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## 3.0 DEVELOPMENT OBJECTIVES

## PROJECT INFORMATION

ADDRESS: 2100 QUEEN AVE N (PARCEL A: 1794500895); AND 29 BOSTON ST(PARCEL B: 1794500880)

SDCI PROJECT #: 3028696 & 6605572

ARCHITECT:-		DEVELOPER:	LANDSCAPE ARCHITECT:	
	ANKROM MOISAN ARCHITECTS	HOLLAND PARTNER GROUP	THE BERGER PARTNERSHIP	
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	206.576.1600	206.430.5974	CONTACT: TODD BRONK	

**CONTACT: TOM PARSONS** 

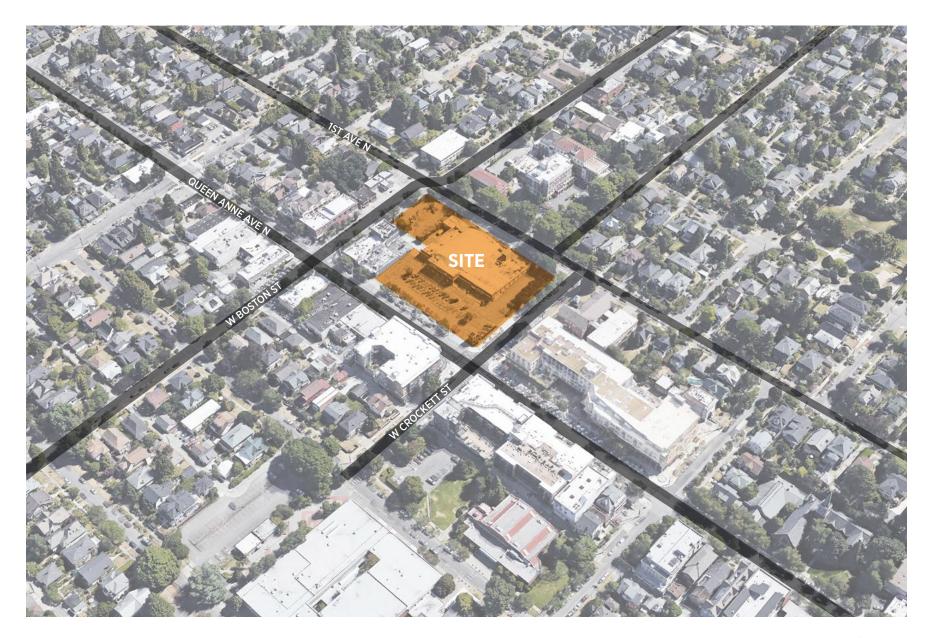
## PROPOSED PROGRAM

CONTACT: SCOTT CROSBY

The proposed mixed-use project places 3 and 4 stories of residential occupancy above a street level commercial grocery store with approximately 2 levels of underground parking.

The basic program includes:

- Approximately 50,000 SF of Commercial Grocery Store
- Approximately 250 residential units
- Approximately 154 below grade parking stalls for commercial
- Approximately 175 below grade residential parking stalls





## DESIGN GOALS

## **ENHANCE URBAN VILLAGE**

#### THE DESIGN WILL:

Enhance and expand opportunities for the community to shop, eat and call home.



Through numerous neighborhood meetings, Picture Perfect Queen Anne generated a vision of an urban village characterized by human-scaled, richly-textured streetscapes and building facades that allow for casual pedestrian interaction in a lighted, clean and safe environment. Fulfilling this vision, as delineated by the neighborhood, is a primary development objective.

## EXTEND LOCAL CHARACTER

#### THE DESIGN WILL:

Let the friendly, human scale of the existing commercial blocks guide the design of corners, entries, facades, signage and variation of building heights.



Queen Anne, steeped in history, is known for its prominent location, with stunning views in all directions, and is a favorite place to call home. The neighborhood is a rich mix of historic and recent buildings, creating the vibrant street character that people are drawn to. The genuine love residents have is a clear indicator that proposed development objectives should include respect for the existing local character and build upon it.

## EXPAND URBAN EXPERIENCE

#### THE DESIGN WILL:

Contribute to the existing network of public open spaces that creates the urban experience of Queen Anne.



Every Thursday from June to October, the Queen Anne farmers market comes alive with locals in a space converted to be an open space. This and other open spaces within the fabric of building facades serve as visual respites and places for casual informal social interaction. A fundamental development objective is to create a public open space that is a "jewel in the chain" of open spaces within the 6 block stretch from W McGraw Street on the North to W Galer Street to the south of Queen Anne ave. N.

## 4.0 SITE PLAN

## SITE SURVEY

#### **LEGAL DESCRIPTION:**

#### Parcel A:

Lots 3 through 8, inclusive, and lots 11 to 16, inclusive, block 8, cove addition to Seattle, according to the plan thereof, recorded in volume 1 of plats, page 73, in King County, Washington;

Together with the vacated alley in said block, lying north of the north line of Crocket Street and South of the producetion west of the south line of lot 2 in said block 8, vacated by ordinance number 90931 if the city of Seattle;

except the east 20 feet of the north 20 feet of said lot 11; also

except that portion of said vacated alley lying between the production east of the north line of said lot 11 and a line 20 feet south of and parallel with said north line as conveyed to the city of Seattle for alley purposes by deed recorded under recording number 5395735.

#### Parcel B:

Lots 1 and 2, block 8, cove addition to Seattle, according to the plat thereof recorded in volume 1 of plats, page 73, in King County, Washington.

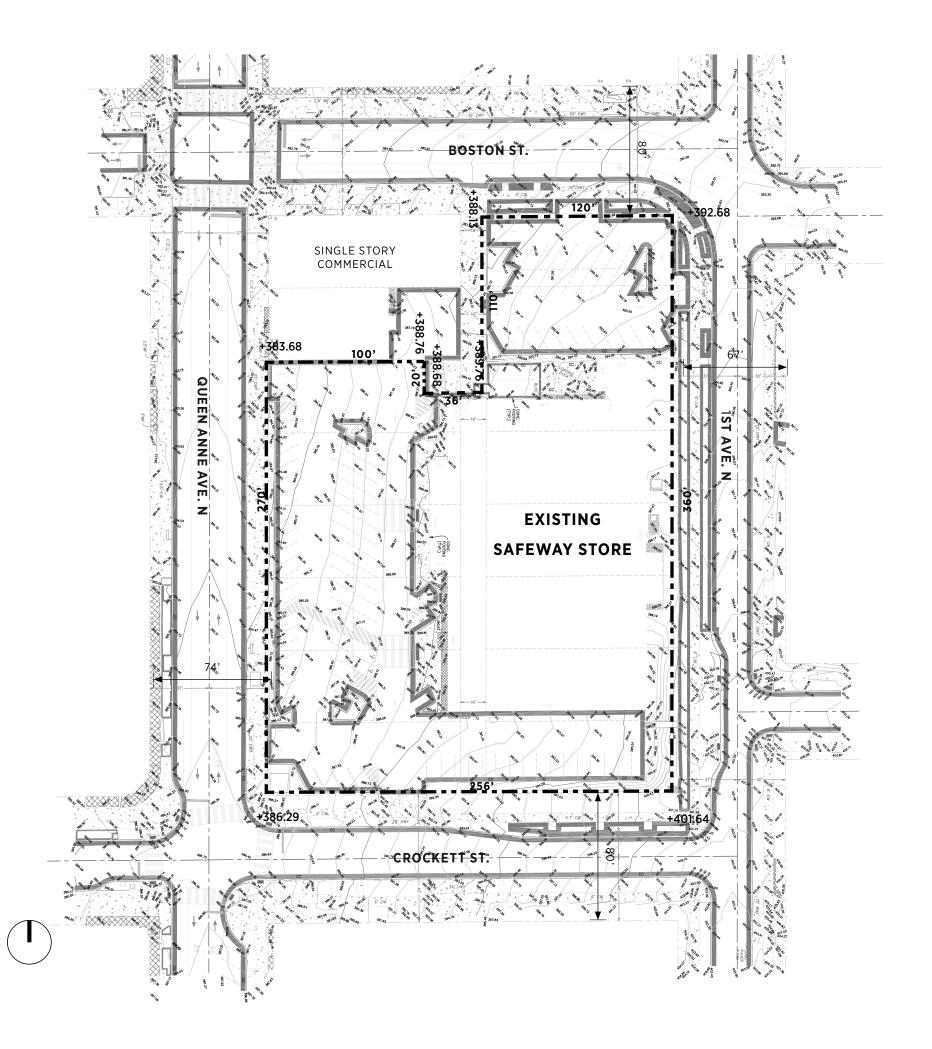
#### **Title Report Reference:**

This survey was conducted according to the description shown, furnished by Chicago Title Insurance Company, order no. 1356422. Dated January 3rd, 2013, the easement shown or noted hereon relate to this commitment.

#### STATEMENT OF NO EXCEPTIONAL TREES:

The ISA Level 2 Basic Tree Assessment and TVSPP completed by Urban Forestry Services, Inc, dated September 12, 2017, "Of 41 significant trees growing in the ROW around the property known as the Safeway Queen Anne Project, in Seattle, Washington, none of the trees are considered Exceptional as defined in Seattle DPD-DR 16-2008."

**SCALE 1:60** 



## **EXISTING SITE ANALYSIS**

#### **EXISTING CONDITIONS**

Trees line all sides of the property.

The site is currently used for a Safeway grocery store and associated parking.

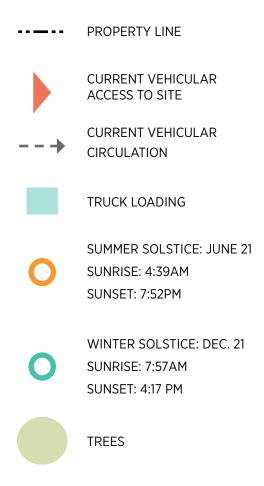
Access to the site currently occurs in (5) locations: two vehicular access from Queen Anne Ave; one vehicular access from Crockett St, one vehicular access from 1st Ave and one vehicular access from Boston St.

#### **ACCESS CONSTRAINTS**

For new developments, the current zoning only allows vehicular traffic to enter and exit from the alley.

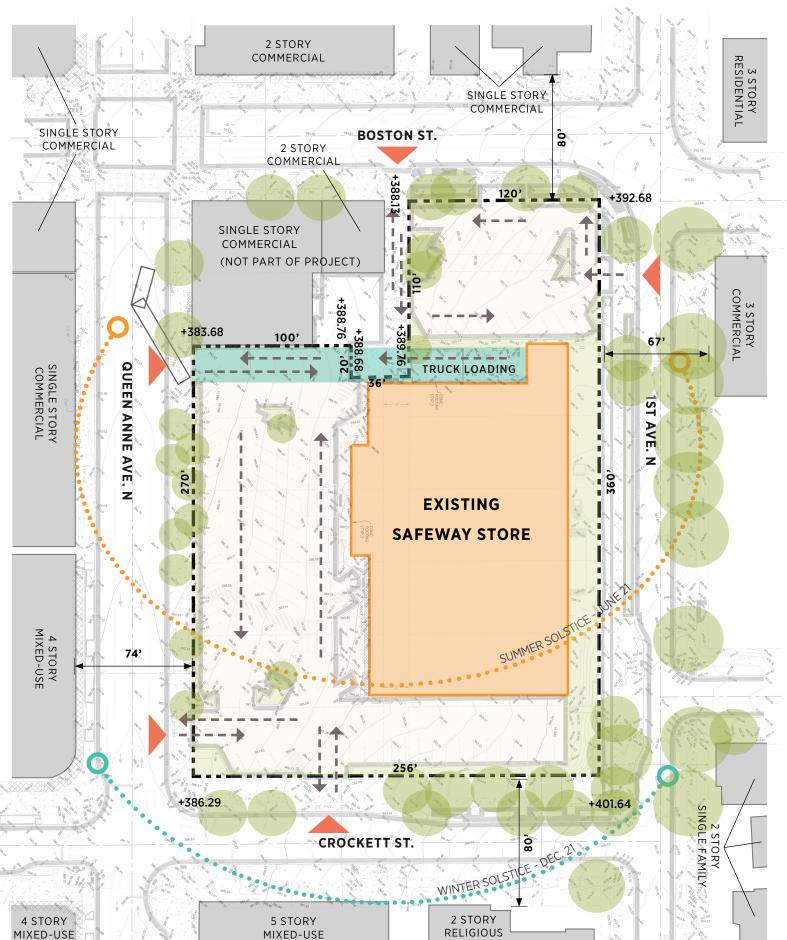
#### **ACCESS OPPORTUNITIES**

Current grocery store truck loading backs up on Queen Anne Avenue into site. A departure is requested on the preferred option that would allow truck loading on-site, rather than off-street or backing-in.





QUEEN ANNE MIXED USE | PROJECT #172280 5 EARLY DESIGN GUIDANCE 2017.11.08



## VICINITY MAP

WALLINGFORD NEIGHBORHOOD BALLARD-INTERBAY NORTHEND MANUFACTURING INDUSTRIAL FREMONT HUB URBAN VILLAGE BALLARD-INTERBAY NORTHEND MANUFACTURING INDUSTRIAL **SITE: 2100 QUEEN ANNE AVE N UPPER QUEEN ANNE RESIDENTIAL URBAN VILLAGE** UPTOWN URBAN CENTER BELLTOWN URBAN CENTER VILLAGE RESIDENTIAL URBAN VILLAGE UNIVERSITY DISTRICT NW URBAN CENTER VILLAGE DENNY TRIANGE URBAN CENTER VILLAGE CAPITAL HILL URBAN CENTER VILLAGE UNIVERSITY CAMPUS URBAN CENTER VILLAGE SOUTH LAKE UNION URBAN CENTER MADISON-MILLER

## SITE ASSETS

#### **NEIGHBORHOOD AMENITIES**

The development site is located in a commercial corridor with a variety of neighborhood amenities:

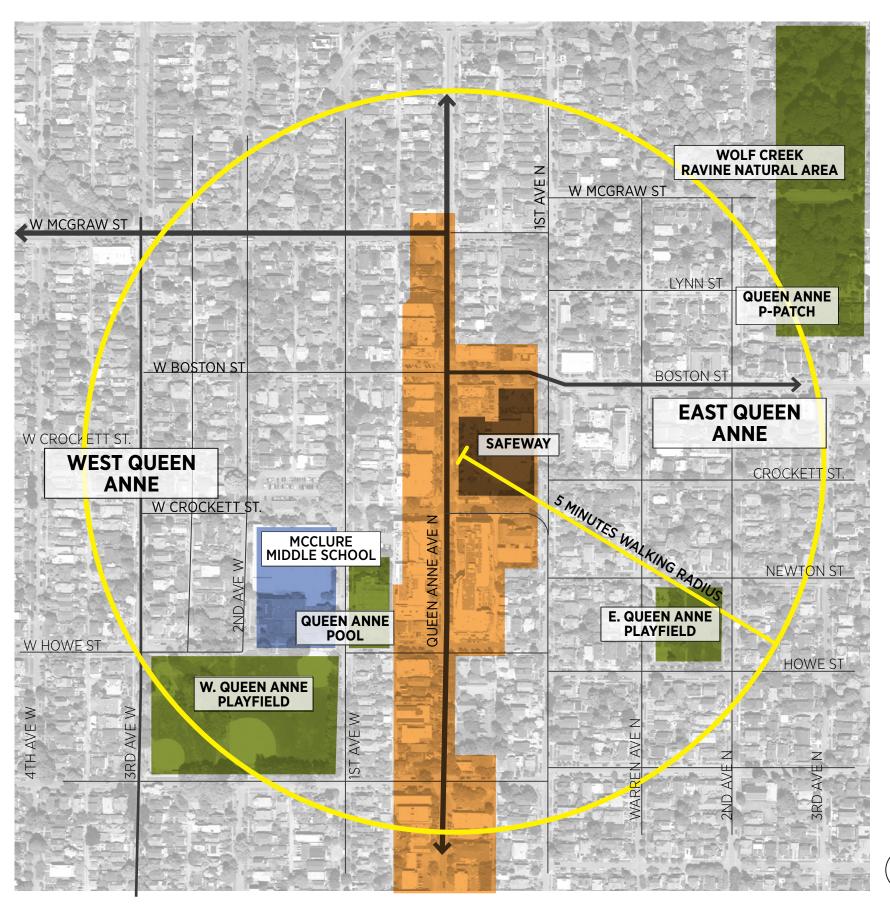
- The northern portion of the Upper Queen Anne Residential Urban Village has a concentrated focus on shops, restaurants and services.
- West Queen Anne and East Queen Anne neighborhoods are served by these commercial resources.
- Families are drawn to the neighborhood because of features like McClure Middle School, with close proximity to a community center and pool.
- A number of playfields are within walking distance of the subject site, including Wolf Creek Ravine Natural Area, Queen Anne P-Patch, East Queen Anne Playfield and West Queen Anne Playfield.



