Design Review Recommendation

Westwood Village
High Retail;
High Traffic
Current Location
Clearview Eye Clinic

April 16, 2015
DPD Project #3017306
7520 35th Avenue Ave SW
Seattle, Washington

Morgan & 35th Ave
Major Intersection,
Commercial & Institutional Uses

Barton & 35th Ave
Major Intersection,
Commercial Uses

7520 35th Ave - Site Location
NC2 Node - Minor Intersections
Evolving, Diverse Uses

Clearview Eye Clinic
7520 35th Ave - Site Location
NC2 Node - Minor Intersections
Evolving, Diverse Uses

Westwood Village
High Retail;
High Traffic
Current Location
Clearview Eye Clinic
2. PROJECT GOALS

PROJECT VISION

• Establish a high quality mid-block building in a transitional commercial zone and encourage future beneficial urban development.
• Provide permanent home for existing ophthalmology practice with more than a 60 year legacy in West Seattle, developed, owned and operated by practitioners that live in the neighborhood.
• Activate the neighborhood with 120+ customer visits per day
• Provide an enhanced pedestrian destination and environment.
• Stimulate existing, adjacent retail and commercial businesses.
• Provide a visual upgrade to the neighborhood.
• Provide opportunity for commercial tenant space and new retail activity.
The proposed development is a three-story building with structured and surface parking. The uses will be first floor structured parking and retail, and the second and third floors will be an Eye Clinic. Total square footage of the building is approximately 17,900 square feet.

b. First floor retail approximate square footage: 4,500 square feet, including mezzanine space.

c. Second and third floor Commercial (Eye Clinic) approximate total square footage: 13,400 square feet.

d. Approximate number of parking stalls: Surface parking for 29 parking stalls.

e. No residential units are proposed.

f. The existing alley is un-improved and is proposed to be upgraded from the south border of the site north to SW Webster Street. The alley is 16 feet wide with single family zoning bordering the alley's eastern edge. One single-family garage is located across from the site on the eastern alley edge. Power poles with telephone lines serve the structures on both sides of the alley. The proposal would use the alley for vehicle ingress/egress but due to the narrowness of the alley and it's shared use with other neighbors, garbage, utility vehicles, etc. the proposal requires maintaining the existing curb cut off 35th Avenue SW to alleviate traffic conflicts.

Maintaining the existing curb cut (currently serving Red Star Pizza's parking area) is crucial to the proposed Eye Clinic's vehicular access and egress. The facility will average the following:

- 120 patients per day plus a staff of 20.
- 4 daily deliveries by truck (UPS, USPS, Fed Ex, laundry, etc);
- King County Access bus twice a day, several times a week;
- South King County Access bus twice a day, several times a week;

The facility requires easy access for patient transfer by Emergency vehicles.

The majority of patients are over 65 and many with vision issues. A traffic study and facility-use analysis has been prepared that support the case for maintaining the existing curb cut off of 35th Avenue SW to alleviate traffic conflicts.
Site Context

4. EXISTING SITE CONDITIONS
Site Context

Required set-back:
0’ up to 13’ height;
2’ above 13’ height

Project Site

Existing curb cut on 35th Ave SW

Existing buildings to be removed

Existing 4-story apartment building

Existing commercial and residential use buildings to remain

Existing alley is unimproved between SW Webster St and near SW Holden St

Street & sidewalk slope down north to south approximately 7’ across site frontage
Local Architecture

Swedish Automotive

Seattle Public Library - High Point Branch

High Point Medical / Dental Building

Fire Station #37

Seattle Public Library - SW Branch
**SITE**

**SITE CONTEXT**

**35TH AVENUE SW - EASTSIDE**

- **NOTABLE FEATURES**
  - Fire Station is nicely designed and is a relatively new facility.
  - Bus stops exist in front of gas station and Edwards-Jones Investments.
  - Hill Crest Apartments adjacent to proposed site is a large building with long facade (approx. 200’ long).
  - Note: Block between SW Webster and SW Holden is approx. 600’ long.

- **DESIGN CUES**
  - Hill Crest Apartments for height and modulation cues.
  - Provide street trees to enhance the street scene by continuing the existing street trees fronting Hill Crest Apartments and gas station.
  - Olympic Manor retail frontage

**35TH AVENUE SW - WESTSIDE**

- **NOTABLE FEATURES**
  - On west side of 35th Avenue SW street trees front the former Mars Hill Church, Debonaire Apartments and the Olympic Manor apartments.
  - Olympic Manor apartments have some active commercial pedestrian activity at the street level.

- **DESIGN CUES**
  - Provide street trees to enhance the street scene by continuing street tree plantings.
  - Provide an active pedestrian friendly commercial frontage to enhance the activity that exists at the Olympic Manor apartments.
NEIGHBORHOOD AERIALS

Looking East

Looking North

Looking South

Looking West
ZONING ANALYSIS: PER SMC TITLE 23

a. Zoning: NC2-40
b. Lot area: Approximately 14,970 sq.ft. (Does not include portions of the two northern parcels)
c. 23.47A.008: Street level development standards:
   B.3: Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.
d. 23.47A.012: Structure height:
   A: Height limit is 40 feet
   1.a: the height of a structure may exceed the limit by up to 4 feet if a floor-to-floor height of 13 feet or more is provided by non-residential uses at street level.
e. 23.47A.014: Setback requirements
   B.2: A setback is required along any rear or side lot line that abuts a lot in a residential zone as follows:
   B.2.a: A 10 foot setback is required above 13 feet in height when abutting a residential zone.
   B.4: One-half of the width of an abutting alley may be counted as part of the required setback.
f. 23.47A.016: Landscaping and screening standards
   A.2: Landscaping that achieves a Green Factor score of 0.30 or greater is required.
g. 23.47A.032: Parking location and access
   B.1c: Parking to the side of a structure shall not exceed 60 feet of street frontage (exhibit B).
   D.1: Access to off-street parking may be from a street if, due to the relationship of an alley to the street system, use of the alley for parking access would create a significant safety hazard as determined by the Director.
h. Miscellaneous information and requirements:
   Bus stops are located on SW Webster (north bound) and between SW Webster and SW Austin (south bound). Bus route is #21.
Design Considerations

MASSING COMPARISON - ALTERNATIVE #2, EDG #2

- Building aligned with 35th Avenue SW
- Reduces impact on single family zone edge to east.
- Presents combination of blank and fenestrated facades to street frontage.

