City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director

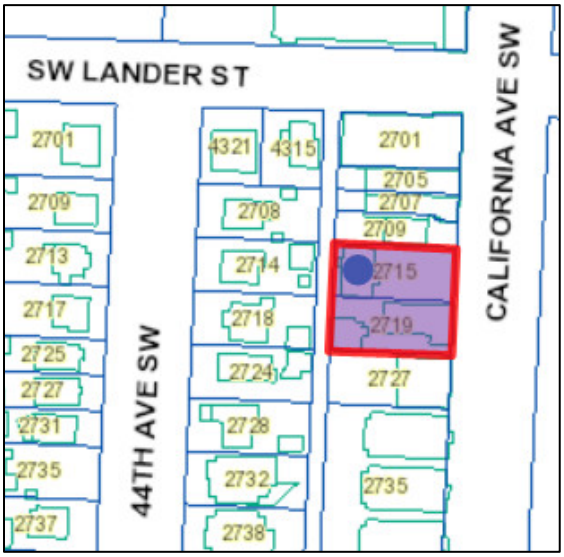
DESIGN REVIEW

RECOMMENDATION OF THE
SOUTHWEST DESIGN REVIEW BOARD

Project Number:	3025941
Address:	2715 & 2719 California Avenue Southwest
Applicant:	Brenda Barnes, Clark | Barnes
Date of Meeting:	Thursday, October 19, 2017
Board Members Present:	Alexandra Moravec (Chair) Christine Harrington Robin Murphy
Board Members Absent:	Donald Caffrey Crystal Loya Matt Zinski
SDCI Staff Present:	Brandon Cummings, Land Use Planner

SITE & VICINITY

Site Zone:	Neighborhood Commercial 2-40' Pedestrian
Nearby Zones:	(North) NC2P-40 (South) NC2P-40 (East) SF 5000 (West) SF 5000
Lot Area:	11,363 sq. ft.



Current Development:
The development site is comprised of two parcels, located on the west side of California Avenue Southwest. There are multiple existing structures on the property which are proposed to be demolished.

Surrounding Development and Neighborhood Character:
The development site is located in the commercial core area of Admiral Junction neighborhood in West Seattle, directly across from the Hiawatha Playfield. The blocks in the surrounding area contain a mix of commercial structures, multi-family apartment buildings, and single-family homes. A vibrant commercial corridor exists along California Avenue Southwest. In general, the area is pedestrian friendly with numerous restaurants, bars, and shops within walking distance of the development site.

Access:
The development site located mid-block along California Avenue Southwest, just south of SW Landers Street. Vehicular access to the site is available via an alley. A bus stop servicing multiple routes is located on this same block along California Avenue Southwest providing access to Alki Beach, SODO, South Lake Union, Downtown, and the International District. A continuous network of sidewalks exists along California Avenue Southwest and the surrounding streets, connecting the development site to the rest of the Admiral Junction neighborhood.

Environmentally Critical Areas:
There are no Environmentally Critical Areas on site.

PROJECT DESCRIPTION

The proposal is to allow a 4-story structure with 48 apartment units and ground level commercial. Parking for 46 vehicles to be provided. Existing structures to be demolished.

The design packet includes information presented at the meeting, and is available online by entering the project 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

EARLY DESIGN GUIDANCE March 16, 2017

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Sought clarification on accessibility of the rooftop amenity area.

There were no design related public comments received in writing prior to the meeting.

The following comments from the Seattle Department of Transportation were submitted to SDCI in writing prior to the meeting:

- California Ave SW is a pedestrian oriented retail corridor and designated safe route to school. As such, SDOT supports wider sidewalks than the 6'-minimum width required by the land use code. Existing street trees should be preserved. Building overhead weather protection requires an SDOT public space management annual permit.

- SDOT supports alley access, as proposed in all three options. Trash collection should also be from the alley and container storage is not permitted in the right-of-way.

