



# City of Seattle

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



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

Project Number: 3012582

Address: 223 W. Galer St.

Applicant: Via Architecture for Aegis Living

Date of Meeting: Wednesday, October 05, 2011

Board Members Present: David Delfs (Chair)  
Mindy Black  
Jacob Connell  
Jill Kurfirst

Board Members Absent: Lipika Mukerji

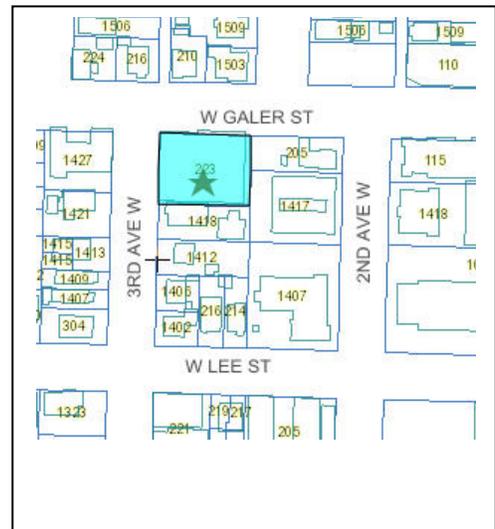
DPD Staff Present: Scott Kemp

### SITE & VICINITY

Site Zone: NC2-30 with K rezone to NC2-40

Nearby Zones: (North) NC2-30  
(South) LR3  
(East) MR  
(West) NC2-40

Lot Area: 12,800 sq. ft.



**Current Development:** One story commercial, office/warehouse building.

**Access:** Access is available from two surrounding streets. There is no adjacent alley.

**Surrounding Development:** To the east is an auto repair business and a multifamily building. To the south is a duplex residential structure. To the west, across Third Ave. W., is a four story condominium structure. Across W. Galer St. to the north are small commercial buildings which include businesses such as a coffee shop, and a landscape architecture office. To the north east is a Trader Joe’s grocery store.

**ECAs:** No mapped or known Environmentally Critical Areas exist on the site.

**Neighborhood Character:** The proposal site is along an arterial street within the Upper Queen Anne Residential Urban Village. Areas within this urban village primarily face commercial streets with high levels of pedestrian activity. The mapping follows Queen Anne Ave. N. closely. A four block extension of the commercial street frontage pattern extends from Queen Anne Ave. N. along W. Galer St. incorporating the subject site. Also in the Urban Village is a several block area of Midrise zoning directly to the southeast of the subject site. Outside of this commercial and multifamily core the zoning and use of the surrounding area is predominantly single family.

**PROJECT DESCRIPTION**

The applicant’s development objectives include the demolition of an existing single-story office/warehouse building and construction of a four-story, 66 unit, assisted living apartment building with a 600 sq. ft. of retail space and below-grade parking for 18 vehicles.

**DESIGN DEVELOPMENT**

Three alternative design schemes were presented. All of the options include Each of the three schemes showed a retail space at the corner of 3rd Ave. W. and W. Galer St.

The first scheme (Option A) showed a building with an internal light well, a residential entry mid-structure on w. Galer St., and a loading dock on 3rd Ave. W. A portion of the building shown pushed further south than in the other two schemes. A “Memory Garden” open space was shown at the second level on the south side.

The second scheme (Option B) showed the Memory Garden moved to the north side creating an upper level setback along W. Galer St., no loading dock and vehicle entry from 3rd Ave. W. near the southern property line.

The third scheme (Option C) showed an option where the Memory Garden was moved back to the south side and the driveway and loading dock were both located on 3rd Ave. W. Bay window elements were shown along W. Galer St. and a cornice line was incorporated above. Massing diagrams of this preferred scheme are shown below.



## PUBLIC COMMENT

Approximately seven members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

- Asked for the rationale for not putting vehicular access on W. Galer St. in the preferred scheme and was told that it would require a development standard departure and would negatively impact the commercial frontage and pedestrian environment.
- Stated that Third Ave. W. has had “a lot of traffic on it in recent months” with several trucks side swiping parked cars.
- Objected to placing the loading dock on Third Ave. W. because there would not be enough room in the roadway for maneuvering.
- Opposed removing existing street trees on Third Ave. W. as they offer privacy screening for the Coop housing building to the west....
- Encouraged designing for the context of the neighborhood.
- Concerned with about windows of the proposed windows being lined up with bedroom windows of the Coop to the west and suggested the windows be arranged so that this does not happen.

## 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.

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

### A. Site Planning

**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**

At the Early Design Guidance Meeting, the Board discussed four very large Cyprus trees in the Third Ave. N. planting strip, their existing trimmed condition, the green amenity they provide and the negative influence they would have on new uses on the site and on the nature of the pedestrian area beneath them. The Board indicated it would like to see an arborist's report on the Cyprus trees to help in determining what options there might be for them in relation to the new development.

**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-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-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.**

The Board stated that the placement and orientation of windows on the west façade should be developed to maximize the privacy of residents in the proposed building and in the coop multifamily building across Third Ave. W.

