



# City of Seattle

Department of Planning & Development

Diane M. Sugimura, Director



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

Project Number: 3013058

Address: 306 Queen Anne Ave N

Applicant: Radim Blazej for David Pruin with Gramor Development LLC.

Date of Meeting: Wednesday, April 04, 2012

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

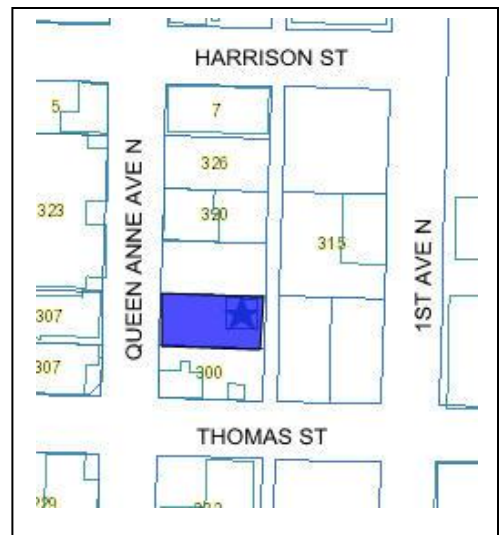
DPD Staff: Colin R. Vasquez, Senior Land Use Planner

### SITE & VICINITY

Site Zone: Neighborhood Commercial 3 (NC3-65')

Nearby Zones: (North) NC3-65'  
(South) NC3-65'  
(East) NC3-65'  
(West) NC3-65'

Lot Area: 7,200 square feet



Current Development: Residential

Access: Pedestrian access from Queen Anne Ave N & vehicle access from eastern alley.

Surrounding Development: Commercial and Residential structures of various bulk/scale and uses.

ECAs: None

Neighborhood Character: The neighborhood is filled with low to mid-rise apartments of various vintages, older single-story commercial buildings, and medium-sized office buildings built within the past 40 years. Large old buildings are built right to the street, with mature urban canopy and narrow streets all contribute to the established feeling of the neighborhood. There are very few street level commercial uses along the adjacent three block stretch of Queen Anne Ave N, contributing to low volume of pedestrian traffic.

East and west properties of the blocks across the alleys are predominantly surface parking lots.

Frequent bus service from downtown to lower Queen Anne make the Uptown Urban

Neighborhood an easily accessible place to live and visit

## PROJECT DESCRIPTION

The proposed development will create a mixed use apartment building with street front commercial uses and enhanced pedestrian experience in the urban village neighborhood. The ground level of the preferred scheme consists of a residential lobby, 3 commercial live/work units in loft configuration facing the street. The commercial live/work units will have direct, individual street access. Mezzanine level will have parking, accessible from alley and building services behind the mezzanine levels of live work units. The second thru sixth floors have a mix of studios and one bedrooms, for a total of 10 units per floor. The roof of the building will be accessible and act as an amenity space for tenants with opportunities for entertaining, gardening and relaxation. Parking is not required for this site, although 13 stalls will be provided in the structure, with direct access from the alley.

## **DESIGN PRESENTATION**

Three alternative design schemes were presented. All of the options include vehicle access from the alley for parking within the structure, a primary residential entry at the northwest corner of the building, street level live/work units, upper level residential units, and rooftop amenity space.

The first scheme (Option A) showed a rectangular building mass with the upper eastern façade setback from the property line for residential open space.

The second scheme (Option B) showed an L-shaped building mass with the upper southeastern area setback for residential open space.

The third preferred scheme (Option C) showed a C-shaped building mass with the upper central southern façade and eastern facades setback from the property lines.

## **PUBLIC COMMENT**

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

- Noted that events at the Seattle Center results in the alleys and streets being used for ‘disruptive behavior and illegal drinking/drugging ‘.
- Stated that the alleys vehicle access needs to be gated and lighted.
- Objected to the loss of the existing ‘garden’.
- Encouraged the reuse of the existing residential materials on the proposed building or for recycled use on other buildings.
- Concerned with the loss of the existing residential structure.

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

***Uptown-specific supplemental guidance:***

*Throughout Uptown, major entrances to developments should be prominent. The use of distinctive designs with historical references is strongly encouraged. Design, detailing, materials and landscaping may all be employed to this end. Building addresses and names (if applicable) should be located at entrances, tastefully crafted.*

**At the Early Design Guidance Meeting, the Board discussed that the residential entry's needs to be will defined and clearly visible from 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 Early Design Guidance Meeting, the Board discussed the exterior treatment of the facades. Materials and colors should be used to minimize the appearance of the façades — especially the north blank façade.**

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

**At the Early Design Guidance Meeting, the Board discussed the need for a well design rooftop amenity 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.**

***Uptown-specific supplemental guidance:***

*Throughout Uptown the preferred location for surface parking lots is in the rear of the building or away from or otherwise screened from the street and sidewalk.*

