



City of Seattle
Edward B. Murray, Mayor

Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3013803
Applicant Name: Jodi Patterson-O'Hare, Permit Consultants Northwest
Address of Proposal: 4755 Fauntleroy Way Southwest

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow two, seven-story mixed use buildings containing a total of 389 residential units, 62,792 square feet of commercial space and 594 parking stalls. Review includes 95,700 cubic yards of grading.

The following approvals are required:

Design Review - Seattle Municipal Code (SMC) Section 23.41

SEPA - Environmental Determination pursuant to SMC 25.05

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions*

DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

* Notice of the Early Determination of Non-significance was published on December 27, 2012.

PROJECT DESCRIPTION

The applicant proposes a mixed use complex containing approximately 68,792 square feet of commercial including a 45,000 square foot grocery store and a 14,500 sq. ft. drugstore; 389 apartment units in two structures above the commercial spaces; and a below grade garage containing 594 parking spaces for both the commercial and residential uses. The proposal at the first EDG meeting has two separate structures above grade and a shared garage below grade. The proposed development would require alley vacations of the east/west alley and the northern most portion of the north/south alley. Design alternatives illustrate a pedestrian and vehicular mid-block passage linking 40th Ave SW and Fauntleroy Way SW that provides ingress and egress for truck loading (grocery and drugstore), the customer and resident parking, and a drugstore drive-thru.

The initial design packet offers four design options or alternatives. The first option illustrates a scheme without an alley vacation. Three separate structures border the two existing alleys. This alternative illustrates the notion that an ideal floor plate for a grocery store would not likely fit with the existing configuration of the block. The second option shifts the east/west alley southward forming a rectangular parcel on the north and a panhandle shaped parcel to the south. On the north side of the complex, a grocery store forms the base for seven floors of residential use wrapped around a second floor courtyard. The second structure to the south consists of a north/south wing extended along Fauntleroy Way SW and a narrow east/west wing sitting between a new alley and the Masonic Temple. This structure houses a drugstore and small commercial tenants facing Fauntleroy and apartments above. Truck loading and a ramp to the garage occurs on both sides of the new 41 foot wide alley.

Alternative Three shifts the east/west alley farther to the south so that it meets the north property line of the Masonic Temple. The option increases the footprint of the grocery, maintains the seven floors of residential encircling a courtyard and utilizes a new 23' wide alley for loading. Similar to Alternative Two, loading occurs on both sides of the proposed alley and a second garage ramp closer to SW Edmunds St runs parallel to the north/south alley. The final option offers a 41 feet wide alley on the eastern half that expands to 51 feet on the west. All truck loading for the grocery and drugstore occurs on the alley as well as a drugstore drive-thru lane and one of two access ramps to the garage. At the upper levels, the architect opens the south wall of the residential floors to allow light into the upper level courtyard. The residential mass has five levels of units and modest modulations of the wall on each elevation.

By the second EDG meeting, the applicant had refined the massing of Alternative Three, added sections and presented landscaping concepts for the open spaces. The applicant also revised the dual use alley/ midblock pedestrian connector by relocating the drugstore loading zone and drive-thru from the east/west alley to an area parallel to the north/south bound alley.

The applicant presented further refinements to the facades and the mid-block connector at the Initial Recommendation meeting.

The design continued to evolve by the second Recommendation meeting. The development team reduced the number of departure requests, conforming to the land use code, rotated the tower at the northeast corner to face Fauntleroy Way, eliminated the drugstore drive-thru lane, revised some of the elevations, and continued to refine the plazas and the mid-block connector.

SITE & VICINITY

The site occupies approximately three quarters of the block in West Seattle bounded by SW Alaska St., Fauntleroy Way SW, SW Edmunds St., and 40th Ave. SW. Two alleys form a T-shape with its longest leg extending north/south parallel with 40th Ave SW. The prominent site sits at the southwest corner of Fauntleroy Way and Alaska St where Fauntleroy Way transitions from its diagonal trajectory through the orthogonal street grid of the W. Seattle Triangle neighborhood and orients itself in a north south direction.

The 115,223 square foot site extends approximately 265 linear feet along SW Alaska from Fauntleroy Way to 40th Ave. SW and includes the entire western frontage along Fauntleroy from Alaska to SW Edmunds, a total of 588 feet (including the alley). The site stretches south from Alaska along 40th Ave SW approximately 315 feet (including the alley) to the beginning of the

Alki Masonic Temple property. At SW Edmunds St., the site's southern boundary, the frontage equals 120 feet. A service station and a funeral home occupy two of the three parcels on the site's northern extent. A vacant auto dealership covers the majority of the development site.

The site has a relatively flat terrain with the grade rising roughly six feet from Fauntleroy to 40th Ave. and rising a similar number of feet from north to south. Two low points exist at the northeast corner near the intersection of Fauntleroy Way and Alaska St. and near the mid-point of the north/south alley a depression forms that extends into the parking lot of the masonic temple.

The zoning classification, Neighborhood Commercial Three with an 85' height limit (NC3 85), includes the entire site with lots facing SW Alaska possessing a pedestrian overlay (NC3P 85). The property lies within the West Seattle Junction Urban Village. The NC3 85 zone extends eastward to the alley between Fauntleroy Way SW and 38th Ave SW where the zoning designation changes to multi-family Lowrise 2 (LR 2) and NC3 with a 40' height limit. Further to the east, Single Family 5000 (SF 5000) predominates. South of SW Edmunds St., the zoning shifts to NC3 40 and to LR2 and LR3. To the west, the zoning transitions to NC3 65 and NC3-40.

The Masonic Temple and its parking lot occupy the southwest corner of the subject block. The West Seattle Triangle planning area possesses a gallimaufry of residential and commercial uses. Buildings in the surrounding vicinity include Trader Joe's, the West Seattle Bowl, and a mixed-use building, Spruce West Seattle, currently under construction to the north; parking lots, a Bank of America branch, Safeway, and Highline Medical Plaza to the west; a childhood learning center, the Thunderbird apartment complex and a parking lot to the south; and the West Seattle Produce Market to the east. The West Seattle Golf Course and Recreation Center sits four blocks further to the east.

New developments in the area include the Mural Apartments and The Altamira, a mixed use structure with a QFC grocery store on SW Alaska and 42nd Ave SW. A sizeable, mixed use project at the southeast corner of SW Oregon St and 42 Ave SW has been recently completed.

Background

As part of the proposal, the applicant submitted an alley vacation request to eliminate the east/west bound alley connecting Fauntleroy Way SW with 40th Ave SW and the northern portion of the north/south alley which links SW Edmunds St. with the east/west alley forming a T-shape. Portions of the existing alley are not entirely functional as a retaining wall blocks vehicular and pedestrian movement. The Seattle Design Commission reviewed the vacation request and the concomitant public benefit features which included enhanced landscaping, a mid-block pedestrian connector, plazas adjacent to the rights of way and some off-site improvements. The Seattle City Council approved the alley vacation request on April 21, 2014.

The West Seattle Triangle Plan represented an important consideration during the proposal's review. The plan outlined the concept for a mid-block connector and generous pedestrian friendly right of way improvements.

