City of Seattle
Edward B. Murray, Mayor

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

CITY OF SEATTLE
ANALYSIS, RECOMMENDATION AND DECISION OF THE DIRECTOR OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 3014863

Applicant Name: Wayne Shores with The Velmeir Companies

Address of Proposal: 531 Queen Anne Avenue North

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow a three-story, 31 unit residential structure with 16,200 sq. ft. of commercial use at grade and 62 below-grade parking spaces. Two commercial structures would be demolished. Project includes 18,000 sq. ft. of grading.

The following approvals are required:

Design Review - Seattle Municipal Code (SMC) Section 23.41

SEPA - Environmental Determination pursuant to SMC 25.05

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions*

[ ] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction

* Notice of the Early Determination of Non-significance was published on December 26, 2013 and re-noticed on June 5, 2014.

PROJECT DESCRIPTION

The applicant proposes to construct a three-story structure with 16,200 square feet of commercial use at grade and 31 residential units above at the southwest corner of Queen Anne Avenue North and West Mercer Street. The applicant proposes a 62 stall below-grade parking garage accessed from the alley on the west. The proposal would require demolition of two commercial structures.

At the first Early Design Guidance meeting, the applicant presented three variations of a one and a half story drugstore relatively square in plan. Commonalities include garage access from the alley, an articulated single point of entry at the corner of Queen Anne Ave and Mercer St., and a series of repeating bays along the two street fronts with windows set back from the dominant plane and embellished with planters and canopies.

By the second EDG meeting, the applicant submitted three new options to DPD. These options, similar in their two-story bulk and scale and program, varied in façade treatments. Characterized by an expressed or visible structural frame, Scheme One sits close to the property lines with infill panels set back from the structural grid. The panels allow for a new bus stop integrated into the building and covered by a canopy along Queen Anne Ave. Within the middle of the three bays facing Mercer St., the applicant provides a niche for a small or micro retail use. At the corner of Queen Anne and Mercer, the entry forms a chamfer at the first floor behind an exposed column. Similar to the earlier schemes, garage access occurs from the alley.

Scheme Two's variation in the façade reflects the rhythms of the Uptown storefronts by use of layering. Its white, outer shell alludes to early 20th century design with strong rectilinear forms and the size of window shapes suggesting uses behind them. Glazing sits back from the outer layer with multiple mullions contrasting with the flat surface of the outer layer. The building steps back even further at the small retail niche, the bus stop and at portions of the upper level to introduce a more significant break in the façade, again to introduce a smaller scale, with a series of vertically oriented windows creating a contrast to the predominate horizontality of the two major elevations.

The playfulness of Scheme Three acknowledges Seattle Center, Art Deco and other mid-century design antecedents. A wide, flat cornice that tapers away from the Queen Anne/Mercer intersection caps a mostly glazed storefront and second floor office. The structure steps back from the property line at the south and west ends to differentiate the larger mass and provide a scale in keeping with the retail storefronts along Queen Anne. This scheme does not integrate the Metro bus stop into the east façade. Each scheme would have a portion of the roof above the ground level devoted to a green roof in order to meet the city's green factor requirements.

The architect refined Scheme One for the Master Use Permit application yet added a third floor expanding the structural framing system to encompass the larger residential component. In addition, the development team produced a more robust landscape plan to accommodate residential tenant needs.

SITE & VICINITY

The 17,280 sq. ft. site lies within a Neighborhood Commercial Three (NC3P 40) pedestrian zone with a 40 foot height limit within the Uptown Urban Center. A small storefront lounge or bar and a one-story auto oriented strip mall occupy the site's southern portion. A surface parking lot comprises the site's northern half. A Kidd Valley restaurant anchors the retail center. The site descends approximately ten feet from the east to the alley bordering the site on the west. The site does not have a mapped environmentally critical area.

Three rights of way bound the site on the east, north and west. The principal arterial, Queen Anne Ave, is classified as a SEPA scenic route. W. Mercer St also has a principal arterial designation. The two-way alley runs north and south bound. A rapid ride bus stop for south bound transit sits adjacent to the site on Queen Anne Ave.

Uptown possesses a pedestrian orientation with a plethora of small commercial, multi-family and mixed use structures. Older commercial buildings tend to have one or two-stories housing restaurants and other local services. Numerous older three and four story, brick residential buildings anchor the neighborhood. Newer mixed use buildings, such as the Tribeca directly across the alley from the site, have been constructed in the past 15 to 20 years.

Seattle Center lies two blocks to the east. Kinnear Park sits at the western edge of the Uptown neighborhood.

ANALYSIS - DESIGN REVIEW

Public Comments

At the first EDG meeting, sixteen members of the public affixed their names to the Early Design meeting sign-in sheet. Speakers raised the following issues:

Building Massing

- The chamfered corner will attract transients.
- Modulate the building elevations.
- Avoid the collision between the canopies and the bus stop. The project design must consider that 1,500 people use the bus stop every day. Integrate the bus stop into the design.
- Set the building back at the transit stop.
- The building should relate to the south bound rapid ride station.
- Consider a larger more appropriately sized corner.

Urban and Architectural Context

- The design problem has to do with shoehorning a suburban model of a drugstore into an urban setting.
- The exterior does not relate to its context.
- The arch at the corner is out of place. There is not a context for it. There is a lot of opportunity for creative identification. Don't use the arch.
- The detailing is inappropriate. Cast concrete detail is not an Uptown element.
- The grade on Mercer St. might justify a departure for transparency, but this is not true for the elevation on Queen Anne.
- The development team needs to design an urban store, not one based on a suburban model.
- The design does not fit the Uptown neighborhood.

