Seattle Department of Construction & Inspections

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

Project Number: 3032396-LU

Applicant Name: Scot Carr

Address of Proposal: 3201 SW Avalon Way

SUMMARY OF PROPOSED ACTION

Land Use Application to allow for a 7-story, 144-unit apartment building with restaurant and grocery store. Parking for 70 vehicles proposed. Existing buildings to be demolished. Early Design Guidance conducted under 3032395-EG.

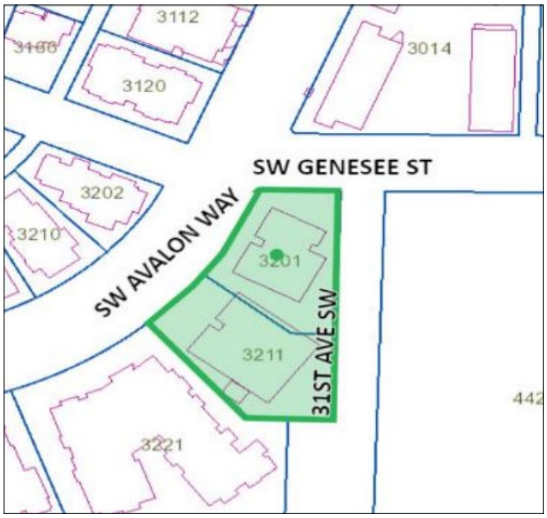
The following approval is required:

Design Review with Departures (Seattle Municipal Code 23.41)*
Departures are listed near the end of the Design Review Analysis in this documen

BACKGROUND

The site was granted Relief from Prohibition on Steep Slope Development by the SDCI Geotechnical Engineer on June 20, 2018, under record 6671179-EX:

"*We require an Environmentally Critical Areas (ECAs) review for this project. Based on a review of the submitted information and the City GIS system, we conclude that the project appears to quality for criteria established in the Critical Areas Regulations, SMC 25.09.090.B2a. Specifically, the portions of the project that encroach upon the ECA will be limited to areas of existing development. For this reason, we waive the required ECA Steep Slope Variance associated with subsequent SDCI building application. We condition our approval upon building permit application for a design that demonstrates that the proposed development will be completely stabilized in accordance with the geotechnical engineer's recommendations as well as provisions of the ECA Code and Grading Code. All other ECA Submittal, General, and Landslide-Hazard, and development standards still apply for this development.*"



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.

The site was granted a Right-of-Way Improvement Exception by SDCI on October 15, 2020, under record 6671175-EX:

> *"It has been determined that the following Land Use Code requirements shall be waived for that portion of 31st Ave SW right-of-way that abuts or is adjacent to 3201 SW Avalon Way:*
>
> 1. *Street Trees*
> 2. *Providing a standard roadway intersection with SW Genesee Street.*
> 3. *Providing SDOT-standard curbs along the entire abutting portion of 31st Ave SW.*
> 4. *Paving the entire right-of-way abutting your site to minimum SDOT standards.*
> 5. *Providing a sidewalk south of the proposed hammerhead turnaround location. If you voluntarily extend the sidewalk south to the SW property corner, the sidewalk shall be shown on the required SIP and meet minimum SDOT standards.*
>
> *The proposed development at 3201 SW Avalon Way will be required to implement the following 31st Ave SW right-of-way enhancements via a Street Improvement Plan (SIP):*
>
> 1. *Provide drainage facilities*
> 2. *Provide a vehicular turnaround.*
> 3. *A minimum 6-foot wide sidewalk and six-inch curb on the west side of the vehicle turnaround. The sidewalks shall connect with the sidewalk on SW Genesee Street and ADA curb ramps must be provided crossing the driveway entrance.*
> 4. *As a portion of the new sidewalk and turnaround will be provided in a portion of private property (in the location of a previously vacated section of 31st Ave SW), a perpetual easement will be required for this area and those required street improvements located within private property.*
> 5. *Removal of the existing gate at the southern-most portion of the right-of-way abutting your property."*

SITE AND VICINITY

Site Description: The irregularly shaped site consists of two existing parcels. The site contains two existing wood frame apartment buildings, the Golden Tee Flats. Due to the topographic change, the existing buildings appear to be 3-stories above grade along SW Avalon Way and 5-stories above grade along 31st Ave SW. Parking is provided in covered car ports accessed from SW Avalon Way. Additional surface parking is accessed from SW Genesee St and 31st Ave SW.