ANALYSIS - DESIGN REVIEW

Public Comment

Twenty-five members of the public affixed their names to the Early Design Review meeting sign-in sheet. The speakers raised the following comments.

Height, Bulk and Scale

- Keep the project in scale with the neighborhood. It should have a “Main Street” scale. Blend in the project with the contiguous neighborhood.
- The project needs another EDG meeting to discuss height, massing etc.
- This area is zoned for large commercial projects.
- The packet should have shown comparable projects as a basis for analysis.

Architectural Character

- The proposal will make West Seattle look like Ballard. Too boring.
- The proposal has too much aluminum and glass. It is cold and lacks personality. Use wood.
- We need a distinctive building, not a cliché. We want to be proud of this building.
- Seattle doesn't need another generic building.
- The new buildings in West Seattle are grey and boring. Use color. Create a presence.
- Provide more design options at the corner of Alaska and Fauntleroy. The corner needs to be activated by the uses surrounding it. Provide more choices in the design for the Board and the public to review.
- The entry portal at Alaska and Fauntleroy needs closer analysis.

Community Connection

- The booklet's neighborhood context section lacks accuracy.
- The booklet ignored the mural, a community landmark. What will happen to it?
- The site acts as the entrance to West Seattle. It represents a point of arrival.
- A pedestrian oriented connection linking W. Seattle Triangle and the Junction is key.
- This project is informed by the W. Seattle Triangle Plan. It has a lot of bang for the buck. It will bring significant improvements to the area.

Mid-block Connection (West Seattle Triangle Plan) / Alley Vacation

- Pedestrian safety is foremost in the alley or mid-block connector. It should be a two way alley.
- What are the public amenities gained from the alley vacation?
- The drawings presented do not show how the grades work on the north side.
- How do the grades work between the Masonic Temple and the project?
- Produce an analysis of how many vehicles will use both alleys.
- How are the large trucks and their maneuvering going to be compatible with the public walkway?
- The large retailers will have a significant impact on the alley.
- Alley serves as the main access to the Masonic Temple.
- What public benefit will occur from the alley vacation?

Street Design

- SW Edmunds St. is an arterial and carries significant amounts of traffic. Consider the pedestrian connections. SW Edmunds needs better crosswalks.
- Soften the streetscape with trees and plantings.

- There needs to be a better flow of traffic.
- Make the project as pedestrian friendly as possible.
- The east/west and north/south connections are important.

Other Issues

- The drawings presented do not show how the grades work on the north side.
- How do the grades work between the Masonic Temple and the project?
- The project proposal has too much parking. With the site's close proximity to the rapid ride stop, there is less need for the amount of parking proposed.
- Do we really need another grocery store?

At the second EDG meeting, nine people signed-in. Comments included the following:

Open Spaces/Landscaping

- Providing community based art in the plaza will build public interest. The northeast plaza and the surrounding structure should be a statement of what it means to live in W. Seattle. The design should “knock it out of the park”.
- It is important that the residential lobby located at the northeast corner activate it. The proposal so far is a step in the right direction.
- Think about how to bring people down the street to the proposed park. The 40th Ave SW storefront should be activated.
- The landscaping overlooking the alley has no physical or visual connection to the community. It ought to be accessible.

Height, Bulk and Scale

- The massing of the project is inconsistent with the W. Seattle Triangle Plan. (This was mentioned several times.) It is a fortress like barrier to the community. It is more in keeping with the projects in South Lake Union.
- The proposed design does not break down the massive horizontal scale. There is token modulation.
- The revision does not satisfy the concern about the project's size.
- The massing at the northeast corner looks like a prison tower with a flag pole. The development team needs to work with the community.
- The scale is horrifying at the NE corner.

Architectural Character

- The northeast corner has not been designed. It doesn't meet standards for the West Seattle Triangle Plan. This important corner needs to have much more design development. Ensure that this will occur by requiring a third EDG meeting.
- The canopies should be continuous. Broken canopies do not protect the pedestrian from inclement weather.
- The project should connect in feel to the commercial development along California Ave. SW.

Community Connection

- The project should connect the entrance of the W. Seattle Triangle to the Junction.
- Ensuring the success of the northeast corner plaza is a big deal.
- The W. Seattle Triangle area is not pedestrian oriented. The project's design does not help pedestrian orientation. Pedestrians will have to contend with trucks at the Fauntleroy and Edmunds corner.
- The proposal is a huge improvement to what there is now. It is better to not over design it at this point. Use the community comments to make the project better.

Mid-block Connection (West Seattle Triangle Plan) / Alley Vacation

- The location of the solid waste storage area and the transformer takes away from the pedestrian experience along the mid-block connector.
- There is not an adequate trade-off for the proposed alley vacation.
- The alley as a true urban experience is not successful.
- The public benefit is not apparent in the proposal. (Stated by several speakers)
- The proposed city park across from the project on 40th Ave SW will need good pedestrian connections. Will truck maneuvering be problematic for the park?
- The walkway is a nice feature.
- The varying directions in traffic on the north/south bound alley are a problem.
- Proposed loading on the alley is not pedestrian oriented.

Traffic

- Traffic turning left onto Edmunds will block traffic.

Parking

- It is a benefit to have lots of parking.
- The project has too much parking for the amount of transit available.

Other Issues

- The increase in zoning height for this area was a contentious process.
- There has been no mention of the mural. Removal of it will set a poor precedence in West Seattle. There needs to be dialogue.
- Whole Foods' values are not those of the people who live in W. Seattle.

DPD received over 50 letters. Most of the authors wrote about similar issues raised in the comments outlined in the above section. Many letters supported the economic revitalization of the area predicated on the site's development. Other letters focused on the extensive traffic generated by the project, traffic safety in the mid-block connector, the lack of bicycle parking, the abundance of parking near a rapid ride stop, the presence of the drive-thru, and the flawed Transportation Impact Analysis. Writers also disapproved of the building's scale and the lack of modulation to provide relief from the structure's overbearing horizontality and massiveness. One author bemoaned the loss of the intimacy of West Seattle and the change in the quality of retail businesses.

GUIDELINES

After visiting the site, considering the analysis of the site and context provided by the proponent, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified highest priority by letter and number from the guidelines found in the City of Seattle's "Design Review: Guidelines for Multi-family and Commercial Buildings".

PRIORITIES

Site Planning

- A-1 **Responding to Site Characteristics.** The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

- A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.**

West Seattle Junction -specific supplemental guidance:

A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction’s mixed use areas (as previously defined). New development—particularly on SW Alaska, Genesee, Oregon and Edmunds Streets—will set the precedent in establishing desirable siting and design characteristics in the right-of-way.

EDG #1

- Provide continuous canopies along the three major streets.
- See the Board discussion of commercial transparency under guidance D-11.

EDG #2: The architect’s and landscape architect’s should design with the goal of producing a strong sense of place but one connected to the W. Seattle Triangle and the Alaska Junction.

- A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.**

- A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.**

West Seattle Junction -specific supplemental guidance:

An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realm. Particularly in the 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.

