

**DESIGN REVIEW RECOMMENDATION MEETING  
OF  
QUEEN ANNE/MAGNOLIA DESIGN REVIEW BOARD**

**Date of Meeting: May 18, 2011**

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**BACKGROUND INFORMATION**

Project Number: 3010370  
Address: 3040 17<sup>th</sup> Avenue West  
Applicant: Bryan Fish/Fish Mackay Architects, for Unico Prop., Inc.

**Design Review Recommendation Meeting—May 18, 2011**

Board members present: David Delfs (Chair)  
Lipika Mukerji  
Mindy Black

Board members absent: Jill Kurfirst

Land Use Planner present: Michael Dorcy

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**APPLICANT'S PRESENTATION**

The presentation team consisted of Bryan Fish and Don Mackay from Fish Mackay Architects, and Scott Woodcock from Windrose Landscape Architects.

The architects presented the project to the Board and outlined the design development the proposal had undergone in response to the Board's Early Design Guidance.

The architects first highlighted the enhanced community space at the corner of 16<sup>th</sup> and Dravus. The façade design of this space was developed to focus on opening up the retail corner both to make the retail more visible to the street and to create more interaction with the street. The height of the retail area is 16 feet, with a canopy for weather protection at between 11 feet and 13 feet above sidewalk. The design was changed in this location to make the façade lighter and less heavy. The materials at the corner have been chosen—the materials will be hardy panel with painted reveals in a rust and mahogany color. The hardy panel will be placed in a plank pattern to create a woody feel. The upper level setbacks in this location will be metal panels.

The architects reviewed the streetscape improvements proposed for this corner. The tree wells have been enlarged and will be planted with enhanced landscaping. Away from the development site, the existing sickly trees in front of Red Mill and Pandasia will also be replaced. Wayfinding elements for bus stop, ballfields, and the bike route to downtown

will be provided on the corner. Benches for seating will be provided, and the building will be held back 3'8" from the property line at the corner to provide a wider sidewalk. The result will be a widened pedestrian zone that is screened from the heavy traffic on W. Dravus Street.

The architects next presented proposed street improvements of the area extending from W. Dravus Street down 17th Avenue W. as far as the entrance to the reconfigured alley. A reconfigured sidewalk, curb, street trees and plantings are proposed to provide a pedestrian link between the activity at the ballfields at W. Barrett Street and 17th Avenue W. and the existing businesses to the east along W. Dravus Street.

The Board's guidance was to break up the long blank facades along the existing and proposed reconfigured alley. The project has responded to that guidance by softening the lower walls along the alley with green screen/vines and architectural concrete reveals. The concrete reveals will be cast in a pattern to break up the scale of the facade, and the greenscreen vines will be irrigated to ensure their survival. Six-foot wide planters, located at approximately every 20' above the concrete base, will be planted with vines to cascade down the greenscreens at the concrete walls. The recessed portions of the upper level alley facades will be finished with vinyl material, lapped to create a reveal and to bring some depth to the façade.

The Board had asked at the last meeting how people would be directed to the lobby along 17<sup>th</sup> Avenue W. were the property to the north of the project ever to be developed. In response, the design team described the entrance to the building located at the intersection of the reconfigured alley and 17<sup>th</sup> Avenue W. as distinguished by stamped and colored concrete, proposed both to alert pedestrians of the presence of the alley and to provide a sense of entry. An extended canopy would be placed above the lobby entrance and the lobby area itself would be characterized by a glassy double-height space that would create a lantern look. The rain garden feature along 17<sup>th</sup> Avenue W. also starts just south of the lobby, creating a distinctive focal point. Places for informal public seating outside the lobby and at the corner of 17th Avenue W. and W. Barrett Street, in the form of precast concrete cubes, are intended to provide a sense of an outdoor room. Additionally, the materials along this frontage were changed to convey a sense of greater durability—previously hardy panel was proposed for the bottom and now the base would be of architectural concrete, with hardy panel above the base.

The architects presented the ground-level open space along 16th Avenue W., with potential morning sun exposure, as a place for people to enjoy drinking their coffee before waiting for the bus along 15th Avenue W, one block to the east. The space is approximately 12-15' deep, and is intended to meet part of the residential amenity space requirement. As such it would be accessible to all building residents.

