



City of Seattle

Department of Planning & Development

Diane M. Sugimura, Director



FINAL RECOMMENDATION OF THE SOUTHWEST DESIGN REVIEW BOARD

Project Number: 3012787

Address: 9051 20th Av SW

Applicant: Bruce Wellenbrink

Date of Meeting: Thursday, October 25, 2012

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

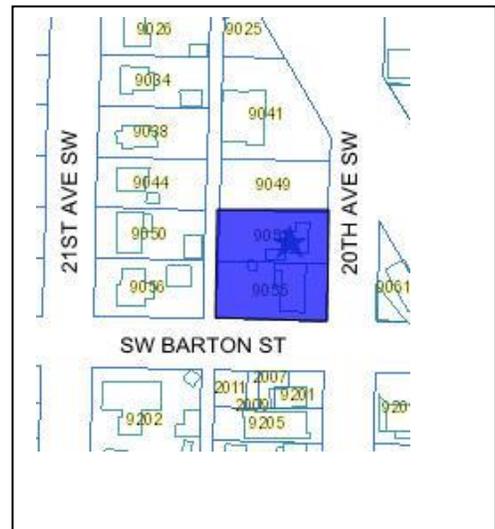
DPD Staff Present: Colin R. Vasquez, Senior Land Use Planner

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 35 residential units located above 3,292 square feet of ground level commercial use; that includes 4 live/work units. 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.

FINAL RECOMMENDATION MEETING: October 25, 2012

The developed Option 3 scheme, showing an L-shaped building with a driveway centrally located on the eastern façade leading to an L-shaped parkade below the structure.

DESIGN DEVELOPMENT *(at Early Design Guidance on June 14th, 2012)*

Three alternative design schemes were presented.

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 Design Review Recommendation meeting.

Broads Discussion at Early Design Guidance (guidelines):

- The proposed massing with 4 floors along 20th Ave SW and 3 floors along Barton is appropriate and a step to better massing with respect to the future development of the areas. *(Sections A. Site Planning, and B. Height, Bulk, and Scale Compatibility)*
- The access to the garage from 20th Ave SW is acceptable and a better solution than having an open driveway visible from the street. *(Section D. Pedestrian Environment)*
- 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. *(Section C. Architectural Elements and Materials)*
- 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. *(Section E. Landscaping)*
- The corner space at street level is a good place for commercial space as well. *(Sections A, C, and D)*

Applicant's Response to the Board at the Recommendation meeting (guidance/response)

- *The proposed massing with 4 floors along 20th Ave SW and 3 floors along Barton is appropriate and a step to more appropriate massing with respect to the future development of the areas compared to the previous option of 3-story building. It is better corresponding to the intent of the applicable Zone C1-40.*

The proposal retains the building height and number of stories shown at the design guidance meetings. Due to the unique site topography the design applicant explored the most beneficial option for the project for height measurement, DPD provides with its Director's Rule, which was accepted during the review cycle with Master Use Permit.

- *The access to the garage from 20th Ave SW is acceptable and a better solution than having an open driveway visible from the street.*

The proposal kept this arrangement.

- *The architectural language creates visual interests. More details were presented at the recommendation meeting. Use of contrasting cementitious boards and wood plank siding is appropriate for residential use.*

The initial selection of materials is maintained and further developed as illustrated throughout the recommendation packet. The architectural language and modulation improved through

some editing simplification as discussed by the Design Review Board which contributed to the better arrangement and visual perception.

- *The location of the common space over the 3-level portion of the building is appropriate. More details shall be presented on the recommendation meeting.*

The applicant worked toward further development of that area and is presented in the packet.

- *The corner space at street level is a good place for commercial space as well.*

The applicant further developed that concept and now that space is the largest and most attractive commercial space.

- *Study the opportunity to have commercial space along 20th 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.*

The applicant embraced the idea and incorporated commercial spaces at the NE corner of the building. In order to keep the economics of the building new residential layouts were developed to keep the number of units. The height of the commercial space is less than 13 feet (11'-1") due to the slight slope along 20th Ave SW. If the height of the street level is increased the residential floors will have a height less than the current 9'-4" which will jeopardize their vitality. The applicant is requesting departure.

- *The proposed Live / Work units along SW Barton St. 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.*

The applicant agreed with the Board's discussion and now the proposal contains 3 Live / Work units along SW Barton St.

