Seattle Department of Construction & Inspections

DESIGN REVIEW

FINAL RECOMMENDATION OF THE SOUTHWEST DESIGN REVIEW BOARD

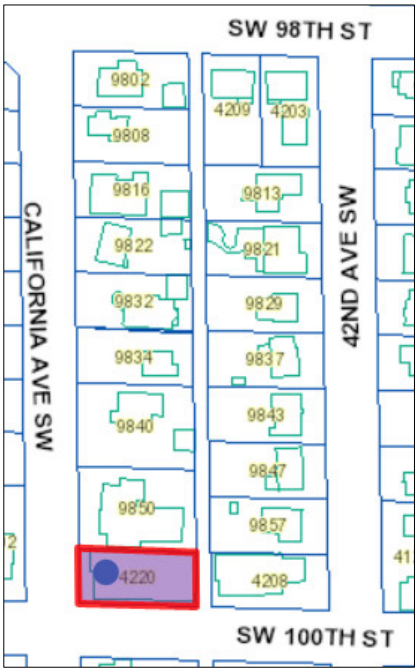
Record Number:	3025192-LU
Address:	4220 Southwest 100th Street
Applicant:	Jonathan Lemons, Lemons Architecture
Date of Meeting:	Thursday, June 07, 2018
Board Members Present:	Don Caffrey (Chair) John Cheng Matt Hutchins Crystal Loya
Board Members Absent:	Scott Rosenstock
SDCI Staff Present:	Tami Garrett, Senior Land Use Planner

SITE & VICINITY

Site Zone: Neighborhood Commercial 1-30 (NC1-30)

Nearby Zones: (North) Single Family 7200 (SF 7200)
(South) Single Family 5000 (SF 5000)
(East) NC1-30
(West) SF 7200

Lot Area: 8,091 square feet (sq. ft.)



Current Development:
The project site contains a one-story with a minor upper-level addition religious facility structure.

Surrounding Development and Neighborhood Character:
Existing single family residences varying in architectural styles primarily surround the subject site to the west, east, north and south. A commercial one-story mixed-use retail/residential building ("Brace Point Pottery") is across the existing alley to the east. A nursing home (Florence of Seattle Arbor Heights Assisted Living) is on the property north of the project site. A religious facility (Seattle Gospel Assembly Church) is located across Southwest 100th Street to the south.

This corner proposal site oriented at the northeast corner of the intersection of California Avenue Southwest and Southwest 100th Street, is one of the sole two commercially-zoned lots creating a small commercial node that has been established since the 1950s and once known as the "Downtown of Arbor Heights". The general character of this block along Southwest 100th Street is a mix of low-scaled non-residential development that immediately transitions to single family residential properties east and west of the subject site's block front. This residential character also extends north and south of the subject site along California Avenue Southwest. No standard sidewalk environment exists on that portion of project site that abuts Southwest 100th Street and California Avenue Southwest due to the presence of angled parking stalls and loading areas which straddles the subject site's property lines and the unimproved sidewalk/planting strip right-of-way area.

Access:
Vehicular access to the site is possible from both Southwest 100th Street and California Avenue Southwest, neither of which are improved with curbs or sidewalks. Access is also available from the unimproved alley along the east property line.

Environmentally Critical Areas:
The site is generally flat with no significant landscaping. There are no mapped environmentally critical areas (ECAs) located on the site.

PROJECT DESCRIPTION

The proposed project is for the design and construction of three, three-story buildings consisting of a total of eight townhouse units and one live-work unit. Parking for eight vehicles is proposed to be provided at grade. The existing structure will be removed.