Site Zone: Midrise (M) [MR (M)]

Zoning Pattern: (North) MR (M)
(South) MR (M)
(East) Single Family 5000 (SF 5000)
(West) MR (M)

The site is located along SW Avalon Way, which is a through connection between the West Seattle Junction and the West Seattle Bridge. Midrise zoning is the primary zoning along SW Avalon Way. Development to the east of the site immediately transitions to single family zoning (SF 5000).

Environmental Critical Areas: There is a mapped steep slope ECA on the project site.

Current and Surrounding Development; Neighborhood Character: The site is located at the intersection of SW Avalon Way and SW Genesee St within the West Seattle Junction Hub Urban Village. The site is located approximately three-quarters of a mile northeast from the Junction commercial node, and one-mile southwest from the West Seattle Bridge. The site is located across 31st Ave SW from the West Seattle Golf Course (zoned SF 5000). Transit service is provided along SW Avalon Way.

Surrounding development along SW Avalon Way is primarily midrise residential apartment and condominium buildings of a variety of architectural styles. These structures commonly have setbacks on all sides with recessed street-facing entries and upper-level balconies. The surrounding development transitions to single family and town house structures one-block off SW Avalon Way to the east and west.

PUBLIC COMMENT

The public comment period ended on January 20, 2021. Comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to parking, traffic, transit, crime, construction impacts, air quality, land uses, views, and density.

I. ANALYSIS – DESIGN REVIEW

The design packet includes information presented at the meeting, and is available online by entering the record number at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

Mailing Address:	**Public Resource Center** 700 Fifth Ave., Suite 2000 P.O. Box 34019 Seattle, WA 98124-4019
Email:	PRC@seattle.gov

EARLY DESIGN GUIDANCE September 20, 2018

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned that the height of the proposed development is out of context. Noted that existing buildings in the area are 4-5 stories tall.
- Did not support the proposed height as it will block views from the adjacent residential building.
- Concerned that the proposed development will block access to sunlight and cast shadows on adjacent sites.
- Supported the terraced mass and stepped balconies at the southwest corner of massing Option 3 as it is respectful of the adjacent building to the south. Would like to see these moves incorporated into Option 3.

- Recommended reconsideration of massing impacts on the adjacent site to the south; noted that the height of the proposed mass is not compatible in scale with surrounding development.
- Would like to see greater sensitivity to the adjacent site to the south; avoid window overlap and respect the privacy of neighboring residents.
- Supported the proposed street-facing courtyard; however, concerned about courtyard security.
- Supported the warm material palette.
- Would like to see more information about bike parking at the next meeting.
- Concerned about noise impacts from street traffic.
- Preferred Option 1 as it provides more parking and has a better relationship with the adjacent site to the north due to its shorter overall height.
- Appreciated no curb cuts along SW Avalon Way and SW Genesee St.
- Concerned about the lack of parking provided onsite and security of vehicles parked on the street. Would like to see the developer excavate deeper to provide more parking. Noted additional on-street parking adjacent to the site will be lost due to planned bike lane and transit improvements.

SDOT provided the following comments in writing prior to the meeting:

- Stated that the project will improve the pedestrian environment of SW Avalon Way by filling in many curb cuts along the street.
- Supported additional improvements that encourage people to walk, bike, and take transit to the site.
- Noted that street trees are required along both SW Avalon Way, SW Genesee St, and 31st Ave SW.

