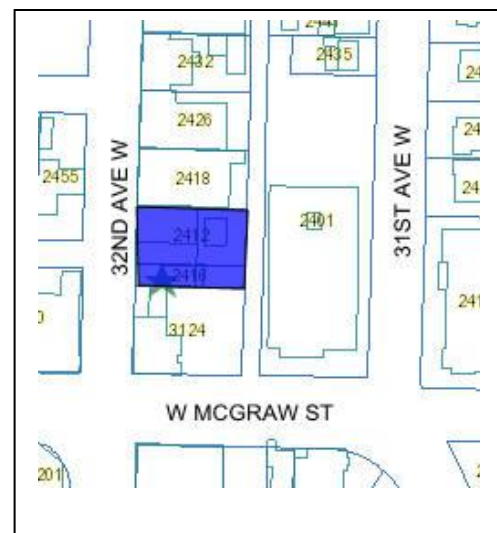


## FINAL RECOMMENDATION OF THE QUEEN ANNE/ MAGNOLIA DESIGN REVIEW BOARD

Project Number:	3009726
Address:	2406 32nd Avenue West
Applicant:	Neal Thompson
Date of Meeting:	Wednesday, April 16, 2014
Board Members Present:	Mindy Black Katie Idziorek Jill Kurfirst Boyd Pickrell Janet Stephenson
DPD Staff Present:	Bruce P. Rips

## SITE & VICINITY

Site Zone:	Neighborhood Commercial Two with a 40' height limit. (NC2 40)
Nearby Zones:	North: NC2 40 extends to W. Raye St. at the edge of West Magnolia Playground South: NC2 40 East: Single Family 5000 east of the adjacent alley. West: NC2 40
Lot Area:	11,334 sq. ft. Dedication of 3' for 32nd Ave reduces size to 11,065 sq. ft.
Current Development:	Two buildings occupy the west portion of the site. On the eastern portion, a shed and parking comprise the remainder of the two parcels.



Access: Alley access.

Surrounding Development & Neighborhood Character: The site sits within the heart of Magnolia Village a low and mid-rise neighborhood comprising commercial uses (numerous restaurants, offices and retail uses), newer mid-rise residential structures and institutions. West Magnolia playfield forms a strong edge along the north portion of the neighborhood. To the east of the development site, two churches flank 31<sup>st</sup> Ave W. Shops and a variety of commercial uses line 32<sup>nd</sup> Ave W with the Magnolia Garden Center anchoring the neighborhood south of the playfield. The commercial district continues west toward 35<sup>th</sup> Ave W and south across W. McGraw St. The neighborhood has a strong identity with single family homes nearby and a pedestrian character.

ECAs: No environmentally critical areas on site.

## **PROJECT DESCRIPTION**

The applicant proposes a four story mixed use structure with approximately 6,390 square feet of commercial use on the first level and 24 dwelling units behind the commercial space and on three levels above it. 32 parking spaces to be located in a below grade garage.

## **DESIGN DEVELOPMENT**

The applicant provided four design options to DPD and the Design Review Board. The variations in the concept schemes focus on location of the residential entry, garage access from the alley and massing. The primary residential entry located in the center of the parcel facing 32 Ave W in option #1 shifts to the south property line for the three other options. In the first option, the residential entrance splits the commercial space into two equal spaces. The ramp to the parking garage varies within options as well. In Options # 1 and # 3, the entry ramp to the garage hugs the south property line. Options #2 and # 4 illustrate a ramp descending from the alley along the north property line beginning at the higher portion of the site.

The schemes or alternatives share a desire to create a commercial storefront along 32<sup>nd</sup> Ave W and place apartment units directly behind and above the first floor. Option #2 alters this condition somewhat by proposing to establish a mezzanine parking level close to the alley. Massing for Option #1 illustrates a large unarticulated cube housing apartments along a double loaded corridor. Units would either face east or west. Option #2 varies the massing only in carving a deep residential entry into the lower southwest corner of the building. The third option increases the size of the void at the southwest corner and terraces the two upper floors. The units resemble those of the other options with the exception of those on the fifth floor. The fourth and final scheme forms a symmetrical plan with the corners of the mass equally eroded away from the property lines. This option acknowledges the importance of the penetration of natural light into the units yet doesn't necessarily recognize the potential influence of varying

site and vicinity conditions. A core of stairs and elevator would form a vertical circulation spine pushed to the south property line.

The applicant presented two designs at the Recommendation meeting. One alternative complied with the Board's guidance from the EDG meeting requesting a residential entrance at the north end of the street frontage and the garage ramp on the south end closer to the bank. The other scenario flipped the scheme by placing the residential entrance close to the bank drive-thru and the ramp at the north property line.

## **PUBLIC COMMENT**

Four members of the public affixed their names to the Recommendation sign-in sheet. One speaker discussed her preference for placing the garage access and ramp closer to the north property line.

## **PRIORITIES & BOARD RECOMMENDATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

### **A. Site Planning**

#### **A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.**

Based on their review of the plans and elevations, the Board did not choose to alter the building's relationship to the streetscape. Placement of the residential entrance to one side allows for greater flexibility to combine or subdivide the commercial space.

#### **A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.**

See Guideline D-12 for recommendations for the residential entry.

#### **A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.**

#### **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.**

At the EDG meeting, the Board requested a high quality design for the roof garden due to its visibility from the uphill neighbors. The Board accepted the roof top design at the Recommendation meeting.

- A-6 Transition Between Residence and Street.** For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

See guidance and recommendations for D-12.