The design packet includes information presented at the meeting, and is available online by entering the record number at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

The packet is also available to view in the file, by contacting the Public Resource Center at SDCI:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

FIRST EARLY DESIGN GUIDANCE January 5, 2017

PUBLIC COMMENT

The following public comments were offered at this Early Design Guidance (EDG) meeting (with Board/applicant response in *italics*):

- Inquired about proposed street/alley improvements and if visitor/customer parking would be accommodated on site.
  Applicant explained that the alley is intended to be improved (paved) for that portion that begins at Southwest 100th Street and continues to the north edge of the project site. Street improvements inclusive of sidewalks are planned for the portions of right-of-way that abut the project site on both streets (Southwest 100th Street and California Avenue Southwest). The improvement is planned to formalize on-street public parking areas (5-8 parking spaces) on both adjacent streets. Details concerning onsite parking allocation is still being discussed.
- Felt that the site's commercial zoning designation is no longer appropriate for this site and voiced concern that the future commercial uses considered for the live-work units won't be compatible with the predominately "quiet and family-oriented" residential neighborhood character.
- Stated that the height of the proposed structures is not compatible with the surrounding single family neighborhood and preferred the height of the smaller structure proposed along California Avenue Southwest.
- Asked if underground parking had been considered and encouraged a design that would accommodate more onsite parking for all occupants/users at the site (residents, employees, visitors and customers).
- Suggested that the proposed density is too excessive for the site and recommended a proposal with fewer units.
- Concerned that the development may exacerbate existing drainage and stormwater problems. Also, concerned that future development may intensive traffic on already busy streets.
  The Board Chair confirmed that the proposal is subject to environmental review (SEPA) and questions related environmental concerns (i.e. drainage, traffic, parking, construction related noise, etc.) should be forwarded directly to the assigned SDCI land use planner.
- Appreciated the project design but felt that the modern design and materiality was not compatible with the character of the neighborhood.
- Concerned about the viability of commercial uses in this location.
- Concerned the proposed buildings will significantly shadow adjacent properties.

- Requested a physical barrier along the north property line to buffer the assisted living facility.
- Encouraged a design inclusive of commercial uses to strengthen and support the existing commercial presence in the neighborhood.
- Concerned with the additional height added by the stair penthouses and the privacy impacts of roof decks to adjacent residential uses.
- Concerned about the impacts of potential signage for businesses.
  A Board member explained that signage and other exterior building elements (i.e. lighting) are typically presented at subsequent meeting(s) during the recommendation phase of development. It is expected that the applicant will present these design elements to the Board and members of the public at a future Recommendation meeting for comment/feedback/guidance.

The following design related comments were received in writing prior to and during the meeting:

- Concerned with height of the buildings and shadow impacts on adjacent properties.
- Stated need for screening along north property line for safety and security of adjacent assisted living facility.
- Felt that the design and materials are out of character with surrounding single family residential neighborhood.
- Scale of project is not appropriate for tiny footprint of site.
- Encouraged below-grade parking for the residents in addition to the above-grade exterior parking area being proposed for the project.
- Encouraged a design that would be comprised of larger and fewer units than being proposed.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: http://web6.seattle.gov/dpd/edms/

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.

1. **Design Concept, Massing and Architectural Context and Character:** The design and siting of the new commercial/residential development should provide an appropriate transition to the less intensive zone, be compatible with existing architectural context and character and be respectful to adjacent sites. (CS2.B, CS2.C.1, CS2.D, CS3.A)
   a. The Board discussed each design scheme (Schemes 1, 2 and 3), considered public input and offered feedback. In reviewing the three schemes, the Board felt that Scheme 3 (preferred) best represented the preferred location of the massing. However, the Board concluded that the proposed schemes (including Scheme 3) did not adequately address the site context; lacked consideration of the existing neighborhood scale and did not effectively transition to the surrounding lower-scaled residential properties to the north, west and south. Thus, the Board directed the applicant to return for a Second Early Design Guidance meeting to further explore

development of Scheme 3 with the following guidance, noting that the response could include alternate designs that meet the intent of this guidance:

i. The Board recognized that the subject site is one of two commercially-zoned properties surrounded by an abundance of single-family zoned residential properties. In reviewing Scheme 3, the Board stated that this scheme does not effectively address the zone transition from the neighborhood commercially-zoned project site to the surrounding single family-zoned properties and further study is needed to better articulate the relationship of the proposed structure to the urban pattern and form of the neighborhood. At the next EDG meeting, the Board would like to see additional developmental diagrams demonstrating how the massing responds to the rhythm and pattern of the existing context. (CS2.D.1, CS2.D.3)

