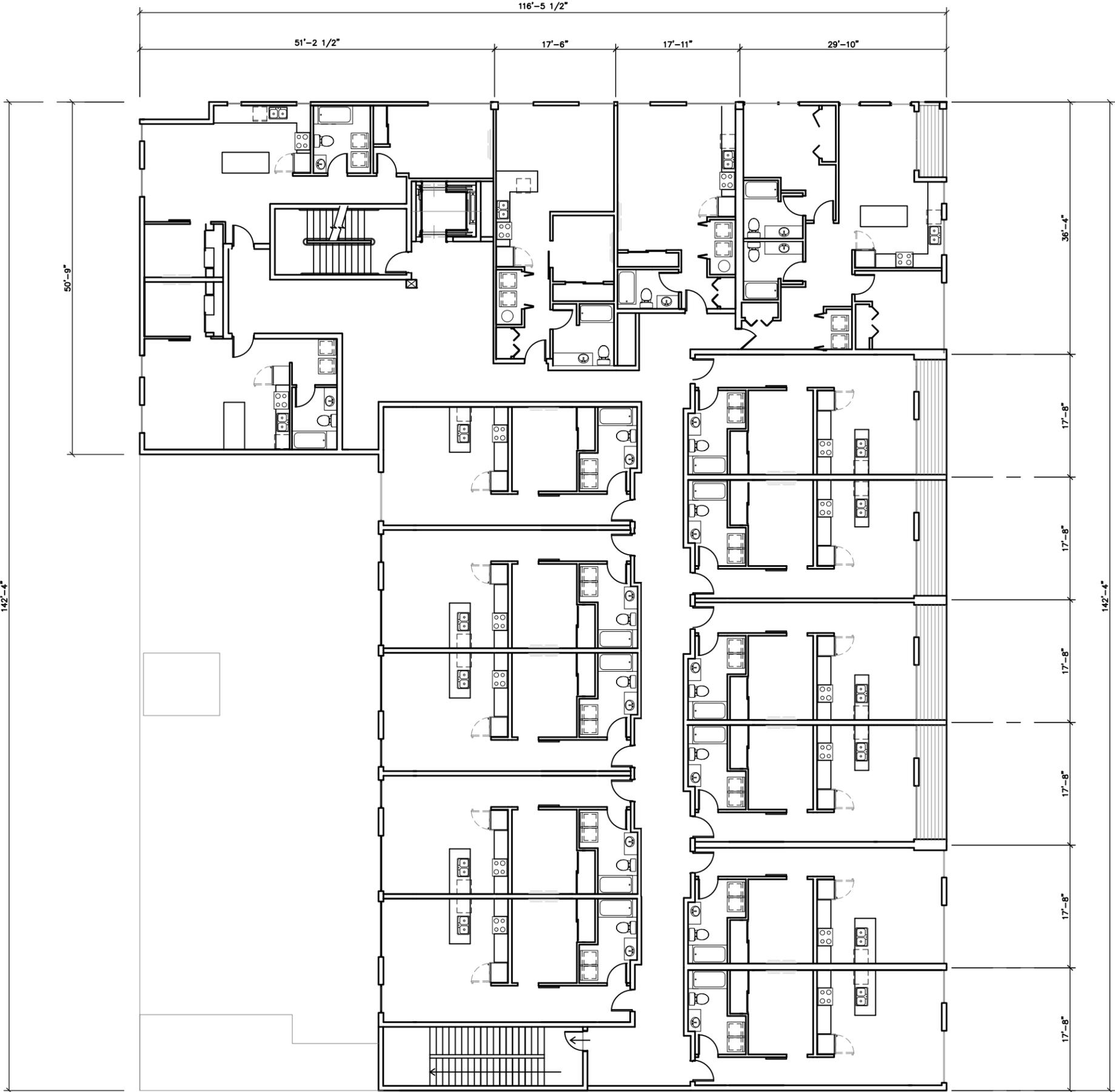
1/16" = 1'-0"

floor plan - level 2



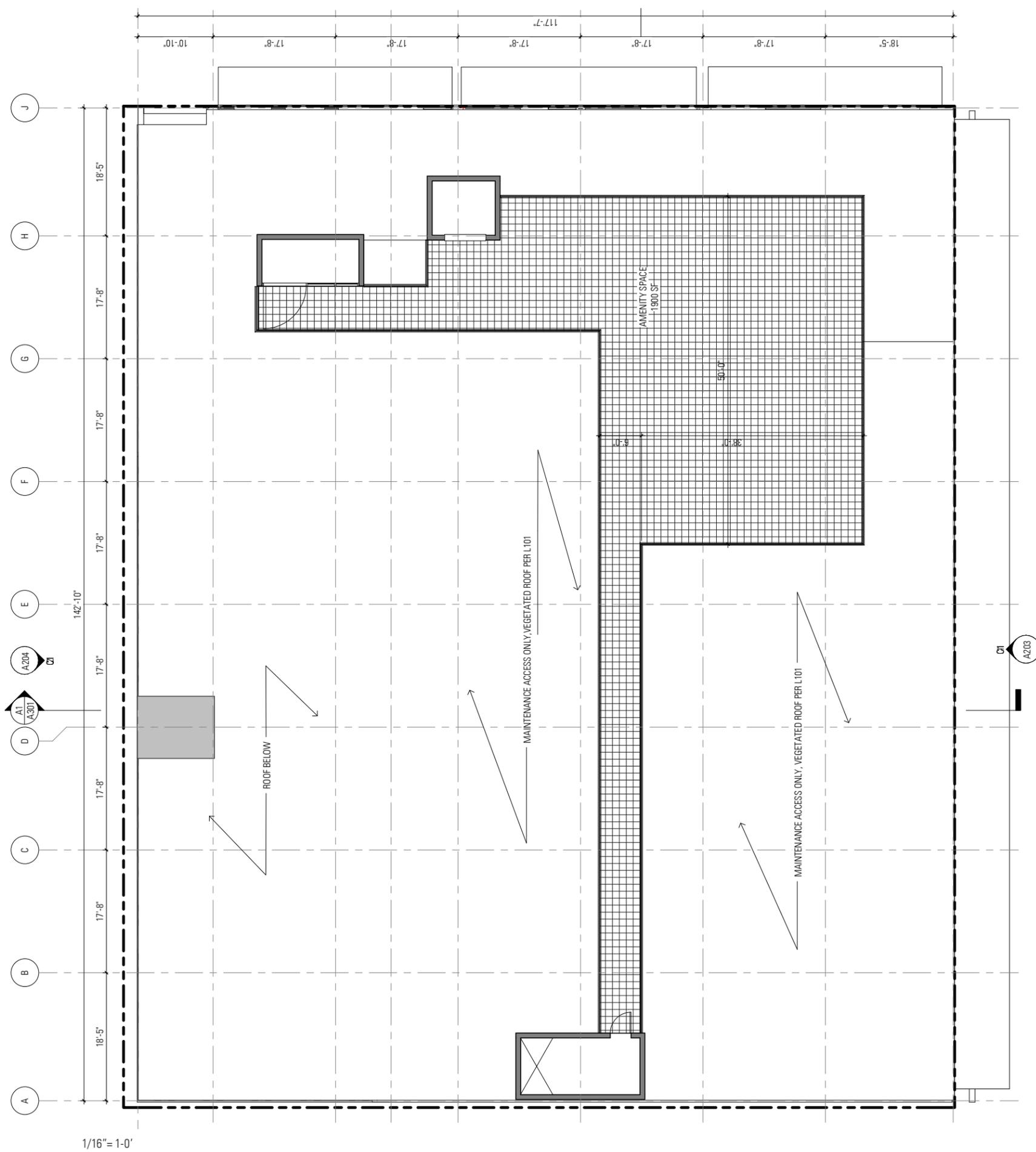
1/16" = 1-0'

floor plan - level 3



1/16" = 1'-0'

roof plan



1/16" = 1-0'

landscape plan

landscape design

Seating pods will be added under 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 the patrons of the tenant in the vendor niche.