5 MIN WALKING RADIUS

SITE

COMMERCIAL CORRIDOR

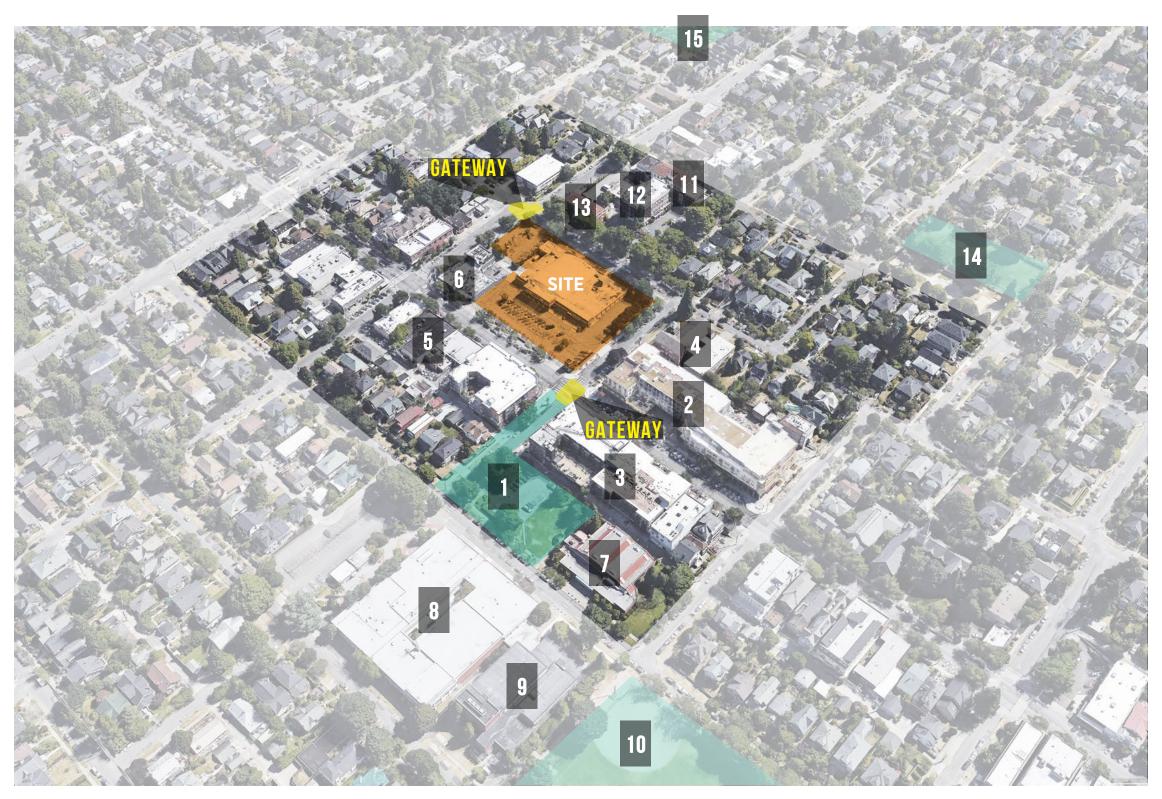


## SURROUNDING COMMUNITY NODES, LANDMARKS, & STRUCTURES

Surrounding uses and structures include an eclectic mix of old and new residential and commercial developments.

- 1. QUEEN ANNE FARMERS MARKET
- 2. TOWNE APARTMENTS / TRADER JOES
- 3. 7 HILLS APARTMENTS / BARTELL DRUGS
- 4. QUEEN ANNE BAPTIST CHURCH / SWEET PEA PRESCHOOL OF THE ARTS
- 5. PARAGON BAR & KITCHEN
- 6. STORYVILLE COFFEE
- 7. QUEEN ANNE POOL
- 8. MCCLURE MIDDLE SCHOOL
- 9. QUEEN ANNE COMMUNITY CENTER
- 10. WEST QUEEN ANNE PLAYFIELD
- 11. QUEEN ANNE MANOR SENIOR LIVING
- 12. SEATTLE LEARNING CENTER
- 13. AMERICAN CANCER SOCIETY
- 14. EAST QUEEN ANNE PLAYGROUND
- 15. P-PATCH COMMUNITY GARDEN

- COMMUNITY NODES







1 - FARMER'S MARKET (EVERY THURS.)



2 - TOWNE APARTMENTS / TRADER JOES



3 - 7 HILLS APARTMENTS / BARTELL DRUGS



4 - QUEEN ANNE BAPTIST CHURCH / SWEET PEA PRESCHOOL OF THE ARTS









6 - STORYVILLE COFFEE



7 - QUEEN ANNE POOL





9 - QUEEN ANNE COMMUNITY CENTER



10 - WEST QUEEN ANNE PLAYFIELD



11 - QUEEN ANNE MANOR SENIOR LIVING



12 - SEATTLE LEARNING CENTER



13 - AMERICAN CANCER SOCIETY



14 - EAST QUEEN ANNE PLAYGROUND



15 - P-PATCH COMMUNITY GARDEN

## OPEN SPACE NETWORK

Surrounding development along Queen Anne Ave N provides open space in a mix of scale and use.



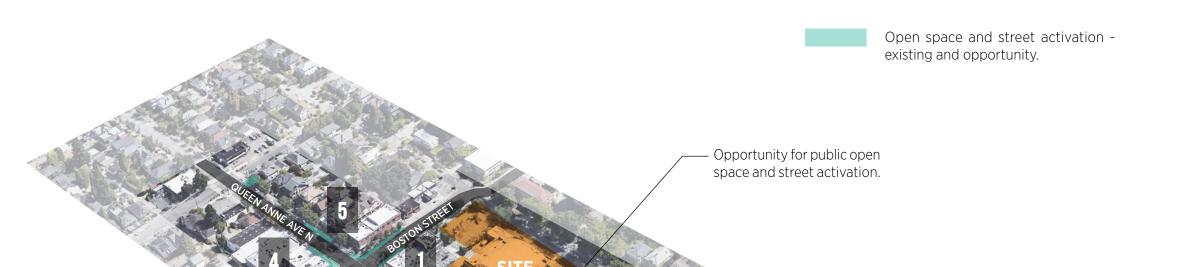
#### 1 - STORYVILLE COFFEE OUTDOOR SEATING



1 - BOUNTY KITCHEN OUTDOOR SEATING



2 - FARMER'S MARKET (EVERY THURS.)







1 - STORYVILLE COFFEE OUTDOOR SEATING



2 - MENCHIE'S OUTDOOR SEATING



? - CUPCAKE ROYALE OUTDOOR SEATING



**3 - PARAGON OUTDOOR SEATING** 



3 - HILLTOP ALE HOUSE OUTDOOR SEATING



**3 - STARBUCK'S OUTDOOR SEATING** 



4 - HOMEGROWN OUTDOOR DINING



4 - CAFFE LADRO OUTDOOR SEATING



5 - DISPATCH SEATING



5 - GRAPPA, ORRAPIN THAI AND IKIKI SUSHI



5 - FIVE HOOK'S FISH GRILL OUTDOOR PATIO



6 - ZEEK'S OUTDOOR SEATING



6 - TRADER JOE'S PLAZA



7 - BETHANY PRESBYTERIAN LAWN



8 - EL DIABLO COFFEE COVERED PATIO



8 - LA REVE OUTDOOR PATIO

## TRANSIT NETWORK

#### TRANSPORTATION:

Bus numbers: 3, 4, 13

#### **QUEEN ANNE AVE N:**

- Major Transit Street (Transit Classification Map)
- Minor Arterial Street provides project access from the arterial network. (Seattle Transit Classifications Map, Seattle Arterial Classifications Map)
- Queen Anne Ave. N is a thriving retail street in Upper Queen Anne Residential Village, located north of Downtown Seattle.

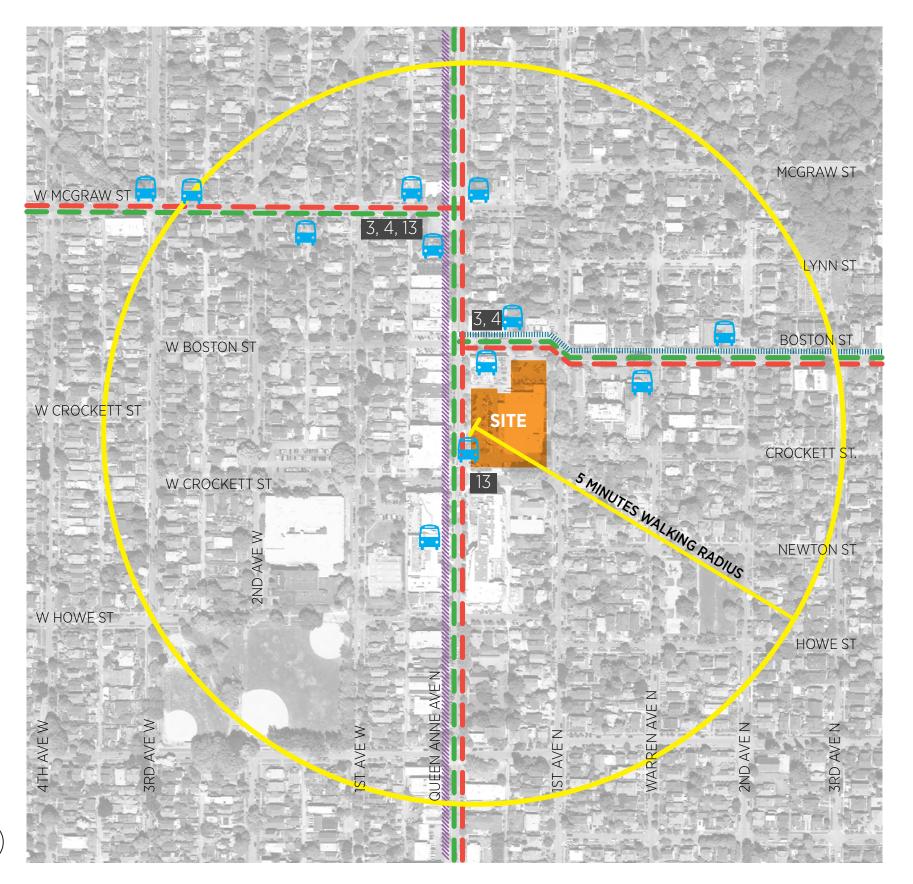
#### **BOSTON ST:**

- Major Transit Street (Transit Classification Map)
- Minor Arterial Street provides project access from the arterial network. (Seattle Transit Classifications Map, Seattle Arterial Classifications Map)