EDG # 1: Careful design attention to the plazas at the two corners on SW Alaska, ensuring adequate transparency along the commercial edges of the complex and to the landscaping in the rights of way will create a streetscape that encourages pedestrian activity. Detailing of the building to a fine grain and texture should also provide a scale relatable to the pedestrian.

EDG #2: Continued refinement of the plazas and other landscape features with attention to their relationship to the storefronts will remain a critical element in meeting the expectations of this guideline.

- A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.**

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

EDG #1: Elaboration of residential open spaces will occur during design development.

EDG #2: Board deliberation focused on the mid-block pedestrian connector, the alley and the corner plazas. Other residential open spaces, including those above grade, remain subject to further scrutiny as the design progresses as well.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

EDG #1: The design of the mid-block passage should minimize the impact of trucks and other vehicles on the pedestrian. See guidance for D-8.

EDG #2: The Board acknowledged the consolidation of the drugstore's loading area and drive-through lane adjacent to the north/south bound alley. With the newly proposed city park across 40th Ave SW roughly in alignment with the alley/mid-block pedestrian connector, the Board's concern focused on the link between these elements. A larger landscape area or curb bulb on 40th where the pergola meets the right of way would enhance this connection both visually and for pedestrian safety. The adjacency of the Masonic Temple places some constraints on the size of this connection.

A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

West Seattle Junction -specific supplemental guidance:

Pedestrian activities are concentrated at street corners. These are places of convergence, where people wait to cross and are most likely to converse with others. New development on corner lots should take advantage of this condition, adding interest to the street while providing clear space for movement. New buildings should reinforce street corners, while enhancing the pedestrian environment.

EDG #1: The site's highly visible corner at SW Alaska St/Fauntleroy Way SW warrants special treatment. For the next meeting, the Board requested alternative designs for this corner. Sketches should be produced to illustrate how these alternatives read from a distance (a vehicle traveling on Fauntleroy, for example) and from close up. The designs should address the larger neighborhood scale and the smaller pedestrian or human scale.

A considerable challenge is the desire to create at once a visual landmark signifying the entrance to the neighborhood and a useable open space. Consideration should be given to signage (the Board cited the Wallingford sign at the QFC on N. 45th St.), to a partially covered space for pedestrian activity that enables an animated streetscape, and an to armature or massing of the structure that defines the plaza but does not fall into the cliché architectural devices common in recent mixed use buildings. The massing may possibly warrant a higher structure or tower at the corner than what was presented at the meeting.

EDG #2: The Board endorsed the idea of soliciting community input to help design the plaza at the corner of SW Alaska St/Fauntleroy Way SW. See guidance D-1 for landscaping comments.

Continue design development of the tower at this prominent corner. The tower should stand proud of the larger mass. The Board noted that its height was not as dramatic a difference as it could be.

B. Height, Bulk and Scale

B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

West Seattle Junction -specific supplemental guidance:

Current zoning in the Junction has created abrupt edges in some areas between intensive, mixed-use development potential and less-intensive, multifamily development potential. In addition, the Code-complying building envelope of NC-65' (and higher) zoning designations permitted within the Commercial Core would result in development that exceeds the scale of existing commercial/mixed-use development. More refined transitions in height, bulk and scale—in terms of relationship to surrounding context and within the proposed structure itself—must be considered.

EDG #1: The overall massing concept of Alternative # 4 appeared suitable to the Board. Provide more modulation, however, on the two Fauntleroy elevations. As the design develops, the Board will continue to review height, bulk and scale issues.

EDG #2: With the exception of the northeast corner tower, the roofs of the two structures are quite planar or flat with little variation. Enhance the height and massing by making more significant modulations to the extensive roof plane.

Otherwise, the Board found the overall massing concept acceptable.

C. Architectural Elements and Materials

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

West Seattle Junction -specific supplemental guidance:

- **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.
- **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.

- C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.**

West Seattle Junction-specific supplemental guidance:

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.

EDG #1: By the next EDG meeting, the architect must develop convincing character sketches of the facades that convey a strong and consistent architectural concept.

EDG #2: The proposed complex has numerous significant corners in which the architect uses the design to anchor the large site. The architect's strategy has been to increase the amount of glazing and lift the roof slightly at the corners. The architect should continue to refine these elements by increasing the perception of verticality. Allow these vertical volumes to step away from the larger mass by introducing reveals to separate the corner from the bulk of the mass. In addition, emphasize the opaque/transparent relationships to differentiate the masses in order to clarify the corner's relationship to the larger horizontal mass. The Board noted that the design shown on p.22 of the 2nd EDG booklet best represented the ideal condition. The detail and articulation of the various towers and corners should intimate that they belong to the same family.

- C-3 Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.**

West Seattle Junction-specific supplemental guidance:

- **Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.**

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.

- **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 street.**

EDG #1: Character sketches developed for the second EDG meeting should begin to intimate the architect's awareness that achieving a human scale mollifies the project's vast scale.

EDG #2: The deliberation did not focus on this guideline. As design development occurs, this will become an important Board consideration.

C-4 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.

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

EDG #1: Integration of a mid-block pedestrian connection into the design elevates the importance of the building design at the alley/connector as it represents another street frontage.

EDG #2: The applicant presented several sketches illustrating possible truck maneuvering schemes based on variations in the angle of the grocery truck loading area and garage ramp as they meet the alley. The Board did not deliberate on this access issue.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

West Seattle Junction -specific supplemental guidance:

Design projects to attract pedestrians to the commercial corridors (California, Alaska). Larger sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. The Design Review Board would be willing to entertain a request for departures from development standards (e.g. an increase in the 64% upper level lot coverage in NC zones and a reduction in open space) to recover development potential lost at the ground level.

EDG #1: The West Seattle Triangle Plan provides a broad framework for providing open spaces and landscaping along the site's perimeter and mid-block through the site.

EDG #2: The key open spaces (including the alley/pedestrian crossing) should possess a shared identity or common theme that forms a holistic connection, as if these significant plazas and the landscaping that connects them belonged to the same family. Accomplishing this will produce a sense of place or relatedness to the large complex. Common materials, design motifs and pedestrian amenities will produce a strong relationship among these critical open spaces/entrances.

- D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.**

EDG #1: Attention to achieving a maximum amount of commercial level transparency along the rights of way would meet this guideline's intent.

EDG #2: The concept sections along the major streets proved helpful in understanding the relationship between grade and the building program.

- D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.**

West Seattle Junction -specific supplemental guidance:

- **Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses.**
- **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.**

- D-6 Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.**

- D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.**

EDG #1: Ensuring commercial transparency, well designed plazas and sidewalks will begin to achieve this guideline.

EDG #2: The Board questioned the extent of pedestrian safety in the alley and how this could be achieved with the quantity of vehicles in the alley. See D-8.

- D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.**

EDG #1: The new east/west bound alley (connector) needs to be successful for pedestrians. The Board observed that the alley attempts to accommodate too many functions. All of the grocery and drugstore loading, garage access for commercial customers and residents, and the drugstore drive-thru assert the dominance of truck delivery and vehicle ingress and egress over the West Seattle Triangle Plan's desire for a mid-block connection to encourage pedestrian activity.