ii. The Board directed the applicant to perceptibly reduce the scale of the structures for compatibility with the adjacent residences. Agreeing with public comment, the Board appreciated the stepped massing reduction of the western building and noted this is a successful technique in responding to the zone transition and could be further explored. Though requesting a reduction of massing, the Board clarified that it is not necessarily requesting the removal of program elements. (CS2.D.3, CS2.D.4, DC2.A.2)

iii. The Board supported the strategy of breaking the massing into two structures, as the scale is reduced and the smaller footprints relate better to the existing neighborhood pattern and form. (CS2.D.1)

iv. The Board stated that it is imperative the that design and site planning be respectful to adjacent properties. The Board appreciated that the siting of the massing and surface parking area illustrated in Scheme 3 pushes the building forms closer to the streets which creates a generous setback from the northern property line. However, the Board felt that more effort should be made to minimize disrupting the privacy of residents of the assisted living facility building north of the project site. Thus, the Board asked to see more demonstration on how the future development will address this adjacency concern. The Board also directed the applicant to supplement the buffer along the northern property line adjacent to the assisted living facility with screening, perhaps through a wall, fence or other screening methods. (CS2.D.3, CS2.D.5)

v. The Board stated that the design should respond to the surrounding context and foster integration with the neighborhood. At the EDG phase, greater emphasis should be given to the relationship of the structure with the context. The Board recommended the applicant investigate how façade composition and patterning, secondary architectural elements, and scale and texture of materials can relate to the single family neighborhood context. (CS2.A.2, DC2.A.2, DC2.C.3)

b. The Board emphasized the importance of providing clear and accurate diagrams depicting the shadow impact of the massing on adjacent properties at the next EDG meeting. (CS1.B.2, CS2.D.5)

c. The Board noted that the fully rendered architectural images were premature for this Early Design Guidance phase and that more analysis should have been dedicated to the site and massing explorations.

2. Vehicular Access and Parking Location:

a. The Board requested further study of how the design and location of vehicular access and circulation, parking and service uses best support the function and program of the site. (DC1.B.1, DC1.C.3, DC1.C.4)

b. The Board supported the location of parking behind the structures where it is largely screened from view and allows the building to shift forward and engage the street. (CS2.B.2, DC1.C.2)

SECOND EARLY DESIGN GUIDANCE April 20, 2017

PUBLIC COMMENT

The following public comments were offered at this Second Early Design Guidance (EDG) meeting (with applicant response in *italics*):

- Felt that the proposed design appeared too commercial, too tall and not complementary to the surrounding residential context.
- Concerned that the building massing would negatively impact (block) motorist views to oncoming traffic and pedestrians at the adjacent intersection.
- Appreciated that modifications had been made to the design to reduce the height of the proposed development. However, reiterated that the modern design, materiality (glazing), bulk and scale was not compatible with the character of the neighborhood.
- Encouraged a design that included less density and greater separation between structures.
- Voiced support for design Scheme 3 in its basic form and asked that the south building include an upper-level setback similar to the setback proposed for the west building. Felt the overreliance of materiality to introduce façade modulation is not appropriate.
- Commented that multifamily development is not compatible with the surrounding single family neighborhood and reiterated support for a design that is comprised of multiple single family residences.
- Voiced concern about future parking impacts associated with the proposed development.
- Repeated support for a design that would include below-grade parking onsite parking and voiced uncertainty that the angled parking design would be successful.
- Suggested the future design include pitched roof forms to be more compatible with the existing development in the neighborhood.
- Voiced concern that none of the presented design schemes consist of below-grade parking and inquired if the design team had explored below-grade parking.
  Applicant stated that below-grade parking was initially considered. However, it was recognized that in forming the shoring and excavation design to accommodate below-grade parking, the density for the massing would need to be increased to make the project feasible for the owner to develop. The applicant explained that the presented design

inclusive of onsite surface parking was considered the most viable solution in this instance and in response to the Board's guidance from the prior EDG meeting.

- Commented about the tall and lengthy appearance of the building frontage abutting Southwest 100th Street in the preferred design and asked about the design team's approach in building scale choices (upper-level setback, awning, etc.) for both street fronts.
  Applicant explained that the decision to site the building mass from the residentially-zoned property north of the site to allow for increased light and air to the existing use (assisted living facility) and concentrate more building mass abutting the south property line was considered in determining building scale for the preferred design scheme.
- Inquired if sustainable features will be added to the future development and be apparent to the neighborhood.
  Applicant confirmed that the future development will be a sustainable design inclusive of features meeting green building standards.

