



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

Project Number: 3031518-LU
Applicant Name: Andrew Kluess
Address of Proposal: 4508 California Avenue Southwest

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 7-story building with 38 apartment units, 20 small efficiency dwelling units (58 units total), lodging and retail. Parking for 14 vehicles proposed. Existing building to be demolished. Early Design Guidance Review conducted under 3032079-EG.*

*Note - The project description has been revised from the following notice of application: Land Use Application to allow a 7-story building with 44 apartment units, 14 small efficiency dwelling units (58 units total), lodging and retail. Parking for 17 vehicles proposed. Existing building to be demolished. Early Design Guidance Review conducted under 3032079-EG.

The following approvals are required:

Design Review with no Departures (Seattle Municipal Code 23.41)*

SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05)

SEPA DETERMINATION:

Determination of Non-significance

- No mitigating conditions of approval are imposed.
Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts

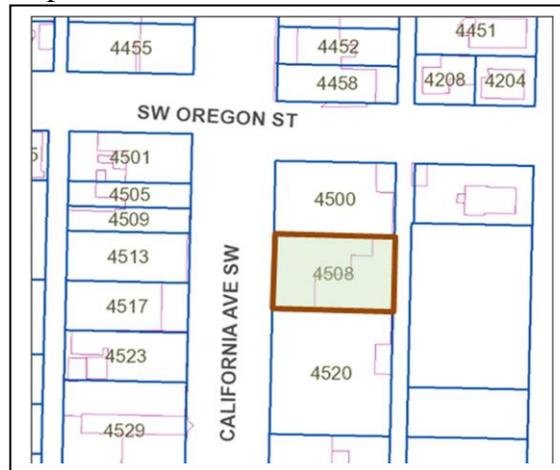
SITE AND VICINITY

Site Zone: Neighborhood Commercial 3
Pedestrian-95' (M) [NC3P-95 (M)] *

*The proposal is vested to a prior zoning designation of Neighborhood Commercial 3 Pedestrian-85 (NC3P-85) zoning.

Zoning Pattern:

North: NC3P-95 (M)
South: NC3P-95 (M)
West: NC3P-95 (M)
East: NC3P-95 (M)



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

Site Description: This approximately 8,625 square foot (sq. ft.) project site contains a one-story masonry commercial building constructed in 1924 and divided into 3 commercial tenant spaces.

Access: Vehicular access to a graveled parking area occurs from an existing alley.

Environmentally Critical Areas: None.

Current and Surrounding Development; Neighborhood Character: The site is located within the commercial core of the West Seattle Junction Urban Village, which is characterized by predominantly one-two story commercial development with a pedestrian oriented streetscape.

Public Comment

The public comment period ended on October 9, 2019. In addition to the comments received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to air quality, soil contamination and parking.

I. ANALYSIS – DESIGN REVIEW

FIRST EARLY DESIGN GUIDANCE August 2, 2018

Public Comment

The following public comments were offered at this meeting:

- Stated that the project will be vital to the West Seattle Junction and that the owner is a fair and compassionate person.
- Stated that the project is well designed and supports the height and setbacks of the preferred massing option.
- Stated the importance of creating a sense of community and allowing for connections and gathering.
- Concerned with parking impacts.
- Stated that the streetscape details (including lights and hanging baskets) are important to maintain the existing character of the street.
- Recommended the use of brick and traditional storefront details.
- Noted that Option 2 carries forward the established datum line of the adjacent building to the south.
- Referenced the “West Seattle Junction Historic Resources Survey” (sponsored by the West Seattle Junction Historical Survey Group) and stated that the project will be precedent setting and should respond to the adjacent structures on both the north and the south.
- Concerned that the height, bulk and scale is not yet compatible with the existing character of the Junction.
- Recommended the design consider the holistic experience of the Junction.
- Concerned with the impacts to housing affordability and displacement.
- Concerned with over-development of rental units.
- Concerned with the lack of character in the design.
- Supported providing small, affordable retail spaces.

- Recommended providing green space for the community.
- Concerned with shading impacts to the farmer's market.
- Concerned with impacts to the historic quality of the farmer's market.
- Supported the preferred massing option.
- Concerned with the proposed lodging use and how it could impact safety and the sense of community.
- Concerned with the allowed height.
- Stated that the proposal should preserve the historic character of the Junction and specifically respond to the adjacent former JC Penney building, a significant historic structure.

