



38TH & ALASKA

4550 38TH AVENUE SW, SEATTLE WA

DESIGN REVIEW RECOMMENDATION

SEPTEMBER 25TH 2008



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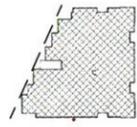
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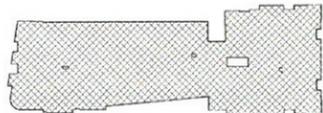


PROJECT TEAM, INDEX

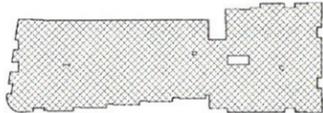
FLOOR AREA RATION CALCULATION



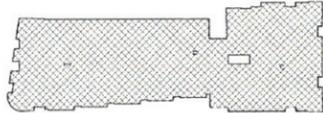
LEVEL R6 4,523 SF



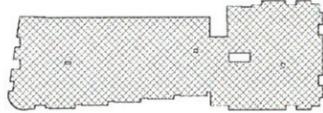
LEVEL R5 27,131 SF



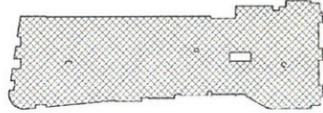
LEVEL R4 27,644 SF



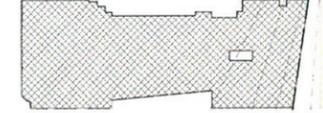
LEVEL R3 27,644 SF



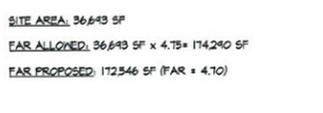
LEVEL R2 27,281 SF



LEVEL R1/C2 26,455 SF



LEVEL C2/RO/PI 26,268 SF



SITE AREA: 36,643 SF
 FAR ALLOWED: 36,643 SF x 4.75 = 174,240 SF
 FAR PROPOSED: 172,546 SF (FAR = 4.70)



GROSS AREAS & USE CALCULATIONS

TOTAL RESIDENTIAL FLOOR AREA	150,756 SF
TOTAL COMMERCIAL FLOOR AREA	15,646 SF
TOTAL PARKING AREA	55,320 SF
TOTAL COMMON AREA	23,301 SF
TOTAL SERVICE AREA	2,281 SF
TOTAL BUILDING AREA	225,542 SF

RESIDENTIAL AMENITY CALCULATION

LEVEL	GROSS RES. FLOOR AREA*	RESIDENTIAL AMENITY AREA
R6	4,442 SF	3,942 SF
R5	27,611 SF	-
R4	27,442 SF	-
R3	27,442 SF	-
R2	27,172 SF	-
R1	21,514 SF	1,878 SF
R0	7,528 SF	4,245 SF
TOTAL	144,012 SF	10,115 SF

*GROSS RESIDENTIAL FLOOR AREA INCLUDES AREAS INCIDENTAL TO ITS USE.
 RESIDENTIAL AMENITY AREAS ARE REQUIRED IN AN AMOUNT EQUAL TO FIVE PERCENT OR GREATER OF THE TOTAL GROSS FLOOR AREA. (23-41A.024A)
 TOTAL RES. AMENITY AREA = 10,115 SF = 0.0671 x 1%
 GROSS RES. FLOOR AREA = 144,012 SF

PARKING SUMMARY

RESIDENTIAL USE MINIMUM PARKING REQUIREMENT (23-54.015 CHART B)
 200 RESIDENTIAL UNITS (1 STALL PER 1 UNIT) = 200 STALLS
 NON-RESIDENTIAL USE MINIMUM PARKING REQUIREMENT
 0 BUSINESSES (TENANT A,B,C,D,F,G,H,I) - GENERAL SALES & SERVICE (1 STALL / 500 SF)
 11,246 SF / 500 = 23.7 STALLS
 1 BUSINESS (TENANT E) - EATING & DRINKING ESTABLISHMENT (1 STALL / 250 SF)
 1,500 SF / 250 = 6 STALLS
 NON-RESIDENTIAL PARKING REQUIREMENT = 31 STALLS
 TOTAL PARKING REQUIRED = 231 STALLS
 RESIDENTIAL PARKING = 200 STALLS
 NON-RESIDENTIAL PARKING = 31 STALLS

PARKING REDUCTIONS
 - NO PARKING IS REQUIRED FOR THE FIRST 1,500 SF OF EACH BUSINESS ESTABLISHMENT (23-54.015 D.3). * TENANT SPACES ARE PROVIDED.
 1,500 SF x 0 GENERAL SALES & SERVICE = 12,000 SF
 12,000 SF / 500 SF (PER STALL) = 24 STALL REDUCTION
 1,500 SF x 1 EATING & DRINKING ESTABLISHMENT = 1,500 SF
 1,500 SF / 250 SF (PER STALL) = 6 STALL REDUCTION
 NET REDUCTION = 30 STALLS

- TRANSIT REDUCTION (23-54.020 F.2)
 NON-RESIDENTIAL USE MAY BE REDUCED BY 20%
 20% OF 11 STALLS = 0.2 STALL REDUCTION ALLOWED
 NET REDUCTION = 30.2

- SHARED PARKING (23-54.020 G.2.2) RESIDENTIAL PARKING TO SHARE USE WITH GENERAL SALES AND SERVICES
 200 RES. STALLS x 30% = 60 STALL REDUCTION ALLOWED
 (MAXIMUM REDUCTION (MINIMUM NON-RES USE))
 311 NON-RES. STALLS - 30.2 (NET REDUCTIONS) = 0.6 STALLS REMAINING
 ALLOWABLE REDUCTION = 0.6 STALLS
 NET REDUCTION = 30.8