The following design related comments were received in writing prior to and during the meeting:

- Stated support for less density and an alternative use typology (single family residences, nursing home facility) to be developed on the subject property.
- Felt the applicant's design response to the Board's feedback/guidance delivered at the first EDG meeting was good. However, voiced concern that the Board's initial guidance was not correct and questioned if it could be "fixed".

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations and bicycle storage standards are addressed under the City's zoning code and are not part of this review. Neither SDCI nor the Board have jurisdiction over the number of bedrooms proposed for residential units.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: http://web6.seattle.gov/dpd/edms/

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.

1. **Design Concept, Massing and Architectural Context and Character:** The design and siting of the new commercial/residential development should provide an appropriate transition to the less intensive zone, be compatible with existing architectural context and character and be respectful to adjacent sites. (CS2.B, CS2.C.1, CS2.D, CS3.A)

a. The Board reviewed the requested materials, considered public input and discussed the merits of the three presented design options. The Board reiterated that Scheme 3 (preferred) best represented the preferred location of the massing because the massing forms are pushed closer to the streets, creating a generous setback from the northern property line. However, the Board still felt that the Scheme 3 design did not adequately address the massing concerns voiced at the prior EDG meeting. Thus, the Board proposed a modified version of the preferred design scheme (Scheme 3) move forward to Master Use Permit (MUP) submittal with the following guidance:
    i. The design concept should be further reduced from two masses to three distinct masses as contemplated in Scheme 2 that harken to the existing pattern and scale of the immediate context of single family-zoned properties. (CS2.D, CS3.A)
    ii. It is imperative that each building mass be scaled down appropriately to better respond to the surrounding residential context. The Board looks forward to reviewing the next design iteration which should be comprised of secondary architectural elements, minor massing moves, materials, glazing, etc. that successfully achieve this design direction. Initial Board feedback concerning the conceptual perspective illustrated in the design packet (pg. 47) was that the amount of glazing applied to the buildings' exterior facades was an inappropriate response to this guidance. (CS3.A, DC2.A, DC2.B, DC2.C, DC2.D)
    iii. The Board emphasized that special attention be applied to the entry sequencing of the townhouse units' entrances at grade. A design that creates a strong street wall, especially for the residential units abutting Southwest 100th Street, was strongly discouraged by the Board. (CS3.A, PL3.A, PL3.B, see departure #3)
    iv. In response to public concerns pertaining to roof forms (pitched versus flat), the Board discussed roof forms. The Board stated that the presented height of the proposed flat-roofed massing forms is respectful to the allowable height limits of existing residential structures within the neighborhood and will be complementary to the surrounding varied architectural style of neighboring buildings. (CS3.A.1)
b. The Board acknowledged that, in response to public comments voiced at the first EDG meeting, the design proposal had evolved from a commercial use (nine live-work units) to now a mixed-use proposal with both commercial (one live-work unit) and residential uses (eight townhouse units). The Board voiced concern that differentiating the sole live-work unit from the surrounding townhouse units may be difficult. The Board voiced a willingness to support a design that includes additional live-work units that, if pursued by the design team, be arranged in the western building mass with corner frontage to accommodate live-work units with internal programing to allow viable commercial spaces. (CS2.C.1, PL3.B.3, DC1.A.3)
c. The Board recognized that the removal of the "towering" stair penthouses was effective in reducing the perceived height of the massing and encouraged this design modification be carried through to the next design iteration. (CS2.D)
d. The Board requested that in addition to building materials, color palette, conceptual lighting and signage designs; specifics concerning waste storage, location, access, and

feedback from SDCI and Seattle Public Utilities (SPU) should be presented to the Board at the next meeting. (PL3.B.1, DC1.C.4)

FINAL RECOMMENDATION June 7, 2018

PUBLIC COMMENT

The following public comments were offered at this Recommendation (REC) meeting (with Board/applicant/SDCI Planner response in *italics*):

