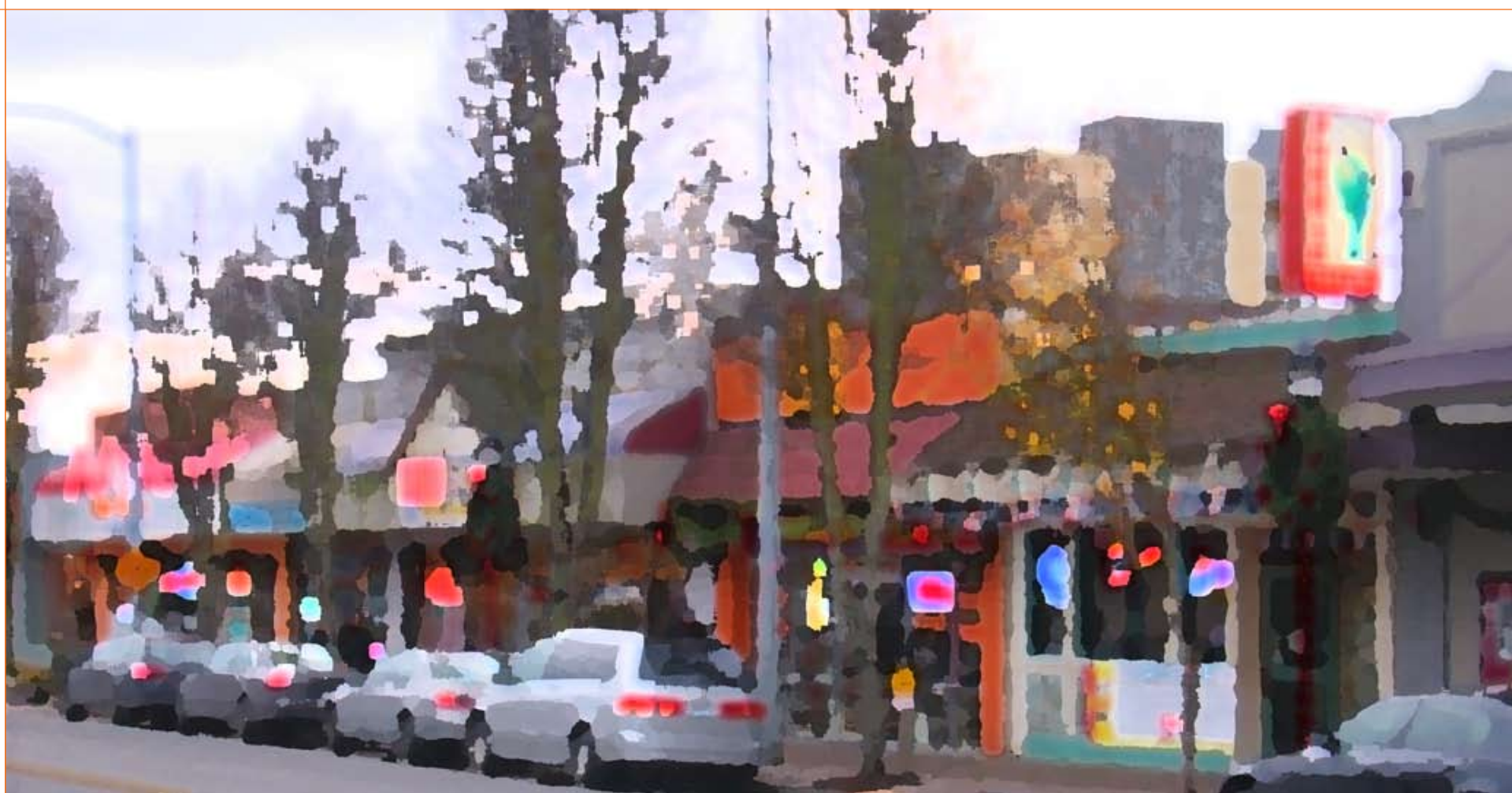




WEBER THOMPSON GRAPHIC PRESENTATION



## WEST SEATTLE JUNCTION EARLY DESIGN GUIDANCE #2

SEATTLE, WA

MAY 29th 2008

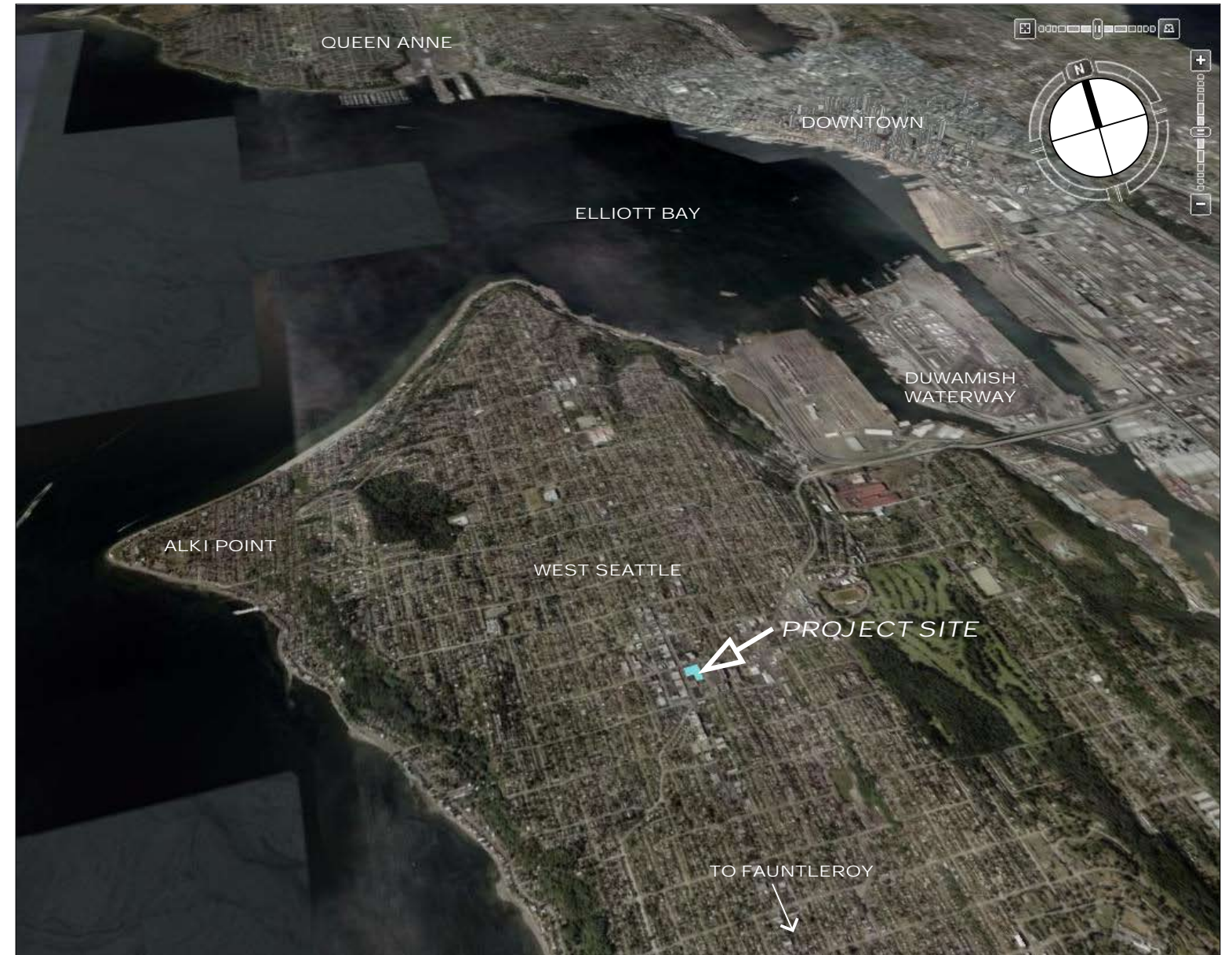


WEBER THOMPSON



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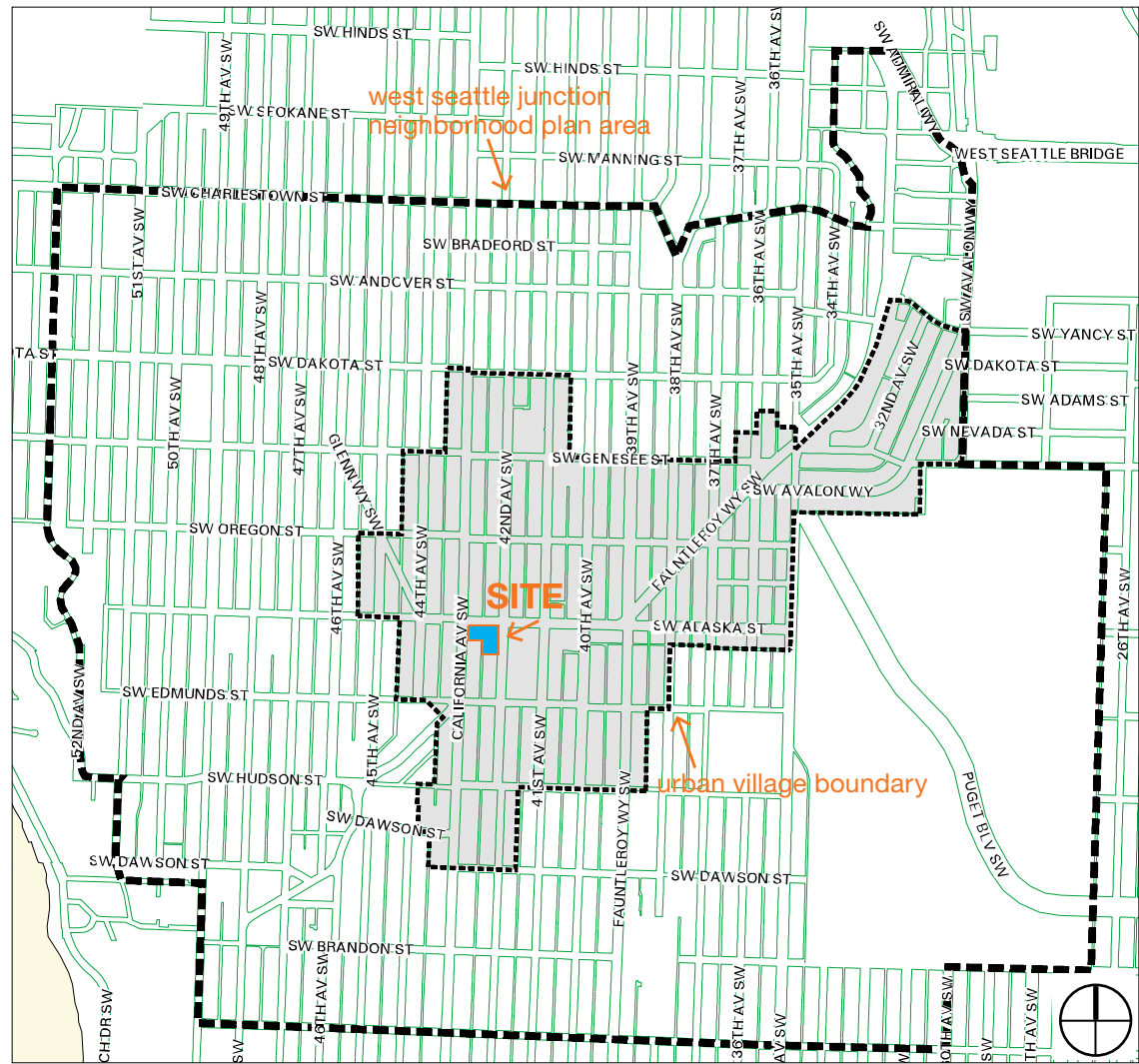
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VICINITY MAP







WEST SEATTLE JUNCTION NEIGHBORHOOD PLAN

"The Junction Hub Urban Village is one of seven Hub Urban Villages in Seattle, and is the smallest of the seven in acreage. Hub Urban Villages are defined in the Comprehensive Plan as areas that have a core business district surrounded by residential uses."