[Images of architectural drawings and plans]
MASSING COMPARISON - CURRENT DESIGN

- Bulk of the building has been modulated and set back from street.
- Additional retail space added to street level at north.
- Southwest corner setback & upper stories respect datum lines of Hillcrest Apartments.
- Parking frontage reduced and screened.
Design Considerations

Proposed Project

Existing 1-Story Commercial Use (Grocery Store)
Existing Surface Parking
Existing Single-Family Use
North Retail Space
Vehicle Access At Existing Curb-Cut
Main Entry
Designated Pedestrian Access
Designated Pedestrian Access
Optical / Eye Wear Retail
Existing 4-Story Hillcrest Apartments

14. 35TH AVENUE ELEVATION
Design Considerations

- Elevator / Stair / Mechanical Penthouse
- Rooftop Mechanical Units
- Solar Arrays
- Roof Access Stair
- Rooftop Deck and Green Roof Plantings

Rooftop Looking West
Rooftop Deck and Green Roof Plantings
Roof Access Stair
Solar Arrays

Rooftop Looking East
Elevator / Stair / Mechanical Penthouse
Rooftop Mechanical Units

Rooftop Looking West
Rooftop Deck and Green Roof Plantings
Roof Access Stair
Solar Arrays

Rooftop Looking East
Elevator / Stair / Mechanical Penthouse
Rooftop Mechanical Units
Design Considerations

East façades are set back between 55' & 70' from alley centerline and single family zone to the east.

North façades light well slot & recessed siding treatment.

North portion of street façade has 10' setback modulation.

3rd level ASC alternative siding.

Laminate ‘wood’ tone cladding at street level & roof overhangs.

NORTH, EAST & WEST FACADES
Design Considerations

2nd & 3rd floor façades are setback to approximate adjacent apartment building.

SW corner is setback 13' from property line and is 8' wide.

Retail space is along property line at widened sidewalk, but is set back 8' from SW corner.
Design Considerations

Optical / Eye Wear Retail Entry

North Retail Entry

Main Building Entry

North Retail Plaza & Pedestrian Walkway
Design Considerations

Surface Parking Fence and Landscape Screening

Alley Looking South

Alley Entrance to Surface Parking
Design Considerations

- Main Building Sign
- Optical / Eye Wear Sign
- Main Entry Address Sign
- North Façade Logo Sign
- North Retail Blade Sign
- Secondary Building Sign
Design Considerations

Examples of design patterns to be avoided
- Dark, obscure 'garage' door vehicle access
- Low ceiling, uninviting parking and drop off/pick-up area
- Poor sight-lines
- No accommodation for pedestrians

Design example of successful integration of vehicle access, pedestrian circulation, building entry, and parking.
Design Considerations

- **Green Wall, Landscape Parking Screen**
- **Open, 14’ high pass through from 35th Avenue entrance**
- **Pedestrian Path**
- **North Retail**
- **Proposed Vehicle Access at Existing Curb-Cut Location on 35th Ave SW**
- **Pass-through to surface parking, drop off / pick up access**
- **Access Pass-Through From Street**
- **Access Pass-Through From Street**
- **Access Pass-Through From Parking**
- **Main Entry**
- **Accessible Parking Stalls, Drop-Off / Pickup Area**
- **Pedestrian Walkways**
- **All walkways barrier free - no curbs**
- **Access Pass-Through Plan**
- **Vehicle access at 35th Ave SW**
- **Covered pass through access and drop off / pick up**
- **Bollards along pedestrian path, typ**
- **Load Unload**
- **North Retail Proposed Vehicle Access at Existing Curb-Cut Location on 35th Ave SW**
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- **Load Unload**
30% Complete Street Improvements Plans
NOT FOR CONSTRUCTION

CURRENT STATUS OF SIP SUBMITTAL:

- 30% submittal complete
- Corrections received and in process
- Existing street tree approved for replacement
- No alley widening required
- Approved to proceed with 60% submittal
- Approval includes use of 35th Avenue SW curb cut and alley for access
- Landscape bulbs denied; OK to paint curb red and place 'No Parking' signs

Alley access approved
Design Considerations

- Proposed street tree deleted due to proximity to light pole
- Additional street tree approved
- 35th Avenue SW access and egress approved
- Proposed landscape bulbs denied
26. AERIAL MASSING

Overall Design

Aerial View Looking Northeast

Vehicle access & covered drop-off & pick-up

Aerial View Looking Southeast

Vehicle access at existing curb-cut

North façade architectural treatment

Façade modulation

Façade modulation

Aerial View Looking Northeast
55'-70' setback from alley / single-family zone edge

Improved alley to SW Webster St
Overall Design

WEST RENDER
Overall Design

- Planting strip transition to adjacent property
- Existing light pole
- Roof overhang weather protection
- Retail plaza/patio
- 2'x4' scored concrete
- Street planting strip
- 14' tall green wall
- Raised planting bed with tree
- Benches and bicycle rack
- Entry marquee
- Vehicle access via 35th Ave SW
- Covered pass-through access and drop-off/pick-up
- 1x4 paver pedestrian walkway
- North retail
- Adjacent single family house use
- Surface parking (permeable asphalt)
- Bollards along pedestrian path
- Building above
- Alley access
- Covered pass-through access and drop-off/pick-up
- 1x4 paver pedestrian walkway
- Planting bed and tree
- Screen wall
- 5' wide planting strip and trees along alley
- Accessible All walkways barrier free - no curbs
- Existing power pole
- Japanese Maple tree, typical per Landscape plan
- Wood fence on alley P.L.
- Planting bed and fence on P.L.
- Adjacent apartment building
- Screen wall
- North retail
- South retail eyewear/optical
- 35th Avenue SW
- Alley
- Delivery load/unload
- Street planting strip, typ
- Widened sidewalk
- Street trees per SDOT, typ
- Existing utility poles
- Canopy along south retail
- Planting bed, tree and 14' tall green wall at SW corner setback
- Retail entry
- South retail eyewear/optical
- North retail
- Adjacent single family house use
- 1x4 paver pedestrian walkway
- Surface parking (permeable asphalt)
- Bollards along pedestrian path
- Building above
- Alley access
- Covered pass-through access and drop-off/pick-up
- 1x4 paver pedestrian walkway
- Planting bed and tree
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- South retail eyewear/optical
- 35th Avenue SW
- Alley
- Delivery load/unload
- Street planting strip, typ
- Widened sidewalk
- Street trees per SDOT, typ
- Existing utility poles
- Canopy along south retail
- Planting bed, tree and 14' tall green wall at SW corner setback
- Retail entry
Overall Design

