



RECOMMENDATION OF THE SOUTHWEST DESIGN REVIEW BOARD

Record Number: 3036513-LU
Address: 9208 20th Avenue Southwest
Applicant: Michelle Linden, Atelier Drome
Date of Meeting: Thursday, July 01, 2021
Board Members Present: Scott Rosenstock (Chair), Patrick Cobb, Alan Grainger, Johanna Lirman
Board Members Absent: John Cheng
SDCI Staff Present: Tami Garrett, Senior Land Use Planner, Lisa Rutzick, Design Review Program Manager

SITE & VICINITY

Site Zone: Neighborhood Commercial 3-55 (M) [NC3-55 (M)]
Nearby Zones: (North) NC3-55 (M), (South) NC3-55 (M), (East) NC3-55 (M), (West) Lowrise 3 (M) [LR3 (M)]
Lot Area: 10,372 square feet (sq. ft.)



Current Development:

The subject site is comprised of an existing single-story commercial auto repair structure.

Surrounding Development and Neighborhood Character:

The existing development surrounding the project site includes one-story commercial structures to the north and east; a 60' tall cell phone tower with accessory infrastructure to the south; and single family residences to the west. The surrounding area is primarily single-family residential with service buildings, mixed-use residential/commercial buildings and lowrise residences dispersed throughout. Commercial structures are primarily concentrated along Delridge Way Southwest to the northeast and 16th Avenue Southwest to the southeast.

This project site is located on the south side of Southwest Barton Street bounded by two corners and has frontages along three streets: 20th Avenue Southwest to the west, Southwest Barton Street to the north, and Delridge Way Southwest to the northeast, as well as an alley to the east. The site is in the Westwood-Highland Park Residential Urban Village and Frequent Service Transit overlays and is well served by public transit along Delridge Way Southwest with upcoming improvements to install Rapid Ride Transit and bicycle infrastructure. The architectural context includes an eclectic mix of uses and designs ranging from traditional, turn of the century to recent, contemporary developments-no one architectural style dominates. A City park (Delridge Triangle Park) is being planned at the southeast corner of Delridge Way Southwest and Southwest Barton Street, just east of the subject site. Common recreational and shopping destinations in the area include Roxhill Park, Westwood Village shopping center, and the Southwest Athletic Complex.

Access:

Vehicular access to the subject site is possible from the three surrounding streets-20th Avenue Southwest, Southwest Barton Street, Delridge Way Southwest-and the alley.

Environmentally Critical Areas:

The site slopes gently downward southeast to northwest approximately ten feet. No mapped environmentally critical areas (ECAs) are located on the subject site.

PROJECT DESCRIPTION

The proposed project is for the design and construction of a five-story (with basement) mixed-use structure comprised of residential uses (77 units) and ground-level commercial uses (approximately 3,700 sq. ft. of office and retail). No vehicular parking is proposed. The existing structure is proposed to be removed. Design Review Early Design Guidance was conducted under 3036618-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>

A 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 October 1, 2020

PUBLIC COMMENT

No public comments were offered at this virtual meeting and SDCI staff did not receive any design related comments in writing prior to the meeting.

SDCI received non-design related comments concerning parking.

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. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations and bicycle storage standards are addressed under the City's zoning code and are not part of this review.

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 and considering the analysis of the site and context provided by the proponents, the Design Review Board members provided the following siting and design guidance.

- 1. Design Concept, Massing, Architectural Context and Character:** The design and siting of the new mixed-use commercial and residential development should complement the established context, be compatible with modern and existing architectural context, serve a focal point and strive for an appropriate transition to a less intense zone.

- a. The Board reviewed the three presented design schemes (“Bookend”, “Pivot” and “Anchor”) at the EDG meeting. The Board appreciated reviewing three distinct massing comparisons and voiced support for the applicant’s preferred Design Scheme 3 (“Anchor”) to move forward to Master Use Permit (MUP) submittal with the following guidance:
 - i. Pertaining to the “Anchor” scheme, the Board’s initial comments focused on the “boxiness” of this massing and the successfulness of the roof element strengthening the overall design. Upon further consideration of the proposed building mass, future/surrounding neighborhood context and review of the applicant’s inspirational images in the EDG design packet (pgs. 38 and 46), the Board supported the simplistic building form. The Board emphasized the design should be strengthened through the usage of pattern, color, and quality material to differentiate more clearly between the three distinct massing volumes; and accentuating the placement and sizing of reveals (entries) and gaskets/recesses to further break down the scale of the building. (CS2.D, CS3.A, DC2.A, DC2.B, DC2.A)
 - ii. The Board stated that the building’s northeast corner massing which serves as a focal point addressing the prominent Delridge and Barton intersection should be strengthened as the design evolves. The Board requested the design team examine wrapping the ground-level commercial use around this corner and relocating the transformer room elsewhere in the building to activate this corner. The Board also requested the applicant study how to articulate the upper-levels and pedestrian level at the northeast corner to signify a stronger entry on the alley side (secondary elements, landscape/hardscape treatment, setback, fenestration, etc.) that could allow enhanced connectivity across the alley with the neighboring commercial property and the future City park northeast of the project site. (CS2.B, CS2.C.1, PL1.B, PL3.C, DC2.C, DC3.B.3)
 - iii. The Board requested that the applicant examine how energy choices could influence the building form and encouraged the possibility for solar, passive house or enhanced green building typologies be studied and incorporated as the design evolves. (CS1.A, CS1.B, DC2.A, DC4.A)
- b. The Board inquired why the design did not include onsite parking and debated the merits of providing onsite parking for future tenants’ use. Ultimately, the Board noted that parking quantity was not within the Board’s purview.