—West Seattle Junction Hub Urban Village Neighborhood Plan, 01/22/99, page 2

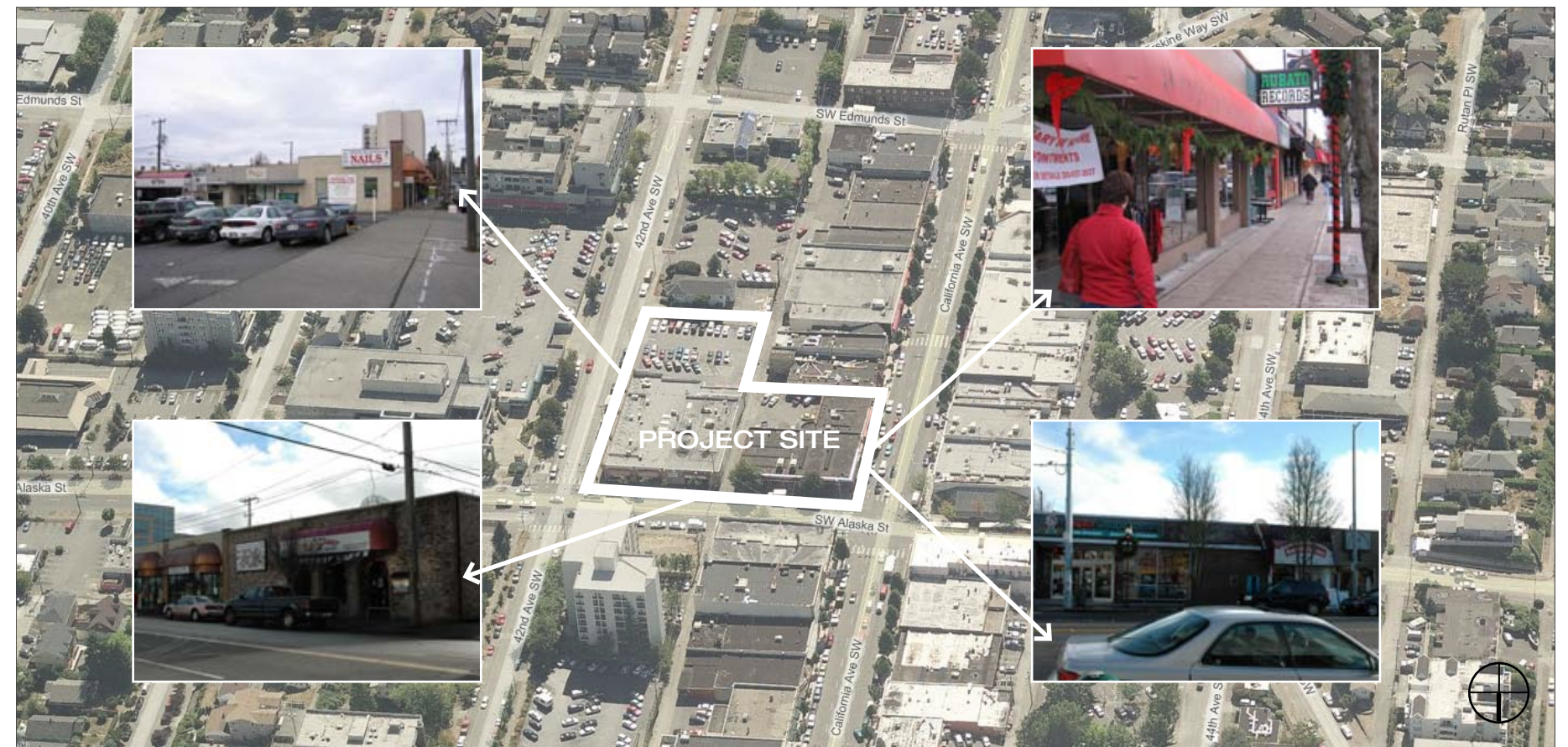
## SITE:

The site is located in West Seattle between the intersections of California and 42nd Avenues SW and SW Alaska Street. The proposed development includes two parcels separated by an existing 16' wide and 570' long alley. The East parcel is 28,750 square feet and is addressed as 4203 SW Alaska Street. The West parcel is 16,675 square feet and is addressed as 4706 California Avenue SW.

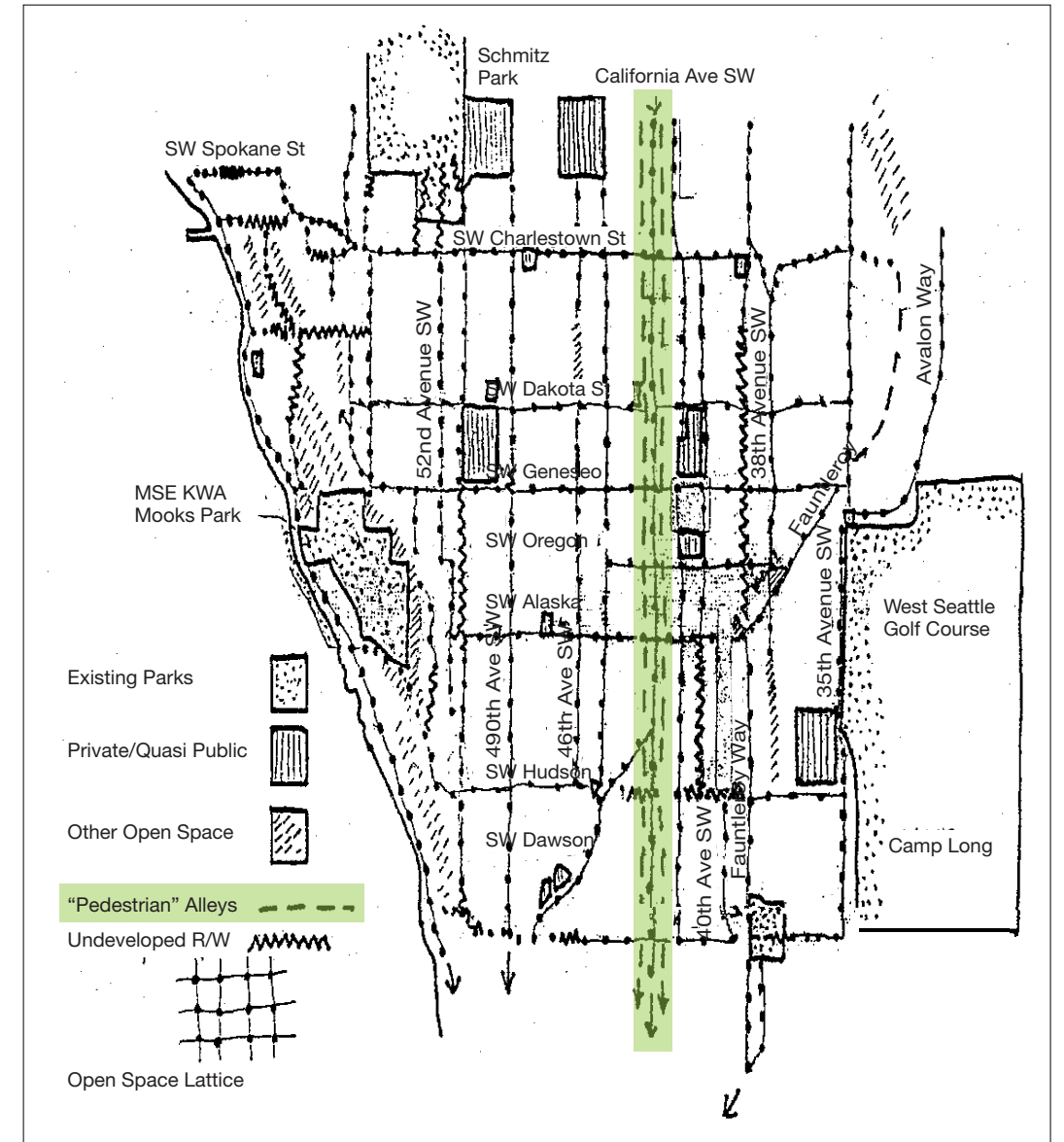
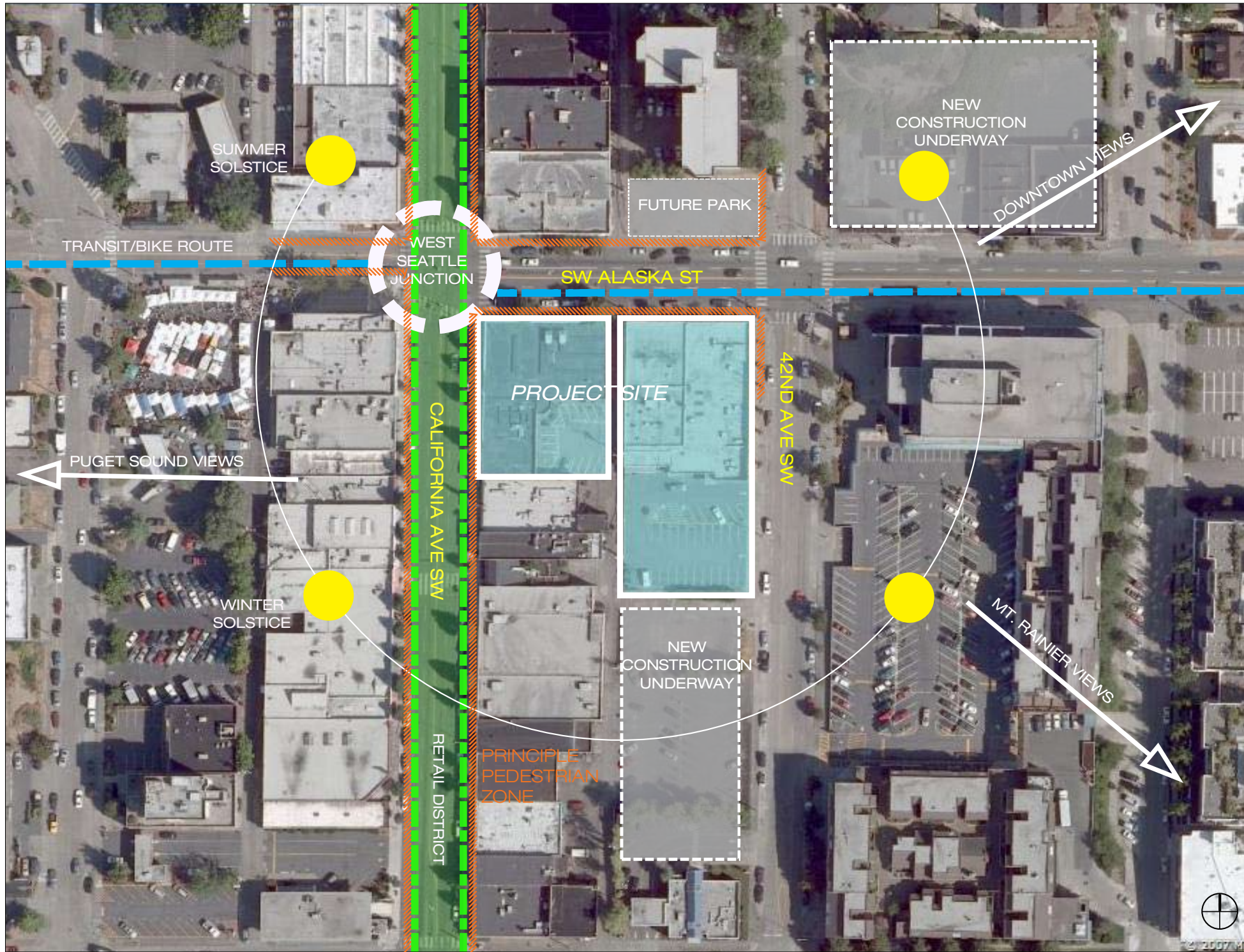
The existing buildings are one story and house offices, retail, and restaurant uses. In addition to the buildings, there are 29 surface parking stalls on the East parcel and 12 surface parking stalls on the West parcel.

The site is located at a low point in the ridge that delineates the east and west sides of West Seattle. The site slopes down 7' to the north along 42nd Ave SW and is basically flat along the alley and California Ave SW.

The zoning for both sites is NC3-85, along with the remainder of the block. Adjacent blocks to the north and west of our site are also zoned NC3-85. The existing Jefferson Square Shopping Center to the east is zoned NC3-65. Harbor Properties is developing a building south of our site on 42nd Avenue SW.







