



City of Seattle

Department of Planning & Development
D. M. Sugimura, Director



SECOND EARLY DESIGN GUIDANCE OF THE QUEEN ANNE/ MAGNOLIA DESIGN REVIEW BOARD

Project Number: 3012431

Address: 416 John Street

Applicant: Leigh C Wilkins, architect for Johnson Braund Inc.

Date of Meeting: Wednesday, June 20, 2012

Board Members Present: David Delfs (Chair)
Mindy Black
Jill Kurfirst
Lipika Mukerji

Board Members Absent: Jacob Connell

DPD Staff Present: Bradley Wilburn

SITE & VICINITY

Site Zone: Seattle Mixed (SM) 85
within the Uptown Urban Center

Nearby Zones: (North) Neighborhood Commercial
Three (NC3) 85
(South) Downtown Mixed
Residential/Residential (DMR/R) 125/65
(East) SM 85
(West) NC3 85

Lot Area: 16,966 square feet



Current Development: Surface parking lot.

Access: Broad Street, 5th Avenue North, John Street & alley running parallel to 5th Avenue North

Surrounding Development: Located at the south edge of the Uptown Urban Character Area is home to a number of iconic structures including the Seattle Space Needle, Experience Music Project, and the Pacific Science Center, all on the campus of Seattle Center. One block south the six-story Fischer Plaza complex visually dominates the 5th Avenue streetscape that holds the street edges. Across 5th Avenue to the east the buildings are smaller in scale with large pockets of surface parking. The monorail train runs within the 5th Avenue right-of-way adjacent to the development site's street frontage. The monorail's Y-shaped columns supporting pairs of concrete beams, which span the length of the development site. The typical concrete beams are approximately 70ft long and are supported by columns approximately 30 feet above street grade.

ECAs: None

Neighborhood Character: The area is made up of blocks with a rich variety of uses surrounding the south edge of Seattle Center with adjacencies to major roadway corridors. Seattle Center hosts year round attractions and events attracting hundreds of thousands of people annually. Board Street and 5th Avenue generates heavy traffic as people access the Seattle Center Campus. The area feels spacious with the Center's landscaped lawns and siting of buildings north of Broad Street. Expect for the Fischer Plaza complex, development along 5th Avenue, within a two block radius, is varied with surface parking lots and undersized buildings. The iconic structures currently define the sense of place as people pass through to various destinations points.

The area offers high levels of pedestrian and vehicular traffic with excellent access to transit and amenities.

PROJECT DESCRIPTION

The applicants propose a seven-story building with 67 residential apartment units on the top two floors, 103 hotel rooms on floors two through five, and lobby and restaurant use on the ground floor. Parking for 74 vehicles would be provided underground.

SECOND EARLY DESIGN GUIDANCE MEETING: June 20, 2012

The packet includes materials presented at the meeting, and is available online by entering the project number (3012431) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

Mailing Public Resource Center

Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

The following public comment, issues and concerns were raised during public comment:

- A representative of Fischer Communications preferred that the location of the parking entry avoid the entries to Fischer Plaza.

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. Comments in italics are from the EDG meeting held on October 5, 2011

EARLY DESIGN GUIDANCE:

General Board Comments

1. The Board expressed their collective opinion that the design team responded well to their comments from previous EDG meeting.

Parking and Access

1. The Board supported the direction to provide vehicle access from John Street to open up 5th Avenue to uninterrupted pedestrian activity. The Board reached this conclusion after the design team explained that if they used the alley they would be chasing grade and lose valuable commercial floor area. The Board acknowledged the difficulty of establishing underground parking at the development site. The loading dock will be

accessed off the alley to minimize associated visual, noise and odor impacts. Hotel guest vehicle pick up and drop off location along 5th Avenue still needs further refinements set between the monorail support columns. The Board asked that this issue be studied and a resolution shown at the next Design Review meeting (A-8, A-9).

When considering the best place for vehicle entry, the Board encouraged the applicants to consider the alley. If an internal auto court with street access is to be created the Board indicated the street to use for access would be John St. with one possible configuration having an entry from John St. and an exist to the alley.

