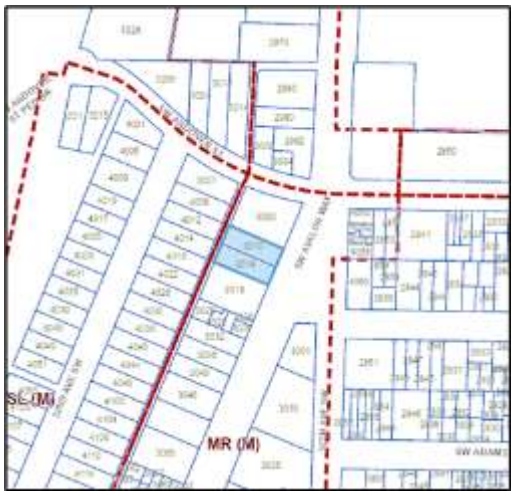
RECOMMENDATION OF THE
SOUTHWEST DESIGN REVIEW BOARD

Record Number:	3035979-LU
Address:	3010 SW Avalon Way
Applicant:	Jeff Walls, Studio 19 Architects
Date of Meeting:	March 20, 2025
Board Members Present:	Gavin Schaefer, Chair A.B. Alvarez Nicole Li Jessie McClurg Rob McCulloch
Board Members Absent:	None
SDCI Staff Present:	Theresa Neylon, Senior Land Use Planner

SITE & VICINITY

Site Zone: Multi-family Midrise (M) [MR (M)]

Zoning Pattern: (North) MR (M)
(East) MR (M)
(South) MR (M)
(West) Residential Small Lot (M) [RSL (M)]



Lot Area: 9,582 sq. ft.

Current Development:
The subject site, located on the west side of SW Avalon Way, midblock between SW Andover St and SW Genesee St in the Youngstown neighborhood of West Seattle, comprises two existing tax parcels, each developed with a single-family residence, one built in 1924 and the other in 1946. Pedestrian and vehicular access is from SW Avalon Way. The rectangular shaped site's frontage faces east onto SW Avalon Way. Alley access occurs along the west property line. The property descends west to east as well as north to south. The slope along the sidewalk is approximately five percent from north down to south and the alley slopes at approximately 12% slope from north down to south. A 25 foot elevation difference occurs from the southwest corner to the northeast corner.

Surrounding Development and Neighborhood Character:
Adjacent to the site are multifamily residential structures to the north and south, a vacant lot to the east, and a single-family residence to the west. The immediate vicinity comprises primarily residential uses of varying scales. Multifamily residential structures border SW Avalon Way, transitioning to include commercial uses one block to the north. A single-family residential area is located across the alley to the west of the site. A mix of single-family and townhouse uses extends to the east. An industrial use, including the Nucor Steel Seattle steel plant, begins one block to the northeast. Recreational opportunities exist nearby at Dragonfly Garden, West Seattle Stadium, and West Seattle Golf Course. A minor arterial SW Avalon Way provides north-south circulation through the neighborhood. The West Seattle Bridge is located two blocks to the west and connects eastward over the Duwamish Waterway to an industrial district in south Seattle, and Downtown.

Buildings in the neighborhood vary due to their eras of construction, including traditional turn of the century, midcentury, and recent contemporary development. No one architectural style dominates. Recent development includes mixed-use and multifamily structures up to seven stories in height. The streetscape is a mix of tree-lined streets with sidewalks and street parking. Properties on the west side of SW Avalon Way are in places elevated above the public right-of-way, separating the public and private realms. The area was rezoned from Midrise to Midrise (M) on 4/19/2019. Multiple projects in the vicinity are currently in review or under construction include 3039 SW Avalon Way, 3084 SW Avalon Way, and 3201 SW Avalon Way.

Proposed Access:
Vehicular access is from the alley. Pedestrian access is from SW Avalon Way.

Environmentally Critical Areas:
A small mapped steep slope area sits near the southwest corner of the site.

PROJECT DESCRIPTION
Land Use Application to allow an 8-story, 86-unit apartment building. No parking proposed. Existing buildings to be demolished. Early Design Guidance conducted under 3036362-EG.

The design packet includes information presented at the meeting, and is available online by entering the record number (3035979-LU) at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx
Any recording of the Board meeting is available in the project file. This meeting report summarizes the meeting and is not a meeting transcript.

