



City of Seattle

Department of Planning & Development

D. M. Sugimura, Director



FINAL RECOMMENDATION OF THE QUEEN ANNE/ MAGNOLIA DESIGN REVIEW BOARD

Project Number: 3013013

Address: 400 Boren Avenue North

Applicant: Amanda Keating

Date of Meeting: Wednesday, September 05, 2012

Board Members Present: David Delfs (Chair)
Jacob Connell
Patrick Doherty (substituting)
Matt Roewe (substituting)
Jill Kurfirst

Board Members Absent: Mindy Black
Lipika Mukerji

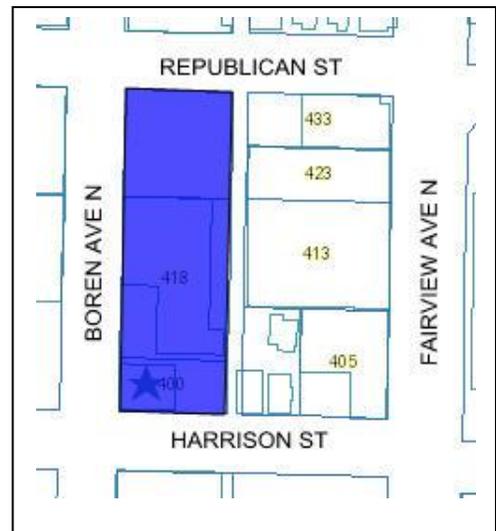
DPD Staff Present: Shelley Bolser and Lindsay King

SITE & VICINITY

Site Zone: IC-65

Nearby Zones: (North) IC-65
(South) IC-65
(East) IC-65
(West) IC-65

Lot Area: 43,200 square feet



Current Development: The site is a half-block bounded by Boren Ave North to the west, an alley to the east, Republican to the north and Harrison to the south. Frontage on Boren is 360' and 120' on both Republican and Harrison. The northernmost portion of the site is a surface parking lot, while on the south 2/3 of the site exists one and two-story buildings (constructed 1952-1953) and one small surface parking lot.

Access: Existing vehicular access is via several curb cuts and the alley. Existing pedestrian access to the two buildings is from sidewalks at Boren Ave N and Harrison St.

Surrounding Development: The surrounding development is a mix of uses and age of structures. Nearby development includes 2-story office and light industrial constructed in the early 20th century, recent 5-6 story mixed-use development, and early 20th century residential structures.

ECAs: No Environmentally Critical Areas are located on the site. The site slopes approximately 35' in elevation from the northwest corner up to the southeast corner.

Neighborhood Character: Nearby development includes a wide range of uses including older 1-3 story residential and industrial/commercial uses, newer multi-story office and residential uses, and historic landmarks. Recreational opportunities include Lake Union a few blocks to the north and Cascade Playground one block to the southwest. The area offers frequent transit service, including the Streetcar two blocks to the west and several nearby bus routes.

PROJECT DESCRIPTION

The proposal is for a 7-story, 279 residential unit building with parking for 290 vehicles below grade. The proposal includes a rezone for 43,400 sq. ft. of land from IC 65' (Industrial Commercial) to SM 85' (Seattle Mixed). The existing structures would be demolished. Project includes 35,000 cu. yds. of excavation

EARLY DESIGN GUIDANCE MEETING: April 18, 2012

DESIGN PRESENTATION

The packet includes materials presented at the meeting, and is available online by entering the project number (3013013) 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

The applicant provided supplementary EDG packet sheets at the meeting, which are available in the online packet or in the file.

The applicant noted that the three options respond to the grade changes across the site, with stepped massing and vertical modulation. Each street frontage would include residential units at grade. Graphics were provided in the supplementary packet sheets that demonstrated various street level concepts to respond to the grade changes.

The applicant explained that the 12' public right of way would be designed with a 4' wide landscape strip, a 6' wide sidewalk, and a 2' wide landscaped buffer adjacent to the building.

PUBLIC COMMENT

Two members of the public signed in at this Early Design Review meeting. No public comments were offered.

FINAL RECOMMENDATION MEETING: September 5, 2012
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DESIGN PRESENTATION

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At the Recommendation meeting, the applicant provided supplementary Recommendation packet sheets and a materials and colors board. Proposed materials include wood composite, brick, metal panel, cementitious panel, and board-formed concrete. Terracotta or another high quality material would be incorporated around the primary building entry. Proforma or

composite wood panels would be used to highlight the building entry bay, including the entry doors and the soffit in the entry canopy. The applicant noted that the fiber cement siding would likely be separated from the sidewalk level with board-formed concrete.

The applicant presented images demonstrating the configuration and dimensions of the patios for residential units at grade. The patios included angled low retaining walls, layered landscaping, and railings to provide separation from the sidewalk. Many of the street level units on Republican Street and Boren Avenue would have direct access to the street level. The street level units on Harrison Street would be accessed from an internal building corridor.