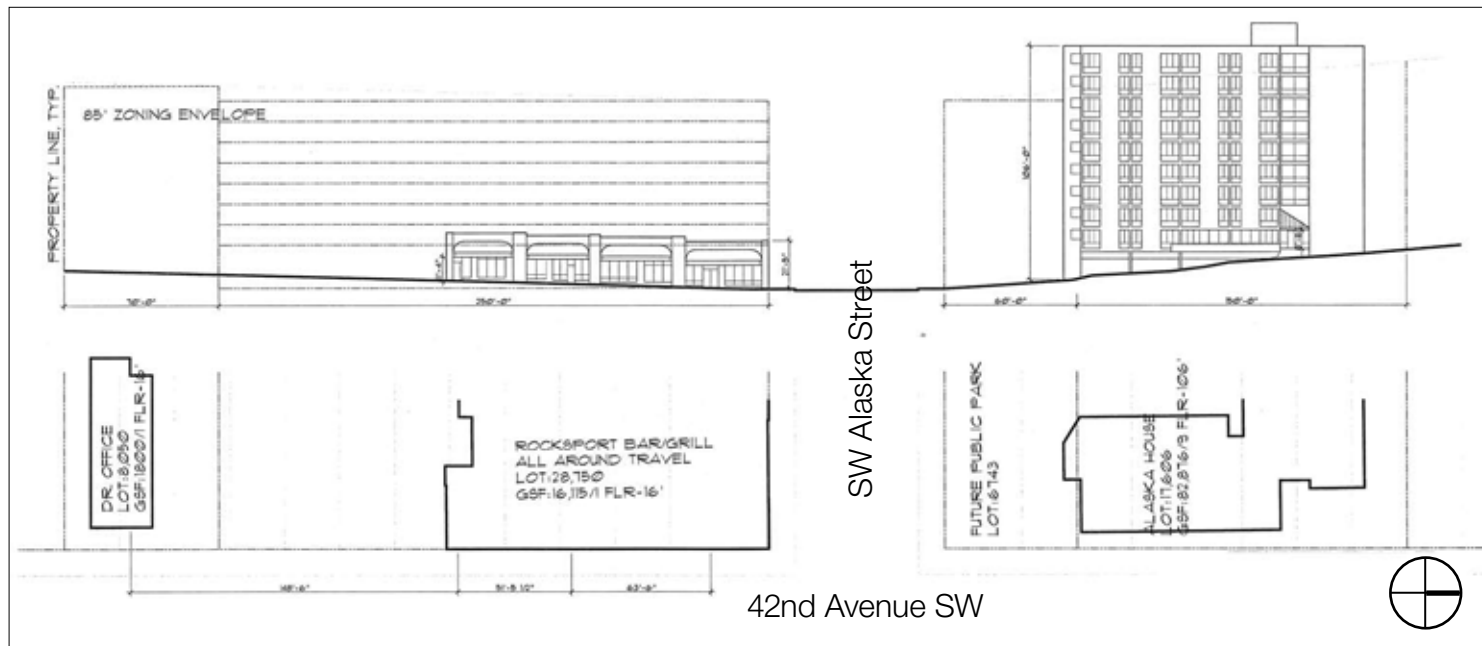
OPEN SPACE LATTICE FROM THE WEST SEATTLE JUNCTION HUB URBAN VILLAGE NEIGHBORHOOD PLAN, 01/22/99, PAGE 44

*"Junction Way East and Junction Way West: To improve the alleys immediately to the east and California Avenue for pedestrian and bicycle use, while maintaining their use for other vehicles. The alley east of California Avenue would be enhanced from Fauntleroy north to Charleston Street. The west alley would be enhanced as a link from Admiral through the Junction down to Morgan Junction, linking the three business districts."*

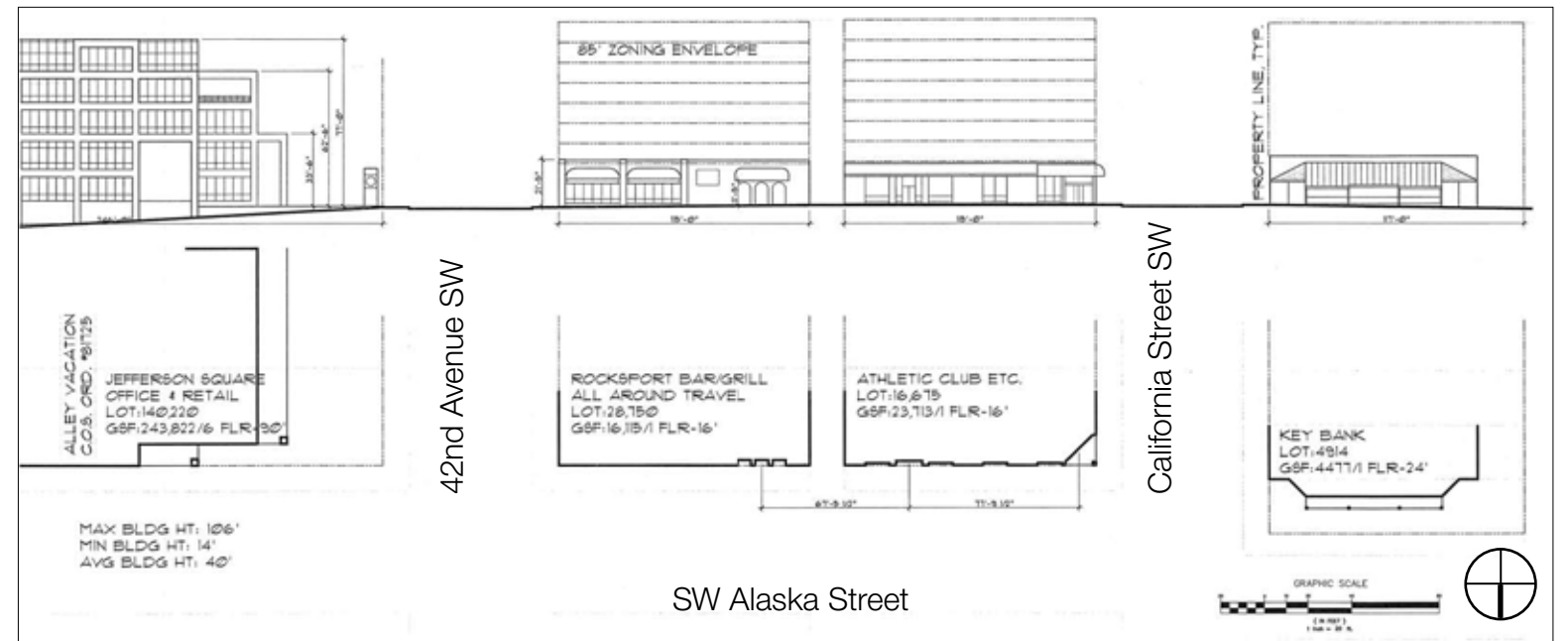
—West Seattle Junction Hub Urban Village Neighborhood Plan, 01/22/99, page 44