Programming

- Integrate small uses into the bays on Queen Anne Ave. such as a walk-up espresso window.

- Eliminate the blank wall on the Queen Anne elevation. Use the 1st 30' as a community room.
- CVS stores in New York City have multiple entrances. This proposal ought to have more than one entrance. City Target in downtown has multiple entries.

Landscape Amenities/Streetscape

- Incorporate trees in the landscaping.
- Add seating that is both visible and durable.
- Include pedestrian lamppost lighting required by the Uptown Neighborhood Design Guidelines.
- Meeting the green factor by placing sedum on the roof is lame.
- Bring the green space to the community. The developer should check out the community P-patch.
- Provide open space at grade.
- Add trees to the roof and light them at night.
- Don't use planter boxes. This isn't an Uptown element. It undermines the need for transparency.
- Use the blank walls for green screens.
- Don't add seating areas.
- There is not enough landscaping.

Traffic & Access

- The intersection is a traffic hazard.
- The alley has lots of traffic. Consider the ingress and egress relative to the adjacent building's garage.

Other

- Security concerns are paramount. How safe and convenient will the drugstore be for the large elderly population in the area.
- The adjacent bus stop is very active. What are the impacts on it?

The Board and DPD received a letter representing the Uptown Alliance and two working committees. The letter delineated several objections: the development team has ignored design input from neighborhood groups, the proposal shares nothing in common contextually with the historical architectural vocabulary, and the development team ought to leverage its proximity to transit and a thriving urban neighborhood by partnering with a housing developer to create a mixed use building.

Four members of the public signed the Second Early Design Guidance meeting sign-in sheet. Speakers raised the following issues:

- The developer should focus on Option One. Options Two and Three do not represent a proper fit into our neighborhood.
- The micro-retail's existence on Mercer St. is sure to be less effective than placing it on the East side on Queen Anne Avenue. Micro-retail should be on Queen Anne Ave, not Mercer which will ensure its success. People are less likely to visit retail on Mercer,

which is sloped, more car-oriented than QAA, and around the corner from the bus stop. It would complement existing small retail on QAA and break up the large mass of CVS.

- The signage is well out of proportion with the pedestrian and slow traffic experience. Inappropriately scaled signage is shown in EDG packet. All of the sketches that were shown to the community had prominent iconic "Uptown" signage – not so in the meeting packet.
- The Uptown blade sign should be prominent which is not illustrated in EDG package.
- Integration of the bus stop is big win. It frees up the sidewalk space for pedestrian traffic and possible micro-retail traffic, as mentioned in the first item.
- The modulation of the facades needs to be carefully considered with respect to notions of small business dimensions, vertical height, infill and void, and form cohesiveness. Explore taller floor-to-floor, especially on ground level.
- Expression of storage element and "checkerboard" material treatment is out of context. What the community asked for was to support the vertical circulation. Schemes 2 and 3 do this, but the preferred alternative #1 seems to express the storage area upstairs, not the stair/elevator.
- Move "second entry" to Mercer, not alley. The package indicates that they have added an entry in response to community input, but they haven't; this is the same as before – what the community asked for was a second entrance to the store on QAA – this scheme shows a corporate entrance off the alley.
- Is alley loading really feasible? Neighbors are worried about impact on residential bldg. across the alley.
- Add landscaping (more than trees) along Mercer to provide buffer between pedestrians and cars.
- Second-story fenestration should be more detailed to look like the lower level. The lack of mullions and hodgepodge of materials and colors reads like a motel/motor lodge.
- Support at least a full second story; removal of bus stop in favor of bus waiting area integrated into the building; sidewalk treatments (proposed brass street names in sidewalk and change in paving at entrance are good; not sure about the "lighted" glass blocks, though); more urban massing.
- Erode the corner allowing for cross traffic and a generous story entry keeping in mind security and lighting.
- Street lighting should be provided in concert with the Uptown Design Guidelines
- Use brick that fits in with the neighborhood. A deep red brick similar to the brick on the Marqueen Hotel is preferred. (mentioned twice)
- Prefer a vertical blade signage. Pedestrians rely on this type of sign (mentioned twice).
- Add planters and flower baskets.
- Provide a board room that can be used by the community for meetings.
- Plant a green roof on the second floor roof.
- Is there any precedent for a 48" sign in Uptown?

GUIDELINES

After visiting the site, considering the analysis of the site and context provided by the proponent, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified highest priority by letter and number from the guidelines found in the City of Seattle's "Design Review: Guidelines for Multi-family and Commercial Buildings". The Neighborhood specific guidelines are summarized below. For the full text please visit the Design Review website.

A Site Planning

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

Uptown-specific supplemental guidance:

Throughout Uptown new developments should, to the extent possible, be sited to further contribute to the neighborhood's pedestrian character.

Uptown Urban and Heart of Uptown character areas encourage outdoor dining areas utilizing sidewalks and areas adjacent to sidewalks. Outdoor dining is especially encouraged for sites on block faces with southern exposure.

EDG Meeting # 1: The Board drew attention to several site characteristics in which the applicant needs to respond to in a more positive and lucid way: the bus stop, the gateway noted in the Uptown neighborhood guidelines, and the slope on Mercer St. The applicants should coordinate with King County Metro and SDOT to create opportunities to integrate the building and the bus stop. (Staff note: At the Prescott mixed use development on Stone Way N. & 40th St, a canopy projects further into the right of way than others in order to shelter waiting transit riders. The creative seating solution encourages a sense of community for the waiting transit riders.) Acknowledge the Mercer St. slope by placing amenities and landscaping in areas along the street in which meeting transparency is a challenge. See gateway discussion in A-2.