- CAR SHARE REDUCTION (23-54.020 J.2) 5% OF REQUIRED PARKING MAY BE USED FOR CAR SHARING OPERATIONS
 231 STALLS x 5% = 11.6 STALLS x 3 = 34.7 OR
 231 STALLS x 5% = 34.7 (CHOOSE THE LESSER)
 ALLOWED REDUCTION = 34.7
 NOTE: 12 CAR SHARE STALLS PROVIDED (34.7 / 3 = 11.6 STALLS)

TOTAL PARKING REQUIRED = 231 STALLS
 TOTAL REDUCTIONS = 30.8 STALLS
 CAR SHARE REDUCTION = 34.7 STALLS
 TOTAL REQUIRED PARKING = 155.6 (156) STALLS

PARKING STALL MIX

*INCLUDING 1 VAN STALL PER SEC 106.5
 1 COMMERCIAL HANDICAP STALL REQUIRED PER IBC TABLE 1106.1
 5 RESIDENTIAL HANDICAP STALLS REQUIRED PER IBC 1106.2
 MIN. 75% OF REQUIRED NON-RESIDENTIAL STALLS MUST BE LARGE (23-54.030 B.2.a)
 MIN. 60% OF REQUIRED RESIDENTIAL STALLS TO BE MEDIUM SIZE (23-54.030 B.1.b)
 PARKING ACCESS FROM ALLEY REQUIRED (23-41A.032.A.3)

PARKING LEVEL	LARGE	MEDIUM	COMPACT	BP STALLS	TOTAL
P1	4*	5	5	2*	11
P2	1	65	53	3	120
P3	1	41	11	3	56
TOTAL REQUIRED	7 (75%)	120 (60%)	-	6	166
TOTAL PROVIDED	11	111	44	6	172

BICYCLE PARKING SUMMARY

PARKING REQUIRED - RESIDENTIAL (23-54.015 CHART E)
 1/10 SHORT TERM SPACE FOR EVERY 4 UNITS (200 UNITS / 4) = 50 SPACES
 PARKING REQUIRED - GENERAL SALES AND EATING & DRINKING ESTABLISHMENTS
 1 SHORT TERM SPACE FOR EVERY 4,000 SF (13,646 SF / 4,000) = 3.42 (4 SPACES)
 1 LONG TERM SPACE FOR EVERY 12,000 SF (13,646 SF / 12,000) = 1.14 (2 SPACES)
 TOTAL BIKE PARKING STALLS REQUIRED = 56 SPACES

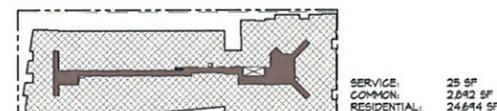
WASTE & RECYCLABLE STORAGE SPACE

(23-48.05)
 MULTIFAMILY:
 MORE THAN 100 UNITS = 200 SF (FRONT LOADINGS) IV 2 SF FOR EACH ADDITIONAL UNIT
 200 UNITS x 2 SF = 400 SF REQUIRED
 COMMERCIAL:
 15,446 SF COMMERCIAL PROVIDED
 5,001 SF - 15,000 SF = 125 SF REQUIRED (FRONT LOADINGS)
 TOTAL REQUIRED STORAGE AREA = 525 SF
 STORAGE AREA PROVIDED = 621 SF

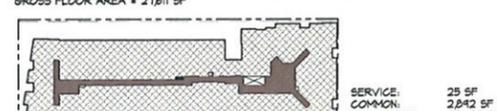
GROSS AREAS & USE DIAGRAMS



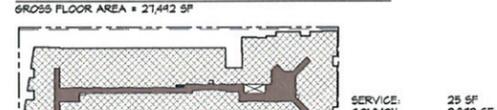
LEVEL R6
 GROSS FLOOR AREA = 13,934 SF



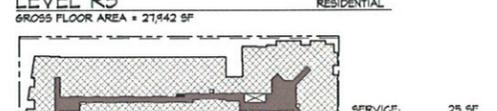
LEVEL R5
 GROSS FLOOR AREA = 27,611 SF



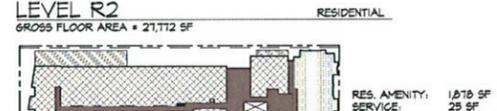
LEVEL R4
 GROSS FLOOR AREA = 27,442 SF



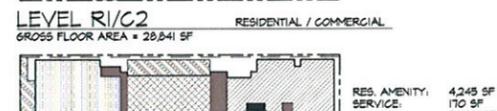
LEVEL R3
 GROSS FLOOR AREA = 27,442 SF



LEVEL R2
 GROSS FLOOR AREA = 27,172 SF



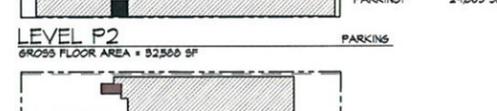
LEVEL R1/C2
 GROSS FLOOR AREA = 28,841 SF



