



# City of Seattle

Department of Construction and Inspections  
Nathan Torgelson, Director

DESIGN  
REVIEW

## FIRST EARLY DESIGN GUIDANCE OF THE WEST DESIGN REVIEW BOARD

Project Number: 3028696

Address: 2100 Queen Anne Ave E

Applicant: Jodi Patterson-O'Hare for Holland Partner Group

Date of Meeting: Wednesday, November 08, 2017

Board Members Present: Christine Harrington (Chair)  
Homero Nishiwaki  
Patreese Martin  
Stephen Porter  
Brian Walters

Board Members Absent: None

SDCI Staff Present: Crystal Torres, Land Use Planner  
Michael Gushard, Land Use Planner

### SITE & VICINITY

Site Zone: NC2-40 and NC2P-40

Nearby Zones: (North) Single Family 5000  
(South) Single Family 5000  
(East) Low-rise 2  
(West) Single Family 5000

Lot Area: Approx. 90,000sqft



**Current Development:**

The site is occupied by a grocery store and surface parking lot.

**Surrounding Development and Neighborhood Character:**

The site is within the middle of the commercial corridor along Queen Anne Ave N, on a block bounded between Boston and Crockett. The buildings along this street range from one-story traditional commercial style buildings to larger three-story mixed use building with retail ground floors. Immediately to the east of the site are a school building and senior living facility that are enveloped by single-family houses on wide lots. This single family character is mirrored behind the buildings across the street from the site. The site is in the Upper Queen Anne Residential Urban Village and within the boundaries for the Upper Queen Anne Neighborhood Design Guidelines

**Access:**

Vehicular access to the site currently occurs in five locations; two along Queen Anne Ave, one from Crockett Street to the south, off of Boston Street to the north and one from 1<sup>st</sup> Ave N . Vehicular access is proposed at two locations: along both Boston and Crockett.

**Environmentally Critical Areas:**

There are no environmentally critical areas mapped on this site.

**PROJECT DESCRIPTION**

The project includes construction of a five-story building containing 250 apartment units above ground-level retail. Parking for 314 vehicles to be provided below grade. Existing building, currently a Safeway, is to be demolished.

The design packet includes information presented at the meeting, and is available online by entering the project number at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

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

**Mailing Public Resource Center**  
**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

## **PUBLIC COMMENT**

The following public comments were offered at this meeting:

- The massing of the building is too large and out of scale with the surrounding neighborhood.
- Details will be very important for this project's success.
- Concerned that the project does not aesthetically fit on Queen Anne.
- The project should be individualized to the neighborhood and not a standard design plan.
- The packet should include more streetscape.
- The articulation of the building is interesting but the landscaping on Queen Anne Ave is insufficient.
- The building should have a smaller footprint.
- The shape of the massing should be more organized and regular.
- Concerned about traffic impacts.
- Concerned about elimination of a view from private property.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Concerned with traffic and pedestrian safety.
- Concerned with impacts to character and livability to neighborhood.
- Desire to see adequate modulation along Queen Anne Ave.
- Would like to see minimized height, bulk and scale impacts.
- Felt the residential character of neighborhood should be acknowledged.
- Concerned with large size emphasized over design quality.
- Concerned with corner being used as grocery entrance instead of public use.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations and bicycle storage standards are addressed under the City's zoning code and are not part of this review. Neither the Board, nor the City have purview over view impacts from private property.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

## **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.

1. **Massing, Form and Architectural Concept:** The Board unanimously agreed they would like to see the project return for another meeting as the massing needed to be further refined with a clear architectural concept. The Board would like to see a strong architectural concept which integrates the Safeway grocery store. For this reason, the Board did not have a preferred massing option, however, they reviewed the merits of the presented massing options as follows. (CS2-A-2. Architectural Presence, CS2-C-1. Corner Sites CS2-D-1. Existing Development and Zoning and CS2-D-3. Zone Transitions)
  - a. Option A. The Board was in support of the open space cut through presented in Option A. However, the Board would like to see this massing cut brought further down to create a stronger gesture that could be experienced visually from the street while providing massing relief of this nearly full-block development. (CS2-B-3. Character of Open Space, CS2-C-3. Full Block Sites)
  - b. Option B. The Board expressed some support for the clear hierarchy of the four gateway corners. The Board noted the concept of strong gateway moments could be utilized to clarify the hierarchy of the massing. However, the Board noted that these corners should not all be of the same scale and importance. The Board supported the emphasis on the SW retail corner (Queen Anne Ave/Crockett) and NE residential corner (1st Ave and Boston). (CS2-A-2. Architectural Presence, CS2-C-1. Corner Sites, CS2-D Height, Bulk, and Scale)
  - c. Options B and C. The Board also noted that the NE residential entry corner offered an opportunity to further differentiate the 1<sup>st</sup> Ave massing bar from the Queen Anne massing. The Board supported the concept of a gateway or special moment at this corner, however, they agreed that they did not yet see this concept executed.
    - i. The Board provided the following guidance related to the NE Corner:
      1. Relate the interior uses to the massing form. The Board cautioned that the interior uses at gateways should reflect the activity and stature of these spaces. They indicated that a fitness center is not sufficiently dynamic to meet the guidelines relating to gateways. (CS2-C-1. Corner Sites and PL1-A-2. Adding to Public Life)
      2. Study relocating the door from Boston to 1<sup>st</sup> Ave, taking into account the change in the street grid as you approach the site traveling west on Boston and provide street-level perspectives of the entry and approach experience from Boston. (CS2-B-1. Site Characteristics, CS2-A-2. Architectural Presence)
  - d. Options A and C. The Board was supportive of the location of the public plaza on the SW corner and concept for an active plaza with seating, fire pit, and potential to connect to the weekly farmers market. However, the Board noted public comment and expressed concern that the size would not lend itself to a public space or community amenity, rather the plaza would act only as the entry to the grocer.
    - i. The Board provided the following guidance related to the SW Corner:
      1. Provide a generous public plaza not just an entry. Demonstrate how the plaza would accommodate both typical store spill-out activities (fire wood, ice, floral/plants, etc.) and seating. (CS2-B Adjacent Sites, Streets, and Open Spaces)

