



## FIRST EARLY DESIGN GUIDANCE OF THE SOUTHWEST DESIGN REVIEW BOARD

Project Number: 3016935

Address: 4515 41st Ave SW

Applicant: Steve Fischer, NK Architects

Date of Meeting: Thursday, December 04, 2014

Board Members Present: Todd Bronk  
T. Frick McNamara  
Daniel Skaggs  
Matt Zinski

Board Members Absent: None

DPD Staff Present: BreAnne McConkie, Land Use Planner

### SITE & VICINITY

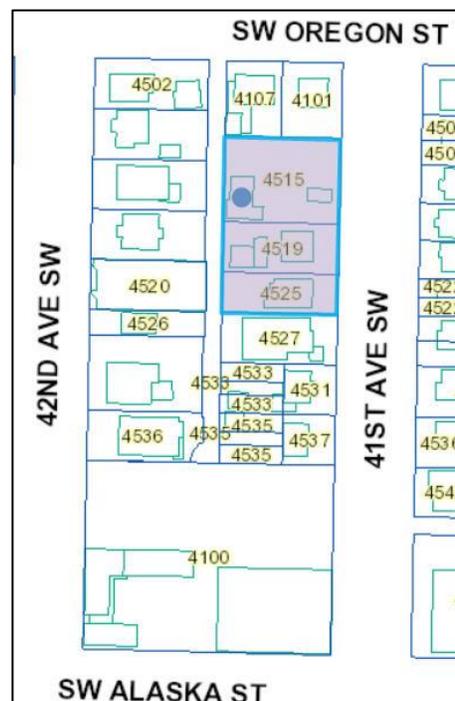
Site Zone: Lowrise Three (LR3)

Nearby Zones: (North) LR3  
(South) LR3  
(East) LR2  
(West) Neighborhood Commercial Three  
with a 65' height limit (NC3-65)

Lot Area: 20,125 sq. ft.

### Current Development:

The project site contains three single-family structures, two garages, rockeries and retaining walls.



## **Surrounding Development and Neighborhood Character:**

The site is located within the West Seattle Junction Hub Urban Village between SW Oregon St and SW Alaska St. The adjacent development is primarily contemporary multi-family and traditional single-family residential development. The site is located in a transitional area between established, older single family residential neighborhoods to the north and east and newer, more intensive mixed-use and multi-family development to the south and west.

The project site is located one and a half blocks east of California Ave SW and approximately one block north of SW Alaska St. California Ave SW is recognized as the area's more established pedestrian-oriented commercial core. SW Alaska St is envisioned to become an extension of the California Ave SW business district and has seen an increase in new pedestrian-oriented, mixed-use development in recent years.

## **Access:**

Primary access is from 41<sup>st</sup> Ave SW. The site is adjacent to an improved, public alley to the west. The proposed vehicular and pedestrian access to the site is from 41<sup>st</sup> Ave SW, with service access from the alley.

## **Environmentally Critical Areas:**

There are no Environmentally Critical Areas identified on the site.

## **PROJECT DESCRIPTION**

The applicant is proposing to build a four-story assisted living facility containing 48 sleeping rooms (66 beds total). Parking for 11 vehicles is to be provided below grade and proposed to be accessed from 41st Ave SW. The existing structures are to be demolished.

## **DESIGN DEVELOPMENT**

At concept stage, the applicant provided three schemes for the public and Board's consideration. Option One (code compliant) presents a U-shaped layout with an enclosed courtyard along the alley. This option includes two flanking wings with pitched roofs. The residential units are located in the wings, with the common area located in the center abutting 41<sup>st</sup> Ave SW. The façade along 41<sup>st</sup> Ave SW is essentially flat with no articulation. The primary entry directly abuts the sidewalk on 41<sup>st</sup> Ave SW with ADA access provided for drop off. Amenity space for the residents is located in the enclosed courtyard and on the roof. Vehicle parking is accessed from the alley and is enclosed on the third level. Visitors utilizing the onsite parking enter through a secondary, rear entrance to the building. Option One does not retain the exceptional Japanese Maple at the NW portion of the site.