The Board requested that the architect's redesign the service functions providing greater emphasis on the pedestrian. Consider locating truck loading within the garage and shifting the drive-thru to the north/south alley. The vehicular access to the garage on the south portion of the site ought to accommodate most traffic. A traffic study should document that this would occur with two garage access points.

EDG #2: The mid-block pedestrian connection and the alley need further improvements. Develop a more robust landscape plaza to link to the mid-block pedestrian connector with the proposed park, add more landscaping in the pedestrian connection/alley, enhance the paving beyond that of brushed concrete, and strengthen the connections that cross the alley. The design of the north side of the east/west alley should not prohibit pedestrians from crossing in front of the truck loading area and garage ramp. While not ideal to cross in front, pedestrians will otherwise most likely walk in the alley rather than cross over 40 to 50 feet to the other side. The Board noted its skepticism regarding the efficaciousness of the green screens along the pedestrian corridor in the alley.

Staff note: consider the structure along the walkway as a pergola rather than a canopy resembling ones over commercial storefronts. Interesting metal or art work could enliven the southern portion of the pergola parallel to the north wall of the Masonic Temple. This could be potentially more interesting than a green wall. Instead of bollards populating the north side of the walkway consider landscaping to provide the protection needed from truck maneuvering.

Clarify the operations of the north/south alley. It appears one way in places and two ways in others. How will this function? How will it impact the operations of the Masonic Temple's parking and loading?

D-9 Commercial Signage. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

EDG #1: Design of signage at the corner of Alaska and Fauntleroy ought to complement the massing and form of the architecture.

EDG #2: The retail signage should not dominate the identity of the building. The Board will want a careful consideration of the signage including placement, size and type.

D-10 Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

EDG #1: Commercial lighting will be an important consideration as the review process continues.

EDG #2: Provide a concept lighting plan by the Recommendation meeting.

D-11 Commercial Transparency. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

EDG #1: The significant grades surrounding the site, particularly along Alaska St. and 40th Ave SW, challenge the designers to achieve maximum transparency particularly the accommodation of a grocery store. The Board conveyed its desire for the project to achieve the code required transparency on the three major streets in order to ensure that the project generates animated street fronts. The Board noted that commercial transparency on Fauntleroy Way was no less important than the other streets. At the next EDG meeting, the applicant will need to produce multiple conceptual site sections in both directions showing the relationship of the proposed massing with the varying grades.

EDG #2: Following-up the Board's request at the earlier meeting, the applicant produced a series of sections showing the relationship of the massing, in particular the commercial level, with the grades. The Board did not request revisions.

D-12 Residential Entries and Transitions. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

EDG #1: Consider creating a visible vertical connection between the residential lobby and the second level courtyard.

EDG #2: Where entrances occur at the significant open spaces, use a common material to visually join the interior residential lobby or commercial area, creating a seamlessness that allows building and plaza to reach into one another.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

EDG #1: After studying the open spaces, the Board conveyed its desire to have a larger at grade plaza occupying the Alaska St. and 40th Ave SW corner. Quieter, closer to the Junction, and possibly possessing better solar exposure, this space would likely attract users and achieve synergy with the grocery store and the "street park" concept along 40th Ave. This plaza should possess well designed pedestrian oriented amenities.

EDG #2: The Board did not offer specific comments on this guidance.

E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

EDG #1: The Board encouraged creating green infrastructure on all of the adjacent streets.

EDG #2: Design of green infrastructure was not discussed at the 2nd EDG meeting.

E-3 Landscape Design to Address Special Site Conditions. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

EDG #1: See the Board's A-10 guidance for the Alaska and Fauntleroy corner.

EDG #2: See A-7, A-10, D-1, and D-8.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance meeting, the applicant indicated an interest in requesting departures for street level development standards and blank façade/transparency requirements along Alaska St. The Board's response asserted its expectation of achieving the maximum amount of commercial transparency along the three major streets.

The applicant did not request departures at the 2nd EDG meeting.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with Design Review and SEPA components on December 12, 2012.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted an Initial and Final Recommendation Meetings on March 28, 2013 and July 11, 2013 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meetings, site plans, elevations, floor plans, landscaping plans, and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comments

Thirty-eight members of the public affixed their names to the First Recommendation Review meeting sign-in sheet. The speakers raised the following comments.

Mid-block Connector (West Seattle Triangle Plan) / Alley Vacation

- None of the pedestrian mid-block connections in W. Seattle share space with trucks and cars.
- Move the area devoted to pedestrians at the mid-block connection to Alaska and set the building back 20 to 25 feet from the right of way or make the mid-block connection wider.
- The improvement to the mid-block connector is better.
- It doesn't appear that there is enough room for trucks.
- Consider the safety issues for pedestrians crossing the alley at the mid-block connector.
- The mid-block connector should be wider.
- From the mid-block connector, the pedestrian should be able to see the new city park across 40th Ave.
- The mid-block connection and the plazas will be used.

- The six inch curb along the mid-block connector does not solve any of the inherent problems with it. It must be more pedestrian oriented.
- Safety concerns are still foremost for the mid-block connector.

Open Spaces/Landscaping

- The green wall on the mid-block connector should wrap around to 40th Ave SW and face the park.
- The plazas are too small. The images, shown by the architect, comparing the size with the meeting room includes the public rights of way. This is manipulative.
- Plazas in W. Seattle are not well used.
- Double the size of one of the plazas at the very least.
- The landscaping is nice.
- Provide more alternatives for the northeast plaza. The landscape architect should provide three distinct designs.
- The plaza setbacks are sufficient.
- The plazas will contribute to the positive growth in the area.
- Alaska St. needs to be activated. Add a plaza at the Whole Foods entrance to provide scale and to break up the long walk along this street.
- Open space should be on the project site. The area in the rights of way does not count as open space.
- The plaza in front of the Mural Apartments is significantly larger than the proposed open space for this project. The Mural did not have expressed requirements for a public plaza.
- The corner plaza should respond to the greening of Fauntleroy as shown in the W. Seattle Triangle Plan.
- The Board must wait until the Design Commission has made its decision about the public benefit amenities.
- The plazas have a nice scale and size (mentioned several times).
- Create a flat or level drop-off area for people at the plazas.
- The scale of the plazas is preferred.
- The plazas are too small. The developer can do better.

Architectural Character

- Eliminate the concrete panels. Timeless materials are preferred.
- The project's cohesiveness off-sets its large size.
- The height is preferred.
- The fact that the project does not look like one big building is positive.
- Deny the departure for blank facades.
- Facing the mid-block connector, there is trash storage for the drugstore with a blank wall.
- Redesign the NE corner of the building. Don't settle for less.
- Exaggerate the height of the building at the northeast corner.
- The mosaic on the tower is good.
- Prefers the separate identities for the two buildings.
- The project is dominated by the two large uses: the grocery and the drugstore. The whole complex is too auto oriented.
- The design is inconsistent with the W. Seattle Triangle Plan. There is too much tension or struggle between the civically endorsed plan and what the developer wants.
- The fixed footprint for the Whole Foods is all about cars. The pedestrian amenities are an afterthought. The project needs to be pedestrian oriented.
- The gateway is not spectacular enough.