\*Per Seattle Arterial Classifications Planning Map









<sup>\*\*</sup>Per SDOT Seattle Transit Master Plan



## SURROUNDING LAND USES



## VIEWS AND ORIENTATION





**VIEW OUT TO SW CORNER** 

## **VIEWS AND ORIENTATION**

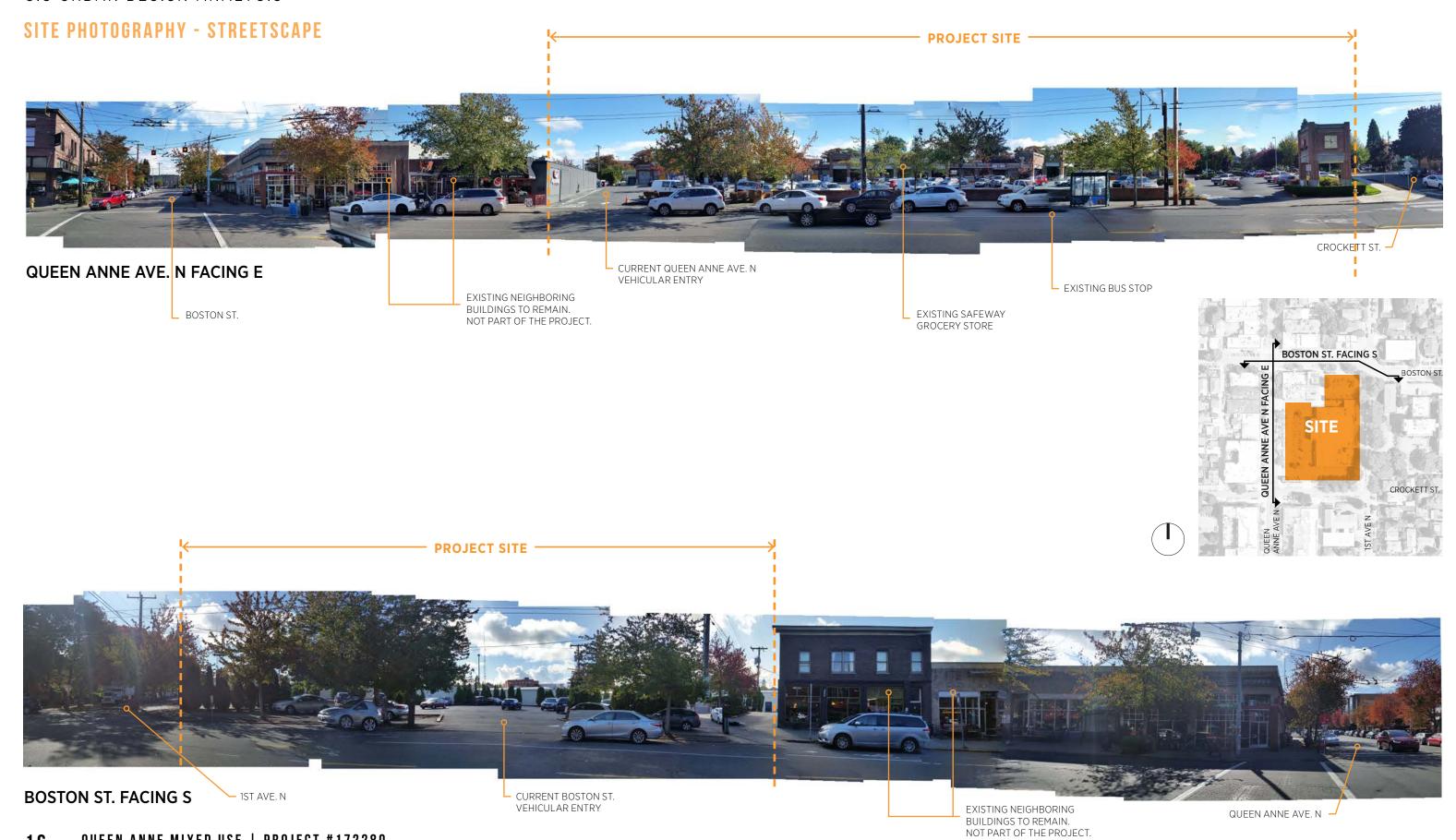


QUEEN ANNE BAPTIST CHURCH

LMULTI-FAMILY MIXED USE RESIDENTIAL

MULTI-FAMILY MIXED USE RESIDENTIAL COMMERCIAL /RETAIL /OFFICE **COMMERCIAL** COMMERCIAL /RETAIL /OFFICE

**VIEW OUT TO NW CORNER** 

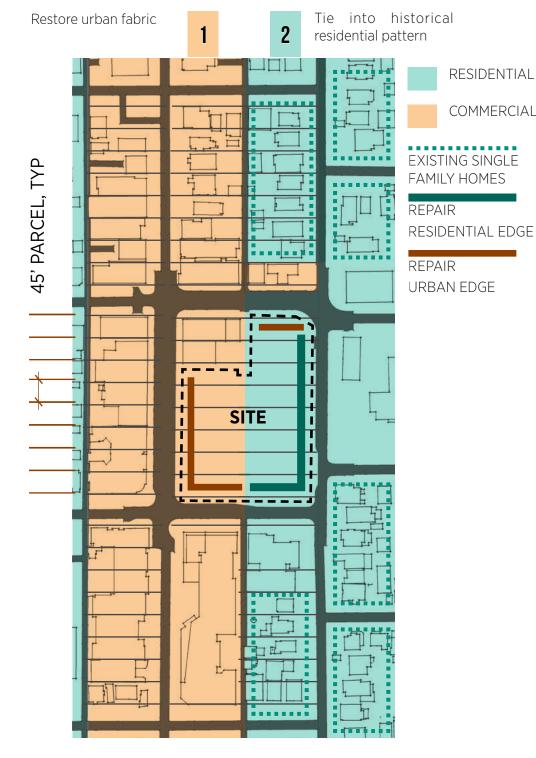


## SITE PHOTOGRAPHY - STREETSCAPE



## URBAN PATTERN AND FORM

Proposed development is informed by surrounding street patterns, the historic 45' parcel grid, and materiality









WINDOW PANE RETAIL

**BRICK PATTERN** 

**FACADE VARIATION - SOLID AND TRANSPARENT** 







**BRICK AND WINDOW RETAIL** 

BRICK WINDOW DETAIL AND SIGNAGE

**RECESSED ENTRIES AND SIGNAGE** 







**BRICK AND SCHOOL ENTRY** 

**BRICK FACADE** 

**BRICK FACADE AND WINDOW REPETITION** 

Residential Streescape + Details

2

Urban Fabric Streescape + Details

RESIDENTIAL

COMMERCIAL







BRICK AND METAL FACADE



**CANOPIES AND SIGNAGE** 



**BRICK RETAIL AND SIGNAGE** 



**PERIMETER SEATING** 





**PILASTER** 



WINDOW AND SIGNAGE





PAIRED ENTIRES



**EQUALLY SCALED HOMES** 



MATURE TREES

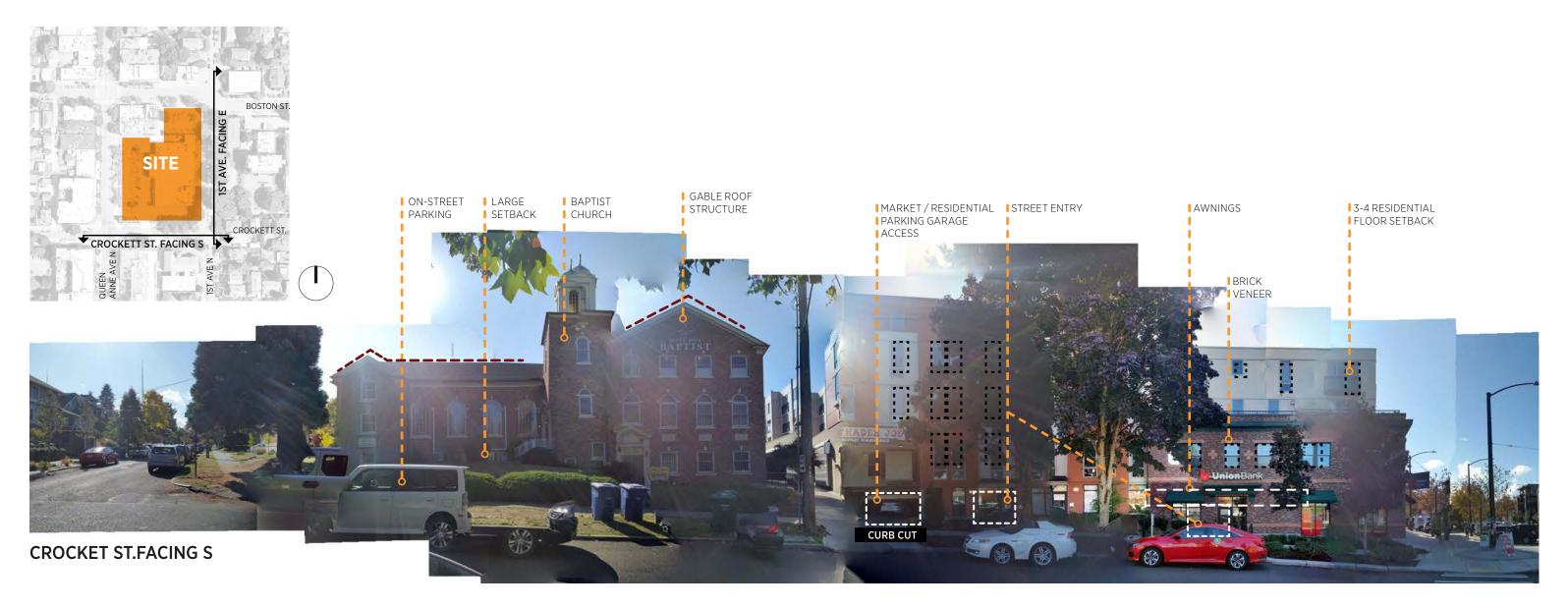
## STREET CHARACTER AND FORM LANGUAGE



QUEEN ANNE AVE. N FACING W

## STREET CHARACTER AND FORM LANGUAGE





## ZONING & OVERLAY DESIGNATIONS

#### KING COUNTY PARCEL NUMBER

2100 Queen Anne Ave. N. (Parcel A): 1794500895 29 Boston St. (Parcel B): 1794500880

#### CODE:

Seattle Municipal Code, Title 23 Land Use Code

#### **DESIGN GUIDELINES**

Upper Queen Anne Neighborhood Design Guidelines

#### **ZONING CLASSIFICATION** (MAP 88)

Parcel A: Neighborhood Commercial NC2P-40 and NC2-40

Parcel B: Neighborhood Commercial NC2-40

#### **OVERLAY ZONING**

Upper Queen Anne Residential Village

#### SITE AREA

Total Lot Area = 79,836 SF (per survey)
Parcel A = 68,952 SF +/-

Parcel B = 10,884 SF +/-

#### STREET CLASSIFICATION

(Seattle Department of Transportation)

Queen Anne Ave N

Minor Arterials

Major Transit Street

**Boston St** 

Minor Arterials

Major Transit Street

Crockett St

(Not listed on SEA Street Classification Maps)

1st Ave. N

**Access Streets** 

#### **PERMITTED USES** (23.47A.004)

Commercial: Retail - Multipurpose; Residential

#### **FAR** (23.47A.013)

Max Total Mixed-Use Structure: 3.25 (Table B)
Max Total Single Use: 3 (Table B)
Min. Total: 1.5 (Table C)

#### **PARKING**

Residential: 1 per Dwelling Unit Required\* Commercial: 1 per 500sf Required

(\*O Required if determined to be within 1,320ft of frequent transit service)

#### **GREEN FACTOR SCORE** (23.86.19)

0.30 or higher required (23.47A.016) (Lot area x 0.30)

79,836 SF x 0.30 = 23,950.8 SF minimum



SF 5000 LR2

NC2-40

NC2P-40

NC1-30



# ZONING CODE SUMMARY

LAND USE CODE SECTION	SUMMARY	COMPLIANCES	REQUESTED DEPARTURES
23.41.012 - Development Standard Departures	17.E: Within the Queen Anne Residential Urban Village and neighborhood commercial zones as shown on map C of section 23.41.012, building height departures up to 3 ft of additional height may be granted if the top floor of the structure is set back at least 6 ft from all lot lines abutting streets		Additional 3 ft of additional height is requested for schemes B and C
23.47A.004 - Permitted Uses	Retail sales, multipurpose - permitted (business establishments limited to 50,000 sf) Residential uses - permitted	Proposed retail is to be limited to 50,000 sf	
23.47A.005.C.1 - Street Level Uses	Residential uses may occupy no more than 20% of the street-level street-facing facade when in a pedestrian-designated zone, facing a designated principal pedestrian street	Queen Anne Ave N frontage is +/- 272 ft, residential uses will occupy +/- 8%	
23.47A.008.A.2 - Blank Facades	Blank facade segments between 2 ft and 8 ft above the sidewalk may not exceed 20 feet in width, the total of all segments may not exceed 40% of the width of the facade along the street	Blank facades will meet code	
23.47A.008.B.2 - Non-Residential Use	60% of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent. Street level uses shall have a floor-to-floor height of at least 13 ft and shall extend an average depth of at least 30 ft and a minimum depth of 15 ft from the street-level street-facing facade	Retail space will have 60% transparency	
23.47A.008.D - Residential Uses At Street-Level	The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 ft above or 4 ft below sidewalk grade or be set back at least 10 ft from the sidewalk. An exception to the standards of this subsection may be granted as a type I decision	All dwelling units at street level are setback a minimum of 10 ft from the sidewalk	
23.47A.012.A.1 - Additional Height	The height of a structure may exceed the otherwise applicable limit by up to 7 ft, if commercial first floor height is 16' floor to floor. The director shall reduce or deny the additional structure height if the additional height would significantly block views from neighboring residential structures of any of the following: Mount Rainier, the Olympic and Cascade mountains, the downtown skyline, Green Lake, Puget Sound, Lake Washington, Lake Union, or the ship canal.	Additional 7 ft of building height is taken, views are not significantly blocked	
23.47A.012.C - Rooftop Features	Parapet and other features may extend as high as the highest ridge of a pitched roof or up to 4 ft above the applicable height limit, whichever is higher. Rooftop features may extend 15 ft (stair and elevator penthouses may extend up to 16 ft) above the applicable height limit	Parapets, firewalls, stairs and elevator penthouses, among others will extend above the applicable code height	
23.47A.013 - Floor Area Ratio	The max FAR permitted for a single use is 3, max FAR permitted for all uses on a lot is 3.25. The min FAR is 1.5. All underground stories and all portions of a story that extend no more than 4 ft above existing or finished grade, whichever is lower, are excluded from FAR	Proposed FAR is below the max FAR	
23.47A.016 - Landscaping Standards	Landscaping that achieves a green factor score of 0.3 or greater is required. Street trees are required, existing street trees shall be retained unless the director of transportation approves their removal	Landscaping and street trees will be provided per code	
23.47A.024 - Amenity Area	Amenity areas, not enclosed, are required in an amount equal to 5% of the total gross floor area in residential use	Amenity space equal to, or greater than, code min will be provided	
23.47A.032.A & 23.48.085 - Parking Location and Access	Access to parking and loading shall be from the alley if the lot abuts an improved alley and use of the alley for parking and loading access would not create a significant safety hazard as determined by the director. If alley access is infeasible, the director may allow street access. If a lot abuts more than one right-of-way, the location of access for parking and loading shall be determined by the director, depending on the classification of rights-of-way	Loading and parking access are provided from the existing alley	A second parking access curb cut is requested on Crockett St. The development team is working with SDCI to determine if departure required. If yes, departure will be sought for all three options.
23.54.015 - Required Parking	Parking for non-residential uses: Sales and services, min 1 parking space for each 500 sf Parking for residential uses: Multifamily, min 1 parking space per dwelling unit No min residential parking is required within an urban village if the residential use is located within 1,320 feet of a street with frequent transit service	Proposed non-residential and residential use parking will meet code	
23.54.030 - Parking Access	For two way traffic, the min width of curb cuts is 22 ft, the max width is 25 ft, except that the max width may be increased to 30 ft if truck and auto access are combined. A curb cut flare with a max width of 2.5 ft is permitted on either side of curb cuts		A 38'-6" curb cut is requested on Boston St, adjacent to the existing alley to accommodate truck loading on-site.

## 7.0 DESIGN GUIDELINES RESPONSE

## CS2 URBAN PATTERN AND FORM

Strengthen the most desirable forms, characteristics, and patterns of the streets, Contribute to the architectural character of the neighborhood. block faces, and open space in the surrounding area.

#### **CORNER LOTS**

This project has three corner conditions, two of which have gateway designations To reflect diversity of architectural shapes and styles, the preferred option in the Queen Anne Streetscape Plan:

- Queen Anne Ave and Crockett (Gateway to the west of Queen Anne Ave N) - The Queen Anne Ave N gateway corner will be a visual anchor for the site as the main retail entry (in concepts A and C) or minor entry but with retail presence (concept B).
- Crockett Street and 1st Avenue N The Crockett and 1st Ave N corner will be a guieter node given a single family homes that overlaps the site and a row of homes to the south.
- Boston Street (Gateway eastward towards Queen Anne Avenue N) The 1st Avenue N and Boston St corner will have a vertical expression as a gateway marker and makes reference to other nearby commercial building heights.

#### **HEIGHT, BULK AND SCALE COMPATIBILITY**

This project minimizes the impact of height, bulk and scale utilizing the following strategies:

- A guiding principle behind mitigating the building bulk is the 45ft parcel module on this site referencing the historic lot lines. The block to the west expresses a 45ft module by, in some cases, grouping the parcels (3x45 or 2x45) or single occupancy buildings at 45ft wide.
- In the proposed project, there are six parcels of 45ft facing Queen Anne Avenue N, and every 45ft signals a change in the façade of some kind.
- The facade change could be a modulation of wall planes, rhythm of solid or glazed materials, or a change of use. This approach relates and connects the building façade to the existing and historic fabric of this block.

