CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS

Record Number: 3035693-LU

Applicant: Ankrom Moisan Architects

Address of Proposal: 4440 Fauntleroy Way SW

SUMMARY OF PROPOSAL

Land use application to allow a 7 story, 222-unit apartment building with retail. Parking for 150 vehicles proposed. Existing buildings to be demolished. Early Design Guidance conducted under 3036081-EG.

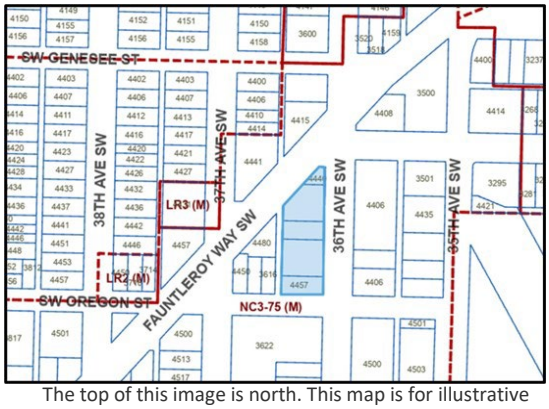
The following approvals are required:

Design Review with Departures (Seattle Municipal Code (SMC) Chapter 23.41)*
**Any departures are listed near the end of the Design Review Analysis section of this decision.*

Note: The project included a review under the State Environmental Policy Act (SEPA) upon the applicant's submission of this master use permit (MUP) in November of 2020. Recent changes to State Law (SB 5412) allowed for an exemption of environmental review for certain projects beginning 7/23/2023. The applicant applied for the SEPA exemption under SB 5412 and received approval from SDCI staff. Therefore, the SEPA review no longer applies to this project. The MUP decision is focused on the design review requirements under SMC 23.41.

SITE AND VICINITY

Site Description: The project site sits at the southwest corner of Fauntleroy Way SW and 36th Ave SW in the West Seattle Junction neighborhood. Alki Lumber and a retail business on the south end of the site occupy the properties. The oldest structure dates to the mid 1940's. The 34,701 square foot project site extends for half a city block. The terrain slopes downward from south to north approximately 24 feet creating a 6% slope.



The top of this image is north. This map is for illustrative purposes only.
In the event of omissions, errors or differences, the documents in SDCI's files will control.

Site Zone: Neighborhood Commercial 3-with a75 foot height limit (M) [NC3-75 (M)]

Adjacent Zoning: (North) Neighborhood Commercial 3- 75 (M) [NC3-75 (M)]
(South) Neighborhood Commercial 3- 75 (M) [NC3-75 (M)]
(East) Neighborhood Commercial 3- 75 (M) [NC3-75 (M)]
(West) Neighborhood Commercial 3- 75 (M) [NC3-75 (M)]

Environmentally Critical Areas: A mapped liquefaction prone area is located in the northern half of the project site.

Current and Surrounding Development; Neighborhood Character; Access:
Adjacent to the site are retail businesses to the north, Alki Lumber to the east, the West Seattle Family YMCA to the south, and retail and auto repair businesses to the west. The greater vicinity comprises retail, multifamily residential, and institutional uses, which transition to single-family residential to the northwest. The West Seattle Stadium and West Seattle Golf Course extend to the southeast. The proximity near arterial routes connects the site to the West Seattle Bridge in the northeast to the Fauntleroy Ferry in the southwest corner of West Seattle. 36th Ave SW provides north-south circulation through West Seattle. The neighborhood commercial corridor along California Ave SW lies one half mile to the west.

In the West Seattle Triangle no one architectural style dominates. Older warehouse and commercial structures are commonly one- and two-stories in height and industrial in character. The recent development of mixed-use and multifamily structures has introduced greater amounts of residential units . Newer development is midrise, up to seven stories in height. The streetscape consists of a mix of tree-lined streets with protected sidewalks and on-street parking. The area was rezoned from Neighborhood Commercial 3-65 to Neighborhood Commercial 3-75 (M) on April 19, 2019. Multiple projects in the vicinity are currently in review or under construction for proposed development, including a proposed Link light rail station and a similar development across the street to the east at 4406 36th Ave. SW. The proposed development at 4406 36th Ave. SW, Master Use Permit (MUP) number 3035684-LU proposes a 7-story, 284-unit apartment building with retail.