EDG Meeting # 2: After discussion, the Board endorsed placing the retail niche on the Mercer St side of the project.

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

Uptown-specific supplemental guidance:

Throughout Uptown developments that respond outward to the public realm are preferred.

- **Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses.**

- **Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street.**
- **Define outdoor spaces through a combination of building and landscaping, and discourage oversized spaces that lack containment.**

Throughout Uptown site identity features such as art, signage or major public open space at gateway locations as identified on the map. Seek opportunities for welcoming signage that is specific to the Uptown Urban Center at gateway locations. Architecture should also reinforce gateway locations.

Within the Uptown Park character area, streetscape improvements should include where feasible a consistent park-like landscaped strip in the planting strip, as consistent with the historic pattern in the area.

In the Uptown Urban and Heart of Uptown character areas, encourage streetscapes that respond to unique conditions created by Seattle Center.

In the Heart of Uptown character area new development should provide when possible: a widened sidewalk through additional building setback at street level; or retail façade design with panels, sliding doors or other features that allow generous openings to the street.

In the Uptown Park character area, when retail and offices are located within the neighborhood, they should be designed to acknowledge and blend with the predominantly residential environment.

EDG Meeting # 1: The Uptown neighborhood guidelines designate the intersection of Queen Anne Ave and Mercer St. as a gateway location. The site also lies within the "Heart of Uptown" character area. A chamfered corner may represent a valid response to the gateway location. However, the use of corporate imagery such as the curved, lattice-like cornice should not substitute for a corner design that fits the larger Uptown urban context. None of the three treatments of the corner presented at the initial review met the expectations described in the Uptown guidelines or by the Board.

EDG Meeting # 2: Locating the micro-retail space on Mercer St. received the Board's endorsement after debating whether the street had adequate pedestrian activity and the advisability of placing such a facility on an incline. (The slope on Madison St. does not appear to inhibit the success of the small restaurant Little Uncle's on Capitol Hill.) Locating the retail niche on Mercer St. rather than near the bus stop received preference.

Integrating the Metro rapid ride bus stop into the building also received enthusiastic support. See guidance under D-11 for further Board expectations of the bus stop.

The architect suggested that outdoor seating for the adjacent Uptown Coffee Espresso and Bakery could spill over in front of the drugstore's southern-most bay. The Board discussed the advisability of this notion; however, due to the vagueness of the details did not provide guidance.

A-3 **<u>Entrances Visible from the Street</u>. 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.

EDG Meeting # 1: Provide more than one entry into the building. Explore locations other than the corner.

EDG Meeting # 2: The back entrance in Scheme # 1 should face Mercer St., similar to the other two schemes, rather than the alley.

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

Uptown-specific supplemental guidance:

A top priority within the Heart of Uptown character area is to promote active, customer-oriented retail storefronts at street level.

Major retail spaces are encouraged on streets designated Large Scale Commercial Corridor as shown on the map.

Throughout Uptown encourage outdoor dining.

EDG Meeting # 1: Respecting the pedestrian character of the Uptown district is paramount. Imbue the storefronts with a fine grain scale and ensure that the streetscapes contribute to the pleasurable qualities of a cohesive, walkable community.

EDG Meeting # 2: With the amount of storefront glazing, retail niche on Mercer St., an integrated bus stop and extensive canopies on both streets, the Board expressed its growing comfort with the proposal's ability to attract activity.

A-5 **<u>Respect for Adjacent Sites</u>. 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.**

EDG Meeting # 1: See the discussion of the alley façade and the garage entrance in the guidance for D-8.

EDG Meeting # 2: Ensure that the alley façade provides enough privacy for the residents of the Tribeca. See the discussion of alley screening for guideline D-5.

A-8 **<u>Parking and Vehicle Access</u>. 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.

EDG Meeting # 2: The alley loading area and the entrance to the parking garage should not hinder the vehicular movement of the Tribeca residents entering and exiting their garage.

A-10 **<u>Corner Lots</u>. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.**

Uptown-specific supplemental guidance:

Corner Lots in Uptown
Generally, buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space areas should address the corner and promote activity. Corner entrances are strongly encouraged, where feasible.

EDG Meeting # 1: Consider the eminence of the corner, recognized as a neighborhood gateway in the Uptown guidelines, as an opportunity to anchor the development site and to create a presence compatible with its context. A monumental or elaborate corner treatment would not likely meet the intention of the guidelines. See complementary A-2 guidance.

EDG Meeting # 2: The applicant introduced a chamfered corner entry for all three design concepts. The Board preferred the integrity of Scheme One's corner as it maintains the structural frame with its corner column and maintains the prevailing vertical infill plane at the second floor.

B. Height, Bulk and Scale

B-1 **<u>Height, Bulk, and Scale Compatibility</u>. 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:

Throughout Uptown, a departure would be supported for 3' of additional height for projects that step back the top floor of the structure a minimum of 6' from the street.

In the Heart of Uptown character area, break facades into smaller massing units.

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

EDG Meeting # 1: Although a taller, mixed-use building would likely be enthusiastically welcomed at this significant corner, the Board requested to see a greater variety of massing concepts. The structure, for example, could be taller on the Queen Anne Ave side and step down, reflecting the grade change, as it approaches the alley. This terracing could also provide a garden or green space visually accessible to the public.