#### **TOP FLOOR SETBACK**

To increase natural light on the street, reduce apparent height of a new building and preserve the feel of smaller-scale commercial buildings, this project requests the departure for:

The additional building height of 3ft by providing a minimum of 6ft setback from the street side of the top floor.

## CS3 ARCHITECTURAL CONTEXT AND CHARACTER

#### STREETSCAPE COMPATIBILITY

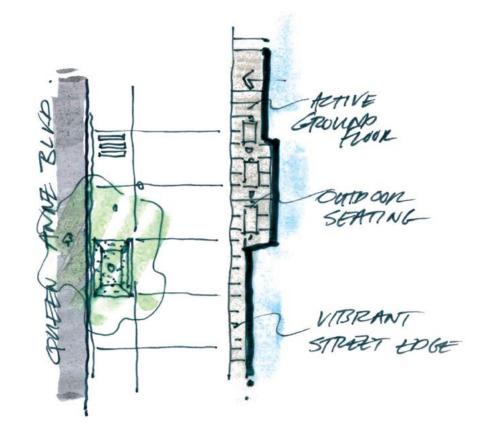
utilizes the following strategies:

- Existing older buildings on the block will serve as datum lines for architectural features such as window heads or massing changes.
- Sidewalk widths will vary on the project's perimeter
- Street improvements will include pedestrian accessories such as bike racks, safety features such as pedestrian-scaled street lamps and new landscaping.

#### ARCHITECTURAL CONTEXT

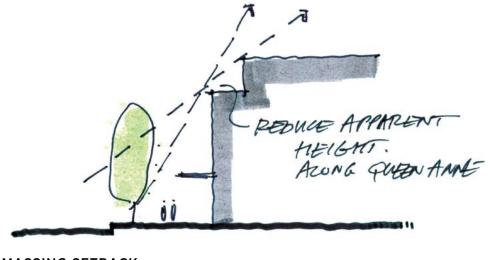
The preferred option contributes to the architectural character of the neighborhood through the use of these strategies:

- Along Queen Anne Ave. N. incorporation of a bay rhythm defined by structural components, large expanses of glass and canopies approximately ½ the length of the 45ft parcels reminiscent of historic precedent/patterns
- Modulation and material differentiation at a height equal to the datum line STREET FRONTAGE of period adjacent buildings on the block.
- Maintaining the existing mature trees along Crockett St and 1st Ave N reinforces their quiet nature and residential pace.





**CONTEXT DATUM LINES** 



**MASSING SETBACK** 

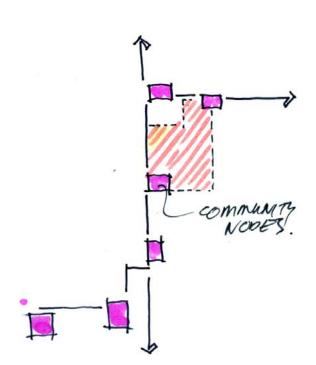
## PL1 CONNECTIVITY

Compliment and contribute to the network of open spaces around the site and the connections around them.

#### PEDESTRIAN OPEN SPACE AND ENTRANCES

To accommodate outdoor seating, serve as public gathering area, and provide greenery along the streetscape, the project proposes the following strategies:

- To incorporate a public space at the entry of the grocery entrance.
- Concepts A and C pull back the corner to widen the sidewalk substantially and provide space for social interaction. The main entry to the grocery store would occur here, as well as outdoor seating. This public open space will compliment the Farmer's Market activity and be accessible to this popular community event
- Concept B proposes a mid-block open space, which would include the grocer's main entry and outdoor seating.
- The two blocks to the south have open spaces along Queen Anne Ave N, and this project proposed to continue and enhance the network of open spaces along Queen Anne Ave N.



**CONTEXT DATUM LINES** 

## PL2 WALKABILITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

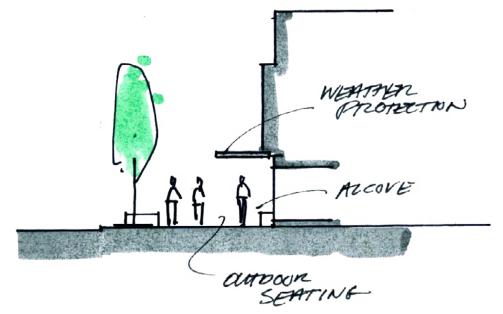
#### PEDESTRIAN OPEN SPACE AND ENTRANCES

The preferred option contributes to the walkability of the neighborhood through the use of these strategies:

- Providing transparent interactive retail spaces.
- A recessed daylit public open space at the corner as part of the retail entry experience.
- Canopies that provide weather protection and shading at the grocery entry as well as smaller alcove spaces that foster informal interaction among pedestrians.
- Intermittent setbacks of the building from the property line along Queen Anne Ave N creating wider sidewalks, variety and visual interest
- No curb cuts along Queen Anne Ave. N and 1st Ave North.
- Furniture zones provide street accessories for pedestrian to sit and socialize.
- The first forty feet of the facade provides an appropriate and legible scale for safe and comfortable walkability.

#### PERSONAL SAFETY AND SECURITY

The proposed site plan reduces the existing quantity from (5) curb cuts to (2) curb cuts, removing curb cut from Queen Anne Ave N and 1st Ave N.



**CANOPY** 

## 7.0 DESIGN GUIDELINES RESPONSE

## PL3 STREET-LEVEL INTERACTION

Encourage human interaction and activity at the street level with clear connections to building entries and edges.

To encourage human interaction and activity at the street level, the project integrates the following strategies:

#### **HUMAN ACTIVITY**

- The proposed public open space at street level creates the node for people to gather, enjoy coffee or a lunch together, and people-watch on Queen Anne Avenue N.
- The preferred option uses modulation and transparency to give the appearance of multiple storefronts.

#### PEDESTRIAN OPEN SPACE AND ENTRANCES

- The facade adjacent to the public space will incorporate storefront elements to provide a direct connection to the sidewalk.
- The ground floor of the project is one retail tenant, but the building facade uses the 45ft property parcels as a starting point for facade variation. Every 45ft a change will occur in the facade modulation, which is further reduced with the rhythm of windows, awnings and entries to reinforce human scale.
- Retail uses will be adjacent to the sidewalks to activate the facade, provide display for merchandise and window shopping from the sidewalk.

#### STREETSCAPE COMPATIBILITY

• The proposed residential units on 1st Ave N are consistent with the community value of ground floor residential uses.



### DC2 ARCHITECTURAL CONCEPT

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

#### ARCHITECTURAL CONCEPT AND CONSISTENCY

The preferred concept provides a unified and functional design that compliments neighborhood character through the use of these strategies:

- Distinctive corner features such as a public space at street level with corner units above on Queen Anne Ave N and Crockett St.
- Distinctive corners on 1st Ave. N compliment a reduced scale at the street level. This approach acknowledges the single family homes across the street, then sets up the rhythmic bay windows of rowhouses on 1st Ave N.
- Materials, detail and texture that defines the street level experience will follow the 45ft property module. It will be combined with small scale signage and window modules inspired by historic patterns.
- A distinctive corner at Boston St and 1st Ave N features vertical element of corner windows as a gateway marker and facade shifts as a reference and visual connection to existing buildings such as the Northfield Building on the west edge of the alley.

#### **HUMAN SCALE**

The preferred concept will provide a structure with fine grain details, using form and materials to enhance the pedestrian experience and contribute to the overall appeal of the Queen Anne neighborhood.

## 7.0 DESIGN GUIDELINES RESPONSE

## LANDSCAPE DESIGN RESPONSE

#### SDOT QUEEN ANNE AVENUE STREET DESIGN CONCEPT PLAN

- Function like neighborhood village center
- Sidewalks consistent with typical SDOT 2x2 scoring
- Replace trees where missing & landscape tree pits
- Streetscape elements grouped to foster social interaction
- Bus stop amenities
- Site furnishings bike parking, trash / recycling, newspaper racks, pedestrian-scaled lighting
- Expandable tree pits

#### **UPPER QUEEN ANNE NEIGHBORHOOD DESIGN GUIDELINES**

- Corner lots community node
- Streetscape consistent & high quality. Include elements:
  - Consistent lighting fixtures
  - Pedestrian-scale lighting
  - Hanging planters
  - Benches
  - Bike bollards
  - Compact deciduous trees
  - Curb bulbs
- Wider sidewalks
- Focus on ground-level plantings to meet Green Factor
- Landscaped entries
- Emphasize entries and corners with special plantings or planted containers in conjunction with decorative paving, sculpture, lighting
- Mostly evergreen plants
- Lush landscape, interesting detail in amenities

#### **PICTURE PERFECT QUEEN ANNE**

- Corner lots community node
- Include landscaping, community
- Trees along Queen Anne Avenue N Pacific Sunset Maple & Norwegian Sunset Maple
- Intersection of Queen Anne Avenue N & Crockett Street strengthen this connection and reflect transition of commercial to residential

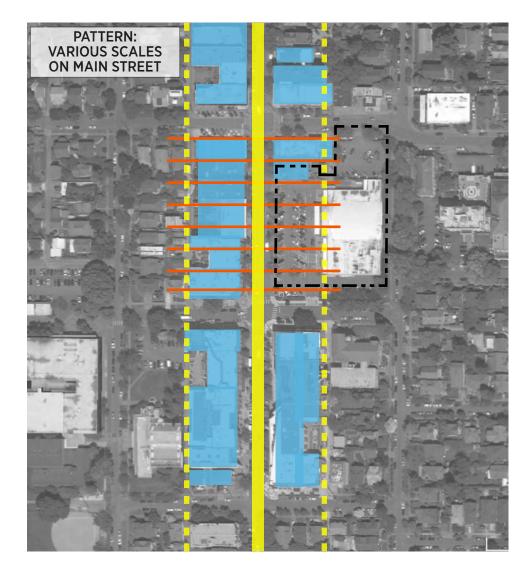
This master plan recommends extending the streetscape amenities proposed for Queen Anne Avenue one block east along Boston Street.

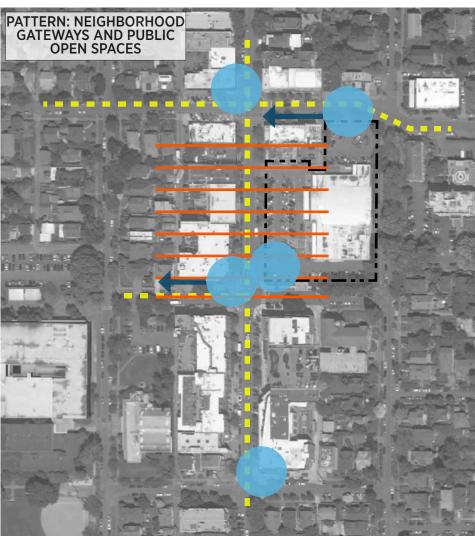






## URBAN DESIGN INFORMANTS







# A. MAJOR MINOR

#### **URBAN DESIGN INFORMANTS**

- SCALE AND MASS ALONG MAIN STREET
- EXISTING MAIN STREET EDGES AND FRONTAGES
- 45' MODULAR OF STOREFRONTS

# B. FOUR POINT

#### **URBAN DESIGN INFORMANTS**

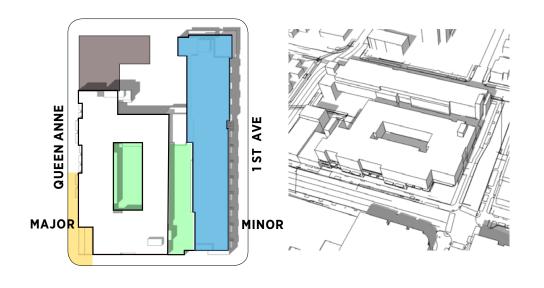
- EXISTING NEIGHBORHOOD GATEWAYS AND PUBLIC OPEN SPACES
- CIRCULATION PATTERN AND FLOW
- 45' MODULAR OF STOREFRONTS

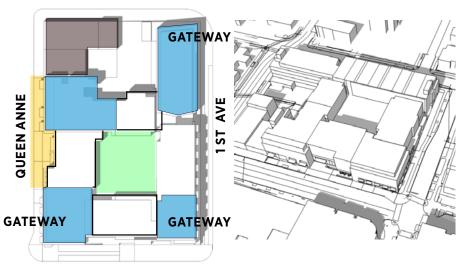
# C. COTTAGE ROWS

#### **URBAN DESIGN INFORMANTS**

- SCALE JUMP AND TRANSITION WITHIN BLOCKS
- DIVERSITY OF NEIGHBORHOOD SCALE AND PATTERN
- CHARACTER OF ADJACENT STREETS
- 45' MODULAR OF STOREFRONTS

## ARCHITECTURAL MASSING CONCEPT COMPARISON





# **URBAN QUEEN ANNE NEIGHBORHOOD**

# A. MAJOR MINOR

#### **OPPORTUNITIES**

- Corner is eroded at the intersection of Queen Anne Ave N and Crockett St to provide a public open space
- The Queen Anne Ave N façade incorporates a 45ft building massing breakdown to reflect the historic lot sizes

#### **CONSTRAINTS**

- Facade makes minor moves with offset planes on Queen Anne Ave N
- Public open space does not allow opulent activation and programming
- Upper building massing has no residential bays
- There is little relief on the northern 1st Ave N facade
- Not utilizing the 3ft additional height results in a facade with no 6ft setback to reduce the scale facing the street
- Not utilizing the 3ft additional height results in a lower grade level for residential units on the southeast corner, partially burying one level as much as 5ft until the grade rises to the north on 1st Ave N

#### **DEPARTURES**

(See Section 09)

- Pursuing SDCI exception for an additional curb cut on Crockett St, or departure if necessary
- Curb cut wider than 30ft on Boston St

# B. FOUR POINT

#### **OPPORTUNITIES**

- Center portion of the block is eroded on Queen Anne Ave N to provide a public open space
- The Queen Anne Ave N façade incorporates a 45ft building massing breakdown to reflect the historic lot sizes.

