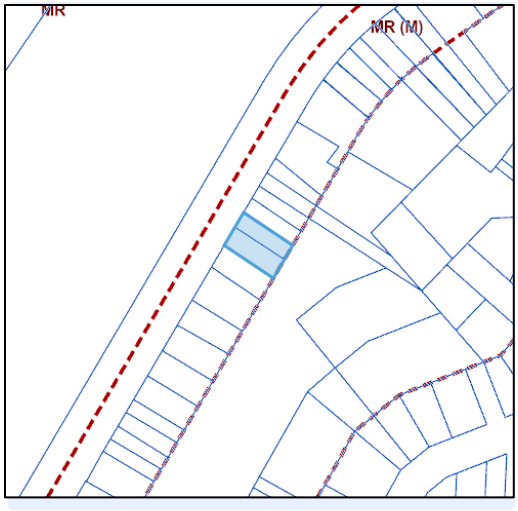
ADMINISTRATIVE RECOMMENDATION
SOUTHWEST

Record Number:	3037276-LU
Address:	1318 Alki Ave SW
Applicant:	Seth Hale, N5 Architecture
Report Date:	May 23, 2023
SDCI Staff:	Theresa Neylon

SITE & VICINITY

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

Nearby Zones: (North) MR (M)
(East) Single-family 7,200 [SF 7200]
(South) MR (M)
(West) MR



Zoning Overlays: Urban Residential Shoreline District
Alki Parking District

Lot Area: 9,205 sq. ft.

Current Development:
The subject site is comprised of two existing tax parcels currently developed with two, two-story residential structures: a single-family residence built in 1958 and a duplex built in 1964. The site is rectangular in shape, with frontage facing northwest onto Alki Ave SW. The site has no alley access. Although the majority of the site is relatively flat to the street, the rear part of the site gains approximately 10 feet in grade over the rear 25 feet depth of the lot, currently retained with site retaining walls and a structure foundation.

Surrounding Development and Neighborhood Character:
The subject site is located on the southeast side of Alki Ave SW in the Alki neighborhood of southwest Seattle. Single-family residences are adjacent to the northeast and southwest, the Duwamish Head Greenbelt (owned by Seattle Parks and Recreation) is adjacent to the southeast, and the Elliott Bay waterfront (also City-owned) is adjacent to the northwest across the public right-of-way. The immediate vicinity is comprised of single-family and low rise multifamily residential uses along Alki Ave SW. A steep vegetated hillside to the east ascends to the residential North Admiral neighborhood. Similar development and topographic conditions exist along the northeast shore of the Duwamish Head.

Multiple recreational spaces border the neighborhood fronting the waterfront, including the Alki Beach Park, the Alki Trail, Hamilton Viewpoint Park, Don Armeni Boat Ramp, and Seacrest Park Cove. Minor arterial and SEPA Scenic Route Alki Ave SW provides circulation along the northwest east side of the Duwamish Head, connecting east to Harbor Ave SW and the West Seattle Bridge and south to the Alki Point area. One mile to the east, the Alki Water Taxi provides local service from the Seacrest Ferry dock to Downtown Seattle.

The subject site is located within the established residential fabric of the Alki Beach neighborhood of West Seattle. The area is characterized by its topography and proximity to Elliott Bay waterfront. Existing residential structures respond to this context through their orientation towards the water and the inclusion of abundant glazing and balconies. Residential structures range in age from turn of the century to recent development, however the majority of the neighborhood fabric along Harbor Avenue SW is of older vintage. There is variety in building scale, with single-family homes ranging between one- to three-stories in height and multifamily structures ranging between three- to six-stories. Street parking and vehicular access to properties is located along the east side of Alki Ave SW. The area was rezoned from Midrise to Midrise (M) on 4/19/2019.

Access:
Vehicular and pedestrian access are both from Alki Ave SW.

Shoreline Zone:
The majority of the site is located in the Shoreline Urban Residential (UR) Zone and is subject to the development standards of SMC 23.60A.

Environmentally Critical Areas:
The subject site is located within mapped potential landslide and liquefaction prone areas. Mapped steep slope and known landslide areas are located along the southeast property line.

PROJECT DESCRIPTION
Shoreline Substantial Development application to allow 2 townhouse buildings, (1, 3-story and 1, 4-story) with a total of 6 units. Parking for 9 vehicles proposed. Existing buildings to be demolished. Early design guidance conducted under 3038168-EG.

