



INITIAL RECOMMENDATION OF THE SOUTHWEST DESIGN REVIEW BOARD

Project Number: 3013803

Address: 4755 Fauntleroy Way Southwest

Applicant: Steve Sears

Date of Meeting: Thursday, March 28, 2013

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

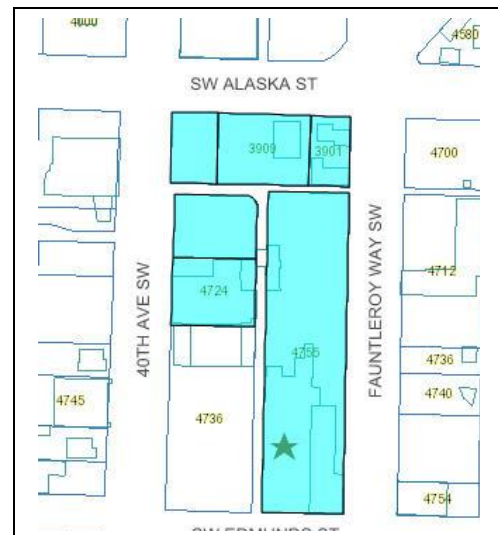
DPD Staff Present: Bruce P. Rips

SITE & VICINITY

Site Zone: Neighborhood Commercial Three with an 85' height limit (NC3 85). The northern portion of the site has a Pedestrian classification overlay (NC3P 85). The site lies within the West Seattle Junction Urban Village.

Nearby Zones: NC3 85 extends eastward to the alley between Fauntleroy Way SW and 38th Ave SW where zoning changes to Lowrise 2 (LR 2) and NC3 with a 40' height limit. South of SW Edmunds St., the zoning shifts to NC3 40 and to LR2 and LR3. To the west, the zoning transitions to NC3 65.

Lot Area: 115,223 square feet



Current Development: A service station and a funeral home occupy two of the three parcels on the site's northern extent. A vacant auto dealership covers the majority of the development site.

Access: A north/south bound alley and an east/west bound alley.

Surrounding Development & Neighborhood Character: The Masonic Temple and its parking lot occupy the southwest corner of the subject block. The West Seattle Triangle planning area possesses a gallimaufry of residential and commercial uses. Developments surrounding the immediate site include Trader Joe's and a large excavated area to the north; parking lots, a Bank of America branch, Safeway, and Highline Medical Plaza to the west; a childhood learning center, the Thunderbird apartment complex and a parking lot to the south; and the West Seattle Produce Market to the east. The West Seattle Golf Course and Recreation Center sits four blocks further to the east.

New developments in the area include the Mural Apartments and a mixed use structure with a QFC grocery store on SW Alaska. A sizeable, mixed use project at the southeast corner of SW Oregon St and 42 Ave SW is currently under construction.

The area terrain descends from west to east. At upper levels, the corner of Fauntleroy Way and Alaska St has potential views to Elliot Bay.

ECAs: The site does not have mapped environmental critical areas (ECA)

PROJECT DESCRIPTION

The applicant proposes a mixed use complex containing approximately 70,000 square feet of grocery store, drugstore, and smaller commercial spaces; 372 apartment units above the commercial spaces; and a below grade garage containing 590 parking spaces for both the commercial and residential uses. The proposal at this stage has two separate structures above grade and a shared garage below grade. The proposed development would require alley vacations of the east/west alley and the northern most portion of the north/south alley. Design alternatives illustrate a pedestrian and vehicular mid-block passage linking 40th Ave SW and Fauntleroy Way SW that provides ingress and egress for truck loading (grocery and drugstore), the customer and resident parking, and a drugstore drive-thru.

DESIGN DEVELOPMENT

The initial design packet offers four design options or alternatives. The first option illustrates a scheme without an alley vacation. Three separate structures border the two existing alleys. This alternative illustrates the notion that an ideal floor plate for a grocery store would not likely fit with the existing configuration of the block. The second option shifts the east/west alley

southward forming a rectangular parcel on the north and a panhandle shaped parcel to the south. On the north side of the complex, a grocery store forms the base for seven floors of residential use wrapped around a second floor courtyard. The second structure to the south consists of a north/south wing extended along Fauntleroy Way SW and a narrow east/west wing sitting between a new alley and the Masonic Temple. This structure houses a drugstore and small commercial tenants facing Fauntleroy and apartments above. Truck loading and a ramp to the garage occurs on both sides of the new 41 foot wide alley.