EDG Meeting # 2: The Board endorsed the two-story mass illustrated in the three scenarios presented at the meeting. The bulk of the mass approaches the property lines and, due to its relative size, anchors the corner intersection. In option #1, the exposed building frame reestablishes the horizontal and vertical datum lines and rhythm of the one and two story buildings along the adjacent streets and the Uptown neighborhood. The infill panels allow for adjustments in the vertical planes to accommodate the bus stop and the micro-retail use. Set back from the frame, the infill panels provide shadow and texture which will enhance the intimacy of the streetscape.

The placement and size of the circulation core, with its proximity on the alley across from the Tribeca's stair tower, met with approval.

C. Architectural Elements and Materials

C-1 **<u>Architectural Context</u>. 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.**

Uptown-specific supplemental guidance:

In the Uptown Park character area, extensive landscaping, the use of brick and inlaid tile as building materials and designs with an appearance of substance and quality are recommended to promote Uptown Park's desired character.

The Uptown Park character area emphasizes the notion of historic continuity—the relationship of built structures over time.

The Uptown Park and Heart of Uptown character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community.

Supplemental Guidance Scope
The Uptown Urban character area embraces high quality urban infill and responds to special relationships with nearby civic institutions.

EDG Meeting # 1: The drawings, beginning with a lack of a good survey, did not accurately convey the site conditions. As the guideline above states, the Heart of Uptown character district prefers an architecture that emphasizes human scale and quality, and detailing and materials compatible with the existing context. The next design iteration must reflect the intimacy and fine-grain texture of the surrounding urban setting.

EDG Meeting # 2: Departing from the images shown at the initial guidance meeting, the architect produced three design options that liberally quote from local mid-century precedent. After much deliberation the Board agreed that Option #1 with its appreciation of the original Seattle Center buildings and their expressed structural systems appears most suitable for the corner site. The inherent flexibility of the infill panels potentially accommodates multiple uses along the street front and, if done well, lends richness to the elevations.

C-2 **<u>Architectural Concept and Consistency</u>. 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.**

Uptown-specific supplemental guidance:

Throughout Uptown buildings and landscaping should strive to create projects with an overall neat and cohesive appearance.

EDG Meeting # 1: See Board guidance for A-2, A-4, A-10, B-1, C-3 and C-4.

EDG Meeting # 2: The idea of making visible the structural grid or frame at the two major elevations establishes a strong sense of order. The design and detailing of the infill panels with their potential variations on transparency and opaqueness will be revealed in more detail at the Recommendation meeting. Attributes of texture, openness and playfulness must coalesce into a legible pattern to ensure consistency.

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

Uptown-specific supplemental guidance:

Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials.

Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park and Heart of Uptown character areas.

Throughout Uptown size signs, exterior light fixtures, canopies and awnings to the scale of the building and the pedestrian. Signs that add creativity and individual expression to the design of storefronts are encouraged.

EDG Meeting # 1: The guideline's emphasis on creating "an impression of reduced size consistent with a pedestrian-oriented environment" should be incorporated into the next design iteration. See Board guidance for C-4.

EDG Meeting # 2: Option One's defined bays on both Mercer St. and Queen Anne Ave establish an increment fully readable and pedestrian in scale. The suggested composition of the infill panels, with their combination of transparency and opacity, reduces the building's scale potentially creating a storefront system with the same degree of intricacy as the existing commercial buildings along Queen Anne Ave.

C-4 **<u>Exterior Finish Materials</u>. 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.

EDG Meeting # 1: In part, the heavy appearance of the pre-cast concrete detailing of the three design options did not meet the Board's or the Uptown guideline's expectation of a modestly scaled retail building. The detailing and composition of the facades, resembling archetypes for commercial structures in vehicle dominant locations reliant on visibility, are ponderous in a pedestrian area of more intimate storefronts and for the small size of the proposed structure. The bays and horizontal regulating or datum lines rightly create the first layering to achieve scale; however, the heavy cornice, thick piers and banding, and an over dependence on corner iconography imbue the structure with a post-modern sensibility ---a design approach that never found much acceptance in Seattle.

EDG Meeting # 2: The designs introduced at the second EDG meeting dramatically departed from earlier concepts. At this stage, the architect did not introduce materials although Option #1's frame and infill system suggest concrete, glass and some panel product. A colors and materials board is required for the Recommendation meeting.

The infill materials should possess a tactile quality. Consider the use of brick.

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

D. Pedestrian Environment

D-1 **<u>Pedestrian Open Spaces and Entrances</u>. 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.

EDG Meeting # 1: The guidelines strongly encourage community-oriented streetscape amenities. Incorporate these features with the rapid ride stop and along the two pedestrian oriented streets. Consider emphasizing the corner gateway with a change of paving and elements that provide a sense of place (e.g. embedding street names in the paving or on the building corners).

EDG Meeting # 2: The architect proposes to integrate the bus stop into the building storefront design as suggested in the Uptown-specific supplemental guidance.

D-2 **<u>Blank Walls</u>. 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.

EDG Meeting # 1: The Board opposed creating any kind of blank wall along the Queen Anne Ave. frontage, a significant pedestrian oriented street.

EDG Meeting # 2: See guidance provided in D-11, Commercial Transparency. The Board will consider some opaqueness to the wall at the bus stop depending upon the quality of the design.

