



RECOMMENDATION OF THE SOUTHWEST DESIGN REVIEW BOARD

Record Number: 3035684-LU
Address: 4406 36th Ave SW
Applicant: Ankrom Moisan Architects
Date of Meeting: Thursday, November 04, 2021
Board Members Present: John Cheng (alternate Chair), Alan Grainger, Johanna Lirman, Patrick Cobb
Board Members Absent: Scott Rosenstock
SDCI Staff Present: Sean Conrad

SITE & VICINITY

Site Zone: Neighborhood Commercial 3-75 (M) [NC3-75 (M)]
Nearby Zones: (North) Neighborhood Commercial 3-75 (M) [NC3-75 (M)], (South) Neighborhood Commercial 3-75 (M) [NC3-75 (M)], (East) Neighborhood Commercial 3-75 (M) [NC3-75 (M)], (West) Neighborhood Commercial 3-75 (M) [NC3-75 (M)]



Lot Area: 42,517 sq. ft.
Overlays: West Seattle Junction Hub Urban Village, Frequent Transit Service Area, West Seattle Design Review Guideline Area, Salmon Watershed

Current Development:

The subject site is comprised of three existing tax parcels currently developed with a warehouse structure built in 2000. The site slopes downward southwest to northeast approximately 32 feet.

Surrounding Development and Neighborhood Character:

The subject site is located on the southeast corner of SW Avalon Way and 36th Ave SW in the West Seattle Junction Hub Urban Village. Adjacent to the site are a restaurant to the north, a restaurant and a mixed-use residential and commercial structure to the east, a multifamily residential structure to the south, and a commercial structure and a lumber yard to the west. The vicinity is comprised of retail, multifamily residential, and institutional uses, which transition to single-family residential to the northwest. The West Seattle Stadium and West Seattle Golf Course extend to the southeast. The intersection of SW Avalon Way and Fauntleroy Way SW is northwest of the site, positioning the site near arterial routes which connect the West Seattle Bridge in the northeast to the Fauntleroy Ferry in the southwest corner of West Seattle. 36th Ave SW provides north-south circulation through West Seattle. The neighborhood commercial corridor along California Ave SW is one half mile to the west.

The site is located in an eclectic and evolving area known as the West Seattle Triangle. No one architectural style dominates. Older warehouse and commercial structures are commonly one- and two-stories in height and lend an industrial character to the neighborhood. The recent development of mixed-use and multifamily structures has introduced a residential character. Newer development is midrise, up to seven stories in height, with boxy massing. The streetscape is a mix of tree-lined streets with protected sidewalks and heavy on-street parking. The area was rezoned from Neighborhood Commercial 3-65 to Neighborhood Commercial 3-75 (M) on 4/19/19. Multiple projects in the vicinity are currently in review or under construction for proposed development, including a proposed Link light rail station and 4440 Fauntleroy Way SW.

Access:

Vehicular access is proposed from the alley. Pedestrian access is proposed from all sides: 36th Ave SW, SW Avalon Way, SW Oregon St, and the alley.

Environmentally Critical Areas:

A mapped steep slope area is located along the southeast property line.

PROJECT DESCRIPTION

Land Use Application to allow a 7-story, 284-unit apartment building with retail. Parking for 162 vehicles proposed. Existing buildings to be demolished. Design Review Early Design Guidance conducted under #3036079-EG.

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>

Any recording of the Board meeting is available in the project file. This meeting report summarizes the meeting and is not a meeting transcript.

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

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

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE August 6, 2020

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Supported the redevelopment of the site
- Supported the massing design
- Supported the mid-block pedestrian connection
- Stated the proposal sets a good precedent for future development in the area
- Supported the boardwalk feature adjacent to the sidewalk

SDCI staff did not receive any comments in writing 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 Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. SDCI received comments regarding the reconstruction of 36th Avenue SW, specifically that the sidewalks widths should be increased, narrow the street so it is not so car centric, and install bike lanes to accommodate all ages of cyclist. These concerns are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record 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:

- a. The Board supported the applicant's preferred massing option, Option 3, and discussed how Option 3's massing could be improved. The Board recommended that the massing of the building's south side, along SW Oregon Street, should be more dynamic by introducing similar bays and massing moves on the north side of the building, along SW Avalon Way. The Board had concerns with the length of the building sections along 36th Avenue SW. The Board encouraged the applicant to look at different ways to break up the long facades into smaller, more human scale pieces, while in keeping with the concept of stacked lumber. The Board also encouraged the applicant to introduce more modulation moves on the 36th Avenue SW side through components and not necessarily massing moves. These components should include windows, railings, and other secondary architectural elements. (CS1.A, CS2.III, CS3.A.4, DC2.A.2, CS2.I, CS2.II)
- b. The Board, while they supported the applicant moving forward with Option 3, requested the applicant provide a stronger relationship between the stacked lumber concept and the massing of the building. The Board noted the stacked lumber concept would have long horizontal runs on the east and west facades of the building with increased massing moves and secondary features on the north and south facades. (CS3.I.ii)

2. Street level design and uses:

- a. The Board supported the boardwalk concept at the street level and had concerns with how areas of the boardwalk close to the access stairways could be utilized. The Board requested the applicant provide a study in the recommendation packet to determine how the boardwalk space could be maximized for spill-out areas associated with the street level retail uses. The Board especially wanted to see those areas of the boardwalk that are less than 10-feet in width as useable spaces. The Board commented that this may require reducing the width of the access stairway to the boardwalk to create useable spaces. (PL2.I, PL2.II, CS2.I)
- b. Echoing public comments on the project, the Board expressed its concern with the proposed street improvements on 36th Avenue SW. The Board noted the street improvements would still create a car centric street, with parking on both sides of the street and wide car travel lanes. The Board had concerns that the proposed boardwalk along with the proposed street improvements would not create a streetscape that is pedestrian or bicycle friendly. The Board noted pedestrians and bicyclists should be given priority on the street design, given the street's overall proximity to transit. Due to the scale of the project, the Board noted this would be a precedent setting project for the area and other modes of transportation, besides cars, should be prioritized. (PL1.A.2, PL4.C.1)

3. Alley:

- a. The Board had concerns with the building's interface with the alley side (east side) of the site. The concerns focused on the alley side residential units and the landscaping treatment around the units on the east side of the building at the alley level. The Board requested details in the recommendation packet to include landscaping details and a study showing the west façade of the adjacent building, and how this building and the existing building relate to one another. The Board also requested the applicant provide a privacy window study of the residential units and units associated with the adjacent building. The Board requested details of the courtyard shown on level 2. The Board's concern was how habitable the units along the alley will be once built. The Board requested the applicant provide details in the recommendation packet showing how the design will address these issues. (PL1.A.2, CS3.A.4)
- b. The Board was concerned with the bike storage being located off the alley. With the impending transportation improvements and focus on increased bicycle facilities in the area, the Board recommended the applicant look into moving the bike room from the alley to a convenient location with access from 36th Avenue SW. (PL4.B.1)

4. Materials:

- a. The Board's discussion on the future materials on the building focused on the need for a restrained palette of materials. The Board generally supported the material concept and the Board requested the final material design create a strong correlation between the material application and the building's massing moves. The Board also noted the final material application should include more wood, not just wood accents as shown on conceptual images in the packet. (DC4.A.1)

5. Sign:

- a. The Board requested the current "Lumber" sign on the building be retained if possible and be incorporate into some type of feature on the site. If the Lumber sign will be retained, the Board requested the applicant provide its location in the recommendation packet. (CS3.B.2)

RECOMMENDATION November 4, 2021

PUBLIC COMMENT

No public comment was provided at the meeting.

SDCI staff received the following design related comments in writing prior to the meeting (the comments have been summarized):

- Multiple comments supported the proposed development.