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

EARLY DESIGN GUIDANCE – JANUARY 21, 2022

PUBLIC COMMENT
SDCI received the following design related comments:

- Encouraged minimizing privacy impacts to adjacent properties such as through thoughtful window placement.

SDCI received non-design related comments concerning existing easements, landslides, and utilities. These comments are outside the scope of design review.

The Seattle Department of Transportation offered the following comments:

- Stated the project is required to meet the minimum standards of street trees in a 5.5' planting strip between the curb and sidewalk.
- Stated the project is required to replace all unused curb cuts with a continuous curb and planting strip along the site's frontage.
- Coordinate frontage improvements and solid waste collection plans with King County Metro to avoid conflicts with the existing bus stop.

One purpose of the design review process is for the 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(3038168-EG): http://web6.seattle.gov/dpd/edms/

PRIORITIES & STAFF GUIDANCE

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, Staff provide the following siting and design guidance.

1. **Architecture: Massing**
    a. Staff supports the massing concept presented in Option 1, the preferred option. The three-story volumes of the front townhomes create a relatable, residential scale along the street frontage. The rear townhomes step up with the grade to be able to locate the roof decks at a slightly higher level, creating access to the views, and keeping additional bulk away from the street façade volume. **DC2-A-1. Site Characteristics and Uses**
    b. The context of the development site is very mixed, with older two- and three-story single family structures and low-scale apartments, as well as newer six-story midrise multi-family developments. Staff supports the townhouse typology on this site, which creates a relatable scale to the adjacent single family homes, as shown in the perspectives (page 18) and in elevation (page 15). **CS2-C-2. Mid-Block Sites, CS2-D-1. Existing Development and Zoning, CS3-A-4. Evolving Neighborhoods**
        i. As this new development will be adjacent to existing residential uses, privacy between sites should be addressed. Provide a window privacy study with the properties adjacent to the north and south to illustrate potential impacts on adjacent uses. **CS2-D-5. Respect for Adjacent Sites**
    c. Staff specifically supports the modulations of façade massing indicated on the front-facing facades of both the front and the rear units. As the street-facing facades will be very visible, the modulations on these units add scale and visual interest to the massing. The modulations on the rear units aid in creating a pedestrian scale and in wayfinding to the entries located in the auto court. **DC2-A-2. Reducing Perceived Mass, DC2-B Architectural and Facade Composition, DC2-C-1. Visual Depth and Interest**
    d. Staff supports the massing layout of Option 1 that shifts the street-facing units to the north and locates the drive access at the west property corner. This layout creates space along the street at the busy crosswalk (located just off site to the west) and orients vehicle access away from the bus stop location (located adjacent to the north property corner). Staff notes

that design of the driveway should incorporate design strategies that emphasize pedestrian safety at the sidewalk edge, such as clear sight lines, visual cues in materiality, etc. **DC1-B-1. Access Location and Design, PL4-C Planning Ahead For Transit**

2. **Architecture: Layout**
   a. Staff supports the general layout of the street facing units. The main entries are clearly oriented to the street and a small grade change indicated allows space for a transition zone between the busy sidewalk and the private entry. Continue to develop the entry level design that highlights the pedestrian scale of the neighborhood and activates the street frontage. **CS2-B-2. Connection to the Street**
   b. Staff supports the layout of Units 4 and 5 in the rear of the site. Although the need to include parking in the project may necessitate locating front doors alongside garages, the main entries of these two units appear oriented to prioritize of the pedestrian entry over the vehicle access. **PL2-D Wayfinding, PL3-A-1. Design Objectives**
   c. Staff does not support the location of the entry sequence of Unit 6, located out of view from the general rear entry and isolated behind the solid waste storage area. Re-orient the entry to be accessible from the central auto court, similar to Units 4 and 5. Ensure the entry is located and designed for clear and logical wayfinding. **PL2-D Wayfinding, PL3-A-1. Design Objectives**