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. **Massing and Façade Composition:** Of the three massing options presented, the Board preferred the massing of Option C (preferred scheme), highlighting its strong street edge along California Avenue Southwest and the articulation on the north and south façades in response to future development. The Board was concerned with the how the massing along the alley responded to the zone transition to Single-Family zoning and believed further exploration is needed to address this issue. After careful deliberation and with a unanimous vote, the Board direct the applicant to move forward in the development of Option C, with adherence to the guidance provided. **(CS2-D-1. Existing Development and Zoning, CS2-D-3. Zone Transitions, DC2-B-1. Façade Composition)**

    a. The Board recommended the applicant break down the massing along the alley and courtyard with secondary architectural elements (potentially adding balconies) to appropriately deal with the transition to the less intensive single-family zone to the west. The Board also agreed that this resolution could be accomplished without the need for a setback departure from the Land Use Code. **(CS2-D-3. Zone Transitions, CS2-D-4. Massing Choices, CS2-IV-i. Upper-Level Setbacks, DC2-A-2. Reducing Perceived Mass)**

    b. The Board suggested the applicant be mindful of privacy issues along the back alley and explore options that will work towards breaking up the massing while not infringing on the privacy of the adjacent properties. **(CS2-D-4. Massing Choices, CS2-D-5. Respect for Adjacent Sites, CS2-II-i. Neighboring Overlooks, CS2-II-ii. Window Distances)**

c. The Board supported the notion of creating a strong street edge along California Avenue Southwest, recommending the applicant establish a clear articulation of the massing and maintain a simplistic façade with balconies as the proposal is developed further. **(CS2-B-2. Connection to the Street, CS2-C-2. Mid-Block Sites, CS3-I-i. Established Architectural Scale, DC2-B-1. Façade Composition, DC2-C-1. Visual Depth and Interest)**

d. The Board strongly suggested the incorporating a material palette consisting of high quality materials to reinforce the design of the east façade while maintaining its simplicity. **(DC4-A-1. Exterior Finish Materials)**

e. The Board would like to see a signage concept for the project that is appropriate and consistent with the neighborhood character. Billboard signage was strongly discouraged. **(PL2-II-iii. Building Addresses, DC4-B-1. Scale and Character)**

2. **Respect for Adjacent Sites**:

a. The Board directed the applicant provide a fenestration study in addition to elevations of all sides at the recommendation meeting to better understand how the proposal responds to the adjacent buildings. **(CS2-C-2. Mid-Block Sites, CS2-D-5. Respect for Adjacent Sites, CS2-II-i. Neighboring Overlooks, CS2-II-ii. Window Distances, CS2-II-iii. Stagger Windows)**

b. The Board discussed the impact the preferred massing would have on the dripline of an existing cedar (non-significant) located on the adjacent property to the south. The applicant informed the Board that preliminary discussions with the abutting property owner have taken place and that the tree was to be removed. The Board requested documentation in writing to provide assurance that the tree is to be removed. If such documentation couldn't be produced, the Board directed the applicant to adequately address the existing tree in the development of the massing and south façade. **(CS1-I-ii. Existing Vegetation)**

c. The Board suggested exploration of how lighting the amenity area and alley could potentially impact the neighboring single family homes and minimize those impacts accordingly. The Board also recommended the applicant look at the lighting proposed by the upcoming projects and use that to inform the design, possibly creating a continuous rhythm of light. **(DC4-C-1. Functions, DC4-C-2. Avoiding Glare)**

3. **Livability of the Units**: The Board expressed their concerns with the overall livability of some of the residential units in regard to light and air. The Board acknowledged the challenges of this in a zero-lot line building but encouraged the applicant to explore this further and provide evidence of a resolution at the recommendation meeting. **(CS1-B-2. Daylight and Shading, CS1-I-i. Solar Orientation)**

4. **Alley Configuration**:

a. The Board supported the location of the driveway to the underground parking as proposed in Option C as it takes into consideration the location of the garages of the neighboring sites to the west. **(CS2-D-5. Respect for Adjacent Sites, DC1-B-1. Access Location and Design, DC1-C-1. Below-Grade Parking, DC1-I-i. Locate Parking At Rear)**

b. The Board was concerned with the safety and visibility of the pedestrians that use the alley and with the sight lines of cars entering and exiting the garage. The Board directed the applicant to explore the use of a landing on the ramp, and to demonstrate vehicular circulation and safety for all vehicular traffic including service vehicles. **(DC1-B-1. Access Location and Design, DC1-I-iii. Curb Cuts)**

c. The Board supported the location of the trash, ramp, and service access from the alley **(DC1-B-1. Access Location and Design, DC1-C-4. Service Uses)**