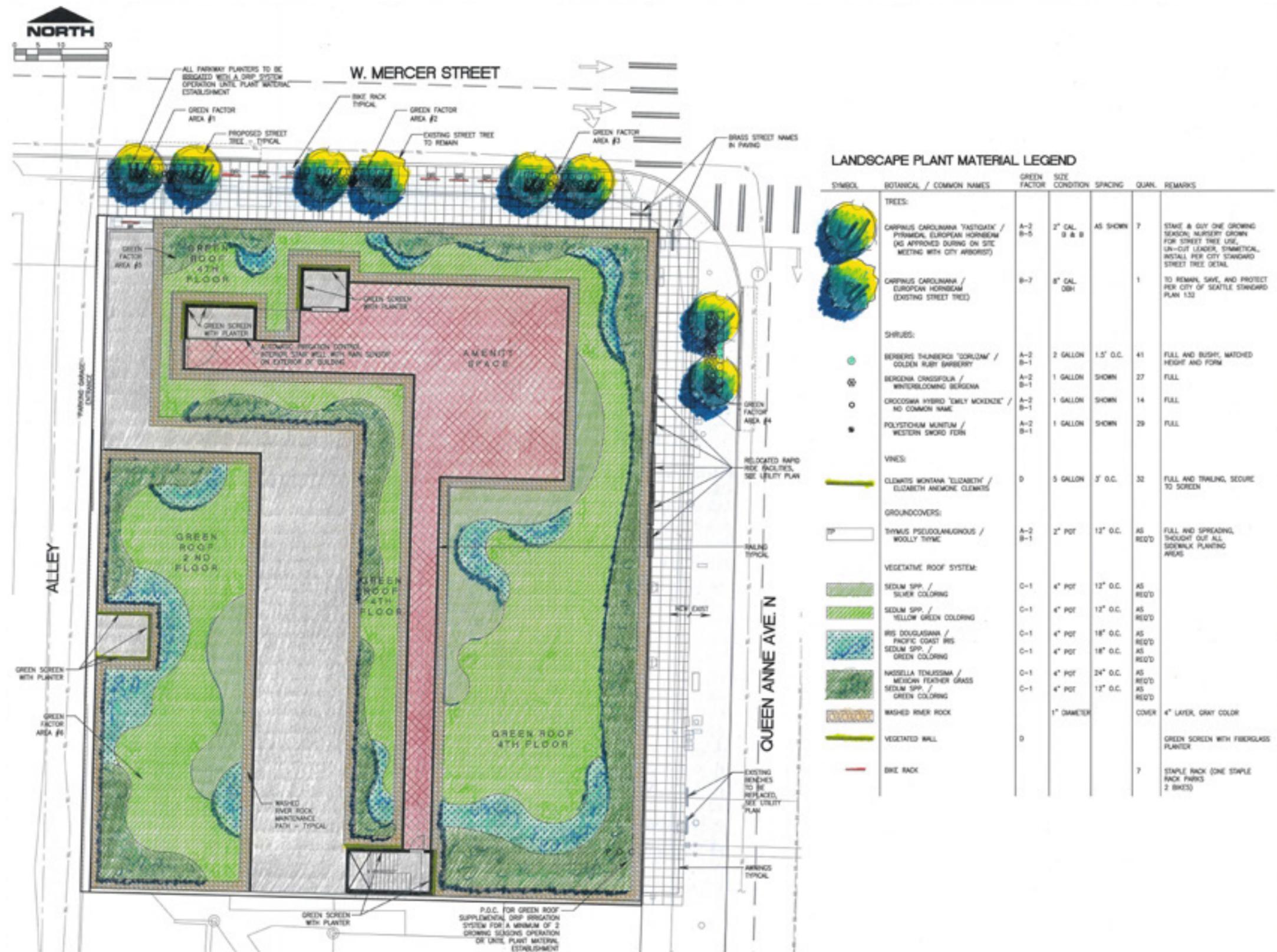
Brass street names give identity to the intersection on a pedestrian scale.



BRASS STREET NAMES



BIKE RACK



green factor and specified plants



Carpinus Caroliniana "Fastigiata"/Pyramidal European Hornbeam



Crocosmia Hybrid "Emily Mackenzie"/ No common name



Clematis Montana "Elizabeth/ Elizabeth Anemone Clematis



Polystichum Munitum/ Western Sword Fern



Sedum SPP- Silver Coloring



Sedum SPP- Yellow/Green Coloring



Nassella Tenuissima/ Mexican Feather Grass



Berberis Thunbergii "Goruzam"/ Golden Ruby Barberry

green factor objectives

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

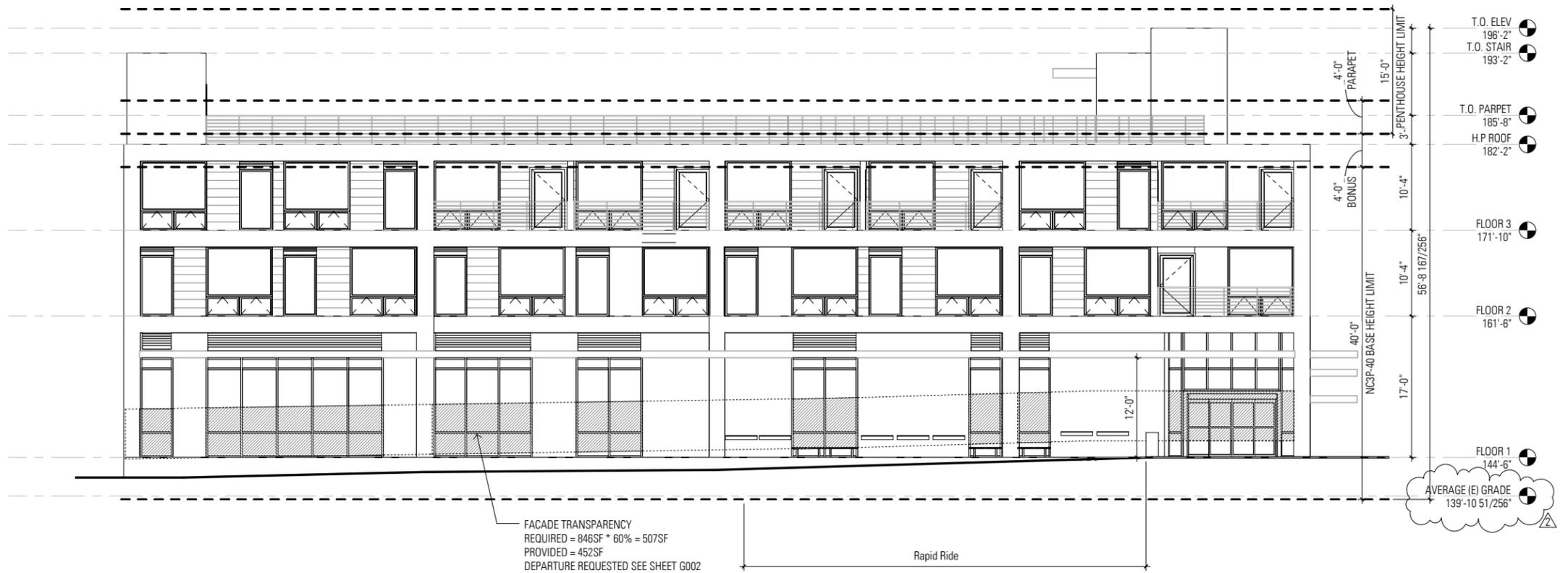
The existing trees on the site will be removed to make way for new building structure. Additional street trees will be planted along Mercer Street. Two smaller trees will be planted along Queen Anne. Additional required trees along Queen Anne cannot be provided due to conflicts with the existing bus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