3. **Architecture: Materials**
   a. Although specific materials are not required in the EDG package, Staff supports the use of wood, lap siding and other high quality, textural materials that will give a residential scale to the development. Large-scale fiber cement panels, if used to create a contemporary aesthetic, should be specified as a heavy-gauge product and detailed to avoid warping in this exposed location. **DC2-D Scale and Texture, DC4-A Exterior Elements and Finishes**
   b. Staff supports the general façade design concepts shown in the precedent images that include vertical expression of individual units; individual entry expressions; and development of façade design that has a clear residential scale and reduces the perception of mass of the structures, especially along the visible street frontage. **DC2-B Architectural and Facade Composition, DC2-C-1. Visual Depth and Interest**
   c. Staff supports the use of a high level of glazing both to provide access to the views from the unit interiors and to activate the unit frontages. Glazing should be detailed to add scale and interest to the façade design. **DC1-A-4. Views and Connections, DC2-C-1. Visual Depth and Interest**
   d. Staff supports the use of railings, or other visually permeable guardrails, at the roof deck, as shown in several of the precedent images. Design of railing and parapets should enhance the façade design, reduce perceived mass of the structures as viewed from the street, and to provide access to views and air flow on the roof decks. **DC1-A-4. Views and Connections, DC2-A-2. Reducing Perceived Mass**
   e. Garage doors will be very prominent at ground level in the center paved court. Ensure the design of the doors are integrated into the overall façade design. Strive to minimize the visual impact of the garage doors in order to highlight the pedestrian entries. **DC1-C-2. Visual Impacts, DC2-B Architectural and Facade Composition**

4. **Site**

a. Staff supports the general site layout of Option 1, with front units facing and engaging the street, rear units oriented towards the central paved court, and driveway and service access consolidated at the west property corner (away from the bus stop at the north property corner). **CS2-B-2. Connection to the Street, PL3-A-1. Design Objectives, PL4-C Planning Ahead For Transit**
b. Staff specifically supports the relationship of the front unit entries that engage with the streetscape. Continue to develop site and landscape detailing that creates a transitional zone between the public sidewalk and residential entries. **CS2-B-2. Connection to the Street, PL3-A-1. Design Objectives**
c. As the center paved court will serve as the main pedestrian access to the rear units, continue to develop the site design of the court with the architecture to clarify circulation, provide wayfinding, highlight entries and to serve as a multi-purpose use space for the residents. **PL2-D Wayfinding, PL3-A-1. Design Objectives, DC1-C-3. Multiple Uses, DC4-D-2. Hardscape Materials**
d. As access to the rear of the site, in the ECA steep slopes and buffer, will be limited, investigate ways to provide private yards in the side yard setback for Units 3, 4 and 6. **DC3-A-1. Interior/Exterior Fit, DC3-B-1. Meeting User Needs**
e. Staff does not support the location of solid waste storage shown in Option 1 layout. Locate the storage area against a fence or the blank wall of a garage so that required screening does not block views through the site. Show individual bins to clarify adequate space for solid waste storage is provided. Show planned staging locations for bins in the right-of way. **DC1-C-4. Service Uses**
f. Staff supports locating short term bike parking in the planting strip in the right-of way. Ensure all long-term bike parking is indicated in future plan submittals. **PL4-B Planning Ahead for Bicyclists**
g. In future submittals, include all vertical site elements, like fencing and site walls, in perspective renderings so the visual impact can be assessed. **DC4-D-2. Hardscape Materials**

RECOMMENDATION – MAY 23, 2023

PUBLIC COMMENT
SDCI did not receive any design related comments.

SDCI received a non-design related comment concerning utilities. This comment is outside the scope of design review.

One purpose of the design review process is for the 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: http://web6.seattle.gov/dpd/edms/

PRIORITIES & STAFF RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, Staff provide the following recommendations.

1. **Architecture: Massing**
   a. Staff recommends approval of the refinements to the preferred massing option from EDG. Three street-facing townhouse units create a relatable, residential scale along the street frontage. The rear townhomes step up with the grade to be able to locate the roof decks at a slightly higher level, creating access to the views, and keeping additional bulk away from the street façade volume. **DC2-A-1. Site Characteristics and Uses**
   b. Staff specifically recommends approval of the modulations of façade massing indicated on the front-facing facades of both the front and the rear units. As the street-facing facades will be very visible, the modulations on these units add scale and visual interest to the massing. The modulations on the rear units aid in creating a pedestrian scale and in wayfinding to the entries located in the auto court. **DC2-A-2. Reducing Perceived Mass, DC2-B Architectural and Facade Composition, DC2-C-1. Visual Depth and Interest**

2. **Architecture: Layout**
   a. Staff recommends approval of the main entries of the street facing units that are clearly oriented to the street. Staff also recommends approval of the small grade change indicated that allows space for a transition zone, including a small front patio, between the busy sidewalk and the private entry. **CS2-B-2. Connection to the Street**
   b. Staff recommends approval of the re-orientation of Unit 6 towards the auto court as well as the refinement to hardscape design that clarifies wayfinding to three rear units. **PL2-D Wayfinding, PL3-A-1. Design Objectives**