Alternative Three shifts the east/west alley farther to the south so that it meets the north property line of the Masonic Temple. The option increases the footprint of the grocery, maintains the seven floors of residential encircling a courtyard and utilizes a new 23' wide alley for loading. Similar to Alternative Two, loading occurs on both sides of the proposed alley and a second garage ramp closer to SW Edmunds St runs parallel to the north/south alley. The final option offers a 41 feet wide alley on the east that expands to 51 feet on the west half. All truck loading for the grocery and drugstore occurs on the alley as well as a drugstore drive-thru lane and one of two access ramps to the garage. At the upper levels, the architect opens the south wall of the residential floors to allow light into the upper level courtyard. The residential mass has five levels of units and modest modulations of the wall on each elevation.

By the second EDG meeting, the applicant had refined the massing of Alternative Three, added sections and presented landscaping concepts for the open spaces. The applicant also revised the dual use alley/ midblock pedestrian connector by relocating the drugstore loading zone and drive-thru from the east/west alley to an area parallel to the north/south bound alley.

The applicant presented further refinements to the facades and the mid-block connector at the Initial Recommendation meeting.

PUBLIC COMMENT

Thirty-eight members of the public affixed their names to the Recommendation Review meeting sign-in sheet. The speakers raised the following comments.

Mid-block Connector (West Seattle Triangle Plan) / Alley Vacation

- None of the pedestrian mid-block connections in W. Seattle share space with trucks and cars.
- Move the area devoted to pedestrians at the mid-block connection to Alaska and set the building back 20 to 25 feet from the right of way or make the mid-block connection wider.
- The improvement to the mid-block connector is better.
- It doesn't appear that there is enough room for trucks.
- Consider the safety issues for pedestrians crossing the alley at the mid-block connector.
- The mid-block connector should be wider.
- From the mid-block connector, the pedestrian should be able to see the new city park across 40th Ave.
- The mid-block connection and the plazas will be used.

- The six inch curb along the mid-block connector does not solve any of the inherent problems with it. It must be more pedestrian oriented.
- Safety concerns are still foremost for the mid-block connector.

Open Spaces/Landscaping

- The green wall on the mid-block connector should wrap around to 40th Ave SW and face the park.
- The plazas are too small. The images, shown by the architect, comparing the size with the meeting room includes the public rights of way. This is manipulative.
- Plazas in W. Seattle are not well used.
- Double the size of one of the plazas at the very least.
- The landscaping is nice.
- Provide more alternatives for the northeast plaza. The landscape architect should provide three distinct designs.
- The plaza setbacks are sufficient.
- The plazas will contribute to the positive growth in the area.
- Alaska St. needs to be activated. Add a plaza at the Whole Foods entrance to provide scale and to break up the long walk along this street.
- Open space should be on the project site. The area in the rights of way does not count as open space.
- The plaza in front of the Mural Apartments is significantly larger than the proposed open space for this project. The Mural did not have expressed requirements for a public plaza.
- The corner plaza should respond to the greening of Fauntleroy as shown in the W. Seattle Triangle Plan.
- The Board must wait until the Design Commission has made its decision about the public benefit amenities.
- The plazas have a nice scale and size (mentioned several times).
- Create a flat or level drop-off area for people at the plazas.
- The scale of the plazas is preferred.
- The plazas are too small. The developer can do better.

Architectural Character

- Eliminate the concrete panels. Timeless materials are preferred.
- The project's cohesiveness off-sets its large size.
- The height is preferred.
- The fact that the project does not look like one big building is positive.
- Deny the departure for blank facades.
- Facing the mid-block connector, there is trash storage for the drugstore with a blank wall.
- Redesign the NE corner of the building. Don't settle for less.
- Exaggerate the height of the building at the northeast corner.
- The mosaic on the tower is good.
- Prefers the separate identities for the two buildings.
- The project is dominated by the two large uses: the grocery and the drugstore. The whole complex is too auto oriented.