- *The architectural language should express better the distinction between commercial spaces and the residential portion of the building.*

The applicant proposes a combination of large storefront openings and solid wall with finished aluminum panels. This combination contrasts both as material and color to the upper residential floors. The use of composite aluminum panels impacts the perception of the floor as commercial, while still reflects the general color scheme. Some areas as the residential entry and the driveway entry incorporate the wood siding as link to the upper floors.

- *The Board wants to see proposal for future signage on the commercial space.*

The building renderings incorporate the proposed signage.

- *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.*

The applicant created private terraces and a common terrace of smaller size designated for quiet activities. This concept will vitalized the area and craft an attractive space while respecting the privacy of the units situated at that side of the building and adjacent properties.

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.

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.*

The project site includes two parcels located at 9051 and 9055 20th Avenue Southwest, on the northwestern corner of 20th Ave SW and SW Barton St. The overall site has approximately equal frontage of about 130 feet along both streets. The topography is very unique with its immediate drop of about 10 feet starting at the edge of the sidewalk. The applicant explored different options to accommodate taller building adequate with the intent of C1-40 zone and comply with the measurement instruments designated by the Zoning Code.

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

The project is situated in up-and-coming area and the goal is to set new standards for pedestrian experience in the immediate area. The project will enhance the pedestrian

experience through amenities such as landscape, lighting, large storefront windows, street furniture.

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

The main entries to the building as well as to the commercial spaces are developed as accented vertical line, which turns into a horizontal canopy. The residential entry is distinguished by the use of wood siding vs. the aluminum panel cladding along the rest of the street level facade.

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

The project includes commercial spaces and live/work units along the whole street front of both streets after the recommendations of the Design Review Board. The commercial spaces are not large and their most probable tenants will be in the sphere of business services to small retailer.

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.*

The Building is adjacent only to the property on the North side. The building is staggered in relation to the existing building on the property, thus not throwing shade on the residential floors and most of the first office floor. Appropriate vegetation is proposed to separate the building along its north and west side where it abuts single family properties across from an alley.

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.*

The main residential open space is located at the 4th level where there are nice territorial views and some glimpse of Puget Sound. The roof terrace is designed to have areas for gathering and entertainment. The lower terrace is of a smaller size designated for more solitary relaxing.

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 parking provided is within the buildings. The parkade is below street level grade with access from 20 Ave SW. This provides minimum impact to the street scape and surrounding properties.

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.*

Special attention is given to the treatment of the SE street corner and SW building corner which is across from the Alley, creating an interesting urban edge. The street corner is angled with the direction used throughout the building layout giving some extra landscape space for visual interest and sense of direction.

The long elevations along SW Barton Street and 20 Ave SW are modulated to avoid a monolithic presence.

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.*

The scale of the development is consistent with the existing multi-family buildings in close proximity. The selected architectural vocabulary will visually break the mass to proportions closer to those of the single family structures west of the property, and the low-rise structures to the South.

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.*

The project is designed to stand with its individual identity yet without domination over the neighboring single family and low-rise residential structures.

The project will exploit contemporary, as well as traditional Northwest materials in a modern application, providing a unique addition to the architecturally eclectic neighborhood with its new style and architectural forms.

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.

The design was developed with a strong emphasis on architectural expression of the building as a whole.

Blank walls are avoided by designing openings and rustication in the concrete walls as part of the overall facade diagram. The repetitiveness of details such as balcony railings and opening screens contribute to the broad perception of the building.

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

With the purpose of reducing the perceived massing the design uses recesses and projecting segments in the facades, bay windows, terraces and canopies.

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.*

Building materials will be selected to complement the quality of the neighborhood in a contemporary way.

The texture of the building is developed on the principle of abstract composition of lines, shapes and color.

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.*

The project provides canopies above the commercial spaces and live/work units. The walkway is compliant with the City and SDOT requirements for slope and width.

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.

The parking structure is visible only from the alley and partly from SW Barton St. There are bioretention planters in front of the parking walls which contribute to the enhanced perception.

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

Doors, windows, balconies and terraces will encourage natural surveillance. The access of service spaces in both buildings is inside the buildings. The parking access will be provided with mirrors to navigate traffic.

- 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.*

Signage area is specially designated into the north blank facade, where no openings are permitted. The area is part of the overall abstract composition of the wall and it will be also well seen from Delridge Way. There are details included in the packet of proposed signage over the commercial spaces.