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

- Concerned the proposal will impact the historic quality of the West Seattle Farmer's Market
- Concerned that a 7-story building will block sunlight to the farmer's market.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

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

Priorities & Board Recommendations

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

1. Massing:

- a. The Board noted a lack of clarity in the EDG packet and discussed the massing schemes at length, focusing on options #1 and #3. The Board appreciated elements of option #1 including the simplicity of the slender upper massing, the connection between the second level amenity area and the street, and the deference shown to the adjacent building to the south by the L-shaped form. The Board ultimately supported option #3 as the basis for further refinement but requested the project return for a second EDG meeting to resolve concerns and provide additional information. (CS2-D-1 Existing Development and Zoning, CS2-III-iv Break up Visual Mass)
- b. The Board noted the high visibility of the north and south facades due to the scale of surrounding development. The Board supported that option #3 provided additional opportunities for glazing on these facades as compared to the other schemes but was concerned about the overall amount of blank walls. The Board gave guidance to minimize blank walls on the north and south facades. (CS2-III-iv Break up Visual Mass)
- c. The Board acknowledged public comment regarding shadow impacts. The Board noted that the shadow impacts of each massing option were generally comparable but

- supported the lower 7-story height of option #3. (CS2-D-1 Existing Development and Zoning, CS2-III-iv Break up Visual Mass)
- d. The Board gave guidance to minimize the appearance of the stair tower and better integrate it within the north façade. (CS2-D-1 Existing Development and Zoning, CS2-III-iv Break up Visual Mass)
 - e. The Board was concerned with the lack of modulation on the alley façade and gave guidance to further articulate the alley massing and relate material changes to massing shifts. (CS2-III-iv Break up Visual Mass)
 - f. At the second EDG meeting the Board would like to review a complete composite site plan. (CS2-I Streetscape Compatibility)

2. Context Response:

- a. The Board acknowledged public comment regarding the response to the character of the West Seattle Junction commercial core and discussed the relationship of the base to the adjacent buildings to the north and the south. The Board agreed that more thorough analysis is needed to understand how the base is responding to the character of the street. At the second EDG meeting the Board would like to review a study and analysis of the street character including datum lines, entry patterns, storefront details and fenestration patterns. The Board would also like to review street-level site section drawings. (CS2-A-1 Sense of Place, CS3-I-ii Architectural Cues, PLI-I California Avenue Commercial Core, DC2-I Architectural Concept and Consistency,
- b. The Board noted the significance of the former JC Penney building adjacent to the south and would like to better understand how the massing moves and façade openings are responding to this structure. (CS2-A-1 Sense of Place, CS3-I-ii Architectural Cues)
- c. The Board was not supportive of the use of cementitious panel on the base level as indicated on pg. 46 of the EDG packet. Durable materials which are compatible with the character of the street should be utilized on the base, such as proposed in options 1 and 2 (pgs. 42 and 44 of the EDG packet). (CS3-I-ii Architectural Cues, PLI-I California Avenue Commercial Core, DC2-I Architectural Concept and Consistency)
- d. The Board was not convinced the setback and awning treatment of the residential entry was the appropriate response to the adjacent structure or compatible with the overall storefront composition. (CS3-I-ii Architectural Cues, PLI-I California Avenue Commercial Core, DC2-I Architectural Concept and Consistency)

3. Site Planning:

- a. The Board supported the thoughtful approach to providing bike storage. (PL4-B Planning Ahead for Bicyclists)
- b. The Board recommended an additional street tree on California Ave SW to maintain the established planting pattern. (CS2-I Streetscape Compatibility)

SECOND EARLY DESIGN GUIDANCE November 1, 2018

Public Comment

The following public comments were offered at this meeting:

- Stated support for the project.
- The project should reference historic buildings for visual cues including texture, scale, materials and window details.
- Stated the height of the base should align with either of the adjacent buildings.

- Felt the design of the base level is too complex and recommended simplification of the façade and a cornice treatment to anchor the base level.
- Stated that any future additions to the adjacent former JCPenney building should comply with the Secretary of the Interior Standards.
- Concerned with shading impacts.
- Felt that the proposed height and scale is not mitigated.
- Concerned with the ratio of unit types.
- Concerned with parking.
- Concerned with potential displacement of local businesses and affordability impacts.
- Stated new development is inappropriate in this location.

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

- Approximately 20 local businesses expressed support for the proposed development.
- Agreed that projects such as this allow for community and neighborhood growth and the development of vibrant and active places.
- Supported the proposed retail and residential use.

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

PRIORITIES & BOARD RECOMMENDATIONS

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

1. Massing Concept:

- a. The Board appreciated the thoroughness of the packet and additional context analysis and supported the new 4th massing option as the basis for further refinement. (CS2-D-1 Existing Development and Zoning, CS3-I-ii Architectural Cues)
- b. The Board agreed that the changes to the upper massing were successful and responsive to previous guidance. However, the Board noted that the upper levels will be very visually prominent and provided guidance to articulate the upper massing in a clean and simple way, breaking up blank walls through the thoughtful application of high quality materials. The Board stated that given the streetscape context and high visibility of the site, fiber cement materials should not be considered as a precedent. (CS2-III-iv Break Up Visual Mass)
- c. Acknowledging public comment regarding shading of California Ave and the farmer's market, the Board noted that the massing option is below the maximum height limit allowed and agreed that the lower height and upper level setbacks minimize shading impacts. (CS2-D-1 Existing Development and Zoning, CS1-B-2 Daylight and Shading)