PUBLIC COMMENT

The public comment period ended on December 14, 2020. In addition to the comments received through the design review process, other comments were received included the following:

- Potential noise impacts to residences of the new building based on the proximity to the neighboring auto repair business.
- Comments on the SEPA checklist.
- Concerns with bike mobility based on upgrades to the adjacent streets.
- A comment from the Puget Sound Clean Air Agency outlining the agency's regulations.
- The Department of Ecology noted that the proposed project is in an area that may have been contaminated with heavy metals due to the air emissions originating from the old Asarco smelter in north Tacoma.
- Impacts of street and alley closures during construction on adjacent businesses.
- A request from the Duwamish Tribe that an archaeological review be performed on the project site.

These comments are beyond the scope of this review and analysis per SMC 23.41.

ANALYSIS – DESIGN REVIEW

The design review packets include information presented at the meetings and are available online by entering the record numbers at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx
The meeting reports and any recordings of the Design Review Board meetings are available in the project file. The meeting reports summarize the meetings and are not transcripts.

EARLY DESIGN GUIDANCE August 20, 2020

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

- Supported the redevelopment of the site.
- Supported the boardwalk concept and angle in parking.
- Requested that the Board support the street design options preferred by SDOT.
- Supported the preferred massing design.
- Supported the mid-block pedestrian connection.
- Concerned with parking impacts.

SDCI staff did not receive any comments in writing prior to the meeting.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. SDCI received comments regarding the reconstruction of 36th Avenue SW and potential parking impacts created by the project. These concerns are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS
After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

1. Massing:

a. In agreement with some public comment, the Board supported the applicant's preferred massing option, Option 3, and discussed how Option 3's massing could be improved. The Board appreciated how the design introduced modulation on the Fauntleroy side of the building to break down the massing. (CS1.A, CS2.III, CS3.A.4, DC2.A.2, CS2.I, CS2.II)

b. The Board, while they supported the applicant moving forward with Option 3, requested the applicant create a difference between this site and the site to the east. The Board encouraged the applicant to further the design so that this building design stand on its own and not replicates to mimics too closely the design to closely of the proposed building immediately east of the site. (CS3.I.ii)

2. Street Level Design:

a. The Board requested the applicant further develop the street level design to create a highly pedestrian friendly street level. (PL1.B, DC3.A)

b. Agreeing with public comment, the Board was supportive of the 'boardwalk' concept, however, the Board requested an accessibility study be included at the Recommendation phase to demonstrate how the 'boardwalk' concept will be accessible to everyone. (PL2.A)

c. The Board encouraged the applicant to introduce more building modulation at street level, expanding the street canopy, and landscaping at the street level and along the west side of the building. The Board members noted that the upper floors include a lot of moves and interest; the street level should also have a similar treatment. (PL1.A.2, PL2.C, PL2.I, PL2.II)

d. Along the south building façade facing Oregon Street, the Board expressed concerns about a lack of an entry sequence from the sidewalk to the unit doors. The Board requested the applicant address this by establishing a hierarchy of entry details from the sidewalk to the front door of the ground level units. The Board members requested that safety factors be considered in light of introducing more landscaping. While landscaping may be appropriate, the Board directed the applicant to study the introduction of a landscaping element that would create a distinct entry from the sidewalk and not introduce a potential safety and security issue. (PL3.A, PL3.B.1)

e. The Board supported the ground level feature at the north end of the site noting that it acted as a gateway feature from Fauntleroy Way (pages 80 and 81 of the packet). The Board requested the applicant provide further studies at the Recommendation phase to detail how the gateway feature could be refined and further developed. The Board noted the current proposal in the packet seems underdeveloped and should incorporate canopies and be a pedestrian friendly environment. (PL2.I, PL2.II)

f. Echoing public comment, the Board was inclined to support the upgraded 36th Avenue SW street design presented to them at the meeting, understanding that the final review and approval lies with SDOT. The Board supported the proposed speed table at the mid-block crossing and the yield street design. With 9-foot travel lanes of the yield street design, the Board noted this allows for wider sidewalks. The Board acknowledged that SDOT will determine if a mid-block crossing for pedestrians is permitted, however, the Board noted that providing the street level design and infrastructure to support such a crossing could eventually lead SDOT to warrant a pedestrian crossing at the mid-block location. The Board members stated support for a pedestrian designed street as appropriate in this area based on the future light rail service and light rail station planned for the neighborhood. The Board requested that alternative studies be

provided in the recommendation packet to illustrate the street level and building designs should SDOT not approve the street plans presented to the Board. (PL1.A.2, PL4.C.1)

g. The Board had concerns with the blank wall condition for the east facing wall (shown on page 83) between the lobbies at the through block connection. The Board requested the applicant provide further details at the Recommendation phase to address the blank wall condition and introduce elements to enable activity to take in the plaza. (DC2.B.2, PL1.A.2)