The Board indicated if a curb side drop off area is to be incorporated, Broad Street should be considered as a strong candidate because Fifth Ave. is complicated by the presence of the overhead Monorail with support pillars in the right of way along the proposal site. John St. they said would be another possibility for curb side drop off. The Board asked that this issue be studied and a resolution shown at the next Design Review meeting.

Massing

1. The proposed building modulates both vertically and horizontally to reduce the appearance of bulk as viewed from Broad Street and 5th Avenue. Having the vertical break in the building's mass along the north façade is well executed and promotes visual connections to Seattle Center. The Board indicated attention should be directed to address the visual impact of the Broad Street and 5th Ave corner. The corner should be bold yet sympathetic in design to its unique location at a busy intersection at the southeast corner of the Uptown Urban Center (A-1, A-2, A-10, C-1 & C-2).

Facade

1. Along the east façade the building should acknowledge and respond to the monorail on the upper level. At grade pedestrian entries should be located in such a way as not to be obscured by the monorails support columns (A-3, C-4, D-1, & D-12).
2. Explore surrounding spatial characteristics along Broad Street and provide options to soften the exterior wall as it relates to Seattle Center and Fischer Plaza (A-1, A-2, C-1 & C-2).
3. The Board indicated a desire to reinforce design elements in a stronger manner with the incorporation of curtain walls and bold fins on the corner of Broad Street and 5th Avenue (A-10, C-3, C-4).
4. Develop a well conceived south façade that acknowledges its street frontage. John Street is not a back door and should not be treated as such when considering application of façade materials and fenestration pattern on its exterior wall (A-3, C-1, & C-4).

Board encouraged the applicants to be bold in their overall design. A transportation influenced theme, relating to the Monorail, would be appropriate. A floating mass over a light base might be good. The Board called for futuristic looking elements.

Materials

1. Select quality materials that are complementary at the development site. The Board observed the monorail datum line should be incorporated along the east façade. Consideration should be made to provide architectural nuances to establish a sense of presence in an area dominated by iconic structures (A-2, A-10, C-1, C-2, & C-4).

Street Level Façade

1. The Board indicated the pedestrian realm at the corner of Broad Street & 5th Avenue needed a high level of transparency to visually engage the pedestrian at a prominent intersection. Take the opportunity to locate active uses behind the windows to put eyes on the street in this corner location (A-1, A-2, A-10, C-1, C-4, & D-11).
2. The Board asked that the venting system be relocated away from the prominent corner in an effort to establish a more desirable experience at the pedestrian level in the right-of-way (A-1, A-2, A-10, C-1, C-4, & D-11).
3. Celebrate pedestrian entries to all points of access; they should be readable from the rights-of-way (A-3).

The Board observed that the proposal site is in a highly pedestrian area which is expected to get even more heavily pedestrian in the future. Denny Way they said will get more highly pedestrian and Fifth Ave. past the site is a fairly significant bike route.

The Board asked for some response to the new, wide sidewalk, green landscaped Broad St. planned for the post viaduct era. There could be a softening with landscape or street furniture. Opportunity for building modulation is very limited. A workable approach might be in the façade / right of way seam where landscaping could be incorporated and a building entry expressed.

The Board observed that when looking at the site from a broad, external perspective it is most observable from Seattle Center. From Fifth Ave. it is hidden by the Monorail. From the south the site is hidden by the Fischer Bld. From the north the site narrows to a point. The Board indicated they were interested in the building's response to Broad St. They called for an expression looking back at Seattle Center; possibly over the entry.

The Board observed that the courtyard location could have many forms. It should respond to site conditions, namely buildings on two sides and an "amazing open space" at Seattle Center on another. It asked, what are the options for the courtyard? What direction should it face?

DESIGN REVIEW GUIDELINES

The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

- 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.