- Rooftop deck, concrete pavers on pedestals
- Concrete raised tree and planting beds
- North wall light well
- 42" high guard rail parapet and mechanical screen, continuous
- Maintenance walk pads
- Proposed solar array
- Elevator penthouse, stair and mechanical room
- Mechanical unit, typical
- Roof planting beds
Overall Design

- North Retail
- Commercial Parking & Van Access
- Metal Panel Cladding
- Green Wall
- Concrete Cladding
- Canopy
- Green Wall

Specific Details:
- Parapet & Mechanical Screen
- Sunscreen (typ)
- Roof Stair Access (beyond)
- Elevator Penthouse & Mechanical Room
- Metal Cladding
- Mechanical Vents

West Elevation
4/6/15
Overall Design

- Sunscreen (typ) 12
- Parapet & Mechanical Screen 1
- Elevator Penthouse & Mechanical Room 1
- Mechanical Vents
- Sunshade (typ) 4
- Roof Stair Access (beyond) 1

- Green Wall (Beyond) 1
- Metal Cladding 1
- Surface Parking 2
- Metal Cladding 2
- Green Wall 11
- Drop Off / Pick-Up Access Pass Through 11

- Mechanical Vents
- Parapet & Mechanical Screen
- Elevator Penthouse & Mechanical Room
- Sunshade (typ)
- Roof Stair Access (beyond)

- Sunscreen (typ)
- Parapet & Mechanical Screen
- Elevator Penthouse & Mechanical Room
- Mechanical Vents
- Sunshade (typ)
- Roof Stair Access (beyond)
Overall Design

- Metal Cladding
- Drop off / pickup
- So. retail entry

Elevator Penthouse & Mechanical Room

- Rooftop solar array
- Rooftop deck planters
- Mechanical Units

North retail

Access pass through
EXTERNAL MATERIALS & ELEMENTS

1. **Metal Panel Cladding**
   - Centria “Chromium Gray” #971

2. **Metal Panel Cladding**
   - Centria “Zinc Blue” #766

3. **Laminate Panel Cladding**
   - “Parklex” #Ambar

4. **Windows/Door Frames & Sunshade**
   - Clear Anodized Aluminum (typ)

5. **Retail & Adjacent Doors and Cladding**
   - Bone White

6. **Concrete**

7. **Sidewalk Paving**
   - 2' x 2' scored

8. **Walkway Pavers**
   - 2' x 2'

9. **Alternate Walkway Pavers**

10. **Wood Fence**

11. **Green Screen**
    - 14’ high

12. **Sunscreens**
    - Perforated metal

13. **Planter Bench**

14. **Sidewalk Bench**

15. **Landscape Light**

16. **Wall Sconce**

17. **Bollard Light**

18. **Pedestrian Walkway Light**

19. **Inground Light**
**Bioretention Plants**

- Acer circinatum
- Acer truncatum x Acer platanoides Warrenred
- Carex obnupta
- Iris douglasiana
- Juncus effusus
- Symphocarpus x chenaultii Hancock

**Green Roof Plants**

- Bamboo multiplex
- Cotinus coggyria Royal Purple
- Lavandula angustifolia Munstead
- Miscanthus sinensis Purpurascens
- Nasella tenuissima
- Pennisetum alopecuroides Little Bunny
- Rhodanthia hirta Indian Summer

**Streetscape & Site Plants**

- Acer palmatum Tobiosho
- Berberis thunbergii f. atropurpurea Bagatelle
- Clematis armandii Vine
- Cornus sericea Kelseyi
- Liriope spicata Silver Dragon
- Nandina domestica Moyers Red
- Prunus laurocerasus Mount Vernon
- Styax japonica
- Teucrium chamaedrys
Overall Design

Landscaping Plan

Roof Deck
PLANTING SCHEDULE

<table>
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<tr>
<th>PLANTING NOTES</th>
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<tbody>
<tr>
<td>1. THESE PLANTING NOTES ARE INTENDED TO SIMPLIFY THE PLANTING PROGRESS AND TO MAKE THE LANDSCAPING REQUIREMENTS CLEAR. THEY ARE NOT INTENDED TO BE A SUBSTITUTE FOR THE LANDSCAPE DESIGN CONTRACT WHICH WILL BE SENT TO THE CONTRACTOR FOR THEIR INFORMATION AND GUIDANCE.</td>
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<td>2. ALL PLANTING NOTES ARE TO BE CONSIDERED AS A PART OF THE LANDSCAPE DESIGN CONTRACT AND WILL BE BOUND BY LAW.</td>
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<td>3. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL PLANTING REQUIREMENTS ARE MET.</td>
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<th>PLANTING ABBREVIATION</th>
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<tr>
<td>A = Annual</td>
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<td>B = Biennial</td>
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<td>C = Coniferous</td>
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<td>F = Ferns</td>
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<td>L = Lichen</td>
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<td>M = Moss</td>
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<td>N = Nasturtium</td>
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<td>O = Octopus</td>
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<td>P = Perennial</td>
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<td>V = Vegetable</td>
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<td>W = Water</td>
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<tr>
<td>X = Xeriscape</td>
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<tr>
<td>Y = Yucca</td>
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IRRIGATION NOTES

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PLANTING LEGEND
DETAILED DESIGN AT 35TH AVE ENTRY
Detailed design at optical / eye wear retail
DETAILED DESIGN AT 35TH AVE SCREENING
Implementation

- Uplights at planter and green wall
- Walls at North retail
- Walls at South retail
- Uplights at planter and green wall
- Drive over lights at driveway edge
- Landscape pedestal down lights
- Baffled 'dark sky' pole mounted lights (3) shown
- Pathway lights, typ.
- Recessed downlights at building overhang
- Recessed downlights at pass through
- Surface mounted downlights at entry
- Bollard lights at pedestrian walkway
- Wall sconces at North retail
- Wall sconces at South retail
- Surface mounted downlights at entry
- 35th Avenue SW
- Alley
- 48th Avenue SW
SIGNAGE CONCEPTS

Signage: conceptual sign locations are include an address sign on entry marquee facing 35th Ave SW; vertical sign on the fin wall facing south; horizontal sign at fin wall facing north. Signs may include “Clearview”.