Option Two presents an I-shaped layout with parking below ground and accessed from 41<sup>st</sup> Ave SW. The parking ramp occupies a large portion of the street frontage. The primary amenity space is located on the roof top, with a smaller private courtyard located along the alley. The common area is broken up and located in the north wing as well as the core area. Residential units are located in the center, core area and south wing. The visitor entry is located on the north wing, perpendicular to 41<sup>st</sup> Ave SW. This option preserves the Exception Japanese Maple located at the NW corner of the site.

Option Three is the applicant's preferred option. This Option presents a U-shaped building with a large driveway courtyard in the center, accessed from 41<sup>st</sup> Ave SW, and two flanking wings with pitched roofs. Amenity space is located on the roof top. The driveway courtyard is approximately 50' wide and 70' deep. This space is a predominant feature of this Option with stepped-down terraced landscaping in the center of the U-shaped driveway for vehicle access to the primary entry and underground parking. The primary entry is located below street level and is set back approximately 70' from 41<sup>st</sup> Ave SW. Service access is from the alley. Option Three does not retain the exceptional Japanese Maple at the NW portion of the site.

#### **FIRST EARLY DESIGN GUIDANCE December 4, 2014**

The packet includes materials presented at the meeting, and is available online by entering the project number (3016935) at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](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](mailto:PRC@seattle.gov)

#### **PUBLIC COMMENT**

Several members of the public were present at the Early Design Guidance meeting. The public comment included the following issues:

##### Massing

- Supported the preferred option massing and vehicle access.

##### Programing

- Stated that assisted living and memory care facilities are very intensive and are built to keep people inside.
- Questioned whether there will be tall walls or other security measures to keep residents inside.

### Aesthetics

- The style of the building should relate to the small town feel of West Seattle by adding to the character and should not be modern.
- Proposed concept appeared very suburban and lacks connection to the street and neighborhood.

### Parking and Access

- Did not support the double driveway with two curb cuts.
- Clarified that the parking is required to be enclosed because the developer is seeking an FAR bonus.
- Supports parking because it is essential for staff and programming of these types of facilities.

### Lighting

- The lighting and signage should be pedestrian oriented and respectful of adjacent development.
- 41<sup>st</sup> is very dark and the project should include street lighting.

### Other

- Project as proposed will be very difficult to meet the guidelines.
- Project should respect the privacy and uses of adjacent buildings.
- Amenity space appears too small.

## 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 (the Board) provided the following siting and design guidance.

All Page references are to the EDG booklet dated December 4, 2014.

### FIRST EARLY DESIGN GUIDANCE December 4, 2014

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](#).

## CONTEXT & SITE

**CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.**

### CS1-A Energy Use

**CS1-A-1. Energy Choices:** At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

## **CS1-B Sunlight and Natural Ventilation**

**CS1-B-1. Sun and Wind:** Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

**CS1-B-2. Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

*At the Early Design Guidance Meeting, the Board recognized daylight and shading as an important guideline. The interior spaces located on the first level, specifically the ground floor units on the SW and NW corners of the building and the common area, should be designed to maximize daylight to those spaces (Pg. 23).*

**CS1-B-3. Managing Solar Gain:** Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

## **CS1-C Topography**

**CS1-C-1. Land Form:** Use natural topography and desirable landforms to inform project design.

**CS1-C-2. Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site.

*The development site slopes approximately 20' from the SW corner down to the SE corner of the site. The preferred design option includes a U-shaped driveway and primary entry located below street level and set back approximately 70' from 41<sup>st</sup> Ave SW (Pg. 22-23).*

*The Board discussed bringing the primary entry closer to 41<sup>st</sup> Ave SW to help to bring the entry closer to the street level elevation and better use the natural topography of the site. For the next meeting, the applicant must resolve grade and depth issues associated with the driveway and primary entry and provide a massing breakdown with additional detail of the driveway courtyard area.*

