



FIRST RECOMMENDATION OF THE SOUTHWEST DESIGN REVIEW BOARD

Project Number: 3008455

Address: 9030 35th Avenue Southwest

Applicant: Edi Linardic

Date of Meeting: Thursday, May 05, 2016

Board Members Present: Todd Bronk
Donald Caffrey
Alexandra Moravec
Matt Zinski

Board Members Absent: T. Frick McNamara

DPD Staff Present: Bruce P. Rips

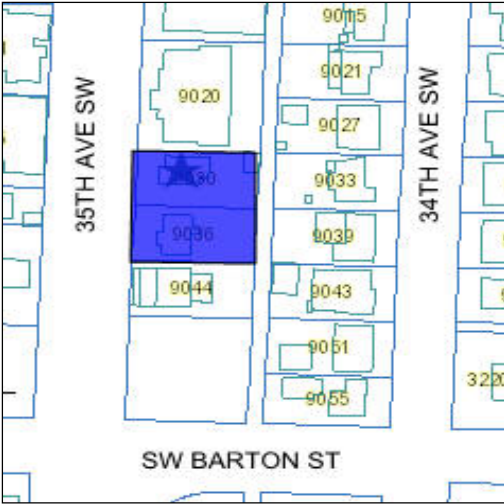
SITE & VICINITY

Site Zone: Neighborhood Commercial Two with a pedestrian overlay and a 40' height limit (NC2P 40).

Nearby Zones: Neighborhood commercial zoning extends along a corridor from SW Henderson St. to the north to just beyond SW Barton St on the south where it transitions to lowrise zoning. Flanking the neighborhood commercial corridor are single family zones (SF 5000 and SF 7200)

Lot Description: The 14,400 square foot site, located in West Seattle, has two single family residences occupying two parcels. The property rises approximately seven feet across the site from the southwest to the northeast.

Current Development: The site has two single family residences.



Surrounding Development and Neighborhood Character: The east side of 35th Avenue SW in this block is developed with both multifamily and single family structures, and the west side has multifamily structures and small businesses. A 16 foot wide alley adjoins the rear of the site. Single family residences occupy the SF 7200 zone across the alley. The traffic volume along 35th Avenue SW, an arterial, is moderately heavy which accommodates north/south traffic through West Seattle. Convenience stores and apartment buildings sit at the intersections of 35th Avenue SW with SW Barton and SW Henderson St.

Access: Pedestrian access to the site occurs on 35th Ave SW. Vehicular access is from the alley at the site's rear.

Environmentally Critical Areas: The development site does not have DPD mapped ECAs.

PROJECT DESCRIPTION

The applicant proposes a five-story building containing 40 residential units, 3,200 sq. ft. of ground floor commercial space, and parking for 32 vehicles to be provided at grade. Project includes 2,000 cubic yards of grading.

DESIGN DEVELOPMENT

The applicant provided three massing options in the early design guidance packet provided. The three shared similar programs with retail or office commercial space fronting 35th Ave, residential lobby access in the center, splitting the storefronts, parking, accessed from the alley, at-grade behind the commercial uses and a sizeable deck at the second floor above the garage. In each scheme, three floors of apartment units sit stacked above the storefronts and the parking garage.

Option One has a simple linear organization with double loaded corridors for the three floors of dwelling units. Forty feet high, the option provides 30 units with balconies facing east and west. Above the garage level, the structure steps back from the residential zone across the alley.

Option Two forms a T-shape in organization above the first floor. The bulk of the units face north, south and east. This strategy minimizes the building bulk at 35th Ave SW, protecting units from the noise of the street, but pushing a larger mass of the structure closer to the alley.

Option Three, the applicant's preferred scheme, flips the T-shape floor plan shown in Option 2 above the ground level to orient three floors of units closer to the street. The bulk of the mass is reduced in size at the alley. No balconies would face the single family residences across the alley.

By the Recommendation meeting, the program had remained essentially the same, but the number of floors increased to five from four and the organizing scheme changed. On a square site, the upper floor plans, more square in shape than previously, have a considerable amount of modulation at the west elevation. The bulk of the mass is more evenly distributed toward the four sides of the property although the upper east façade sits 21 feet from the alley. The storefront level has copious glazing. A small alcove, recessed from the dominant plane of the commercial storefronts at the center of the structure, provides pedestrian access to both the commercial uses and the residential lobby. At the upper levels, each modulation in the wall is signified by a change in color and at times materials.