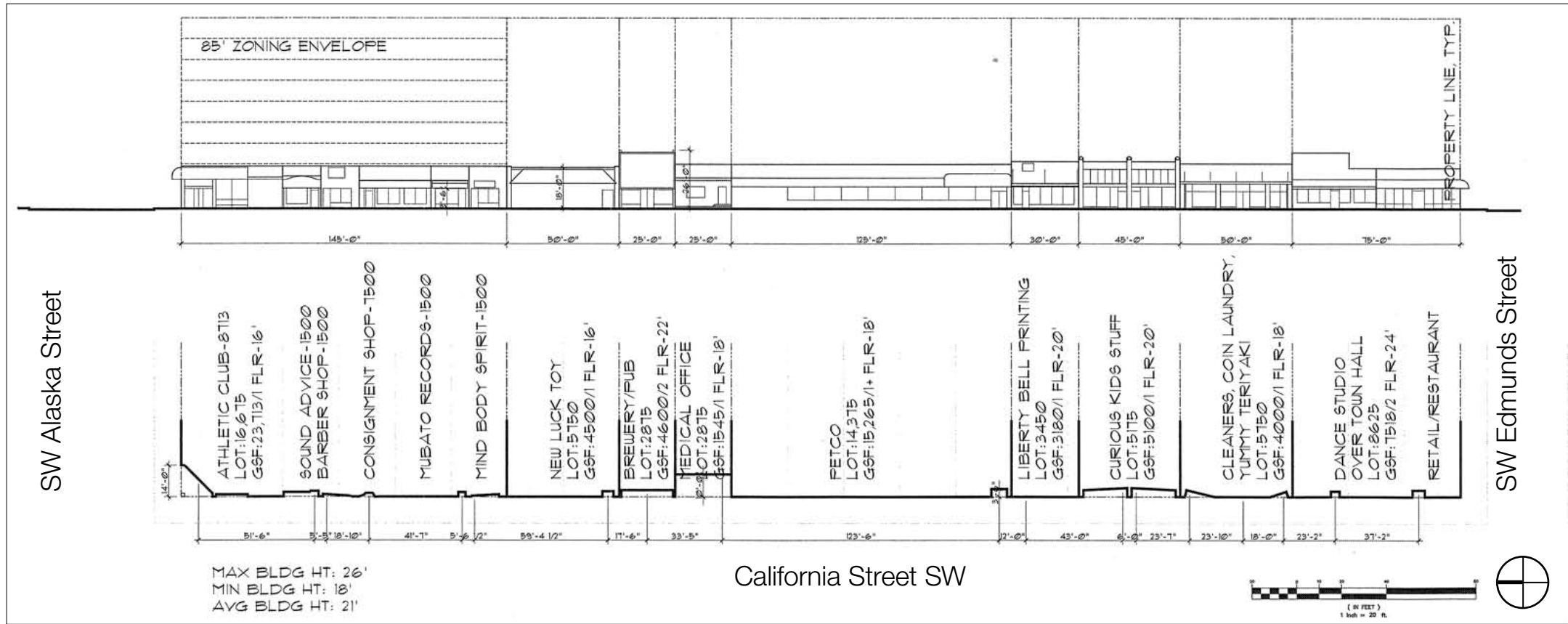
**1** WEST STREETSCAPE



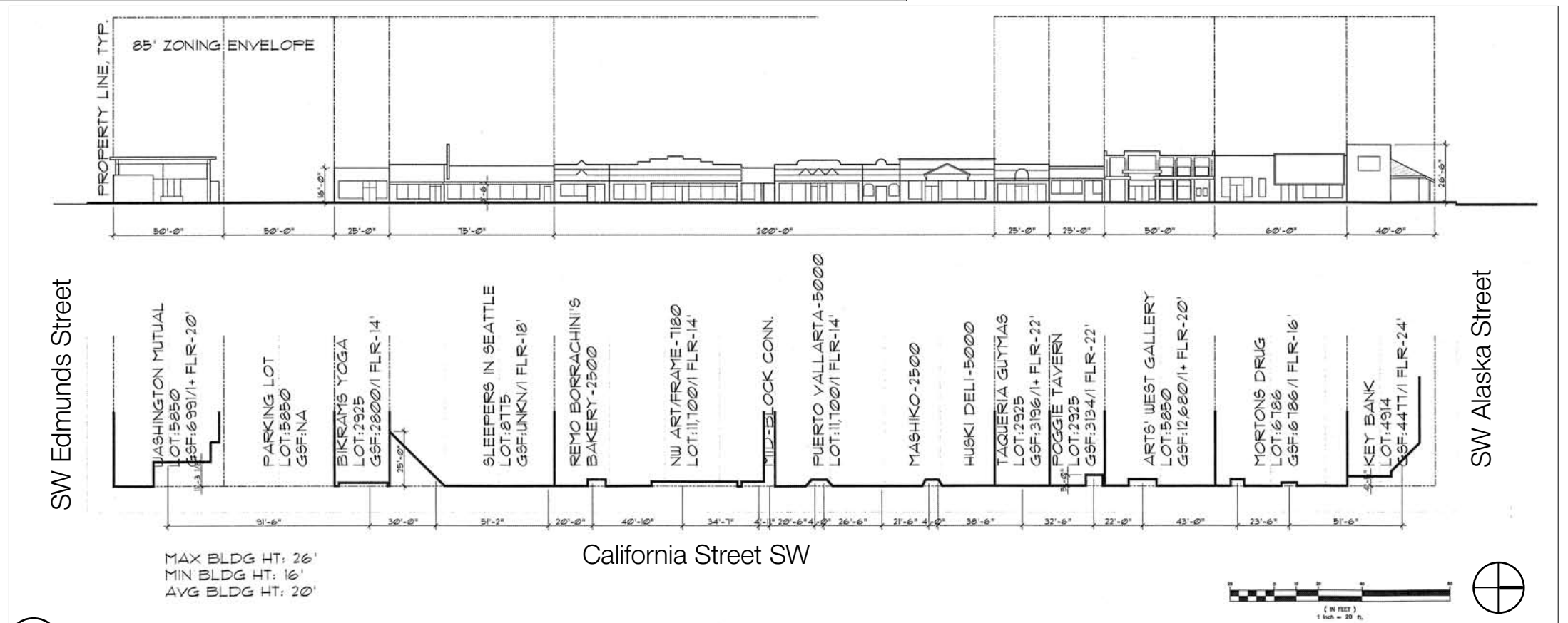
**2** SOUTH STREETSCAPE







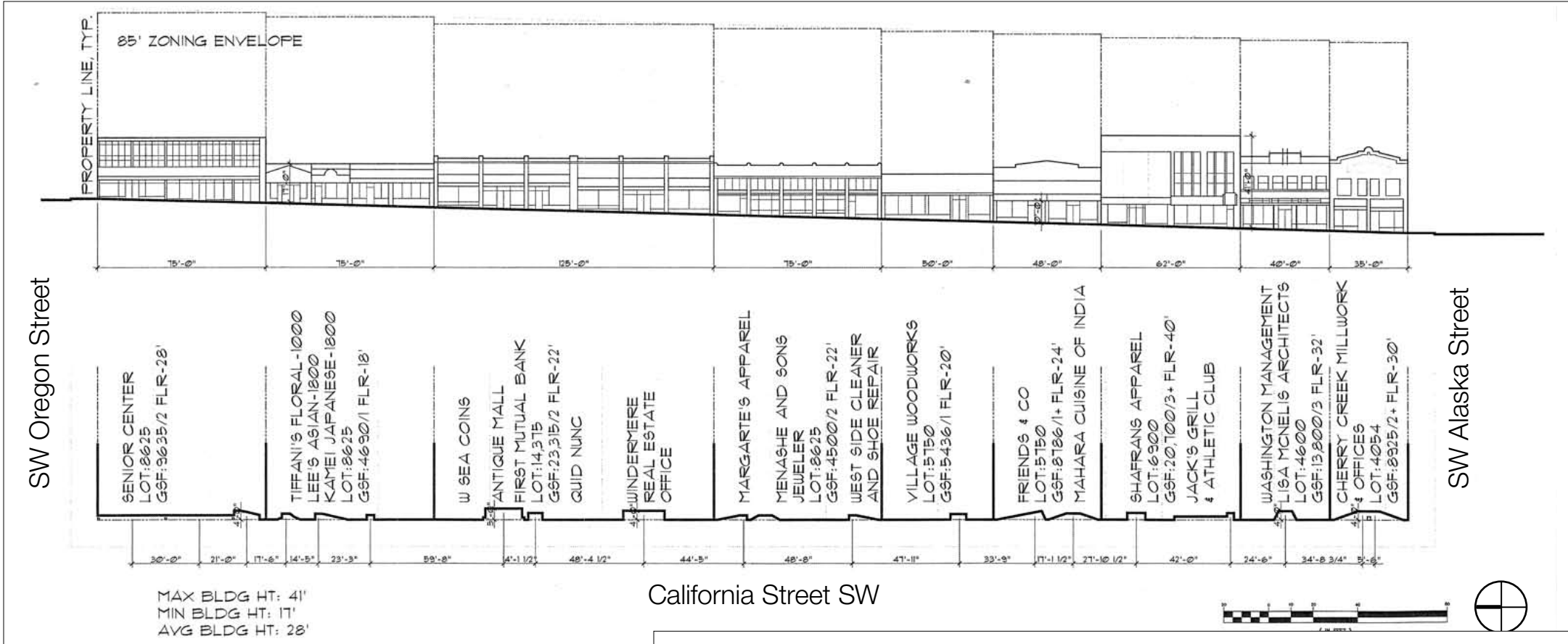
**3** SOUTHEAST STREETScape



**4** SOUTHWEST STREETScape



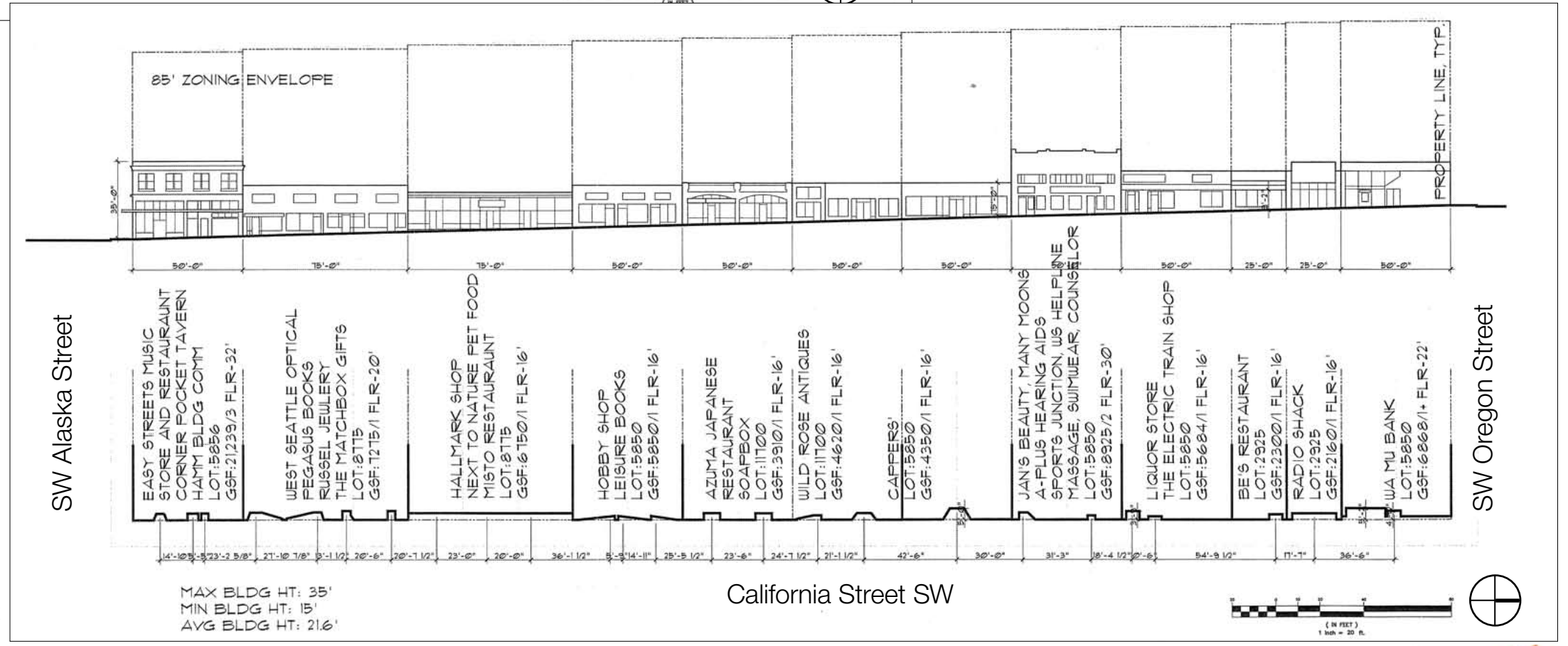




California Street SW

MAX BLDG HT: 41'  
MIN BLDG HT: 17'  
AVG BLDG HT: 28'

**5** NORTHEAST STREETSCAPE



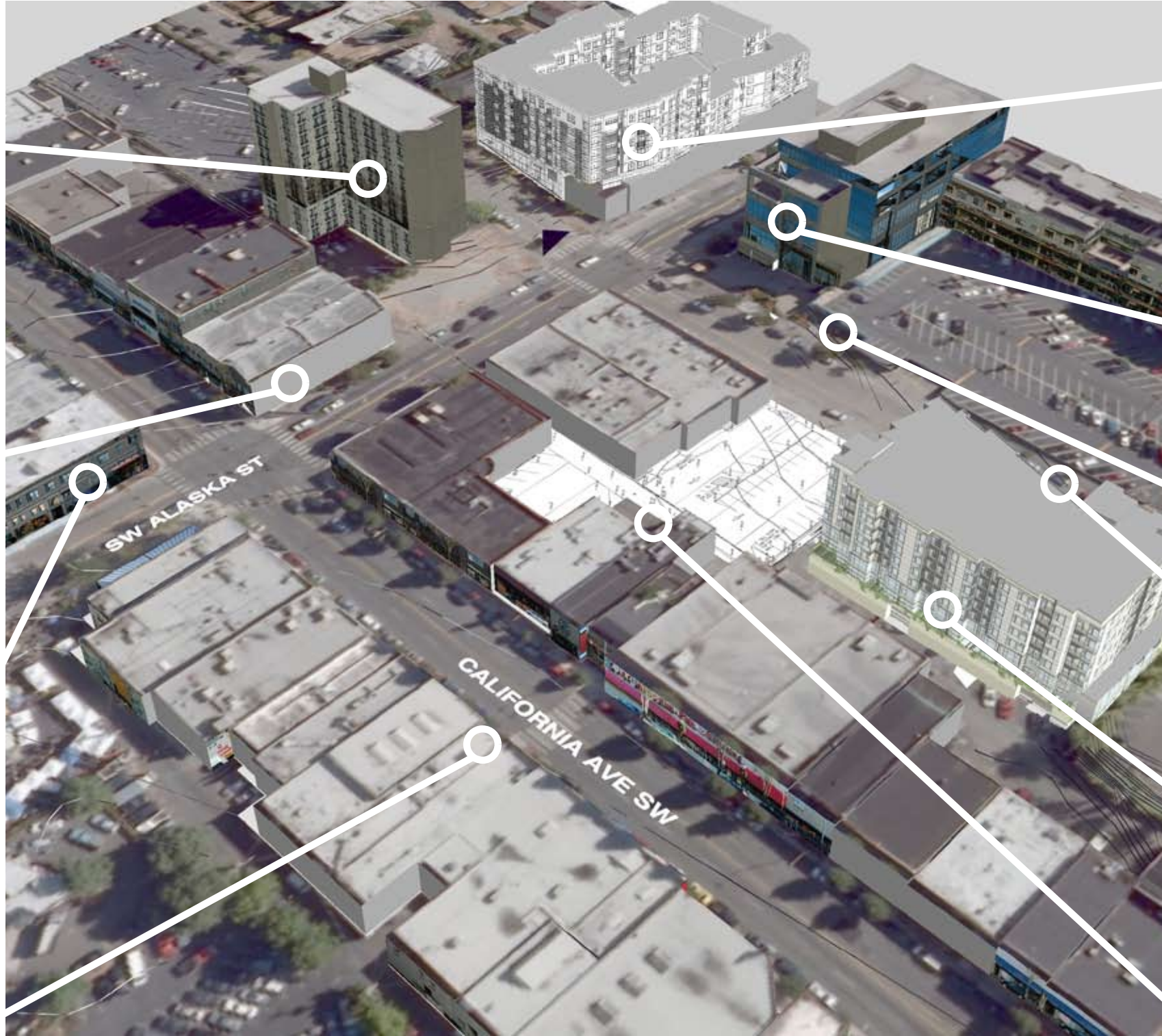
California Street SW

MAX BLDG HT: 35'  
MIN BLDG HT: 15'  
AVG BLDG HT: 21.6'

**6** NORTHWEST STREETSCAPE



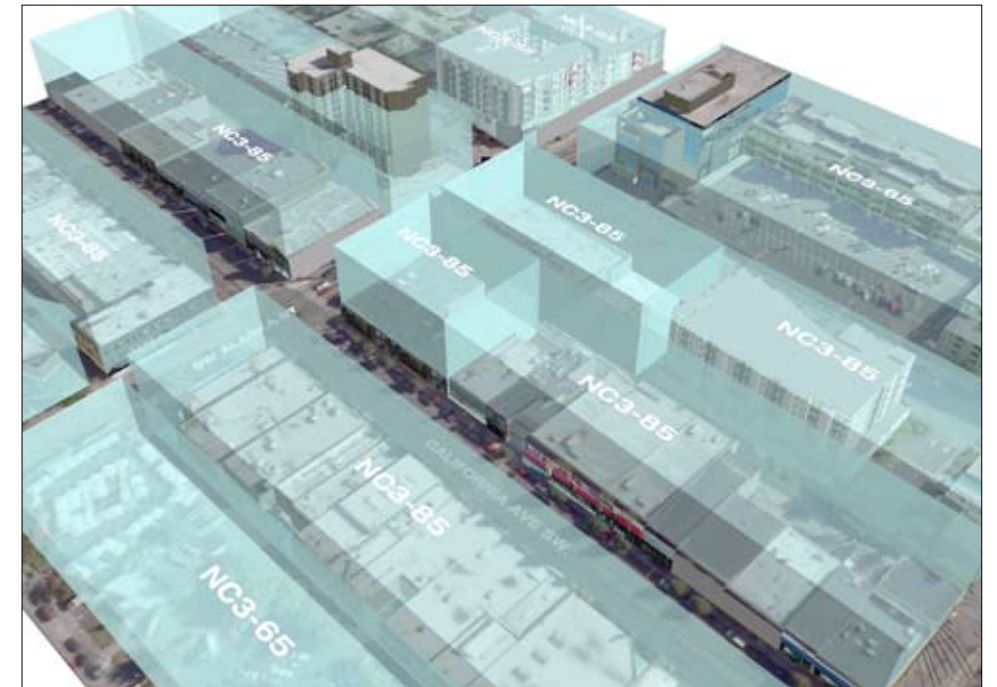








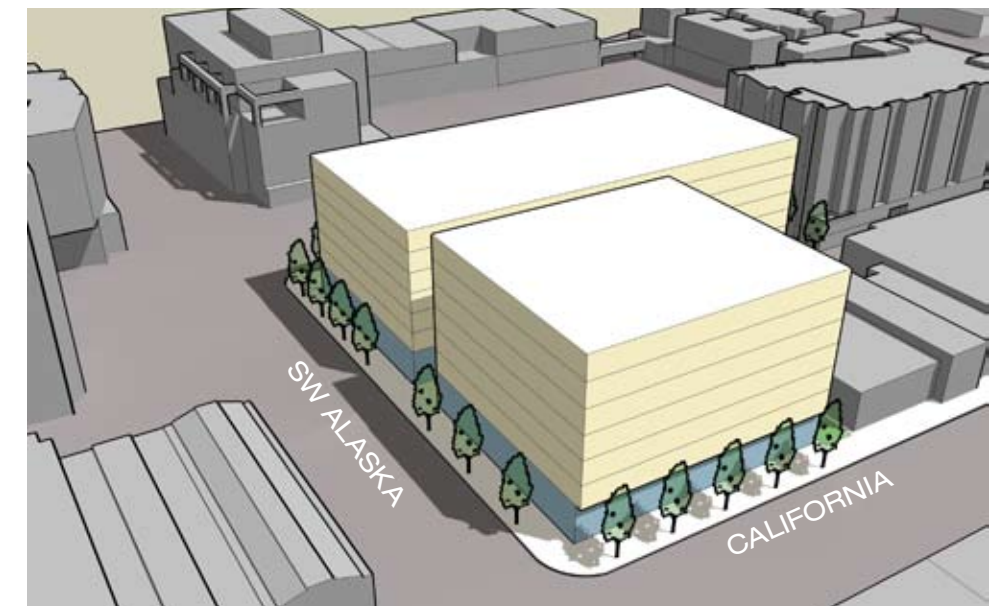
SITE ZONING ENVELOPE DIAGRAM



BUSINESS DISTRICT ZONING POTENTIAL DIAGRAM

*"Most of the business district is zoned Neighborhood Commercial (NC2 or NC3). This zoning designation is consistent in that they are intended for pedestrian oriented shopping areas that provide convenience and specialty goods for the surrounding neighborhood. The zone calls for continuous storefronts built to the front property line with commercial use, where shoppers can walk from store to store. These allowances and requirements seem consistent with the "small town" feeling that currently exists on California Avenue SW in the heart of the Junction."*