building elevations

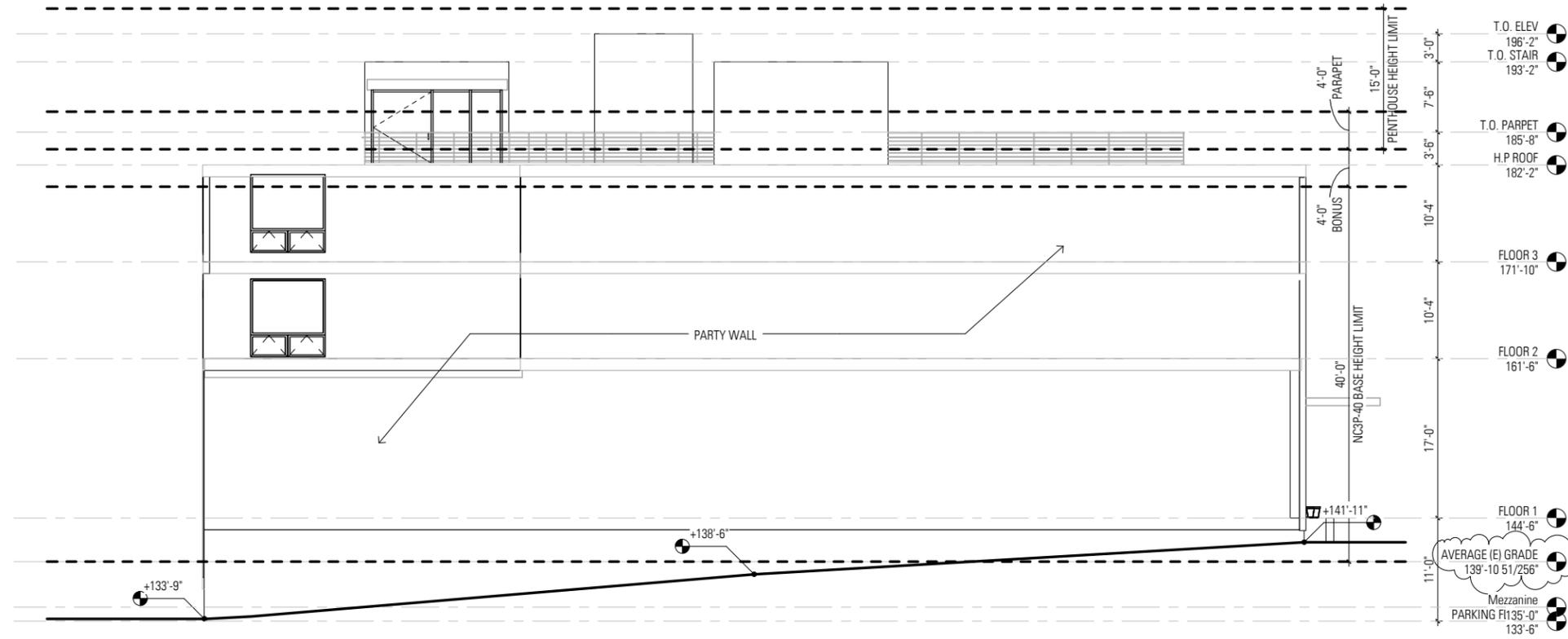


2 DRB ELEVATION - NORTH
1/16 = 1'-0"

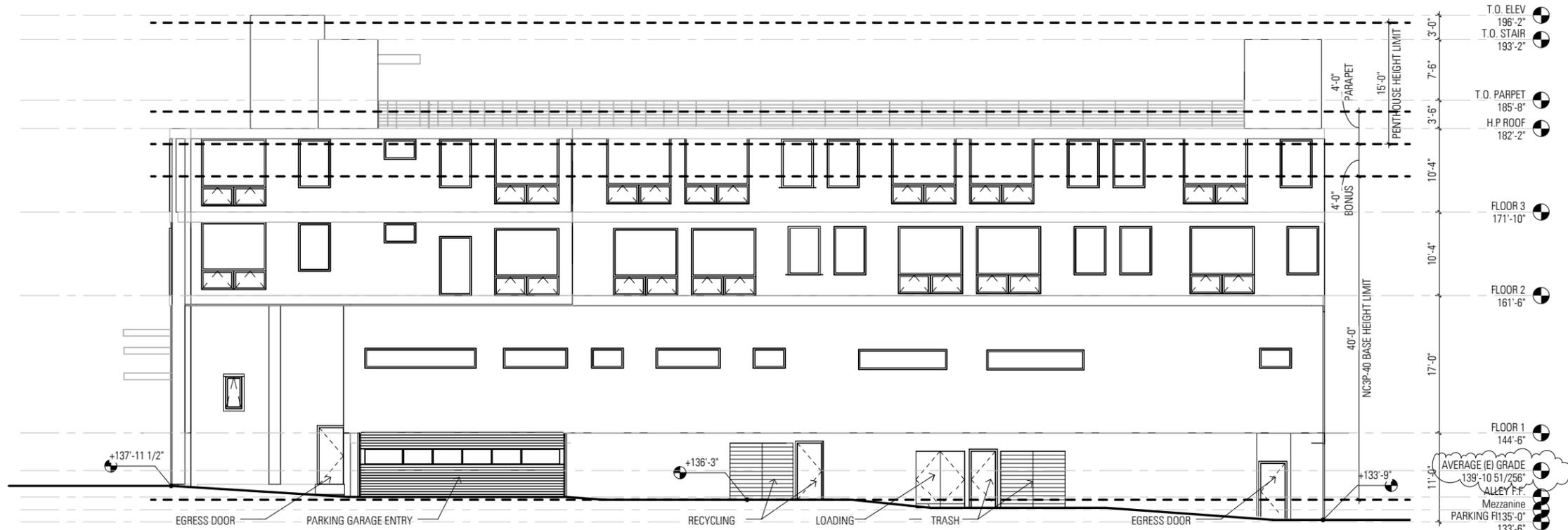


1 DRB ELEVATION - EAST
1/16 = 1'-0"

building elevations



1 DRB ELEVATION - SOUTH
1/16 = 1'-0"



2 DRB ELEVATION - WEST
1/8 = 1'-0"

1/16 = 1'-0"

color elevations



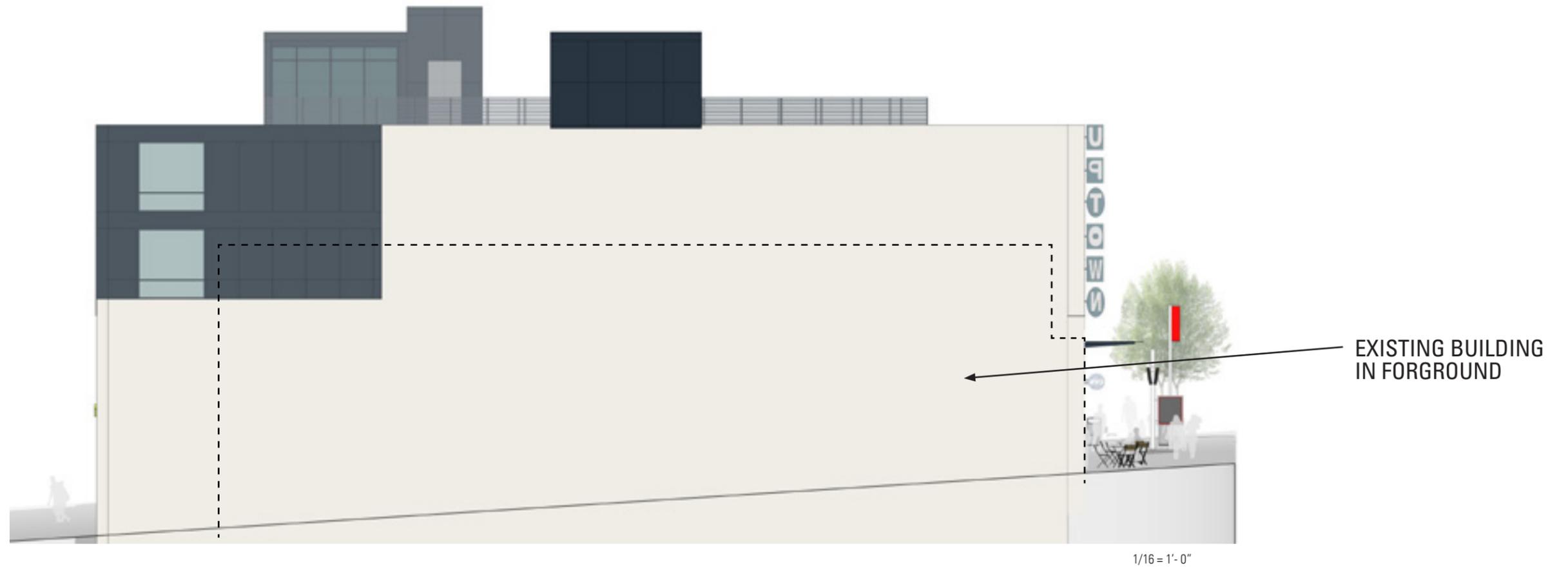
mercerc street elevation

1/16 = 1'-0"



queen anne ave north elevation

1/16 = 1'-0"