2. Base Level:

- a. The Board supported the two-story brick base in response to the historic character of the street but agreed that the composition of the second level was overly busy and complex. The Board provided guidance to simplify and refine the second level, aligning fenestration with the first level so that the base reads as one cohesive element. At the Recommendation meeting the Board would like to review study of the relationship of the base level fenestration with the upper level glazing and balcony placement. (CS3-I-ii Architectural Cues, DC2-I Architectural Concept and Consistency, CS2-C-1 Streetscape Compatibility)
- b. The Board supported the minimized residential entry separated from the commercial frontage. (DC2-I Architectural Concept and Consistency, PL3-A Entries, CS2-C-1 Streetscape Compatibility)
- c. The Board discussed public comment regarding the alignment of the base with the height of the adjacent buildings and supported the stepped response to the two datum lines. (CS3-I-ii Architectural Cues, DC2-I Architectural Concept and Consistency, CS2-I Streetscape Compatibility)
- d. The Board supported the response of the bays and columns to the proportions of the historic former JC Penney building to the south. (CS3-I-ii Architectural Cues, CS2-A-1 Sense of Place)
- e. The Board emphasized the importance of material detailing of the base level and would like to review specific material information and detailed street-level renderings at the Recommendation meeting. (CS3-I-ii Architectural Cues, CS2-A-1 Sense of Place)
- f. The Board would also like to review lighting and signage details at the Recommendation meeting. (DC4-C Lighting, DC4-I-I Signage)

3. Amenity Area:

- a. The Board discussed the viability of the second level common amenity area overlooking California Ave and its impact on the overall composition of the base level. The Board ultimately supported the amenity area and the connection created with the street. (DC3-B Open Space Uses and Activities, CS2-B-2 Connection to the Street)
- b. The Board strongly supported the relationship of the club room adjacent to the amenity area to activate the space. (DC3-A-1 Interior/Exterior Fit)
- c. The Board supported the precedent images on pg. 41 of the packet and provided guidance to design the amenity area, including lighting and material application, to ensure active, three-season use of the space as indicated in the precedent images. (DC3-B Open Space Uses and Activities)

4. Alley Façade:

- a. Noting the alley entrances and heavy pedestrian use of the alley, the Board provided guidance to address safety and security through lighting and signage, particularly at the recessed entries and open parking area. (DC4-C Lighting, DC4-B Signage)
- b. The Board also noted that material application and detailing of the alley façade is important given the pedestrian use of the alley. (DC2-B-1 Façade Composition)

5. Street Level Setback & Activation:

- a. The Board discussed the constricted sidewalk along California Ave SW and how to activate the street through design of the storefront and supported the precedent image on pg. 43 of the packet (“develop sidewalk/retail shuffle”). The Board noted that a 3.5’ setback may not be necessary but that varying setbacks between the columns could

potentially be successful. The Board provided guidance to further study how to activate the street and how the commercial glazing meets the sidewalk, including how the operable windows will function in relationship to the setback. As the storefront design is refined, the Board encouraged further reference of the context study of setback patterns. (PLI-I California Avenue Commercial Core, PL3-C-3 Ancillary Activities)

RECOMMENDATION November 7, 2019

Public Comment

The following public comments were offered at this meeting (with Board/Developer responses in *italics*):

- A representative of the West Seattle Junction Association (Association):
 - Thanked the development property owner for his commitment to constructing a thoughtful building inclusive of materials that are complimentary for development on that portion of California Avenue Southwest which is proposed to be located in one of the oldest districts in Seattle.
 - Stated that several community members have shared concerns with the Association about new developments at the Alaska Junction, including concerns about the loss of community and home-town feeling on California Avenue Southwest.
 - Explained that the Association has focused on renovating historic murals in the junction to give the community time and place; and feels that the murals increase the culture and history of region. Also explained that the Association has asked developers who are building within the Junction on California Avenue Southwest to paint a mural on their building or provide provisions to the Association to paint a mural on an alternative building that is on the California Avenue Southwest streetscape.
 - Felt that the proposed design lacks a public benefit to the Junction community.
 - Encouraged a design that considers exterior area for a historic mural-preferably about the Duwamish Tribe. Asked the Board during their examination of the design to provide feedback regarding possible areas on the design's exteriors that would be considered appropriate areas for a potential historic mural.
- Encouraged a design that would accommodate smaller retail spaces and asked about details regarding the commercial space sizes and lease ranges.
The Board Chair confirmed from the applicant that the total ground-level commercial area would be approximately between 3,500 to 4,000 square feet, equating to less than 2,000 square feet per each commercial tenant space (two total). The Board Chair explained that leasing questions are beyond the purview of the Design Review Board.
- Concerned that the applicant's materials did not accurately reflect the proposed unit type (SEDUs) and commented that the quantity of area dedicated for SEDUs has extended the building out into decks and into the garage to accommodate the tininess of the SEDUs' size.
- Opposed to the upper-level decks proposed on the design's west façade abutting California Avenue Southwest, commenting that the decks conveyed the impression of fire escapes. Requested that all decks be redesigned to better connect with the building and not appear too flimsy and escapist.
- Felt the design was too busy, trying to meet too many programs and inclusive of varying elements contrary to the design concept.