—[West Seattle Junction Hub Urban Village Neighborhood Plan, 01/22/99, page 37](#)



MAXIMUM F.A.R DIAGRAM





# LAND USE CODE ANALYSIS:

Zoning:	NC3-85
Overlays:	None
Existing Land Uses:	Commercial
Site Area (with 2' alley widening dedication):	East Building: 28,750 sf – 500 sf = 28,250 sf  West Building: 16,675 sf – 290 sf = 16,385 sf
Permitted Uses:	Mixed-use, Residential, Office, Commercial.
Pedestrian Zone:	All of the west parcels & the north 45' of the east parcel
Pedestrian Streets:	California Avenue SW & SW Alaska Street
Street-level Non-Residential:	Blank facades (w/o windows, entries, stairs, decks, screening, landscaping) have requirements of: <ul style="list-style-type: none"> <li>• 20' maximum width between elevation +2' &amp; +8',</li> <li>• 40% maximum of each street facade length,</li> <li>• 10' maximum setback unless behind plazas,</li> <li>• 60% min. facade area between elevation +2' &amp; +8' shall be transparent</li> <li>• 30' average commercial depth (15' min),</li> <li>• 13' minimum floor to floor height</li> <li>• 80% of the pedestrian street face width shall be occupied by minor retail / commercial, restaurant, medical &amp; institutional uses (uses identified in L.U.C. 23.47A.005.E.1); other uses permitted in the zone and residential access may occupy the remaining 20% of the facade width</li> </ul>
Prohibited Uses:	Per 23.42A.005.D residential uses are generally permitted anywhere in a NC3 structure except that they may not occupy in aggregate more than 20% of street level, street facing facade. Access to residential use is limited to 20% of the pedestrian street-facing facade width.
Maximum Size of Non-residential use:	None for most typical uses including groceries. 25,000 sf Limit for heavy sales and wholesale showrooms <ul style="list-style-type: none"> <li>• Minimum 13' floor to floor height</li> <li>• Average 30' depth with a minimum of 15' depth</li> </ul>
Outdoor Activities:	No maximum sales area limit, storage prohibited, loading berths setback 50' from a residential zone
Maximum Building Height:	85' to top of flat roofing; 85' + 4' for parapets, open railings, planters, skylights, clerestories, and greenhouses 85' + 15' for stair & elevator penthouses, solar collectors and screened mechanical equipment provided coverage of all features does not exceed 20% of roof area, or 25% when including stair/elevator penthouses or screened mechanical.
Residential Coverage:	Not applicable in the NBDS.

Floor Area Ratio (FAR):	Mixed-use: Floor Area Ratio = 6
East Building:	6 x 28,250 sf = 169,500 sf
West Building:	6 x 16,385 sf = 98,310 sf
F.A.R. Exemptions:	Areas below the lower of existing or finished grade.
Landscape & Screening:	Green Area Factor: landscaping that achieves a green factor score of 0.3 or greater as defined per 23.47A.016.
Setbacks:	N/A (no adjacent residential zones). Existing trees and street trees
Alley Widening:	The existing 16' wide alley will need a 2' wide dedication on each side to create a 20' wide alley.
Street Trees:	Required on new projects
Screening:	At blank facades: a 5' deep landscaped area with trees and shrubs.
Open Space:	N/A — replaced with Residential Amenity Area
Residential Amenity Area:	5% of total residential gross square footage is required as amenity space to a limit of 50% of the lot area including decks, balconies, terraces, roof gardens, plazas, play area, sport courts, and courtyards. Resident access is required to at least one amenity area — 10' & 250 sf minimum common area dimensions; 6' & 60 sf private balconies and decks; parking & driveways not included.
Parking Requirements Residential:	1 stall / residential unit in the Commercial zones  Exception: Tandem stalls are allowed and are counted as 1.5 spaces for each double-stall-deep tandem space but where there is a 1/space per unit minimum, tandem stalls only count as 1 space towards that minimum.
Commercial:	1 space / 500 sf (1/250 sf for restaurant w/ first 2500 sf waived for each business) (The first 5,000 sf of general commercial use is exempt from parking requirements of each business establishment)
Office:	1 space / 1,000 sf
Service vehicle spaces:	10' wide x 14' high x 35'
Bicycles:	Commercial - Long term: 1 space / 12,000 sf of space, short term: 1 / 4,000 sf; Office: Long term: 1 / 4,000 sf, short term: 1 / 40,000 sf; Residential: 1 / each 4 units. (After first 50 spaces, additional spaces are provided at ½ the ratio indicated above)

# CODE DEPARTURES:

We are seeking a departure from the SMC 23.47A.032.A1a and SMC 23.47A.032.A2a to have the garage entrance location on 42nd Avenue SW instead of in the alley per the zoning code sections cited.



ZONING MAP







RECESSED RETAIL ENTRY AT SW ALASKA & CALIFORNIA AVENUE SW

## DEVELOPMENT OBJECTIVES:

The proposed development consists of two mixed-use buildings, one with a footprint of approximately 25,860 square feet, and the other with a footprint of about 13,330 square feet. The larger east building, at 42nd and Alaska, is six stories of residential over one story of retail. The smaller west building, at Alaska and California, will be five stories of residential over one story of retail. The development is expected to include 208 residential units between the two buildings, with approximately 29,630 square feet of retail on the ground level along with residential lobbies, a loading docks, and service spaces.

Both buildings will have a taller than usual retail podium, at approximately 18 feet, to attract a wide a variety of quality shops. This project will provide over 550 linear feet of superior new retail frontage on 42nd Avenue SW, SW Alaska Street and California Avenue SW. Further both buildings will be held back from the south property lines to accommodate a mid-block pedestrian link that utilizes part of the newly developed alley. This mid-block link and the pedestrian alley are envisioned as a part of the West Seattle Junction Neighborhood Plan (1999) "open space lattice". The proposed mid-block pedestrian connections and the enhanced alley improvements will add another 500 feet, or so, of retail opportunity. If built in a typical pattern this type of project would have a maximum of four corner retail opportunities, two at the alley entries, and one each at the street corners. By approaching the alley as another part of the neighborhood retail experience—a la Post Alley— we can have up to eight of these desirable corner retail locations.

The existing alley traffic when combined with the parking load from the adjacent Harbor Properties project to the south will likely tax the capacity of the alley and diminish its attractiveness as a pedestrian alley. This development proposes to reduce alley traffic by providing both buildings with a shared below grade parking garage with a single entrance from 42nd Avenue SW. The parking garage will extend beneath the alley that will be improved and remain open at grade to traffic. The parking garage will accommodate approximately 80 retail spaces and 282 residential spaces for a total of 362 spaces. This shared garage concept is dependant on an approved subterranean alley vacation from the Seattle City Council.

The proposed development presents a series of urban design opportunities; the corner of 42nd Avenue SW and SW Alaska Street is a gateway to the district, when approached from the east. As identified in the West Seattle Junction design guidelines the project should carve away the corner at the street level to create a vibrant pedestrian retail experience. At the same time the West Seattle Junction design guidelines state that the building above should hold and reinforce this prominent corner. These same criteria will be addressed at Alaska Street and California Avenue SW, too. In addition this corner must stand as a lantern for the district. The entry to the alley at SW Alaska Street gives rise to the opportunity to recognize the conjunction of the two buildings and highlight the seam between these two portions of the district. As the existing right-of-way on California Avenue SW is over 65 feet wide, the upper levels are held close to the street to reinforce the street wall. The same conditions are present on 42nd Avenue SW, and the upper building line is held close to the street. At 20 feet wide (16 feet existing plus 2 feet new dedication on each edge) the alley is tighter than the streets. At the same time more over a third of the residential units in each building face the alley. To create more privacy and solar access to the units and to the pedestrian alley, the upper floors of the buildings step back from the alley creating a south facing court at the podium level. This court works in concert with the planting and paving at the alley to create a three-dimensional green space.

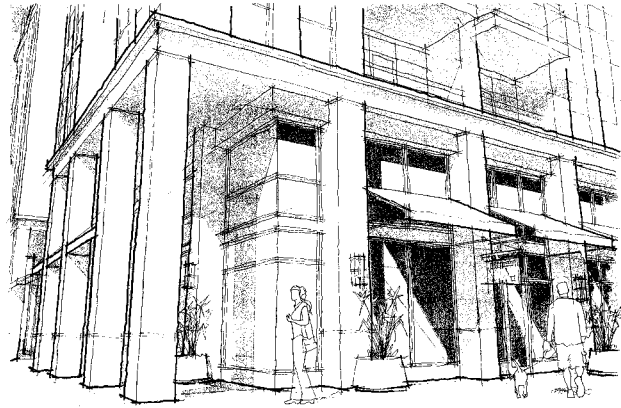
The new street facing retail spaces and enhanced pedestrian improvements on all street fronts, when combined with a compatible series of similar improvements in the alley seam and the mid-block passages on the south edges of both buildings, yields a lattice of grade level connections and open spaces envisioned by the West Seattle Junction Neighborhood Plan.





## A-1 RESPONDING TO SITE CHARACTERISTICS

*Siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation, and views or other natural features.*



The proposed development presents a new gateway element on low prominent corners, 42nd Avenue SW and Alaska, and especially California and Alaska. As indicated in the West Seattle Junction Urban Village Design Guidelines section A-10 Corner Lots, we mark the gateway with the building form in the upper floors, holding the corner, and provide recessed retail entries to facilitate pedestrian flow.

## A-2 STREETScape COMPATIBILITY

*The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.*



The proposal recognizes the importance of a pedestrian-oriented streetscape to the West Seattle Junction. The retail storefronts are similar in scale to the existing grain of California Avenue with approximately 24 foot wide bays. The entries for each space will be recessed, and marked by distinct paving treatments.

## A-3 ENTRANCES VISIBLE FROM THE STREET

*Entries should be clearly identifiable and visible from the street.*

The residential entry, for both buildings, will be clearly identifiable and visible from the street, as indicated in this section of the Design Guidelines. Entries for all retail spaces, as mentioned in SDG Section A-2, will also be clearly identifiable and visible.



## A-4 HUMAN ACTIVITY

*New development should be sited and designed to encourage human activity on the street.*



Retail spaces in the proposed development will be developed to encourage human activity. Storefronts will be fully glazed and entries will be recessed. The glass line may be recessed in certain areas to enhance the sidewalk width. Most upper residential units will have terraces or balconies to promote the use of the street-front.

## A-8 PARKING AND VEHICLE ACCESS

*Siting should minimize the impact of automobile parking and driveways on the pedestrian environments, adjacent properties, and pedestrian safety.*

All parking in the proposed development will be underground and contained within the footprint of the buildings. The garage access will be located away from the street corners.



## A-10 CORNER LOTS

*Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.*

Both buildings will be oriented to the street corners. The sidewalk level retail will include prominent entries at the corners. The underground parking garage access will be located away from the street corners.





## B HEIGHT, BULK AND SCALE

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step between the anticipated development potential of the adjacent zones.



The proposed development will be within the height envelope established by the Seattle Land Use Code for an NC-85 zone. The site is surrounded on all sides by the same zone designation. The proposed development anticipates the scale of development encouraged by City of Seattle Land Use policies while respecting the predominant low-rise scale of existing single use retail buildings. The proposed building will draw upon existing horizontal and vertical datum in such a way to be compatible in the immediate future, yet not look out of place in the long term scale of the West Seattle Junction.

## C-1 ARCHITECTURAL CONTEXT

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with, or complement, the architectural character and siting pattern of neighborhood buildings.

This site is surrounded on all sides by the same zoning. The proposed development must anticipate the scale of development encouraged by City of Seattle Land Use policies while respecting the predominant low-rise scale of existing retail buildings. The proposed building will make reference to existing datum, especially horizontal scale, in ways to be compatible with the neighbors in the immediate future. The proposed development must also anticipate the long term scale of the West Seattle Junction by building close to the height established for the zone.



## C-3 HUMAN SCALE

The design of new buildings should incorporate architectural features, elements and details to achieve good human scale.



The proposed buildings will include human scale detail at the pedestrian level storefronts with a base for building columns, compatible breakup of storefront windows, and recessed retail entries. The structural bay spacing will be similar to the existing retail store fronts and will be protected by canopies. There are few upper stories in the area to draw upon for scale reference, so the project will look to new projects in the immediate area for scale cues, while seeking to harmonize with the existing street level retail.

## C-4 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, patterns, or lend themselves to a high quality of detailing are encouraged.