- Concerned that proposed landscaping in the right-of-way and on-street parking may block motorist's views of oncoming traffic on abutting streets as they leave neighboring onsite parking.
- Very opposed to the project proposal. Encouraged a development that would be exclusively single family residences. Very concerned about spillover parking from proposed project to surrounding streets abutting single family residences.
- Concerned that design does not have kid-friendly amenity spaces onsite.
- Felt that the development's density (more than six units) was not appropriate for the neighborhood and that the design's onsite parking quantity was not adequate to support anticipated parking needs onsite.
- Felt the design review meeting noticing was flawed due to the project description noted on the large sign versus the meeting signage; and the size/placement of the meeting signage.
  The SDCI Planner advised commenters to email written concerns regarding the meeting public notice to her contact information on the meeting agenda document and explained that those concerns would be forwarded to the SDCI Public Resource Center supervisor for investigation.
- Asked about the upper-level decks and railings.
- Appreciated the height reductions and change to include more residential but reiterated concern that revised design still doesn't fit with the neighborhood context.
- Inquired about types of possible allowed uses for the work area in the live-work unit.
  The SDCI Planner explained that typically the SDCI Zoning reviewer would require the applicant identify the proposed use for the non-residential area of the live-work space on the Master Use Permit (MUP) drawings prior to initial/final approval of the zoning review. The actual use of that space would be further clarified on future construction drawings.
- Voiced opposition to code departure associated with vehicular access via the street due to impacts to pedestrian safety.
  The Board Chair confirmed from the applicant that the proposed onsite parking is proposed to be accessory to the residential use, clarifying that the applicant does not intend for onsite parking to be for persons visiting the future non-residential use. The Board Chair confirmed that parking requirements are beyond the Board's purview and explained that questions concerning parking requirements/standards should be directed to the SDCI Land Use Planner.
- Stated concerns with the building's scale and overall design. Felt that that views and noise from proposed rooftop decks will negatively impact surrounding neighboring properties.

- A representative of Florence of Seattle Arbor Heights Assisted Living:
    - Very concerned about how construction impacts (grading, noise, vibration, etc.) and future storm water runoff may potentially affect their structure and residents. Requested that the project owner coordinate with them about anticipated construction process/timeframes.
    - Encouraged a design that would include screening that could act as a barrier protecting residents' privacy and minimizing future noise from resident/service vehicles.

The following design related comments were received in writing prior to and during the meeting:

- Opposed to the scale and use of the proposed development.
- Concerned that the proposed density does not reflect the neighborhood character.
- Unsupportive of the proposed height.
- Requested diversification of the proposed tree species by installing evergreen trees/conifers, more tree canopy.

Additional comments provided to SDCI included the following:

- Parking and traffic
- Crime
- Stormwater management
- Construction noise

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All public comments submitted in writing for this project can be viewed using the following link and entering the project number: http://web6.seattle.gov/dpd/edms/

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.

1. **Design Concept, Massing, Architectural Context and Character and Materials:** Early Design Guidance stated that the design and siting of the new commercial/residential development should provide an appropriate transition to the less intensive zone, be compatible with existing architectural context and character and be respectful to adjacent sites. (CS2.B, CS2.C.1, CS2.D, CS3.A)
    a. The Board evaluated the presented final commercial/residential design and considered public input. The Board voiced strong support for the modified version of

the applicant's past preferred design scheme (Scheme 3) stating that the reduction in the building mass from two building masses to three distinct building masses is more compatible with the existing pattern and scale of the immediate context of single family-zoned properties. The Board's additional feedback concerning the presented design was as follows:

i. The Board supported the proposed design of the upper-level decks and the removal of the stair penthouses that was previously proposed at EDG. The Board appreciated that the roof decks for the Middle and East buildings had been set back from the south property edge with the intent to respect the surrounding residential context. (CS2.D, CS3.A)

ii. The Board supported the location of the live-work unit at the southwest corner of the site acknowledging that this corner frontage allows for a vibrant and engaging space for the "work" portion of the live-work unit. Additional Board discussion/guidance concerning the treatment of the live-work unit is offered below in items 1.b and 2.b respectively. (CS2.C.1, PL3.B.3, DC1.A.3)