LEVEL C2/RO/PI
 GROSS FLOOR AREA = 32,350 SF



LEVEL P2
 GROSS FLOOR AREA = 32,350 SF

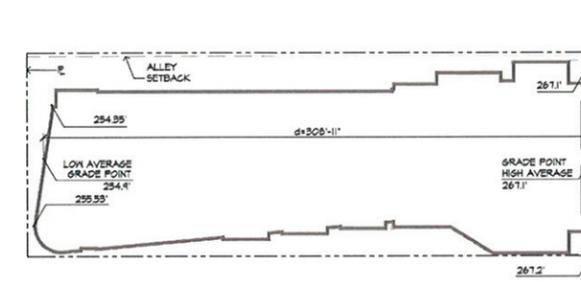


LEVEL P3
 GROSS FLOOR AREA = 16,671 SF

DIAGRAM LEGEND

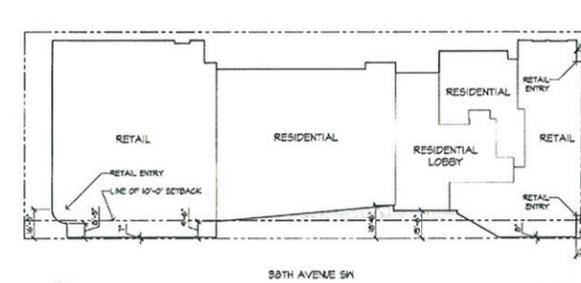


BUILDING HEIGHT - SLOPED LOT BONUS



HIGH AVERAGE ELEV. FT. = 267.1 - 267.2 = 267.1
 2
 LOW AVERAGE ELEV. FT. = 259.55 - 254.35 = 254.45
 2
 SLOPE % = (HIGH AVERAGE - LOW AVERAGE) / HORIZ. DISTANCE BETWEEN PTS. FT.
 SLOPE % = (267.1 - 254.45) / 508.4 = 0.025
 SLOPE = 4%
 BONUS CALCULATION: BONUS @ 1 FT FOR EVERY 6%
 HT. BONUS FOR 4% = 1 x 1/3 FT = 0.667 FT = 8"

STREET LEVEL SETBACK DIAGRAM



DESIGN DEPARTURE REQUEST

Code Requirement	Requested Departure	Rationale
SMC 23.47A.008.A.3: Street-level street facing facades must be located within ten feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided	<ul style="list-style-type: none"> Retail entries: 13'-3" at SE entry 12'-8" at SW entry 16'-5" at NW entry 	<ul style="list-style-type: none"> The recessed entry provides a visual connection and pedestrian safety between the alley and the sidewalk on SW Alaska St. The recessed entry provides flexibility in entry door location for future tenants. The recessed entry provides a visual connection and pedestrian safety between the sidewalks on SW Alaska St and 38th Avenue SW. The recessed entry provides flexibility in entry door location for future tenants. The recessed, curved entry provides a transition between the sidewalk on 38th Avenue SW and the east-west pedestrian pathway. The recessed entry provides flexibility in entry door location for future tenants.
	<ul style="list-style-type: none"> Residential lobby: 15'-6" 	<ul style="list-style-type: none"> The residential lobby floor level aligns with the south-facing retail floor levels and the sidewalk level at SW Alaska St. It is therefore approximately 3 feet above the sidewalk grade in front of the lobby. The additional setback is needed to provide a gentle transition between the sidewalk and the lobby. The setback accommodates shallow steps with an intermediate landing, a barrier-free ramp, a seating area, planters and convenient bike racks for sustainable transportation.
	<ul style="list-style-type: none"> Residential units: From 9'-6" to 18'-6" 	<ul style="list-style-type: none"> From north to south, this wall angles away from the sidewalk while the sidewalk grade in front of the wall increases from 260.65' to 263.62'. The floor level of the six residential units behind the angled wall is 258.5'. Therefore, greater depth is needed between the sidewalk and the southern street-facing units to accommodate steps, landscaping and a private terrace. The angled wall at street-level aligns with the exterior wall above, providing visual continuity between the concrete base of the building and the wood-framed structure above.

DATA AND ZONING SUMMARY



SITE PLANNING

A-2 STREETScape COMPATIBILITY -The siting of the building should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

In response to Board request at Early Design Guidance, the Commercial level along Alaska has been raised to meet the street instead of recessed approximately 18" below as proposed originally.

The building establishes a strong street wall along Alaska, promoting its future as a pedestrian- oriented arterial. This wall is modulated by ground related small open spaces along the façade for landscape plantings and site furnishings.

A-3 ENTRANCES VISIBLE FROM THE STREET

Each commercial entry along Alaska and 38th is marked with overhead awnings, lighting and signage.

The main residential lobby entry is marked by a unique overhead canopy and signage. It is recessed to allow for accessible entry, and houses landscape planters, seating, and covered bike parking.

Individual unit entries have porch canopies with overhead lighting.

Landscape focal points are provided in the right-of-way marking primary site and building access points.

A-4 HUMAN ACTIVITY- New development should be sighted and designed to encourage human activity on the street.

Ground floor retail spaces at north and south ends of the building provide services to the residents as well as amenities for the surrounding neighborhood. These spaces will enliven the streetscape with bays and recesses in storefront windows, awnings, lighting and signage overhead.

The wide right-of-ways at 38th Avenue and SW Alaska Street provide enhanced planting and paving treatment at the site perimeter. This enhanced design has been submitted on the frontage permit drawings, and will be implemented pending SDOT approval. Additional landscaping extends down the alley and along the mid-block pedestrian connection.

Residential units are configured to provide 'eyes on the street' in all directions. This visual connection, in addition to a generous use of decks and terraces around the building will promote safety and interaction in the neighborhood.

A-7 RESIDENTIAL OPEN SPACE- Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open spaces.

The project has a variety of landscaped amenity spaces benefitting the public and the residents. Wide right-of-ways along 38th and Alaska benefit from ample sunlight and will be richly landscaped.

Courtyard housing at mid-block on 38th and the alley is enhanced with street-front entry gardens which can be viewed by the public and provide privacy for the residents. The pedestrian corridor will provide a safe and convenient mid-block connection to commercial spaces, and the alley. This connection offers the potential for a future link to the neighborhood beyond.

Within the building, individual unit decks and terraces are provided, as well as a large, well appointed communal roof deck. Accessed from the community recreation room it features covered and open decks, permanent plantings, and pea-patch planters for individual use.

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.

As noted under guideline A-2 and A-3, the building is designed to establish a strong street edge along Alaska, with a consistent façade treatment the entire width. Building corners are articulated as part of the continuous awning pattern.