## **CS1-D Plants and Habitat**

**CS1-D-1. On-Site Features:** Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

*At the First Early Design Guidance Meeting, the Board discussed the trees on site. The site contains two exceptional trees, a Japanese Maple located near the alley on the northwest corner of the site and a Pacific Dogwood near the center of the site (Pg. 10-11). Based on the arborist report and information provided by the applicant, the Pacific Dogwood was listed in poor health due to presence of a fungal decay organism. The Japanese Maple, located near the alley but set down several feet from the alley level, was listed in fair condition. The Board supported the*

*removal of the Exceptional Trees because the proposed massing and siting options better provide usable, publicly accessible open space and better meet the design guidelines PL1.A.2 and DC3.A.*

**CS1-D-2. Off-Site Features:** Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

#### **CS1-E Water**

**CS1-E-1. Natural Water Features:** If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

**CS1-E-2. Adding Interest with Project Drainage:** Use project drainage systems as opportunities to add interest to the site through water-related design elements.

### **CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.**

#### **CS2-A Location in the City and Neighborhood**

**CS2-A-1. Sense of Place:** Emphasize attributes that give a distinctive sense of place.

Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

*The preferred design presented at EDG #1 included a driveway courtyard setback and below-grade, detracting from the sense of place (see CS1-C above). The Board agreed that for the next meeting, the applicant must resolve grade and depth issues associated with the driveway and primary entry and demonstrate how the design of the building and open space enhances the sense of place.*

**CS2-A-2. Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

*The Board noted that there are both historic precedents as well as contemporary, urban examples of similar building types (including hotels and assisted living facilities). For the next meeting, the applicant should present precedent studies of this building type (both historic and contemporary) and clearly illustrate the design cues taken to give the project a more contemporary, urban architectural presence.*

#### **CS2-B Adjacent Sites, Streets, and Open Spaces**

**CS2-B-1. Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

**CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm.

*At the First Early Design Guidance meeting, the Board agreed that the proposed grade change of the driveway courtyard and primary entry (see CS1-C-2 and CS2-A-1 above) detracts from the connection to the street. The Board recommended that at the next meeting, the applicant provide a hybrid option that brings the entry closer to the street elevation and closer to 41<sup>st</sup> Ave SW.*

**CS2-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.

### **CS2-C Relationship to the Block**

**CS2-C-1. Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

**CS2-C-2. Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

*The Board noted that as a midblock site, the development should ensure the privacy of residences across the alley and adjacent to the site while considering how the facades and elements, including lighting, will affect the adjacent residences. (See PL3-B and DC4-C below).*

**CS2-C-3. Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

### **CS2-D Height, Bulk, and Scale**

**CS2-D-1. Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

**CS2-D-2. Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

**CS2-D-3. Zone Transitions:** For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

**CS2-D-4. Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone.

**CS2-D-5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

*At the First Early Design Guidance Meeting, The Board directed the applicant to study the massing and scale of surrounding and future development and clearly illustrate how the proposal takes cues from the surrounding development. Specifically, the applicant needs to further*

*develop the massing, incorporating more character and different forms at the upper levels through modulation, setbacks, and material choices. (See DC2-A below).*

### **West Seattle Supplemental Guidance:**

#### **CS2-I Streetscape Compatibility**

**CS2-I-i. Street Wall Scale:** Reduce the scale of the street wall with well-organized commercial and residential bays and entries, and reinforce this with placement of street trees, drop lighting on buildings, benches and planters.

**CS2-I-ii. Punctuate Street Wall:** Provide recessed entries and ground-related, small open spaces as appropriate breaks in the street wall.

**CS2-I-iii. Outdoor Utility Hookups:** Outdoor power and water sources are encouraged to be provided in order to facilitate building maintenance and exterior decorative lighting needs. Conveniently located sources could also be taken advantage of for special community events.