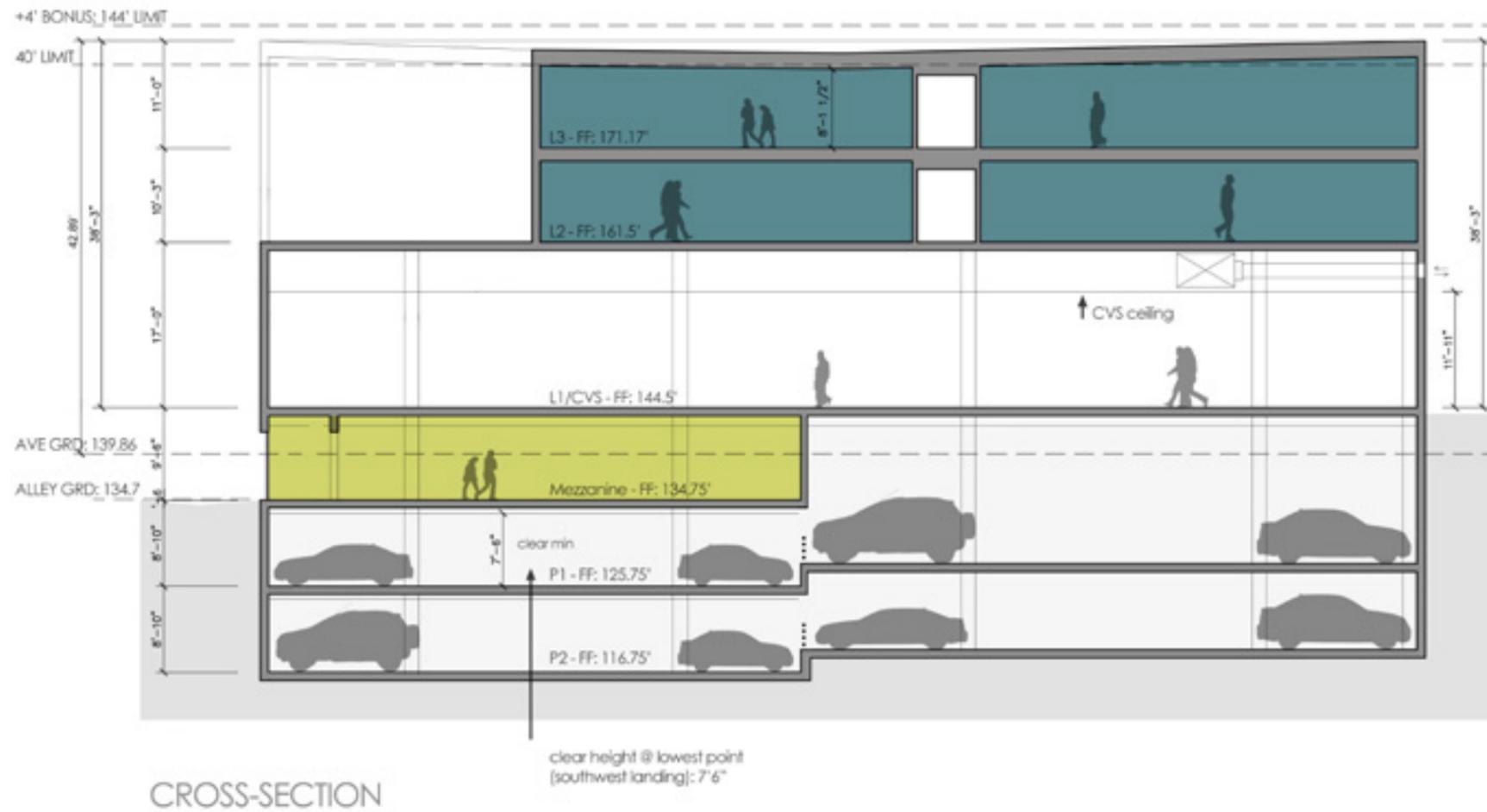


south elevation



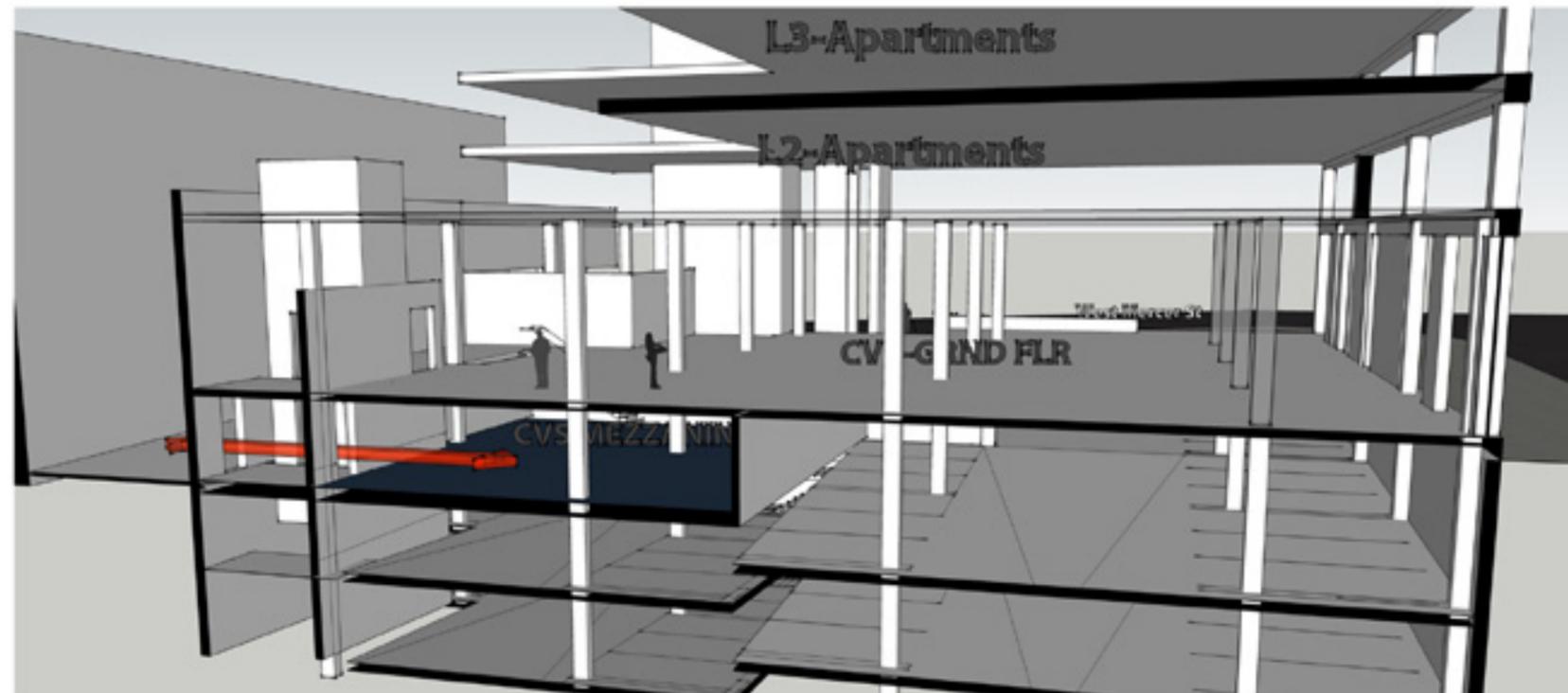
alley elevation

building section



1/16" = 1' 0"

commercial alley access



perspective view- from intersection of queen anne ave n and w. mercer st



perspective view- north along queen anne ave n



perspective view- north elevation at micro retail niche and residential entry



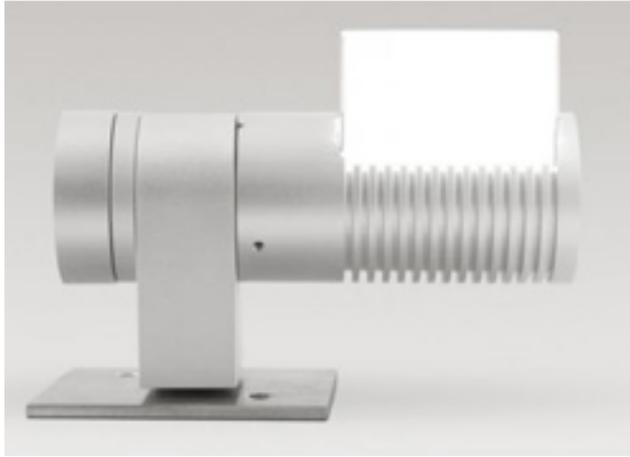
perspective view- east elevation at integrated metro rapid ride waiting area