*Preferred Alley Access*

*Access to new development is preferred via alleyways, if feasible. Throughout Uptown encourage all parking for residential uses to be located below grade.*

**At the Early Design Guidance Meeting, the Board discussed their concerns with the recessed garage entrance being an inviting location 'drinking or drugging' activity.**

**The Board as a majority recommended that the vehicle access area be gated at the outer wall of the structure. And that the outer wall entrance corners are designed to add site triangles for drivers/pedestrians using the alley.**

**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.*

***Uptown-specific supplemental guidance:***

*In the Uptown Urban character area larger massing units and less modulation are appropriate, provided they are carefully designed, with quality materials.*

**At the Early Design Guidance Meeting, the Board discussed their concerns with the ‘box’ to the south. ‘Try to open it up.’**

**C. Architectural Elements and Materials**

**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.*

***Uptown-specific supplemental guidance:***

*Within the Uptown Park and Heart of Uptown character areas, the use of historic-looking brick and tile facades are strongly encouraged to create a more consistent, unified, and historic appearance throughout the district.*

*Throughout Uptown, decorative exterior treatments using brick, tile, and/or other interesting exterior finish materials are strongly preferred. Quality exterior finish materials should be incorporated at all levels and on all exterior walls.*

**D. Pedestrian Environment**

**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.*

***Uptown-specific supplemental guidance:***

*Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.*

*Throughout Uptown special attention to the pedestrian experience and street right-of-way should be given along pedestrian corridors as identified on the map (pg. VI).*

*Throughout Uptown the use of a pedestrian-scaled streetlamp within all character areas is encouraged. In addition, streetscape features such as street clocks and benches are encouraged in Heart of Uptown and Uptown Urban character areas.*

*In the Uptown Urban and Heart of Uptown character areas, encourage Seattle Center campus redevelopment along its boundaries to either open vistas from Uptown into Seattle Center or to provide activation for the street.*

*Including amenities for transit riders in a building's design rather than the traditional use of curbside bus shelters generates a safer and more active street. In the Uptown Urban and Heart of Uptown character areas the elimination of curbside bus shelters is encouraged in retail areas as appropriate.*

**At the Early Design Guidance Meeting, the Board asked that the mezzanine portion of the live/work space extend over the top of the lobby.**

- 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.*

***Uptown-specific supplemental guidance:***

*Within the Uptown Park character area landscaping (e.g., trellised climbing plants and other urban greenery) is the preferred treatment for walls.*

*In the Uptown Urban and Heart of Uptown character areas artwork and decorative surfacing may provide an alternative wall treatment to landscaping in some locations.*

**At the Early Design Guidance Meeting, the Board discussed the need for a well-designed façades. 'Can the concrete walls be enhanced/treated? Perhaps some further expression at the south facing concrete wall too.'**

- 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.*

***Uptown-specific supplemental guidance:***

*Throughout Uptown designs that lessen the visibility of parking structures are preferred. Garages and parking structures should, where feasible, incorporate landscaping to reduce their visual impact.*

*Parking structures are discouraged in the Uptown Urban and Heart of Uptown character areas.*

**At the Early Design Guidance Meeting, the Board discussed the need for a secure and safe vehicle access.**

- 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.*

**At the Early Design Guidance Meeting, the Board discussed their need to see details on this. ‘How does garbage collection work?’**

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

**At the Early Design Guidance Meeting, the Board discussed the need for a secure and safe alley vehicle access.**

- D-9** **Commercial [Residential entry and Live Work Unit] Signage.** *Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.*

***Uptown-specific supplemental guidance:***

*Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred. Backlit signs, animated reader boards and similar signs are discouraged. Blade signs, wall-mounted signs, signs below awnings, and similar signs are preferred.*

**If the applicant is considering signage for the residential entry and the live/work units — then examples should be provide at the next design review board meeting.**

- D-10** **Commercial [Exterior/Interior] 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.*

***Uptown-specific supplemental guidance:***

*Uptown accommodates shopping and eating experiences during the dark hours of the Northwest’s late fall, winter, and early spring. Pedestrian area lighting is an important feature of each block in the Uptown Urban character area, and the Heart of Uptown character area.*

**D-11 Commercial [Live/Work] Transparency.** *Commercial [live/work] 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.*

**At the Early Design Guidance Meeting, the Board discussed their need to see details on this. The emergency entrance door should be made ‘fun, not just a throw away.’**

**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-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.*

### ***Uptown-specific supplemental guidance:***

*Throughout Uptown, but especially within the Uptown Park character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible. Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen parking and other less visually attractive areas. Encourage planted containers at building entries.*

**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.*



## **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 Early Design Guidance meeting, the following departure was requested:

1. Allow residential uses to occupy 31% of the street-level street-facing façade when facing an arterial. (SMC 23.47A.005 Street-Level Uses): The Code requires that residential uses may not exceed 20% of the street-level street-facing façade when facing an arterial.

The Board indicated they would be inclined to consider the departure as long as the lobby has glass and transparency.

## **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.**