b. At the Recommendation meeting, the Board reviewed and discussed the proposed materials and color palette identified in the design packet and on the physical material/color sample's board. Overall, the Board supported the proposed color palette but identified specific concerns with materiality that should be addressed in the final building design. The Board offered the following feedback and recommendations:

i. The Board appreciated that the percentage of glazing applied to the building's exterior facades had been reduced to become more consistent with the neighboring residential context. (DC2.B, DC2.C)

ii. The Board appreciated the applicant's intent to utilize a high-quality material (corrugated vertical metal panel) as a means to differentiate the live-work unit from the townhouse units and articulate the corner. However, the Board stated that the chosen material (corrugated vertical metal panel) was not an appropriate material in response to the neighborhood context. Thus, the Board recommended a condition that the corrugated vertical metal panel applied to the corner live-work unit's exteriors be replaced with another high-quality material that is less industrial in nature and more compatible the surrounding architectural context. Flat metal panel and masonry were suggested as high-quality materials that would meet the intent of the Board's recommendations. (CS3.A, DC2.B, DC2.C, DC2.D, DC4.A)

iii. The Board voiced concern with the varied orientations of wood siding applied to the building elevations. Thus, the Board recommended a condition that the cedar wood panels proposed at the residential entries above each canopy be applied in one direction rather than two different directions. The Board declined to stipulate a specific material orientation (vertical vs. horizontal) but advised using a horizontal cedar wood orientation to be more consistent with the adjacent residential context. (CS3.A, DC2.B, DC2.C, DC2.D, DC4.A)

c. The Board was satisfied with the conceptual lighting and signage designs as illustrated in the Recommendation packet (pgs.41, 45-46); and commented that the proposed lighting fixtures appropriately address site safety; highlight building entries and minimize light pollution onto adjacent properties. (DC4.B, DC4.C)

2. **California Avenue Southwest and Southwest 100th Street Streetscapes/Frontages**:
    a. The Board appreciated that the townhouse units' recessed ground-level entrances inclusive of canopies achieved an appropriate connection between the residential areas of the development and both street edges. Additional Board feedback and recommendations were as follows:
        i. The Board expressed concern about the cedar wood decking used at grade for the residential entries and questioned its durability over time. The Board declined to recommend this feedback as a condition. (PL3.A, PL3.B.2, DC4.A)
        ii. The Board conditionally supported a code departure pertaining to the street-level residential units' entries. (CS2.B, PL3.A, PL3.B, See Departure #3)
    b. The Board recommended that the entry sequencing from the Southwest 100th Street sidewalk edge to the live-work entry and the ground-level glazed treatment at the corner was designed to respond to EDG. (PL3.A, PL3.B.3)
    c. Board comments regarding the landscape concept design for the project site and within both streets (Southwest 100th Street and California Avenue Southwest) were very positive. (DC4.D)

3. **Vehicular Access, Parking and Waste Storage Location:**
    a. The Board listened to public concerns pertaining to pedestrian safety and parking in the neighborhood. After considering public commentary and discussing the vehicular access to the site and related code departure pertaining to vehicular parking access, the Board supported vehicular access from both the alley and a one-way curb cut exit along California Avenue Southwest. The Board recommended a condition that measures be enforced/installed to ensure pedestrian safety. (CS2.B.2, DC1.B.1, DC1.C.2, See Departure #1)
    b. The Board reiterated support of the onsite parking location behind the structures where is largely screened from view. The Board supported the requested code departure pertaining to parking stall size understanding that the parking spaces intended for the resident's use will assist in accommodating more parking onsite. (DC1.C, See Departure #2)
    c. The Board observed that the interface between the ground-level entries facing the parking area and the parking stalls was abrupt against the back doors and necessitated further study. Thus, the Board recommended a condition that the differentiation between the hardscape material for the parking stalls and the adjacent triangular areas south of the entries be enhanced. The Board suggested the usage of plantings, softscape materials or alternative hardscape material in the triangular areas as methods to meet the intent of this condition. (PL2.A, PL3.A, PL2.B, DC1.B.1)
    d. The Board reviewed the trash/recycling storage enclosure's location north of the West Building near the driveway leading to California Avenue Southwest and an unenclosed waste container staging area at the project site's east boundary line abutting the alley. The Board understood from the applicant that the presented storage enclosure's location/design and staging has been coordinated and approved by Seattle Public Utilities (SPU): However, the applicant is considering pursuing an alternative design that consolidates the waste storage and staging closer to the alley. The Board agreed that placement of the waste storage enclosure and staging along the alley, away from