The proposed buildings will be clad in a simple palette of materials, with texture, pattern, color and detail appropriate to the site conditions and uses.

## D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.



The residential entries will be positioned and proportioned to be secure, well lighted and easily identifiable. Both residential and retail entries will have overhead weather protection. The proposed development includes a pair of mid-block links and alley enhancements to encourage pedestrian use of the alley. This is consistent with the West Seattle Junction Hub Urban Village Neighborhood plan of January 1999 which identifies the alley between California Avenue and 42nd Avenue SW as a pedestrian alley (see Open Space Lattice diagram on page 45).





## D-8 TREATMENT OF ALLEYS

The design of the alley entrances should enhance the pedestrian street front.

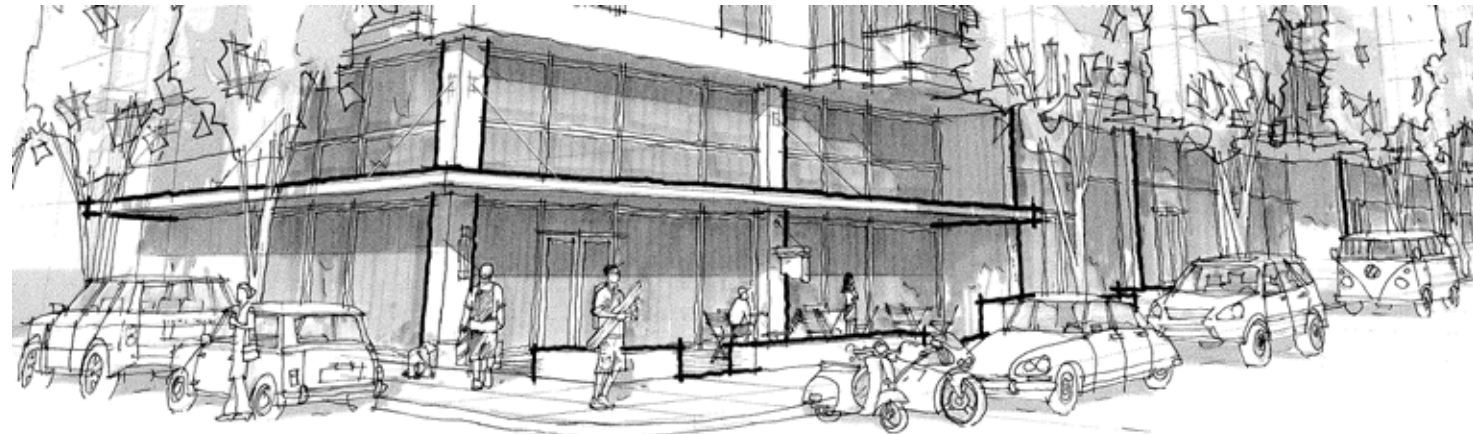
The alley entrance/exit at Alaska Street will be highlighted by changes in pavement scale and texture, to identify the sidewalk as a pedestrian precinct and alert drivers to foot traffic. There will be recessed corner glass storefronts at each side of the alley, to encourage pedestrian use of the alley as a portion of the proposed mid-block links and other alley enhancements. Again the alley between California Avenue and 42nd Avenue SW is a pedestrian alley (see the West Seattle Junction Hub Urban Village Neighborhood plan of January 1999, Open Space Lattice diagram, page 45).



## D-11 COMMERCIAL TRANSPARENCY

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

The proposed development will provide a total of eight (four per building) retail street fronts. The retail spaces will be approximately 17 feet high (18 feet to the second floor slab). There will be eight corner retail spaces. All retail spaces will have full glass storefronts.



## D-12 RESIDENTIAL ENTRIES AND TRANSITIONS

For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and provide for a visually interesting street front for the pedestrian. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.



The residential entries will be positioned within the retail storefronts on California Avenue and 42nd Avenue SW. They will be secure, well lit, easily identifiable, and have overhead weather protection. The entries will be recessed from the adjacent storefront to provide a transition from the sidewalk to the more private lobby spaces.

## E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE

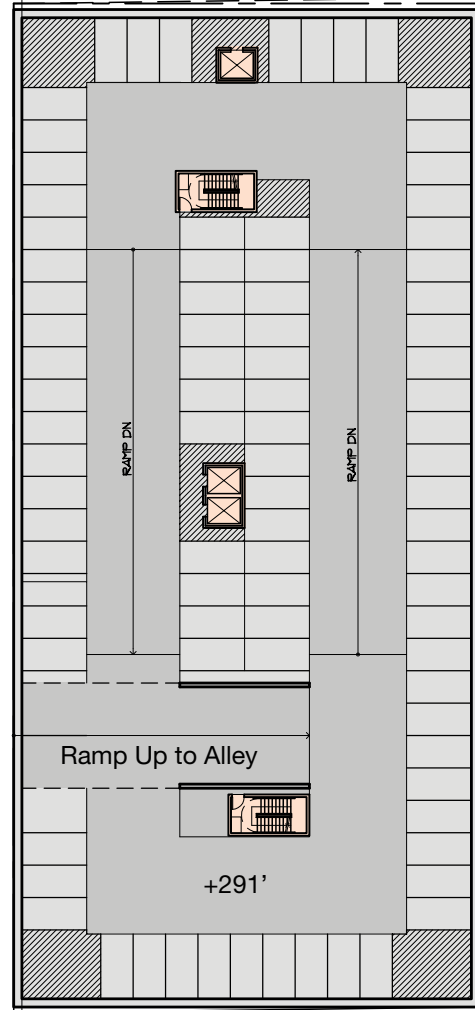
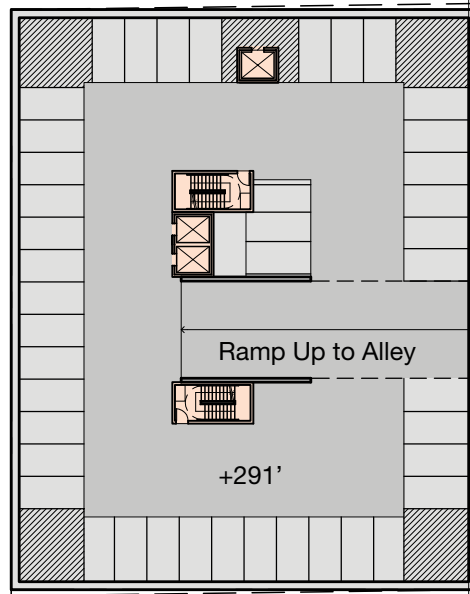
Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.



The design of the landscape is an integral part of the proposed development. The design includes special paving treatments marking entries, corners and alley transitions. It includes street trees and street furniture where appropriate on California Avenue, 42nd Avenue SW and Alaska Street. The alley and the mid-block pedestrian links will also be developed with paving and plants to enhance the environment. There will be vertical landscape elements growing up the side of alley elevations and connecting with a series of trellises on the residential courtyard level. The western building will feature a rooftop garden.







PARKING PLAN

KEY	
	PARKING
	CIRCULATION
	SERVICE
	LOADING
	RESIDENTIAL
	RETAIL
	LANDSCAPE
	GREEN ROOF
	ROOF



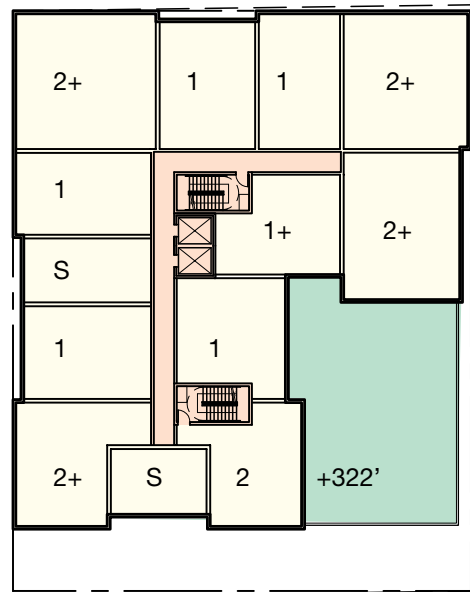
RETAIL PLAN

## SCHEME A

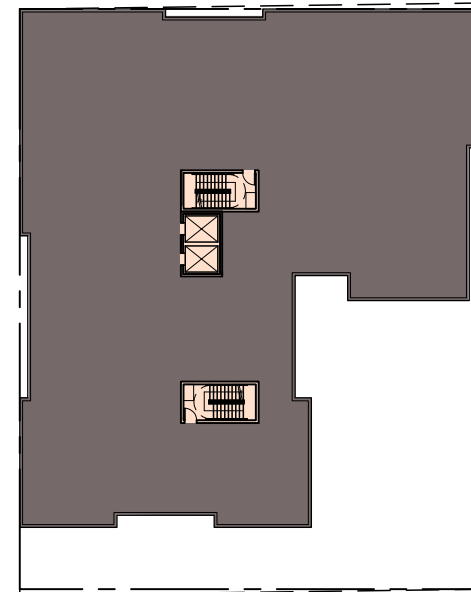
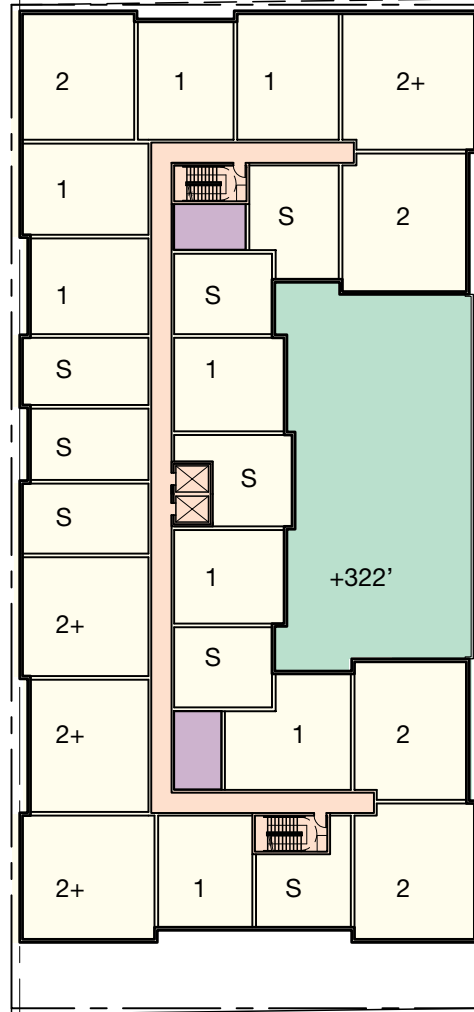
- No below grade alley vacation. Four below grade garage levels under each building.
- Two garage entries off of alley.
- East facing courtyard on east building gets only morning light.
- Six stories of residential over one story of retail for both buildings