2. Resolve the relationship of the plaza and sidewalk grade change. The Board stated that the sloping plaza did not result in a sufficient amount of usable open space for the project; they were concerned the slope would not allow the space to function as an open public space. They stated that a slope of no more than 2% would allow this feature to meet the design guidelines. The plaza should be as flush with the sidewalk as possible to create a usable space more in line with the presented concept of an active occupiable space. (CS2-A-1. Sense of Place and PL1-I-i. Outdoor Gathering Space)
  3. Clarify how bike infrastructure will be integrated into the plaza. (PL1-I-i. Outdoor Gathering Space)
  4. Integrate the bus stop into the plaza and streetscape design. (PL4-I-i. Bus Waiting Facilities in Buildings)
- e. 1<sup>st</sup> Avenue. The Board acknowledged public comment related to neighborhood transition and was unanimously in support of the rowhouses proposed along 1st Ave, which provided an appropriate scale, successful rhythm, and transition to the neighborhood. The Board specifically noted support for the stoops. (CS3-A-1. Fitting Old and New Together, CS3-A-4. Evolving Neighborhoods)
- Queen Anne Avenue. The Board discussed the massing along Queen Anne Ave, agreed with public comment, and expressed some support for the study and use of the indicated 22-foot storefront modulation. However, moving forward the Board would like to see this module inform the ground floor elevation, as currently the street-level presented a flat façade with modulation occurring above the street. (CS2-II-i. Breaking up Building Mass)

## 2. Street Level Uses and Entries

- a. The Board discussed the street level uses and relationship to the public realm. The Board requested additional information at the next meeting:
  - i. Provide a first floor plan for the entire site clarifying uses along the street-level. (DC1-1 Arrangement of Uses)
  - ii. The Board requested clarification regarding the relationship of the interior floor plate with the sidewalk. Provide elevations from the sidewalk with the floor line dashed in for clarification. (PL3-II-ii. Retail Use and Open Space at Sidewalk Level)
- b. Queen Anne Avenue. The Board agreed with public comment and discussed Queen Anne Avenue, unanimously agreeing that the continuous flat, singular use street-level expression with limited entries was not reflective of the finer grained Queen Anne commercial character. The Board provided the following guidance with the goal of activating the Queen Anne Avenue elevation, breaking-up the retail scale, and better relating to the Queen Anne character:
  - i. The Board supported the 45-foot (or smaller 22-foot) module as it reflects the commercial expression of Queen Anne Ave. However, they would like to see this expression come down to the ground level. (CS2-D 1 Existing Development and Scale)

The Board requested more differentiation and detailing along Queen Anne to create a smaller scale retail identity along the street. They also suggested that this could be achieved by expressing the internal divisions (coffee shop, flowers, deli and seating areas) of the proposed supermarket externally giving the appearance of smaller shops. (CS2-D 1 Existing Development and Scale, DC1-1 Arrangement of Uses)

- ii. The Board directed the design team to incorporate additional retail entrances in support of activating the street. (PL3-C-1. Porous Edge)
- iii. The Board indicated that the residential entries warranted a further evolution of concept. For instance; they would like to see how these engage with the right-of-way and the hammerhead turn around for trucks. (CS2-D 1 Existing Development and Scale and PL2-II-vi. Residential Entries)
- iv. The Board agreed that the right-of-way along Queen Anne should be widened at least 2-feet to provide a minimum R-O-W of 16' with additional setback as part of the buildings modulation on this façade to allow for spill out of uses. (PL2II Pedestrian Open Spaces and Entrances and CS3-I-iii. Wider Sidewalks)
- c. Crockett Street. In addition to the requested clarification regarding the floor plane and relationship to the sidewalk, the Board noted that the uses along Crockett should be thoughtfully considered. The Board noted the stair and elevator were currently placed along the street where there should instead be active uses. (DC1-1 Arrangement of Uses)
- d. Boston Street. The Board requested clarification regarding the enlarged curb cut and possibly mitigation strategies to the public realm, including paving treatment, plantings etc. (CS3-I-iv. Streetscape Improvement)
- e. 1<sup>st</sup> Avenue. The Board was supportive of the stoop entries along 1<sup>st</sup> Avenue. However, there was some discussion for incorporating small porches or patios to further encourage activation along the street. (PL2-II-vi. Residential Entries)

## **DEVELOPMENT STANDARD DEPARTURES**

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

1. **Building Height (SMC 23.41.010)** Within the Queen Anne Residential Urban Village neighborhood and commercial zones, building height departures of up to three feet of additional height may be granted if the top floor is set back at least six feet. The applicant is proposing 3 feet of additional height with a minimum setback of six feet.