EARLY DESIGN GUIDANCE – NOVEMBER 4, 2021

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

- Glad to see more residential density along Avalon Way that can bring more activity in this area;
- Concerned regarding traffic, including delivery trucks, in the already crowded alley.

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

- Opposed to the proposed development.
- Multiple comments were opposed to the 8-story building height.

- Urged the proposed development be limited to the 4- to 7-story building height to be harmonious with the existing neighborhood.
- Felt the contrast between the proposed height, bulk, and scale of the new development to the surrounding smaller scale context is too extreme.
- Desired a thoughtful transition to the adjacent single-family homes, such as an abutting 4-story height limit.
- Concerned the proposed height will change the identity and appeal of the area.
- Encouraged the inclusion of trees, green space, neutral colors, sustainable materials, and environmentally friendly design.
- Supported all three design alternatives.
- Concerned about blocked sunlight and reduced privacy to adjacent properties.
- Encouraged a community centered design.

SDCI received non-design related comments concerning parking, traffic, density, housing affordability, views, proposed development program, environmental impacts, and community outreach.

The Seattle Department of Transportation offered the following comments:

- Stated a 1.5' right-of-way setback is required on SW Avalon Way.
- Stated the full 16' width of the alley from SW Andover St to the southwest edge of the parcel is required to be paved.
- Strongly supported providing limited parking due to the site's proximity to transit.

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 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 (3036362-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. Architecture-Massing

a. The Board noted that large massing moves are difficult to make without losing floor space on a small site such as this one. The Board also acknowledged the concerns voiced in the public comments regarding the scale of the project in the context of a lower scale and single family neighborhood. The Board noted that the applicant-preferred Massing Concept 3 ('Shifting') had a simplistic elegance, but the massing forms conveyed a verticality that indicated no relation to context of the site and appeared to accentuate the height of the building. The Board observed that Massing Option 2 ('Intersecting') provided opportunities,

with the projecting masses, to relate and respond to neighborhood cues. The Board noted that Concept 2 also stepped back the massing at the upper levels, reducing the perceived mass along the street frontage as well as at the zone transition to the rear of the site. The Board gave guidance to further develop Massing Concept 2, but to modify it to be mirrored along the frontage. This may allow the base mass and projecting elements to respond better to the existing architecture of the building to the north and would appear to step with the grade as the street rises to the south. The Board specifically prioritized **CS2-B Adjacent Sites, Streets, and Open Spaces, CS2-C-2 Mid-Block Sites, CS2-D-3. Zone Transitions, CS2-D-4. Massing Choices, CS2-D-5. Respect for Adjacent Sites, and CS3 Architectural Context and Character.**

b. The Board gave guidance to study reducing the 'intersecting' mass of Massing Concept 2 on the street frontage by one level, to assist in making a better contextual reference to the building and associated open space to the north. The applicant should also study the rear massing step to include relational studies to visually reduce perceived mass along the single family zone transition. The Board requested a study of the location of the massing steps in the mirrored configuration of Massing Concept 2 in the Recommendation package to show intentional definition of the massing forms. **DC2-A-2. Reducing Perceived Mass, CS2-III-iii. Facade Articulation, CS2-D-1. Existing Development and Zoning, CS2-D-4. Massing Choices**.

c. The Board noted that information regarding proposed fenestration patterns and other secondary detailing was not included in the massing options presented in the EDG package. The Board requested further delineation of the secondary detailing in the Recommendation package. The Board stated that this additional level of detailing should be considered in regard to bringing relatable residential scale to the massing concept and relating the proposed building to context. **DC2-B-1. Façade Composition, DC2-C Secondary Architectural Features, DC2-I-ii. Cohesive Architectural Concept**

2. Architecture-Layout

a. The Board supported the general entry sequence layout of Massing Concept 3. The layout creates a semi-public entry patio towards the northeast corner of the site, where it would sit slightly above the sloping grade of the sidewalk, creating an activated gathering space along the street frontage. The Board noted that if Massing Concept 2 is mirrored, the entry door would be oriented towards the northeast, similar to the entry in Massing Concept 3. The Board gave guidance to develop the design of this entry, using the positive aspects of the entry shown in Massing Concept 3. **PL3-A Entries, PL3-B-4. Interaction, DC2-II-i. Pedestrian-Oriented Facades, CS1-C-2. Elevation Changes**