#### **CS2-II Corner Lots**

**CS2-II-i. Reinforce Street Corners:** New buildings should reinforce street corners, while enhancing the pedestrian environment.

**CS2-II-ii. Human-scaled Open Space:** Public space at the corner, whether open or enclosed, should be scaled in a manner that allows for pedestrian flow and encourages social interaction. To achieve a human scale, these spaces should be well defined and integrated into the overall design of the building. Consider:

- a. providing seating;
- b. incorporating art that engages people; and
- c. setting back corner entries to facilitate pedestrian flow and allow for good visibility at the intersection.

**CS2-II-iii. Neighborhood Gateways:** Building forms and design elements and features at the corner of key intersections should create gateways for the neighborhood. These buildings should announce the block through the inclusion of features that grab one's interest and mark entry. See guidelines for Gateway location map.

#### **CS2-III Height, Bulk and Scale**

**CS2-III-i. Zoning Context:** Applicant must analyze the site in relationship to its surroundings. This should include:

- a. Distance from less intensive zone; and
- b. Separation between lots in different zones (property line only, alley, grade changes).

**CS2-III-ii. New Development in NC zones 65' or Higher:**

- a. Patterns of urban form in existing built environment, such as setbacks and massing compositions.
- b. Size of Code-allowable building envelope in relation to underlying platting pattern.

**CS2-III-iii. Facade Articulation:** New buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the façade—

particularly important for long buildings—into sections and character consistent with traditional, multi-bay commercial buildings prevalent in the neighborhood’s commercial core (see map 1, page 1).

**CS2-III-iv. Break Up Visual Mass:** The arrangement of architectural elements, materials and colors should aid in mitigating height, bulk and scale impacts of Neighborhood Commercial development, particularly at the upper levels. For development greater than 65 feet in height, a strong horizontal treatment (e.g. cornice line) should occur at 65 ft. Consider a change of materials, as well as a progressively lighter color application to reduce the appearance of upper levels from the street and adjacent properties. The use of architectural style, details (e.g. rooflines, cornice lines, fenestration patterns), and materials found in less intensive surrounding buildings should be considered.

*At the First Early Design Guidance Meeting, the Board emphasized the importance of incorporating façade articulation through modulation, materials, and detailing to break up the visual mass of the building including the upper levels. For the next meeting, the Board requested additional detail on the proposed façade articulation and massing. (See CS2-D and DC2-E).*

### **CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.**

#### **CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-1. Fitting Old and New Together:** Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

**CS3-A-2. Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

**CS3-A-3. Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

**CS3-A-4. Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

#### **CS3-B Local History and Culture**

**CS3-B-1. Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

**CS3-B-2. Historical/Cultural References:** Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

*At the Early Design Guidance Meeting, the Board conveyed the importance of looking at historic and contemporary design precedents to explore ways to create compatibility between new*

projects in evolving neighborhoods through urban and contemporary design. (See CS2-A-2 above).

**West Seattle Supplemental Guidance:**

**CS3-I Architectural Context**

**CS3-I-i. 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 (see map 1, page 1).

**CS3-I-ii. 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. Preferred elements can be found in the examples of commercial and mixed-use buildings in the Junction included on this page.

(See CS2-A-2 and CS3-B above).

**PUBLIC LIFE**

**PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.**

**PL1-A Network of Open Spaces**

**PL1-A-1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

**PL1-A-2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

**PL1-B Walkways and Connections**

**PL1-B-1. Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

**PL1-B-2. Pedestrian Volumes:** Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

**PL1-B-3. Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

*The Board emphasized the importance of the visual connectivity of the driveway courtyard and building entry, directing the applicant to provide additional detail on how the building, entry, and*

*open space connects to the streetscape (examining both visual and physical connections). (See CS1-C, CS2-A&B above).*

### **PL1-C Outdoor Uses and Activities**

**PL1-C-1. Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

**PL1-C-2. Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer’s markets, kiosks and community bulletin boards, cafes, or street vending.