3. Alley:

a. The Board expressed concerns with the building's interface with the alley side (west side) of the site. The concerns focused on the two alley-side residential units and the presence of the west facing façade on Fauntleroy Way. The Board requested details at the Recommendation phase to include a material and composition study of the west façade due to its visibility from Fauntleroy Way. For the two residential units on Level Two along the alley, the Board's noted that the units were located in an area that appeared rather hostile for future residents. The Board requested the applicant include a study of how to soften the edge of these two units along the alley. The Board suggested introducing landscaping, balconies, and additional setbacks for these units to provide relief from being located right at the alley line. (PL1.A.2, CS3.A.4, DC2.I.ii)

4. Materials:

a. The Board's discussion on the future materials on the building focused on the need for this building's materials to be refined and different from the proposed building immediately east. The Board generally supported the material concept shown and the Board requested the final material design create a distinct difference between the two buildings. The Board noted the same material combinations appeared to be applied to this building and the building to the east. While the material pallets can be similar, the two buildings should look distinct from one another. The Board also noted the final material application should include more wood, as it relates to the concept proposed for the building and the history of the site, along with other high-quality materials that relate to wood. (DC4.A.1)

b. The Board encouraged the applicant to explore a variety of different wood stains and details in the material application to make this building stand apart from the building to the east. The Board requested the applicant provide material details at the recommendation meeting, focusing on the street level treatment. The Board also requested street level details that demonstrate the fenestration patterns and window type, canopy, the 'boardwalk', the soffit treatment of retail canopies and sign treatments. (DC4.A.1)

RECOMMENDATION November 18, 2021

PUBLIC COMMENT

The following public comments were provided at the meeting:

- Supported the project and the additional housing being built.

- Stated the building design is responsive to the early design guidance and requested the Design Review Board advance the project.
- Requested an explanation of the alley uses and how they will work with other uses along the alley.

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

- Requested more information regarding the access, impact, and use of the alley.
- Encouraged relocating the plaza to the south side of the building to increase solar opportunities and eliminate noise impacts from the Fauntleroy Way SW corridor and adjacent businesses.
- Asked if there would be a request for an easement.
- Requested considering both the 4400 Fauntleroy SW and 4406 36th Ave SW developments concurrently, especially the street design, as they front on the same block of the same street.
- Concerned the proposed curb space allocation will be inadequate for the anticipated volume of ride share and delivery activities.
- Concerned the proposed exemption from requirements for a through-block alley on the east parcel will not accommodate predictable needs for deliveries and passenger pick up.
- Encouraged dedicated load-unload curb space and alley-accessed delivery zones to reduce traffic congestion and minimize risk to pedestrians and bicyclists.
- Expressed the proposed raised mid-block crosswalk is desirable for pedestrians however impractical for vehicle access.
- Urged the design for this block of 36th Ave SW to meet the Seattle Bicycle Master Plan design standards and recommendations for a city-wide bike route for all ages and abilities.
- Discouraged angled street parking on 36th Ave SW to minimize hazards to bicyclists.
- Stated the street frontage and right-of-way should be redesigned to conform to best practices of the City's *Right-of-Way Improvements Manual* for its designated street type.
- Stated that the requested building overhang encroachment into the right-of-way should not be at the expense of a safe street design.
- Requested depicting the existing protected bicycle lane on Avalon Way SW and considering it in the design of the sidewalk, intersection at 36th Ave SW, and at the alley access on Avalon Way SW.
- Suggested incorporating the flex zone landscaping, bike lane, and sidewalk along the Fauntleroy Way SW frontage to conform with the future bike lane project.