- Supported the two-story level west façade inclusive of the double-height materials noting that it's consistent with the adjacent buildings and the West Seattle Design Guidelines. However, did not support the fenestration variation on this façade.
- Felt the alley garage doors should be redesigned to be pedestrian-friendly.
- Inquired about methods to minimize encampments occurring in front of the proposal's two storefronts abutting California Avenue Southwest before the commercial spaces are leased to future tenants, noting that this is a recurring concern that's happening in the Junction due to the increased quantity of time it is taking to lease commercial spaces.

The Board Chair directed this question to the applicant, asking if the property owner plans to install/implement any actions temporarily onto the site prior to the retail spaces being leased that is not currently reflected in the design package. The property owner offered to investigate possible solutions for the project. Additionally, the property owner stated that he is aware of this concern and explained that security is currently being used at other owned properties in the Junction to minimize this concern.

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

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

PRIORITIES & BOARD RECOMMENDATIONS

After 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. Design Concept, Architectural Context, Massing and California Avenue Southwest Frontage/ Streetscape:

- a. The Board evaluated the presented final commercial/residential design and voiced unanimous support for the modified version of the applicant's past preferred design scheme (Option 4). (CS2-D-1 Existing Development and Zoning, CS3-I-ii Architectural Cues)
- b. The Board approved of the design development of the two-story brick base inclusive of base-level fenestration, agreeing that the base now reads as one cohesive element. (CS2-I Streetscape Compatibility, CS3-I-ii Architectural Cues, DC2-I Architectural Concept and Consistency)
- c. The Board was not in agreement with public remarks regarding the upper-level decks on the building's west façade. The Board appreciated the subtle expression of the glazed decks on the west façade. (DC2-C Secondary Architectural Features, DC4-A-1 Exterior Finish Materials)
- d. The Board specified approval of the fritted glass fins, acknowledging this as a feature that would enhance the California Avenue Southwest frontage. (DC2-C Secondary Architectural Features, DC4-A-1 Exterior Finish Materials)

- e. In general, the Board recommended approval of the conceptual lighting design, noting that the lighting treatment at the base level of the street and alley facades was appropriate to aid in creating a safe environment for pedestrians. However, the Board determined that the wall mounted up/down light fixtures proposed on level 1 of the street-facing façade as shown in the recommendation design packet (pg. 61 – fixture #3) were not appropriate because the up-lights would promote light pollution. Thus, the Board recommended a condition that the wall mounted up/down light fixtures planned on the street-facing façade be replaced with down-light fixtures (akin to fixture #5) to avoid light pollution. (DC4-C Lighting)
- f. In viewing the design's west street-level street-facing façade, the Board voiced recommended approval of the varying depth of recesses at the commercial retail storefronts, commercial entries and residential entry. The Board liked how the modulated street-level building setbacks contributed public space to the constricted sidewalk on California Avenue Southwest. The Board supported the application of CPTED (Crime Prevention Through Environmental Design) strategies (i.e. interior and exterior lighting) to make these recesses safe and discouraged the installation of physical obstacles/barriers (i.e. bars) at the storefronts/entries. (PLI-I-i California Avenue Commercial Core)
- g. At the Recommendation meeting, the Board evaluated the proposed materials and color palette identified in the design packet and on the physical material/color sample's board. The Board's feedback and recommendations were as follows:
 - i. The Board voiced strong support and specifically recommended approval of the materials as proposed, commenting that the exterior materials (Ceraclad, brick, metal, etc.) and secondary architectural features (glass canopies, glass fins, storefront systems and fenestration) are high-quality and detailed well. (DC2-I Architectural Concept and Consistency, DC4-A Exterior Elements and Finishes)
 - ii. The Board discussed the color tone of the high pressure wood laminate material planned for the east and west-facing facades, and questioned if the contrast between the cool-toned colors (greys and creams) and bold "orange" color as illustrated on the renderings in the Recommendation design packet (pgs. 46-47) would result in attractive facades. Ultimately, the Board supported the color of physical wood laminate material sample presented at the meeting, noting that this material would add flair and warmth to the California Avenue Southwest and alley facades. (DC2-I Architectural Concept and Consistency, DC4-A Exterior Elements and Finishes)
 - iii. The Board posed clarifying questions and discussed the bevel detail proposed for the upper-level massing on the east and west facades. The Board appreciated the bevel detail but questioned how it would appear once constructed. The Board understood from the applicant that further coordination with the material manufacturer was necessary to explain how the material detailing will achieve the beveled appearance on the east and west facades. The Board recommended a condition that the framing surrounding the wood laminate material on the upper-levels of the east and west facades intended to achieve the bevel detail be similar in width or slightly bigger as illustrated in the Recommendation design packet (pgs. 46-47) and match the color tone of the adjacent materials on the north and south facades (Ceraclad)-even if the framing material does not result in the same material proposed for the north and south facades (i.e. metal). (DC2-I Architectural Concept and Consistency, DC4-A Exterior Elements and Finishes)