#### **CONSTRAINTS**

- Public open space has no direct visual connection to Farmer's Market
- Public open space location provides no activation on Crockett St
- Mid-block location has less direct sun exposure than a corner open space, and is blocked by the corner massing form
- Grocery program of in-to-out activation is compromised with mid-block erosion; difficulty programming transparency
- Grade along Crockett St does not allow direct entry to grocery; open space will be boxed in by ramp and stairs

#### **DEPARTURES**

(See Section 09)

- 3ft additional height
- Pursuing SDCI exception for an additional curb cut on Crockett St, or departure if necessary
- Curb cut wider than 30ft on Boston St

# C. COTTAGE ROWS - PREFERRED SCHEME

#### **OPPORTUNITIES**

- Corner is eroded the intersection of Queen Anne Ave N and Crockett Street providing a welcoming and activated public open space
- With open space parallel to both Queen Anne Ave N and Crockett St, there is direct visual connection to the Farmer's Market to the west and street life activity to the south
- Grocery store entry to be interative with the streetscape
- Corner setback and no steps to the grocery store widens the sidewalk along Queen Anne Ave N
- Corner allows for greater connection to active urban intersection and provides an efficient successful interior configuration
- Corner open public space receives west and south light
- The Queen Anne Ave N façade incorporates a 45ft building massing breakdown to reflect the historic lot sizes, complimented by residential projecting bays

#### **DEPARTURES**

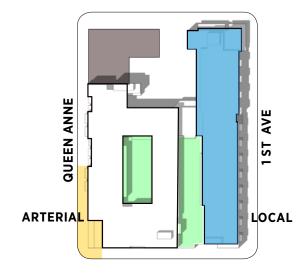
(See Section 09)

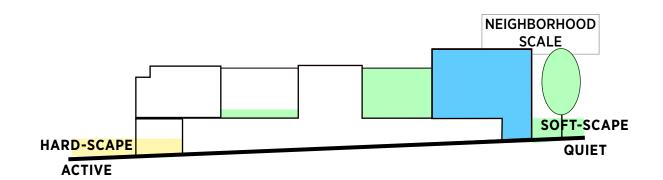
- 3ft additional height
- Pursuing SDCI exception for an additional curb cut on Crockett St, or departure if necessary
- Curb cut wider than 30ft on Boston St

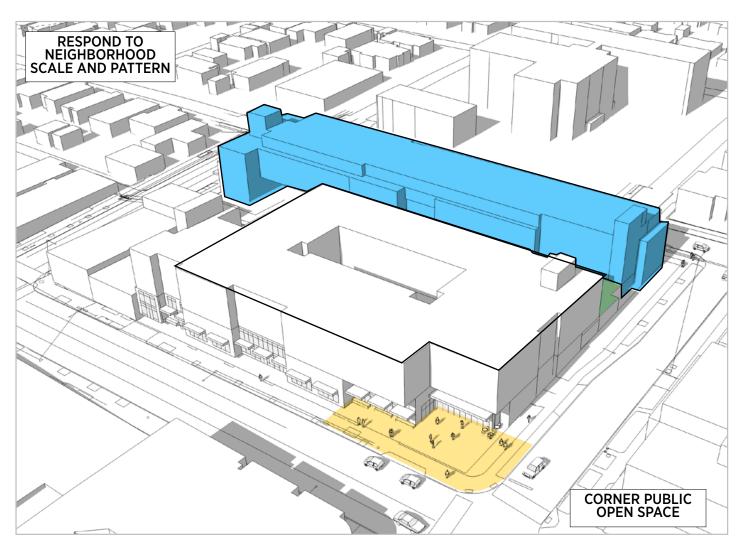
# A. MAJOR MINOR

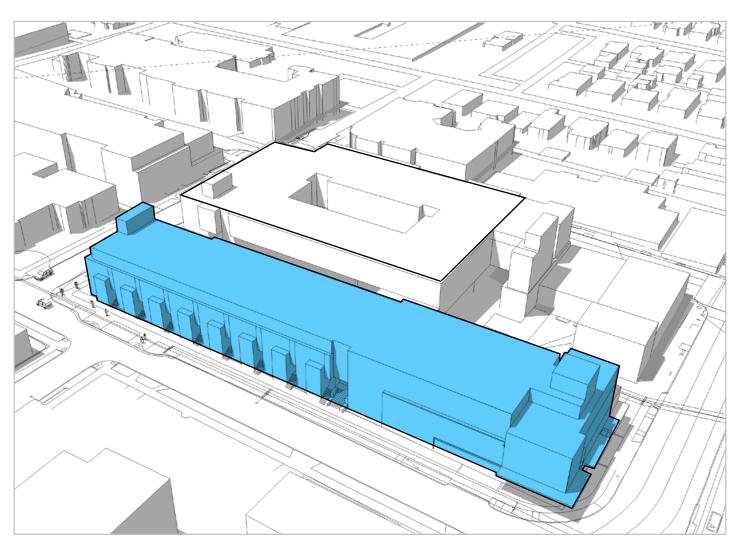
#### CONCEPT DISTINCTION:

- Massing with large plane offsets, two-building residential expression, corner commercial entry and public space.
- Facade offsets on Queen Anne Ave N



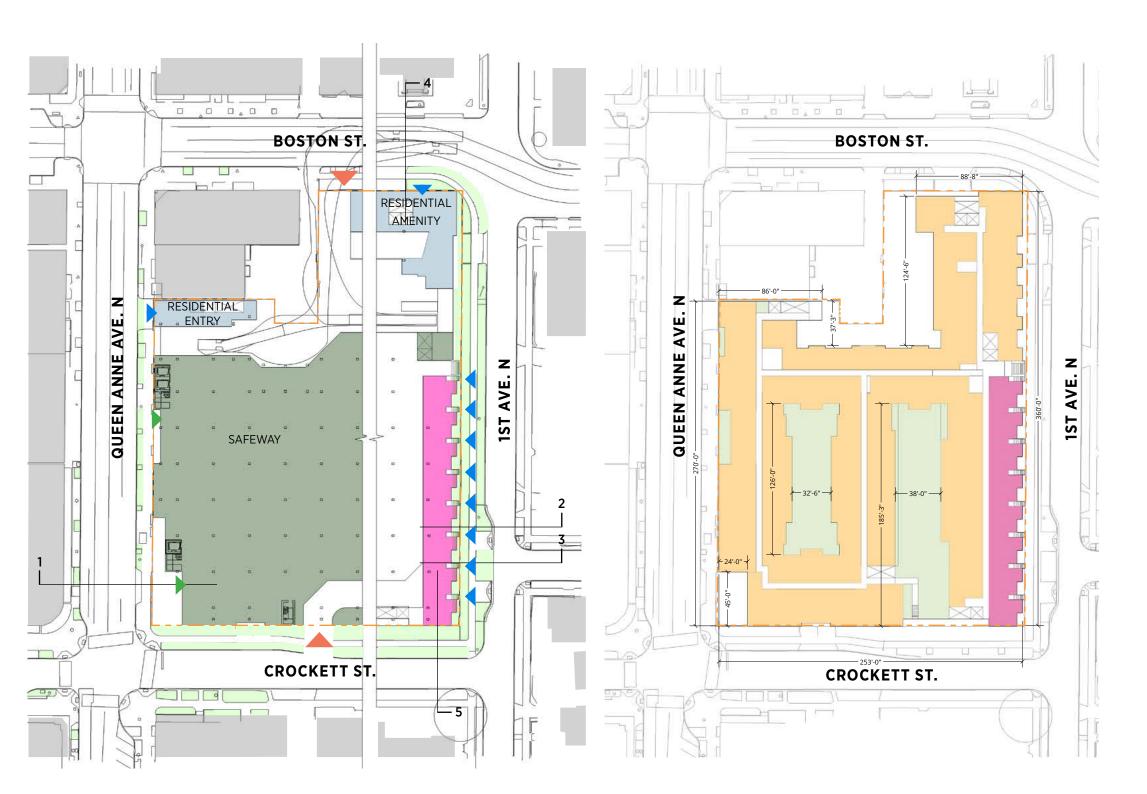






QUEEN ANNE AVE. N SIDE

1ST AVE. N SIDE



**LEGEND** 

ONE STORY RESIDENTIAL UNITS

MULTI-STORY RESIDENTIAL UNITS

RESIDENTIAL AMENITY SPACE

SAFEWAY RETAIL SPACE

OPEN SPACE / ROOF

**SITE PLAN** 

SCALE: 1"=80"

VEHICULAR ACCESS

SAFEWAY PEDESTRIAN ENTRY

RESIDENTIAL PEDESTRIAN ENTRY

# TYPICAL RESIDENTIAL LEVEL

SCALE: 1"=80"

# 8.0 ARCHITECTURAL MASSING CONCEPTS

# A. MAJOR MINOR



**ROW HOUSES ON 1ST AVE** 



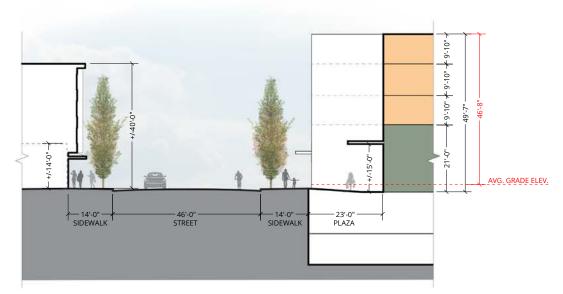
TRANSPARENT RETAIL FACADE



**ACTIVE PUBLIC OPEN SPACE** 

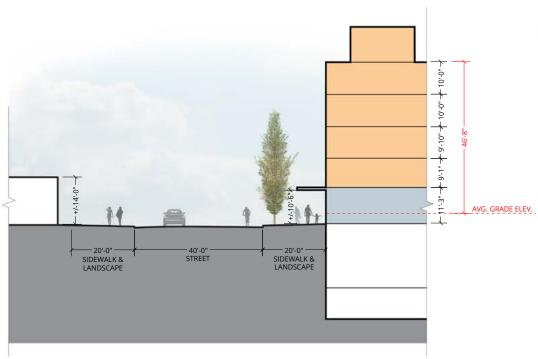
QUEEN ANNE MIXED USE | PROJECT #172280 31
EARLY DESIGN GUIDANCE 2017.11.08

# A. MAJOR MINOR



SECTION 1 - QUEEN ANNE AVE. N LOOKING NORTH

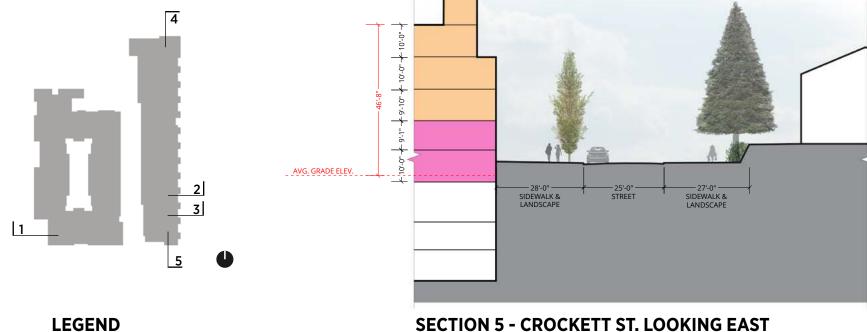
SCALE: 1"=30"



**SECTION 4 - BOSTON ST. LOOKING EAST** 

SCALE: 1"=30"



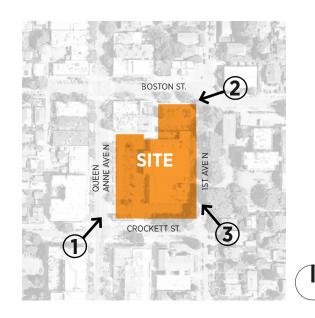


ONE STORY RESIDENTIAL UNITS MULTI-STORY RESIDENTIAL UNITS RESIDENTIAL AMENITY SPACE SAFEWAY RETAIL SPACE

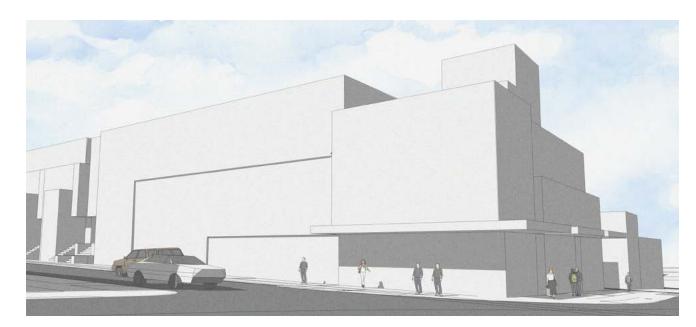
SCALE: 1"=30"

# A. MAJOR MINOR





## 1 - VIEW OF SOUTHWEST CORNER



2 - VIEW OF NORTHEAST CORNER



**3 - VIEW OF SOUTHEAST CORNER** 

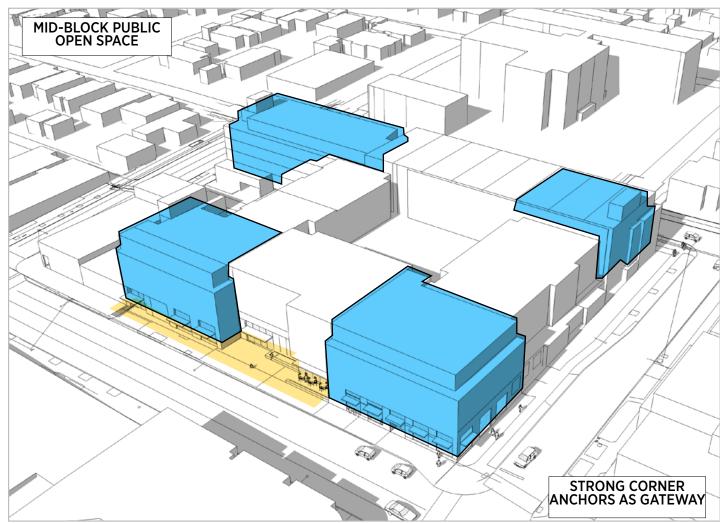
# B. FOUR POINT

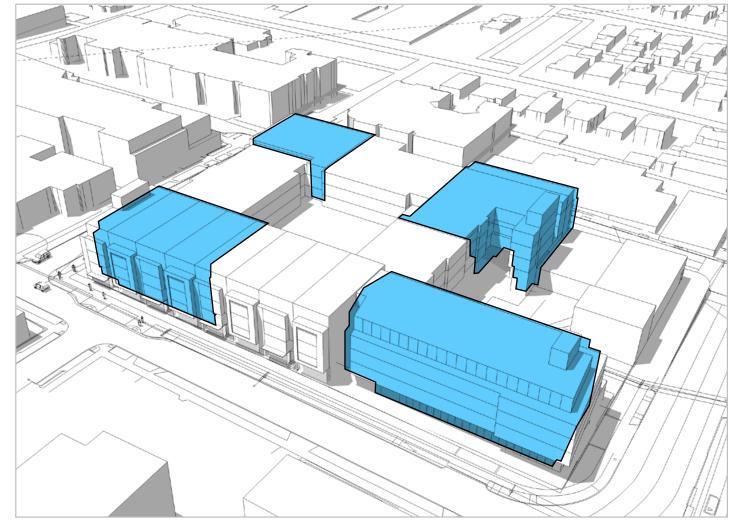
#### **CONCEPT DISTINCTION:**

• Massing with emphasis on building corners, integrated residential expression, mid-block commercial entry and public space