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 citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations and bike parking are addressed under the City's zoning code and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number (#3032395-EG): 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 ultimately supported massing Option 3, the applicant's preferred massing option, with substantial guidance (discussed below) pertaining to the treatment of the south façade, courtyard and northern edge. (CS2-C-1, CS2-D-1, CS2-D-5, DC2-A, DC2-C-3, DC3)

b. The Board noted the mass responds well to topography and prioritized Design Guideline CS1-C-2, Elevation Changes, to be applied as the mass evolves. (CS1-C-2)
c. In response to public comment, the Board directed further development of the mass along the south property line in a manner that provides relief and achieves a successful fit with the adjacent site. The Board encouraged pulling back the upper-levels or otherwise modulating the façade to reduce height and bulk impacts, and noted that the upper-level setback along the east property line may be better positioned along the south property line. (CS2-D-1, CS2-D-5, DC2-A, DC2-C-3)
d. The Board heard public comment regarding the stepped mass in the southeast corner of massing Option 2, and encouraged the applicant to consider incorporating this massing move into the final design to ease the transition with the adjacent site. (DC2-A, DC2-C-3)
e. The Board requested dimensioned cross sections and plans that illustrate the relationship – in terms of building height and separation – between the proposed development and the adjacent site to the south at the Recommendation phase. (CS2-D-1, CS2-D-5)
f. The Board prioritized Design Guideline CS2-C-1, Corner Sites, and stated that the articulation of the north façade and northwest corner should be strengthened. The design should ultimately hold the corner, while being considerate of traffic patterns. (CS2-C-1, CS2-II-i)

2. Façade Composition & Materiality

a. In response to public comment, the Board prioritized Design Guideline CS2-D-5, Respect for Adjacent Sites; noting windows should be located in a manner that minimizes disruption of the privacy of residents. The Board requested a privacy study that illustrates window overlap with the adjacent site to the south at the Recommendation meeting. (CS2-D-5)
b. The Board was concerned with the exposed blank wall at the corner of SW Genesee St and 31st Ave SW and its impact on pedestrian experience. The Board directed further study of treatments, such as landscaping, that will soften this condition. (DC2-B, DC2-D-2, DC4)
c. The Board specifically prioritized Design Guidelines DC2-I-ii, Cohesive Architectural Concept, and DC4-A-1, Exterior Elements and Finishes. The proposed development should be constructed of durable, attractive materials that lend themselves to a high-quality of detailing and contribute to a unified architectural concept. (DC2-I-ii, DC4-A-1)

3. Open Space & Pedestrian Experience

a. The Board generally supported the courtyard along SW Avalon Way, but directed further development of a human scale within the space. The Board noted this could be achieved through massing and façade modulation adjacent to the courtyard; ultimately, the scale of the mass should complement the scale of the open space. (PL3, DC2-A-1, DC2-D-1, DC2-II-I, DC3, DC3-A-1)
b. The Board specifically prioritized Design Guideline PL1-A-2, Adding to Public Life, and DC3-A-1, Interior/Exterior Fit. The courtyard should be designed to foster human interaction and relate well to interior uses. (PL1-A-2, DC3-A-1)
c. In agreement with public comment, the Board was concerned with the perception of safety and security of such a large and deep street-facing courtyard. The Board requested street-level sections illustrating how the landscaped courtyard relates to the sidewalk and incorporates the principles of Crime Prevention Through Environmental Design (CPTED). (DC3, PL2-B-1, PL2-B-2, DC4-C)

d. The Board prioritized Design Guidelines PL2-B-1, Eyes on the Street, and PL2-B-2, Lighting for Safety; and recommended the use of lighting within the courtyard, along SW Genesee St and along 31st Ave SW to enhance public safety. (PL2-B-1, PL2-B-2, DC4-C-1)
e. The Board prioritized Design Guideline DC4-D-1, Choice of Plant Materials; landscaping should reinforce the overall architectural and open space design concepts. (DC4-D-1)
f. The Board requested more information on the bicycle and pedestrian experience, specifically along 31st Ave SW. (PL4)

RECOMMENDATION September 23, 2021

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Supported mixed-use development for vitality of the street frontage and the additional security that comes with the constant presence of people.
- Supported the inclusion of retail in the proposal.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- Opposed to the proposed 7-story building height, citing that other buildings in the vicinity are only 4- to 5-stories tall.
- Requested additional visual openness along the street frontages.
- Concerned about the transition, reduced sunlight, and privacy impacts to the adjacent condo building.
- Discouraged the corner commercial use, citing traffic concerns at the street intersection.

SPU-Solid Waste has submitted a Solid Waste Approval letter for the development proposal, which allows for solid waste staging on 31st Avenue SW along the east side of the site.