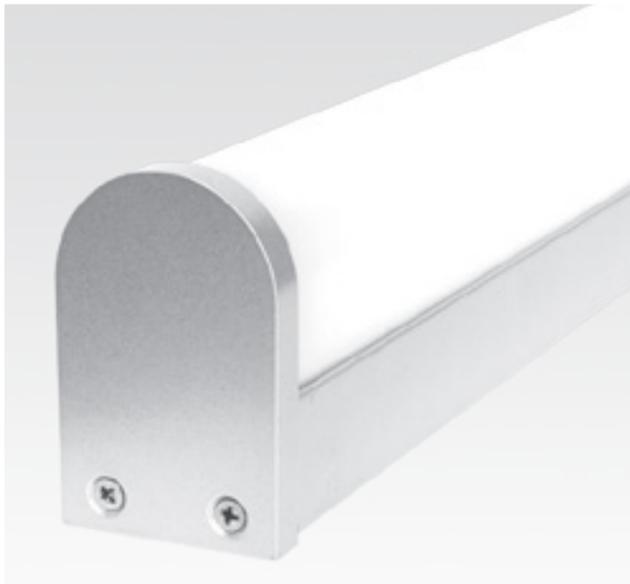
lighting fixtures and lighting plan



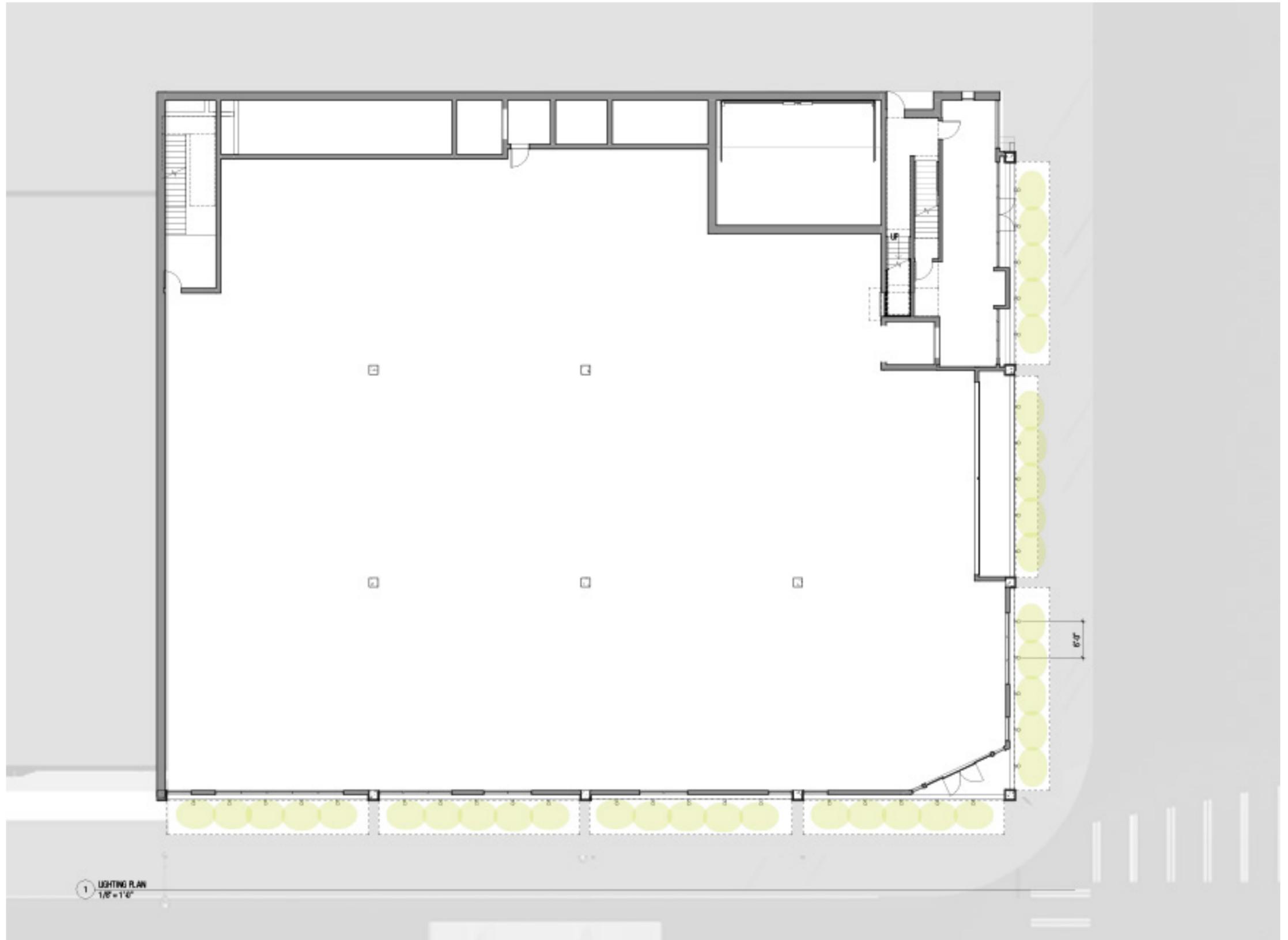
Mughetto spotlight, LED



ZXL flood, HK LED



BRANDI surface mount, Wet Location Luminaire



signage

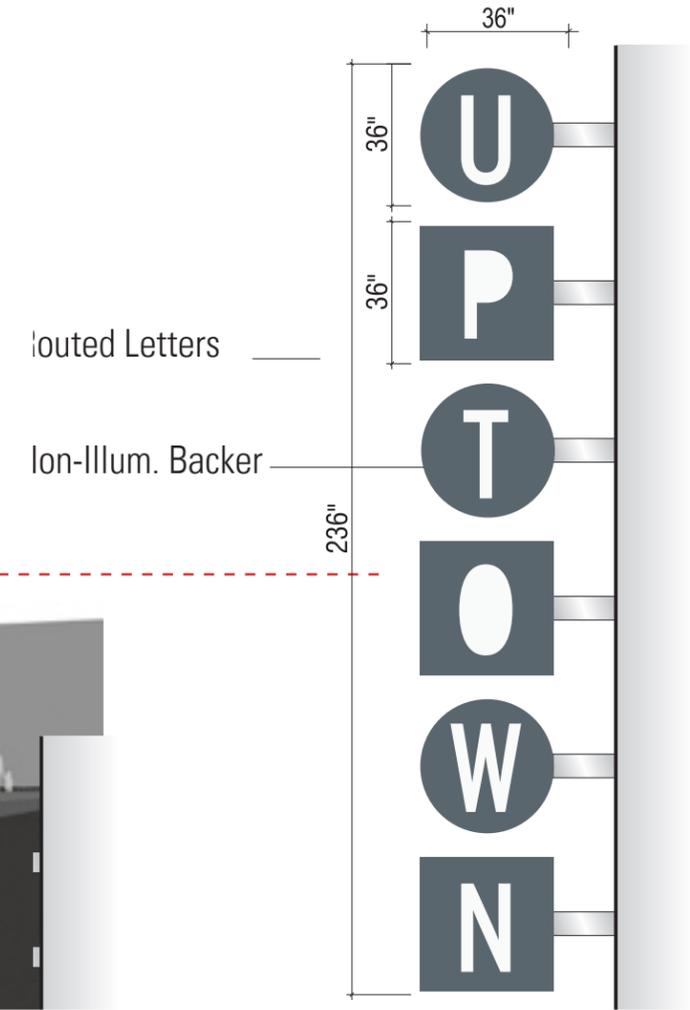


signage



Signage Concept

- concept image for look and feel
- letters mounted individually so as not to obstruct views from residential units.
- Note: font to be determined

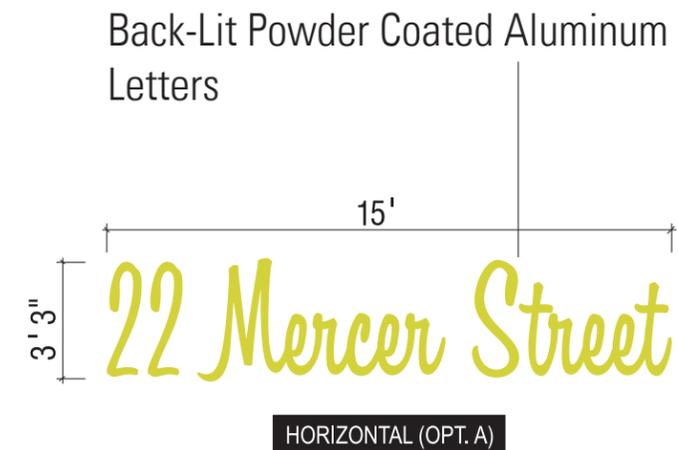


Signage Concept

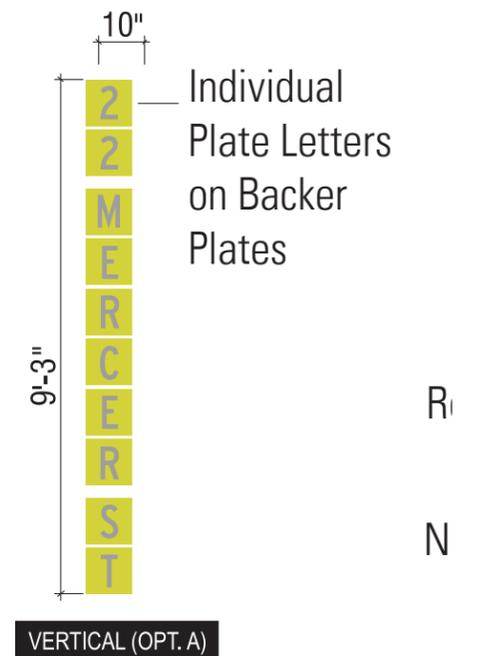
- concept images for look and feel
- connected letters (cursive)
- two locations possible for signage
- Note: font to be determined



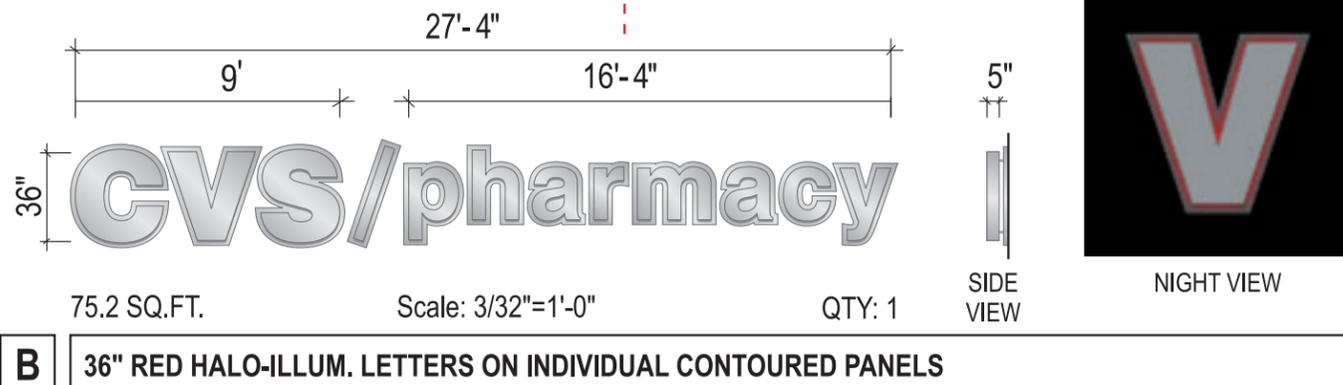
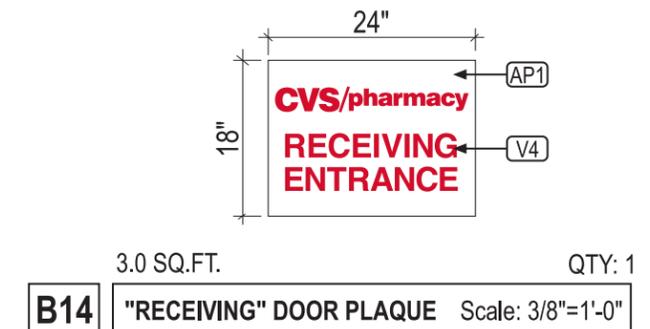
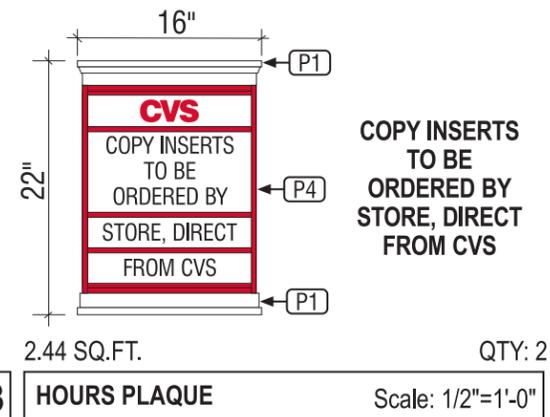
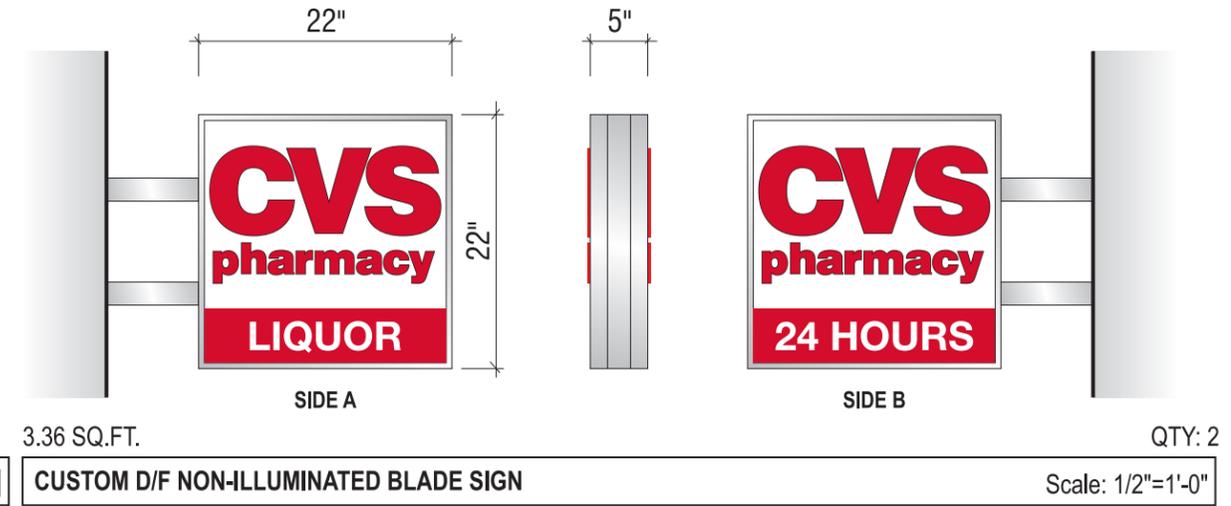
Location for apartment identity signage.