Building Programming

- All the storefronts should be at grade. Along Alaska and at the NE corner plaza, Whole Foods is sunk below sidewalk grade.
- The drive-thru for the drugstore is too much.
- Supports the drive-thru.

Rights of Way Improvements

- There appear to have good pedestrian access. Wider sidewalks are positive.
- The 40th Ave SW sidewalk is on private property. It should be in public R.O.W.
- Ensuring that the alley grade works with the Masonic Temple's parking lot is critical.
- The configuration of the drive-thru does not feel safe.

Other

- The developer never took the opportunity to integrate the Board's comments from the earlier design guidance meetings.
- Whole Foods will be involved with the community.
- The mural is a nice add-on to the project.
- The proposal will be a vast improvement to the eye sore that currently exists.
- The northeast corner should be lit up at night.
- Placing the power lines underground is good.
- The project is in the spirit of the West Seattle Triangle Plan.
- 31 outreach meeting is inaccurate.
- The project needs regulated signage.
- Utilize noise abatement for the bus stop.
- The art should be appropriately scaled.

DPD received numerous letters addressing similar concerns as those raised at the public meeting.

At the Final Recommendation meeting, 27 members of the public placed their names on the sign-in sheet.

40th Ave SW programming

- 40th Ave will become a commercial corridor in the future. The developer ought to add retail onto 40th. This is a missed opportunity. (Mentioned by several speakers)
- Retail on Fauntleroy is preferable. Cars aren't going to see the retail on 40th Ave.
- There is not enough small retail and it should be placed on 40th.
- Across Fauntleroy to the east, we can anticipate more retail.

Mid-block connector

- The mid-block connector is not pedestrian oriented. It is an accessorized alley.
- Large trucks will back into the mid-block connector impeding traffic and pedestrians.
- Favors the mid-block connector.

Alaska St. entry

- The Alaska St. entry should be grander.

Architectural elements

- The NE corner still does not resemble a gateway. (Sentiment repeated by other speakers)
- The beacon at the NE corner will be a cool icon. The rotated corner is a good solution. (Sentiment repeated by others).
- The choice of masonry is perfect for W. Seattle.
- The signage should be classy.
- The wood seating is appropriate for the NE corner plaza.

- The water feature is well done.
- Vinyl windows are cheap looking.

Miscellaneous

- The DR Board ought to table the project.
- The image of the building at night is inaccurate.
- The art and the connection to the park are well done.
- The Whole Foods will invigorate commerce in the area.

A Site Planning

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

West Seattle Junction -specific supplemental guidance:

A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction’s mixed use areas (as previously defined). New development—particularly on SW Alaska, Genesee, Oregon and Edmunds Streets—will set the precedent in establishing desirable siting and design characteristics in the right-of-way.

Initial Recommendation Meeting: Consider fronting commercial storefronts onto the mid-block connector to support pedestrian activity and to endow the connector with a purpose other than conveying goods and vehicles.

Final Recommendation Meeting: The development team did not place storefronts facing onto the mid-block connector. In response, the Board did not recommend changes to the programming along this corridor.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

Initial Recommendation Meeting: The grocery entrance on Alaska appears unresolved. The masonry portion of the base, the segment with the Whole Foods sign above the storefront windows, resembles the entry more than the recessed plane with the canopy. Both a revision of the façade and placement of a plaza in front of the store would ameliorate the confusion.

Final Recommendation: The Board recommended enhancements to the Alaska St. entrance to the grocery store to provide greater visual prominence at the street.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

West Seattle Junction -specific supplemental guidance:

An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realm. Particularly in the 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.

A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Initial Recommendation: Board deliberation did not focus on the quality of the upper level residential open spaces. The design may warrant discussion at future meetings.

Final Recommendation: Discussion did not address the design of the upper level open spaces.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

Initial Recommendation Meeting: The Board asked for more detailed information regarding pedestrian safety in the alley and the mid-block connector. The drive-thru lane nearly doubles the alley's width (creating a roughly 32' entrance) creating pedestrian safety concerns for those crossing the two lanes. Having vehicles exiting the drive-thru into the alley also appears awkward as sightlines are disrupted by the portion of the building housing the garage ramp.

Final Recommendation: Prior to the Final Recommendation meeting, the applicant had eliminated the pharmacy drive-thru lane. The area formerly designated as a drive-thru remains a part of the project but to be used solely as a loading zone for the drugstore.

A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

West Seattle Junction -specific supplemental guidance:

Pedestrian activities are concentrated at street corners. These are places of convergence, where people wait to cross and are most likely to converse with others. New development on corner lots should take advantage of this condition, adding interest to the street while providing clear space for movement. New buildings should reinforce street corners, while enhancing the pedestrian environment.

Initial Recommendation Meeting: The corner tower at Fauntleroy and Alaska remains unresolved and unprepossessing. Too many elements at the corner compete with one another including the vertical mosaic wall, the elevator tower, glazing and the screening device. The tower should be more prominent, perhaps even higher, and oriented to the corner. Consider breaking the design's dependence on the orthogonal by rotating the tower toward the Fauntleroy axis. Several of these comments reiterate earlier guidance from EDG #2.

Final Recommendation: The applicant returned to the Recommendation meeting with a corner tower rotated on axis with Fauntleroy Way. The shift and the changes to the portions of the façade on either side received the Board’s approval.

B. Height, Bulk and Scale

- B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.**

West Seattle Junction -specific supplemental guidance:

Current zoning in the Junction has created abrupt edges in some areas between intensive, mixed-use development potential and less-intensive, multifamily development potential. In addition, the Code-complying building envelope of NC-65’ (and higher) zoning designations permitted within the Commercial Core would result in development that exceeds the scale of existing commercial/mixed-use development. More refined transitions in height, bulk and scale—in terms of relationship to surrounding context and within the proposed structure itself—must be considered.

Initial Recommendation Meeting: The Board recommended that significant erosion or stepping back of the mass should occur at the corners flanking the mid-block connection at the intersection with Fauntleroy. Set the three upper floors of the south building back from the mid-block connector.

Final Recommendation: Rather than stepping back the upper floors of the south building as suggested in the earlier meeting, the architect setback the entire elevation from the mid-block connector by several feet. No discussion followed-up this change.

C. Architectural Elements and Materials

- C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.**

West Seattle Junction-specific supplemental guidance:

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.

Initial Recommendation Meeting: The Board noted its general satisfaction with the masonry and concrete podiums of the north and south buildings respectively. The upper

portions of the two structures, however, lack an organizing principal. The plethora of color, material and plane changes appears arbitrary. The architect must create a stronger hierarchy than merely a differentiation of base, middle and top as currently depicted. Establish a set of rules governing the facades. Then at significant locations, the rules ought to be broken or modified. The tower at the northeast corner and the two masses flanking the Fauntleroy entrance to the mid-block connector the Board cited as likely areas. The tower facing the Fauntleroy and Alaska intersection might be rotated or twisted to mark its special condition. The Board recommended a three –story erosion to the south building mass flanking the entrance of the mid-block connector. Board recommendation of a departure from maximum width of a façade on Fauntleroy is contingent on this change.