HEIGHT, BULK AND SCALE

B HEIGHT, BULK AND SCALE- projects should be compatible... and provide for transitions.

The project has been conceived as three unique buildings as it meets the street: the square commercial block anchoring Alaska at the south end; the green courtyard-residential mid-block, and a return to street front commercial at the north.

The building sets back from the street and alley at mid-block along 38th to help break the long façade and allow a series of decks and bays, terraces and gardens to mitigate its height and scale.

ARCHITECTURAL ELEMENTS AND MATERIALS

C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY- Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

'Rules' for modulation and fenestration and the same material palette are used consistently, but the patterns are varied to uniquely express each of the three building forms.

C-3 HUMAN SCALE- The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

Entries are detailed appropriate to each use with accessible grade transitions; changes in material texture and color; landscape amenities, weather protection, and pedestrian scaled signage and lighting.

C-4 EXTERIOR FINISH MATERIALS- durable, maintainable materials attractive when viewed up close.

Materials that have texture, patterns, of lend themselves to a high quality of detailing are encouraged.

A mix of durable, sustainable exterior cladding materials is proposed, including stained concrete at the base; metal, vinyl and cementitious siding; vinyl residential windows, aluminum storefront system; steel frames and translucent panels at canopies, and powder coated metal railings.

Paving surfaces will include scored, colored concrete, concrete pavers, composite decking panels, and special accent paving at the residential lobby entry.

Primary building colors will be selected from standard palettes to take advantage of the sunlit quality of the site and to act as a complement to the richness of landscaping within the building and along its perimeter. Accent colors will be featured along the street at storefront, canopy, signage and lighting elements, and at decks and terraces at the residential floors above.

PEDESTRIAN ENVIRONMENT

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 spaces should be considered.

All entries, even secondary alley entries, are provided with overhead lighting and weather protection. Additional pedestrian amenities have been addressed under A-3, A-4, A-7 and C-3.

Pathway and safety lighting will be provided along all frontages: awning and overhead building lighting, as well as retail light through storefronts is present along Alaska; the north end of 38th; and the pedestrian corridor.

Residential entries will have overhead lights, step lights at grade transitions, and landscape lighting at the entry gardens. The pedestrian corridor will have overhead building lighting and pathway lighting. Along the alley there will be wall mounted safety lighting along its length, and overhead and wall-mounted lights at each pedestrian and vehicular entry.

D-2- BLANK WALLS

All sides of the building are treated to relate to pedestrians at ground level, with minimal blank wall area. Along the alley, the building has been setback the 2' required for alley dedication and an additional 2' for landscape. This landscape strip will support on grade plantings and a green wall screen, continuous except for entry points and utilities.

D-8 TREATMENT OF ALLEYS- The design of the alley entrances should enhance the pedestrian street front.

At the intersection of the alley and Alaska the commercial facade turns the corner, to enhance the pedestrian entry to the alley. Landscaping and lighting are present along the alley façade, and there are pedestrian entry points for units and the building as a whole. The trash room is contained within the building.

Parking access has been limited to a single auto entry.

D-12 Residential Entries and Transitions

Residential entries and transitions are addressed under A-3, A-4, and D-1.

LANDSCAPING

E-1 LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES- Where possible and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

This project takes full advantage of generous street right-of-ways and intact alleys. As the first newly developed site in the Fauntleroy Triangle district it will set a standard, encouraging neighborhood walkability with generous use of ornamental and street trees, ground plantings, and creative use of paving materials.

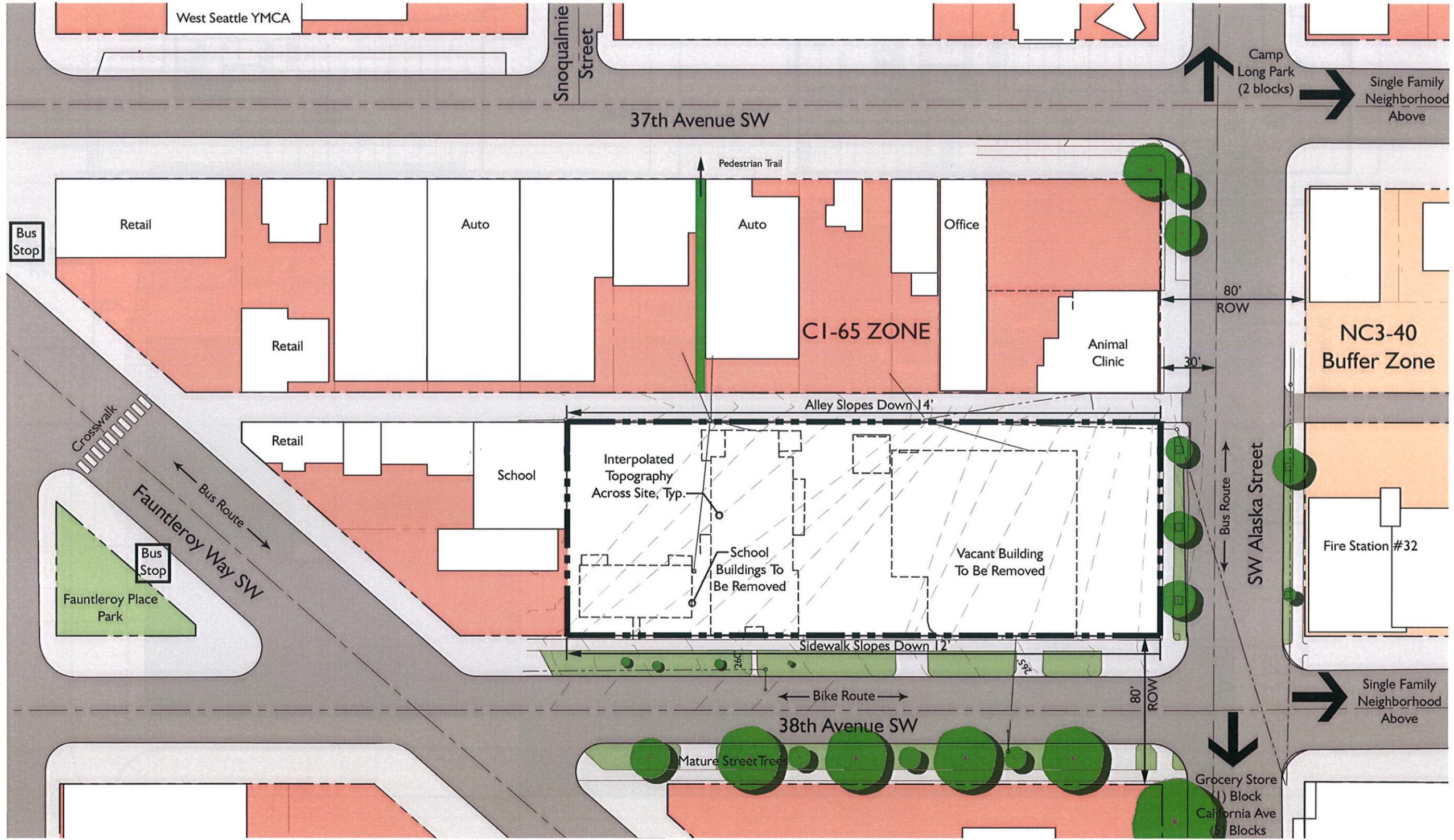
E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE- Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