**PL1-C-3. Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

### **West Seattle Supplemental Guidance:**

#### **PL1-I Human Activity**

**PL1-I-i. 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.

**PL1-I-ii. Public Space Trade-Off:** In exchange for a loss of development potential at the ground floor, the Design Review Board is encouraged to entertain requests for departures to exceed the lot coverage requirement for mixed-use projects.

**PL1-I-iii. Recessed Entries:** When a setback is not appropriate or feasible, consider maximizing street level open space with recessed entries and commercial display windows that are open and inviting.

### **PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.**

#### **PL2-A Accessibility**

**PL2-A-1. Access for All:** Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

**PL2-A-2. Access Challenges:** Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

*(See CS1-C, CS2-A&B above).*

#### **PL2-B Safety and Security**

**PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance.

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**PL2-B-3. Street-Level Transparency:** Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

*(See DC4-C below).*

## **PL2-C Weather Protection**

**PL2-C-1. Locations and Coverage:** Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

**PL2-C-2. Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

**PL2-C-3. People-Friendly Spaces:** Create an artful and people-friendly space beneath building.

## **PL2-D Wayfinding**

**PL2-D-1. Design as Wayfinding:** Use design features as a means of wayfinding wherever possible.

*At the First Early Design Guidance Meeting, the Board noted that wayfinding should be incorporated into the design details to give visual cues and reinforce the building entry.*

## **West Seattle Supplemental Guidance:**

### **PL2-I Human Scale**

**PL2-I-i. Overhead Weather Protection:** 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.

Overhead weather protection should be designed with consideration given to:

- a. Continuity with weather protection on nearby buildings.
- b. When opaque material is used, the underside should be illuminated.
- c. The height and depth of the weather protection should provide a comfortable scale for pedestrians.

### **PL2-II Pedestrian Open Spaces and Entrances**

**PL2-II-i. Street Amenities:** Streetscape amenities mark the entry and serve as way finding devices in announcing to visitors their arrival in the commercial district. Consider incorporating the following treatments to accomplish this goal:

- a. pedestrian scale sidewalk lighting;

- b. accent pavers at corners and midblock crossings;
- c. planters;
- d. seating.

**PL2II-ii. Pedestrian-Enhanced Storefronts:** Pedestrian enhancements should especially be considered in the street frontage where a building sets back from the sidewalk.

**PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.**

**PL3-A Entries**

**PL3-A-1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

**PL3-A-2. Common Entries:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

**PL3-A-3. Individual Entries:** Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

**PL3-A-4. Ensemble of Elements:** Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

*At the First Early Design Guidance Meeting, the Board strongly agreed that the primary entry needs to be inviting and legible for all users and should be visually connected to the street. (See CS1-C, PL1-B, and PL2-A,B,&D above).*

**PL3-B Residential Edges**

**PL3-B-1. Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

*The nature of this use will likely require additional security elements. If additional security elements (such as walls, barriers, or bars) are to be incorporated into the design, details need to be provided to the Board at the next meeting.*

**PL3-B-2. Ground-level Residential:** Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

**PL3-B-3. Buildings with Live/Work Uses:** Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

**PL3-B-4. Interaction:** Provide opportunities for interaction among residents and neighbors.

*At the First Early Design Guidance Meeting, the Board recognized that the project site abuts residential uses to the north, south, and across the alley to the west. The Board conveyed the importance of the window placement and privacy of adjacent development. For the next meeting, additional detail on window placement, interior use composition, and detail on adjacent uses will need to be provided.*

### **PL3-C Retail Edges**

**PL3-C-1. Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

**PL3-C-2. Visibility:** Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

**PL3-C-3. Ancillary Activities:** Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

## **PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.**

### **PL4-A Entry Locations and Relationships**

**PL4-A-1. Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.

**PL4-A-2. Connections to All Modes:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

*At the First Early Design Guidance Meeting, the Board emphasized the importance of ensuring that the entry and primary access point is safe, convenient, and welcoming to all, including pedestrians, cyclists, and those using public transit. (See CS1-C, CS2-A&B above).*