The Board indicated preliminary support for adding three feet of additional height as the setbacks and character of the rowhouses appears to result in an adequate transition into the neighborhood but indicated this would be dependent on the massing presented at the next EDG. CS3-A-1. Fitting Old and New Together, CS3-A-4. Evolving Neighborhoods, CS2-D Height, Bulk, and Scale)

2. **Parking Location and Access (SMC 23.47A.032.A and 23.48.085)** Access to parking and loading shall be from an alley if the lot abuts an approved alley and use of the alley for parking and loading access would not create a significant safety hazard as determined by the director. The applicant is proposing access from the alley as well as a second curb cut from Crockett Street.

The Board indicated preliminary support for the second curb cut allowing street access from Crockett as this would improve the vehicular circulation but requested to receive confirmation from SDCI based on submitted traffic studies that examine how this access point will interact with neighborhood traffic patterns, particularly with the curb cuts located across Crockett and input from SDCI regarding any potential design based mitigation. (DC1-B-1. Access Location and Design)

3. **Parking Access (SMC 23.54.030)** For two-way traffic, the minimum width of curb cuts is 22ft and the maximum is 25 feet, except that the max may be increased to 30 feet if truck and auto access are combined. The applicant is proposing a 38' curb cut along Boston Street.

The Board indicated preliminary support for the increased curb cut contingent on better understanding its effects on an active and safe street front as part of the overall project fronting onto Boston Street, along with details regarding the conditions will be in the resulting driveway. To earn this departure the applicant will need to show how this larger curb cut will fit into and be absorbed by the bigger concept of the building and better meet the design guidelines. (DC1-B-1. Access Location and Design)

## DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

### CONTEXT & SITE

**CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.**

#### CS1-A Energy Use

**CS1-A-1. Energy Choices:** At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

#### CS1-B Sunlight and Natural Ventilation

**CS1-B-1. Sun and Wind:** Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

**CS1-B-2. Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

**CS1-B-3. Managing Solar Gain:** Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

**CS1-C Topography**

**CS1-C-1. Land Form:** Use natural topography and desirable landforms to inform project design.

**CS1-C-2. Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site.

**CS1-D Plants and Habitat**

**CS1-D-1. On-Site Features:** Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

**CS1-D-2. Off-Site Features:** Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

**CS1-E Water**

**CS1-E-1. Natural Water Features:** If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

**CS1-E-2. Adding Interest with Project Drainage:** Use project drainage systems as opportunities to add interest to the site through water-related design elements.

***Upper Queen Anne Supplemental Guidance:***

**CS1-I Respond to Site Characteristics**

**CS1-I-i. Solar Orientation:**

- a. Building massing should maximize light and air to the street and other landscaped areas.
- b. Where possible, buildings should respect existing adjacencies that enjoy solar and other environmental considerations.
- c. Orientation of buildings to make efficient use of passive energy is encouraged.

**CS1-I-ii. Stormwater Management:**

- a. Stormwater collected from roof drains, street- and hard-scapes is encouraged to incorporate Low Impact Development (LID) techniques such as rain gardens, bioswales and pervious pavement when possible for improved stormwater mitigation on the neighborhood.
- b. Vegetated roofs are encouraged for stormwater mitigation.
- c. The goal, is to strive, where possible, to re-infiltrate all water collected at the site as close as possible to where the rain falls.

**CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.**

**CS2-A Location in the City and Neighborhood**



**CS2-A-1. Sense of Place:** Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

**CS2-A-2. Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

**CS2-B Adjacent Sites, Streets, and Open Spaces**

**CS2-B-1. Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

**CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm.

**CS2-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.

**CS2-C Relationship to the Block**

**CS2-C-1. Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

**CS2-C-2. Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

**CS2-C-3. Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

**CS2-D Height, Bulk, and Scale**

**CS2-D-1. Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

**CS2-D-2. Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

**CS2-D-3. Zone Transitions:** For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

**CS2-D-4. Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone.

**CS2-D-5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

***Upper Queen Anne Supplemental Guidance:***

**CS2-I Corner Lots**

**CS2-I-i. Corners As Activity Nodes:** Buildings sited on corner lots should take advantage of their role as community activity nodes (see related guidelines in Section PL1, PL2, PL3 and PL4, Public Life and Section DC3, Open Space Concept).

**CS2-I-ii. Visual Anchor:** Special features and strong building forms should be used to visually anchor the block. Larger setbacks are encouraged to provide wider sidewalks or plazas. Focal elements such as public art, landscaping or a community information kiosk should be considered at some intersections.