b. The Board gave guidance that the roof deck should be further developed as an amenity space, with differentiation of outdoor rooms to provide a variety of opportunities for residents' use. **PL1-C Outdoor Uses and Activities, DC1-A-2. Gathering Places, DC3-B-4. Multifamily Open Space**

c. The Board was concerned with the grade relationship of the building to the sloping alley condition. Specifically, the Board did not support the extensive ramps shown in Massing Concepts 1 and 2 to provide ADA access between the parking and the access door. They noted that the general access approach shown in Massing Option 3 was better but questioned the inconvenience of an interior lift to make ADA access work. The Board gave guidance that the rear access door level should be coordinated with the interior floor levels to provide convenient access from parking and deliveries to the interior. The Board

specifically prioritized **PL2-A Accessibility** and **CS1-C Topography; PL4-A Entry Locations and Relationships. DC1-B-1. Access Location and Design** also applies to this guidance.

d. The Board questioned how the solid waste storage and service would occur along the alley. As shown in all three options, the storage room is accessed via a ramp near the northwest property line. The Board direct the applicant to locate the storage area close enough to the pickup to avoid having to stage dumpsters in the alley, in order to lessen impacts to the single family neighborhood and congestion of traffic in the alley. **DC1-C-4. Service Uses**

e. Although fenestration patterns were not explicitly shown on the massing options in the EDG package, the Board noted that privacy between the new and existing residential uses is a concern. They requested a privacy study in the Recommendation package, showing sight lines between the proposed units and the building to the north, as well as to the single family structures to the west. **PL3-B Residential Edges**

f. The Board noted that direct access through the lobby to the bike storage room, as shown in Massing Concept 2, was acceptable. They noted that although an exterior access to the bike parking is typically desired (as shown in Massing Concept 1), the clear access from the bike lane on Avalon Way through the front door and lobby to the interior bike storage room was an acceptable tradeoff for providing exterior patio space to the ground floor units. **PL4-B Planning Ahead for Bicyclists, PL4-A Entry Locations and Relationships**

g. The Board was, however, concerned about the viability of the patio spaces of the ground floor units' access to light, since they are adjacent to the tall retaining walls shown in the EDG packet. The Board requested cross-sectional studies to clarify conditions at the below-ground level units and demonstrate how the outdoor space provides benefit to the units. **CS1-B Sunlight and Natural Ventilation**

3. Architecture-Materials

a. Although a materials palette was shown on page 13 of the EDG package, application of specific material onto the proposed building massings was not explicitly described in the EDG package. While this was appropriate for the conceptual design focus of EDG, the Board noted that the proposed material palette should be clearly articulated in the Recommendation package for review. **DC4-A Exterior Elements and Finishes, DC2-D Scale and Texture**

b. The Board supported the concept of applying a darker color on the lower massing forms and a lighter color at the recessed base massing to assist in reducing the perceived mass of the structure. **DC2-A-2. Reducing Perceived Mass**

4. Site

a. As previously described, the Board supported the entry sequence shown on Massing Concept 3, with an on grade access to the main entrance from the Avalon Way frontage. The Board noted that the location of the associated patio near the entrance will help to activate the street frontage in a neighborhood where many buildings are grade-separated from the sidewalk due to steep grades. **PL3-A Entries, PL3-B-4. Interaction, DC2-II-i. Pedestrian-Oriented Facades**

b. The Board acknowledged the issues of access to the rear of the building from the steep alley. They noted, however, that the applicant should consider public concerns regarding traffic and congestion in the alley as they related to the design of that area. The Board gave guidance to integrate parking, services and access into the site design and to coordinate the

grading with interior building levels. **DC1-B-1. Access Location and Design, DC1-C-4. Service Uses, CS1-C Topography**

RECOMMENDATION – MARCH 20, 2025

PUBLIC COMMENT
No public comments were offered at this meeting.

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

- Preferred taking vehicle access from Avalon instead of from the alley.
- The narrow alley width cannot support additional vehicle access or traffic.
- The proposed scale would add much needed vitality to the neighborhood.
- Discouraged impeding the bicycle lane on Avalon.
- Disliked the material differences and massing modulation. Preferred a uniform box massing with a nice outer cladding.

SDCI received non-design related comments concerning parking quantity, traffic congestion, mass transportation, construction impacts, carbon footprint, density, emergency access, the permitting process, and public outreach. These comments are outside the scope of design review.