2. North Elevation and Art Installation:

- a. The Board discussed the design evolution of the north elevation and approved of the staggered textured panel pattern applied to the prominent northwestern section (party wall) of the north elevation intended to address the blank wall condition. The Board voiced concern with the architectural expression of the prominent northeastern section (party wall) of the north elevation. Thus, the Board advised the applicant to revise the appearance of the northeast party wall section of the north elevation to be materially simplified through the application of material, texture, color to mitigate the blank wall condition and fit with the character of the building. The Board declined to recommend this guidance as a condition. (CS2-III-iv Break Up Visual Mass, DC2-C Architectural and Façade Composition)
- b. The Board considered public comment for the inclusion of an art installation (mural) to support the neighborhood culture in the West Seattle Alaska Junction. The Board supported the art concept and advised that the northwestern party wall façade would be an appropriate area on the building's exterior for a potential mural. The Board encouraged the applicant/owner to engage with the West Seattle Junction Association and utilize the Duwamish Tribe as a resource for local indigenous artists if a mural on the design's exteriors is pursued. The Board provided this feedback as advisory and did not recommend this guidance as a condition. (CS3-B Local History and Culture, DC4-A Exterior Elements and Finishes)

3. Amenity Area:

- a. The Board reviewed the second level amenity area and reiterated support for the enhanced character of the common space and its positive connection with California Avenue Southwest. (CS2-B-2 Connection to the Street, DC3-A-1 Interior/Exterior Fit, DC3-B Open Space Uses and Activities)

4. Alley Streetscape and Façade:

- a. Overall, the Board appreciated the design development of the building's east-facing alley elevation. Further discussion regarding the building's upper-level material composition is noted above. (CS2-III-iv Break Up Visual Mass, DC2-B-1 Façade Composition, see item 1.g.iii)
- b. The Board reviewed the alley streetscape illustrated in the design packet (pgs. 30-31 and 58-60) and offered the following feedback and recommendations:
 - i. The Board understood from the applicant that the recessed entry areas abutting the alley varied in depth to comply with various requirements (i.e. door swing, waste staging). However, the Board was concerned that the depth of some of the recessed entry areas abutting the alley would become spaces conducive to unwanted activity. Thus, the Board directed the design team to reduce the depth of the recessed entry areas at the alley (particularly the 5' deep commercial entrance/waste access space) with the intent of creating a safe and secure environment for pedestrians and future residents. The Board declined to recommend a condition for this guidance. (DC1-I-i Enhance Pedestrian Access, DC1-I-ii Improve Pedestrian Environment, PL2-B Safety and Security)
 - ii. The Board appreciated that the design includes pedestrian access to the internal commercial spaces, residential egress stair access and exterior access to service (waste, utility) and parking areas from the alley. However, the Board commented on the absence of direct access from the alley to the ground-level

residential lobby area and discussed if residential access from the alley was necessary. Ultimately, the Board determined in this instance that residential access from the alley should be determined by the property owner and not the Board. (PL2-A Accessibility)

- iii. The Board considered public comments about the visual appearance of the vehicular garage doors to pedestrians and stated that the vehicular garage doors were designed appropriately. (DC1-C-2 Visual Impacts, DC1-I-ii Improve Pedestrian Environment)

DEVELOPMENT STANDARD DEPARTURES

At the time of the Final Recommendation meeting, no departures were requested.

DESIGN REVIEW GUIDELINES

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

CONTEXT & SITE

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

CS1-A Energy Use

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

CS1-B Sunlight and Natural Ventilation

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

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

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

CS1-C Topography

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

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

CS1-D Plants and Habitat

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

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

CS1-E Water

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

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

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

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

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

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

CS2-C Relationship to the Block

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

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

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

CS2-D Height, Bulk, and Scale

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

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

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

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

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

West Seattle Junction Supplemental Guidance:

CS2-I Streetscape Compatibility

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

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

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

CS2-II Corner Lots

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

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

- a. providing seating;
- b. incorporating art that engages people; and
- c. setting back corner entries to facilitate pedestrian flow and allow for good visibility at the intersection.

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

CS2-III Height, Bulk and Scale

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

- a. Distance from less intensive zone; and
- b. Separation between lots in different zones (property line only, alley, grade changes).

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

- a. Patterns of urban form in existing built environment, such as setbacks and massing compositions.
- b. Size of Code-allowable building envelope in relation to underlying platting pattern.