**CS2-II Height, Bulk and Scale Compatibility**

**CS2-II-i. Breaking up Building Mass:** The height, bulk and scale of new buildings should reflect the architectural character and scale of the community.

a. Building mass should be broken into distinct but related sections that reflect the historic 30- and 45-foot-wide lot sizes. This can be achieved through changes in building height and setbacks, materials, coloring, and architectural detailing. Streetfront facades are discouraged to extend beyond 60' without this architectural consideration.

b. Although monolithic street façades are discouraged on Queen Anne, simple structures that are well-fenestrated and are rich in detail at the ground level can achieve a building scale appropriate to the neighborhood. Many early, 20th century building facades are relatively unmodulated but are successful because of their material composition and attention to architectural detail.

**CS2-II-ii. Preferred Strategies for Modulation:** Several strategies for building modulation are preferred:

a. Bay windows, if consistent with the building's architectural vocabulary, are encouraged on street-facing façades. Preferably, no more than 14' wide.

b. The use of balconies on the street front elevation of buildings is discouraged, although Juliet balconies often provide an acceptable façade enhancement and increase light and air into the building and onto the street. Balconies are encouraged on facades that face adjacent single-family properties in order to create a façade treatment more sensitive to the single-family neighbors.

c. Using a variety of modulation methods helps avoid monotony along the street frontage.

**CS2-II-iii. Top Floor Setback:** To increase natural light on the street, reduce the apparent height of new buildings and preserve the feel of smaller-scale commercial buildings, the community would consider supporting a departure for additional building height of 3 feet for projects that step back the top floor of the structure a minimum of 6 feet from the street side façade(s).

**CS2-II-iv. Setbacks Where Commercial Abuts Residential:** When possible, building heights should be reduced and setbacks increased where commercial uses abut residential uses. However, the community strongly supports wider sidewalks and pedestrian open spaces along public streets. In order to help a development provide these features, the community would likely support development flexibility by granting departures, as appropriate. (See related guidelines in Site Planning, DC1-I. Widening Narrow Alleys; and Pedestrian Environment, PL2-II, Building Setbacks for Wider Sidewalks, Avoiding Dark, Unusable Spaces and Pedestrian Weather Projection)

**CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.**

### **CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-1. Fitting Old and New Together:** Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

**CS3-A-2. Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

**CS3-A-3. Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

**CS3-A-4. Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

### **CS3-B Local History and Culture**

**CS3-B-1. Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

**CS3-B-2. Historical/Cultural References:** Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

### ***Upper Queen Anne Supplemental Guidance:***

#### **CS3-I Streetscape Compatibility**

**CS3-I-i. Architectural Diversity:** Buildings that reflect a diversity of architectural shapes, sizes, styles and themes are considered positive attributes of the Queen Anne neighborhood.

**CS3-I-ii. Older and Historic Buildings:** Existing, older buildings are valued by the community and they should be preserved or modified for reuse, when possible. New structures should respect and be designed to complement historical buildings and sites (See Historical Building and Site Survey prepared by Mimi Sheridan).

**CS3-I-iii. Wider Sidewalks:** Compatibility with the desired streetscape can be enhanced by increasing the width of the sidewalk to 15'-16', in order to relieve congestion (see related guideline in Pedestrian Environment, PL4-I, Pedestrian Open Spaces and Entrances).

**CS3-I-iv. Streetscape Improvement:** Streetscape design with new development should enhance the pedestrian environment in Upper Queen Anne according to a consistent high quality overall strategy.

#### **CS3-II Architectural Context**

##### **CS3-II-i. Desired Historic Architectural Characteristics:**

- a. One- and two-story buildings with 30- to 45-foot-wide facades and storefronts as narrow as 15 feet
- b. Solid kick panels below windows
- c. Large storefront windows
- d. Multi-pane or double-hung windows with transoms or clerestory lights

- e. A high level of fine-grained detailing and trim, especially at street level
- f. High-quality materials, such as brick and terra-cotta, tile, natural and cast stone
- g. Marquees or canopies that provide pedestrian weather protection
- h. Variable parapet heights
- i. Defined and detailed cornices
- j. Variety in commercial door and window styles and colors

**CS3-II-ii. Features Especially Encouraged:**

- a. Sustainable design
- b. Multi-pane or double hung windows with transoms or clerestory lights for ground floor retail spaces
- c. Marquees or canopies. However, continuous, uniform marquees or canopies longer than the 30- to 45-foot width are discouraged. (See related guidelines in Pedestrian Environment, PL2-II.iv, Pedestrian Weather Protection.)
- d. Pronounced cornices that reflect an association with historical characteristics in scale, material choice, and design
- e. Variable parapet heights can help reduce scale and provide successful architectural modulation

**CS3-II-iii. Small Local Businesses:** Retail spaces are preferred that are suitable for family run or small, local businesses. Buildings designed for large businesses or franchises typically don't provide the desired neighborhood character and village scale.