- The design is inconsistent with the W. Seattle Triangle Plan. There is too much tension or struggle between the civically endorsed plan and what the developer wants.
- The fixed footprint for the Whole Foods is all about cars. The pedestrian amenities are an afterthought. The project needs to be pedestrian oriented.
- The gateway is not spectacular enough.

Building Programming

- All the storefronts should be at grade. Along Alaska and at the NE corner plaza, Whole Foods is sunk below sidewalk grade.
- The drive-thru for the drugstore is too much.
- Supports the drive-thru.

Rights of Way Improvements

- There appear to have good pedestrian access. Wider sidewalks are positive.
- The 40th Ave SW sidewalk is on private property. It should be in public R.O.W.
- Ensuring that the alley grade works with the Masonic Temple's parking lot is critical.
- The configuration of the drive-thru does not feel safe.

Other

- The developer never took the opportunity to integrate the Board's comments from the earlier design guidance meetings.
- Whole Foods will be involved with the community.
- The mural is a nice add-on to the project.
- The proposal will be a vast improvement to the eye sore that currently exists.
- The northeast corner should be lit up at night.
- Placing the power lines underground is good.
- The project is in the spirit of the West Seattle Triangle Plan.
- 31 outreach meeting is inaccurate.
- The project needs regulated signage.
- Utilize noise abatement for the bus stop.
- The art should be appropriately scaled.

DPD received numerous letters addressing similar concerns as those raised at the public 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.

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.

West Seattle Junction -specific supplemental guidance:

A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction’s mixed use areas (as previously defined). New development—particularly on SW Alaska, Genesee, Oregon and Edmunds Streets—will set the precedent in establishing desirable siting and design characteristics in the right-of-way.

Consider fronting commercial storefronts onto the mid-block connector to support pedestrian activity and to endow the connector with a purpose other than conveying goods and vehicles.

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

The grocery entrance on Alaska appears unresolved. The masonry portion of the base, the segment with the Whole Foods sign above the storefront windows, resembles the entry more than the recessed plane with the canopy. Both a revision of the façade and placement of a plaza in front of the store would ameliorate the confusion.

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

West Seattle Junction -specific supplemental guidance:

An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realm. Particularly in the California Avenue Commercial Core, proposed development is encouraged to set back from the front property line to allow for more public space that enhances the pedestrian environment. Building facades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.

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-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Board deliberation did not focus on the quality of the upper level residential open spaces. The design may warrant discussion at future meetings.

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 asked for more detailed information regarding pedestrian safety in the alley and the mid-block connector. The drive-thru lane nearly doubles the alley's width (creating a roughly 32' entrance) creating pedestrian safety concerns for those crossing the two lanes. Having vehicles exiting the drive-thru into the alley also appears awkward as sightlines are disrupted by the portion of the building housing the garage ramp.

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.

West Seattle Junction -specific supplemental guidance:

Pedestrian activities are concentrated at street corners. These are places of convergence, where people wait to cross and are most likely to converse with others. New development on corner lots should take advantage of this condition, adding interest to the street while providing clear space for movement. New buildings should reinforce street corners, while enhancing the pedestrian environment.

The corner tower at Fautleroy and Alaska remains unresolved and unprepossessing. Too many elements at the corner compete with one another including the vertical mosaic element, the elevator tower, glazing and the screening device. The tower should be more prominent, perhaps even higher, and oriented to the corner. Consider breaking the design's dependence on the orthogonal by rotating the tower toward the Fautleroy axis. Several of these comments reiterate earlier guidance from EDG #2.

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.

West Seattle Junction -specific supplemental guidance:

Current zoning in the Junction has created abrupt edges in some areas between intensive, mixed-use development potential and less-intensive, multifamily development potential. In addition, the Code-complying building envelope of NC-65' (and higher) zoning designations permitted within the Commercial Core would result in development that exceeds the scale of existing commercial/mixed-use development. More refined transitions in height, bulk and scale—in terms of relationship to surrounding context and within the proposed structure itself—must be considered.