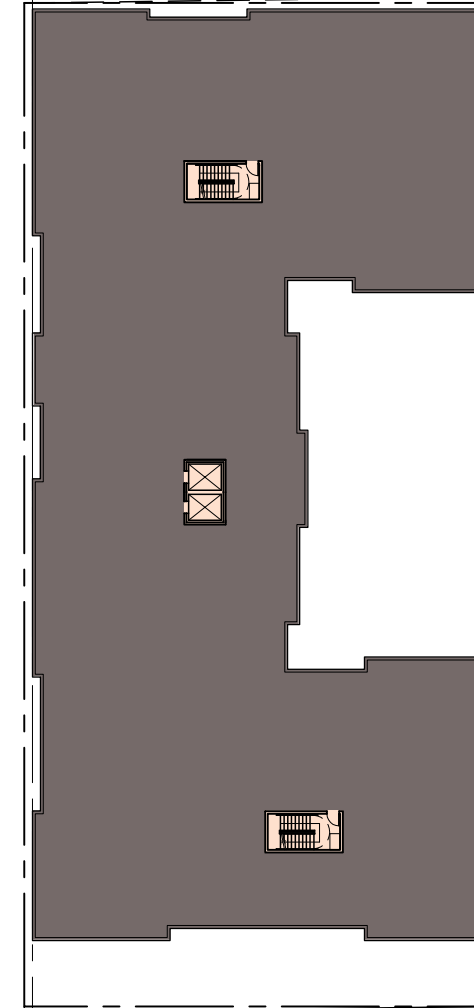




TYPICAL RESIDENTIAL PLAN



ROOF PLAN



SOUTHWEST



NORTHWEST



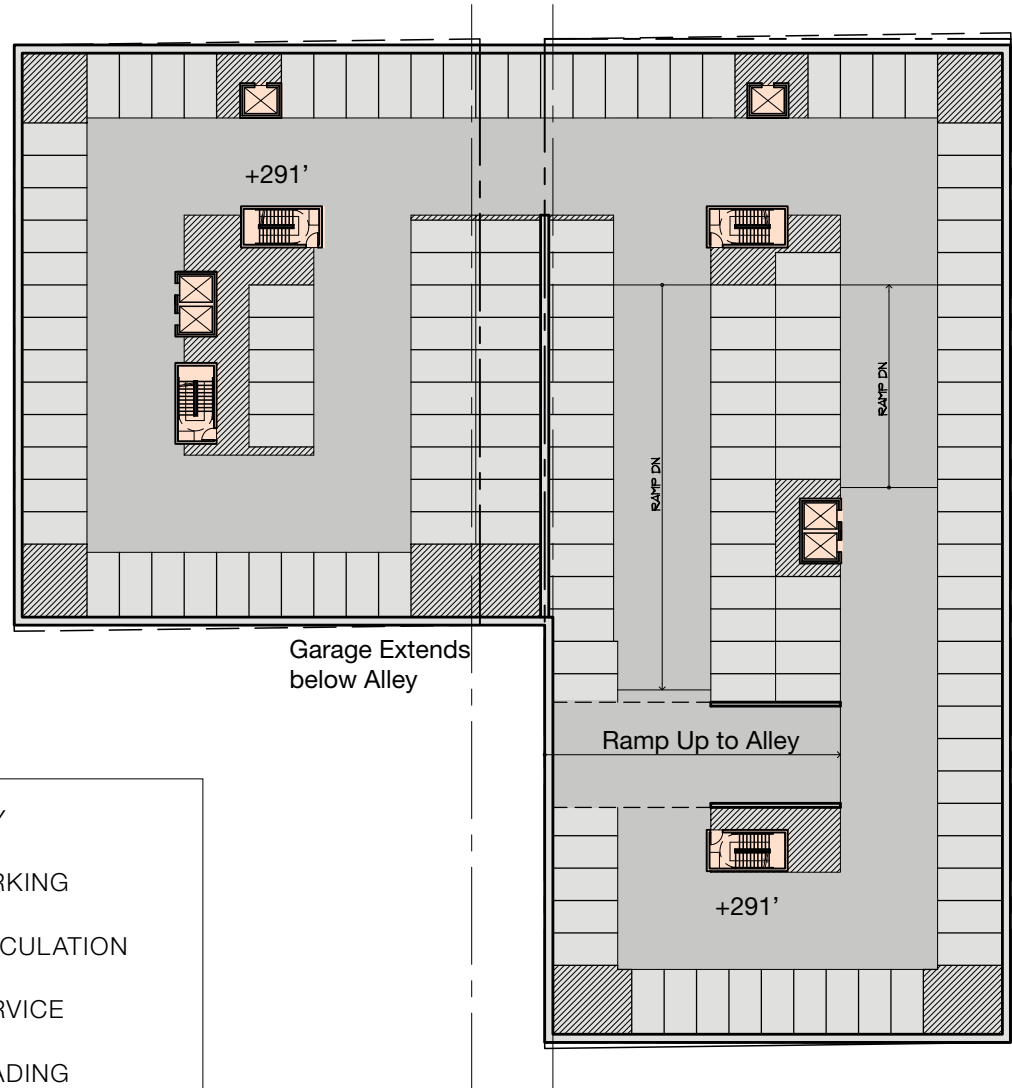
NORTHEAST



SOUTHEAST







PARKING PLAN

KEY	
	PARKING
	CIRCULATION
	SERVICE
	LOADING
	RESIDENTIAL
	RETAIL
	LANDSCAPE
	GREEN ROOF
	ROOF



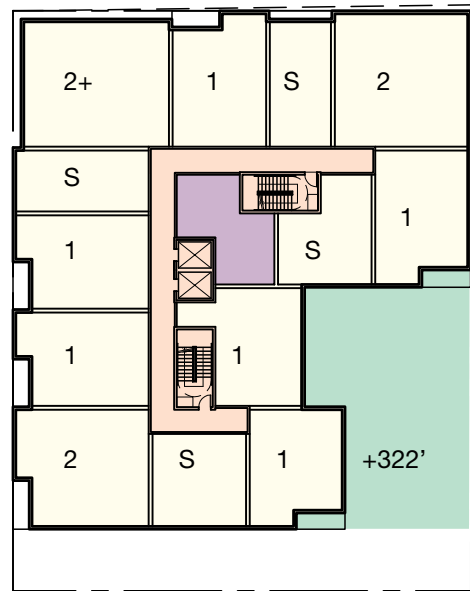
RETAIL PLAN

## SCHEME B

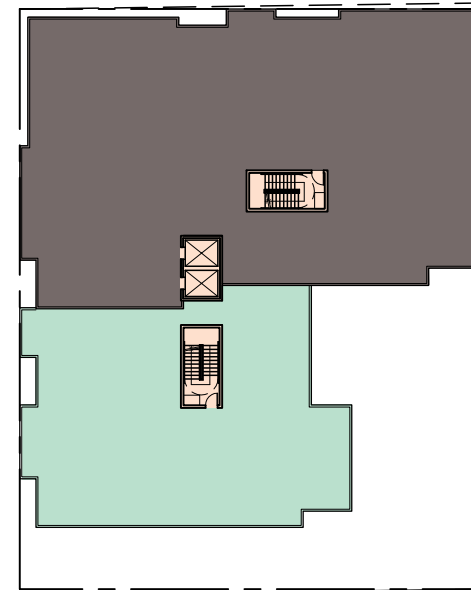
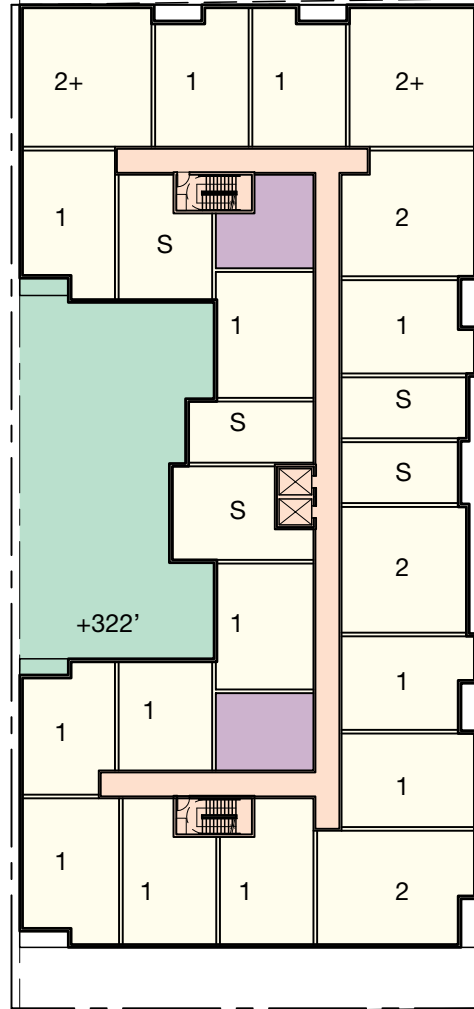
- Below grade alley vacation. Three below grade garage levels contiguous below both buildings.
- One garage entry off of alley.
- West facing courtyard on east building gets afternoon light.
- Six stories of residential over one story of retail for east building.
- Five stories of residential over one story of retail plus penthouse floor and roof deck for west building.
- Shared roof terrace on west building.