2. The Streetscapes, Building Frontages/Entries and Ground-level Residential:

- a. In general, the Board supported the interior arrangement of the ground-floor uses illustrated for Design Scheme 3 with the predominant commercial use abutting Southwest Barton Street and the residential lobby area/entrance frontage facing 20th Avenue South. In terms of the residential entry on 20th Avenue Southwest, the Board strongly appreciated the angled entry and requested the applicant to further examine:
 - the entry placement along the west façade (consider shifting the entry further north along that façade);
 - enlargement and arrangement of the residential lobby to accommodate ancillary programming; and

- the exterior treatment of entry inclusive of materials, landscaping and paving to activate the entry, mitigate possible blank wall condition, provide natural surveillance and be respectful of surrounding residential properties. (PL2.A, PL2.B, PL3.A, PL3.B, DC1.A, DC2.B, DC2.C, DC2.D)
- b. The Board agreed that the proposed placement of commercial space abutting Southwest Barton Street best responded to the current and future neighborhood context. However, the Board stated that more focused attention to the design, quantity and placement of the commercial entry(s) along this north façade is important. Thus, the Board requested the applicant refine the design by examining each commercial entry placement and design. The Board also requested that the applicant should demonstrate how the entries relate to the massing volumes, demarcate future retail tenant space(s) programming and accommodate ancillary areas within the landscaped setback along Southwest Barton Street. (PL3.A, PL3.C, DC2.C, DC2.D, DC2.E, DC3.A)
- c. The Board discussed the landscape design concept drawings provided in the design packet and focused their comments on the street-level landscape concept plan (pg. 44). The Board understood and supported the applicant’s intent of providing ground-related landscaped open space at the building’s north frontage to allow for commercial use spill out, public realm activation and connections to the City park. However, the Board stated that the presented street-level concept plan did not align with this stated design goal or the vernacular of the project in terms of the entries well. Thus, the Board requested the applicant redesign this open space by considering landscaping that relates more strongly to the massing-whether that is reconfiguration of the pathways, the planter shapes or the plantings themselves (trees). (PL1.A, PL1.B, PL2.B, PL3.C, DC2.A, DC3.A, DC3.B, DC4.D)
- d. The Board also observed that the landscaping within the rights-of-way abutting the two streets (Southwest Barton Street and 20th Avenue Southwest) illustrated continuous planting strips, which resulted in not allowing residents/pedestrians direct access from the curb to the commercial/residential entrances. The Board requested that this be addressed as the design evolves. (PL1.B, PL2.A, PL3.A, DC4.D)
- e. The Board requested the applicant provide studies and sections for the three ground-level residential units proposed at the south façade to comprehend future residents’ experiences residing in those units. The Board offered design techniques such as landscaping be considered to buffer these units from the neighboring property south of the project site. (PL3.B, DC4.D)
- f. At the Recommendation meeting, the Board expects the applicant to demonstrate how the design has evolved to address possible site safety concerns in terms of entry sequencing, site circulation and landscaping treatment along the building’s ground-related edges. (PL2.B, PL3.A, PL3.B, PL3.C)

RECOMMENDATION July 1, 2021

PUBLIC COMMENT

No public comments were offered at this virtual meeting and SDCI staff did not receive any design related comments in writing prior to the meeting.

The Seattle Department of Transportation offered the following comments:

- Commented that all proposed bicycle parking within the right-of-way illustrated in the REC design packet should also be reflected on the SIP (Street Improvement Plan) submittals to SDOT.

SDCI received non-design related comments concerning parking, public transportation, crime and pollution.

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. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

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 recommendations.

1. Massing, Architectural Concept and Materiality:

- a. The Board evaluated the presented final commercial/residential design and voiced unanimous support for the modified version of the applicant's past preferred design scheme (Option 3). The Board's additional feedback and guidance concerning the presented design was as follows:
 - i. The Board evaluated the proposed materials and color palette identified in the design packet (pg.32). The Board discussed the merits of introducing a warmer natural-toned textured color/material to contrast with the predominate grayish cementitious siding and to function as a secondary defining element of the architecture. The Board also observed that the elevations and renderings shown throughout the design packet illustrated darker color tones and shading on the design's exteriors that weren't representative of the variation of lighter-toned colors provided in the material/color palette samples (pg. 32.). Ultimately, the Board recommended approval of the materials and color palette as documented in the design packet (pg. 32), noting that the lighter-toned color palette would be more complementary to the surrounding neighborhood context. (CS3.A, DC4.A)
 - ii. The Board appreciated and understood the applicant's design methodology for reinforcing the design parti (three distinct massing volumes) that was

supported at EDG (pg. 14). However, the Board stated that the architectural composition/expression of the building design (gaskets, differing material combinations/orientations, fenestration, secondary elements and two base colors) was not enough to break down the massing into three distinct volumes. Thus, the Board recommended a condition that the applicant introduce an additional base color complementary to the proposed, gray-toned base color palette to further differentiate between the south and west massing volumes. (CS2.D, CS3.A, DC2.A, DC2.B, DC4.A)