D-5 **<u>Visual Impacts of Parking Structures</u>. 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.

EDG Meeting # 2: Noting the extensiveness of the screening along the alley, the Board requested that the architect explore increasing the amount of privacy and revising the proportions. The screening should be artistic but not necessarily to the extent of Site 17, a multifamily building at 2440 Western Ave. For a better example, see the screening for the Swedish Cultural Center at 1920 Dexter Ave.

D-6 **<u>Screening of Dumpsters, Utilities, and Service Areas</u>. 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.**

EDG Meeting # 2: Ensure that the trash and recycling storage area is fully contained within the structure.

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

D-8 **<u>Treatment of Alleys</u>. The design of alley entrances should enhance the pedestrian street front.**

Uptown-specific supplemental guidance:

Throughout Uptown ensure alleys are designed to be clean, maintained spaces. Recessed areas for recyclables and disposables should be provided.

In Heart of Uptown and Uptown Urban character areas encourage alleys to be activated with subordinate retail spaces at the mouth of the alley. Encourage retail to "turn the corner" at alley entrances.

EDG Meeting # 1: Garage access appears too close to the intersection of the alley and Mercer St. A transportation expert should study the proximity of the garage door both to the alley and to the Tribeca garage access across the alley and their impacts on one another. Ensure vehicular and pedestrian safety.

The Board questioned the blank wall facing the alley. If the mezzanine, housing offices and storage, extends along the alley then the insertion of windows offers suitable relief and a means of daylight for the offices.

EDG Meeting # 2: Truck loading on the alley should not impede the vehicular movement of the Tribeca residents from entering and exiting their building. The transportation study, as mentioned in the initial EDG meeting notes, should address the proximity of the garage door to the alley entrance at Mercer St.

D-9 **<u>Commercial Signage</u>. 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.

EDG Meeting # 1: Present a signage concept plan detailing the size and location of the tenant's signage at the Recommendation meeting.

EDG Meeting # 2: A detailed signage plan will need to be presented at the time of the MUP application intake appointment. The Board encouraged integrating signage into the architecture and fully complying with the Uptown neighborhood specific guidelines above. Board members endorsed corporate signage no larger than 36 inches high and an Uptown vertically oriented blade sign.

D-10 **<u>Commercial Lighting</u>. 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.

EDG Meeting # 2: Provide a lighting plan at the Recommendation meeting. A rendering of the building at night would also assist the public and the Board in their evaluations.

D-11 **<u>Commercial Transparency</u>. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.**

EDG Meeting # 1: Lack of transparency on Queen Anne, such as the blank wall shown on the southern-most bay and "graphic screens" to obscure shelving, will not likely receive Board endorsement. Glazing should be located closer to the principal vertical plane (remove the planters) although some depth between the window and the façade is welcome.

On Mercer St., the incline in the grade creates a condition in which the floor no longer remains at grade. "Graphic screens" would not be acceptable here but a small, landscape area providing community amenities in keeping with the pedestrian character of Uptown would begin to ameliorate concerns about the lack of transparency.

EDG Meeting # 2: The Board supported the possibility of recommending a departure from transparency requirements at the bus stop location on Queen Anne Ave. The Metro bus stop would have to be fully integrated into the structure. Design this area, which may be slightly recessed to accommodate waiting passengers, with overhead weather protection, art work and leaning rails or seating that announces that that this portion of the structure is "unapologetically a bus stop". Staff note: downtown has several examples of leaning rails in front of large windows.

E. Landscaping

E-2 **<u>Landscaping to Enhance the Building and/or Site</u>. 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.

EDG Meeting # 1: Partially blanketing an inaccessible roof with non-visible green plantings received an unenthusiastic reception. The Board prefers an urban building set close to the street. This does not preclude, however, finding ways of landscaping the building and the rights of ways. As one member stated, "respond to the spirit of the green factor not to its calculation." Meeting the green factor regulations requires creativity and ingenuity for this specific project.

EDG Meeting # 2: The Board generally supported the concept landscape plan and the desire to provide creative paving patterns and benches in the right of way. The development team should explore adding bike racks to portions of the rights-of-way.

E-3 <u>Landscape Design to Address Special Site Conditions</u>. 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.

EDG Meeting # 1: Envision the incline on Mercer St as well as the alley and Queen Anne Ave rights of way as opportunities for creative landscaping.

EDG Meeting # 2: Provide landscape continuity with adjacent rights of way.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a design review component on November 19, 2013.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted the Final Recommendation meeting on July 30, 2014 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meeting, site plans, elevations, floor plans, landscaping plans, and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comments

Two members of the public affixed their names to the Recommendation meeting sign-in sheet. Speakers raised the following issues:

The two speakers raised questions about safety and blockage in the alley by delivery trucks.

DPD also received a letter from a representative of the Queen Anne Community Council Land Use Review Committee recommending an added fourth floor to the proposal, more thought to the façade design and limits on the size of the "typical" CVS signage. The committee supported the "Uptown" sign at the corner.

A. Site Planning

A-1 **<u>Responding to Site Characteristics</u>. 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.**

Uptown-specific supplemental guidance:

Throughout Uptown new developments should, to the extent possible, be sited to further contribute to the neighborhood's pedestrian character.

Uptown Urban and Heart of Uptown character areas encourage outdoor dining areas utilizing sidewalks and areas adjacent to sidewalks. Outdoor dining is especially encouraged for sites on block faces with southern exposure.

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

Uptown-specific supplemental guidance:

Throughout Uptown developments that respond outward to the public realm are preferred.