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

- SDOT supports the project's planned alley and vehicle access design
- Project shall review standards for bike racks in the ROW in Director's Rule 06-2020
- Fauntleroy Way SW design should not preclude the potential Fauntleroy Blvd improvements and SDOT will coordinate with project team further.
- At this stage of the project, SDOT does not support the non-standard raised platform elements in the ROW shown on 36th Ave SW.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS
After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

1. Massing:

a. The Board recommended approval of the updated building design, noting that it ties together well with the proposed building to the east (MUP 3035684-LU). The Board recommended that the building was responsive to the early design guidance and included appropriate modulation and material variation. Several Board members commented that the base was taking advantage of the odd geometry at the corner in a positive way, creating a different massing read than the proposed building to the east. The Board noted the bays along 36th Ave. SW were successfully subdued, in keeping with the overall building massing design. The Board members also noted the upper floors at the northeast corner of the building were appropriately designed, highlighting the buildings base and corner element instead of the upper floors. (CS2.D, CS2.C)

2. Materials:

a. The Board recommended approval of the material palette. The Board stated the materials were appropriate, with the variation in materials and the contrast in material texture strengthening the massing design. The Board noted variation in materials helps to differentiate this building from the building to the east. (CS2.III, CS3.A.2, DC2.D.2)

3. Street level design:

a. The Board recommended approval of the boardwalk concept at the street level along 36th Ave. SW. Board members reviewed the alternative street level design without the boardwalk and recommended that the design without the boardwalk was a weaker street design. Board members discussed how the street level design without a boardwalk was not very viable as shown, noting that the wide sidewalk and narrow plantings were not an appropriate design response. Board members acknowledged SDOT concerns about the design and recommended that if the boardwalk design is not approved by SDOT, then the Board approves of modifying the design to create a hierarchy of amenity areas and plantings that enhance any sidewalk spill out spaces associated with the retail businesses. (PL2.II, CS2.I, PL1.A.2)

4. Alley:

a. During the early design guidance meeting the Board expressed concerns with the building's interface with the alley side (west side) of the site. The concerns focused on the two alley-side residential units and the presence of the west facing façade on Fauntleroy Way. The Board members stated the applicants appropriately addressed their concerns from the early design guidance meeting and recommended approval of the design of the building and the two alley-side residential units. Board members also recommended approval of the applicant's design for the bike entry, delivery entry, and move-in/move-out entry along the alley. (CS2.III, PL4.B, DC1.B)

b. Board members pointed out that a number of uses were accessed off the alley via a gate. Board members noted that security issues could arise based on the location of the gate off the alley. Board members requested there be attention paid to the operability and control of the gate along the alley to ensure security of the building. The Board declined to recommend a condition on this issue. (PL2.B)

5. Sign:

a. The Board recommended approval of the use of the current "Lumber" sign on the building as an art piece. Board members were in support of placing the sign at one of the three options presented in the recommendation packet. Board members recommended a condition that only one "Lumber" sign should be used between this site and the site to the east. Board members approved of the sign being illuminated. (CS3.B.2, DC2.B.2)

6. Lighting:

a. The Board recommended approval of the overall lighting plan noting the hierarchy of light fixtures were appropriately placed on the site. The Board recommended a condition that should up-lighting be used, the lights should be limited to areas under soffits to avoid light pollution. The Board also suggested lighting be added to the steps, under seats, and around the planters on and adjacent to the boardwalk in a layered design to strengthen and highlight the boardwalk elements and add a different lighting dimension at night. The Board declined to recommend additional lighting as a condition. (DC4.C, PL2.II)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures were based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departures.

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

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

   The applicant is requesting a departure from the upper level setback requirements for the portion of the building over 65 feet. To clarify, the departure request and floor plan illustrations on pages 88 and 89 of the packet request the following:

   - For the top level of the building (noted as level 8 for the southern portion of the building and level 7 for the northern portion of the building due to the site's elevation changes) the applicant is requesting the required 8-foot average setback on the top level of the building be reduced to 1.83 feet. This applies to the east façade along 36th Avenue SW.

- The applicant is requesting the required 8-foot average setback on level 7 of the building be reduced to 3.98 feet. This applies to the east façade along 36th Avenue SW.
- More than 20% of the structure on SW Avalon Way and on 36th Ave SW would be set back less than 5 feet from the street lot line.

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

The Board recommended approval of the departure request and agreed with the applicant's departure rational that the design with departure better meets the intent of Design Guidelines PL2.II Pedestrian Open Spaces.

2. **Blank Facades (SMC 23.47A.008.A.2.b):** The Code requires blank segments of the street facing façade between 2 feet and 8 feet above the sidewalk not exceed 20 feet in width. The Code requires that the total of all blank façade segments not exceed 40% of the width of the façade of the structure along the street.

   The applicant requests a departure to allow a blank wall that is 34'-11", exceeding the allowable blank wall length by 14' 11".