The Board encouraged greater distinction between the south and north structures beyond the differences in the surface material treatment of their respective bases.

In sum, the upper facades will need revision in order to communicate a coherent organizational pattern or form. The design should possess the same kind of restraint that governs the base.

Final Recommendation: The applicant’s provided changes to the upper level elevations that extended the rhythm of the bays on the north building’s east façade and on the south building’s east elevation. Revisions to the north building’s north façade simplified the composition.

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

West Seattle Junction-specific supplemental guidance:

- **Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity. 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.**
- **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 street.**

C-4 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.

Initial Recommendation Meeting: The two-story, brick base on Alaska remains too planar. Endow the facades with more richness by creating deeper changes between planes, adding texture, courses, and headers forming lintels to the brick. The Alaska St. entrance to the grocery, the one-story masonry elevation in front of the escalator and the

corner of the plaza are confusing and unresolved. The brick ought to wrap itself into the plaza. As noted in guidance A-3, the Board found the entrance to the Whole Foods secondary to the portion of the façade below the signage.

Consider using masonry on the secondary towers such as the one at the corner at Alaska and 40th Ave SW.

Elevation drawings for the next Recommendation must show more detail of the materials and how they join with one another.

Final Recommendation: By the second Recommendation meeting, the architect endowed the masonry base at the north building's north façade with more texture and subtle shifts in plane. The brick base turns the corner toward the northeast plaza at Fauntleroy Way to form the backdrop to the fountain at the gateway plaza.

The Board conditioned the color of the white vinyl windows to be a medium or dark tone.

To ensure a better connection between the pedestrian activity at the sidewalk and the grocery store, the Board conditioned the project in perpetuity to have the most transparent glazing as possible for the store(s).

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

Initial Recommendation Meeting: Discussion did not focus on this issue at the meeting.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

West Seattle Junction -specific supplemental guidance:

Design projects to attract pedestrians to the commercial corridors (California, Alaska). Larger sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. The Design Review Board would be willing to entertain a request for departures from development standards (e.g. an increase in the 64% upper level lot coverage in NC zones and a reduction in open space) to recover development potential lost at the ground level.

Initial Recommendation Meeting: Board ideas concerning the plazas' sizes and designs varied. The Board members acknowledged the Design Commission's future contributions to the design. Opinion, however, coalesced on several matters. First, the plazas should not be merely forecourts or outdoor lobbies to the residential entries. This is particularly true for the northeast corner. The plazas, which will likely be part of the public benefit amenity enabled by the alley vacation, must engage the West Seattle community rather than just the tenants and customers of the complex. The Board recognized that the northwest corner, due to its proximity to the Whole Foods take-out and bakery areas, serves a dual role for the grocery and the larger community.

Second, the plazas appear formulaic, lacking in vigor and playfulness. They ought to share commonalities, for example, an interesting paving treatment and community connection that tie them visually and thematically, but the spaces must also suit their specific site conditions. Third, the plazas should not appear as the development's private realm but open to and accessible by the public.

Thoughts on the mid-block connector ranged along a spectrum of like and dislike. In general, the Board noted the improvements since the previous meeting. The width of the connector remained in question. The corner of the solid waste storage area adjacent to the drugstore drive-thru lane should be pulled back from the connector to allow better truck movement into the alley in order to back into the loading area (see page seven of the supplemental drawings). The quality of the eastern half of the pedestrian portion of the mid-block connector paled in contrast to its western half. It lacks the depth of landscaping, borders on a blank wall screening back of house realms, and forces the daily confrontation between the mixing of pedestrians with large delivery truck maneuvering and vehicle activity. Storefronts should face the mid-block connector leaving service areas to connect to the north-south alley.

Final Recommendation: The change in grade between the northwest plaza and the grocery store generated considerable discussion. The sunken plaza and portal into the grocery fail to convey the qualities of an important entry. The accessibility ramp resembles an afterthought rather than a truly integrated element in the plaza design. The Board encouraged the applicant to set the grocery store at grade rather than create a condition in which pedestrians peer down into the grocery store.

D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

Initial Recommendation Meeting: The applicant has requested a departure for a segment of blank wall facing 40th Ave SW at the location of interior mailboxes. The Board indicated its interest in seeing how well detailed the proposed wood screen would be.

Final Recommendation: By the final recommendation meeting, the applicant had eliminated the request for a departure from limits on the extent of blank walls.

D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

West Seattle Junction -specific supplemental guidance:

- **Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses.**
- **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.**

D-6 Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.

Initial Recommendation Meeting: The Board noted its preference for a two-way alley. Exiting from the drugstore drive-thru lane appears unsafe. A diagram of truck maneuvering in the alley (p.7 of the supplementary packet) illustrates that entering trucks from the mid-block connector will drive over the pedestrian portion of the passage and come close to striking the corner of the solid waste storage area. By the next Recommendation meeting, the applicant must clarify the operations of the north/south alley and receive SDOT's concept approval.

Final Recommendation: Revisions to the alley, allowing some widening and elimination of the drive-thru, met with the Board's approval.

D-9 Commercial Signage. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

Initial Recommendation Meeting: The retail signage should not dominate the identity of the building. The Board requests a careful consideration of the signage including placement, size and type.

Final Recommendation: Develop a signage plan that does not allow the use of backlit, plastic banner shaped signs. The signage plan should be executed and approved by the land use planner prior to and finalized by Certificate of Occupancy.

D-10 Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

Initial Recommendation Meeting: Provide a concept lighting plan by the next Recommendation meeting. Also, provide night renderings of the northeast corner and other significant entries.

Final Recommendation: The Board did not comment on the lighting plan.

D-11 Commercial Transparency. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

D-12 Residential Entries and Transitions. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians.

Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

Initial Recommendation Meeting: The location of the significant open spaces at the residential entries provides a dual role for these exterior amenity areas as they must provide a forecourt or transition for resident ingress and egress and provide a larger role as a public or community benefit. To serve these purposes, the spaces must not appear to belong to the private sphere of the buildings.

Final Recommendation: Although the landscape architect made changes to the multiple plazas, the Board debated the merits of the open spaces at the corner of Fauntleroy / Alaska and the northwest corner at SW Alaska / 40th Ave SW. The Board recommended producing a stronger connection between the Alaska St grocery store entrance and the NE corner with paving and/other landscape elements. See D-1 guidance for the commercial entrance at the northwest corner plaza.

E. Landscaping

E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

Initial Recommendation Meeting: See Board guidance for D-1 and D-12.

Final Recommendation: See the Board’s recommended changes in guideline D-12.