the drive aisle would be optimal if it is allowed by Code. The Board acknowledged that storage waste requirements and modifications as outlined in the Land Use Code (SMC 23.54.040.E) are within the purview of SDCI in consultation with SPU as a Type I Decision-not within the purview of the Board as a code departure request. Thus, the Board encouraged the applicant to share their support of creating a consolidated screened waste area storage enclosure/staging at the project site's east property line abutting the alley with SDCI/SPU. (DC1.B.1, DC1.C.4)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) were based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s).

At the time of the FINAL Recommendation meeting the following departures were requested:

1. **Vehicular Access to Parking (SMC 23.47A.032.A.1):** The Code states that access to parking shall be 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 alley access is feasible and desirable to mitigate parking access impacts. If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to SMC 23.47A.032.C. The applicant proposed vehicular access to surface parking entering from the alley and exiting via a proposed curb cut on California Avenue Southwest.

   The Board reviewed this departure request in conjunction with the applicant's departure request for reduced parking stall size (Departure #2) and agreed that this departure would result in an overall design that would better meet the intent of Design Guidelines CS2.B.2 Connection to the Street, DC1.B.1 Access Location and Design, and DC1.C.2 Visual Impacts. In order to ensure that pedestrian safety and security is maintained, the Board unanimously recommended that SDCI grant the requested departure subject to the following condition:

   Measures/cueing devices (i.e. mirrors, pavement patterning, signage, etc.) should be installed at the vehicular access exit abutting California Avenue Southwest to ensure that protections for pedestrians traversing this street will be maintained. (CS2.B.2, DC1.B.1, DC1.C.2)

2. **Parking Space Size (SMC 23.54.030.B.1.b):** The Code states that when five or fewer spaces are provided, a minimum of 60% of the parking spaces shall be striped for medium vehicles (8' x 16'). The minimum size for a medium parking space shall also be the maximum size. 40% of the parking spaces may be striped for any size, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shall be

as shown for medium vehicles. The applicant proposed that all parking spaces be small spaces (7'-6" x 15').

The Board considered this departure request and Departure #1 (vehicular access to parking) concurrently and agreed that this departure would result in an overall design that would better meet the intent of Design Guidelines DC1.C.1 Below-Grade Parking and DC1.C.2 Visual Impacts. The Board voted unanimously recommended to approve the requested departure as it maximizes parking quantity on the site and minimizes the drive aisle width.

3. **Street-Level Residential Use Provision (SMC 23.47A.008.D.2):** The Code states that when residential uses are located along a street-level street-facing façade, the floor of a dwelling unit located along the street-level street-facing facade shall be at least 4' above or 4' below sidewalk grade or be set back at least 10' from the sidewalk. The applicant proposed townhouse units abutting both California Avenue Southwest and Southwest 100th Street that would not meet this code requirement because the floor of the proposed townhouse units would be less than 4' above or below sidewalk grade and set back less than 10' from the sidewalk. The proposed residential entrances range from 1' below the sidewalk grade to 1' above the sidewalk grade and setback 3.5' from the sidewalk. The applicant explained that this departure would allow the townhouse massing to be compatible with the residential character of the surrounding context and have provide accessible entrances.

   The Board reviewed the design of the townhouse entries and appreciated how some features (canopies, recessed entries, accessibility, etc.) of the design had evolved. Alternatively, the Board stated that further refinement of the residential entry transition from the sidewalk was necessary. Therefore, the Board unanimously recommended that SDCI grant the requested departure, subject to the following condition:

   The number of steps for the residential entrances along California Avenue Southwest and Southwest 100th Street should be minimized and should be in proximity to the sidewalk grade.