Clearview signs will be in a simple font, with softly backlit channel lettering.

Additional signage will include blades signs for pedestrian level retail spaces.

Please review the concept sketches for location and scale.
DESIGN GUIDELINES

Design Concept and Massing: The design and siting pattern of the new commercial development should provide an appropriate transition to a less intensive zone, exhibit form and features identifying the interior functions, be compatible with the anticipated scale of development, and complement the architectural character of neighboring residential buildings. (CS2.A.2, CS2.C.2, CS2.D.1, CS2.D.2, CS2.D.3, CS2.D.4, CS2.D.5)

Response:
The existing midblock commercially zoned site on the east side of 35th Avenue SW has a large multi-family apartment building to its immediate south and an acetic array of mostly smaller buildings to the north, across the street and at the nearest intersection of 35th avenue SW and SW Webster Street. Uses vary also from single family houses to apartments to auto repair. There is a church building in the vicinity and other single story commercial uses. The newest building is Fire Station #37 a block away and less than 5 years old. All the other buildings vary from about 30-75+ years old.
The site has a zone edge condition to a Single Family (SF5000) zone across the existing alley to the East.

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

Response:
The design of the proposed building accommodates the programmatic requirements of this owner-occupied eye clinic use. It approximates the scale of the adjacent apartment building. It establishes a visibility appropriate to its function and sets a presence for quality, future development.

CS2-C.2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

Response:
The scale of the proposed building continues the relative heights and similar setbacks of the adjacent apartment building. With its ground level commercial/retail use, it engages the street edge directly, provides widened sidewalks and improves the opportunity for street level/pedestrian interaction.

CS2-D.1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

Response:
The scale of the proposed building continues the relative heights and similar setbacks of the adjacent apartment building. Its bulk at less than 50% of the maximum allowed, set back from the alley and oriented along 35th Avenue, diminishes the impact on the single family zone to the east. This is an improvement over the large adjacent apartment building to the south. The building’s design along 35th Avenue SW anticipates future development to the north, encouraging similar height, bulk and scale allowed by this NC2-40 zone.

CS2-D.2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

Response:
The building site is nearly square, with no notable vegetation, and for most of its length slopes gently down approximately 2 feet from north to south (elev. 497’ to 495’). There are existing rockery/retaining walls on adjacent properties along the north and south property lines. The existing sidewalk and street have a constant grade along the site frontage that slopes a total of 5 feet from north to south (elev. 498’ to 493’). The building design selects a mid-point elevation for the main level entrance and entrance at 496’ and an elevation of 497’ for the north retail. This combination allows for barrier free access from a majority of the sidewalk frontage and surface parking under and behind the building footprint.

CS2-D.3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale anticipated development potential of the adjacent zone and the proposed development.

Response:
The site has a zone edge condition to a Single Family (SF5000) zone across the existing alley to the East. The proposed building design is voluntarily set back approximately 55’ from the alley centerline (required setback is 10’ above 13’ height). The alley edge has a wood fence and a 5’ wide landscape buffer screening the surface parking for the building from the single family zone to the east.

CS2-D.4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

Response:
The mass of the building is held towards the 35th avenue frontage and is modulated to reflect the interior function. The east facing façade setbacks from the alley centerline are 55’, 74’ and 79’.

CS2-D.5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

Response:
The building location on the site and the placement of fenestration minimizes the disruption of privacy of adjacent buildings. The south facing façade is modulated and is largely blank facing the existing apartment building, which has blank north façade. The east façades are set back (as noted above) from the alley and single family zone to the east with minimal fenestration reflecting the interior function of the building.

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

PL1-A Network of Open Spaces

PL1-A.1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

Response:
The existing open spaces in the neighborhood consist primarily of paved vehicle access and surface parking lots with some landscaped areas abutting the street scape. The proposed building design incorporates a widened sidewalk, open plaza and entry areas at the retail locations, enhanced right-of-way landscaping, amenities and landscaping screening. Pedestrians can egress/ingress from the alley.

PL1-A.2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

Response:
The proposed building design provides opportunity for sidewalk level, open spaces and interaction along the north retail sidewalk. Additionally, the building entry and south retail areas are open to a widened sidewalk and plaza area allowing for the placement of benches, bicycle parking with enhancing opportunities for people to gather and pause.
DC2-B Architectural and Façade Composition

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

Response:
The building façades are designed to utilize primarily (3) high quality cladding types to develop a consistent vocabulary reflecting the building’s form and expressing internal functions. The façades include a system of fenestration utilizing a consistent module and proportion for single and multiple window groupings. The openings create a pattern that is reflected in the cladding joints both horizontally and vertically. The cladding patterns are also utilized to add interest to the areas of the façades that are necessarily blank due to the clinic’s internal functions.

It is imperative that the project provide an appropriate transition to the single-family-zoned properties to the east and be respectful to adjacent properties, particularly the neighboring residential development to the south. The Board appreciated that the north-south massing orientation would provide for additional building setback from the alley of Option #2 design respectfully responded to the residential properties to the east. However, the Board felt that a similar gesture to the neighboring residential property to the south was warranted. Therefore, the Board stated the future design should appropriately respond to the setbacks and datum lines of the residential property to the south to allow for light and air to the residential neighbors. At the Recommendation meeting, the Board expects to review a study that explores a voluntary setback at the southwest corner up the project to the existing datum or other design that meets the intent of this Board direction. (CS2.C.2, CS2.D.1, CS2.D.5)

Response:
The building façades are designed to utilize primarily (3) high quality cladding types to develop a consistent vocabulary reflecting the building’s form and expressing internal functions. The façades include a system of fenestration utilizing a consistent module and proportion for single and multiple window groupings. The openings create a pattern that is reflected in the cladding joints both horizontally and vertically. The cladding patterns are also utilized to add interest to the areas of the façades that are necessarily blank due to the clinic’s internal functions.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage façades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

Response:
The building façades are designed to utilize primarily (3) high quality cladding types to develop a consistent vocabulary reflecting the building’s form and expressing internal functions. The façades include a system of fenestration utilizing a consistent module and proportion for single and multiple window groupings. The openings create a pattern that is reflected in the cladding joints both horizontally and vertically. The cladding patterns are also utilized to add interest to the areas of the façades that are necessarily blank due to the clinic’s internal functions.