E-3 Landscape Design to Address Special Site Conditions. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

Board Recommendations: The recommendations summarized below were based on the plans submitted at the July 11th, 2013 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the July 11th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the five Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Parking Location & Access SMC 23.47A.032A.1.a	Required alley access.	Access the east/west connector from Fauntleroy Way SW, 40 th Ave SW and the north-south alley.	<ul style="list-style-type: none"> The east-west mid-block connector will function as an alley. The existing east/west alley is proposed to be vacated. D-8 	Approved
2. Parking Location & Access SMC 23.47A.032F	Access to a loading berth shall be from the alley	Use of the mid-block connector for access to loading.	<ul style="list-style-type: none"> The east-west mid-block connector will function as an alley. The existing east/west alley is proposed to be vacated. D-8 	Approved
3. Locating of Parking SMC 23/47A.032B.1.a	Surface parking is not permitted between a structure and a street lot line.	Locate 4 visitor parking spaces within the structure along the Edmunds Street frontage.	<ul style="list-style-type: none"> Proposes a screen, plantings, architectural grill work between the vehicle parking and the ROW. D-6 	Approved

The Board recommended the following **CONDITIONS** for the project. (Authority referenced in the letter and number in parenthesis):

- 1) Change the white vinyl windows to a medium or dark tone. (C-4)
- 2) Enhance the Alaska Street entrance to provide greater visual prominence. (C-3)
- 3) Connect the Alaska Street entrance to the northeast corner plaza at the ground plane by the use of a paving pattern or other treatment. (D-12)
- 4) Use the clearest transparent glazing for all windows along Alaska St and 40th Avenue SW to allow visual access from the sidewalk to the store interior for the life of the project. (C-4)
- 5) Develop a signage plan that does not allow the use of backlit, plastic banner shaped signs. The signage plan should be completed and approved by the land use planner prior to and finalized by Certificate of Occupancy. (C-9)

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. The Director agrees with the conditions recommended by the four Board members and the recommendation to approve the design with departures, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated July 17, 2012. The information in the checklist, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision. The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations and/or circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of construction-related noise, air quality, earth, grading, construction impacts, traffic and parking impacts as well as its mitigation.

Noise

Noise associated with construction of the mixed use building could adversely affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Due to the proximity of the project site to residential uses and its locations within a SDOT designated construction hub, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Construction activities that involve vehicles designed and used primarily for grading, paving, earthmoving and other construction work shall be allowed weekdays from 7 am to 6 pm, excluding "legal holidays".

Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted.

Prior to issuance of demolition, grading and building permits, the applicant will submit a construction noise mitigation plan. This plan will include steps 1) to limit noise decibel levels and duration and 2) procedures for advanced notice to surrounding properties. The plan will be subject to review and approval by DPD. In addition to the Noise Ordinance requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:

Air Quality

Construction for this project is expected to add temporarily particulates to the air that will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the nearby residential buildings.

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition.

Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a

requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the construction permit.

The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

Excavation to construct the mixed use structure will be necessary with an estimated 95,700 cubic yards of material to be removed. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Impacts

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Traffic and Parking

Duration of construction of the tower may last approximately 20 months. During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675 B and M). Parking utilization along streets in the vicinity is near capacity and the demand for parking by construction workers during construction could reduce the supply of parking in the vicinity. Due to the large scale of the project, this temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse. In order to minimize adverse impacts, the applicant will need to provide a construction worker parking plan to reduce on-street parking until the new garage is constructed and safe to use. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 95,700 cubic yards of soil are expected to be excavated from the project site. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 9,570 round trips with 10-yard hauling trucks or 4,785 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Truck access to and from the site shall be documented in a construction traffic management plan, to be submitted to DPD and SDOT prior to the beginning of construction. This plan also shall indicate how pedestrian connections around the site will be maintained during the construction period, with particular consideration given to maintaining pedestrian access along SW Alaska St, Fauntleroy Way SW, 40th Ave. SW and SW Edmunds St.

Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area; increased demand for parking; demolition of older structures, and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, green house gas emissions, traffic, parking impacts, public view protection, historic preservation, shadows on public spaces, and glare impacts warrant further analysis.

Historic Preservation

The two former auto dealership buildings were reviewed by the Department of Neighborhoods (LPB645/13) and determined that it is unlikely, due in part to a loss of integrity, that the existing buildings would meet the standards for designation as landmarks.

Shadows on Open Spaces

SEPA section SMC 25.05.675Q states that access to sunlight represents an amenity of public open spaces, which acknowledges the possibility of designing and locating structures to minimize the extent to which they block light from public open spaces. The city of Seattle's Parks and Recreation Department has purchased property across 40th Ave SW from the site located to the south of the Bank of America branch. At this point in time, the vacant property does not have a park design associated with it. Determining shadows impacts by the subject proposal would be difficult without a design. Any impacts would not likely be adverse as shadows produced by morning sun would be cast on the northeastern most corner of the future park.

Glare

SEPA section SMC 25.05.675K, Light and Glare, serves to protect motorists, pedestrians and surrounding areas from adverse impacts from lighting and/or reflective surfaces. City policies authorize the department to condition or deny a proposed project to mitigate its adverse impacts due to light and glare. The tower at the corner of Fauntleroy Way and Alaska would not likely

augment glare from natural sunlight onto vehicle operators heading south on Fauntleroy Way due to its north facing position. In the evening, the same tower would not likely hinder south bound motorists as the majority of the glazing sits two stories above the street. Glare impacts do not warrant mitigation.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Transportation

Transportation impacts of the proposed development were identified in a Transportation Impact Analysis (TIA) prepared by the Transpo Group in November, 2013. The study evaluated traffic operations near the project site both without and with the development. It also identified project impacts on non-motorized transportation and examined the likely impacts of project-related delivery traffic.

With the proposed alley vacations, the project would have access to the roadway network from an east-west private mid-block connector (driveway) located roughly equidistant between SW Alaska Street and SW Edmunds Street, as well as a north-south alley running between SW Edmunds Street and the east-west alley. All access points would provide full access to adjacent streets, except that left turns from the site to Fauntleroy Way SW would be prohibited. A total of 592 parking spaces are proposed on-site, all of which could be accessed from either the alley or the proposed mid-block connector.

The TIA estimated the net increase in daily and PM peak hour trips expected to be generated by the project. Initial trip generation rates were identified using the Institute of Transportation Engineers' *Trip Generation Manual* (9th edition). These rates were modified to reflect local characteristics, utilizing journey-to-work data for the site's Census Tract. Over a full day, the project will add about 3,665 vehicle trips to the nearby roadway network. During the afternoon peak hour, the project is expected to add about 350 trips to the roadway network. These new trips were distributed to the roadway network using Census data, turning movements at adjacent intersections, and, for the retail trips, a survey of residential locations in the area.

The TIA evaluated the likely impacts of the proposed project at eight nearby intersections during the PM peak hour. The SW Alaska Street/California Avenue SW intersection is forecast to operate at Level of Service (LOS) E with or without the project. All other intersections in the study are projected to operate at LOS D or better with or without the project except SW Alaska Street/40th Avenue SW. Without the development, the southbound approach of this intersection is forecast to operate at LOS D; with the project, this would decrease to E. This is due to the limited number of gaps for southbound left and through movements at this intersection. Approximately 20 trips would be making this movement during the PM peak hour. Given the small numbers of trips that would experience this increased delay, this impact would not be significant.