SDCI received non-design related comments concerning traffic, parking, construction impacts, potential impacts to future transit plans, and housing density.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations and bicycle storage standards are addressed under the City's zoning code and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number 3032396-LU: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following recommendations.

1. **Massing:**
    a. The Board recommended approval of the overall massing design, stating that it sufficiently breaks down its relatively large scale using ground-level open spaces and upper-story roof height erosions. The Board also identified its effective use of height changes to mimic topography, minimized appearance of parking and services, and strong connections between the site and surrounding street frontages (CS2-A. Location in the City and Neighborhood, CS2-B-2. Connection to the Street, CS2-D. Height, Bulk, and Scale, DC1-C. Parking and Service Uses).
    b. The Board recommended approval of the massing relationship to the existing building to the south, stating that the angled façade combined with the rooftop step-down on the east side moves most of the bulk away from the adjacent building while preserving views for both buildings (CS2-D. Height, Bulk, and Scale, DC1-A-4. Views and Connections).
    c. The Board recommended approval of the placement and organization of the plaza on the north side of the building and the breezeway on the west side of the building as important aspects of massing reduction along the street frontage that also strengthen pedestrian access to the surrounding the site (*West Seattle* CS2-II. Corner Lots, CS2-B. Adjacent Sites, Streets, and Open Spaces, DC2-A-2. Reducing Perceived Mass).

2. **Building Materials**:
    a. The Board recommended approval of the material palette and the seemingly haphazard, yet conceptually consistent, organization of exterior materials and secondary architectural features throughout the building façades as a strong strategy for further reducing the visual mass of the building and adding visual interest. The Board recommended a condition to maintain the palette of durable and natural materials, maintain color variability among the materials, and ensure that material and color variability in material application remains consistent throughout the project (DC2-A-2. Reducing Perceived Mass, DC2-B-1. Façade Composition, DC4-A-1. Exterior Finish Materials).
    b. The Board recommended approval of the use of black storefront windows throughout and wood plank soffits throughout the commercial spaces and encouraged the applicant to retain this design intent. The Board declined to recommend this as a condition. (*West Seattle* PL2-I. Human Scale, DC2-B-1. Façade Composition, DC2-D. Scale and Texture, DC2-E-1. Legibility and Flexibility, DC4-A-1. Exterior Finish Materials).
    c. The Board strongly encouraged the use of back-lit reverse-channel lighting for any signage on the upper-façades, in lieu of sign lighting types that result in glowing box signs or letters that will add to light pollution. The Board declined to recommend a condition for this (DC4-B. Signage, DC4-C-2. Avoiding Glare).
    d. The Board recommended approval of the lighting plan within the Recommendation packet as sufficient to support security along the exterior of the site, especially around primary building entrances and the lower residential unit entrances along 31st Avenue SW (PL2-B-2. Lighting for Safety, PL3-A-2. Ensemble of Elements, DC4-C. Lighting).

3. Open Space:

a. The Board expressed concern about the placement of active rooftop spaces adjacent to the existing building to the south and the potential for noise disruption to adjacent residents. Citing this concern, the Board recommended a condition to use design strategies to mitigate the potential for excess noise in the amenity space design. The Board clarified that possible ways to resolve this condition could include adding additional noise-buffering elements in the amenity spaces or moving more-intense spaces away from the adjacent building (CS2-D-5. Respect for Adjacent Sites).

b. The Board encouraged refining the overall landscape design to utilize the types of native plant materials used in golf course design to fit with the golf theme of the development proposal but declined to recommend a condition (DC3-C-2. Amenities and Features, DC4-D.1. Choice of Plant Materials).

c. The Board strongly encouraged maintaining direct connections between the plaza and adjacent commercial spaces to support the intended semi-public use of the plaza space on the east side of the site but declined to recommend a condition to change the proposed design (DC1-A. Arrangement of Interior Uses, DC3-A-1. Interior/Exterior Fit, DC3-B-4. Multifamily Open Space).

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) 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 departure(s).

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

1. **Structure Width (23.45.528):** The Code requires a maximum structure width of 150 feet in the MR zone. The applicant proposes an overall structure width of 217'-10", for a total departure of 67'-10".