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.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number (3035979-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. Architecture: Facades

a. The Board recommended approval of mirroring Concept 2 from EDG which allows the secondary massing modulations to relate better to other neighborhood massing forms, in response to EDG guidance. **DC2-B-1. Façade Composition**

b. The Board recommended approval of moving the main residential entry to the northeast corner that creates visual prominence for the entry, also in response to EDG guidance. The Board specifically recommended approval for the expansion of storefront window at the residential lobby that highlighted visibility to the entry and transparency between the interior and exterior spaces. **PL3-A Entries**

c. The Board also recommend approval of the overall fenestration patterns shown on pages 34-37 in the Recommendation packet. **DC2-C Secondary Architectural Features**

2. Architecture: Layout

a. The Board had questions about access to the bike storage room accessed via a path in the north side setback and whether the space provided for easy maneuverability, especially with larger

bike types. The Board recommended a condition for the applicant to work with the Planner to study inclusion of a wider gate and/or door, push-button access, or similar, to facilitate access to the bike storage room. **DC1-B Vehicular Access and Circulation, PL4-B Planning Ahead for Bicyclists**

b. The Board continued to have concerns on the availability of light and air to the ground floor units on both the north and south facades. They noted that glazing at these units appeared to be more limited than in the upper units and large trees would block sunlight. Although the Board recognized that glazing may be limited by Code, they recommend a condition to work with the Planner to optimize window layout and consider landscape strategies, like impacts of landscape plantings and wall heights, to optimize light, ventilation and livability at these units. **CS1-B Sunlight and Natural Ventilation**

3. Architecture: Materials

a. The Board recommended approval of the proposed material selection, including light-colored corrugated metal siding for the base mass and dark painted fiber cement panels for the secondary massings at the southeast and northwest corners, as illustrated on page 38 of the Recommendation packet. **DC2-B-1. Façade Composition**

b. The Board recommended approval of the inclusion of wood siding along the alley to respond to the lower density residential zone. The Board questioned if the wood could be incorporated into the front façade, but they agreed with the applicant that reducing the storefront windows to insert wood siding was not favored. **DC2-B Architectural and Facade Composition**

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures was based on the departure's potential to help the project better meet these design guideline 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. **Reduction of average side setback above 42 feet in height - north (23.45.518.B.):** The Code requires 10 feet average setback above 42 feet height.

   The applicant proposes an average 9 foot 11/16 inch average setback on the north facade.

   The Board indicated that the departure allowed the secondary massing feature on the north façade to have a more rational and logical placement with respect to contextual references, as shown on page 9 of the Recommendation packet. The Board recommended approval of the departure because the resulting design better meets the intent of Design Guidelines **DC2 Architectural Concept** and **CS2 Urban Pattern and Form**.

2. **Reduction of average side setback above 42 feet in height - south (23.45.518.B.):** The Code requires 10 feet average setback above 42 feet height. T

   The applicant proposes an average 9 foot 1 inch average setback on the south facade.

   The Board indicated that the departure allowed the secondary massing feature on the south façade to have a more rational and logical placement with respect to contextual references, as

shown on page 9 of the Recommendation packet. The Board recommended approval of the departure because the resulting design better meets the intent of Design Guidelines **DC2 Architectural Concept** and **CS2 Urban Pattern and Form**.

3. **Reduction of side setback below 42 feet in height - south (23.45.518.B.):** The Code requires 7 feet average setback, and a 5-foot minimum setback, below 42 feet height.

   The applicant proposes to reduce the minimum setback to 1 foot 8 inches for a length of 32 feet 8.75 inches on the lower-level setback on the south facade.

   The Board indicated that, as the building is built into the slope of the site, the area of departure is below grade. The form of the building with the requested departure did not change, or have any negative visual or physical impacts, from a project without the departure. The Board recommended approval of the departure because the resulting design better meets the intent of Design Guideline **CS2-B Adjacent Sites, Streets, and Open Spaces.**

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.

BOARD RECOMMENDATIONS

The recommendations summarized above were based on the design review packet dated January 31, 2025, and the materials shown and verbally described by the applicant at the March 20, 2025, Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions.

1. Work with the planner to improve the access path to the bike storage location to ensure it can accommodate larger bike types. **DC1-B Vehicular Access and Circulation, PL4-B Planning Ahead for Bicyclists**

2. Work with the planner to enhance the building and site design to optimize light and air to the ground floor units on the north and south façades. **CS1-B Sunlight and Natural Ventilation**

REC Report Sent 3/28/2025
Project 3035979-LU

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