Traffic operations also were assessed at the site access driveways. Traffic volumes at the site driveways include pass-by trips, which reflect trips made by vehicles already on the roadway system and passing by the site. The project is expected to generate roughly 1,614 daily and 156 PM peak hour pass-by trips. The total volume of driveway trips is the sum of the new project

trips described above and the pass-by trips; during the PM peak hour, a total of 506 vehicles trips would be made at the project driveways. All site access, including the mid-block connector, intersections are forecast to operate at LOS C or better during weekday PM peak hour with-project conditions.

Non-motorized transportation: As part of the mid-block connector, a dedicated six-foot pedestrian walkway will be provided on the south side of the connector between 40th Avenue SW and Fauntleroy Way SW. The walkway will be physically separated from the vehicle path. Additionally, a limited walkway is proposed on the north side of the east-west alley immediately west of Fauntleroy to provide access to the retail use. Turning movement diagrams illustrate that truck turning movements will not conflict with pedestrian movements along these walkways. Additionally, a bicycle lane will be added along Fauntleroy adjacent to the project site, replacing the existing sharrow along this section of roadway. This will improve vehicle and bicycle flow by separating the two travel modes.

Truck deliveries: The loading dock for the grocery store would be located on the east-west alley. A survey of truck deliveries at four Whole Foods stores in the Puget Sound region was conducted to estimate the likely volumes of grocery deliveries at this site. The daily average from these stores was 26 to 63 deliveries. It is expected that Whole Foods truck deliveries to the proposed project will consist of two semi-trucks and 30 to 40 smaller trucks, vans, and compact vehicles. One semi-truck delivery is expected to occur at 5:00 a.m., and the other between 7:30 and 9:00 p.m. Deliveries from the smaller vehicles would occur throughout the day, typically between 5:00 a.m. and 2:00 p.m. All trucks entering the site will be directed to exit via the north-south alley through a dock management plan (see below) and route signage. Minor channelization changes are recommended along Edmunds to accommodate trucks exiting the north-south alley and turning east towards Fauntleroy. The design of the Fauntleroy Way frontage at the east end of this alley would accommodate truck maneuvering while providing safe facilities for pedestrians. As noted above, the truck maneuvers are not expected to impede the pedestrian paths within the private alley.

A dock management plan has been proposed to manage site deliveries, and is included as a condition of permit approval, below. The plan defines acceptable delivery schedules, delivery patterns, loading dock operations, and enforcement. The goal of the dock management plan is to minimize impacts to the surrounding neighborhood and roadway network for any future delivery volume. In addition to the loading docks, on-street loading areas will be established to accommodate smaller delivery vehicles, including those associated with ancillary retail uses. Drug store deliveries would occur along the eastern edge of the north-south alley in the surface loading zone; approximately five mid-sized truck deliveries per day are anticipated. With the mitigation described in this section, no significant transportation impacts are anticipated pursuant to SMC 25.05.675 R.

Parking

The project is proposing to supply 594 parking spaces. The below-grade parking garage could be accessed from both the east-west and the north-south alleys. In addition to the off-street parking supply, the project would develop approximately 21 on-street parking spaces as part of the frontage improvements.

The peak parking demand for the proposed project was estimated based on data provided in ITE's *Parking Generation* manual (4th edition), the Urban Land Institute's *Shared Parking* handbook (2nd edition), and local vehicle ownership data. Parking demand for retail uses typically peaks during the day, and residential parking demand peaks in the late evening and

overnight. To reflect these differing peaks, and the potential for a single parking space to serve multiple users at different times, Transpo developed a shared parking analysis, indicating the peak overall parking demand for the project, as well as the distinct peaks of the retail and residential uses. (The calculations were updated in a February 2014 memo based on small revisions to the project description.) This analysis indicates that the peak overall demand will be for 440 parking spaces, and will occur around 8:00 p.m. Based on the proposed parking supply of 594 spaces, the peak demand could reasonably be accommodated on-site, although some retail customers may choose to park on-street if spaces are available. No parking impact is anticipated pursuant to SMC 25.05.675 M.

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are anticipated to be non-significant. The conditions imposed below are intended to mitigate construction impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2C.

[] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

CONDITIONS – DESIGN REVIEW

Prior to MUP Issuance

Revise plans sets to show:

1. Change the white vinyl windows to a medium or dark tone.
2. Enhance the Alaska Street entrance to provide greater visual prominence.
3. Connect the Alaska Street entrance to the northeast corner plaza at the ground plane by the use of a paving pattern or other treatment.
4. Use the clearest transparent glazing for all windows along Alaska St and 40th Avenue SW to allow visual access from the sidewalk to the store interior for the life of the project.
5. Develop a signage plan that does not allow the use of backlit, plastic banner shaped signs. The signage plan should be completed and approved by the land use planner prior to and finalized by Certificate of Occupancy.

Prior to Building Application

6. Include the departure matrix in the zoning summary section on all subsequent building permit plans. Add call-out notes on appropriate plan and elevation drawings in the updated MUP plans and on all subsequent building permit plans.

Prior to Commencement of Construction

7. Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project.

Prior to Issuance of a Certificate of Occupancy

9. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bruce P. Rips, 206.615-1392). An appointment with the assigned Land Use Planner must be made at least one week in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

For the Life of the Project

10. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bruce Rips, 206.615-1392). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

CONDITIONS – SEPA

Prior to Issuance of a Demolition, Grading, or Building Permit

11. Submit a construction traffic management plan to be reviewed and approved by SDOT and DPD. The plan shall, at a minimum, identify truck access to and from the site, pedestrian accommodations, and sidewalk closures. Large trucks (greater than two-axle) shall be prohibited from entering or exiting the site between 3:30 P.M. to 7:00 P.M.
12. Subject to SDOT approval, provide plans that demonstrate how left-turns from the east-west mid-block connector to Fauntleroy Way SW will be prohibited.
13. Subject to SDOT approval, provide plans indicating rechannelization of SW Edmunds Street between the alley and Fauntleroy Way SW. The intent of the rechannelization is to accommodate a single truck queued eastbound at the light while still allowing vehicles to travel westbound on Edmunds.
14. Provide a dock management plan to DPD that defines acceptable delivery schedules, delivery patterns, loading dock operations, and enforcement. The focus of the plan will be grocery deliveries, but will include deliveries to the drug store to the extent feasible. The goal of the dock management plan is to minimize impacts to the surrounding neighborhood and roadway network for any future delivery volume.
15. Indicate the proposed location of route signage directing delivery trucks to exit the site via the north-south alley.

During Construction

16. All construction activities are subject to the limitations of the Noise Ordinance, however, construction activities that involve “special construction vehicles” as defined in [SMC 25.08.340](#) shall be more restricted: such activities shall only be allowed weekdays from 7am to 6pm, excluding “legal holidays” ([SMC 25.08.155](#)). Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.
17. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Bruce Rips, (206-615-1392) at the specified development stage, as required by the Director’s decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved.

Signature: (signature on file) Date: June 12, 2014
Bruce P. Rips, AAIA, AICP
Department of Planning and Development