The Green factor requirement for the project is met at grade to the greatest degree possible. Plantings along all four sides of the building soften the façade, mitigate the building's mass, and provide an amenity to residents and the public. Ground level commercial spaces and residential units all view landscaped planters, pots and gardens as well as the lushly planted right-of-way. The alley is landscaped along its length with ground level plantings, green wall screens at concrete walls, and the mid-block garden courtyard.

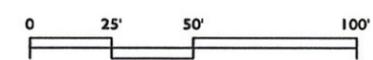
Site furnishings are placed along commercial frontage and at the residential entry. The roof terrace provides communal space to residents, furnished with seating, landscaped plantings, barbecues and other outdoor amenities.

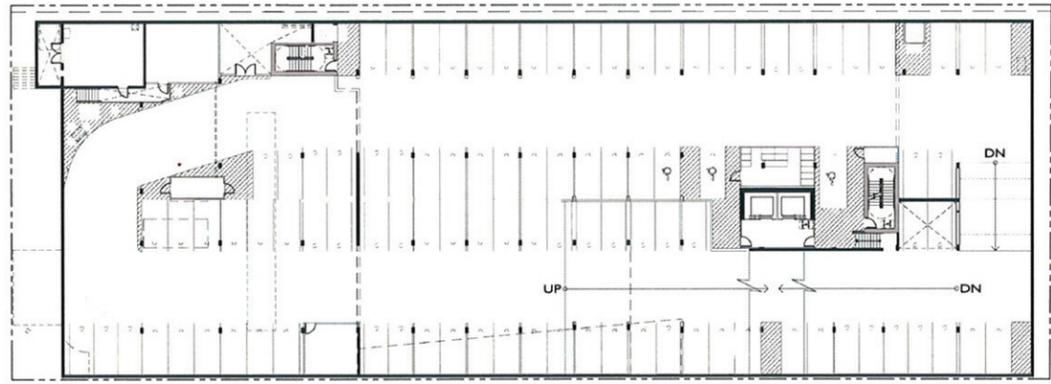


APPLICABLE DESIGN GUIDELINES AND RESPONSE

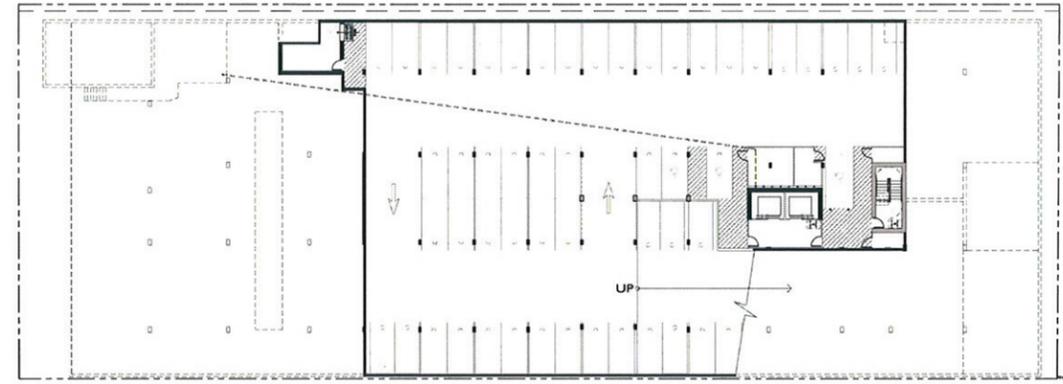
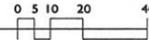