- A-7 Residential Open Space.** Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

- 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.

Reversing course from the EDG meeting, the Board recommended allowing the placement of the garage ramp near the north property line.

## **B. Height, Bulk and Scale**

- 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.

Discussion did not focus on height, bulk and scale issues. The Board addressed the extensive blank wall on the north elevation in guideline D-2.

## **C. Architectural Elements and Materials**

- 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.

- 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.

Noting its preference for the interrupted fascia by brick piers, the Board sought to preserve this architectural attribute as a condition of the Master Use Permit.

- C-3 Human Scale.** The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

- 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.**

The Board, preferring the stack bond, recommended ensuring this style of brick masonry rather than the use of other patterns. The Board desires to keep the dark grouting for the masonry.

Other conditions include securing the specification of dark mullions and providing a reveal at the corner of the spandrels.

<b>D. Pedestrian Environment</b>
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- 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.**

The color illustrations in the packet suggest that the useable area for sitting areas in the streetscape lies in the middle of the sidewalk. The Board, however, did not recommend changes to the slight setbacks at the north and south ends of the street frontage.

- 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.**

With its exposure above the ACE hardware building, the north elevation's blank brick wall discomfited the Board members. The applicant will need to revise the facade by providing a vertical band of fiber cement panels similar to the ones flanking the brick or possibly use some other appropriate material to diminish the expanse of brick.

- 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.**

The Board endorsed placing the garage ramp on the project's north side after the architect stated that the position of the ramp vis-a-vis the north and south property lines would not impact its length or steepness.

- 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.**

The Board reserved its most effusive praise for the deft placement of the enclosed waste and recycling storage area near the alley.

**D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.**

The Board, convinced by the sight lines drawn on the plans, reversed its earlier guidance and recommended approval of the residential entrance adjacent to the bank drive-thru. The planter along the south property line must have a sense of permanence (not easily moved) and integration with the overall design in order to ensure the safety of pedestrians using the residential entry next to exiting vehicles.

After endorsing the departure request to reduce significantly the width of the garage ramp, the Board recommended installation of a warning light to decrease the amount of conflict generated by vehicles entering and exiting the ramp at the same time.

**D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.**

Deliberation did not focus on the placement or design of the commercial space facing the alley.

**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.**

Discussion of the commercial signage concept plan did not occur.

**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.**

The Board did not comment upon the applicant's lighting concept plan.

**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.**

The glazed southern wall of the commercial space helped persuade the Board to endorse the south residential entry. This wall will need to remain quite transparent as it provides quality natural light into the storefront and creates a strong connection between the movement of the pedestrians using the residential entry and the activity in the commercial space.

**D-12 Residential Entries and Transitions. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.**

Reversing its earlier guidance, the Board endorsed the deeply set residential entry on the south side of the project. In order to ensure a more prominent or visible residential entry, the Board recommended the following changes: add signage announcing the residential entrance that is distinct from the commercial signage; use a different paving material than the sidewalk's concrete; design a gateway or portal to signal the entry path; provide lighting along the outdoor corridor; and design a door more residential in character than the one shown in the Recommendation booklet.

## **E. Landscaping**

### **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.**

In order to maintain the thin planting trays as part of the overhead weather protection along the street frontage and projecting from the residential decks on all four elevations, the applicant will need to provide an irrigation system and a maintenance plan.

Discussion lit on the adequacy of solar exposure on the roof garden; however, no recommendation or condition emerged from the deliberation.

The Board appeared satisfied with the overall design of the roof.

**Recommendations:** The recommendations summarized below were based on the plans and models submitted at the April 16th, 2014 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the April 16, 2014 public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended APPROVAL of the subject design with conditions and the requested development standard departure from the requirements of the Land Use Code (listed below). The Board recommends the following CONDITIONS for the project. (Authority referred in the letter and number in parenthesis):

- 1) Maintain the interrupted fascia with the brick piers. (C-2)
- 2) Use stack bond style of brick as shown in the drawings rather than other masonry patterns. Keep the dark grouting for the masonry. (C-4)
- 3) Specify dark mullions for the windows and provide a reveal at the corner of the spandrels. (C-4).
- 4) Revise the north facade by providing a vertical band of fiber cement panels similar to the ones flanking the brick (or possibly use some other appropriate material) to diminish the expanse of brick masonry. (D-2)
- 5) Design the planter along the south property line to have a sense of permanence (not easily moved) and integrate it with the overall building design. (D-7)
- 6) Specify on the plans and install a warning light to decrease the amount of conflict generated by vehicles entering and exiting the ramp at the same time. (D-7)

- 7) In order to create a more visible residential entry from 32<sup>nd</sup> Ave. W., revise the plans to include the following: add signage announcing the residential entrance that is distinct from the commercial signage; use a different paving material than the sidewalk's concrete; design a gateway or portal to signal the entry path; provide lighting along the outdoor corridor; and design an entry door residential in character. (D-12)
- 8) In order to maintain plantings on the shallow canopies along the street frontage and on the residential decks of the four elevations, provide an irrigation system for the planting trays and a maintenance plan. (E-2)

## DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) are based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMEND- ATION
1. Driveway Widths SMC 23.54.030D.2.a.2	The minimum two-way driveway width for non-residential uses is 22'.	The applicant requests a two-way driveway of 11'7". Driveway widens to 13' at the top of the driveway.	<ul style="list-style-type: none"> <li>▪ A narrower driveway provides a greater amount of commercial space.</li> </ul>	Recommended approval

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