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building and enhances access to light and air for the existing 4 units at the northwest corner of the existing 4 story apartment building. The setback also helps to maintain sightlines from these units to the street. Additionally, the building design for the south half of the 2nd and 3rd floors incorporates a street setback that approximates the setback of the facades of adjacent apartment building that are forward to the street. Lastly, the north half of the street façade is set back an additional 10 feet, providing additional modulation similar to the existing apartment building to the south.

CS2-C Relationship to the Block

CS2-C-2. Mid-Block Sites: Look at the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

Response:
The scale of the proposed building continues the relative heights and similar setbacks of the adjacent apartment building. With its ground level commercial/retail use, it engages the street edge directly, provides widened sidewalks and improves the opportunity for street level/pedestrian interaction.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

Response:
The scale of the proposed building continues the relative heights and similar setbacks of the adjacent apartment building. Its bulk at less than 50% of the maximum allowed, set back from the alley and orientated along 35th Avenue, diminishes the impact on the single family zone to the east. This is an improvement over the large adjacent apartment building to the south that is closer to 100% of the allowable FAR and is built close to the alley.

The proposed building’s design along 35th Avenue SW anticipates future development to the north, encouraging similar, height, bulk and scale allowed by this NC2-40 zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

Response:
The building location on the site and the placement of fenestration minimizes the disruption of privacy of adjacent buildings. The south facing façade is modulated and is largely blank toward the existing apartment building, which is also blank. There are no windows that look into adjacent apartment units from the proposed clinic building. The east façades are set back (as noted above) from the alley and single family zone to the east with minimal fenestration reflecting the interior function of the building.

35th Avenue Southwest Frontage: The Board felt that the design of the building should incorporate a stronger retail presence along 35th Avenue Southwest. The Board expressed a desire to see how the building could engage the streetscape in a meaningful way.

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

Response:
The building has two primary points of entry. The main entry plaza is recessed back from the street allowing barrier free access from the sidewalk and the covered and surface parking areas. It is anchored by a vertical fin element with signage above and also announced by a projecting marquee that extends over the widened sidewalk and his higher than adjacent awning projections at the retail frontage. This recessed entry provides weather protection and contains both the clinic’s optical/eyewear entry doors as well as the eye clinic lobby. The entire area is fitted with glazed doors and adjacent windows that extend the full height of the ground level space (approximately 14’). From this entry plaza the sightlines are favorable in all directions: into the retail area, the lobby area, out to the street, and across to the covered parking area of the north retail. The north retail area has the second primary entry that is dedicated to the space and oriented to the street. This entry is setback from the sidewalk with its own plaza/patio and contains doors that can opened completely to extend the interior retail space to the outside. The north retail has its own overhanging roof projection to provide a distinct identity, sense of entry, weather protection and signage opportunities.

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PL3-C Retail Edges

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

Response:
The north retail street facing façade is setback from the street with an open plaza/patio and large glazed doors that can be opened in agreeable weather. The south retail space is the eye clinics’ dedicated optical/eyewear space and is accessed directly from the street via a covered, recessed entry shared with the main building entry. These multiple entries are largely glazed allowing deep views into the retail and lobby interior from the sidewalk.

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

Response:
The north retail street has large glazed doors that can be opened in agreeable weather. The optical retail has the majority of its street edge façade glazed in a variety of window shapes allowing for complete visibility to the merchandising displays. Both retail spaces as well as the building entry/lobby feature double height space (14’ plus) and allow for mezzanines spaces that overlook and serve the ground/street level spaces.

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

Response:
The north retail space is designed to engage the widened sidewalk and the façade is setback from the street with an open plaza/patio and large glazed doors that can be opened in agreeable weather. This allows for outdoor seating/dining/display, Additionally, the right-of-way improvements include widened sidewalks and additional areas for seating/bicycle parking directly in front of the building entry and south retail entry.

The Board encouraged the applicant to consider the setbacks of adjacent structures along 35th Avenue Southwest frontage in designing street-level interaction in a manner that contributes to the pedestrian level experience. The Board reiterated that additional setback along 35th
Avenue Southwest would be appropriate to achieve a good human scale and reinforce the existing spatial characteristic of the street frontage to the south (e.g., Hillside Apartments). (DC2.A, DC2.B)

Response:
The overall design includes voluntary setbacks at the SW corner (as described above), and on the north retail space. Additionally, the building design for the south half of the 2nd and 3rd floors incorporates a street setback of 5 feet and approximates the setback of the facades of adjacent apartment building. Lastly, the north half of the street façade is set back 10 feet, providing additional modulation which breaks down the scale of the overall façade and mimics the adjacent Hillside Apartments pattern of varying street façade positions.

DC2-A Massing

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

Response:
The proposed massing of the building is primarily arranged to reinforce a strong street frontage presence and create open space behind, separating the commercial use from the single-family zone edge. This open space is screened with fencing and landscaping and includes surface parking. To engage the street, the proposed design includes sidewalk setbacks as described above and creates pockets of open space at the North retail, near the main entry and at the southwest corner. These spaces are either landscaped or provide activity space along the sidewalk in combination with internal uses (north retail).

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

Response:
The design of building overall and individually each façade contains secondary elements to add architectural interest, articulation of interior functions and break down the larger expanses of the facades. On the west (street) elevation this includes street level awnings and marquees. On the 2nd and 3rd levels all of the fenestration includes sunshades or cowlings for functional sun protection and also adding texture and variety to the façade. There are also two vertical fins that extend up the main façade and become horizontal overhangs. The larger of these two marks the main entry. The smaller replicates the shape in a reduced scale commensurate with the north retail space. Lastly, there are variations in the façade cladding adding horizontal bands at the ceiling levels and a small step back at the parapet.