- **Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses.**
- **Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street.**
- **Define outdoor spaces through a combination of building and landscaping, and discourage oversized spaces that lack containment.**

Throughout Uptown site identity features such as art, signage or major public open space at gateway locations as identified on the map. Seek opportunities for welcoming signage that is specific to the Uptown Urban Center at gateway locations. Architecture should also reinforce gateway locations.

Within the Uptown Park character area, streetscape improvements should include where feasible a consistent park-like landscaped strip in the planting strip, as consistent with the historic pattern in the area.

In the Uptown Urban and Heart of Uptown character areas, encourage streetscapes that respond to unique conditions created by Seattle Center.

In the Heart of Uptown character area new development should provide when possible: a widened sidewalk through additional building setback at street level; or retail façade design with panels, sliding doors or other features that allow generous openings to the street.

In the Uptown Park character area, when retail and offices are located within the neighborhood, they should be designed to acknowledge and blend with the predominantly residential environment.

The design of the enclosure or screen for the micro retail space facing Mercer St. must have visual interest when closed to ensure that it engages the pedestrian. The Board directed the applicant to work with the planner to find an adequate solution that possesses adequate transparency.

Along Queen Anne Ave, the applicant or owner of the building shall provide seating in the recessed area of the southern-most bay as shown in the perspectives and elevations in the Recommendation meeting booklet.

A-3 **<u>Entrances Visible from the Street</u>. 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.

In response to earlier guidance, the architect shifted the residential entrance to front onto Mercer St. rather than the alley. See recommendation in guideline E-2 for the Board directive to add landscaping flanking this entrance.

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

Uptown-specific supplemental guidance:

A top priority within the Heart of Uptown character area is to promote active, customer-oriented retail storefronts at street level.

Major retail spaces are encouraged on streets designated Large Scale Commercial Corridor as shown on the map.

Throughout Uptown encourage outdoor dining.

The Board praised the design of the building; the elements of the storefronts appear to encourage pedestrian activity. The series of art panels along Queen Anne Ave will endow its Uptown context with whimsy.

A-5 **<u>Respect for Adjacent Sites</u>. 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 2nd EDG meeting, the Board noted its interest in ensuring the Tribeca residents' privacy. In response, the architects set most of the residential units facing the alley 30' from the property line. Discussion at the Recommendation meeting did not address this issue.

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.

The Board appeared satisfied with the diagrams analyzing truck and other vehicular movement in the alley. Truck loading, limited to 30 minutes in the alley, should not block traffic.

A-10 **Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.**

Uptown-specific supplemental guidance:

Corner Lots in Uptown
Generally, buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space areas should address the corner and promote activity. Corner entrances are strongly encouraged, where feasible.

The combination of a free standing column, chamfered entry to the drugstore and Uptown signage at the corner meets the design guidelines expectation to create a gateway that anchors this corner of the intersection.

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:

Throughout Uptown, a departure would be supported for 3' of additional height for projects that step back the top floor of the structure a minimum of 6' from the street.

In the Heart of Uptown character area, break facades into smaller massing units.

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

The applicant introduced a third floor to the proposal which houses an additional level of residential units. The Board endorsed this expansion of the building program. The same structural frame or armature presented at the 2nd EDG meeting adapts to the expanded program.

C. Architectural Elements and Materials

C-1 **<u>Architectural Context</u>. 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.**

Uptown-specific supplemental guidance:

In the Uptown Park character area, extensive landscaping, the use of brick and inlaid tile as building materials and designs with an appearance of substance and quality are recommended to promote Uptown Park's desired character.

The Uptown Park character area emphasizes the notion of historic continuity—the relationship of built structures over time.

The Uptown Park and Heart of Uptown character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community.

Supplemental Guidance Scope
The Uptown Urban character area embraces high quality urban infill and responds to special relationships with nearby civic institutions.

Although pleased by the landscape and building designs, the Board applied several conditions (see guidelines D-9, D11 and E-2) to encourage greater compatibility with the Uptown neighborhood.

C-2 **<u>Architectural Concept and Consistency</u>. 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.**

Uptown-specific supplemental guidance:

Throughout Uptown buildings and landscaping should strive to create projects with an overall neat and cohesive appearance.

See Board recommended condition for the south elevation in guideline D-2.

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

Uptown-specific supplemental guidance:

Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials.

Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park and Heart of Uptown character areas.

Throughout Uptown size signs, exterior light fixtures, canopies and awnings to the scale of the building and the pedestrian. Signs that add creativity and individual expression to the design of storefronts are encouraged.

The combination of the art panels, the furniture for the bus stop, the expressed structural frame, the storefront windows, canopies, micro retail and the proximity of the second floor balconies provide texture, incidence and an intricacy of building elements that ought to provide a human scale to this corner of the Uptown neighborhood.

C-4 **<u>Exterior Finish Materials</u>. 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.

The Board specifically recommended that the window frames on the building match the dark color of the Recommendation booklet and the structural framing system remains proud of the windows as illustrated.

D. Pedestrian Environment

D-1 **<u>Pedestrian Open Spaces and Entrances</u>. 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.

See guidance and conditions for pedestrian oriented spaces and elements under guideline E-2.

D-2 **<u>Blank Walls</u>. 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.

On the blank south elevation, the Board recommended a scoring pattern that continues the lines of the structural frame established for the east and north elevations.

D-5 **<u>Visual Impacts of Parking Structures</u>. 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.

Deliberation did not address window patterns or screening along the alley façade.