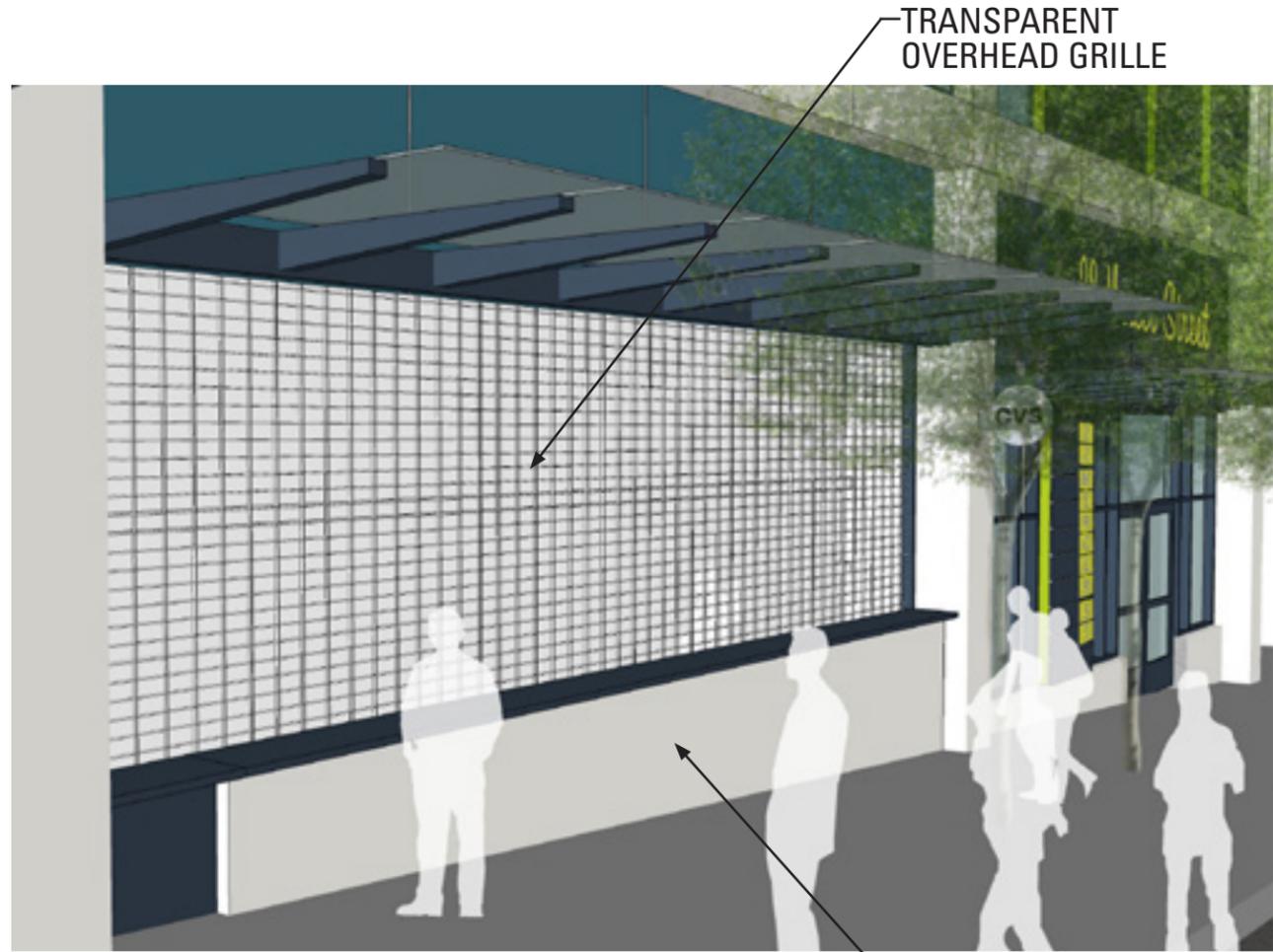
D/F NON-ILLUM. "UPTOWN" BLADE SIGN



signage

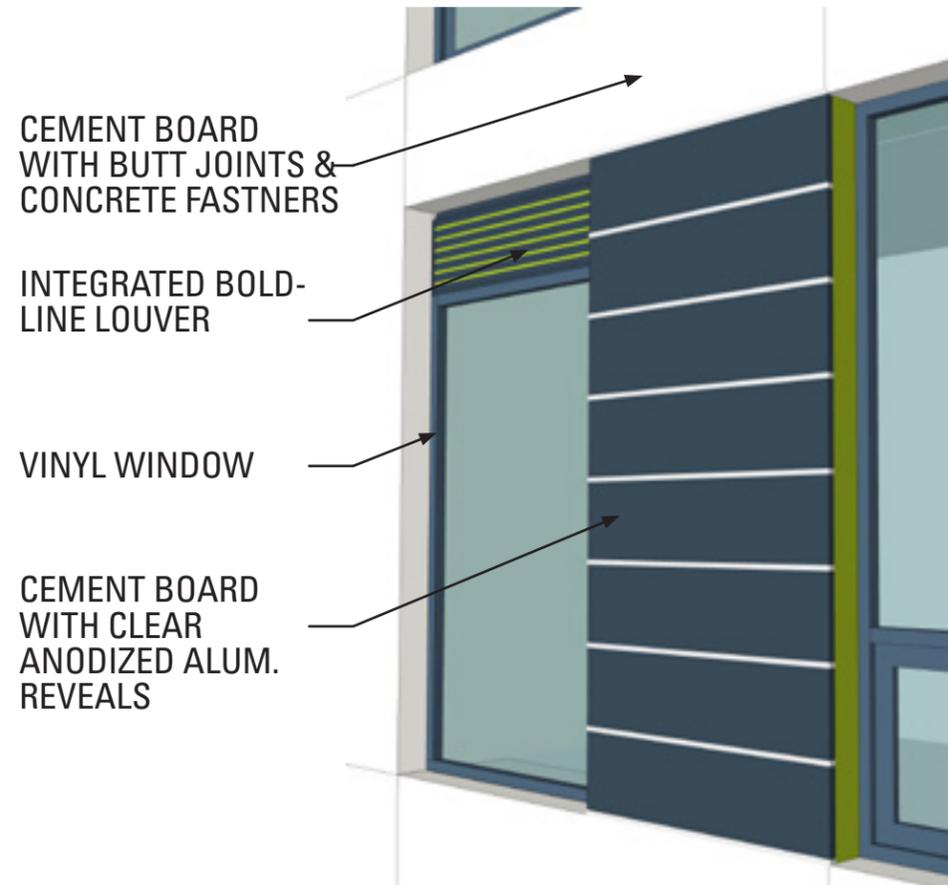


materials and finishes

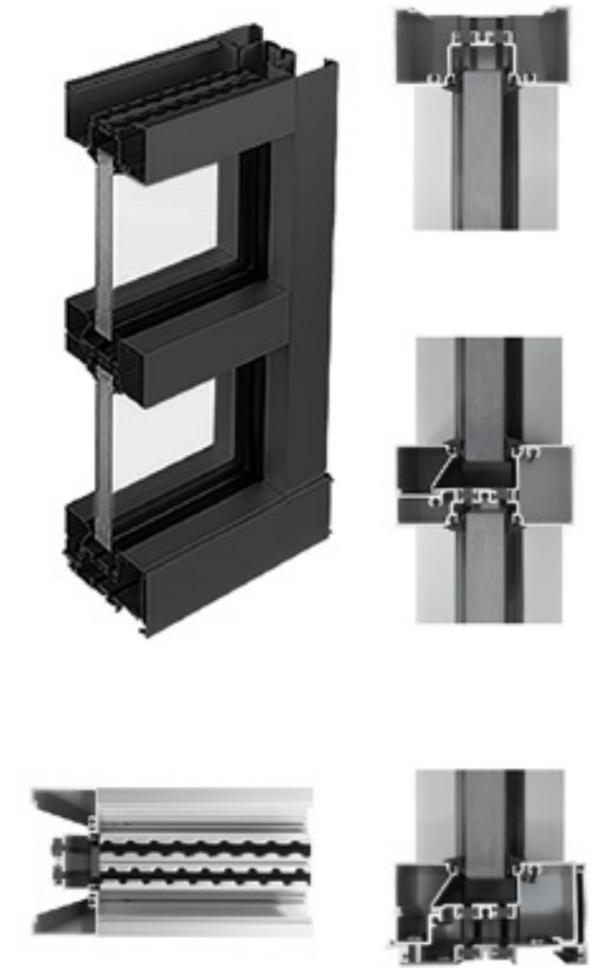


Micro-Retail Overhead Rolling Grille Door

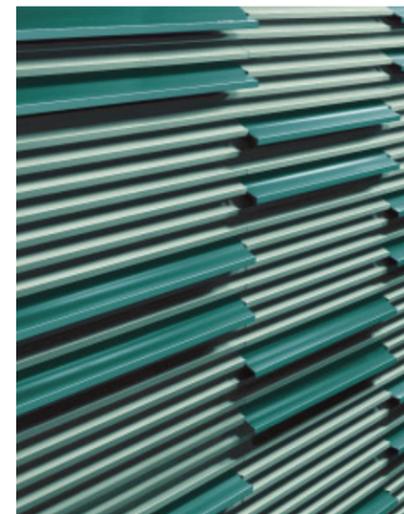
CONCRETE TRANSACTION COUNTER TO MATCH COLUMNS



kawneer trifab 451 in window assembly



7/16 fiber cement board reveal panel



cs bold line louver

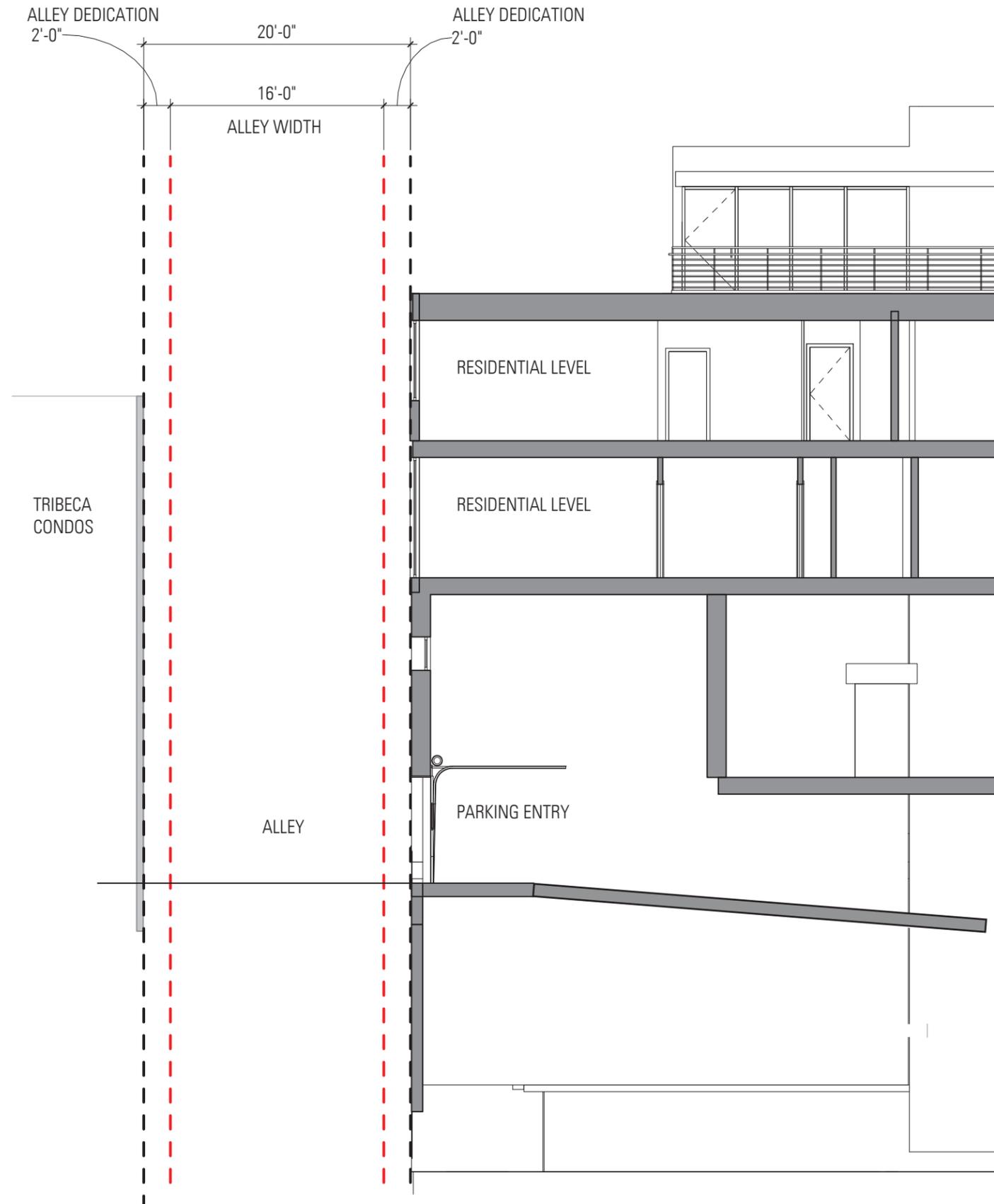


overhead rolling grille