The Board recommended that a significant erosion or stepping back of the mass should occur at the corners flanking the mid-block connection at the intersection with Fautleroy. Set the three upper floors of the south building back from the mid-block connector.

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.

West Seattle Junction -specific supplemental guidance:

- **Facade Articulation:** To make new, larger development compatible with the surrounding architectural context, facade articulation and architectural embellishment are important considerations in mixed use and multifamily residential buildings. When larger buildings replace several small buildings, facade articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core.
- **Architectural Cues:** New mixed-use development should respond to several architectural features common in the Junction's best storefront buildings to preserve and enhance pedestrian orientation and maintain an acceptable level of consistency with the existing architecture. To create cohesiveness in the Junction, identifiable and exemplary architectural patterns should be reinforced. New elements can be introduced - provided they are accompanied by strong design linkages.

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.

West Seattle Junction-specific supplemental guidance:

New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a

disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher - should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.

The Board noted its general satisfaction with the masonry and concrete podiums of the north and south buildings respectively. The upper portions of the two structures, however, lack an organizing principal. The plethora of color, material and plane changes appears arbitrary. The architect must create a stronger hierarchy than merely a differentiation of base, middle and top as currently depicted. Establish a set of rules governing the facades. Then at significant locations, the rules ought to be broken or modified. The tower at the northeast corner and the two masses flanking the Fautleroy entrance to the mid-block connector the Board cited as likely areas. The tower facing the Fautleroy and Alaska intersection might be rotated or twisted to mark its special condition. The Board recommended a three –story erosion to the south building mass flanking the entrance of the mid-block connector. Board recommendation of a departure from maximum width of a façade on Fautleroy is contingent on this change.

The Board encouraged greater distinction between the south and north structures beyond the differences in the surface material treatment of their respective bases.

In sum, the upper facades will need revision in order to communicate a coherent organizational pattern or form. The design should possess the same kind of restraint that governs the base.

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

West Seattle Junction-specific supplemental guidance:

- **Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity. Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.**
- **Signage: Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on street.**

- 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.**

The two-story, brick base on Alaska remains too planar. Endow the facades with more richness by creating deeper changes between planes, adding texture, courses, and headers forming lintels to the brick. The Alaska St. entrance to the grocery, the one-story masonry elevation in front of the escalator and the corner of the plaza are confusing and unresolved. The brick ought to wrap itself into the plaza. As noted in guidance A-3, the Board found the entrance to the Whole Foods secondary to the portion of the façade below the signage.

Consider using masonry on the secondary towers such as the one at the corner at Alaska and 40th Ave SW.

Elevation drawings for the next Recommendation must show more detail of the materials and how they join with one another.

- 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.**

Discussion did not focus on this issue at the meeting.

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.**

West Seattle Junction -specific supplemental guidance:

Design projects to attract pedestrians to the commercial corridors (California, Alaska). Larger sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. The Design Review Board would be willing to entertain a request for departures from development standards (e.g. an increase in the 64% upper level lot coverage in NC zones and a reduction in open space) to recover development potential lost at the ground level.

Board ideas concerning the plazas' sizes and designs varied. The Board members acknowledged the Design Commission's future contributions to the design. Opinion, however, coalesced on several matters. First, the plazas should not be merely forecourts or outdoor lobbies to the residential entries. This is particularly true for the northeast corner. The plazas, which will likely be part of the public benefit amenity enabled by the alley vacation, must engage the West Seattle community rather than just the tenants and

customers of the complex. The Board recognized that the northwest corner, due to its proximity to the Whole Foods take-out and bakery areas, serves a dual role for the grocery and the larger community.

Second, the plazas appear formulaic, lacking in vigor and playfulness. They ought to share commonalities, for example, an interesting paving treatment and community connection that tie them visually and thematically, but the spaces must also suit their specific site conditions. Third, the plazas should not appear as the development's private realm but open to and accessible by the public.