D-6 **<u>Screening of Dumpsters, Utilities, and Service Areas</u>. 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.**

The insertion of an at-grade mezzanine level at the alley for loading access complied with earlier guidance about ensuring a fully contained trash and recycling storage area.

D-8 **<u>Treatment of Alleys</u>. The design of alley entrances should enhance the pedestrian street front.**

Uptown-specific supplemental guidance:

Throughout Uptown ensure alleys are designed to be clean, maintained spaces. Recessed areas for recyclables and disposables should be provided.

In Heart of Uptown and Uptown Urban character areas encourage alleys to be activated with subordinate retail spaces at the mouth of the alley. Encourage retail to "turn the corner" at alley entrances.

The truck loading and turning movement diagrams in the Recommendation meeting booklet (pp 50-52) illustrate that vehicular movement in the alley should not be impeded.

D-9 **<u>Commercial Signage</u>. 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.

Considerable discussion focused on the signage plan, in particular the size of the CVS signs at the entry and the parking sign, the proposal for the latter would be larger than the 36 inch height the Board stipulated at the EDG meeting. Board members questioned whether the size of the signs met the pedestrian scale articulated in the guidelines. The Board decided that the design of the CVS/pharmacy entry signs with their metal, individually cut-out letters was an elegant alternative to the more conventional CVS sign. The Board endorsed entry sign design. The Board recommended reducing the parking sign, a 48" by 48" sign with a large letter "P", located near the alley, to 36 by 36 inches.

D-10 **<u>Commercial Lighting</u>. 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.

The Board recommended implementation of the lighting plan as shown in the Recommendation booklet.

D-11 **<u>Commercial Transparency</u>. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.**

The applicant requested two departures from Land Use Code's transparency requirements. On Queen Anne Ave the desire to have an engaging Metro bus stop inspired the applicant to commission a series of vertical art panels interspersed along the storefront. The Board endorsed the art panels as presented and recommended the placement of seating at the southeast corner as shown on the north elevation (p. 36) and on several perspectives (pp. 40, 43, 45, 53) in the Recommendation booklet.

The sloping grade along Mercer St. posed compliancy problems with transparency requirements. The micro retail concession located between the pharmacy entrance at the corner and the residential entry provides the potential for greater engagement with the activity in the right of way. The Board recommended that the enclosure for the micro retail possess greater visual interest; the applicant must also install landscaping in the portion of the inset bay framing the residential entry.

E. Landscaping

E-2 **<u>Landscaping to Enhance the Building and/or Site</u>. 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.

In order to distinguish the residential entry from the primarily commercial storefronts fronting the two streets, add landscape elements such as pots or planters within the bay or frame defining the residential entry.

Noting the exemplary pedestrian oriented features of the landscape and lighting plans, the Board conditioned that the street name inlay in the sidewalk, the bike racks and lighting all **remain** as shown in the plans.

E-3 **<u>Landscape Design to Address Special Site Conditions</u>. 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.**

Board Recommendations: The recommendations summarized below were based on the plans submitted at the July 30th 2014 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the July 30th public 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 present unanimously recommended approval of the conditions and departures.

The Board recommended the following **<u>CONDITIONS</u>** for the project. (Authority referenced in the letter and number in parenthesis):

1) Design the enclosure or screen for the micro retail to have visual interest when closed to ensure that it engages the pedestrian. The Board directed the applicant to work with the planner on the design. (A-2, D-11)
2) Ensure that the window frames on the building are a dark color matching the illustrations in the Recommendation booklet. The structural frame shall remain set proud of the windows. (C-4)
3) Use the lines of the structural frame established for the east and north elevations as the pattern for scoring the south facade. (D-2)
4) Reduce the parking sign, a 48” by 48” sign with a large letter “P” located near the alley, to 36” by 36”. (D-9)

5) Implement the lighting plan as shown in the Recommendation booklet. (D-10)
6) Place seating in the recessed area of the southern-most bay on Queen Anne Ave as shown in the perspectives and elevations in the Recommendation meeting booklet. (A-2, D-11)
7) Distinguish the residential entry from the commercial storefronts by adding landscape elements such as pots or planters within the bay defining the residential entrance. (D-11, D-2)
8) Ensure that the pedestrian oriented features such as the street name inlay in the sidewalk, the bike racks and lighting all remain consistent with the drawings in the Recommendation booklet. (E-2)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) are 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).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMEND-ATION
1. Street Level Development Standards SMC 23.47A.008	Transparency. 60% of the street-facing façade between 2 feet and 8 feet above the sidewalk shall be transparent.	Allow 43% transparency on the north or Mercer St. façade.	▪ In order to address Mercer's sloping grade, applicant proposes a micro retail space fronting the street. ▪ The micro retail should provide interaction between the building and the sidewalk.	Recommended Approval. See related recommended conditions for Mercer St.
2. Street Level Development Standards SMC 23.47A.008	Transparency. 60% of the street-facing façade between 2 feet and 8 feet above the sidewalk shall be transparent.	Allow 53% transparency on the east or Queen Anne façade.	▪ The applicant integrates the Metro Rapid Ride stop into the building. Lean rails and benches are part of the building ▪ A multiple panel mural on the Queen Anne façade provides interest and honors Seattle Center history.	Recommended Approval. See related recommended conditions for Queen Anne Ave.

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. The Director agrees with the conditions and departures recommended by the five Board members and the recommendation to approve the design, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated November 19, 2013. The information in the checklist, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision. The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations and/or circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following analyzes construction-related noise, air quality, earth, grading, construction impacts, traffic and parking impacts as well as its mitigation.