PUBLIC COMMENT

No public comment was offered at the Recommendation meeting.

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.

EARLY DESIGN GUIDANCE:

1. Explore the proposed right of way design with Seattle Department of Transportation. The 4'/6'/2' pattern proposed would help to increase the usable space of the stoop and patio depth for ground level units on Boren Ave N.
2. Use the grade changes across the site to create a greater buffer for privacy for residences at grade. Landscaping and sight lines should be designed to provide privacy for residences at grade, to encourage use of stoops and minimize closed blinds at the street level.
3. The Board agreed that Option C presents the best massing response to the Guidelines, with the 1/3 south module and 2/3 north module.
4. Explore setting the building back further from the property line in order to create larger stoop areas that would encourage residential outdoor use of the stoops.
5. Consider shifting a portion of the building away from the public right of way to activate the street level with furniture, landscaping, or other elements to encourage privacy.
6. The Board encouraged the applicant to include trees on both sides of the sidewalks as shown in the concept drawings.
7. Design the permanent planters and hardscape between the residential units and with the sidewalk, to be more defensible.
8. Pull the north and south facades back as shown on the concept drawings to enhance pedestrian crossing safety, and include low landscaping and clear sight lines for pedestrians.
9. The east elevation should be well-designed with some fenestration and treated as a fourth primary building facade. This façade is highly visible from surrounding development and shouldn't be treated as a 'back of house' façade.

10. Windows should be designed to maximize light penetration at the alley and for ground level residential units. One technique includes windows with mullions leaving the lower 2/3 of the window fully glazed.
11. Ground level residential units should include a design plan to provide privacy while maintaining transparency and activation at the street front. The applicant should provide information about this strategy and demonstrate how the design will avoid creating a street level façade composed of ‘closed blinds.’
12. The building entry at the division between the south 1/3 and north 2/3 of the building should be distinct, unique, and emphasize the differentiation between the north and south portions of the building.

At the Recommendation meeting, the applicant should provide graphics and text to demonstrate the response to the Early Design Guidance. The Board specifically requested the following additional information at the Recommendation meeting:

1. In the graphics, show nearby projects that are in the permitting pipeline, but not yet constructed, in addition to existing nearby development. These graphics are important to demonstrate how the proposal responds to nearby context and impacts solar exposure. (ex. The Troy Laundry building)
2. Indicate the proposed strategy for blinds and other methods to allow ground level residential unit privacy and street level activation.

RECOMMENDATIONS (SEPTEMBER 5, 2012):

1. Materials and Colors (B-1, C-2, C-4)

- a. The materials and colors of the physical sample board add to the overall design composition for the two portions of the building. The Board noted that the printed packets give the appearance of a ‘busy’ façade, but the material and color samples indicate this would not be the case. The Board was supportive of the overall design concept with the materials and colors shown in the physical samples.
- b. The board-formed concrete is important in providing texture and human scale at the street level. The Board recommended condition #1 related to this item, as described on page 11 of this report.

2. Design Concept of The Urban portion of the Building (C-2, C-4)

- a. The Board expressed concern about the consistency of design for the top of the southern portion of the building labeled “Urban Quarter” in the Recommendation packet. The Board recommended a condition to improve the overall design consistency of this portion of the building, as described in condition #2 on page 11.
 - Options to satisfy this condition include expanding the sun shade to emphasize the top floor, stepping back the building top, using a more durable material for the building cap (reflecting the building base), or other architectural strategies.

- The design of the Urban Quarter building should continue the design parti of “2/3, 1/3” division in the building, rather than mimicking the northern portion of the building (labeled “Lake” in the Recommendation packet).
- b. The Board expressed concern about the quality and detail of materials at the street level of the Urban Quarter (southern) portion of the building. The Board noted that cementitious panel extending down to the sidewalk level is a concern, because of the wear and tear on street-level facades. A more durable material is needed at the street level. This material should also be designed to express the base of the building better than the design shown at the Recommendation meeting. The Board recommended condition #3 related to this item, as described on page 11. Also, the SE corner unit should be finely detailed consistent with this strategy.
- c. The Board deliberated about the expression of the design parti related to the two portions of the building. The Board recommended condition #4 on page 11 in order to enhance the design concept and create a clear relationship between the two portions of the building.

3. Entry Bay (A-6, B-1, D-1)

- a. The Board recommended Condition #5 to enhance the residential entry on Boren Ave. Possible options to achieve this recommended condition include adding sidelights, adding glazing around the entry, continuing the materiality of the upper bay width and canopy to the entry doors, or other similar strategies.