3. **Architecture: Materials**
   a. Staff recommends approval of the use of wood and painted lap siding as high quality, textural materials that will give a residential scale to the development. Staff suggests extending the dark lap siding on the west street-facing facade to the ground level to further delineate the individual units. Staff recommends a condition to revise the color of the white cementitious panel to silver (as is shown in most of the color elevations) to simplify the color palette. **DC2-D Scale and Texture, DC2-B Architectural and Facade Composition**
   b. Staff recommends approval of the high level of glazing both to provide access to the views from the unit interiors and to activate the unit frontages. **DC1-A-4. Views and Connections, DC2-C-1. Visual Depth and Interest**
   c. Staff recommends approval of the use of clear glass railings at the roof deck that reduce perceived mass of the structures as viewed from the street, and to provide access to views from the roof decks. **DC1-A-4. Views and Connections, DC2-A-2. Reducing Perceived Mass**
   d. Staff recommends approval of the high quality glass panel garage doors at their very visible location in the center paved court. To minimize the visual impact of the garage doors, Staff recommends a condition to revise the color of the white cementitious panel to silver as described in 3.a, which will better integrate the garage doors with the surrounding siding. **DC1-C-2. Visual Impacts, DC2-B Architectural and Facade Composition**

4. **Site**

a. Staff recommends approval of the site layout, with front units facing and engaging the streetscape, rear units oriented towards the central paved court, and driveway access consolidated at the west property corner away from the bus stop at the north property corner. **CS2-B-2. Connection to the Street, PL3-A-1. Design Objectives, PL4-C Planning Ahead For Transit**
b. Staff specifically recommends approval of the relationship of the front unit entries that engage with the streetscape. **CS2-B-2. Connection to the Street, PL3-A-1. Design Objectives**
c. Staff recommends approval of the refinement to the hardscape design at the center auto court that clarifies circulation, provides wayfinding, highlights entries and serves as a multi-purpose use space for the residents. Staff recommends a condition to retain the extent of pavers shown in the layout of the drive and center court on page 13 of the Recommendation package. Staff also recommends a condition to revise the pavers on the north path to match the other pavers used, for better continuity of materiality. **PL2-D Wayfinding, PL3-A-1. Design Objectives, DC1-C-3. Multiple Uses, DC4-D-2. Hardscape Materials**
d. Staff recommends approval of storage of solid waste within the garages, which removes the bins from the site, allowing better options for site circulation and other potential resident uses of the exterior space. **DC1-C-4. Service Uses**
e. Staff recommends approval of locating short term bike parking in the planting strip in the right-of way, where it is convenient for visitors, and long term bike parking within the garages, for safe storage. **PL4-B Planning Ahead for Bicyclists**
f. Staff recommends a condition to stain all site fences the same color as the wood siding, so the vertical element looks intentional in the site design. **DC4-D-2. Hardscape Materials**
g. Recognizing this project is in a Shoreline zone, Staff recommends a condition to respond to this off-site habitat by minimizing any off-site glare, including removal of the bollards shown on page 37 of the Recommendation package. **CS1-D-2. Off-site Features, DC4-C-2. Avoiding Glare**

DEVELOPMENT STANDARD DEPARTURES

At the time of the Recommendation report, no departures were requested.

DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines and Neighborhood Design Guidelines recognized by Staff 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.

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.

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.

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.

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.

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.

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.

STAFF RECOMMENDATIONS

The recommendations summarized above were based on the design review packet uploaded to SDCI May 9, 2023. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the Recommendation phase of the subject design is APPROVED with the following conditions:

1. Revise the color of the white cementitious panel to silver (as is shown in most of the color elevations). **DC2-D, DC2-B, DC1-C-2.**
2. Retain the extent of pavers shown in the layout of the drive and center court on page 13 of the Recommendation package. **PL2-D, PL3-A-1.**
3. Revise the pavers on the north path to match the other pavers. **PL3-A-1, DC4-D-2.**
4. Stain all site fences the same color as the wood siding. **DC4-D-2**.
5. Minimize exterior lighting, including removal of the bollards shown on page 37 of the Recommendation package. **CS1-D-2, DC4-C-2.**

REC Report Sent 05/23/2023 BCC
Project 3037276-LU

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