Queen Anne Supplemental Guidance:

- A. Solar Orientation
- B. Stormwater Management

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

Queen Anne Supplemental Guidance:

- A. Architectural Diversity
- B. Older and Historic Buildings
- C. Wider Sidewalks
- D. Ground Level Residential
- E. Streetscape Improvement

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

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

Queen Anne Supplemental Guidance:

- A. Outdoor Dining
- B. Individualized Storefronts

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.

Uptown-specific supplemental guidance:

- A. Celebratory Entries
- B. Defensible 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.

Queen Anne Supplemental Guidance:

- A. Parking on Queen Anne Avenue
- B. Access to Parking
- C. Preserving Existing Sidewalk Areas
- D. Widening Narrow Alleys

A-9 **Location of Parking on Commercial Street Fronts.** Parking on a commercial street front should be minimized and where possible should be located behind a building.

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. Visual Openness Encouraged at Street Level
- B. Synergetic Connection to Surrounding Iconic Structures

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.

Queen Anne Supplemental Guidance:

- C. Features Especially Encouraged
- D. Small Local Businesses

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.

Queen Anne Supplemental Guidance:

- A. Individualized Storefronts
- B. Highlighting Distinctive Features
- C. Screening Rooftop Systems
- D. Sustainable Building Features

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

Queen Anne Supplemental Guidance:

- A. Pedestrian Orientation

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.

Queen Anne Supplemental Guidance:

- A. Building for the Long Term

- B. Cladding Materials
- C. Ground-floor Façade Materials
- D. Colors
- E. Renewable Materials

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.

Queen Anne Supplemental Guidance:

- A. Building Setbacks for Wider Sidewalks
- B. Creating Pedestrian Open Space
- C. Recessed Retail Entry Areas
- D. Avoiding Dark, Unusable Spaces
- E. Pedestrian Weather Protection
- F. Operable Storefront Windows
- G. Retail Use and Open Space at Sidewalk Level
- H. Pedestrian Amenities and Street Furniture
- I. Bus Waiting Facilities in Buildings
- J. Residential Entries

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

Queen Anne Supplemental Guidance:

- A. Avoid Recesses that are not Defensible
- B. Enhance and Protect Alley

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.

Queen Anne Supplemental Guidance:

- C. Preferred Pedestrian Lighting
- D. Pedestrian lighting considerations

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.

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.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

Queen Anne Supplemental Guidance:

- A. Uniform Street Tree Plantings**
- B. Landscape Maintenance and Irrigation**
- C. Street-level Landscaping**
- D. Visible Landscaping**
- E. Art in the Pedestrian Environment**

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.

Queen Anne Supplemental Guidance:

- A. Green Factor Focus on Ground-level Plantings**
- B. Recommended Landscape Enhancements**
- C. Evergreen Plantings**
- D. Quality Landscaping Materials**
- E. Recommended Plants**
- F. Planted Containers**

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.

Queen Anne Supplemental Guidance:

- A. Creative Usable Spaces**

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be 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). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Second Early Design Guidance meeting, one departure was requested:

- 1. Driveway Slope (23.54.030.D.3):** The Code requires driveway slope shall not exceed a slope of 15%, except as provided in subsection 23.54.030.D.3. The applicant proposes a driveway slope of approximately 20% due in part to existing grade conditions, shape of lot, and accessible location to access development site.

The applicant introduced the aforementioned departure from driveway slope, however staff has determined it is not a Design Review departure. The requested modification to development standards is a type one decision made by the Director after examination of impacts enumerated in the above mentioned code subsection.

BOARD DIRECTION

At the conclusion of the EDG meeting, the Board recommended the project should move forwards to MUP Application in response to the guidance provided at this meeting.

MUP SUBMITTAL REQUIREMENTS

The architect should submit the building permit application to DPD with the following:

- Include color elevation drawings, and landscape/site plan illustrating the visual and textural design elements of the proposed building along all street frontages.
- Well developed street elevation plans capturing the pedestrian experience at the corner of Broad and 5th Avenue.
- Acknowledgement or integration of design elements of iconic structures should be introduced at the development site.
- Respond to the Design Guidelines.