4. Street Level Patios (A-6)

- a. The Board expressed concern about sufficient usable patio depth for street level patios, and recommended condition #6 as described on page 11.
- b. The Board noted that providing planting areas rather than all hardscape could be a benefit for residents, but declined to recommend a condition related to this item.

5. Harrison Street Sidewalk (D-1)

- a. The Board noted heavy pedestrian use along Harrison Street. The Board encouraged the applicant to work with SDOT to create a wider sidewalk on Harrison St, if at all possible. The Board expressed support for:
 - Narrower planter strips that could allow for a wider sidewalk;
 - Placing a planting strip adjacent to the building instead of between the curb and the sidewalk, since the on-street parallel parking provides a buffer for pedestrians; and
 - Adding decorative grilles in tree pits or planter strips to provide hard surfaces for pedestrians.
- b. The Board noted that these items are in the purview of SDOT rather than DPD, but expressed support for the applicant working with SDOT to possibly incorporate these items in the streetscape design.

DESIGN REVIEW GUIDELINES

The Board identified the following Citywide Design Guidelines of highest priority for this project.

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.

SLU-specific supplemental guidance:

- Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.
- Minimize shadow impacts to Cascade Park.
- New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design* (LEED) manual which provides additional information. Examples include:
 - Solar orientation
 - Storm water run-off, detention and filtration systems
 - Sustainable landscaping
 - Versatile building design for entire building life cycle

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

SLU-specific supplemental guidance:

The vision for street level uses in South Lake Union is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood with redevelopment. Sidewalk-related spaces should appear safe, welcoming and open to the general public.

- Provide pedestrian-friendly streetscape amenities, such as: tree grates; benches; lighting.
- Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.
- Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.

- Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).

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

SLU-specific supplemental guidance:

- Create graceful transitions at the streetscape level between the public and private uses.
- Keep neighborhood connections open, and discourage closed campuses.
- Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa.
- Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.
- Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.
- Create businesses and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities.
- Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

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.

SLU-specific supplemental guidance:

Consider designing the entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas. Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior-assisted housing.

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.

SLU-specific supplemental guidance:

- Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer,

Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.

- Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.
- Relate proportions of buildings to the width and scale of the street.
- Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.
- Consider using architectural features to reduce building scale such as: landscaping; trellis; complementary materials; detailing; accent trim.

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.

SLU-specific supplemental guidance:

- Support the existing fine-grained character of the neighborhood with a mix of building styles.
- Re-use and preserve important buildings and landmarks when possible.
- Expose historic signs and vintage advertising on buildings where possible.
- Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.
- Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include: window detail patterns; open bay doors; sloped roofs.
- Respond to the unique, grass roots, sustainable character of the Cascade neighborhood. Examples of elements to consider include: community artwork; edible gardens; water filtration systems that serve as pedestrian amenities; gutters that support greenery.

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.

SLU-specific supplemental guidance:

Design the “fifth elevation” — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top

elements should be organized to minimize view impacts from the freeway and elevated areas.

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.

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.

SLU-specific supplemental guidance:

- New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as: curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow; pedestrian-oriented street lighting; street furniture.

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

SLU-specific supplemental guidance:

- Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are: enhanced pedestrian and street lighting; well- designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street; police horse tie-up locations for routine patrols and larger event assistance.

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.

SLU-specific supplemental guidance:

- Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.

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.

SLU-specific supplemental guidance:

Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.

DEVELOPMENT STANDARD DEPARTURES

No departures were requested with this proposal.

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review packet dated September 5, 2012 and the materials shown and verbally described by the applicant at the September 5, 2012 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the five Design Review Board members recommended APPROVAL of the subject design. The Board recommended the following CONDITIONS (Authority referred in the letter and number in parenthesis):

1. The concrete at street level should be finely detailed and textured with board-form or other techniques to relate to the pedestrian scale. (B-1, C-2, C-4)
2. Modify the design the "Urban Quarter" (southern) portion of the building to create a clear building 'top.' Options to create a clear building top include expanding the sun shade to emphasize the top floor, stepping back the building top, using a more durable material for the building cap (reflecting the building base), or other architectural strategies. (C-2, C-4)
3. Incorporate masonry or another highly durable material at the base of the Urban Quarter (southern) portion of the building, similar to the strategy in the Lake (northern) portion of the building. The building base should be finely detailed, similar to the board formed concrete of the northern portion of the building. (C-2, C-4)
4. The recess between the Lake (northern) portion of the building and the Urban Quarter (southern) portion of the building should be modified to reflect the materiality of the Urban Quarter portion of the building. (C-2)
5. The residential entry doors and material around the doors should be modified to reflect the scale of the building bay above the residential entry. (A-6, B-1, D-1)
6. The applicant should demonstrate that the street level patios would provide sufficient depth to allow usable areas for residents of those units. The Board encouraged the applicant to make these patios as deep as possible to provide usable outdoor seating areas for residents. (A-6)