**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**

At the Early Design Guidance Meeting, the Board indicated it preferred locating both the driveway and loading dock entrances on Third Ave. W. It indicated a willingness to consider a departure to allow a wider driveway to aid vehicles entering and leaving the narrow roadway. The Board stated that keeping vehicle crossings off the W. Galer St. sidewalk creates the better urban context; one consistent the vision for the future presented in the “Perfect Queen Anne” neighborhood plan.

**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.**

**Queen Anne Supplemental Guidance:**

- A. Curb Bulbs**
- B. Intersections**

## **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.

**Queen Anne Supplemental Guidance:**

- A. Breaking up Building Mass**
- B. Preferred Strategies for Modulation**
- C. Top Floor Setback**
- D. Setbacks where Commercial abuts Residential**

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

**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**

At the Early Design Guidance Meeting, the Board discussed what the building architecture should look like. Of the photographs of precedential projects shown at the meeting, the Board indicated they liked the fifth one, a flat roofed, recently constructed building. They indicated a flat roof, at least along W. Galer St. seems most appropriate and that a strong cornice line is an important element.



The Board considered the proposed bay window elements along W. Galer St. and the width, perceived width and nature of the sidewalk experience. Some of the Board members were concerned that a row of bay windows would “crowd the sidewalk” and detract from a wide sidewalk experience which the entire Board found to be important. The Board concluded that they were not directing that the bay windows be

removed, but that they be designed to minimize their influence over the sidewalk environment, perhaps by recessing the building a bit, thereby increasing the apparent width of the sidewalk and resulting in less overhang of the property line.

- 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**

- C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.**

<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.**

**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**

At the Early Design Guidance Meeting, the Board indicated that the pedestrian environment along W. Galer St. needs to be a pedestrian oriented extension of the commercial district along Queen Anne Ave. The sidewalk should read a broad path and curb bulbs would be a good feature to incorporate. A building setback providing additional paved area as an extension of the public sidewalk would work effectively here. The Board indicated that an abundance of planting strip area in the sidewalk along W. Galer St. was not as appropriate as a more urban commercial paved sidewalk; although street trees too would be important.

The Board discussed if a departure to reduce the rear setback to allow the building to be moved away from Galer would be supported and did not reach a consensus.

- 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.**

**Queen Anne Supplemental Guidance:**

- A. Additional Screening near Single-family Zoning**

- 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. Sidewalk Obstructions**
- B. Tree Grates**
- C. Curb Bulbs and Crosswalks**
- D. Bus Bulbs**
- E. Curb Cuts**
- F. Security and Visibility**

- 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.**

**Queen Anne Supplemental Guidance:**

- A. Pedestrian-oriented Signs
- B. Signs to Avoid

**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:**

- A. Preferred Pedestrian Lighting
- B. 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. Landscaping**

**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. Building Floors above Sidewalk Level
- B. Wheelchair Ramps

## 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. Six potential development standard departures were presented with any one of the three alternative schemes requiring only four.

At the time of the Early Design Guidance meeting, the following departures were requested:

1. **Vehicular access for a corner lot without an alley from other than the side street. (SMC 23.47A.032.1.c):** The Code requires access to be from the side street. The applicant proposes access from W. Galer St. in one of the presented options.

The Board indicated that W. Galer St. would not be its preferred location for vehicular access.

2. **Reduction in dimension of sight triangle. (SMC 23.54.030.G.4):** The Code requires driveway sight triangle of 10 feet on a side for exiting vehicles crossing a sidewalk. The applicant proposes seven feet on a side.

The Board indicated no early indication with regard to this departure request as it would be needed only for Option 1 with a driveway on W. Galer St. which it did not endorse.

- 3. Reduction in required side setback above 13 feet. (SMC 23.47A.014.B.2):** The Code requires a 10 foot side setback for portion of a façade above 13 feet in elevation. The applicant proposes a 224 sq. ft. floor area portion of the building on each level above 13 feet to a height of 16 feet to be in the required setback.

The Board indicated a willingness to consider this departure.

- 4. Reduction in required rear setback above 13 feet. (SMC 23.47a.014.B.3):** The Code requires a 15 foot setback from the rear lot line for portions of a structure above 13 feet in elevation. The applicant proposes an approximately 36% portion of the building to be setback 7 feet six inches with the remainder being setback further so that the average setback is greater than 15 feet.

The Board indicated it was undecided on this departure with some members favoring it and others concerned about the impact on the residential structure to the south.

- 5. Reduction of Loading Dock dimensions. (SMC 23.54.035.C.1 and C.2):** The Code requires that among other dimensions, a loading dock in this instance must be a minimum of 14 feet tall and 35 feet deep. The applicant proposes a loading dock height of 12 feet and a depth of 25 feet.

The Board indicated support for this departure.

- 6. Location of residential use in relation to the sidewalk. (23.47A.008.A.3 and D.3):** The Code requires the entry level of a street facing residential use to be either four feet above grade or setback 10 feet from the sidewalk. The applicant proposes two residential units to be two feet above sidewalk grade and two feet back from the property line.

The Board indicated support for this potential departure.

## **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.**