- Appreciated using the construction lumber materials as a historic gesture and felt the tree lined street with the boardwalk is an inviting gesture that fits in with the West Seattle neighborhood character.
- Concerned the curb space allocation proposed for 36th Ave SW will be inadequate for the anticipated volume of ride share and delivery activities.
- Encouraged dedicated load-unload curb space and alley-accessed delivery zones to reduce traffic congestion and minimize risk to pedestrians and bicyclists.
- Multiple comments requested preserving the 36th Ave SW bike route and designing it to meet the Seattle Bicycle Master Plan design standards.
- Requested depicting the existing protected bicycle lane on SW Avalon Way and considering it in the design of the sidewalk, intersection at 36th Ave SW, and at the alley access on SW Avalon Way.
- Suggested incorporating the flex zone landscaping, bike lane, and sidewalk along the Fautleroy Way SW frontage to conform with the future bike lane project.
- Appreciate the Design Review Board’s attention to the Design Review guideline PL4 for “active transportation” and “planning ahead for bicyclists”.

SDCI received a memo from the Seattle Department of Transportation (SDOT) regarding the following:

- Raised platforms in the right-of-way
- 36th Ave SW roadway design
- Alley design
- Bike racks in the right-of-way

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 Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. SDCI received non-design review related comments concerning environmental regulations, parking, traffic, construction impacts, SEPA, the public comment period, traffic study, and right-of-way design. These concerns are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record 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:

- a. The Board appreciated the design which was responsive to the Board's guidance at the early design guidance meeting and recommended approval of the massing design. The Board noted specifically that the applicant provided a well-designed break down of the building's massing on the north and south facades and along 36th Ave. SW. (CS2.D, CS2.C)

2. Street level design:

- a. The Board recommended approval of the boardwalk concept at the street level along 36th Ave. SW. Board members reviewed the alternative street level design without the boardwalk and recommended approval of this design as well. However, Board members stated they strongly recommended approval of the applicant's preferred option showing the boardwalk (pages 16-17) with inner seat steps, seating along the sidewalk, and planters, noting that it provided a unique condition along the sidewalk. (PL2.II, CS2.I, PL1.A.2)

3. Alley:

- a. During the early design guidance meeting Board members expressed concerns with the building's interface with the alley side (east side) of the site. The concerns focused on the alley side residential units and the landscaping treatment around the units on the east side of the building at the alley level. At the Recommendation meeting, the Board recommended approval of the residential unit design along the alley, noting that the proposed design responds to the existing residential context along this portion of the alley established by the Aura Apartment building, immediately east of the project site. The Board members noted the residential design at the alley provided a similar residential design and interface with the alley as the existing apartments on the east side of the alley. Board members recommended approval of the increase in residential units at the alley since it provides a good use of this space and "eyes on the alley." Due to the residential nature of the south end of the alley, Board members recommended a condition to increase the lighting along the stairway at the south end of the alley. The Board members found this would further increase the safety of the area. (PL2.B.1, PL2.B.2)
- b. The Board was concerned with the access to and from the existing public transit bus stops along 35th Ave SW and the project site. The Board recommended approval of the through block connection provided in the building's design to permit easy access from 36th Ave SW, through a stairway from the sidewalk down to the alley on the east of the building, which connects to an existing through building connection in the Aura Apartments to 35th Ave. SW. However, the Board was concerned with the lack of a direct connection from the building's elevators to the alley for disabled persons residing in the building. The Board recommended a condition to introduce an entry at the alley level of the building for disabled persons to have a direct connection from the alley to

the building's elevators, in addition to the access door from the alley to the bike room. (PL4.B.1)

4. Materials:

- a. The Board recommended approval of the proposed color palette and the use of wood on the exterior of the building. Some Board members noted the design includes several material changes that may be too much for such a large building. Ultimately, the Board acknowledged that the applicant had resolved the Board's early design guidance related to materials and better material consistency through the building. The Board recommended approval of the materials and colors, and specifically recommended approval of the use of real wood at the street level of the building, along the boardwalk. (DC4.A.1)

5. Sign:

- a. The Board recommended approval of the use of the current "Lumber" sign on the building as an art piece, and approved of the relocation of the "Lumber" sign on this site or to the adjacent site to the west, as indicated on pages 40-41. Board members also discussed the departure related to the blank wall on the north end of the building and the proposed signage, as summarized in the Departures section below. (CS3.B.2, DC2.B.2)

6. Landscaping:

- a. The Board recommended approval of the landscaping design noting that it complemented the building and associated open spaces well. The Board members had concerns that some of the plantings shown on the landscape plans may not be appropriate for the locations and potentially limited light availability. The Board recommended a condition to demonstrate to SDCI that the species of the plants/trees shown on the landscape plan are appropriate for the proposed locations. (DC4.D)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures 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 departures.