**PUBLIC LIFE**

**PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.**

**PL1-A Network of Open Spaces**

**PL1-A-1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

**PL1-A-2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

**PL1-B Walkways and Connections**

**PL1-B-1. Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

**PL1-B-2. Pedestrian Volumes:** Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

**PL1-B-3. Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

**PL1-C Outdoor Uses and Activities**

**PL1-C-1. Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

**PL1-C-2. Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer’s markets, kiosks and community bulletin boards, cafes, or street vending.

**PL1-C-3. Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

***Upper Queen Anne Supplemental Guidance:***

**PL1-I Pedestrian Open Space and Entrances**

**PL1-I-i. Outdoor Gathering Space:** Courtyards and other pedestrian open spaces that accommodate outdoor eating, serve as public gathering areas, or provide greenery along the streetscape are especially encouraged. Such areas should be sited, if possible, to allow sunlight to penetrate. (A good example is the courtyard located at 1811 Queen Anne Avenue N. adjacent to El Diablo Coffee Company and the Queen Anne Bookstore.)

**PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.**

**PL2-A Accessibility**

**PL2-A-1. Access for All:** Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

**PL2-A-2. Access Challenges:** Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

**PL2-B Safety and Security**

**PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance.

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**PL2-B-3. Street-Level Transparency:** Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

**PL2-C Weather Protection**

**PL2-C-1. Locations and Coverage:** Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

**PL2-C-2. Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

**PL2-C-3. People-Friendly Spaces:** Create an artful and people-friendly space beneath building.

**PL2-D Wayfinding**

**PL2-D-1. Design as Wayfinding:** Use design features as a means of wayfinding wherever possible.

***Upper Queen Anne Supplemental Guidance:***

**PL2-I Corner Lots**

**PL2-I-i. Curb Bulbs:** Curb bulbs are encouraged at all intersections for pedestrian safety.

**PL2-II Pedestrian Open Space and Entrances**

**PL2-II-i. Building Setbacks for Wider Sidewalks:** Where possible, buildings should be set back 3 to 4 feet from property lines abutting public sidewalks to provide increased sidewalk width (at least 15' – 16', including walkway and amenity strip) along Queen Anne Avenue.

**PL2-II-ii. Recessed Retail Entry Areas:** Retail entries that are recessed and designed to encourage and enhance pedestrian movement and activity are preferred. The scale of retail entries should be commensurate with the façade.

**PL2-II-iii. Avoiding Dark, Unusable Spaces:** The spaces created by recessed storefronts, facade modulation or building setbacks at ground-level should not darken retail areas and should be large enough to be usable by pedestrians or to provide opportunities for uses such as outdoor café seating or flower shop displays.

**PL2-II-iv. Pedestrian Weather Protection:** Some pedestrian weather protection, in the form of canopies and awnings over sidewalks, is desirable. However, the community values open air and sunlight, so long, unbroken stretches of overhead protection are discouraged. Structures longer than the traditional 45-foot wide buildings characteristic of Queen Anne should avoid continuous and uniform awnings or canopies. Pedestrian weather protection that provides for sunlight at the street level, through either clear glass or retractable systems, should be considered. (See related guideline in Architectural Elements and Materials, DC2-I, Individualized Storefronts)

**PL2-II-v. Pedestrian Amenities and Street Furniture:** New development should be encouraged to integrate pedestrian amenities including, but not limited to street trees, pedestrian lighting, benches on street corners, trash receptacles, consolidated newspaper racks, public art, and bike racks in order to maintain and strengthen pedestrian activity. (See also guideline CS3-I Streetscape Compatibility)

**PL2-II-vi. Residential Entries:** Residential entries should be clearly pronounced and set back from the street. On side streets, stoops with elevated entries and open spaces are encouraged.

**PL2-III Personal Safety and Security**

**PL2-III-i. Sidewalk Obstructions:** On narrow sidewalks, obstructions that impede pedestrian activity are potential safety hazards and should be avoided and carefully considered.

**PL2-III-ii. Tree Grates:** In heavily used pedestrian areas, such as a bus zones, consider installing tree grates.

**PL2-III-iii. Curb Bulbs and Crosswalks:** Install crosswalks and curb bulbs when applicable and in concert with SDOT and City Plans.

**PL2-III-iv. Curb Cuts:** Discourage curb cuts for vehicle ingress or egress across sidewalks on Queen Anne Avenue North.

**PL2-III-v. Security and Visibility:** Discourage solid fences that reduce security and visual access from streets and install pedestrian-scale lighting at building entrances and dark alcoves. (See related guideline in Pedestrian Environment, DC4, Commercial Lighting)

**PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.**

**PL3-A Entries**

**PL3-A-1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

**PL3-A-2. Common Entries:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

**PL3-A-3. Individual Entries:** Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

**PL3-A-4. Ensemble of Elements:** Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

**PL3-B Residential Edges**

**PL3-B-1. Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

**PL3-B-2. Ground-level Residential:** Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

**PL3-B-3. Buildings with Live/Work Uses:** Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

**PL3-B-4. Interaction:** Provide opportunities for interaction among residents and neighbors.

**PL3-C Retail Edges**

**PL3-C-1. Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

**PL3-C-2. Visibility:** Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

**PL3-C-3. Ancillary Activities:** Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

***Upper Queen Anne Supplemental Guidance:***

**PL3-I Human Activity**

**PL3-I-i. Outdoor Dining:** Outdoor eating and drinking opportunities are encouraged along street-level building facades.

