

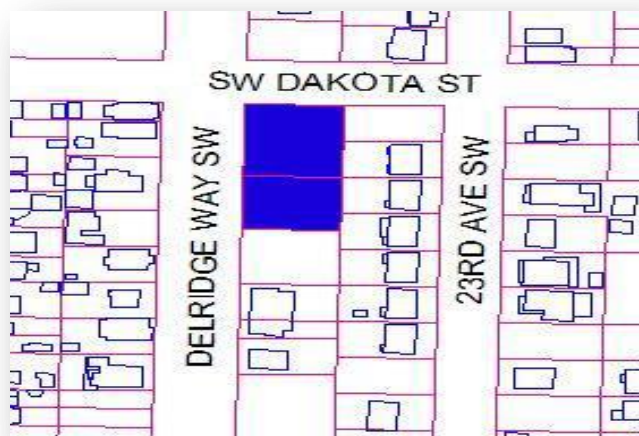


FIRST RECOMMENDATION OF THE SOUTHWEST DESIGN REVIEW BOARD

Project Number: 3008612
Address: 4106 Delridge Way SW
Applicant: Scott Starr, SMR Architects, for Trevor Simpson
Date of Meeting: Thursday, February 05, 2015
Board Members Present: Todd Bronk, Chair
Daniel Skaggs
Matt Zinski
Alexandra Moravec
Board Members Absent: T Frick McNamara
DPD Staff Present: Michael Dorcy

SITE & VICINITY

Site Zone: NC1-40



Nearby Zones: (North) NC1-40
(South) LR1
(East) SF5000
(West) LR1

Lot Area: 15,750 sf

Current Development:

The site is undeveloped land on the steep hillside along the east side of Delridge Way SW, just south of the unopened right-of-way of SW Dakota Street.

Surrounding Development and Neighborhood Character:

There are large commercial office buildings to the north and west of the site and heavy industrial uses further to the north across SW Andover Street. Residential development, primarily single family homes, with some multifamily structures lie directly east and west of the site.

Access:

Access to the site would be from Delridge Way SW.

Environmentally Critical Areas:

Parts of the hillside directly to the east are mapped landslide prone.

PROJECT DESCRIPTION

Thirty six residential units are proposed above a ground floor of 3,680 sq. ft. of commercial space and interior parking for 36 vehicles.

FIRST RECOMMENDATION February 5, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number (3008612) 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

DESIGN DEVELOPMENT

The mass of the 5-story building proposed is pushed towards Delridge Way SW and set back 10 feet from the lower density zone to the south. A recessed residential entry is located off center in the northern fifth of the front façade. A parking entry is located at the southern end of the structure. Otherwise, a continuous commercial storefront is presented along the Delridge Way SW front façade.

PUBLIC COMMENT

A preference was expressed for a concrete first floor, rather than the CMU units as shown. Several comments called for high quality materials to be used on the building. There was general public support expressed for a smaller garage opening onto the street, but concerns as well for providing adequate safety for pedestrians traversing the sidewalk near the vehicle opening. Concern was expressed for the safety of those living uphill of the proposed retaining wall as well as their privacy. A restaurant was suggested as a desirable use within the commercial spaces being provided. The designers need to keep in mind that the rooftop will be visible to neighbors east of the project. It needs to be k Ivy on the retaining wall was called into question as a suitable covering since it was unlikely to grow in the shaded conditions of its location. It was suggested that traditional storefront entries into the commercial spaces would be more appropriate than the recessed entries shown. Was favorable to the butterfly roof, but unhappy with the ground floor materials as shown. The impact of the garage opening needs to be lessened, its impact lessened.

BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

The applicant should return for a Second Recommendation meeting to address concerns of the Board, noted below, but should not return until the need for possibly setting the structure back from the power lines as dictated by Seattle City Light, is resolved.

Explore the impacts on the trees uphill of the project by the retaining wall and proposed construction.

The material pallet was questioned, especially that suggested for the ground level commercial storefronts and residential entry.

The privacy issued raised by neighbors behind the site should be address by providing a study of proposed window placement vis-à-vis the neighbors' existing window locations.

A more thorough study and rationale of the placement of the exterior courtyard spaces needs to be undertaken. The Board felt that the lack of sunlight due their location would mean that they would get little use or little happy use.

The Board would like to see more complete graphics in order to understand the building more completely.

Provide additional study to the proposed lighting and signage.

Redevelop the commercial spaces to read like commercial space provide a clear differentiation in materials between the residential and commercial levels.

The butterfly roof as an improvement over the early expression of a gable rooftop, but as expressed seemed flimsy given the overall massing of the building.

The Board indicated that they favored a simplicity in the front facade expression. They suggested that the proportions and basic simplicity of the façade shown were generally acceptable, but did not overly appreciate the way the balcony indentations on the upper residential façade transgressed as entry insets into the ground floor commercial wall. There should be a clearer transition between the upper and lower facades.

Rooftop mechanical elements need to be shown in some detail on the next go-round.

DEPARTURES

Four departures from Code development standards were presented by the project applicants: **SMC 23.47A.014** (15-foot corner set back where the NC1 zone meets a residential zone, at the southwest corner of the proposed structure—driveway wall and entry to be built into the setback) ; **SMC 23.47A..014** (15-foot setback from the rear lot line for portions of the structure over 13-feet in height—minimum of 10 feet, but 20-foot average proposed); **SMC 23.54.030.D2** (22-foot wide with 10-foot sight triangles required—14-foot drive and 5-foot triangle adjacent property line proposed).

See page 28 of the presentation packet for a fuller presentation of the departures and rationales for the requests.

The Board indicated they were not inclined to grant the departure to encroach within the 15-foot rear setback; the departure for the setback triangle at the southwest edge of the building could be approved provided the site triangle were not compromised above; reduction of the driveway width to 14 feet was possible, but the sight triangle would need to stay.

Formal recommendation of the departure requests will await the return of the project for another second recommendation meeting and the Board's approval of the overall design of the proposed project.