### **PL4-B Planning Ahead for Bicyclists**

**PL4-B-1. Early Planning:** Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

**PL4-B-2. Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

**PL4-B-3. Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project.

*At the First Early Design Guidance Meeting, the Board identified the need for bicycle facilities to be included for the employees and visitors of the project. For the next meeting, additional information and detail on bicycle facilities needs to be provided.*

#### **PL4-C Planning Ahead For Transit**

**PL4-C-1. Influence on Project Design:** Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

**PL4-C-2. On-site Transit Stops:** If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

**PL4-C-3. Transit Connections:** Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

### **DESIGN CONCEPT**

#### **DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.**

##### **DC1-A Arrangement of Interior Uses**

**DC1-A-1. Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

**DC1-A-2. Gathering Places:** Maximize the use of any interior or exterior gathering spaces.

**DC1-A-3. Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

**DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

*At the First Early Design Guidance Meeting, the Board recognized that the nature of the use was not a typical multifamily use and directed the applicant to consider arrangement of more visually active uses along 41<sup>st</sup> Ave SW. The design should consider how placement of more active uses such as common areas and amenity space, could help to activate and relate to the streetscape.*

##### **DC1-B Vehicular Access and Circulation**

**DC1-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

*At the First Early Design Guidance Meeting, the Board discussed that a majority of the driveway courtyard area is dedicated primarily to vehicular use. The Board's concern with the depth and size of the driveway courtyard focused on its suburban nature and lack of urban context. For the next meeting, the applicant should provide more study and analysis of vehicular access and parking solutions. There are several historic and modern precedents of similar types of buildings (including projects with driveway courtyards) and the Board suggested an examination of these to help inform the project. (See CS2-A-2 above).*

**DC1-B-2. Facilities for Alternative Transportation:** Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

**DC1-C Parking and Service Uses**

**DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

**DC1-C-2. Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

**DC1-C-3. Multiple Uses:** Design parking areas to serve multiple uses such as children’s play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

**DC1-C-4. Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

*At the First Early Design Guidance Meeting, the Board identified the need for all service uses including delivery, maintenance, loading, and trash to be located on the alley.*

**West Seattle Supplemental Guidance:**

**DC1-I Visual Impacts of Parking Structures**

**DC1-I-i. Enhance Pedestrian Access:** Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses.

**DC1-I-ii. Improve Pedestrian Environment:** 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.

**DC1-I-iii. Restrict Auto Access From California Way and Alaska St:** There should be no auto access from the principal street (California Way. And Alaska St.) unless no feasible alternative exists. Located at the rear property line, the design of the parking façade could potentially be neglected. The City would like to see its alleys improved as a result of new development. The rear portion of a new building should not turn its back to the alley or residential street, but rather embrace it as potentially active and vibrant environment. The parking portion of a structure should be compatible with the rest of the building and the surrounding streetscape. Where appropriate, consider the following treatments:

- a. Integrate the parking structure with building’s overall design.
- b. Provide a cornice, frieze, canopy, overhang, trellis or other device to “cap” the parking portion of the structure.
- c. Incorporate architectural elements into the facade.
- d. Recess portions of the structure facing the alley to provide adequate space to shield trash and recycling receptacles from public view.

**DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**

**DC2-A Massing**

**DC2-A-1. Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

**DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects.

*(See CS2-D above).*

**DC2-B Architectural and Façade Composition**

**DC2-B-1. Façade Composition:** Design all building façades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all façades are attractive and well-proportioned.