**PL3-I-ii. Individualized Storefronts:** A diversity of scale and appearance of storefronts contributes to the success and vitality of the business district. The community encourages opportunities for individual retail businesses to personalize or modify their storefronts. Such modifications could include awning or canopy design, sign design, window design and street-level building surface materials.

**PL3-II Pedestrian Open Space and Entrances**

**PL3-II-i. Operable Storefront Windows:** Storefront windows that open the interior space to the sidewalk are encouraged to provide outdoor eating and drinking opportunities.

**PL3-II-ii. Retail Use and Open Space at Sidewalk Level:** Retail uses adjacent to sidewalks should be located at sidewalk level. Below grade entries are discouraged. Setbacks and plazas should be at sidewalk level, although outdoor dining plazas or terraces elevated above the sidewalk level are acceptable if they are wheelchair accessible.

**PL3-III Streetscape Compatibility**

**PL3-III-i. Ground Level Residential:** The community values existing ground level residential uses that add variety to the appearance and use of commercial corridor.

**PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.**

**PL4-A Entry Locations and Relationships**

**PL4-A-1. Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.

**PL4-A-2. Connections to All Modes:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

**PL4-B Planning Ahead for Bicyclists**

**PL4-B-1. Early Planning:** Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

**PL4-B-2. Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

**PL4-B-3. Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project.

**PL4-C Planning Ahead For Transit**

**PL4-C-1. Influence on Project Design:** Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

**PL4-C-2. On-site Transit Stops:** If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

**PL4-C-3. Transit Connections:** Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

**Upper Queen Anne Supplemental Guidance:**



**PL4-I Pedestrian Open Spaces and Entrances**

**PL4-I-i. Bus Waiting Facilities in Buildings:** Incorporate facilities for transit riders within building facades at bus stops. This could include covered waiting areas with benches, landscaping and lighting. (See related guideline in Pedestrian Environment, PL4-II, Bus Bulbs)

**PL4-II Personal Safety and Security**

**PL4-II-i .Bus Bulbs:** Coordinate with Metro Transit to provide bus bulbs (extensions of the sidewalk and amenities strip into the street that allow buses to stop without pulling out of the traffic lane) to help widen sidewalks and improve pedestrian safety.

**DESIGN CONCEPT**

**DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.**

**DC1-A Arrangement of Interior Uses**

**DC1-A-1. Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

**DC1-A-2. Gathering Places:** Maximize the use of any interior or exterior gathering spaces.

**DC1-A-3. Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

**DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

**DC1-B Vehicular Access and Circulation**

**DC1-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

**DC1-B-2. Facilities for Alternative Transportation:** Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

**DC1-C Parking and Service Uses**

**DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

**DC1-C-2. Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

**DC1-C-3. Multiple Uses:** Design parking areas to serve multiple uses such as children’s play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

**DC1-C-4. Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

**Upper Queen Anne Supplemental Guidance:**

## **DC1-I Parking and Vehicle Access**

**DC1-I-i. Parking on Queen Anne Avenue:** A mixture of diagonal and parallel curb parking is encouraged along Queen Anne Avenue to add variety, calm traffic and reinforce commercial nodes.

**DC1-I-ii. Access to Parking:** Below grade parking is encouraged with access located on alleys or side streets. Access from Queen Anne Avenue North, West Galer Street, West McGraw Street and 10th Avenue West is discouraged.

**DC1-I-iii. Preserving Existing Sidewalk Areas:** Existing sidewalks and planting strips should not be removed to provide diagonal parking. East-west streets adjoining Queen Anne Avenue, such as Galer, Garfield, Blaine, Howe, and Crockett Streets, have exceptionally wide sidewalk areas, and these should be maintained, where possible.

**DC1-I-iv. Widening Narrow Alleys:** For projects with commercial delivery vehicle traffic through the public alley, a building setback to widen the alley is desired for safety.

## **DC1-II Screening of Dumpsters, Utilities, and Service Areas**

**DC1-II-i. Additional Screening near Single-family Zoning:** Due to the close proximity of single family homes to commercial zones in Queen Anne, additional screening of dumpsters, utilities and services is encouraged in order to soften the impact of commercial development. Also, dumpster areas for food service-type businesses should be placed in such a way that odor is shielded from nearby homes.

## **DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**

### **DC2-A Massing**

**DC2-A-1. Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

**DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects.

### **DC2-B Architectural and Facade Composition**

**DC2-B-1. Façade Composition:** Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

**DC2-B-2. Blank Walls:** Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

### **DC2-C Secondary Architectural Features**

**DC2-C-1. Visual Depth and Interest:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

**DC2-C-2. Dual Purpose Elements:** Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

**DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

**DC2-D Scale and Texture**

**DC2-D-1. Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

**DC2-D-2. Texture:** Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

**DC2-E Form and Function**

**DC2-E-1. Legibility and Flexibility:** Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

***Upper Queen Anne Supplemental Guidance:***

**DC2-I Architectural Concept and Consistency**

**DC2-I-i. Individualized Storefronts:** Commercial buildings are preferred that are designed to allow individual tenants to modify their storefronts. This can include making provisions for unique and custom treatment of storefront facades, entry doors and windows, canopies and marquees, signage or outdoor display space.