   The Board suggested calculating the average grade plane individually for each building as a method to address the Board's guidance. As conditioned, this departure would result in an overall design that would better meet the intent of Design Guidelines CS2.B Adjacent Sites, Streets, and Open Spaces, PL3.A Entries and PL3.B Residential Edges.

4. **Street-Level Residential Use Percentage (SMC 23.47A.005.C.1):** The Code states that in all NC (Neighborhood Commercial) and C (Commercial) zones, residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing façade. The applicant requests that all three of the proposed structures will be allowed to not comply with this Code requirement. The applicant explained that in respect to site's surrounding context, the outcome of revising the project proposal to include more residential units in

response to Board direction and public sentiment creates a circumstance in which the project cannot comply with this code requirement.

The Board considered this departure request in conjunction with the applicant's departure request for reduced floor-to-floor height of a non-residential use (Departure #5) noted below. The Board supported the applicant's rationale and acknowledged that the proposed use typology is in response to Board direction provided at prior EDG meetings. Per the Board, allowing this departure would result in an overall design that would better meet the intent of Design Guidelines CS2.D Height, Bulk and Scale, and CS3.A Emphasizing Positive Neighborhood Attributes.

The Board unanimously recommended that SDCI grant the requested departure.

5. **Street-Level Non-Residential Height Requirement (SMC 23.47A.008.B.4):** The Code states that for new structures containing a non-residential use, the non-residential use at street level shall have a floor-to-floor height of at least 13'. The applicant proposes the live-work unit floor-to-floor height be less than 13' (10'). The applicant's justification for this departure is that it allows for the live-work unit's floor-to-floor height to match the townhouse units' floor-to-floor heights and assists in a possible reduction of the structures' overall building heights by 4'.

   The Board reviewed this departure request and Departure #4 (Street-Level Residential Use Percentage) concurrently and agreed that this departure would also result in an overall design that would better meet the intent of Design Guidelines CS2.D Height, Bulk and Scale, and CS3.A Emphasizing Positive Neighborhood Attributes. The Board stated that allowing this departure would assist in mitigating the mass and scale of the development to the surrounding context.

   The Board unanimously recommended that SDCI grant the requested departure.

DESIGN REVIEW GUIDELINES

The priority Citywide guidelines identified 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-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.

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.

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-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.

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-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-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.

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.

PUBLIC LIFE

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

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.

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

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.

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.

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.

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.

DESIGN CONCEPT

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

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.

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.

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.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades 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 facades 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 facades 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 facades, 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.

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-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.

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.

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.

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.

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.

RECOMMENDATIONS - BOARD DIRECTION

The recommendation summarized above was based on the design review packet dated Thursday, June 07, 2018, and the materials shown and verbally described by the applicant at the Thursday, June 07, 2018 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. The corrugated vertical metal panel applied to the corner live-work unit's exteriors shall be replaced with another high-quality material that is less industrial in nature and more compatible the surrounding architectural context. Flat metal panel and masonry were suggested as high-quality materials that would meet the intent of the Board's recommendations. (CS3.A, DC2.B, DC2.C, DC2.D, DC4.A)

2. The cedar wood panels proposed at the residential entries above each canopy shall be applied in one direction rather than two different directions. The Board declined to

stipulate a specific material orientation (vertical vs. horizontal) but advised using a horizontal cedar wood orientation to be more consistent with the adjacent residential context. (CS3.A, DC2.B, DC2.C, DC2.D, DC4.A)

3. An enhanced delineation between the hardscape material for the parking stalls and the adjacent triangular areas south of the entries shall be provided to differentiate vehicular areas near the entries abutting the surface parking area. The Board suggested the usage of plantings, softscape materials or alternative hardscape material in the triangular areas as methods to meet the intent of this condition. (PL2.A, PL3.A, PL2.B, DC1.B.1)

4. Measures/cueing devices (i.e. mirrors, pavement patterning, signage, etc.) shall be installed at the vehicular access exit abutting California Avenue Southwest to ensure that protections for pedestrians traversing this street will be maintained. (CS2.B.2, DC1.B.1, DC1.C.2)

5. The number of steps for the residential entrances along California Avenue Southwest and Southwest 100th Street should be minimized and should be in proximity to the sidewalk grade. (CS2.B, PL3.A, PL3.B)