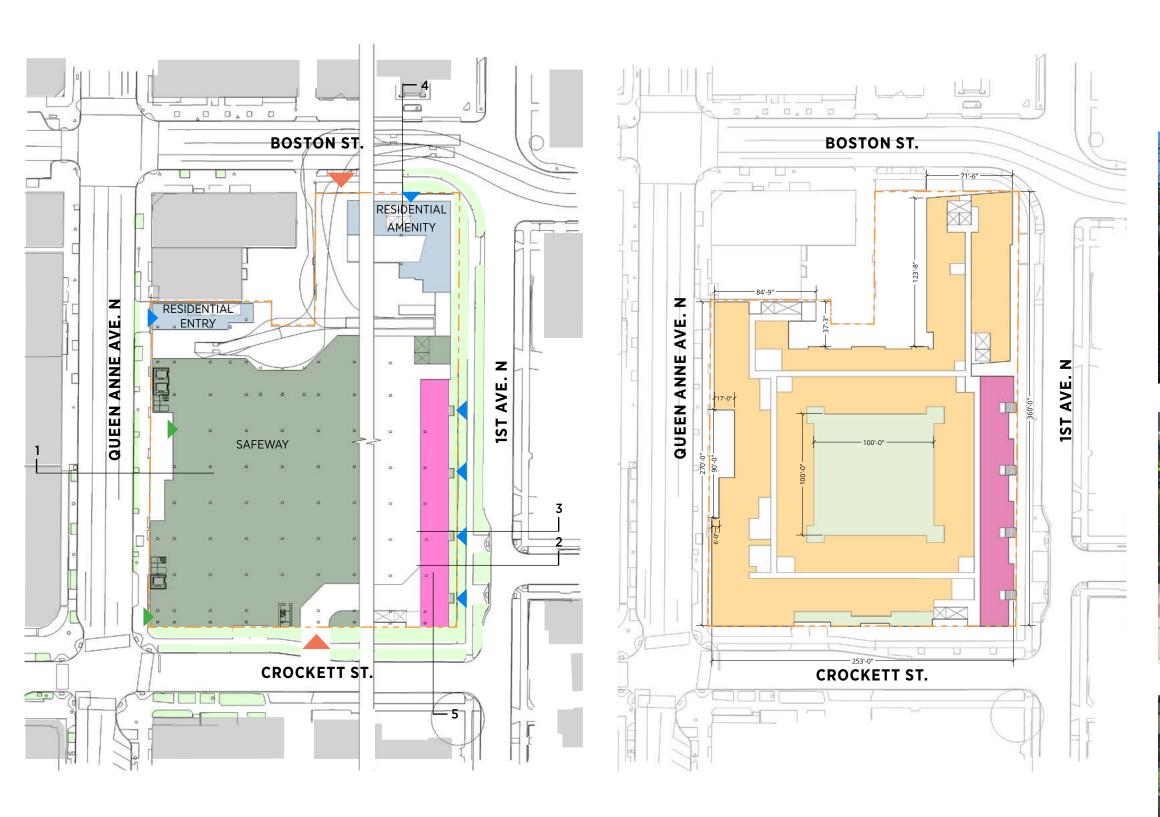






1ST AVE. N SIDE

QUEEN ANNE AVE. N SIDE



# B. FOUR POINT



BRICK ROWHOUSES WITH GARDENS



MID-BLOCK PUBLIC OPEN SPACE



ACTIVE RETAIL FACADE

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#### **LEGEND** TYPICAL RESIDENTIAL LEVEL

ONE STORY RESIDENTIAL UNITS SCALE: 1"=80" MULTI-STORY RESIDENTIAL UNITS

RESIDENTIAL AMENITY SPACE

SAFEWAY RETAIL SPACE

OPEN SPACE / ROOF

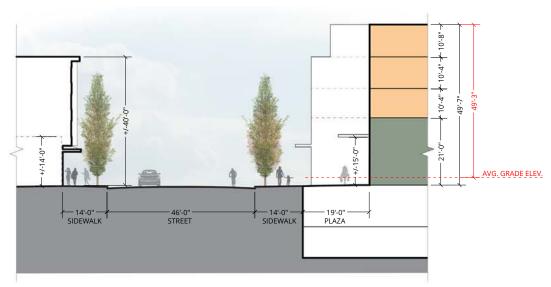


**SITE PLAN** 

SCALE: 1"=80"

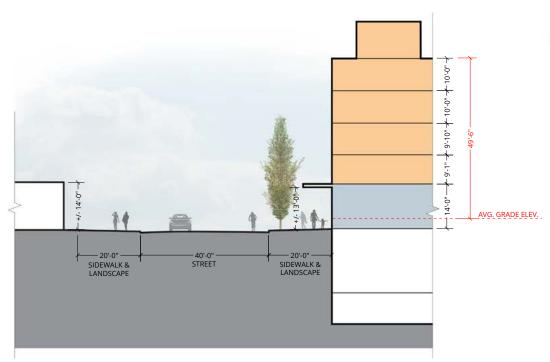
VEHICULAR ACCESS

# B. FOUR POINT



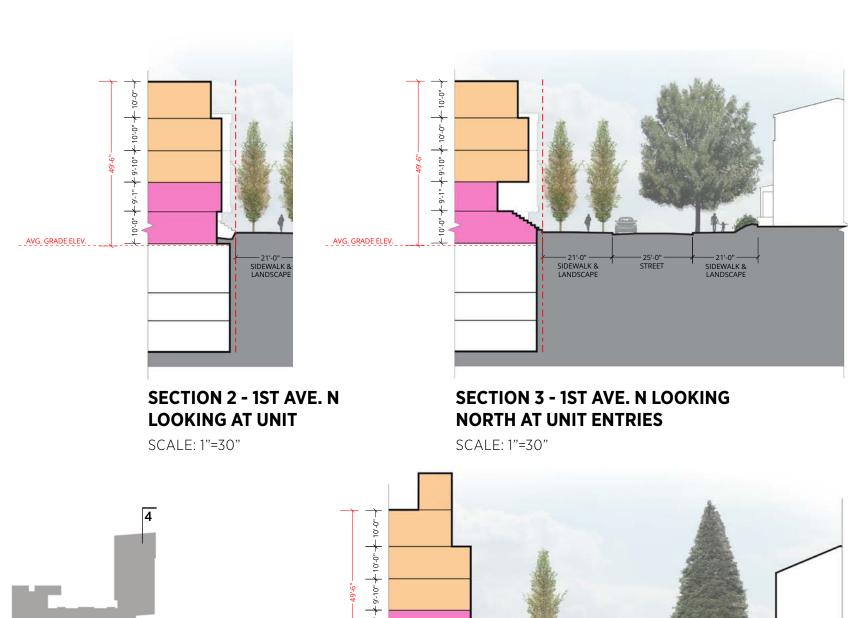
SECTION 1 - QUEEN ANNE AVE. N LOOKING NORTH

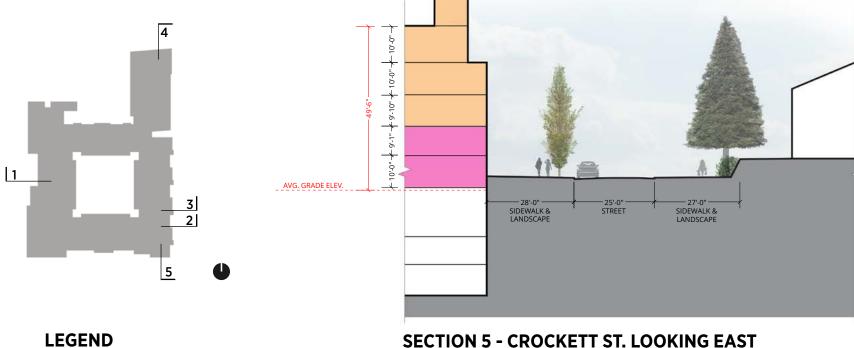
SCALE: 1"=30"



**SECTION 4 - BOSTON ST. LOOKING EAST** 

SCALE: 1"=30"



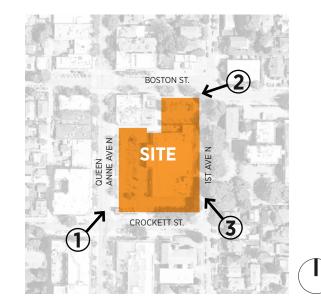


ONE STORY RESIDENTIAL UNITS MULTI-STORY RESIDENTIAL UNITS RESIDENTIAL AMENITY SPACE SAFEWAY RETAIL SPACE

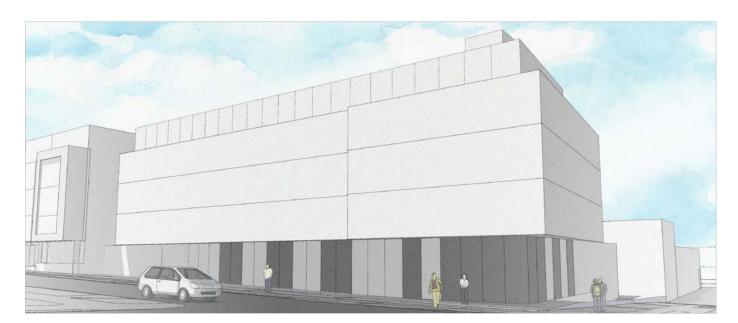
**SECTION 5 - CROCKETT ST. LOOKING EAST** 

SCALE: 1"=30"

# B. FOUR POINT







2 - VIEW OF NORTHEAST CORNER

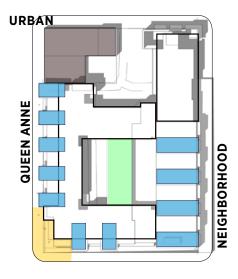


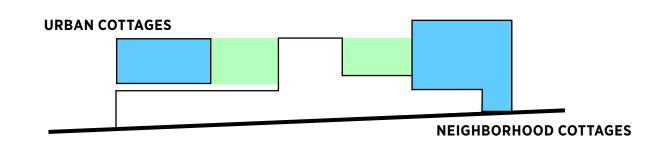
3 - VIEW OF SOUTHEAST CORNER

# C. COTTAGE ROWS - PREFERRED SCHEME

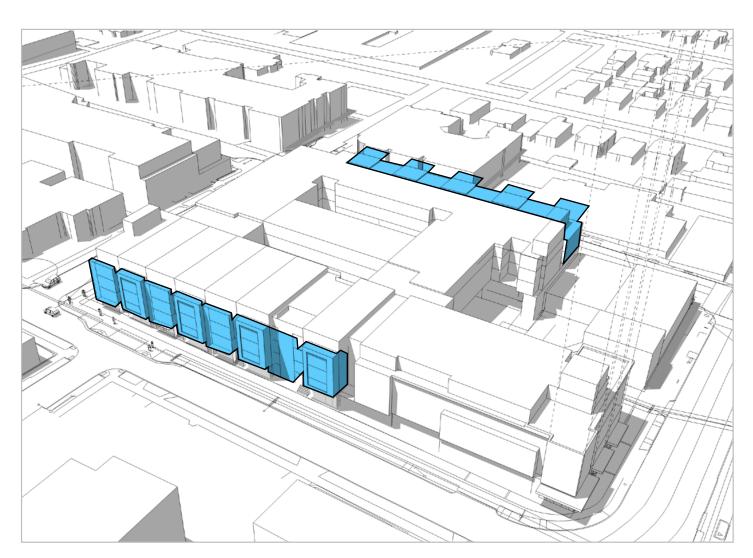
#### **CONCEPT DISTINCTION:**

 Massing with emphasis on the residential bays, urban and neighborhood expressions, corner commercial entry and expanded public space.



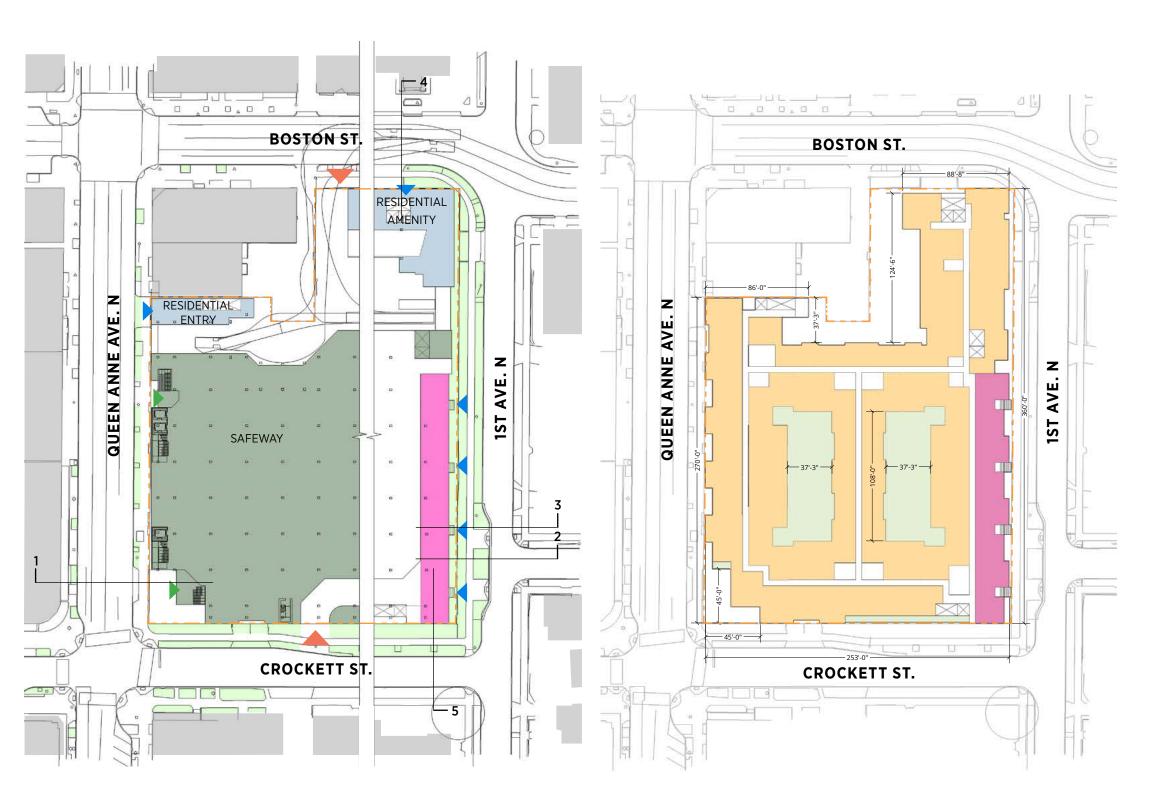






**QUEEN ANNE AVE. N SIDE** 

1ST AVE. N SIDE



# C. COTTAGE ROWS - PREFERE





MODERN ROWHOUSE

HISTORIC ROWHOUSE



RESIDENTIAL PROJECTING BAYS



TRANSPARENT STOREFRONT WITH AMENITY



TRANSPARENT COMMERCIAL ENTRY

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#### **SITE PLAN LEGEND** SCALE: 1"=80" ONE STORY RESIDENTIAL UNITS

VEHICULAR ACCESS

SAFEWAY PEDESTRIAN ENTRY

RESIDENTIAL PEDESTRIAN ENTRY

MULTI-STORY RESIDENTIAL UNITS RESIDENTIAL AMENITY SPACE

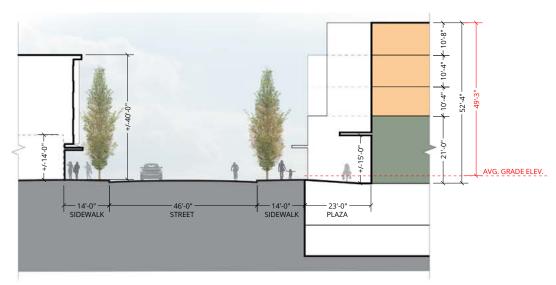
SAFEWAY RETAIL SPACE OPEN SPACE / ROOF

#### **TYPICAL RESIDENTIAL LEVEL**

SCALE: 1"=80"