**DC2-I-ii. Highlighting Distinctive Features:** Distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest should be illuminated. Sidewalk lighting that is integrated into the building façade is encouraged. (See related guidelines in Pedestrian Environment, D-1DC4-III, Commercial Lighting.

**DC2-I-iii. Screening Rooftop Systems:** Rooftop building systems (i.e., mechanical and electrical equipment, antennas) should be screened from key observation points by integrating them into the building design with parapets, screens or other methods that respect and reinforce the building vocabulary. Faux fences and other similar devices are discouraged.

**DC2-I-iv. Sustainable Building Features:** Sustainable building features are encouraged to be considered as an integral part of the architectural concept for new construction and major renovation. Inclusion of features to achieve LEED rating, incorporation of LID, and location of Green Factor planting in the most public locations are among the encouraged sustainability principles.

**DC2-II Human Scale**

**DC2-II-i. Pedestrian Orientation:** Human scale contributes to a structure’s overall appeal and is a key element in creating an inviting pedestrian oriented community. Street level and alley treatments require special attentiveness to human scale. In general, fine grain detail and high quality materials at street level, characteristic of early twentieth century commercial buildings, enhance the pedestrian experience and add to the overall appeal of buildings, making them more consistent with the desired character of the neighborhood.

## **DC2-III Treatment of Alleys**

**DC2-III-i. Quality Materials:** Quality materials should always be considered on the alley side of commercial structures to soften the impact of commercial development.

**DC2-III-ii. Architectural Detail:** Attention should be given to the design and detailing on the alley side of buildings. Alleys are not unused, unseen locations but rather an integrated part of the commercial and mixed-use environment, especially in this neighborhood due to the proximity of single-family housing.

**DC2-III-iii. Plantings Along Alleys:** Vertically integrated green materials, including hanging vines and drought-tolerant plantings should be incorporated.

## **DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.**

### **DC3-A Building-Open Space Relationship**

**DC3-A-1. Interior/Exterior Fit:** Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

### **DC3-B Open Space Uses and Activities**

**DC3-B-1. Meeting User Needs:** Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

**DC3-B-2. Matching Uses to Conditions:** Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

**DC3-B-3. Connections to Other Open Space:** Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

**DC3-B-4. Multifamily Open Space:** Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

### **DC3-C Design**

**DC3-C-1. Reinforce Existing Open Space:** Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

**DC3-C-2. Amenities/Features:** Create attractive outdoor spaces suited to the uses envisioned for the project.

**DC3-C-3. Support Natural Areas:** Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

## ***Upper Queen Anne Supplemental Guidance:***

### **DC3-I Landscaping to Reinforce Design Continuity with Adjacent Sites**

**DC3-I-i. Uniform Street Tree Plantings:** If a street has a uniform planting of street trees, or a distinctive species, new street trees should match. For example, trees along Queen

Anne Avenue are maples. See [www.PPQA.com](http://www.PPQA.com) and SDOT master tree plan for specific recommendations.

**DC3-I-ii. Landscape Maintenance and Irrigation:** Pruned trees and tended landscapes are representative of Queen Anne’s neighborhood. Automatic irrigation or the use of harvested rainwater and professional landscape maintenance are strongly recommended to maintain an attractive landscape.

**DC3-I-iii. Street-level Landscaping:** Queen Anne’s commercial areas are comprised of residences and commercial establishments surrounded by a large single-family residential neighborhood. A strong natural presence of greenery is necessary to soften the harshness of commercial structures in this context. Significant landscaping at the street level is desirable to attract and welcome shoppers and residents to maintain the village feel of commercial areas.

**DC3-I-iv. Visible Landscaping:** Each development should include welcoming landscape that can be seen by pedestrians at ground level. Landscaping on upper levels of buildings is encouraged if visible from the sidewalk.

**DC3-I-v. Art in the Pedestrian Environment:** Public art should be integrated into buildings and landscaping whenever possible.

#### **DC3-II Landscaping to Enhance the Building and/or Site**

**DC3-II-i. Green Factor Focus on Ground-level Plantings:** The Green Factor, a requirement of the Seattle Land Use Code, should be thoughtfully applied; a focus on ground-level plantings that enhance the pedestrian environment is strongly recommended.

##### **DC3-II-ii. Recommended Landscape Enhancements:**

- a. Soften the building form by using wall-hung trellises, terraced landscaping, planted retaining walls, or planted pergolas to shelter pathways and courtyards.
- b. Incorporate a planter wall or planter box as part of the architecture.
- c. Include a planted landscaped courtyard, entryway or fountain.
- d. Distinctively landscape open areas created by building modulation with in ground plantings or large planters.
- e. Emphasize entries and corners with special plantings or planted containers in conjunction with decorative paving sculpture and lighting.