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

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

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

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

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

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

CS3-B Local History and Culture

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

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

West Seattle Junction Supplemental Guidance:

CS3-I Architectural Context

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

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

PUBLIC LIFE

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

PL1-A Network of Open Spaces

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

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

PL1-B Walkways and Connections

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

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

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

PL1-C Outdoor Uses and Activities

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

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

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

West Seattle Junction Supplemental Guidance:

PL1-I Human Activity

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

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

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

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

PL2-A Accessibility

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

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

PL2-B Safety and Security

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

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

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

PL2-C Weather Protection

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

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

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

PL2-D Wayfinding

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

West Seattle Junction Supplemental Guidance:

PL2-I Human Scale

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

- a. Continuity with weather protection on nearby buildings.
- b. When opaque material is used, the underside should be illuminated.
- c. The height and depth of the weather protection should provide a comfortable scale for pedestrians.

PL2-II Pedestrian Open Spaces and Entrances

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

- a. pedestrian scale sidewalk lighting;
- b. accent pavers at corners and midblock crossings;
- c. planters;
- d. seating.

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

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

PL3-A Entries

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

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

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

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

PL3-B Residential Edges

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

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

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

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

PL3-C Retail Edges

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

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

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

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

PL4-A Entry Locations and Relationships

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

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

PL4-B Planning Ahead for Bicyclists

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

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

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

PL4-C Planning Ahead For Transit

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

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

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

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

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

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

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

DC1-B Vehicular Access and Circulation

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

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

DC1-C Parking and Service Uses

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

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

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

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

West Seattle Junction Supplemental Guidance:

DC1-I Visual Impacts of Parking Structures

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

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

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

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

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

DC2-A Massing

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

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

DC2-B Architectural and Facade Composition

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

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

DC2-C Secondary Architectural Features

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

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

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

DC2-D Scale and Texture

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

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

DC2-E Form and Function

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

West Seattle Junction Supplemental Guidance:

DC2-I Architectural Concept and Consistency

DC2-I-i. Integrate Upper-Levels: New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher – should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.

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

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

DC2-II Human Scale

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

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

DC3-A Building-Open Space Relationship

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

DC3-B Open Space Uses and Activities

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

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

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

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

DC3-C Design

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

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

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

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

DC4-A Exterior Elements and Finishes

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

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

DC4-B Signage

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

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

DC4-C Lighting

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

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

DC4-D Trees, Landscape, and Hardscape Materials

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

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

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

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

DC4-E Project Assembly and Lifespan

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

West Seattle Junction Supplemental Guidance:

DC4-I Human Scale

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

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

RECOMMENDATIONS

The recommendation summarized above was based on the design review packet dated Thursday, November 07, 2019, and the materials shown and verbally described by the applicant at the Thursday, November 07, 2019 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design with the following conditions:

1. The wall mounted up/down light fixtures planned on the street-facing façade should be replaced with down-light fixtures (akin to fixture #5) to avoid light pollution. (DC4-C Lighting)
2. The framing surrounding the wood laminate material on the upper-levels of the east and west facades intended to achieve the bevel detail shall be similar in width or slightly bigger as illustrated in the Recommendation design packet (pgs. 46-47) and shall match the color tone of the adjacent materials on the north and south facades (Ceraclad)-even if the framing material does not result in the same material proposed for the north and south facades (i.e. metal). (DC2-I Architectural Concept and Consistency, DC4-A Exterior Elements and Finishes)

The design packets include materials presented at the First Early Design Guidance (EDG), Second EDG and Recommendation meetings and are available online by entering the record numbers at this website: <http://web6.seattle.gov/dpd/edms/>

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

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the SDCI Director's decision reads in part as follows:

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

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

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

At the conclusion of the Recommendation meeting held on November 7, 2019, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Four members of the Southwest Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F3).

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

Following the Recommendation meeting, SDCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board.

Applicant response to Recommended Design Review Conditions:

1. The MUP drawings illustrate that the wall mounted fixtures planned on the street-facing façade are down-light fixtures to avoid light pollution. This response satisfies recommended condition #1.
2. The MUP drawings have been revised to demonstrate details of the beveled framing condition applied to the upper-levels of the east and west facades-portraying a minimum 9" width and matching the color tone of the adjacent materials (Ceraclad) on the north and south facades. This response satisfies recommended condition #2.

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

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

DIRECTOR'S DECISION

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

II. ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code (SMC) Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated 9/18/2019. The Seattle Department of Construction and Inspections (SDCI) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or agents; and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "*where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation*" subject to some limitations.

Under such limitations/circumstances, mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short Term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The following analyzes greenhouse gas, construction traffic and parking impacts, construction-related noise, construction mud and dust, environmental health, as well as mitigation.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, no further mitigation is warranted pursuant to SMC 25.05.675.A.

Construction Impacts - Parking and Traffic

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The area is subject to significant traffic congestion during peak travel times on nearby arterials. Large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic.

The area includes limited and timed on-street parking. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and a Construction Management Plan (CMP) is required, which will be reviewed by Seattle Department of Transportation (SDOT). The requirements for a Construction Management Plan include a Haul Route and a Construction Parking Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website at: [Construction Use in the Right of Way](#).