   The Board recommended approval of this departure because of the massing-related benefits of the wider massing width, most notably the creation of a large plaza on the northeast side of the building, which will serve as a well-designed amenity space for residents and commercial businesses. The Board also cited the strong relationships of the commercial spaces to the street frontage, which is an added benefit of the wider structure. The Board cited the north plaza at the street corner and the upper-level height reduction on the north side of the building as acceptable massing responses to reduce the perceived mass of the development. For these reasons, the proposed departure better meets the intent of Design Guidelines DC2-A-2. Reducing Perceived Mass, and CS2-D. Height, Bulk, and Scale.

2. **Upper-Level Setbacks (23.45.518.B.2):** The Code requires a minimum 15-foot setback from a lot line abutting a street right-of-way less than 56 feet in width for portions of the structure above 70 feet in height. The applicant proposes a 5-foot minimum setback along the 31st Avenue SW frontage, for 80 linear feet of the building façade above 70 feet in height.

   The Board recommended approval of this departure because it allows for the vertical continuity of massing form on the east side of the building with minimal massing impact along the 31st Avenue street frontage due to the relatively small size of the departure. For these reasons, the proposed departure better meets the intent of Design Guidelines CS2-D-2. Existing Site Features, DC2-A-1. Site Characteristics and Uses, DC2-B-1. Façade Composition.

DESIGN REVIEW GUIDELINES

The Citywide and Neighborhood 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-AArrangement 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 dated Thursday, September 23, 2021, and the materials shown and verbally described by the applicant at the Thursday, September 23, 2021 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Maintain the palette of durable and natural materials, maintain color variability among the materials, and ensure that material and color variability in material application remains consistent throughout the project (DC2-B-1. Façade Composition, DC4-A-1. Exterior Finish Materials).

2. Use design strategies to mitigate the potential for excess noise in the southeastern rooftop amenity space design through refinements such as adding additional noise-buffering elements in the amenity spaces or moving active recreation spaces away from the adjacent building (CS2-D-5. Respect for Adjacent Sites).

ANALYSIS & DECISION – DESIGN REVIEW

DIRECTOR'S ANALYSIS

The design review process prescribed in Section 23.41.008.F of the Seattle Municipal Code describing the content of the SDCI Director's decision reads 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 Guidelines.

At the conclusion of the Recommendation meeting held on September 23, 2021, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Four of the five Southwest Design Review Board members were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design 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 23.41.008.F3).

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 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.

Applicant response to Recommended Design Review Condition:

1. The applicant responded to condition 1 with a memo on December 21, 2021, noting "The MUP Drawing Set and Materials Board reflect the same materials as presented to the board. The materials board was delivered to SDCI on October 21, 2021 and serves as a record of the materials, while allowing for verification that they will remain consistent throughout the project." This item shall be shown on the construction plans and shall be maintained for the life of the project, and the installation of this item will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy for the new construction, as conditioned below.

2. The applicant responded to condition 2 with a memo on December 21, 2021, noting "The design has been refined with noise buffering elements. We have located a new planting zone along the south edge, to keep people further from the neighboring building and to provide a landscape buffer with evergreen trees with year-round foliage (please see L200 and DR11). Also, we have introduced sound barrier of ½" plexiglass behind the new planting zone that will further reduce sound transfer (please see A303 and A107). As shown in the DRB Recommendation Packet (see page 18 of packet) and below diagram, the neighboring building (shown in blue) is over 10' lower and there is a generous horizontal setback of 35' – 43' between the buildings, providing visual and acoustic privacy." The response satisfies the recommended condition for the MUP decision. This item shall be shown on the construction plans, and the installation of this item will be confirmed by the Land Use Planner prior to the final Certificate of Occupancy for the new construction, as conditioned below.

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 accepts the Design Review Board's recommendation and conditions 1-2, listed at the end of this decision, shall be required.

DIRECTOR'S DECISION

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

CONDITIONS – DESIGN REVIEW

For the Life of the Project

1. Maintain the palette of durable and natural materials, and maintain color variability among the materials as shown in the Recommendation packet.

2. 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.

Greg Johnson, Senior Land Use Planner
Seattle Department of Construction and Inspections

Date: May 9, 2022

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