- 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.*

Lighting will be used to increase site safety and to highlight features such as canopies, planting, and art.

- 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.*

The sizes of the commercial openings are pushed to its limit in regards of the structural integrity of a conventional wood construction. The amount of openings is adequate to the overall feet of the immediate neighborhood.

- 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.*

There are landscape strips on both sides with a special attention the scale to be appropriate for being in front of a commercial space.

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.*

This neighborhood of West Seattle is comprised of mostly single family homes along with some scattered commercial lots. Those existing lots have a mixture of minimalist landscaping that shows no great consistency or continuity within the neighborhood. There are a few street trees along SW Barton and 20th Avenue SW, but they are a mixture of species and sizes.

The landscaping for the proposal is looking to set the design tone for the neighborhood and abutting streetscape by adding SDOT approved alley Elm trees along SW Barton St and SDOT approved Norwegian Sunset Maples along 20th Avenue SW. We are also proposing colorful, low growing, shrubs and groundcovers in the planting strip between the curb and sidewalk to buffer pedestrians from the street and to add year round color & interest to the front of the building.

The applicant is hoping this will be an example that other lots will follow as they are improved over time to help create a more uniform and inviting landscape for the neighborhood.

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.*

A significant amount of landscaping elements and features has been proposed as enhancements to the building, as well as the recreational areas to be used by the residents of the building.

Along with the improved streetscape landscaping, consisting of new SDOT approved street trees, and green factor plantings along in the planting strip and along the front of the building, two open common areas have been designed for the building.

The first open common area is located on the main floor of the building facing west. The surface of the space is a scored concrete patio with panels that will be stained brown to match accents on the building. The space divides private residential unit patios from the common space areas with lightweight metal planters filled with colorful plantings to provide privacy for the residential units and color and interest to the common area. The common area also has a large, colorful, green roof component that residents look down on from above. The common area also has benches for seating, tables and chairs for dining, along with a couple outdoor barbecue grills for entertaining and cooking.

The second common area space is located on the 3rd floor roof terrace and also faces west. This common area has no private residential patios, but lightweight metal planters have been used to break the larger space up into smaller sections, for sun bathing, dining and seating. Two large green roof planters also help break up the space into smaller area. Benches, tables, chairs, and barbecue grills have again been placed for residents to use for entertaining and dining. Small planters have also been used to add additional green elements and color to the space.

We have also added bioretention planters along the back side of the building to help filter and detain rainwater, while also giving us a place to grow colorful, water loving plants. These planters help beautify the back, alley-facing side of the building. There is also a porous paved walkway that leads along side of the planters for residents to use for access to the alley and sidewalks in front of the building.

Overall, these two common area spaces, the bioretention planters, along with the street front landscape improvements, greatly enhance the building and site.

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.*

There are not many special on-site conditions that needed to be addressed with landscaping. There are no significant trees onsite, nor are there any greenbelts, ravines, natural areas, or boulevards that abut the property.

There is a bit of a high-banked slope leading from the alley up to SW Barton St. The applicant has added a concrete stairway for residents to use to get up to SW Barton St

from the lower area of the building. They have also planted that space with low shrubs and groundcovers to stabilize the slope and beautify the alley.

The common area terrace on the roof of the third floor takes advantage of the views to the west towards the water.

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.

At the time of the **Recommendation meeting**, the following departures were requested:

- 1. Street-Level Development Standards (SMC 23.47A.008):** Non residential uses shall extend an average of at least 30 feet and a minimum of 15 feet in depth from the street-level street-facing facade. If the combination of the street-facing facade requirement of subsection 23.47A.008.D.1 and this depth requirement would result in a requirement that an area greater than 50 percent of the structure's footprint be dedicated to nonresidential use, the director may modify the street-facing facade or depth requirements, or both, so that no more than 50 percent of the structure's footprint is required to be nonresidential.

Proposed

Commercial spaces 2 and 3 have a depth of 27'-11".

Rationale

Following the recommendation of the design review board from the second early design guidance meeting the project incorporates commercial space at the NW corner of the building rather than the originally proposed residential units. Any further depth will result in an inadequate depth for the design of the spaces on the other side of the corridor which will lead to elimination of additional residential units. The area is in a stage of development and keeping the flexibility to convert the spaces into residential unit is desirable.