Construction Impacts - Noise

The project is expected to generate loud noise during demolition, grading and construction.

The Seattle Noise Ordinance (SMC 25.08.425) permits increases in permissible sound levels associated with private development construction and equipment between the hours of 7:00 AM and 7:00 PM on weekdays and 9:00 AM and 7:00 PM on weekends and legal holidays in Neighborhood Commercial zones.

If extended construction hours are necessary due to emergency reasons or construction in the right of way, the applicant may seek approval from SDCI through a Noise Variance request. The applicant's environmental checklist does not indicate that extended hours are anticipated.

A Construction Management Plan (CMP) will be required prior to issuance of the first building permit, including contact information in the event of complaints about construction noise, and measures to reduce or prevent noise impacts. The submittal information and review process for Construction Management Plans are described on the SDOT website at: [Construction Use in the Right of Way](#). The limitations stipulated in the Noise Ordinance and the CMP are sufficient to mitigate noise impacts; therefore, no additional SEPA conditioning is necessary to mitigation noise impacts per SMC 25.05.675.B.

Construction Impacts – Mud and Dust

Approximately 3,500 cubic yards of material will be excavated and removed from the site. Transported soil is susceptible to being dropped, spilled or leaked onto City streets. The City's Traffic Code (SMC 11.74.150 and .160) provides that material hauled in trucks not be spilled during transport. The City requires that loads be either 1) secured/covered; or 2) a minimum of six inches of "freeboard" (area from level of material to the top of the truck container). The regulation is intended to minimize the amount of spilled material and dust from the truck bed en route to or from a site.

No further conditioning of the impacts associated with these construction impacts of the project is warranted pursuant to SEPA policies (SMC 25.05.675.B).

Environmental Health

The Washington State Department of Ecology (Ecology) sent correspondence to SDCI in March of 2019 concerning the subject property. Ecology stated that the subject property is located in an area where shallow soils may have been contaminated with heavy metals due to air emissions originating from the former Asarco smelter located in North Tacoma. The letter explains that soil contamination from the former Asarco smelter poses a risk to human health and the environment. Also, Ecology recommended that, as a condition of any site development permit issuance, shallow soils on the subject property should be sampled, submitted to laboratory analysis for arsenic and lead per 2012 Ecology Tacoma Smelter Plume (TSP) Guidance and soil sample results submitted to Ecology for review. Ecology's memo included additional recommended conditions if lead, arsenic or other contaminants were found at concentrations above the Model Toxics Control Act (MTCA) Cleanup Levels.

The applicant submitted a study to SDCI and Ecology regarding possible existing arsenic and lead soil contamination on site ("*Limited Phase II Environmental Site Assessment, 4508 California Avenue Southwest, Seattle, Washington 98116, King County Assessor's Parcel No. 095200-6275,*" for Mr. Rex Allen of Shearwater Services, Inc., dated September 6, 2019 by Kane Environmental Inc.). This report concluded that none of the soil samples collected at the project site contained concentrations of lead or arsenic in exceedance of MCTA Method A Cleanup Levels.

Ecology sent subsequent correspondence to SDCI in April of 2020 acknowledging acceptance of the limited phase II ESA findings that the average concentrations of arsenic and lead in the soil found at the subject property were below their respective cleanup levels. The correspondence summarized that Ecology does not recommend the subject property enter the Voluntary Cleanup Program and concluded that no soil remediation for the contamination associated with the TSP is necessary for the proposed development.

Mitigation of contamination and remediation is in the jurisdiction of Washington State Department of Ecology ("Ecology"), consistent with the City's SEPA relationship to Federal, State and Regional regulations described in SMC 25.05.665.E. This State agency program functions to mitigate risks associated with removal and transport of hazardous and toxic materials, and the agency's regulations provide sufficient impact mitigation for these materials. The City acknowledges that Ecology's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination.

The proposed strategies and compliance with Ecology's requirements are expected to adequately mitigate the adverse environmental impacts from the proposed development and no further mitigation is warranted for impacts to environmental health per SMC 25.05.675.F.

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. The City acknowledges PSCAA's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination. No further mitigation under SEPA Policies 25.05.675.F is warranted for asbestos impacts.

Should lead be identified on the site, there is a potential for impacts to environmental health. Lead is a pollutant regulated by laws administered by the U. S. Environmental Protection Agency (EPA), including the Toxic Substances Control Act (TSCA), Residential Lead-Based Paint Hazard Reduction Act of 1992 (Title X), Clean Air Act (CAA), Clean Water Act (CWA), Safe Drinking Water Act (SDWA), Resource Conservation and Recovery Act (RCRA), and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) among others. The EPA further authorized the Washington State Department of Commerce to administer two regulatory programs in Washington State: the Renovation, Repair and Painting Program (RRP), and the Lead-Based Paint Activities Program (Abatement). These regulations protect the public from hazards of improperly conducted lead-based paint activities and renovations. No further mitigation under SEPA Policies 25.05.675.F is warranted for lead impacts.