The architects then explained the lighting and signage plan for the property. Blade signs are proposed for the W. Dravus Street retail and lobby entries. These would be suspended from the canopy above the sidewalk. LED light fixtures are proposed under the canopies at the Dravus retail frontage and at the building entrances. Building-

mounted LED fixtures are proposed in the alley to increase safety and security there, but will be within cutoff fixtures to reduce glare and light spillage. Along W. Barrett Street, three pedestrian light standards are proposed for safety and security.

### **PUBLIC COMMENT**

No public comment was offered at the meeting.

### **BOARD DELIBERATIONS**

The Board began deliberations by discussing the alley façade of the building. One member of the Board stated that the previous guidance of the Board was intended to ensure that the view of the building from W. Dravus Street looking south would not appear to be a single plane. The Board determined that the project had done a good job of making changes in materials and increasing the modulation to obviate that planer effect and to generally break up the building mass and façade.

The Board noted their concerns that the greenscreen/vine elements in the alley should be done in a manner that actually works so that the “green” remains green. The Board commented that it would be nice to include evergreen plantings in the alley and other places in the project to ensure year-round green.

The Board liked the changes made to the corner of 16<sup>th</sup> Avenue W. and W. Dravus Street, noting that the new material proposed reads more like wood. The Board also thought the expanded recess buffered with landscaping elements created a much stronger corner.

The Board indicated that they were still a bit concerned with how close the ground related units were to the sidewalk along W. Barrett Street. The Board recommended that the designers continue to explore and to find a workable way to buffer the private areas of the units from the sidewalk, either through landscaping, fencing, or screening.

The Board was concerned that the proposed outdoor amenity space at street-level on 16th Avenue W. would not function as a truly public space, accessible for all residents. The Board felt that having adjacent residential units open directly onto the terrace would in effect create a private terrace, not welcoming to any residents not living immediately adjacent. The Board was also concerned that the terrace was accessed only by a secure gate at the sidewalk, requiring residents to leave the building to re-enter at the amenity terrace.

### **Departure Requests**

The Applicant requested five development standard departures:

1. The reduction of total and indoor/outdoor proportion of residential amenity area (23.48.020). The project is providing 2822 s.f. of outdoor residential amenity space and 5691 s.f. of total amenity space; the project believes that the enhanced

streetscapes proposed for the project and the proximity to two large parks justifies the reduction in amenity area.

2. That the setbacks at retail frontage and residential entries not be required to be landscaped (23.48.014) The project is voluntarily setting the project back from the right-of-way to increase the pedestrian spaces. To make these areas vibrant pedestrian spaces the applicant requests that these areas not have to meet the landscape requirements of 23.48.014.
3. Increase of maximum setback of building from right-of-way (23.48.014), or reduction in minimum horizontal dimension for residential amenity spaces (23.48.020)
4. Sight triangle not meeting requirements departure for the Barrett garage entry (23.54.030)
5. Departure from Transparency and Blank Facades requirements (23.48.018) and Screening and Landscaping requirements (23.48.024.B3). These two related requirements apply to the portion of street level parking garage at Barrett east of the garage entry and at 16th, near the intersection with Barrett. Because of the way the sidewalk rises with the grade, the garage extends above grade from a height of between 2' and 9', creating blank walls of varying height.

The Board granted all the requested departures, with conditions. The Board was particularly concerned with the design and workability of morning terrace concept. One concern was that the area would become an extension of the patios for the units fronting the terrace. The Board wanted to ensure that there was separation between the patios and the terrace such that the patios would be private and the terrace would be usable by all residents. It should be a place all the residents would feel comfortable using. The Board stated it would grant the departure to reduce the amount of outdoor residential amenity space if the applicant worked with DPD to increase screening from adjacent individual unit patios in this area. The Board also directed that the applicant explore and find a way to create a direct connection from the 16<sup>th</sup> Street lobby area to the morning terrace so that the area became a natural extension of an already-public area.

The Board noted the inherent conflict between the 15' minimum dimension for amenity areas and the 12' maximum setback along street level, and granted the departure from either of those requirements, depending on the solution the design team provides to the Board's concerns.

The Board also asked that the garage entrance on Barrett include signage and mirrors, and shifts in paving textures if warranted, to increase pedestrian safety. The Board stated that no warning lights, or only unobtrusive warning lights, and no enunciators or other noisemakers should be used at this location.

The Board granted the departures from standards for blank parking garage facades, noting that these areas should be provided with viable landscape screening to mitigate the blank facades.