- iii. The Board voiced strong support for the punched windows shown throughout the project, stating that it provides depth and helps break down the mass. The Board encouraged that this fenestration detail remain as the design evolves but did not recommend this guidance as a condition. (DC2.A, DC2.B, DC2.C, DC4.A)

2. The Streetscapes, Building Frontages/Entries, Circulation and Wayfinding:

- a. The Board recommended approval of the conceptual lighting design, noting that the lighting treatment at the base level facades and throughout the open space plaza along the north frontage was appropriate to aid in creating a safe environment for pedestrians. (PL2.B.2, DC4.C)
- b. In reviewing the presented landscape design concept drawings, the Board's comments focused on the street-level landscaped open space at the building's north frontage. The Board specified approval of the design evolution of the ground-related landscaped open space, stating that the setback and the open space design for safety and security of pedestrians works well overall. (PL1.A, PL1.B, PL2.B, PL3.C, DC3.A, DC3.B, DC4.D)
- c. The Board recommended support for the direct access from the curb through the planting strip within the 20th Avenue Southwest right-of-way (ROW) to the residential and commercial entries abutting that street. The Board voiced concern that comparable direct access from the curb to the commercial entrance abutting Southwest Barton Street was not included in the presented streetscape design. The Board understood the applicant's reasoning for not providing a direct connection through the planting strip to this commercial entry (tree placement, drop-off/traffic cueing conflicts, etc.) but emphasized the importance that this concern be addressed in the final design. Thus, the Board recommended a condition that the landscaping treatment within the Southwest Barton Street ROW be modified/reduced in a manner that provides pedestrian access to the street and positively connects the open space plaza to the neighborhood streetscape. (PL1.B, PL2.A, PL3.A, DC4.D)
- d. Overall, the Board recommended approval of the design details (canopies, angled entry, accent colors, etc.) used to distinguish between the ground-level commercial and residential entries. The Board voiced concern that the continuity between the commercial entries themselves was not strong and needed to be revised. Therefore, the Board recommended a condition that the applicant utilize additional design treatments that demonstrate continuity amongst the commercial entries abutting the 20th Avenue Southwest and Southwest Barton Street rights-of-way (ROWS) in terms of wayfinding and prominence; and assist in differentiating these entries from the mass of the building. Inclusion of increased accent color (orange) for the ground-level

commercial entry on north façade that mirrors the quantity/placement of accent color proposed for the commercial entry abutting 20th Avenue Southwest would meet the intent of the Board’s guidance. (PL2.D, PL3.A, DC4.A)

- e. Board comments regarding the signage concept plan focused on building addressing. The Board strongly encouraged the applicant, in consultation with the SDCI planner, to modify the placement of addressing on the building facades to clarify the distinction between the commercial and residential uses. The design intent is to aid in wayfinding for pedestrians and motorists visiting each of the ground-level uses. The Board declined to recommend a condition for this guidance. (PL2.D, PL4.A, DC4.B)

DEVELOPMENT STANDARD DEPARTURES

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

DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines recognized by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

Board Priority Guidelines: CS1.A, CS2.B, CS2.C, CS2.D, PL1.A, PL1.B, PL2.A, PL2.B, PL3.A, PL3.C, PL4.A, DC2.A, DC2.B, DC2.C, DC3.B, DC4.A.

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.

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.

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.

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.

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.

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.

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

The recommendation summarized above was based on the design review packet dated Thursday, July 01, 2021, and the materials shown and verbally described by the applicant at the Thursday, July 01, 2021 Design Recommendation meeting. After considering the site and context, reviewing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. In response to the Board-supported design parti, introduce an additional base color complementary to the proposed, gray-toned base color palette to further differentiate

between the south and west building massing volumes. (CS2.D, CS3.A, DC2.A, DC2.B, DC4.A)

2. Reduce or modify the landscaping treatment within the Southwest Barton Street right-of way (ROW) to provide pedestrian access to the street and positively connect the open space plaza to the neighborhood streetscape. (PL1.B, PL2.A, PL3.A, DC4.D)
3. Utilize additional design treatments that demonstrate continuity amongst the commercial entries abutting the 20th Avenue Southwest and Southwest Barton Street rights-of-way (ROWs) in terms of wayfinding and prominence; and assist in differentiating these entries from the mass of the building. Inclusion of increased accent color (orange) for the ground-level commercial entry on north façade that mirrors the quantity/placement of accent color proposed for the commercial entry abutting 20th Avenue Southwest would meet the intent of the Board’s guidance. (PL2.D, PL3.A, DC4.A)