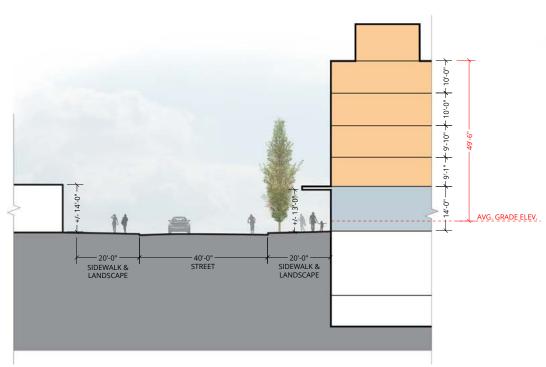


# C. COTTAGE ROWS - PREFERRED SCHEME



SECTION 1 - QUEEN ANNE AVE. N LOOKING NORTH

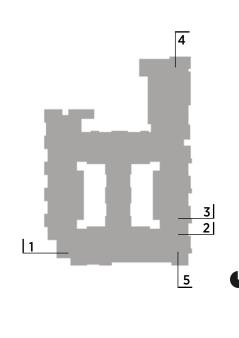
SCALE: 1"=30"



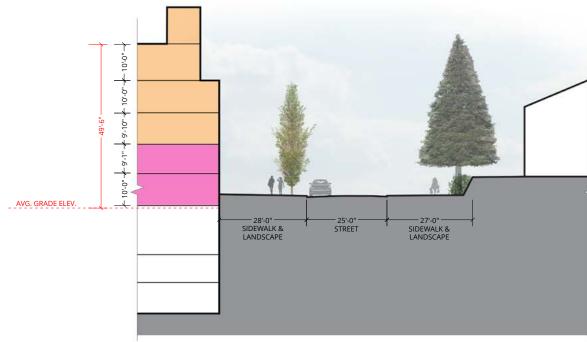
**SECTION 3 - BOSTON ST. LOOKING EAST** 

SCALE: 1"=30"



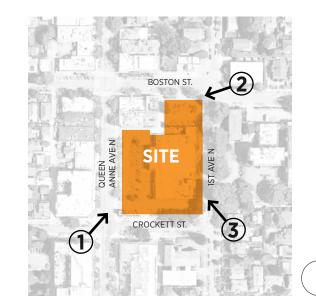




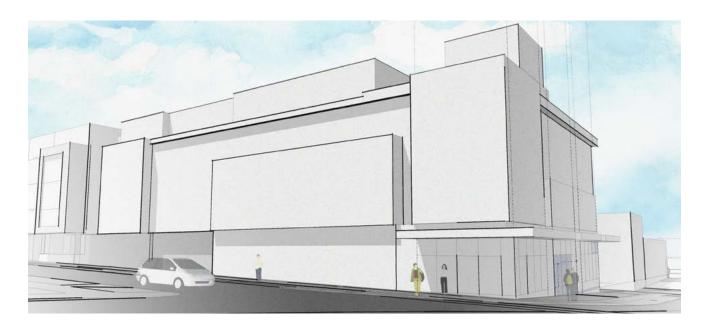


**SECTION 4 - CROCKETT ST. LOOKING EAST** SCALE: 1"=30"

# C. COTTAGE ROWS - PREFERRED SCHEME



1 - VIEW OF SOUTHWEST CORNER



2 - VIEW OF NORTHEAST CORNER



3 - VIEW OF SOUTHEAST CORNER

### ENTRY CONCEPTS



RETAIL ENTRY AND PUBLIC SPACE / QUEEN ANNE AVE AND CROCKETT

**ENTRY CONCEPTS** 



RETAIL STREET FRONTAGE / QUEEN ANNE AVE



**RESIDENTIAL UNIT ENTRY / 1ST AVE STOOPS** 



RESIDENTIAL BUILDING ENTRY / BOSTON ST LEASING OFFICE AND AMENITY SPACE

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#### SUN / SHADOW ANALYSIS - SUMMER SOLSTICE

**CONCEPT A - MAJOR MINOR CONCEPT B - FOUR POINT CONCEPT C - COTTAGE ROWS** × 12 PM 3 PM 

#### SUN / SHADOW ANALYSIS - WINTER SOLSTICE

**CONCEPT A - MAJOR MINOR CONCEPT B - FOUR POINT CONCEPT C - COTTAGE ROWS** × 12 PM 3 PM

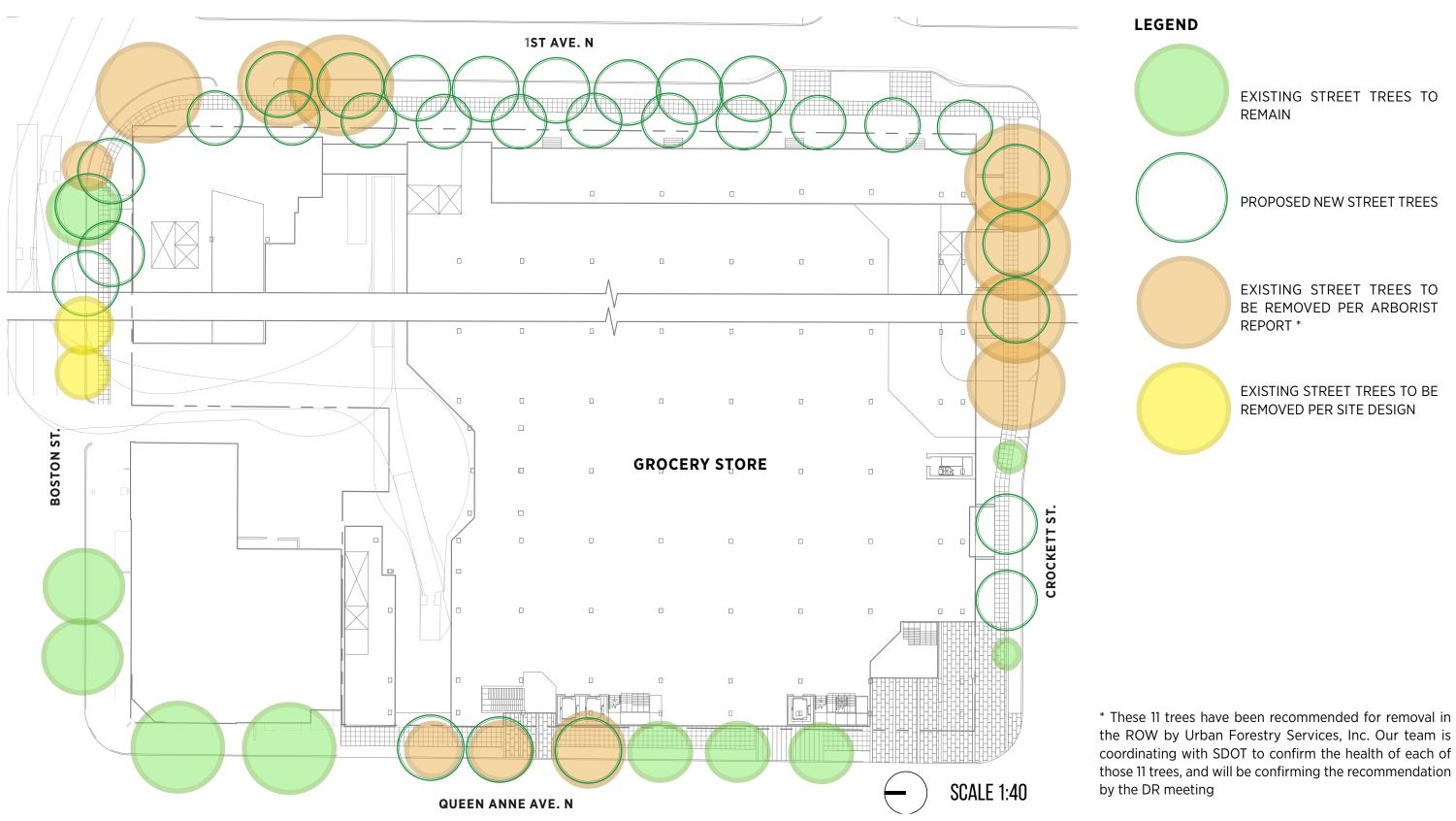
QUEEN ANNE MIXED USE | PROJECT #172280 EARLY DESIGN GUIDANCE 2017.11.08

#### SUN / SHADOW ANALYSIS - EQUINOX

**CONCEPT A - MAJOR MINOR CONCEPT B - FOUR POINT CONCEPT C - COTTAGE ROWS** 9 AM 7 PM 3 PM

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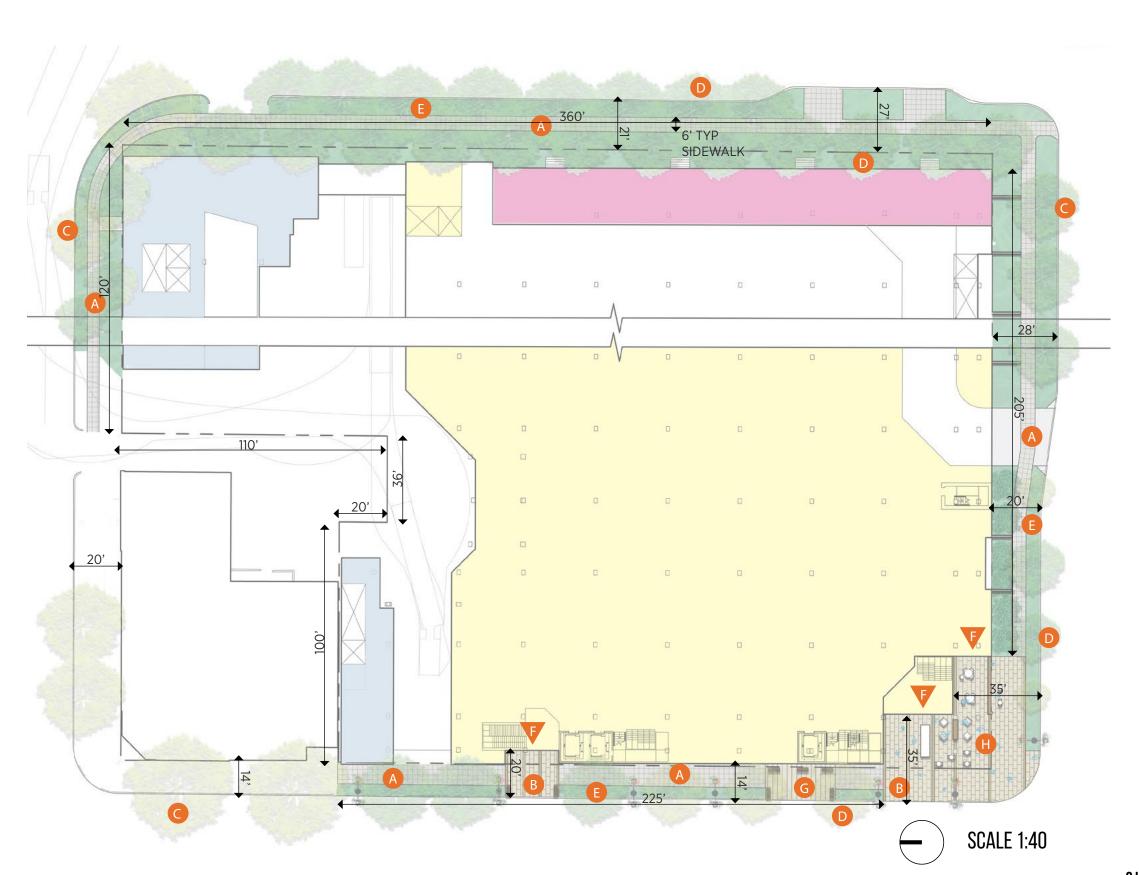
### RIGHT-OF-WAY TREES



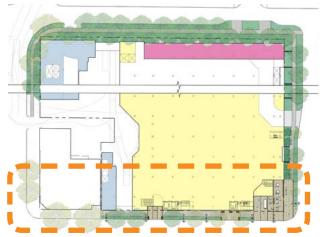
### **CONCEPTUAL SITE DESIGN**



- A 2x2 SDOT SIDEWALK PAVING
- B SPECIALTY PAVING
- EXISTING STREET TREES
- NEW TREES
- E STREETSCAPE PLANTING
- F RETAIL ENTRY
- G BUS STOP
- H CAFE SEATING



### CHARACTER IMAGERY









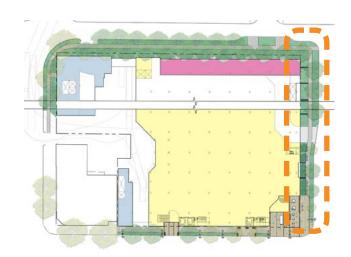
**QUEEN ANNE AVE N** 

INTEGRATED SEATING

ADVANCED PAVING DESIGN AT ENTRY (2)

COMMUNITY SEATING

UNIFY STREET VIA 'PICTURE PERFECT'



**CROCKETT STREET** 



CLAIM ROW WIDTH FOR COMMUNITY





URBAN TO RESIDENTIAL TRANSITION EXPRESSED STORMWATER MANAGEMENT

### CHARACTER IMAGERY



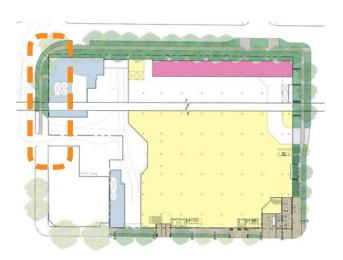
RESIDENTIAL QUALITY STREETSCAPE



RESIDENTIAL DETAILING AT PAVEMENT



RESIDENTIAL SCALE PLANTINGS

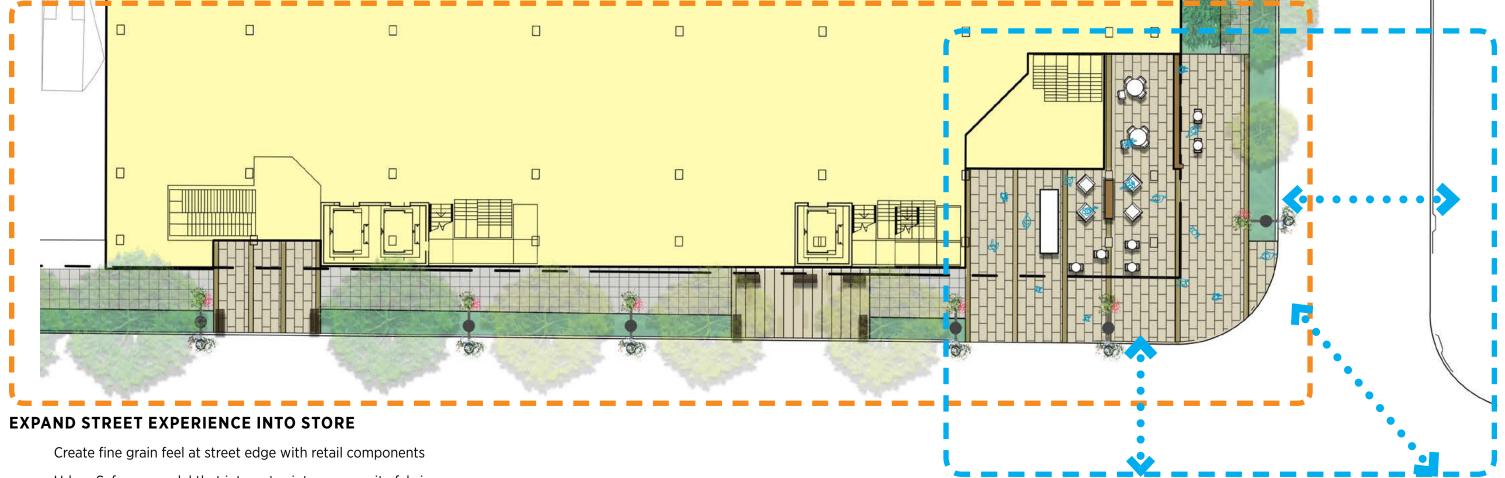






RESIDENTIAL SCALE PLANTINGS

### QUEEN ANNE AVENUE PEDESTRIAN EXPERIENCE



Urban Safeway model that integrates into community fabric

Complement and compete with surrounding retailers

Utilize right-of-way space to expand store entry and experience



HISTORIC MARKETFRONT

**TODAY'S URBAN MARKETFRONTS** 

Pedestrian scale activation



Establish urban market | storefront
Create sense of identity unified in community