   The applicant notes that the design of the Oregon Ave SW facade is intended to be quiet and residential. The building is set back 15'-0" from the property line and the ground level units are provided with gracious private patios. The applicant states that the proposed design better meets the design guideline CS1.C.1 Topography Land Form by using the natural topography and/or other desirable land forms or features to inform the project design.

   The Board recommended approval of the departure request and agreed with the applicant's departure rational, noting that there is still transparency to provide "eyes on the street". Board members also recommended that the design appropriately responds to the topography transitions with a stepped design and the design has included a combination of high quality materials and landscaping to assist in breaking up the blank façade. The design with departure better meets the intent of Design Guidelines CS1.C.1 Topography and Land Form, PL3.B.1 Security and Privacy, and PL2.B.1 Eyes on the Street.

3. **Blank Facades (SMC 23.47A.008.A.2.c):** The Code requires blank façade segments may not exceed 40 percent of the width of the façade of the structure along the street.

   The applicant is requesting a departure to allow a blank façade segment at 46.83 percent exceeding the allowable blank façade segment by 6.83 percent. The applicant notes that the design of the Oregon Ave SW facade is intended to be quiet and residential. The building is set back 15'-0" from the property line and the ground level units are provided with gracious private patios. The applicant states that the proposed design better meets the design guideline CS1.C.1 Topography Land Form by

using the natural topography and/or other desirable land forms or features to inform the project design.

The Board recommended approval of the departure request and agreed that the design with departure better meets the intent of Design Guidelines CS1.C.1 Topography and Land Form and PL3.B.1 Security and Privacy.

DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines and Neighborhood Design Guidelines recognized by the Board as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the Design Review website.

CONTEXT & SITE

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

CS1-A Energy Use

CS1-A-1. Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

CS1-B Sunlight and Natural Ventilation

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

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

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

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS1-D Plants and Habitat

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

CS1-D-2. Off-Site Features: Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

CS1-E Water

CS1-E-1. Natural Water Features: If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

CS1-E-2. Adding Interest with Project Drainage: Use project drainage systems as opportunities to add interest to the site through water-related design elements.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

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

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

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

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

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

CS2-C-3. Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

CS2-D Height, Bulk, and Scale

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

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

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

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

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

West Seattle Junction Supplemental Guidance:

CS2-I Streetscape Compatibility

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

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

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

CS2-II Corner Lots

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

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

a. providing seating;

b. incorporating art that engages people; and

c. setting back corner entries to facilitate pedestrian flow and allow for good visibility at the intersection.

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

CS2-III Height, Bulk and Scale

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

a. Distance from less intensive zone; and

b. Separation between lots in different zones (property line only, alley, grade changes).

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

a. Patterns of urban form in existing built environment, such as setbacks and massing compositions.

b. Size of Code-allowable building envelope in relation to underlying platting pattern.

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

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

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

CS3-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

West Seattle Junction Supplemental Guidance:

CS3-I Architectural Context

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

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

PUBLIC LIFE

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

PL1-A Network of Open Spaces

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

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

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

West Seattle Junction Supplemental Guidance:

PL1-I Human Activity

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

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

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

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

PL2-A Accessibility

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

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

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

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

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

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

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

West Seattle Junction Supplemental Guidance:

PL2-I Human Scale

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

a. Continuity with weather protection on nearby buildings.

b. When opaque material is used, the underside should be illuminated.

c. The height and depth of the weather protection should provide a comfortable scale for pedestrians.

PL2-II Pedestrian Open Spaces and Entrances

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

a. pedestrian scale sidewalk lighting;

b. accent pavers at corners and midblock crossings;

c. planters;

d. seating.

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

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

PL3-A Entries

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

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

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

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

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

PL3-C Retail Edges

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

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

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

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

PL4-A Entry Locations and Relationships

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

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

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-B Vehicular Access and Circulation

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

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

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

DC1-C-3. Multiple Uses: Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

West Seattle Junction Supplemental Guidance:

DC1-I Visual Impacts of Parking Structures

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

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

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

a. Integrate the parking structure with building's overall design.

b. Provide a cornice, frieze, canopy, overhang, trellis or other device to "cap" the parking portion of the structure.
c. Incorporate architectural elements into the facade.
d. Recess portions of the structure facing the alley to provide adequate space to shield trash and recycling receptacles from public view.

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

DC2-A Massing

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

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

DC2-B Architectural and Facade Composition

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

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

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

West Seattle Junction Supplemental Guidance:

DC2-I Architectural Concept and Consistency

DC2-I-i. Integrate Upper-Levels: New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned

NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher – should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.