SITE ANALYSIS

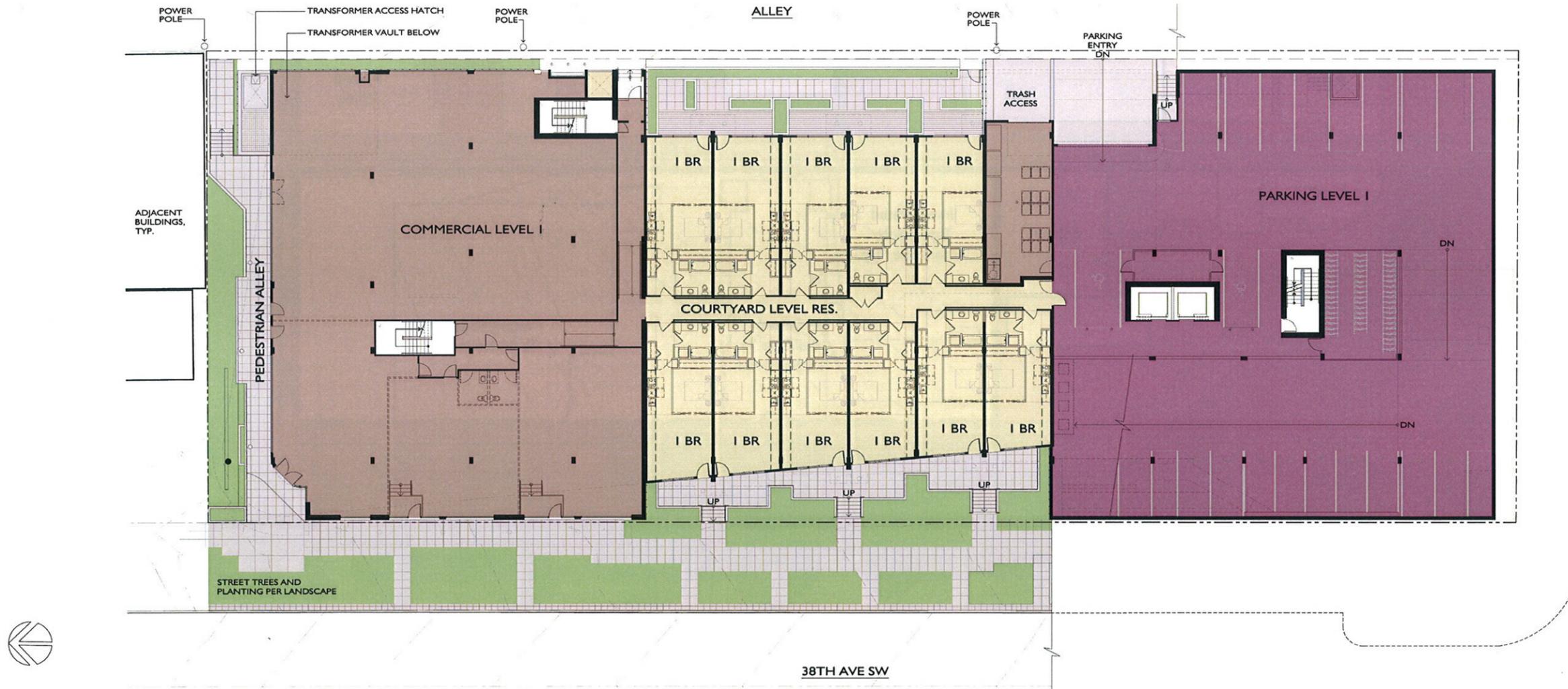
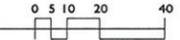