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

- 1. Upper Level Setbacks (SMC 23.47A.014.C.1):** The Code requires, for zones with a height limit of 75 feet, portions of the structure above 65 feet have a setback from the front lot line with an average depth of 8 feet. The Code also states that no more than 20% of the structure can be set back less than 5 feet from the lot line.

The applicant is requesting a departure from the upper level setback requirements for the portion of the building over 65 feet. To clarify, the departure request and floor plan illustrations on pages 84 and 85 of the packet request the following:

- For the top level of the building (noted as level 8 for the southern portion of the building and level 7 for the northern portion of the building due to the site's elevation changes), the applicant is requesting the required 8-foot average setback on level 8 of the building be reduced to 2.18 feet. This applies to the west façade along 36th Avenue SW.
- The applicant is requesting the required 8-foot average setback on level 7 of the building be reduced to 1.7 feet. This applies to the west façade along 36th Avenue SW.
- The applicant is requesting the required 8-foot average setback on level 7 along the north façade, along SW Avalon Way, be reduced to 4.51 feet.
- More than 20% of the structure on SW Avalon Way and on 36th Ave SW would be set back less than 5 feet from the street lot line.

The applicant notes the departure will allow the project to further enhance the pedestrian environment along 36th Avenue SW by providing additional space for improvements including cafe seating, retail spill out space, and retail platforms that engage the sidewalk. The applicant notes the street wall is broken down with the through-block and inclusion of cafe seating, canopies, human-scaled platforms of varying heights, and planting strips along 36th Avenue SW. As supported in the West Seattle Neighborhood design guideline PL2.II, the requested departure will recover development potential lost from inclusion of ground level open spaces.

The Board recommended approval of the departure request and agreed with the applicant's departure rationale that the design with departure better meets the intent of Design Guidelines PL2.II Pedestrian Open Spaces, PL1.I Human Activity, and CS2.I Streetscape Compatibility.

- 2. Blank Facades (SMC 23.47A.008.A.2):** The Code requires blank segments of the street facing façade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.

The applicant is requesting a departure to allow a blank wall that is 24'-11 3/4", exceeding the allowable blank wall length by 4' 11-3/4." The applicant noted that the design of the SW Avalon Way facade features a collage of high quality materials, textures, colors and modulation. The applicant stated that the design departure better meets the intent of the design guidelines because the portion of blank facade not only covers the required length of a shear wall, but is also integral to the composition of the overall facade.

The Board recommended approval of the departure subject to a condition to install either the existing Lumber signage or other signage on the wall to break up the blank façade, as

shown in the Recommendation packet. With this condition, the design with departure better meets the intent of Design Guidelines CS3.B.2 Historical/Cultural References, DC1.A Arrangement of Interior Uses, DC2.B Architectural and Façade Composition, and DC4.A Exterior Elements and Finishes.

- 3. Transparency (SMC 23.47A.008.B.2):** The Code requires sixty percent of the street facing façade between 2 feet and 8 feet above the sidewalk be transparent.

The applicant is requesting a departure to reduce the area of transparency from 60% to 42.1%. The departure request notes the SW Avalon Way street-level facade features a high degree of transparency, with the corner retail entries on the alley and on 36th being 100% transparent from 2' and 8' above the walking surface. The areas that are not transparent are either part of a shear wall or are part of the floor level transition along this sloping facade. Portions of the blank facade are screened with landscaping, and the non-screened portion is detailed with board formed concrete that is part of the material collage on this facade and provides a prominent place for the Alki Lumber sign. The applicant stated that the design with the departure better meets the intent of the design guidelines because the overall look of the design is well composed and provides opportunities for pedestrian engagement.

The Board recommended approval of the departure subject to a condition to install either the existing Lumber sign or other signage on the wall to break up the blank façade related to the reduced transparency and provide visual interest, as shown in the Recommendation packet. With this condition, the design with departure better meets the intent of Design Guidelines CS3.B.2 Historical/Cultural References, DC1.A Arrangement of Interior Uses, DC2.B Architectural and Façade Composition, and PL3.A.1.B Retail Entries.

DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines and Neighborhood Design Guidelines recognized by the Board as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. 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.

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.

West Seattle Junction Supplemental Guidance:

CS2-I Streetscape Compatibility

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

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

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

CS2-II Corner Lots

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

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

- a. providing seating;

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

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

CS2-III Height, Bulk and Scale

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

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

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

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

CS2-III-iii. Facade Articulation: New buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the façade— particularly important for long buildings—into sections and character consistent with traditional, multi-bay commercial buildings prevalent in the neighborhood's commercial core (see map 1, page 1).

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

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.

West Seattle Junction Supplemental Guidance:

CS3-I Architectural Context

CS3-I-i. Facade Articulation: To make new, larger development compatible with the surrounding architectural context, facade articulation and architectural embellishment are important considerations in mixed-use and multifamily residential buildings. When larger buildings replace several small buildings, facade articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core (see map 1, page 1).

CS3-I-ii. Architectural Cues: New mixed-use development should respond to several architectural features common in the Junction’s best storefront buildings to preserve and enhance pedestrian orientation and maintain an acceptable level of consistency with the existing architecture. To create cohesiveness in the Junction, identifiable and exemplary architectural patterns should be reinforced. New elements can be introduced - provided they are accompanied by strong design linkages. Preferred elements can be found in the examples of commercial and mixed-use buildings in the Junction included on this page.

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.

West Seattle Junction Supplemental Guidance:

PL1-I Human Activity

PL1-I-i. California Avenue Commercial Core: Proposed development is encouraged to set back from the front property line to allow for more public space that enhances the pedestrian environment. Building facades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.

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

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

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

PL2-A Accessibility

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

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

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.

West Seattle Junction Supplemental Guidance:

PL2-I Human Scale

PL2-I-i. Overhead Weather Protection: Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.

Overhead weather protection should be designed with consideration given to:

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

PL2-II Pedestrian Open Spaces and Entrances

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

- a. pedestrian scale sidewalk lighting;
- b. accent pavers at corners and midblock crossings;
- c. planters;
- d. seating.

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

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

PL3-A Entries

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

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

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

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

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.

PL3-C Retail Edges

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

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

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

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

PL4-A Entry Locations and Relationships

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

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

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.

West Seattle Junction Supplemental Guidance:

DC1-I Visual Impacts of Parking Structures

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

DC1-I-ii. Improve Pedestrian Environment: The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.

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

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

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

DC2-A Massing

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

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

DC2-B Architectural and Façade Composition

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

West Seattle Junction Supplemental Guidance:

DC2-I Architectural Concept and Consistency

DC2-I-i. Integrate Upper-Levels: New multi-story developments are encouraged to consider methods to integrate a building’s upper and lower levels. This is especially critical in areas zoned NC-65’ and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher – should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.

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

- a. facade modulation and articulation;
- b. windows and fenestration patterns;

- c. trim and moldings;
- d. grilles and railings;
- e. lighting and signage.

DC2-II Human Scale

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

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.

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.

West Seattle Junction Supplemental Guidance:

DC4-I Human Scale

DC4-I-i. Signage: Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on streets. The following sign types are encouraged:

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

- c. appropriately sized neon signs.

RECOMMENDATIONS

The recommendation summarized above was based on the design review packet the materials shown and verbally described by the applicant at the November 4, 2021, Design Recommendation meeting. After considering the site and context, hearing public comment, considering the previously identified design priorities, and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and all three departures with the following conditions:

1. Lights shall be included on the building's east side to increase the safety along the stairway at the south end of the alley. (PL2.B.1, PL2.B.2)
2. The plans shall be amended to provide an entry at the alley level of the building for disabled persons to have a direct connection from the alley to the building's elevators. (PL4.B.1)
3. Demonstrate to SDCI staff that the species of the plants/trees shown on the landscape plan are appropriate for the proposed locations. (DC4.D)
4. Install either the existing Lumber sign or another sign on the SW Avalon Way blank facade, as shown in the Recommendation packet for Departures #2 and #3. (CS3.B.2, DC2.B, DC4.A)