5. **Residential and Commercial Entries**: The Board strongly recommended the applicant develop simple, clear, and distinct entries for the commercial spaces and residential units. **(PL2-I-i. Clearly Defined Entries, PL3-A-1. Design Objectives, PL3-A-2. Common Entries)**

   a. The Board suggested having less landscaping near the commercial entries to provide more flexibility (more sidewalk) to these outdoor areas, creating a more active streetscape. The use of planters that can move and adapt as needed was also recommended. **(CS2-I-i. Sensitive to ROW Context, PL2-II-i. Visual/Pedestrian Access, PL3-C-3. Ancillary Activities)**

   b. The Board recommended a study OF how the existing vegetation along California Avenue Southwest would impact the canopy locations. **(CS1-I-ii. Existing Vegetation, PL2-C-1. Locations and Coverage)**

   c. The Board supported the idea of utilizing a transom window along the storefronts to provide a more human scale to the commercial entries. **(CS3-I-i. Established Architectural Scale, DC2-D-1. Human Scale)**

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be 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). The Board's recommendation will be reserved until the final Board meeting.

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

1. **Setback Abutting a Side or Rear Lot Line of a Residentially-Zoned Lot (SMC 23.47A.014.B.3):** The Code requires a setback along any side or rear lot line that abuts a

lot in a residential zone for structures that contain a residential use. The setback is as follows:

a. 15' for portion of structure above 13 feet in height to maximum of 450 feet; and
b. For each portion of a structure above 40 feet in height, additional setback at the rate 2 feet of setback every 10 feet by which the height of such portion exceeds 40 feet.

The applicant is seeking a departure to encroach into this required setback but did not provide exact dimensions for the encroachment.

The Board indicated that they were not inclined to consider this departure from the setbacks along each of the levels of the structure along the alley and a design should be proposed that is more responsive and sensitive to the change in zoning. (**CS2-IV-i. Upper-Level Setbacks**)

2. **Overhead Weather Protection (SMC 23.47A.008.C.4):** The Code requires continuous overhead weather protection (i.e., canopies, awnings, marquees, and arcades) along at least 60 percent of the street frontage of a structure on a principal pedestrian street.. The applicant proposes a total of 46 feet of canopy at the main building entries and commercial entries.

   The Board indicated tentative support for this departure but instructed the applicant to provide more detail as to why the departure would lend itself to a better design. The Board also recommended the applicant study the location of the existing street trees and explore how that might impact the design of the canopy. This information along with illustrations of the proposal with and without the canopy should be provided at the recommendation phase. (**CS1-I-ii. Existing Vegetation, CS2-I-i. Sensitive to ROW Context, PL2-C-1. Locations and Coverage**)

RECOMMENDATION October 19, 2017

PUBLIC COMMENT
The following public comments were offered at this meeting:

- Concerned with the location of the recycling and waste and the potential for cans to be located in the alley.

SDCI staff noted that no design related comments were received prior to the meeting.

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.

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 recommendations.

1. **Materials & Façade Composition:** The Board supported the project response to the guidance provided at the Early Design Guidance (EDG) meeting concerning the development of the building façades. The Board was very receptive to the materials and secondary architectural elements as proposed on the California Avenue Façade and instructed the applicant to continue this clear composition on the other façades. **(DC2-B-1. Façade Composition)**

    a. California Avenue Façade. The Board supported the use of masonry and other high-quality materials on this façade and the use of bays and subtle material changes to break down the scale.

        i. The Board was concerned with the material transitions and terminations as currently proposed. The Board recommended a condition to incorporate a plane change where the brick meets the lap siding and where the metal panel meets the lap siding in the center portion of the façade.

        ii. The Board was concerned with how the brick wrapped around the front of the building and recommended a condition to resolve this transition to the metal panel.

        iii. The Board was concerned with the termination of the lap siding at the roof and urged the applicant explore an alternative design that relates to the rest of the façade. The Board declined to recommend a condition for this item.

        iv. The Board was concerned with the impact of venting on the composition of this façade and recommended a condition to explore design alternatives to where the venting does not extrude out of the brick.

        (DC2-B-1. Façade Composition, DC4-A-1. Exterior Finish Materials)

    b. Alley Façade.

        i. The Board was concerned with the proportions created by the application of the lap siding on the alley facing façade. The Board recommended a condition to extend the dark color lap siding down to the second level and end the material below the upper floor balcony. The Board was also concerned with how this material wrapped the corners and suggested it could terminate at a reveal, not at a vertically-oriented fiber cement panel.

ii. The Board was concerned with the contrast created by the light-colored lap siding and the materials on the roof. The Board recommended a condition to choose a material for the roof elements that blends with the lap siding.