DC2-B Architectural and Façade Composition

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

Response:
The building facades are designed to utilize primarily (3) high quality cladding types to develop a consistent vocabulary reflecting the building’s form and expressing internal functions. The facades include a system of fenestration utilizing a consistent module and proportion for single and multiple window groupings. The openings create a pattern that is reflected in the cladding joints both horizontally and vertically. The cladding patterns are also utilized to add interest to the areas of the facades that are necessarily blank due to the clinic’s internal functions.

The Board supported a design that included elements that would better interact with the streetscape and/or emphasize retail edge connectivity with the public spaces. At the Recommendation meeting, the Board expects to review an ensemble of elements (entries, weather protection, architectural features, lighting, pedestrian amenities, etc.) that are incorporated in the commercial development. The Board also encouraged the applicant to explore the inclusion of an additional commercial use at the street-level as a method to further activate the streetscape. (CS2.B.2, PL2.C, PL3.A, PL3.C)

Response:
The streetscape design overall has been developed to integrate with the proposed retail spaces, entries and vehicle access from 35th Avenue SW. This includes awnings, overhangs, recesses, landscaping and screening to enhance the pedestrian experience. The current design has added retail space on the north side of the building that in previous versions was screened surface parking.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B.2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

Response:
The main lobby entry and clinic optical/eyewear retail entry share a weather protected, generously scaled space that connects directly to the widened sidewalk and expanded streetscape area with seating and bicycle racks. This area of the building is anchored by the vertical fin and horizontal overhang that is highly visible from both sidewalk and street. Both pedestrians and vehicle occupants can readily identify the building’s use, recognize entry points, and comfortably and safely approach and access the building. Additionally, both retail spaces are highly transparent and visible from a distance allowing immediate awareness of the uses within. These elements are integrated into the design of the vehicle access portal as described below.

PL2-C Weather Protection

PL2-C.1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C.2. Design Integration: Integrate weather protection, gutters and downsputs into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C.3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

Response:
Approximately 65% of the street frontage includes overhead weather protection, in the form of marquees and awnings that project over the sidewalk. These projections are along the clinic optical/eyewear retail and main entry. Additionally the north retail includes an overhang protecting its’ entry and plaza/patio area. The inclusion of these elements is unique to the street as existing nearby buildings have minimal examples of similar street side uses. Another unique aspect includes the vehicle entry and covered parking/drop off and pick up area. This open (but screened) space is formed by the upper floors spanning the south ground floor space to the north retail all space and includes pedestrian walkways marked by surface materials and bollards. While this is the primary vehicle access route, is has been developed more like a port cochere and is intended to safely accommodate both pedestrian and vehicles in an inviting, open space.
DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

Response:
As the project is not speculatively developed and is being constructed and occupied by the owner/occupants, developing signage has been carefully considered and integrated into the overall building design. The use of the vertical fin element at the building’s entry provides a unique identity to the building and is a natural opportunity to provide primary signage. The “Clearview” letters may be raised and illuminated by appropriate up-lights or may be softly backlit channel letters. The orientation of this primary sign reflects the desire to provide visibility to north bound traveling vehicles (and pedestrians) allowing easy identification of the building location for visitors that are anticipated to arrive largely from the south. Additional signage includes blade signs at street level awnings and overhangs or both the optical/eyewear retail space, address at main entry, and for the north retail space. Lastly, we have allowed for the owner’s trademark logo as a small square sign located on the northwest corner of the building’s parapet.

Vehicular Parking and Access: The Board reiterated their concerns regarding the visibility of the surface parking area from 35th Avenue Southwest and stated that screening of parking would need to be addressed. The Board stated that future design should address this concern appropriately. (DC1.C.2)

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

Response:
Utilizing the existing curb cut location on 35th as a primary access point to the property and developing easily accessible surface parking has been a primary requirement for the project. This is based on the volume and variety of vehicle visits to the building and the need to provide clear, readily identifiable access to safely and comfortably accommodate the clientele. To address the Board’s concerns, the design includes the following solutions: First the width of surface parking facing 35th Avenue SW has been reduced from 58 feet to 39 feet. Of the 39’ approximately 15’ feet is screened with landscaping and a 1’ high green wall. The remaining 24’ represents the driveway width from the 35th Avenue curb cut. Secondly, the reduced parking width has been replaced by the introduction of retail space on the north end of the project (described above) and this retail portion of the building screens portions of the surface parking located behind the building. There is also a pedestrian path along the north retail area connected to the building. Lastly, the bulk of the required parking is behind the building and along the alley. This area is screened from the alley with a 6’ wood fence and 5’ wide landscaping.

The Board inquired about the proposed 14’ clearance height for the driveway access via the existing curb cut abutting 35th Avenue Southwest and wasn’t convinced that the information presented adequately supported the applicant’s assertion that a 14’ clearance height minimum requirement to accommodate emergency vehicles (ambulances, fire trucks, delivery vehicles, transit vans etc.) is essential. At the Recommendation meeting, the Board expects the applicant to provide more detailed information regarding the access requirements relative to the medical services uses. The Board also requested that the applicant explore alternative offsite options (load/unload zone) and provide feedback at the next meeting. (CS2.B.2, DC1.B)

Response:
The 14’ height of the access ‘portal’ responds to several requirements. First, as indicated by the Seattle Fire Code, this is the minimum height required for emergency vehicle access. While emergency vehicle access occurs at this facility only occasionally, the proposed height will allow these vehicles to arrive when needed at a barrier free, covered access point, safely off the busy arterial of 35th Avenue. Satisfying this requirement also allows for safe, convenient access by other over height vehicles such as transit vans that visit the facility on a frequent, regular basis. This same vertical clearance height is noted in numerous codes and standards for safe access and general use by any vehicle. Transit vans access the facility approximately 4-6 times a week. These include King County access, and various local retirement home access vans. Delivery vans arrive approximately twice daily. The project’s goal is to encourage the transit vans to utilize this covered access area for pick-up and drop-off. Again, this represents the most direct, safe and convenient approach for these visitors, many who may be physically impaired. It is anticipated that delivery trucks may use the curbside load/unload area. This has been developed to provide a point of access to the building directly from the street for these types of vehicles. Typically, these vehicles (UPS, FedEx, etc.) would pull up to the designated curb load/unload, exit the vehicle curbside (not the traffic street lane side) and deliver smaller to medium size packages directly to the main entry. Maintaining the 14’ height of this entry point has several additional benefits. First, it provides for a readily identifiable, open and attractive access point and entrance area for the volume of daily visitors arriving by vehicles. As a practical matter, with the available height, these vehicles can access the parking without concern if their vehicle happens to be taller than standard, have a roof top rack, box or bikes. Secondly, this same open area has distinct paths for pedestrians to access the building entries points. These paths are designed to be barrier free (no curbs) and are designated by surface variation/materials and bollards. Taken all together, the design of this space accommodates the clearance requirements, safe visitor drop-off and pick-up, transit vans, daily vehicle trips and pedestrians all in a cohesive, attractive and safe space.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

