



# City of Seattle

Department of Planning & Development

Diane M. Sugimura, Director



## EARLY DESIGN GUIDANCE OF THE SOUTHWEST DESIGN REVIEW BOARD

Project Number: 3012787

Address: 9051 20th Av SW

Applicant: Bruce Wellenbrink

Date of Meeting: Monday, June 14, 2010

Board Members Present: Robin Murphy (Chair)  
Laird Bennion  
Myer Harrell  
Daniel Skaggs  
Norma Tompkins

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

### SITE & VICINITY

Site Zone: NC1-40'

Nearby Zones: (North) NC1-40'  
(South) NC1-40'  
(East) NC1-40'  
(West) ST 7200

Lot Area: 16,543 square feet



Current Development: Vacant multifamily structures.

Access: Vehicle access from 20th Ave SW. Pedestrian access from 20th Ave SW and SW Barton St.

Surrounding Development: Single family residences, multifamily residences, and commercial structures.

ECAs: None

Neighborhood Character: The proposal is situated in the Westwood Highland Park Residential Urban Village of West Seattle. The area is predominantly occupied by single family houses built in the middle of the previous century and some scattered commercial properties. It is an area in transition, moving forward to increased density and an improved pedestrian experience.

## PROJECT DESCRIPTION

The proposed project is for the design and construction of a mixed use building with approximately 43 residential units located above 3,975 square feet of ground level commercial use. All of the parking (approximately 37 stalls) for the proposed development is to be provided in a below grade garage that is accessed from 20th Ave SW.

<b>EARLY DESIGN GUIDANCE MEETING: June 14, 2012</b>
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## DESIGN DEVELOPMENT

Three alternative design schemes were presented. All of the options include [Click here to enter text](#).

The first scheme (Option 1) showed two buildings allowing for phased construction on the site. This option has a north building and a south building, with a driveway from SW Barton St that connects to a U-shape parkade below the structures.

The second scheme (Option 2) showed two buildings allowing for phased construction on the site. This option has an east building and a west building, with a driveway from 20th Ave SW that connects to a U-shape parkade below the structures.

The third scheme (Option 3) showed an L-shaped building with a driveway at the North side of the site to L-shaped parkade below the structure.

## PUBLIC COMMENT

No members of the public attended this Early Design Review meeting.

## PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

Broads Discussions (Guidelines):

- The proposed massing with 4 floors along 20<sup>th</sup> Ave SW and 3 floors along Barton is appropriate and a step to better massing with respect to the future development of the areas. (A-1, A-2, A-3, A-4, A-6, A-10, B-1, C-1, C-2, C-3, C-4, D-1, D-7)
- The access to the garage from 20<sup>th</sup> Ave SW is acceptable and a better solution than having an open driveway visible from the street. (A-1, A-2, A-5, A-6, A-8, C-5, D-5, D-7)
- The architectural language creates visual interests. More details shall be presented on the DRB meeting. Use of contrasting cementitious boards and wood plank is appropriate for residential use. (A-5, C-1, C-2, C-3, C-4)
- The location of the common space over the 3-level portion of the building is appropriate. More details shall be presented on the DRB meeting. (A-5, A-7, D-1, D-7, E-1, E-2, E-3)
- The corner space at street level is a good place for commercial space as well. (A-2, A-3, A-4, A-5, A-6, C-1, C-2, C-3, D-7, D-9, D-10, D-11,

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.*
- A-2 Streetscape Compatibility.** *The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.*
- 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.
- 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-7 **Residential Open Space.** Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.
- A-8 **Parking and Vehicle Access.** Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.
- 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.

## **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.

## **C. Architectural Elements and Materials**

- 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 facade walls.
- C-3 **Human Scale.** The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.
- 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.
- C-5 **Structured Parking Entrances.** 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 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.*
- D-5 Visual Impacts of Parking Structures.** *The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.*
- 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.*
- 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 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.*
- D-11 Commercial Transparency.** *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.*
- D-12 Residential Entries and Transitions.** *For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.*

## **E. Landscaping**

- E-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 pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.*
- E-3 Landscape Design to Address Special Site Conditions.** *The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view*

*corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.*

## **DEVELOPMENT STANDARD DEPARTURES**

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

At the time of the Early Design Guidance meeting, the following departures were requested:

- 1. Street-level development standards (SMC 23.47A.008):** The Code requires that the floor of a dwelling unit located along the street-level street-facing façade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk. The applicant proposes reducing the required 10 feet setback by 2'-4" for the length of 12'-6".

The Board indicated they are inclined to consider the departure based on the future design details.

- 2. Street-level development standards. (SMC 23.47A.008):** The Code requires that Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet. The applicant proposes a 12'-10".

The Board indicated they are inclined to consider the departure based on the future design details.

- 3. Access to off-street parking from alley. (SMC 23.47A.032.A.):** The Code requires access to parking from the alley if the lot abuts an alley improved to the standards of SMC 23.53.030.C., or if the Director determines that the alley access is feasible and desirable to mitigate parking access impacts. The applicant proposes access from 20th Ave SW.

The Board indicated they are inclined to consider the departure based on the future design details.

- 4. Structural building overhangs.(SMC 23.53.035):** The maximum length of each bay window or balcony shall be 15 feet at the line establishing the required open area, and shall be reduced in proportion to the distance from such line by means of 45 degree angles drawn inward from the ends of such 15 foot dimension, reaching a maximum of 9 feet along a line parallel to and at a distance of 3 feet from the line establishing the open area. The applicant proposes the length of the bay is reduced to 0 along a line parallel to and at a distance of 3 feet by means of a 78 degree and a 12 degree angles drawn inward.

The Board indicated they are inclined to consider the departure based on the future design details.

## **Recommendations**

At the conclusion of the EDG meeting the Board stated that they unanimously support the preferred alternative (option 3). The recommended the applicant to move the project forward to MUP Application based on the following:

1. Study the opportunity to have commercial space along 20<sup>th</sup> Ave SW at the NE corner of the building as it will be visible from Delridge Way SW. The Committee is willing to consider departures of the 13' height rule and 30' depth rule for commercial space in order to accommodate such space at this location.
2. The proposed Live /Work units along Barton St SW on the first meeting were more appropriate for the area than having a commercial space. If apartment units are proposed along Barton the Committee is willing to consider departures from the 10' setback for residential use from sidewalk.
3. The architectural language should express better the distinction between commercial spaces and the residential portion of the building.
4. The Committee wants to see proposal for future signage on the commercial space
5. The roof area over the parking at the NW corner of the building needs to have special attention so it does not turn into a large concrete space.