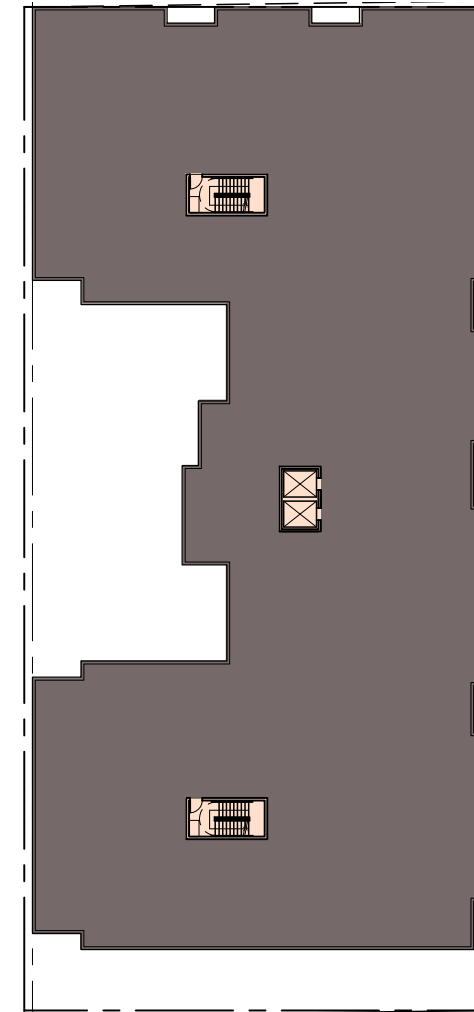




TYPICAL RESIDENTIAL PLAN



ROOF PLAN



SOUTHWEST



NORTHWEST



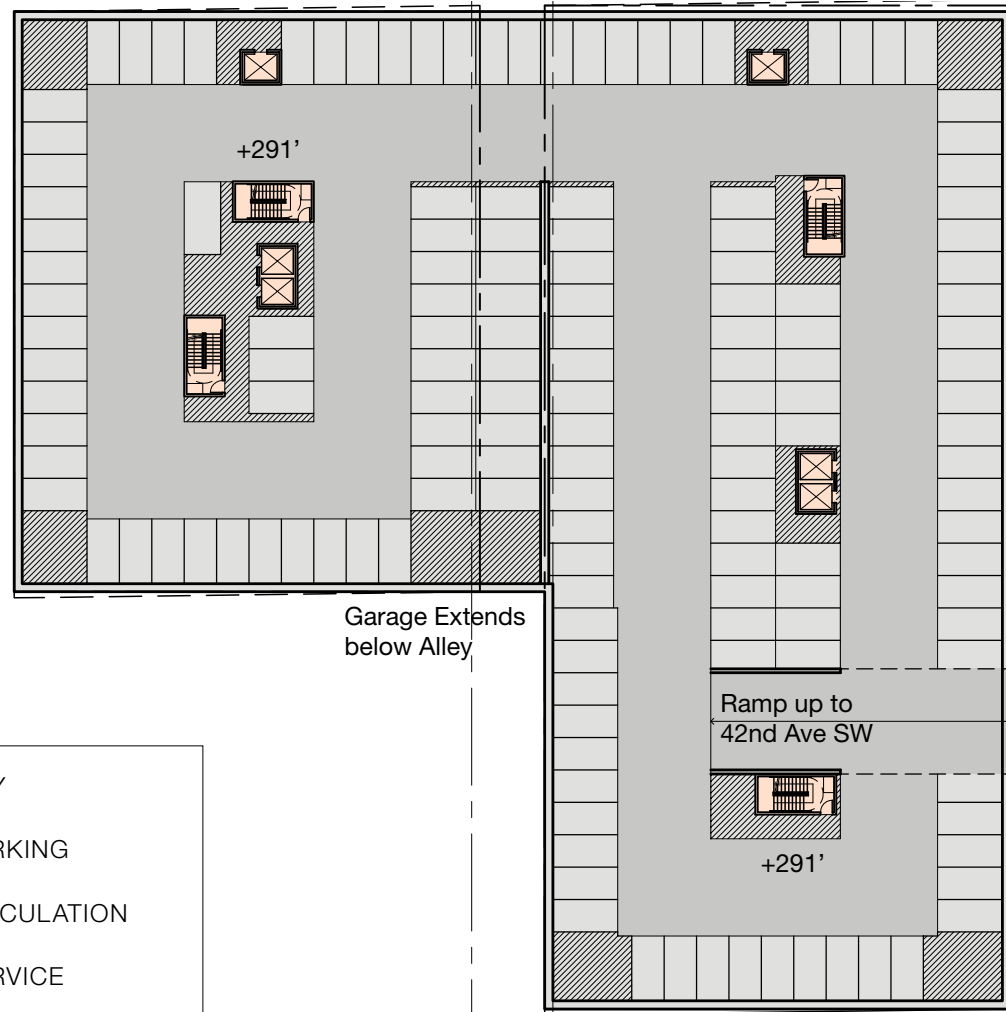
NORTHEAST



SOUTHEAST







PARKING PLAN

KEY	
	PARKING
	CIRCULATION
	SERVICE
	LOADING
	RESIDENTIAL
	RETAIL
	LANDSCAPE
	GREEN ROOF
	ROOF



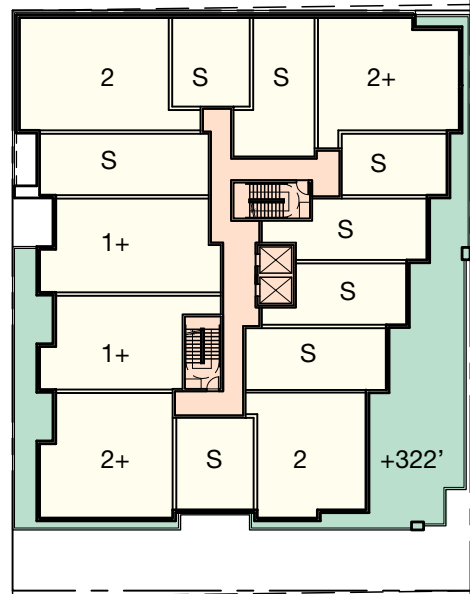
RETAIL PLAN

## SCHEME C

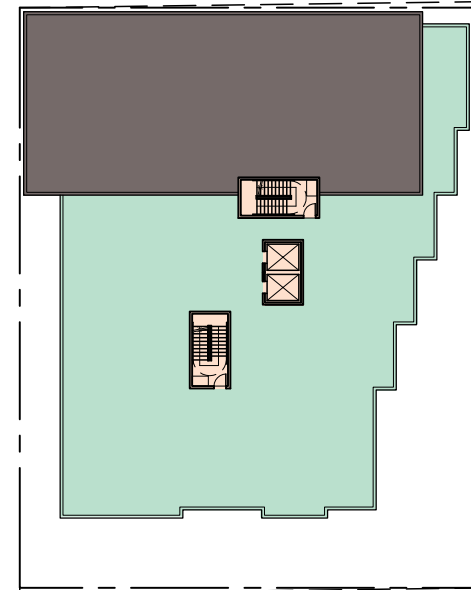
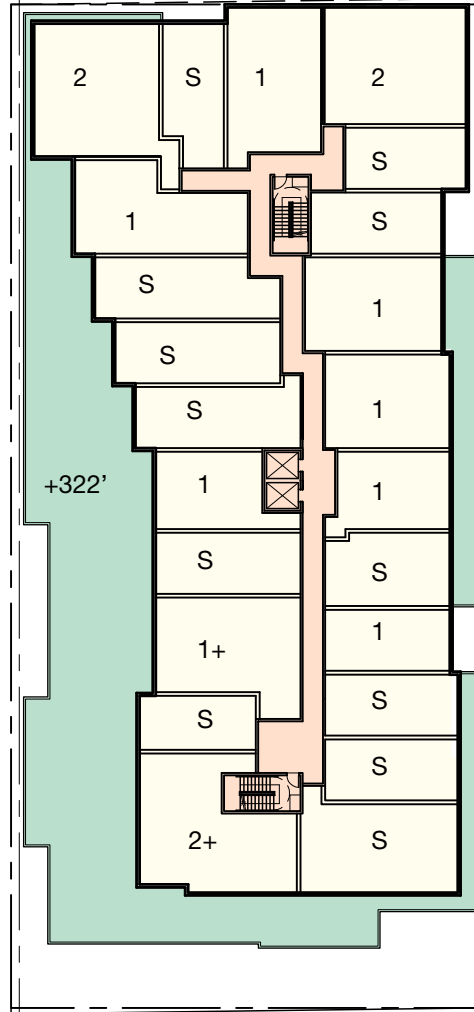
- Below grade alley vacation. Three below grade garage levels contiguous below both buildings.
- One garage entry off of 42nd Avenue SW.
- East building set back from 42nd Avenue SW on upper levels.
- West building set back from California Avenue SW on upper levels.
- Six stories of residential over one story of retail for east building.
- Five stories of residential over one story of retail plus roof deck for west building.



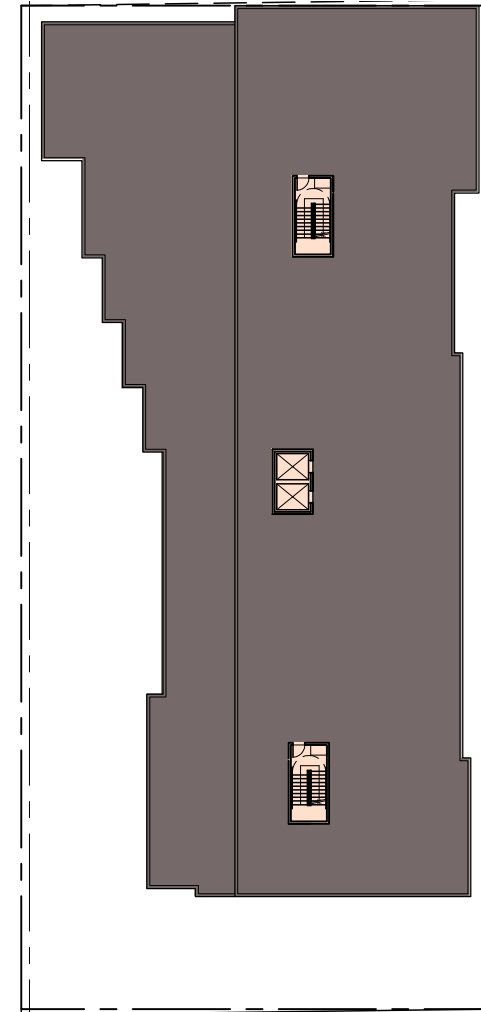




TYPICAL RESIDENTIAL PLAN



ROOF PLAN



SOUTHWEST



NORTHWEST



NORTHEAST



SOUTHEAST





# COMMON ATTRIBUTES OF ALL SCHEMES

- Residential entries are part of the retail experience on the Avenues (42nd Avenue SW and California Avenue SW).
- Maintain a mid-block pedestrian connection from 42nd to the alley.
- Develop a mid-block pedestrian connection from California to the alley.
- Enhance the pedestrian use of the alley, as proposed in the “open space lattice” diagram in the West Seattle Junction Urban Village Plan.
- Maintain and improve the pedestrian retail environment on 42nd Avenue SW, SW Alaska Street and California Avenue SW.
- All retail entries will be recessed to enhance the pedestrian environment on 42nd Avenue SW, SW Alaska Street and California Avenue SW.
- Step the retail entries back at corners to improve the pedestrian retail environment on both 42nd Avenue SW and SW Alaska Street and SW Alaska Street and California Avenue SW.
- Hold the street line at corners to improve the urban design environment on both 42nd Avenue SW and SW Alaska Street and SW Alaska Street and California Avenue SW.
- All parking is within the building footprint(s) and below grade.



OPTION A

- No below grade alley vacation.
- Increased shoring complexity and cost for two garages.
- Two garage entries off of alley.
- Inefficient garage layout will necessitate building minimum parking per Seattle Land Use Code.
- Increased volume of vehicle traffic in alley.
- Difficult access to parking for retail users.
- East facing courtyard on east building gets only morning light.
- Greatest number of units fronting the alley.
- Greatest number of inside corners.
- Six stories of residential over one story of retail for both buildings
- No roof terrace on either building.

FAR Calculation

East Building GSF: 154,697 SF  
 Lot Area: 28,250  
 FAR: 5.48  
 91.3% max allowable building development

West Building GSF: 84,868  
 Lot Area: 16,385  
 FAR: 5.18  
 86.3% max allowable building development



OPTION B

- Below grade alley vacation.
- One garage entry off of alley.
- More efficient garage layout will allow building more than the minimum parking per Seattle Land Use Code.
- Increased volume of vehicle traffic in alley.
- Difficult access to parking for retail users.
- West facing courtyard on east building gets afternoon light.
- Shared courtyard at alley creates more green spaces.
- Still a number of units fronting the alley.
- A large number of inside corners.
- Six stories of residential over one story of retail for east building.
- Five stories of residential over one story of retail plus penthouse floor and roof deck for west building.
- Shared roof terrace on west building.

FAR Calculation

East Building GSF: 156,192  
 Lot Area: 28,250  
 FAR: 5.53  
 92.2% max allowable building development

West Building GSF: 81,054  
 Lot Area: 16,385  
 FAR: 4.97  
 82.4% max allowable building development



OPTION C

- Below grade alley vacation.
- One garage entry off of 42nd Avenue SW.
- Most efficient garage layout will allow building more than the minimum parking per Seattle Land Use Code, additional parking for neighborhood retail users.
- Decreased volume of vehicle traffic in alley.
- Good visible access to parking for retail users.
- Shared courtyard at alley creates more vertical green spaces.
- East building set back from 42nd Avenue SW on upper levels.
- West building set back from California Avenue SW on upper levels.
- Building configuration allows best solar access to alley side units and to pedestrian alley.
- No units fronting the alley.
- Fewest inside corners.
- Six stories of residential over one story of retail for east building.
- Five stories of residential over one story of retail plus roof deck for west building.
- Shared roof terrace on west building.

FAR Calculation

East Building GSF: 135,237  
 Lot Area: 28,250  
 FAR: 4.79  
 79.8% max allowable building development

West Building GSF: 71,500  
 Lot Area: 16,385  
 FAR: 4.55  
 72.7% max allowable building development







EAST BUILDING ESTABLISHES THE CORNER OF 42ND AND ALASKA. BUILDING MASS IS BROKEN INTO THREE PARTS ON 42ND AVENUE.



BOTH BUILDINGS STEP AWAY FROM THE ALLEY TO CREATE A SHARED COURTYARD AND ALLOW MORE SUNLIGHT INTO THE ALLEY.



UPPER FLOORS OF THE EAST BUILDING STEP BACK FROM THE STREET EDGE ON 42ND AVENUE. BUILDING MASS IS ARTICULATED TO READ AS A COMPOSITION OF SEPARATE ELEMENTS.



UPPER FLOORS OF THE WEST BUILDING STEP BACK FROM THE STREET EDGE ON CALIFORNIA AVENUE. BUILDING MASS AND FORM ARE ARTICULATED TO READ AS SEPARATE ELEMENTS.







INTERSECTION OF SW ALASKA AND 42ND AVENUE SW



NORTH ON 42ND AVENUE SW



ALLEY ENTRY FROM SW ALASKA







CROSS-BLOCK PEDESTRIAN CORRIDOR FROM CALIFORNIA



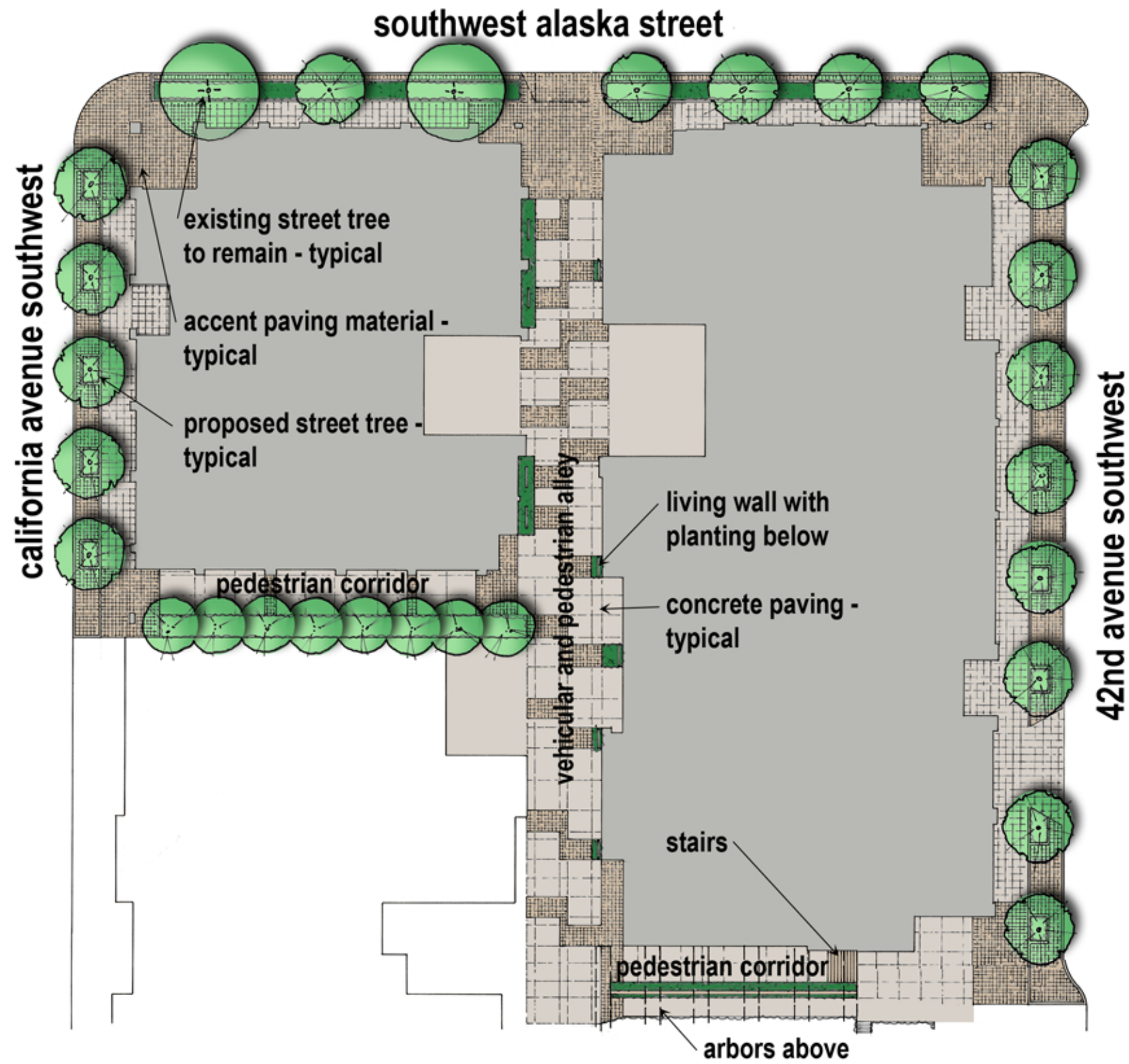
SOUTH ON CALIFORNIA



NORTH ON CALIFORNIA







THOMAS V. RENGSTORF ASSOCIATES