PUBLIC COMMENT: No member of the public affixed a name to the Recommendation meeting sign-in sheet. No one attending the meeting offered to speak.

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.

DESIGN REVIEW GUIDELINES

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

PRIORITIES

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 and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" of highest priority to this project:

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

The west elevation, landscape plan and perspective are unclear as to the grades in the right of way. Landscape plans must be precise in order for the Board and the public to understand the proposed improvements. Show grades on the sidewalk in order to compare with the height of the floor plate. The street elevations and perspectives must depict actual conditions. Show the relationship with the slopes, ramps and stairs. Provide sections to help in the understanding of the proposed conditions.

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

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

A-5 Respect for Adjacent Sites. *Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings*

See guidance for C-2.

A-6 Transition between Residence and Street. *For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.*

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.*

The Board did not comment upon the design of the garage.

B-1 Height, Bulk and Scale. *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 nearby, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.*

The Board noted its satisfaction with the design's massing and setbacks.

C-1 Architectural context. *New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.*

C-2 Architectural Concept and Consistency. *Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions*

within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

Noting the discrepancies between the east and west elevation drawings and the associated perspective renderings, the Board stated that the windows should be the size and proportion shown on the elevations rather than the perspectives. The Board members expressed their comfort with the number of and size of windows on the east elevation. Their size and location should not impinge upon the privacy of the neighbors to the east due to the separation created by the alley and the size of the lots.

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

The reveals in the concrete walls should remain as part of the project as they provide scale and relief particularly on the north, south and east elevations.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Although the elevation has a tripartite appearance with a base, middle and top, the Board requests a change from the “canoe” color shown on p. 17- at the fifth level to the “Turkish coffee” (floors two through four). This will simplify the appearance. Secondary elements, such as the window mullions, frames and vent covers, should blend with the dominant color surrounding them. For example, where there is a dark vent cover surrounded by white cementitious panel, the vent cover should be changed to white. Window frames and mullions should match the color of the lap siding or the panel surrounding the glazing. This should occur on all elevations. The lap siding at the top floor should be changed to a smooth panel. This provides subtle differentiation.

The Board stated its preference for vents with grills rather than shrouds.

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building’s entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

The height of the canopies varies between the west elevation drawing on p. 17 and the color rendering on p. 23. The Board prefers the height depicted on the elevation (p. 17). Due to the grade change, the canopies set at the plinth’s cornice will function better and appear more pleasing.

D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures of 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.

D-6 Screening of Dumpsters, Utilities and Service Areas. *Building sites should locate services 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.*

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

D-9 Commercial Signage. *Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.*

The Board requested a signage plan.

D-10 Commercial Lighting. *Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts evening hours.*

Provide a lighting plan at the next Recommendation meeting.

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

The Recommendation meeting booklet illustrated the storefronts with two distinct images, the west elevation on p. 17 and the rendering on p. 23. The Board prefers the more traditional storefront shown on p. 17. Given the building's overall design, the traditional storefront system represents a better fit.

D-12 Residential Entries and Transitions. *For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and be visually interesting for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops, and other elements that work to create a transition between the public sidewalk and private entry.*

The landscape plans need greater clarity as it depicts the streetscape between the roadway and the storefronts. See guidance for A-2.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. *Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.*

E-2 Landscaping to Enhance the Building and/or Site. *Landscaping, including living plant material, special pavement, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.*

It appears from the drawings that the deck above the storefront would not be used by residents as a deck or for landscaping. This potential amenity would benefit the residents of the second floor units facing it. If the area is not to be actively used by the residents, the Board encourages the applicant to landscape the space. If landscaping is infeasible for some reason, then the floor of the deck should be painted a color other than white to be attractive to the residents at all levels who would be looking out or down at it.

The Board asked that the amount of roof area devoted to landscaping and amenity deck be retained.

Substitute another planting for the Vinca Minor in the landscape plan.

E-3 Landscape Design to Address Special Site Conditions. *The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.*

DEVELOPMENT STANDARD DEPARTURES

The applicant did not request a departure.

BOARD DIRECTION

At the conclusion of the Initial Recommendation meeting, the Board recommended that the project return for a second Recommendation meeting.

Along with plans, elevations and perspectives of the complex, the applicant should provide cross sections of the buildings to help clarify building's relationships to grade.

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

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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

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

Email: PRC@seattle.gov

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