(DC2-B-1. Façade Composition)

c. North and South Façade. The Board was appreciative of the reveal and the use of a quality material (metal panel) for the north and south façades. The Board was concerned about the scale of these façades and recommended a condition to incorporate horizontal reveals in the application of the material as shown on Page 12 of the Recommendation packet. **(CS3-I-i. Established Architectural Scale, DC2-B-2. Blank Walls)**

2. **Courtyard Design:** The Board was concerned with the design and layout of the courtyard space and recommended conditions to utilize landscaping to aid in the organization of this space:

   a. The Board recommended a condition to incorporate mature vegetation along the west end of the courtyard above the garage entry to provide privacy to the neighbors. **(CS2-D-5. Respect for Adjacent Sites)**

   b. The Board was concerned with the functionality of the courtyard space and recommended a condition to clearly delineate the amenity area for the units that face the space. The Board suggested that this could be achieved through the use of planters. **(DC3-B-1. Meeting User Needs)**

3. **Signage:** The Board supported the pedestrian level signage at the primary entry to the building but was concerned with the signage on the north and south façades. The Board discussed how the signage was out of character with the neighborhood and not integrated into the design of these façades. Because of this conflict, the Board recommended a condition to remove the signage on the north and south façade. **(DC4-B. Signage)**

DEVELOPMENT STANDARD DEPARTURES

At the time of the Recommendation meeting, no departures were requested.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood 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-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.

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.

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.

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.

Admiral Supplemental Guidance:

CS1-I Respond to Site Characteristics

CS1-I-i. Solar Orientation (2,3): Preserving solar exposure in Single Family zones is an important design consideration. Compose the structure's massing to enhance solar exposure for the project, minimize shadow impacts on adjacent structures, and enhance solar exposure for public spaces.

CS1-I-ii. Existing Vegetation (2,3,4): Site buildings to preserve and respect existing vegetation of exceptional quality, as defined by its species, size, and/or neighborhood significance (i.e. how it creates a sense of place). Such vegetation should be retained unless a reasonable use of the property (comparable to the allowable floor area permitted by the zone's development standards) is compromised.

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.

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

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-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.

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.

Admiral Supplemental Guidance:

CS2-I Streetscape Compatibility

CS2-I-i. Sensitive to ROW Context (1,2,3,4): The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

CS2-II Respect for Adjacent Sites

CS2-II-i. Neighboring Overlooks (2,3): Reduce the number of windows and decks on proposed buildings that overlook neighboring residences.

CS2-II-ii. Window Distances (2,3,4): Step back upper floors or increase side and rear setbacks to pull windows farther away from neighboring residences.

CS2-II-iii. Stagger Windows (1,2,3,4): Stagger windows to not align with adjacent windows and minimize the impact of windows in living spaces that may infringe on the privacy of adjacent residents.

CS2-III Corner Lots

i. Corner Orientation (1,2,3,4): Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

CS2-IV Height, Bulk and Scale Compatibility

i. Upper-Level Setbacks (2,3,4): Provide a sensitive transition to less intensive zones by reducing the appearance of bulk by setting back upper floors using methods described in the Seattle Design Guidelines, CS2.

ii. Match Architectural Styles/Details (1,2,3,4): Use architectural styles and details (such as roof lines or fenestration), color or materials derivative from surrounding, less intensive structures.

iii. Use Open Space as Buffer (1,2,3,4): Locate features such as required open space on the zone edge to create further separation and buffering from the lower intensive zone.

iv. Facade Articulation (2,3,4): Articulate the building facades vertically or horizontally in intervals that conform to the existing structures or platting pattern in the vicinity.

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.

Admiral Supplemental Guidance:

CS3-I Architectural Context

CS3-I-i. Established Architectural Scale (1,2,3,4): There is an established scale within the Admiral Residential Urban Village, characterized by 1-3 story buildings.

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.

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.

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.

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.

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.

Admiral Supplemental Guidance:

PL2-I Entrances Visible from the Street

PL2-I-i. Clearly Defined Entries (1,3): Entries should be clearly identifiable and visible from the street.

PL2-II Pedestrian Open Spaces and Entrances

i. Visual/Pedestrian Access (1,3): Provide visual and pedestrian access (including barrier free access) into the site from the public sidewalk.

ii. Landscape Screening (1,2,3,4): Provide landscaping that screens undesirable elements, such as surface parking lots and dumpsters, or that enhances the space and architecture. Design screening to provide clear visibility into parking areas to promote personal safety.

iii. Building Addresses (1,2,3,4): Provide visible signage identifying building addresses at the entrance(s) as a functional and aesthetic consideration.

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 Retail 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.

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.