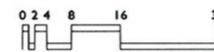
PARKING LEVEL 2



PARKING LEVEL 3

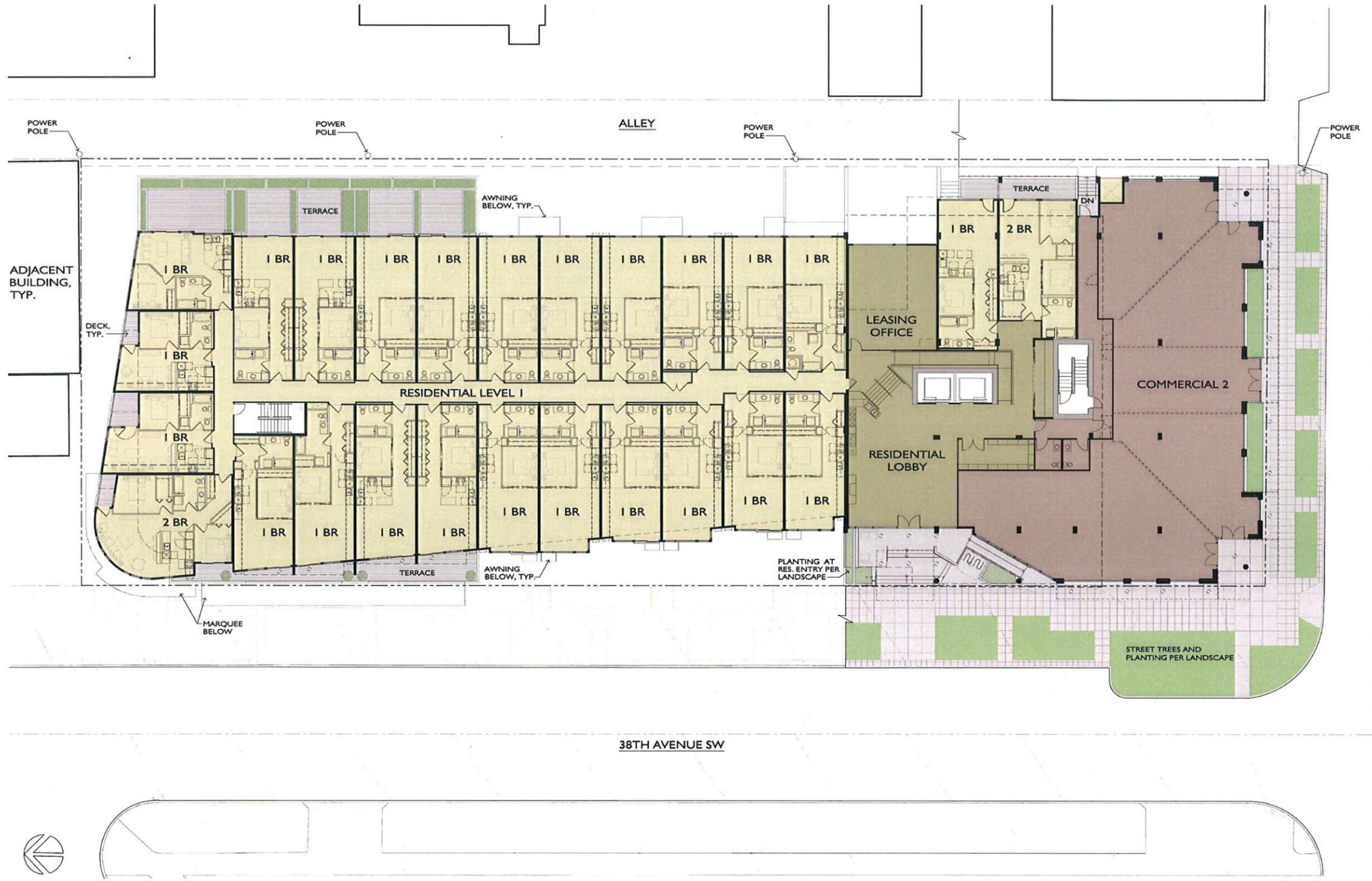


COMMERCIAL I / COURTYARD RESIDENTIAL / PARKING PLAN

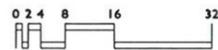


RESIDENTIAL COMMERCIAL PARKING





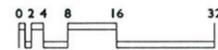
RESIDENTIAL 1 / COMMERCIAL 2 PLAN



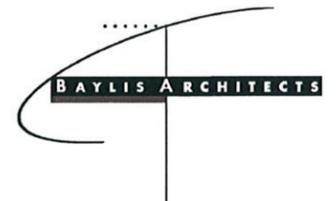
RESIDENTIAL
 COMMERCIAL
 PARKING

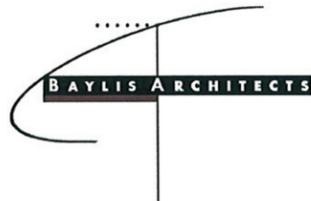
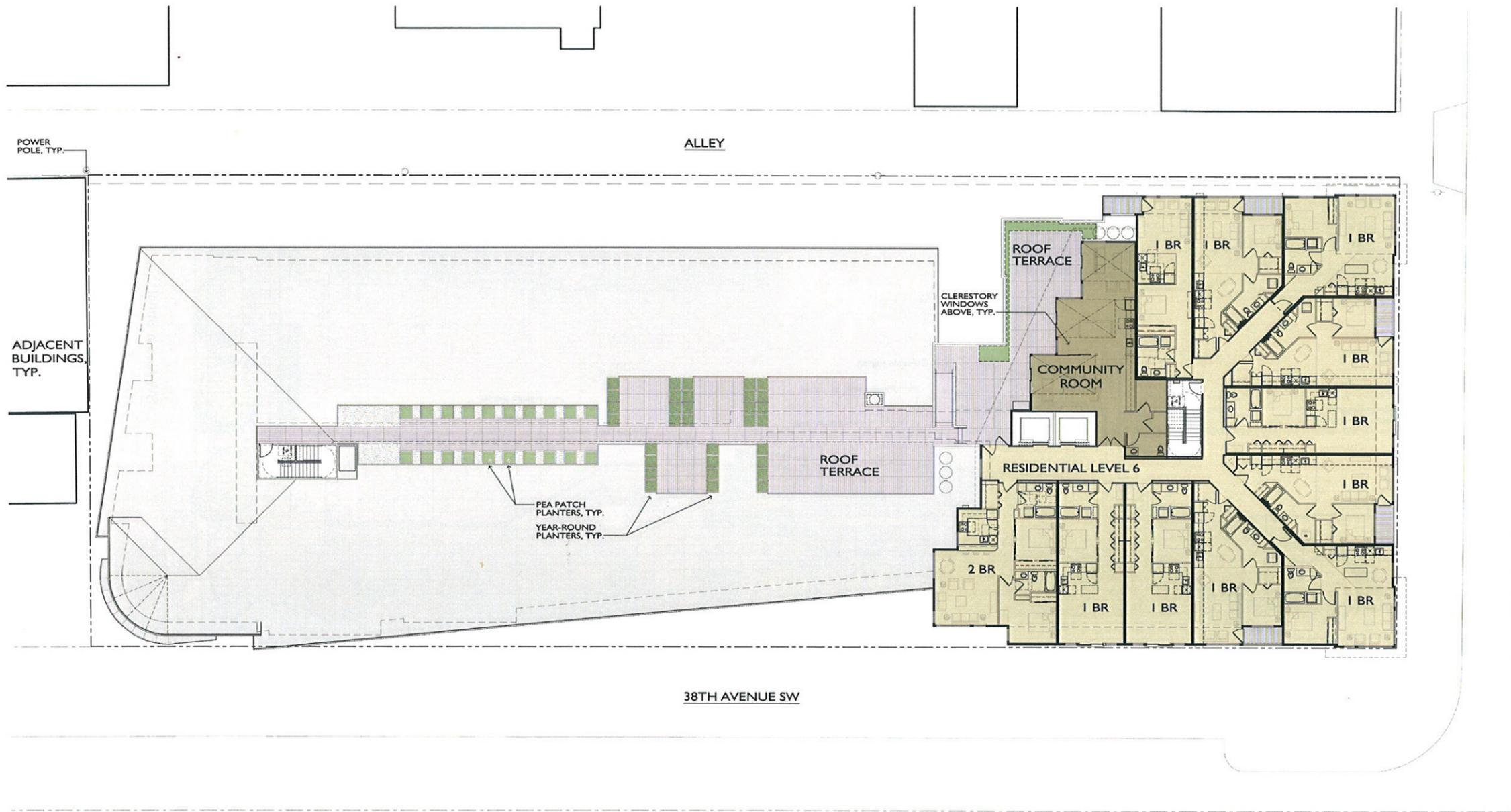