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

a. facade modulation and articulation;
b. windows and fenestration patterns;
c. trim and moldings;
d. grilles and railings;
e. lighting and signage.

DC2-II Human Scale

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

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

DC3-C-3. Support Natural Areas: Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

DC4-B Signage

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

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

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

DC4-E Project Assembly and Lifespan

DC4-E-1. Deconstruction: When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

West Seattle Junction Supplemental Guidance:

DC4-I Human Scale

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

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

RECOMMENDATIONS

The recommendation summarized above was based on the design review packet the materials shown and verbally described by the applicant at the November 18, 2021, Design Recommendation meeting. After considering the site and context, hearing public comment, considering the previously identified design priorities, and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and all three departures with the following conditions:

1. Only one "Lumber" sign shall be used between this site and the site to the east. (CS3.B.2, DC2.B.2)

2. Should up-lighting be used, the lights shall be limited to areas under soffits to avoid light pollution. (DC4.C)

ANALYSIS & DECISION – DESIGN REVIEW

DIRECTOR'S ANALYSIS

The design review process prescribed in Section 23.41.008.F of the Seattle Municipal Code describes the content of the SDCI Director's decision in part as follows:

The Director's decision shall consider the recommendation of the Design Review Board, provided that, if four (4) members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes the Design Review Board:

a. Reflects inconsistent application of the design review guidelines; or
b. Exceeds the authority of the Design Review Board; or
c. Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or
d. Conflicts with the requirements of state or federal law.

Subject to the recommended conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable design review guidelines.

At the conclusion of the Recommendation meeting held on November 18, 2021, the Board recommended approval of the project with the recommendations described in the summary of the Recommendation meeting above.

Four members of the Southwest Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the design review guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F.3).

The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the design review guidelines (SMC 23.41.010) and accepts the recommendations noted by the Board.

Following the Recommendation meeting, SDCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. The applicant provided an updated plan set upload on October 5, 2023. The applicant's response to the recommended design review conditions is as follows:

1. The "Lumber" sign or replica of the historic "Lumber" sign is proposed on this building. Details of the sign location are shown on sheet A3.11.

2. The plans do not show any up-lighting. The applicant has stated that any up-lighting added will meet this condition.

In addition, after the design review meeting the applicant proposed minor changes to the three departures. The changes are as follows:

Departure 1: The applicant has revised the plans to the average setback on the southern portion of the building (identified as level 8) from an average setback of 1.83 feet to 2.96 feet. The proposed changes will make the portion of level 8 closer to the code required setback. In addition to this change, the bays have been extended down to level 2. This change makes the massing more consistent with the north half of the building. As part of the massing change, windows have been added to the southeast corner of the building to make the corner lighter and more open. The resulting design with the departure better meets the intent of Design Guidelines PL2-II and DC2-I-ii Cohesive Architectural Concept.

Departure 2: After the design review meeting the applicant proposed changes to the blank wall length from 34'-11" to 35'-1". This minor change in length complies with Design Guidelines CS1.C.1 Topography and Land Form, PL3.B.1 Security and Privacy, and PL2.B.1 Eyes on the Street.

Departure 3: The applicant proposed changes to total blank wall from 46.8 percent to 43 percent when measured from the elevation at lot line. The change request brings the design closer to the required blank wall standard of 40 percent. The minor change from the Recommendation packet includes the storefront openings grouped with windows in the residential unit above to emphasis the 2-story expression at the corner of Oregon and 36th. Staff supports this change finding the resulting design with the departure better meets the intent of Design Guidelines CS1.C.1 Topography and Land Form.

The applicant shall be responsible for ensuring that all construction documents, details, and specifications are shown and constructed consistent with the approved MUP drawings.

The Director of SDCI has reviewed the decision and recommendations of the Design Review Board made by the four members present at the decision meeting and finds that they are consistent with the City of Seattle design review guidelines. The Director is satisfied that all the recommendations imposed by the Design Review Board have been met.

DIRECTOR'S DECISION

The Director accepts the Design Review Board's recommendations and CONDITIONALLY APPROVES the proposed design and the requested departures with the condition at the end of this decision.

CONDITIONS – DESIGN REVIEW

For the Life of the Project

1. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner.

Sean Conrad, Land Use Planner
Seattle Department of Construction and Inspections

Date: October 26, 2023

3035693-LU Decision