Response:
As noted previously, the main lobby entry and clinic optical/eyewear retail entry share a weather protected, generously scaled space that connects directly to the widened sidewalk and expanded streetscape area. This area of the building is anchored by the vertical fin and horizontal overhang that is highly visible from both sidewalk and street. Both pedestrians and vehicle occupants can readily identify the building’s use, recognize entry points, and comfortably and safely approach and access the building. This strong connection to the street is further enhanced by utilizing the available height requirement noted above to allow the development of the vehicle access point to be clear and open and inviting, rather than dark and small and restrictive. We seek in this design to create an attractive, easy to navigate ‘portal’ rather than a visually constrictive ‘garage door’ entry.
This treatment allows the covered space within to feel and act more like a port cochere than a parking garage. We believe this further strengthens the presence and connection to the street.

**DC1-B Vehicular Access and Circulation**

**DC1-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

**Response:** As noted above, the current design of the main access off 35th Avenue SW allows for a favorable experience for vehicles of any height while integrating paths for safe pedestrian access. This main access point is intended to be the primary entry for day to day customers, whether arriving in private vehicles, taxi or transit vans. The proposed load/unload zone curbside in front of the building for delivery vehicles bringing routine, smaller packages, can arrive and access the building without crossing or conflict with any pedestrian routes. On the alley side of the property, there is a secondary access. This is alternative vehicle entry/exit access point, but also will accommodate service vehicles such as garbage, recycling and delivery of larger items. The surface parking area behind the building has parking spaces and designated pedestrian walkways, and isolates access to the building garbage/recycling/dumpster room to the far end of the parking area. There is also a separate exterior door for deliveries that are part of the clinic’s medical functions: laundry pickup and delivery, larger medical supplies boxes, etc. It is anticipated that these delivery vehicles will utilize the alley for their periodic access.

**Response:** In addition to the general parking and accessible parking spaces in the covered ‘port cochere’ area, the surface parking behind the building has 6 spaces that abut the rear of the building with a pedestrian walkway for access. These spaces are also weather protected due to the projecting upper floors, and represent a natural opportunity to designate carpool and/or electric vehicles parking spaces.

At the EDG meeting, the applicant’s materials included proposed improvements within the 35th Avenue Southwest right-of-way and the unimproved alley which generated several questions from the Board. The Board felt that resolution of these outstanding improvements in addition to the abovementioned dedicated load/unload zone would better assist them in providing future design guidance. Improvements, landscaping and design elements within the right-of-way are within the purview of the Seattle Department of Transportation (SDOT). Therefore, the applicant is directed to address this Board request directly with SDOT during the initial MUP review process and provide street improvement design specifics (including landscaping) at the Recommendation meeting. (DC1.B.1)

**DC1-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

**Response:** As noted above, the design proposes a load/unload zone curbside in front of the building. As shown in our landscaping plans, there is a various landscape and paving improvements to the sidewalk and curb frontage areas of the right-of-way (ROW). We also propose landscape bulbs on both sides of the curb cut access. These areas are part of our landscaping green factor calculations, enhance the visual experience from street and sidewalk, and lastly, create clear sightlines for safe vehicle access both entering and exiting the building. The alley is proposed to be improved not only for the project’s east edge abutting the alley, but all the way north from the property to the SW Webster St. ROW. All of these improvements are part the currently submitted Street Improvement Plan (SIP)

**CS1 Natural Systems and Site Features:** Use natural systems/features of the site and its surroundings as a starting point for project design.

**CS1-B Sunlight and Natural Ventilation**

**CS1-B-1. Sun and Wind:** Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

**CS1-B-2. Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

**CS1-B-3. Managing Solar Gain:** Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

**Response:** The building’s use an eye clinic with an ambulatory surgery center (ASC) necessitates the need for controlled interior environment and support mechanical systems. The building’s natural orientation eliminates solar gain from the south. The street level retail spaces will feature operable windows and, in the case of the north retail space, large, retractable doors that can be open with agreeable weather conditions. The street (west) façade fenestration includes awning/overhangs at street level providing both the interior spaces and sidewalk with shade. The upper story windows all feature sunshades and awnings to reduce solar gain. Street trees will provide additional shading during the afternoon hours along the street level facades. Similar window treatments are included on the east façade and the upper floor overhang provide solar and weather protection to the ground floor and mezzanine exterior wall. The building’s location on the street side of the site eliminates shading even in the winter months on the single family zone to the east.

**CS1-D Plants and Habitat**

**CS1-D-1. On-Site Features:** Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

**Response:** There are no natural habitats, significant trees, and vegetation on site. The existing site is primarily existing structures asphalt parking, grass, and low replaceable bushes and shrubs of which all will be demolished and removed.
## Design Departures