**DC2-B-2. Blank Walls:** Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage façades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

**DC2-C Secondary Architectural Features**

**DC2-C-1. Visual Depth and Interest:** Add depth to façades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

**DC2-C-2. Dual Purpose Elements:** Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

**DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

**DC2-D Scale and Texture**

**DC2-D-1. Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building façades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

**DC2-D-2. Texture:** Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

**DC2-E Form and Function**

**DC2-E-1. Legibility and Flexibility:** Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

*At the First Early Design Guidance Meeting, the Board requested additional detail of how the mass is articulated, including scale and texture, especially on the upper floors of the building. The Board recognized the importance of architectural elements and materials to break up the mass of the building and enhance the neighborhood character. For the next meeting, the applicant must provide more detail, including facade composition and materials, to demonstrate how the project fits into and enhances the contemporary, urban context.*

### **West Seattle Supplemental Guidance:**

#### **DC2-I Architectural Concept and Consistency**

**DC2-I-i. Integrate Upper-Levels:** 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.

**DC2-I-ii. Cohesive Architectural Concept:** The use and repetition of architectural features and building materials, textures and colors can help create unity in a structure. Consider how the following can contribute to a building that exhibits a cohesive architectural concept:

- a. facade modulation and articulation;
- b. windows and fenestration patterns;
- c. trim and moldings;
- d. grilles and railings;
- e. lighting and signage.

#### **DC2-II Human Scale**

**DC2-II-i. Pedestrian-Oriented Facades:** Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

*(See PL2-B and DC1-A above).*

### **DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.**

#### **DC3-A Building-Open Space Relationship**

**DC3-A-1. Interior/Exterior Fit:** Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

#### **DC3-B Open Space Uses and Activities**

**DC3-B-1. Meeting User Needs:** Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

**DC3-B-2. Matching Uses to Conditions:** Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

**DC3-B-3. Connections to Other Open Space:** Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

**DC3-B-4. Multifamily Open Space:** Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

### **DC3-C Design**

**DC3-C-1. Reinforce Existing Open Space:** Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

**DC3-C-2. Amenities/Features:** Create attractive outdoor spaces suited to the uses envisioned for the project.

**DC3-C-3. Support Natural Areas:** Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

*At the First Early Design Guidance Meeting, the Board directed the applicant to provide additional information at the next meeting on the proposed open space and amenity areas including enlarged site plans, dimensions, and landscaping details (soft- and hard-scape)(Pg.24).*

### **DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.**

#### **DC4-A Exterior Elements and Finishes**

**DC4-A-1. 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.

**DC4-A-2. Climate Appropriateness:** Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

*At the First Early Design Guidance Meeting, the Board encouraged the use of high quality materials. (See DC2 above).*

#### **DC4-B Signage**

**DC4-B-1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

**DC4-B-2. Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

*At the First Early Design Guidance Meeting, the Board encouraged all signage and wayfinding to be pedestrian-oriented and complementary to the scale and residential use of the adjacent development.*

#### **DC4-C Lighting**

**DC4-C-1. Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

**DC4-C-2. Avoiding Glare:** Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

*The Board noted that the development should include adequate pedestrian-oriented lighting that creates a safe and welcoming environment along both the 41<sup>st</sup> Ave SW street frontage as well as in the driveway courtyard area and primary entrance. Lighting should be designed to reinforce safety while not intruding on surrounding residences and development.*

#### **DC4-D Trees, Landscape, and Hardscape Materials**

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

**DC4-D-3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

**DC4-D-4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

#### **DC4-E Project Assembly and Lifespan**

**DC4-E-1. Deconstruction:** When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

### ***West Seattle Supplemental Guidance:***

#### **DC4-I Human Scale**

**DC4-I-i. 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 streets. The following sign types are encouraged:

- a. pedestrian-oriented blade and window signs;
- b. marquee signs and signs on overhead weather protection;
- c. appropriately sized neon signs.

*(See DC4-B above).*

#### **DEVELOPMENT STANDARD DEPARTURES**

At the time of the **FIRST** Early Design Guidance, no departures were requested.

#### **BOARD DIRECTION**

At the conclusion of the First Early Design Guidance meeting, the Board recommended the project return for another meeting in response to the guidance provided.