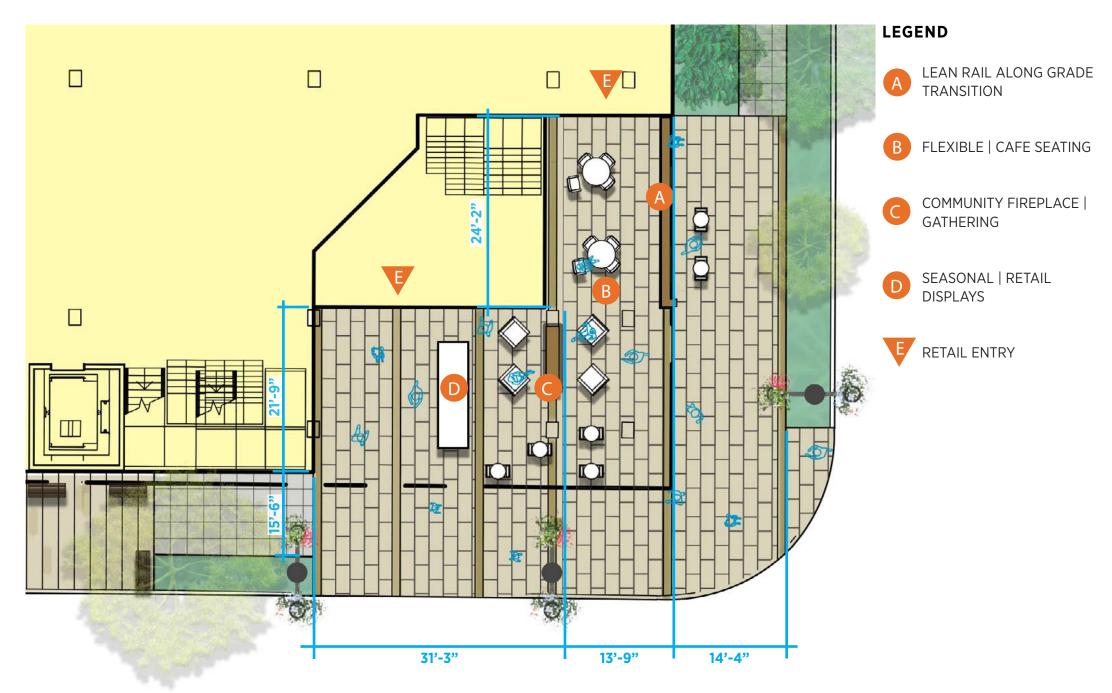


### **CONCEPTUAL SITE DESIGN - ENTRY PLAZA**









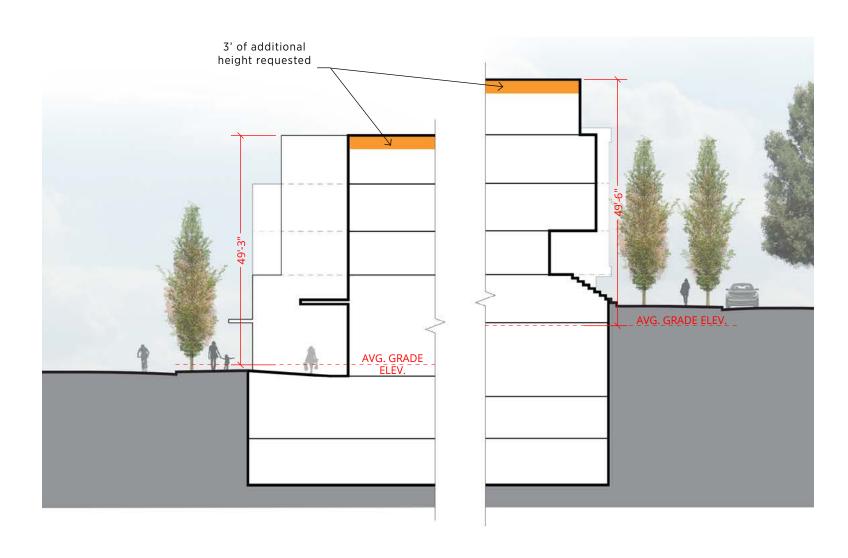
APPROXIMATE TOTAL PLAZA AREA = 2800 SF

## 9.0 DEPARTURES

### SUMMARY OF CODE SECTION, DEPARTURE REQUEST AND HOW DEPARTURE BETTER CONFORMS TO GUIDELINES

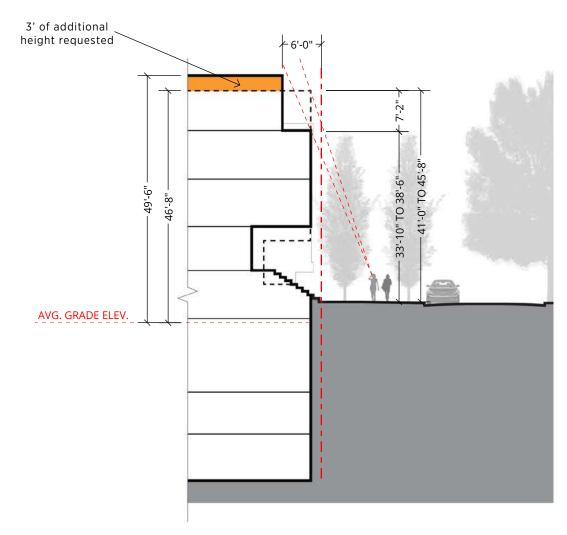
LAND USE CODE SECTION	SUMMARY	REQUESTED DEPARTURES		RATIONALE
23.41.012 - Development Standard Departures	17.E: Within the Queen Anne Residential Urban Village and neighborhood commercial zones as shown on map C of section 23.41.012, building height departures up to 3 ft of additional height may be granted if the top floor of the structure is set back at least 6 ft from all lot lines abutting streets.	3 ft of additional height is requested	This height departure is being requested for options B and C.	See departure 1 - diagrams 1 and 2. The Queen Anne neighborhood development standards allow up to 3 ft of additional building height if the top floor of the structure is setback at least 6 ft from the lot lines. The top floor of the proposed building does setback at least 6 ft from the lot lines. The proposed project is located at two of the neighborhood gateways per the Streetscape Masterplan (intersections of 1st Ave N / Boston St and Queen Anne Ave N / Crockett Ave). The increased height allowed per this section will better allow the proposed development to better serve as a gateway to the neighborhood.
23.47A.032.A & 23.48.085 - Parking Location and Access	Access to parking and loading shall be from the alley if the lot abuts an improved alley and use of the alley for parking and loading access would not create a significant safety hazard as determined by the director. If alley access is infeasible, the director may allow street access. If a lot abuts more than one right-of-way, the location of access for parking and loading shall be determined by the director, depending on the classification of rights-of-way.	A second parking access curb cut is requested on Crockett St.	The project team is working with SDCI to determine if departure is required. If yes, departure will be sought for all three options	Per a traffic study completed by Transpo Group, if all site access (delivery trucks, residential parking and commercial parking) is from the alley off Boston St, the site could experiences queues of approximately 9 cars. Additionally, Boston St has a higher number of pedestrians and bicycles than Crockett St. A second means of access for both the residential and commercial parking off of Crockett St is proposed to help alleviate the potential car backups and conflicts with delivery trucks and because Crockett St has fewer pedestrian and bicyclists.
23.54.030 - Parking Access	For two way traffic, the min width of curb cuts is 22 ft, the max width is 25 ft, except that the max width may be increased to 30 ft if truck and auto access are combined. A curb cut flare with a max width of 2.5 ft is permitted on either side of curb cuts.	A curb cut wider than 30 ft is requested on Boston St, adjacent to the existing alley	Departure being sought for all three options.	See departure 3 - diagrams 1 and 2. Safeway delivery trucks necessitate a curb cut wider than the 30 ft maximum at the alley curb cut on Boston St.  Currently, trucks back in the store loading dock from the street. The proposed development will internalize truck turning, allowing trucks to head in and head out from the alley. This improvement will provide a safer pedestrian and bicycle experience.

### SUMMARY OF STANDARDS, COMPLIANCES AND DEPARTURES



#### **DEPARTURE 1 - DIAGRAM 1**

SCALE: 1"=20"

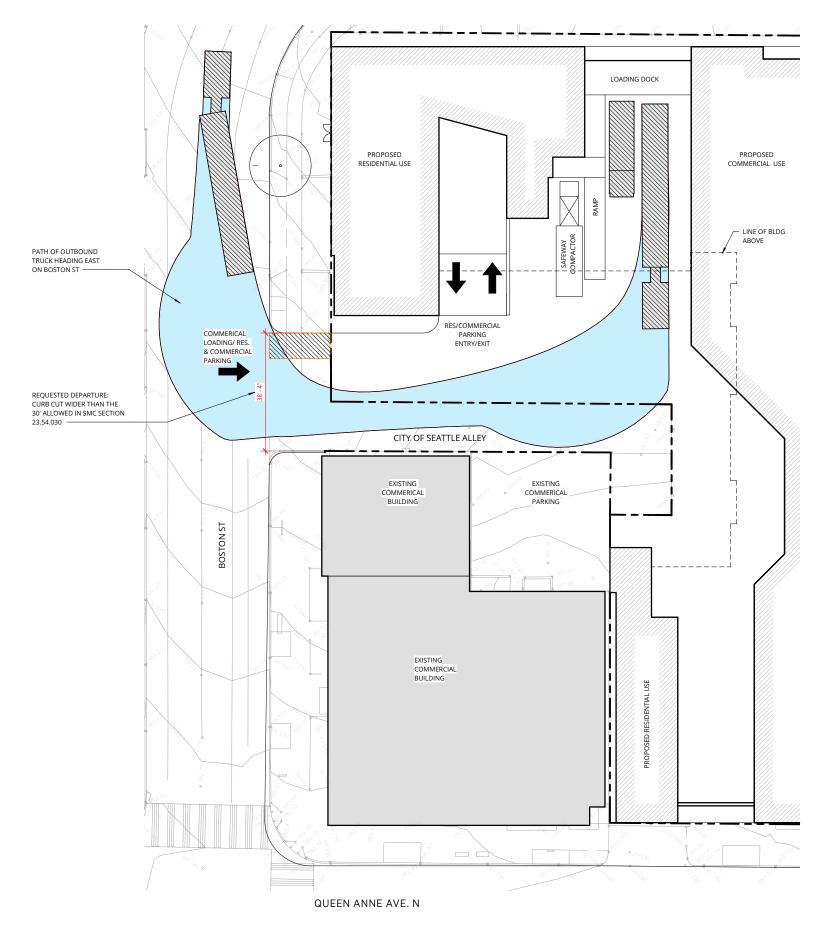


#### **DEPARTURE 1 - DIAGRAM 2**

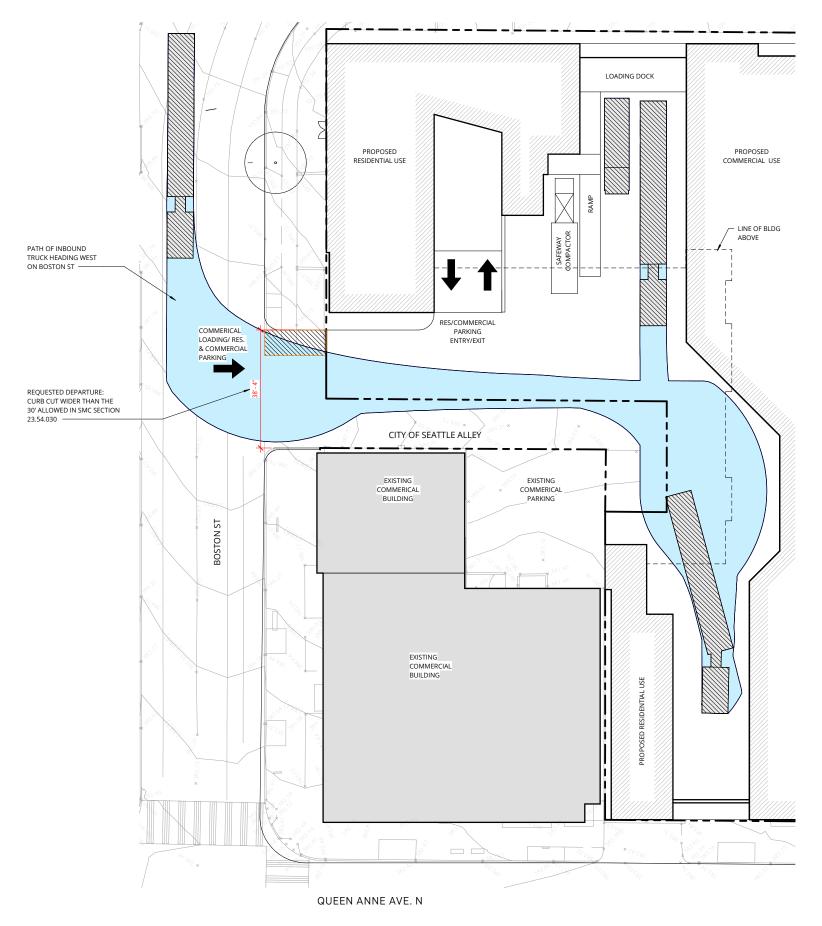
Allowing this height departure supports guideline CS2. As demonstrated in the graphic, the top floor setback minimizes the bulk of the building as perceived by pedestrians on the west side of 1st Ave The perceived façade height and area appear less with the granted height departure.

SCALE: 1"=20"

### 9.0 DEPARTURES



**DEPARTURE 3 - DIAGRAM 1 - TRUCK TURNING OUTBOUND** 



**DEPARTURE 3 - DIAGRAM 2 - TRUCK TURNING INBOUND** 

Granting this departure will allow for the backing and all other functions of the delivery trucks to be completely internalized within the site. No truck turning or backing on streets surrounding the site.

The forward in and forward out truck maneuvering will provide increased driver visibility and safety for bicyclist and pedestrians. The backup warning noise of the delivery trucks will be within private property as compared to the streets. Existing trash trucks will have more room to maneuver furthering pedestrian safety.