<table>
<thead>
<tr>
<th>Departure</th>
<th>Code Requirement</th>
<th>Proposed Design</th>
<th>Departure Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1: A Departure from standard requiring primary access to off-street parking from the alley will be required to allow retention of existing commercial curb cut.</td>
<td>Exception may be granted by the Director as a Type 1 decision based on further review by DPD. SMC 23.74A.032.D.1</td>
<td>Maintain existing curb cut at 35 Ave NW. Curb cut now serves Red Star Pizza. Provide secondary access to the alley from on-site parking.</td>
<td>TRAFFIC RECOMMENDATIONS: A traffic study has been completed by the traffic engineer and feedback from DPD's traffic engineer and SDOT indicate that maintaining the existing driveway from 35th Ave. SW is OK. Existing traffic data indicates that within the area of the site that there are minor accident and safety issues and maintaining the existing driveway will not have significant impact on pedestrian safety an will not need further mitigation. SDOT at a March 2015 public meeting indicated plans for installing a left turn only lane in the center of 35th Avenue SW and the construction could start as early as this August. The left turn lane will further enhance traffic calming for the vehicle access/egress to the site. SCL has indicated that they will not remove the power poles in the alley. Primary and Secondary power runs down the alley serving structures on both sides of alley. The 16 foot wide alley is restricted by the location of the poles which further enhances the need for vehicle access and egress from 35th Ave. SW.</td>
</tr>
<tr>
<td>#2: If Departure #1 is necessary, a second departure will be necessary to allow secondary access to off-street parking from the alley to facilitate medical services use access.</td>
<td></td>
<td></td>
<td>Exception may be granted by the Director as a Type 1 decision based on further review by DPD. SMC 23.74A.032.D.1</td>
</tr>
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<td>#3: A Departure is required to exceed 10' maximum setback back from street property line.</td>
<td>SMC 23.47A.008.A.3. May be granted when wider sidewalks, plaza, or other approved landscaped or open spaces are provided.</td>
<td>A design departure is requested for the two areas to have a greater distance than 10 feet from the street lot line. First area: The center main entry provides access to the building and the adjacent main entry to the Optical Eye Ware space. The building access area is programmed for the functional relationship between the upstairs clinic and the Optical Eye Ware area. The proposal is to have the main entry doors set back from the street lot line approximately 15 feet. The additional set back allows for a readily identifiable, distinctive and larger circulation space to the clinic's main entry and shared access to the Optical Eye Ware area. The proposed access includes a wider sidewalk, open space with landscaping, landscaped green wall screening parking, barrier free access, and entry marquee that provides weather protection. In addition to enhancing the main entry, the proposal includes landscaping, and a paved area that includes benches and bicycle racks for public parking in the street right of way immediately to the west of main entry. This area's proposed design departure #3 is in response to the Board's recommendations at EDG #2 meeting, (Section 2, 35th Avenue Southwest Frontage, paragraph b). Second area: The southwest corner of the building is set back 13 feet from the street lot line and is 8 feet wide. The area is fully landscaped and is designed to provide light and air for 4 units in the adjacent apartment building. The set back also allows the proposal to provide modulation at the corner of the building which is in keeping with the modulation at the corner of the apartment building. This area's proposed design departure #3 is in response to the Board's recommendations at EDG #2 meeting, (Section 1, Design Concept and Massing, paragraph a, subparagraph iv.</td>
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Response:
As indicated from the inception of this project, the need for access from 35th avenue and an improved alley is essential to the building’s use. The current design includes a variety of adjustments and improvements to the plans presented in the Second EDG presentation. Options for alternative circulation have been explored (see following sheet) and a preferred arrangement identified that addresses the Board’s requests as follows:

1) “access/circulation that better engages the 35th Avenue Southw est street-level frontage and screens the visual impacts of parking,” the preferred design eliminates a portion of surface parking frontage on 35th Avenue SW to allow for additional parking.

2) “potential access/circulation options,” several alternatives have been explored as follows: (see diagrams next page)
   - Option #1 - Two-Way Access (Preferred): via existing 35th Ave, curb cut with screened parking on one side and inclusion of north retail space; compatible with SDOT SIP 30% approval.
   - Option #2 - One-Way Access: via existing 35th Ave, curb cut with screened parking on one side and inclusion of north retail space.
   - Option #3 - Right Turn Only: two-way access via existing 35th Ave, curb cut on one side and inclusion of north retail space. Entry and exit restricted to right turn in and right turn out only.

3) “maximizing the use while engaging the 35th Avenue Southwest streetscape,” typical vehicle access to support the building use include 120+ vehicles per day, 4 delivery trucks per day, King County access or other transit buses, 4-7 times per week. Traffic studies indicate that utilizing both the existing 35th Ave. curb cut along with an improved alley will safely accommodate this volume. With the integration of dedicated pedestrian paths, clear sightlines, inviting and open driveway access, the preferred access/circulation solution most successfully integrates vehicles, pedestrians, street side amenities and landscaping.

4) “protections for pedestrians,” the proposed design and preferred vehicle access option incorporates several key strategies to safely accommodate the safety of pedestrians and the vehicle ingress/egress. Required 10 foot site triangle accommodates pedestrian safety by allowing pedestrians to see vehicles exiting the site. Landscaping in the site triangle is restricted to a 3 foot height to maintain pedestrian visibility of cars exiting the site. South of the driveway is a designated 30 foot no parking zone and north of the driveway is a 15 foot no parking zone of which the zones will not only enhance pedestrian clear site lines but also for the drivers of vehicles entering and exiting the site.

5) “feedback from SDOT/DPD staff,” (see attached documentation)

6) “load/unload parking zone,” The Board suggestion of including a load/unload parking zone has been incorporated into the design. This curbside space is planned immediately south of the ‘landscape’ bulb, and provides direct access to the main building entry. It is envisioned that this space will be used primarily by delivery trucks. Many of these drivers can exit on the curbside and safely stay out of the 35th Avenue traffic lane. We see this location as less attractive and more hazardous for private vehicles or transit vans and prefer that these vehicles perform their drop-off or pick-up up via the 35th Avenue curb cut access to the covered driveway/parking area.
Option #1 - Two-Way Access (preferred) (compatible with SDOT-approved 30% SIP)

Option #2 - One-Way Access

DEVELOPMENT STANDARD DEPARTURES - Access / Circulation Options & Assumptions

The following assumptions are used for the vehicle access/circulation options:

- Typical day: Monday through Friday 8AM-5PM
- 120 private vehicles per day
- 4 delivery trucks per day
- King County access or other transit buses, twice a day 2-3 per week (average one per day)
- 90% of all private vehicle access will arrive via 35th Avenue SW and approach from the south (Northbound)
- 100% of all delivery trucks and transit buses will arrive via 35th Avenue SW and approach from the south (Northbound)
- 75% of all private vehicles will depart via 35th Avenue SW
- Delivery trucks will use 35th Avenue exclusively
- Transit buses will exit via the alley
- All options compatible with pending SDOT re-channelization improvements

Key:

- Private Vehicles
- Delivery
- Transit Vans
Option #3 - Right Turn Only

Design Guidelines

35th Avenue SW

Access Option #3

4/6/15