**DC3-II-iii. Evergreen Plantings:** The use of mostly evergreen plants is strongly recommended for a year-round attractive landscape.

**DC3-II-iv. Quality Landscaping Materials:** Lush landscape materials and the use of interesting details in paving, outdoor furniture, fountains and artwork are encouraged.

**DC3-II-v. Recommended Plants:** Plant selections should be tailored to the light conditions on the east and west sides of Queen Anne Avenue. Developers may elect to take guidance on plant selections from a plant list prepared by Picture Perfect Queen Anne to communicate specific community preferences.

**DC3-II-vi. Planted Containers:** A variety of planted containers to mark business entries is encouraged to enhance the pedestrian environment.

#### **DC3-III Landscape Design to Address Special Site Conditions**

**DC3-III-i. Building Floors above Sidewalk Level:** Where a building entrance or floor is elevated above a pedestrian’s eye level at the sidewalk, landscaping can help make the transition between grades by providing a planted or terraced wall or rockery.

**DC3-III-ii. Wheelchair Ramps:** Where wheelchair ramps must be provided on a street front, the ramp structure can be landscaped and blended into the overall design. Use curb-sided ADA ramps wherever feasible to maximize landscaping areas.

**DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.**

**DC4-A Exterior Elements and Finishes**

**DC4-A-1. 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.

**DC4-A-2. Climate Appropriateness:** Select durable and attractive materials that will age well in Seattle’s climate, taking special care to detail corners, edges, and transitions.

**DC4-B Signage**

**DC4-B-1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

**DC4-B-2. Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

**DC4-C Lighting**

**DC4-C-1. Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

**DC4-C-2. Avoiding Glare:** Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

**DC4-D Trees, Landscape, and Hardscape Materials**

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

**DC4-D-3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

**DC4-D-4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

**DC4-E Project Assembly and Lifespan**

**DC4-E-1. Deconstruction:** When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

**Upper Queen Anne Supplemental Guidance:**

**DC4-I Exterior Finish Materials**

**DC4-I-i. Building for the Long Term:** New buildings should be designed and built as high quality, long-term additions to the neighborhood with design and materials.

**DC4-I-ii. Cladding Materials:** High-quality cladding materials, such as brick and terracotta, tile, natural and cast stone are suitable for the planning area. Although primary attention to material quality should be paid to the streetscape façade, quality materials are also desirable on alleyfacing facades.

- a. Brick is the most common surface treatment in Queen Anne’s commercial areas and is strongly encouraged.
- b. The use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) is highly discouraged, especially on groundlevel locations.
- c. Materials that are subject to fading and discoloration should also be avoided.

**DC4-I-iii. Ground-floor Façade Materials:** Finish materials on ground-floor facades adjacent to pedestrian open space and sidewalk areas should exhibit quality and refined architectural detailing.

- a. Cast stone, tile or brick that reflects architectural features on existing buildings is strongly encouraged.
- b. Large storefront windows should be composed of quality materials.
- c. The use of concrete as an exterior material along ground-floor facades is discouraged, unless well detailed and crafted.
- d. Absorbent or matte-finish materials that make cleaning or removing graffiti difficult are discouraged.

**DC4-I-iv. Colors:** Colors should be applied sensitively and should be considered in terms of their relationship to neighboring buildings.

**DC4-I-v. Renewable Materials:** When possible, use renewable building materials acquired from regional producers and manufacturers.

## **DC4-II Commercial Signage**

**DC4-II-i. Pedestrian-oriented Signs:** Pedestrian-oriented signs, such as blade signs mounted perpendicular to pedestrian sidewalks on storefronts or on the underside of rain canopies, architecturally integrated signs and small, unique signs (such as signs made of natural materials like painted wood, carvings, metal or etched glass) are encouraged. Directional lighting for signs is also encouraged.

**DC4-II-ii. Signs to Avoid:** Backlit signs, digitally animated signs and illuminated letters that are typically auto-oriented rather than pedestrian-oriented are discouraged.

## **DC4-III Commercial Lighting**

**DC4-III-i. Preferred Pedestrian Lighting:** The following modes of pedestrian lighting are preferred:

- a. Pedestrian-scale street lighting, such as 19-foot-high pole fixtures
- b. Exterior wall sconces on the front of buildings
- c. Down lighting under rain canopies
- d. Display window lighting that casts soft light on sidewalks

**DC4-III-ii. Pedestrian Lighting Considerations:**

- a. Pedestrian lighting should be coordinated with tree plantings so that pedestrian areas will be well-lighted beneath trees as they mature, as well as beneath storefront canopies.

- b. Fixtures should include shielding to prevent glare into single-family homes and residential units on floors above the sidewalk level.
- c. Recessed entryways should be lit with wall sconces or other downlighting fixtures.
- d. Bollard light fixtures are discouraged.

## **RECOMMENDATIONS**

### **BOARD DIRECTION**

At the conclusion of the First Early Design Guidance meeting, the Board recommended the project return for another meeting in response to the guidance provided.