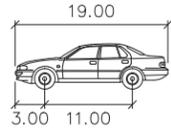


conc. solid white stain

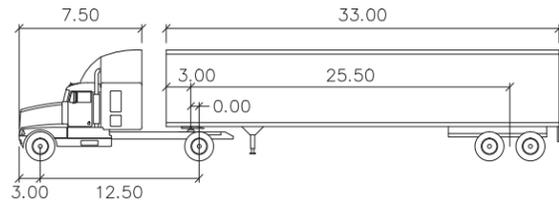
alley dedication



loading and turning diagrams - mutual accessibility



P	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

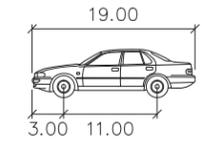
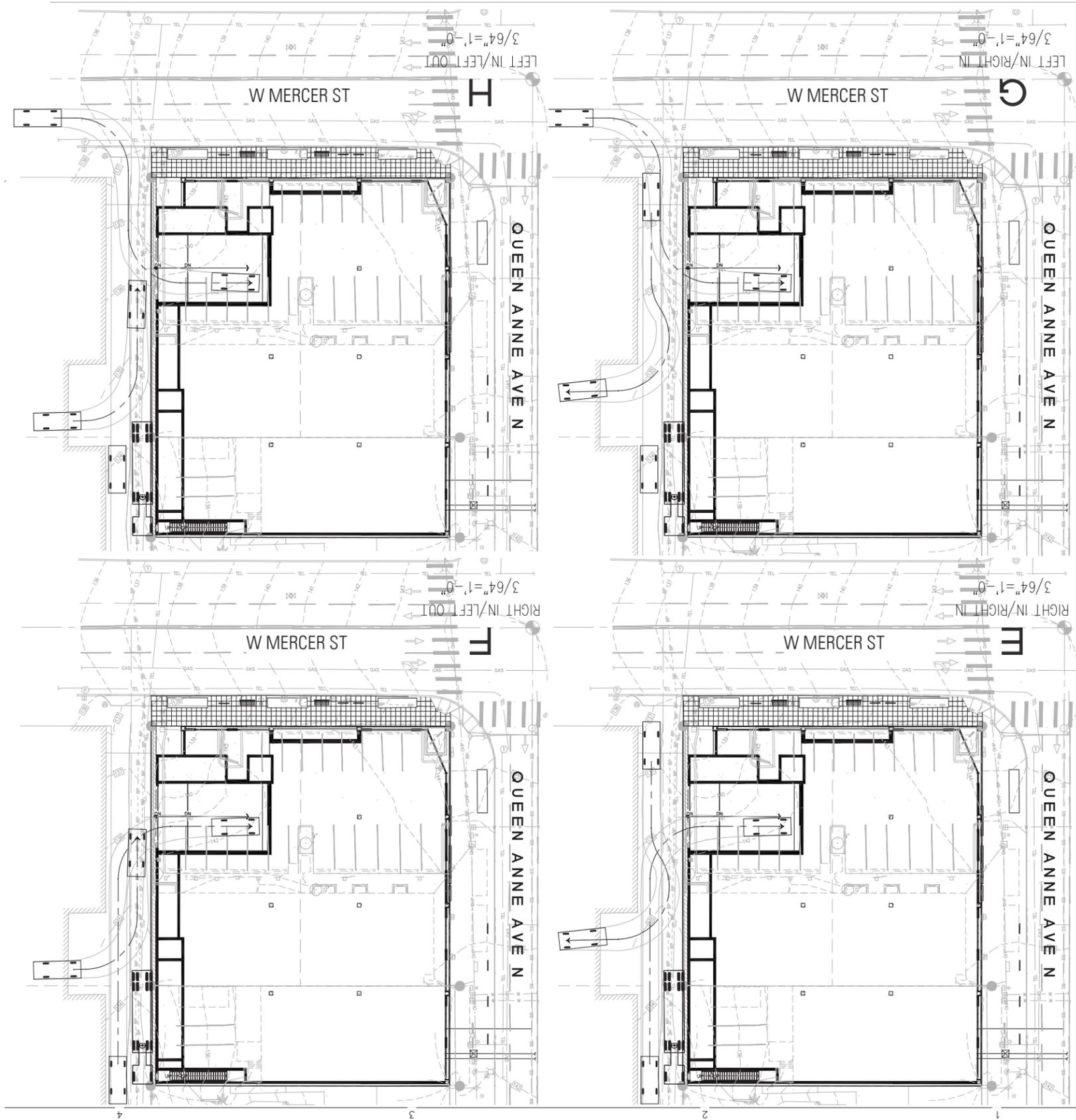


WB-40	feet	
Tractor Width	: 8.00	Lock to Lock Time : 6.0
Trailer Width	: 8.00	Steering Angle : 20.3
Tractor Track	: 8.00	Articulating Angle : 70.0
Trailer Track	: 8.00	