Board's Action

The Board unanimously approved the departure.

- 2. Street-Level Development Standards (SMC 23.47A.008 B.b.)** Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.

Proposed

The floor-to-floor height proposed is 12'-4" feet. The floor-to-floor height at commercial space 3 and 4 would be 11'-1".

Rationale

Following the recommendation of the design review board from the second early design guidance meeting the project incorporates live/work units along SW Barton Street and commercial space at the NW corner of the building. The design review board also recommended at the first meeting a taller than 3 level building as it was proposed to achieve better the intent and long term development goals of the existing zone - C1-40. The proposed street level height is consistent with the feel of the immediate neighborhood. It is appropriate with the intention to fit into the scale of the adjacent single family houses and low-rise residential structures. The live/work units and the commercial spaces are relatively small and do not need as high ceilings as merchants or larger service providers.

Board's Action

The Board unanimously approved the departure.

3. Access to Off-Street Parking from Alley (SMC 23.47A.032.A.): "In C1 and C2 zones, access to off-street parking may be from a street, alley, or both when the lot abuts an alley. However, structures in C zones with residential uses and structures in C zones across the street from residential zones shall meet the requirements for parking access for NC zones as provided in subsection 23.47A.032.A.1. If two or more structures are located on a single site, then a single curb cut shall be provided according to the standards in Sections 23.47A.032.A.1, .2, and 23.54.030.F.2."

SMC 23.47A.032.A.1.a. "Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts."

Proposed

The access to the garage (parkade) will be from 20th Ave SW.

Rationale

The alley where the lots are located, do not connect to the street (SW Barton Street) because of the steep slope, although there is a curb cut. Any correction of the slope will interfere with the adjacent single-family lots which have garages with access from the Alley.

Those problems justify the exception for alley improvement per:

SMC 23.53.030.G.3. "Widening and/or improving the right-of-way would eliminate alley access to an existing lot."

SMC 23.53.030.G 4. "Widening and/or improving the right-of-way is impractical because topography precludes the use of the alley for vehicular access to the lot".

The Land Use Code has provisions allowing the access to the parking to be from the street for C zones per:

SMC 23.47A.032.A.1.b. "If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut."

SMC 23.47A.032.D 1. "Access to off-street parking may be from a street if, due to the relationship of an alley to the street system, use of the alley for parking access would create a significant safety hazard as determined by the Director."

Board's Action

The Board unanimously approved the departure.

4. Structural Building Overhangs (SMC 23.53.035 A.c.): 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.

Proposed

The length of the proposed bay window is 15 feet and is reduced to 0 along a line parallel to and at a distance of 3 feet by means of 78 degree and 12 degree angles drawn inward.

Rationale

The proposed configuration of the bay window does not increase the area otherwise permitted by the Code. It better responds to the design concept and avoids repetition of one and the same layout throughout similar buildings.

Board's Action

The Board unanimously approved the departure.

5. Parking Space Standards (SMC 23.54.030 D.3.) No portion of the driveway, whether located on the lot or on the right-of-way, shall exceed a slope of 15 percent.

Proposed

The slope of the driveway is 16%.

Rationale

This is an interior ramp of the parkade designated for the residents of the building only, who will be familiar with the route. The ends of the driveway are designed accommodate an appropriate crest and sag.

Board's Action

The Board unanimously approved the departure.

Recommendations by the Board

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

1. Based on the successful redesign of the commercial space along 20th Ave SW at the NE corner of the building and it's visible from Delridge Way SW; the Board unanimously approved the departures to the 13' height rule and 30' depth rule for commercial space in order to accommodate such space at this location.
2. Based on the redesign of the Live /Work units along Barton St SW, a more appropriate use for the western portion of the ground level area, the Board was unanimous in their approval of the departure from the 10' setback for residential use from sidewalk.
3. The Board directed the applicant to work with DPD on creating a visual separation between the commercial base and the upper residential portion of the building on the eastern façade.
4. The Board directed the applicant to work with DPD on the architectural language between the live/work spaces and residential portion of the building on the southern façade.
5. The Board directed the applicant to work with DPD on the residential entry on the southern façade — *"... needs to be well defined."*
6. The Board directed the applicant to work with DPD on the rooftop open railing on the southern and eastern facades — *"... does not appear to be the right treatment."*