Thoughts on the mid-block connector ranged along a spectrum of like and dislike. In general, the Board noted the improvements since the previous meeting. The width of the connector remained in question. The corner of the solid waste storage area adjacent to the drugstore drive-thru lane should be pulled back from the connector to allow better truck movement into the alley in order to back into the loading area (see page seven of the supplemental drawings). The quality of the eastern half of the pedestrian portion of the mid-block connector paled in contrast to its western half. It lacks the depth of landscaping, borders on a blank wall screening back of house realms, and forces the daily confrontation between the mixing of pedestrians with large delivery truck maneuvering and vehicle activity. Storefronts should face the mid-block connector leaving service areas to connect to the north-south alley.

D-2 Blank Walls. 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.

The applicant has requested a departure for a segment of blank wall facing 40th Ave SW at the location of interior mailboxes. The Board indicated its interest in seeing how well detailed the proposed wood screen would be.

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.

West Seattle Junction -specific supplemental guidance:

- **Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses.**
- **The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.**

D-6 Screening of Dumpsters, Utilities, and Service Areas. 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.

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

D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.

The Board noted its preference for a two-way alley. Exiting from the drugstore drive-thru lane appears unsafe. A diagram of truck maneuvering in the alley (p.7 of the supplementary packet) illustrates that entering trucks from the mid-block connector will drive over the pedestrian portion of the passage and come close to striking the corner of the solid waste storage area. By the next Recommendation meeting, the applicant must clarify the operations of the north/south alley and receive SDOT's concept approval.

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 retail signage should not dominate the identity of the building. The Board requests a careful consideration of the signage including placement, size and type.

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.

Provide a concept lighting plan by the next Recommendation meeting. Also, provide night renderings of the northeast corner and other significant entries.

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.

The location of the significant open spaces at the residential entries provides a dual role for these exterior amenity areas as they must provide a forecourt or transition for resident ingress and egress and provide a larger role as a public or community benefit. To serve these purposes, the spaces must not appear to belong to the private sphere of the buildings.

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.

See Board guidance for D-1 and D-12.

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) 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	RECOMMENDATION
1. Maximum width of Structures. SMC 23.47A009B.3	The width of all portions of a structure parallel to north-south streets is limited to 275'.	279'1" or an increase of 4'1".	<ul style="list-style-type: none"> Applicant has not indicated how the project better meets the design guidelines. 	At the Initial Recommendation meeting, the Board indicated its desire to see significant setbacks at the three upper floors of the south structure's northeast corner before considering the request.
2. Parking Location & Access SMC 23.47A.032A.1.a	Required alley access.	Access the east/west connector from Fautleroy Way SW, 40 th Ave SW and the north-south alley.	<ul style="list-style-type: none"> The east-west mid block connector will function as an alley. The existing east/west alley is proposed to be vacated. 	Board noted that the awkwardness of the proposed drive-thru. The corner of the solid waste storage area should be pulled back or chamfered at the mid-block connector.
3. Parking Location & Access SMC 23.47A.032F	Access to a loading berth shall be from the alley	Use of the mid-block connector for access to loading.	<ul style="list-style-type: none"> The east-west mid block connector will function as an alley. The existing east/west alley is proposed to be vacated. 	Same comments as #2 above.
4. Locating of Parking SMC 23/47A.032B.1.a	Surface parking is not permitted between a structure and a street lot line.	Locate 3 visitor parking spaces within the structure along the Edmunds Street frontage.	<ul style="list-style-type: none"> Propose a screen and plantings between the vehicle parking and the ROW. 	Board notes its preliminary inclination to recommend the departure. However, the van space should be relocated.
5. Blank Facades SMC 23.47A.008A.2.b	Blank segments of a façade may not exceed 20' in width.	Proposes a 24' blank wall.	<ul style="list-style-type: none"> A specialized wood panel contrasting with the concrete frame will screen the mailroom. 	Board notes its preliminary inclination to recommend the departure. The wall will need to be well detailed.

BOARD DIRECTION

At the conclusion of the Recommendation meeting, the Board directed the project to return for a second Recommendation meeting.

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