Admiral Supplemental Guidance:

PL3-I Human Activity

PL3-I-i. Encourage Human Activity (1,3): New development should be sited and designed to encourage human activity on the street.

PL3-II Transition Between Residences and Street

PL3-II-i. Residential Setbacks (2): Consider setting residential projects, or the residential portion of a mixed-use project, back from the street.

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.

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.

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.

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-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.

Admiral Supplemental Guidance:

DC1-I Parking and Vehicular Access

DC1-I-i. Locate Parking At Rear (1,2,3,4): Locate surface parking and access to parking at rear of lot. If this is not possible, locate parking in lower level or less visible portion of the site.

DC1-I-ii. Parking Lot Scale (1,2,3,4): Reduce the scale of larger parking lots to give the perception of smaller ones.

DC1-I-iii. Curb Cuts (1,2,3,4): Minimize the number and width of driveways and curb cuts.

DC1-II Location of Parking on Commercial Street Fronts

DC1-II-i. Minimize Streetfront Parking (1,2,3,4): Parking on a commercial street front should be minimized and where possible should be located behind a building.

DC1-III Blank Walls

DC1-I-i. Modulate Walls (1,2,3,4): Employ small setbacks, indentations or other means of breaking up the wall surface into human-scaled intervals.

DC1-IV Retaining Walls

DC1-I-i. Reduce Visual Impact of Walls (1,2,3,4): Retaining walls near a public sidewalk that extends higher than eye level should be avoided where possible. Where high retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscape. A textured surface or inlaid material is encouraged, especially when the wall is near a public sidewalk.

DC1-V Visual Impacts of Parking Structures

DC1-V-i. Integrated Structures (1,2,3,4): Visually integrate the parking structure with adjacent buildings.

DC1-V-ii. Tree Retention (1,2,3,4): Where feasible, consider setting back a portion of the parking structure to allow for the retention of an existing significant tree.

DC1-VI Screening of Dumpsters, Utilities and Service Areas

DC1-VI-i. Screen Services/Utilities (1,2,3,4): Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

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.

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.

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.

Admiral Supplemental Guidance:

DC3-I Residential Open Space

i. Pubic/Private Open Space Use (1,2,3,4): Consider the types of residents the project will likely attract, and design open spaces that meet the needs of all residents - both for communal and private enjoyment.

ii. Maximize Solar Access (1,2,3,4): Site outdoor spaces to take advantage of sunlight as much as possible.

DC3-II. Landscaping to Enhance the Building and/or Site

i. Screen Blank Walls (1,2,3,4): Soften the form of the building by screening blank walls. The west wall of the Thriftway on 42nd Avenue SW is a good example of this type of treatment.

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.

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.

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the Recommendation meeting, the Board recommended approval of the project with conditions with response to the design guidance provided.

The recommendation summarized above was based on the design review packet dated Thursday, October 19, 2017, and the materials shown and verbally described by the applicant at the Thursday, October 19, 2017 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the three Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Incorporate a plane change where the brick meets the lap siding and where the metal panel meets the lap siding in the center portion of the east façade facing California Avenue Southwest. **(DC2-B-1. Façade Composition, DC4-A-1. Exterior Finish Materials)**

2. Resolve the transition from brick to metal panel where the material wraps around the front of the building onto the north and south façades. **(DC2-B-1. Façade Composition, DC4-A-1. Exterior Finish Materials)**

3. Explore design alternatives to where the venting does not interrupt the clear composition of the east façade by extruding out of the brick material. **(DC2-B-1. Façade Composition, DC4-A-1. Exterior Finish Materials)**

4. Extend the dark color lap siding down to the second level and have the material end below the upper floor balcony on the west façade. **(DC2-B-1. Façade Composition)**

5. Choose a material for the roof elements that blends with the lap siding. **(DC2-B-1. Façade Composition)**

6. Incorporate horizontal reveals in the application of the metal panel material on the north and south façades as shown on Page 12 of the Recommendation packet. **(CS3-I-i. Established Architectural Scale, DC2-B-2. Blank Walls)**

7. Incorporate mature vegetation along the west end of the courtyard above the garage entry to provide privacy to the neighbors. **(CS2-D-5. Respect for Adjacent Sites)**

8. Clearly delineate the courtyard amenity area for the units that face the space. The Board suggested that this could be achieved through the use of planters. **(DC3-B-1. Meeting User Needs)**

9. Remove the signage on the north and south façade as it is out of character with the neighborhood and not integrated into the overall design. **(DC4-B. Signage)**