Noise

Noise associated with construction of the mixed use building and future phases could affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Although there is adjacency to residential uses, the Noise Ordinance is found to be adequate to mitigate the potential noise impacts.

Air Quality

Construction for this project is expected to add temporarily particulates to the air that will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the nearby residential buildings.

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition.

Earth

The Stormwater, Grading and Drainage Control Code (SGDCC) requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the permit. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

Excavation to construct the mixed use structure will be necessary consisting of an estimated 18,000 cubic yards of material to be removed from the site. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Impacts

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Traffic and Parking

Duration of construction of the mixed-use building may last approximately 16 months. During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City’s policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675 B and M). Parking

utilization along streets in the vicinity is near capacity and the demand for parking by construction workers during construction would likely reduce the supply of parking in the vicinity. Due to the large scale of the project, this temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse. In order to minimize adverse impacts, the applicant will need to provide a construction worker parking plan to reduce on-street parking. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 18,000 cubic yards of soil represent the amount of excavation and fill at the project site. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 1,800 round trips with 10-yard hauling trucks or 900 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Truck access to and from the site shall be documented in a construction traffic management plan, to be submitted to DPD and SDOT prior to the beginning of construction. This plan also shall indicate how pedestrian connections around the site will be maintained during the construction period, with particular consideration given to maintaining pedestrian access along W. Mercer St and Queen Anne Ave N. Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area; increased demand for parking; and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, green house gas emissions, historic preservation, traffic, and parking impacts warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Historic Preservation

A review by the Department of Neighborhoods determined that the two commercial structures are unlikely, due in part to a loss of integrity, to meet the standards for designation as an individual landmark.

Transportation

According to the transportation consultant, Transportation Engineering Northwest (TENW), the 31 dwelling units and 16,200 square foot commercial use would likely generate an estimated 153 vehicle trips at the site during the PM peak hour. After pass-by trips adjustments and credit for existing uses to be removed (the Kidd Valley, bar and retail uses), the project is estimated to generate 27 net new trips during the weekday PM peak hour. Signalized intersections at Queen Anne N. & W. Mercer St. and First Ave N. & W. Mercer St are anticipated to operate at Level of Service B at the time of building operation with or without the proposed mixed-use project. Delays would only slightly increase by less than a second for each intersection.

Vehicular access to and from the parking garage is proposed via a single access driveway at the alley located about 50 feet south of Mercer St. The movements entering and exiting the proposed site driveway are expected to operate at LOS E or better during the weekday PM peak hour in 2016. The 95th percentile vehicle queue for the exiting northbound movement at the alley is estimated to be two vehicles during the PM peak hour. To mitigate potential traffic impacts at the garage access on the alley south of Mercer St., the consultant proposes striping on the alley at the garage access and signage that indicates "Do Not Block Garage Access". This would allow vehicle access into and out of the garage to remain unobstructed on the alley and mitigate potential impacts to traffic flow on Mercer St and the alley intersection. Truck loading will occur in the alley. Based on the size and frequency of trucks serving the building, the loading in the alley should not impede traffic.

DPD does not anticipate that the impacts to levels of service on nearby streets would be significant. No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

Parking

The applicant proposes 62 on-site parking stalls in a below-grade garage. The 16,550 square foot pharmacy would generate a vehicular demand for approximately 31 parking spaces. The 31 apartments would produce a demand of 18 spaces. In total the demand for 49 spaces would be sufficiently met by the 62 space garage. No SEPA mitigation of parking impacts is warranted.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2C.

[ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

CONDITIONS – DESIGN REVIEW

Prior to MUP Issuance

1) Design the enclosure or screen for the micro retail to have visual interest when closed to ensure that it engages the pedestrian. The Board directed the applicant to work with the planner on the design.

2) Ensure that the window frames on the building are a dark color matching the illustrations in the Recommendation booklet. The structural frame shall remain set proud of the windows.

3) Use the lines of the structural frame established for the east and north elevations as the pattern for scoring the south facade.

4) Reduce the parking sign, a 48" by 48" sign with a large letter "P" located near the alley, to 36" by 36".

5) Distinguish the residential entry from the commercial storefronts by adding landscape elements such as pots or planters within the bay defining the residential entrance.

Prior to Commencement of Construction

6) Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project.

Prior to Issuance of a Certificate of Occupancy

7. Implement the lighting plan as shown in the Recommendation booklet.

8) Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bruce P. Rips, 206.615-1392). An appointment with the assigned Land Use Planner must be made at least five working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

For the Life of the Project

9) Provide seating in the recessed area of the southern-most bay on Queen Anne Ave as shown in the perspectives and elevations in the Recommendation meeting booklet.

10 Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bruce Rips, 206.615-1392). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

CONDITIONS – SEPA

Prior to Issuance of a Demolition, Grading, or Building Permit

11) A construction traffic management plan shall be submitted to DPD and SDOT prior to the issuance of the permit. This plan will identify off-street construction worker parking construction materials staging area; truck access routes to and from the site for excavation and construction phases; and sidewalk and street closures with neighborhood notice and posting procedures.

During Construction

12) Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

For the Life of the Project

13) Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Bruce Rips, (206-615-1392) at the specified development stage, as required by the Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved.

Signature: (signature on file) Date: August 11, 2014
Bruce P. Rips, AAIA, AICP
Department of Planning and Development

BPR:drm

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