Long Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including greenhouse gas emissions, parking and possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas, historic resources, height bulk and scale, parking and traffic warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, no further mitigation is warranted pursuant to SMC 25.05.675.A.

Historic Resources

The existing structure on the project site is more than 50 years old. This structure was reviewed for potential to meet historic landmark status. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the 96 year old structure on site is unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 305/19). Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

Height, Bulk, and Scale

The proposal has gone through the design review process described in SMC 23.41. Design review considers mitigation for height, bulk and scale through modulation, articulation, landscaping, and façade treatment.

Section 25.05.675.G.2.c of the Seattle SEPA Ordinance provides the following: “The Citywide Design Guidelines (and any Council-approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk, and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk, and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk, and scale policies on projects that have undergone Design Review shall comply with design guidelines applicable to the project.”

The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process. Pursuant to the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate height, bulk and scale impacts are adequate and additional mitigation is not warranted under SMC 25.05.675.G.

Parking

The proposed development includes commercial general sales and service use (approximately 3,810 sq. ft.), commercial lodging use (approximately 7,009 sq. ft. ~ 12 lodging units) and 58 residential units with 14 off-street vehicular parking spaces.

A traffic and parking analysis (Transportation Engineering Northwest (TENW), Transportation and Parking Analysis, 4508 California Ave (DCI Project #3031518), TENW Project No. 5832, April 24, 2019) was submitted to SDCI assessing the impacts of a proposed development comprised of slightly more intense land uses-commercial general sales and service use (approximately 4,660 sq. ft.), commercial lodging use (approximately 12 lodging units) and 63 residential units with 17 off-street vehicular parking spaces. The analysis indicates a combined residential and retail peak demand for approximately 35 vehicles from this development with the combined peak commercial and residential parking demand (26 vehicles) occurring from 7:00-8:00 PM. The report further noted that this project would result in a midnight parking demand of 23 parking stalls for 75 units (63 residential units plus 12 lodging units).

The traffic and parking analysis noted that the existing on-street parking utilization rate is approximately 72% within 800’ of the site measured at midnight. The current less intensive proposed development peak demand of parking spaces would not be accommodated by the proposed 14 parking off-street spaces in the development, resulting in a spillover demand for 9 on-street parking spaces. The proposal therefore would have a potential additional impact to on-street parking utilization, resulting in an on-street utilization of 75%. Total cumulative parking demand of the current proposal and other projects in the vicinity would result in a potential on-street parking utilization of 80% within 800’ of the site.

SMC 25.05.675.M notes that there is no SEPA authority provided for mitigation of parking impacts in the Urban Villages within 1,320 feet of frequent transit service. This site is located in

West Seattle Hub Urban Village within 1,320 feet of frequent transit service. Regardless of the parking demand impacts, no SEPA authority is provided to mitigate impacts of parking demand from this proposal.

Transportation

The Traffic Impact Analysis (Transportation Engineering Northwest (TENW), Transportation and Parking Analysis, 4508 California Ave (DCI Project #3031518) indicated that the project is expected to generate a net total of 251 daily vehicle trips, with 20 net new PM peak hour trips and 21 AM peak hour trips.

The additional trips are expected to distribute on various roadways near the project site, including California Avenue Southwest, Southwest Alaska Street and Southwest Oregon Street and would have minimal impact on levels of service at nearby intersections and on the overall transportation system. The SDCI Transportation Planner reviewed the information and determined that no mitigation is warranted per SMC 25.05.675.R.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued after using the optional DNS process in WAC 197-11-355 and Early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

CONDITIONS – DESIGN REVIEW

Prior to Certificate of Occupancy

1. The Land Use Planner shall inspect art installations, lighting, signage, materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design Recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Tami Garrett, tami.garrett@seattle.gov) or a SDCI assigned Land Use Planner.

For the Life of the Project

2. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Tami Garrett, tami.garrett@seattle.gov) or a SDCI assigned Land Use Planner.

CONDITIONS – SEPA

Prior to Issuance of Demolition, Excavation/Shoring, or Construction Permit

3. Provide a Construction Management Plan that has been approved by Seattle Department of Transportation (SDOT). The submittal information and review process for Construction Management Plans are described on the SDOT website at: [Construction Use in the Right of Way](#).

Tami Garrett, Senior Land Use Planner
Seattle Department of Construction and Inspections

Date: May 7, 2020

TYG:rgc
3031518-LU decision.docx

IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered “approved for issuance”. (If your decision is appealed, your permit will be considered “approved for issuance” on the fourth day following the City Hearing Examiner’s decision.) Projects requiring a Council land use action shall be considered “approved for issuance” following the Council’s decision.

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by SDCI within that three years or it will expire and be cancelled (SMC 23-76-028). (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.