loading and turning diagrams - garage and alley access

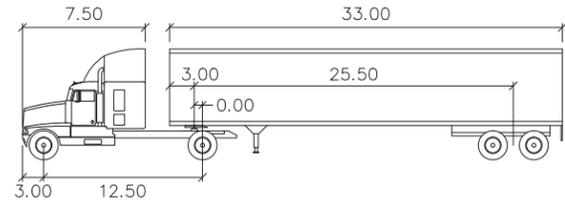


loading and turning diagrams - mutual accessibility



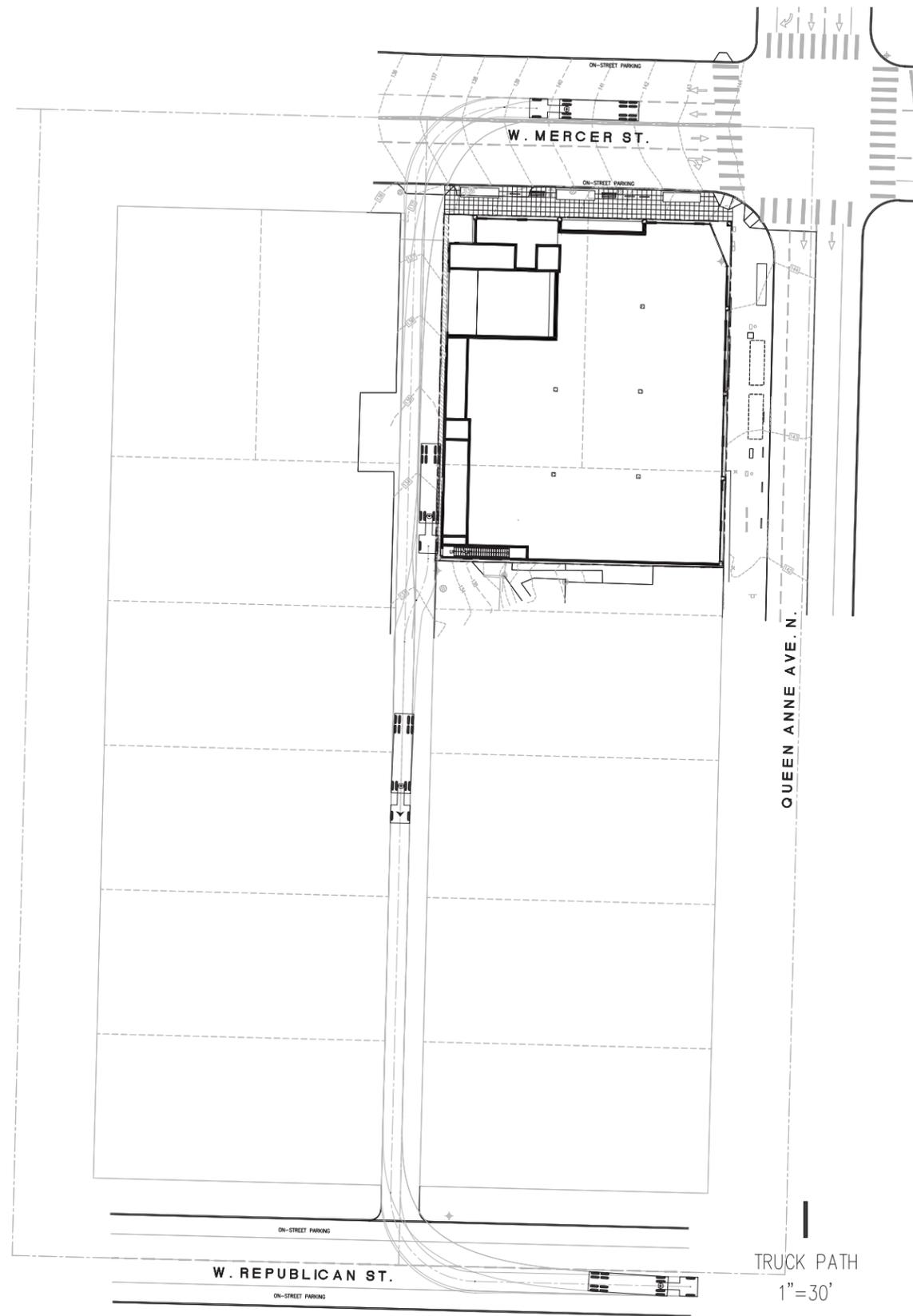
P	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

loading and turning diagrams - alley access



WB-40 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		



departure for street level development standards

1. glazing along queen anne avenue north



Integration with Transit

Code Reference

The current Metro bus and Rapid Ride covered waiting areas are close to the curb, and present a significant obstacle to pedestrians. To alleviate this clutter, Uptown Guideline D-1 calls for:

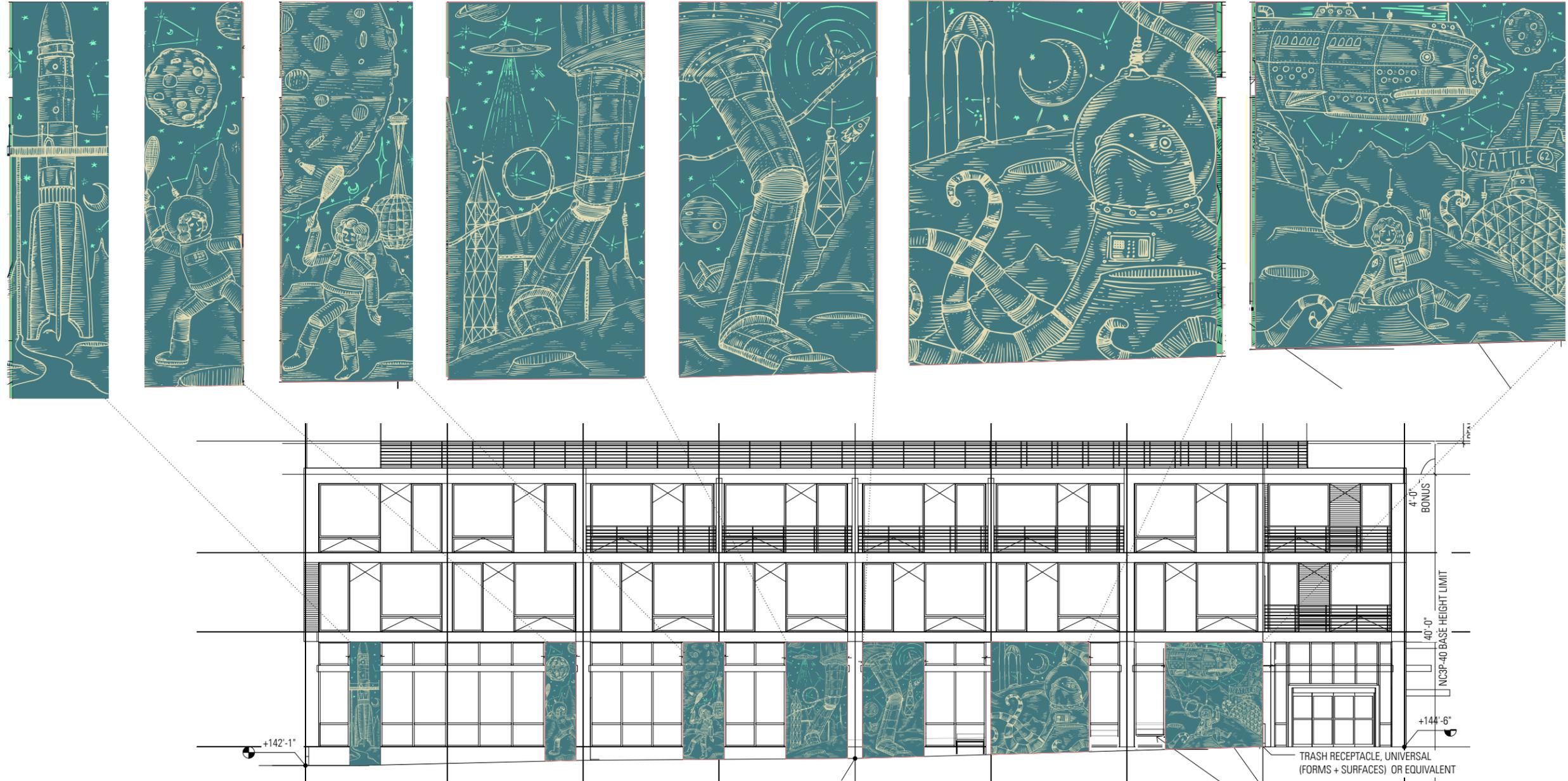
Including amenities for transit riders in a building's design rather than the traditional use of curbside bus shelters generates a safer and more active street. In the Uptown Urban and Heart of Uptown character areas the elimination of curbside bus shelters is encouraged in retail areas as appropriate. These boxy shelters visually obstruct storefronts and provide cover for criminal activity. Building designs are encouraged that integrate canopies to accommodate transit riders and nurture stewardship of transit stops by property owners and businesses.

Proposal

The design team is proposing integrating the current Metro bus and Rapid Ride stop into the ground floor of the project. To make this integration unapologetically a bus stop' per Board guidance, the bus stop area is defined by a site-specific mural, executed by local artist Kyler Martz. Kyler's work adorns several Queen Anne businesses, which is how the team became aware of his work. The art is on concrete walls, which reduces the area of glazing below the 60% transparent threshold. This decrease in transparency not only allows for a canvas for Kyler to do his mural, but also prevents retail patrons from seeing the backsides of transit patrons waiting for the bus. The team has Metro approval for this transit-stop integration, and the stop will use standard Metro branding, seating, and trash receptacles. The team feels that such an artistic integration of the transit stop into the project better supports the pedestrian environment, in a unique and fun manner.

departure for street level development standards

1. glazing along queen anne avenue north- bus stop mural



SCHEMATA WORKSHOP // QUEEN ANNE MURAL SKETCH



This Sketch pulls inspiration from the 1962 World's Fair, and the early years of our nation's fascination with space travel.

Referencing the space travel, the Space Needle, and the PNW/ nautical themes prevalent in my work, presents an opportunity for a site specific mural that focuses on the area as a transportation hub, and pays homage to the history of the area.

artist selection: Kyler Martz

departure for street level developments standards

1. transparency along mercer street



Micro Retail Along Mercer

The Uptown community and the Design Guidelines call for a varied and vibrant pedestrian experience, which includes maximizing opportunities for multiple tenants along the street frontage. Due to the requirements of the retail tenant, introducing another tenant space -- even if on the smaller side of 700 to 1500 sf -- was not possible. Determined to provide for what the community asked for, the team proposes a micro retail niche along Mercer Street, with direct interaction between customers and retailer occurring on the street. This approach provides a greater level of activity than a traditional retail venue, which will make its benefits to the project much greater than its relatively small size may otherwise dictate. Furthermore, the affordability of leasing the space will all but ensure that the space will be taken by a local small business or start-up, which will act as a nice balance to the national presence of the major retail tenant. The choice of Mercer was an obvious one for the team, as it lacks the vitality of Queen Anne Avenue, and would better benefit from the intervention. Also, the slope of Mercer created a condition where it would be impossible to maintain the maximum two foot sill for sufficient length to achieve the 60% transparency goal for ground floor, making the request for a departure inevitable. We feel that the micro-retail not only provides for a better street level development than a traditional retail space, but will have a welcome benefit to Uptown's entrepreneurial businesses. The final fit out of the niche will be handled as a tenant improvement. A transaction counter, overhead grille, power, water, and sewage will be provided.