RESIDENTIAL 2 (3, 4 AND 5 SIMILAR)

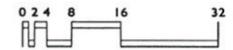


RESIDENTIAL COMMERCIAL PARKING

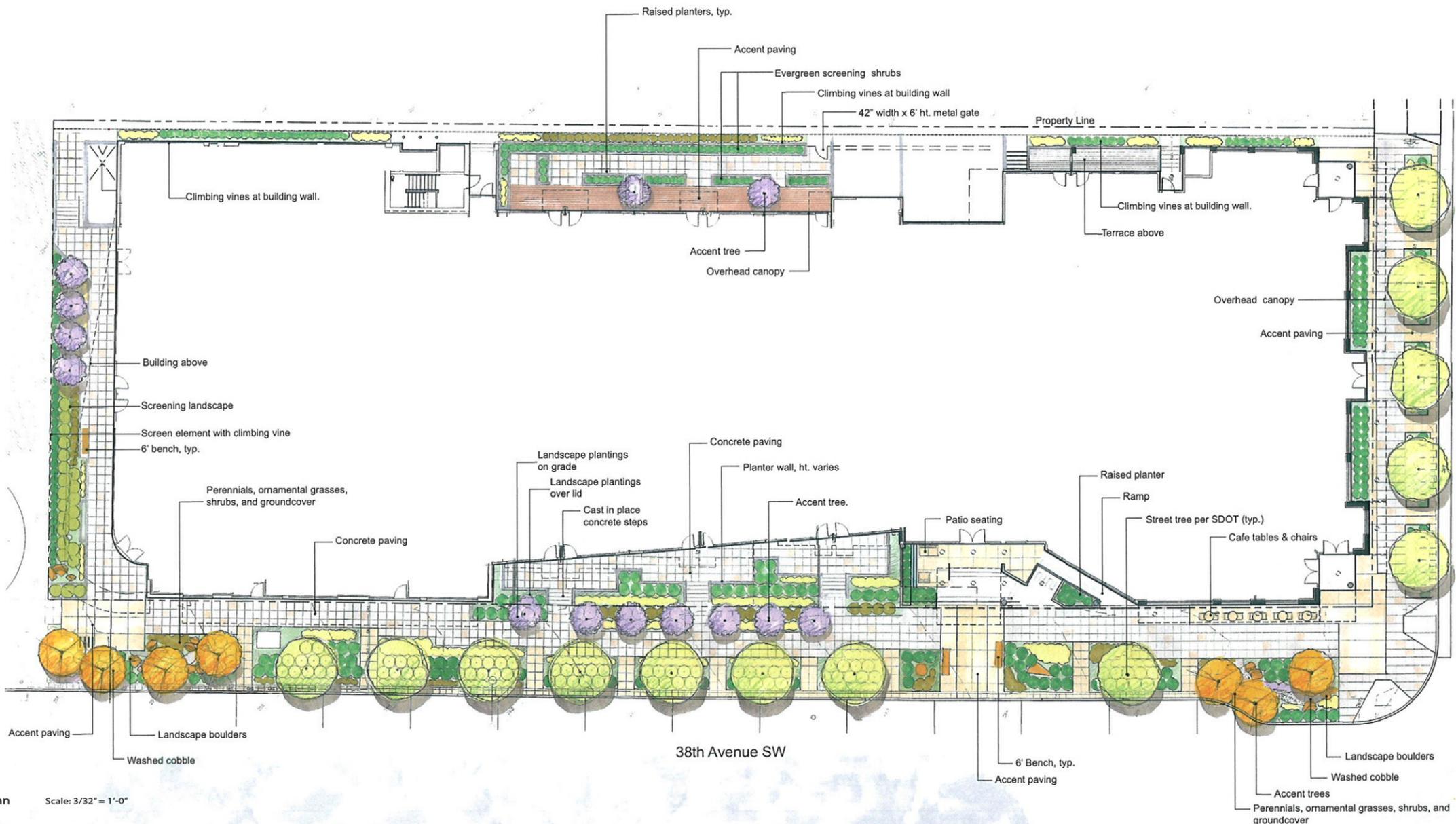




RESIDENTIAL 6 / ROOF TERRACE PLAN



RESIDENTIAL
 COMMERCIAL
 PARKING



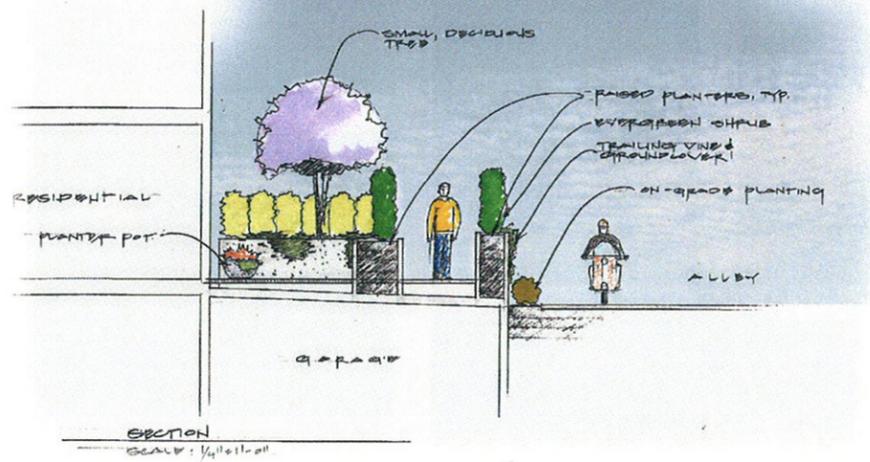
Plan Scale: 3/32" = 1'-0"

SW Alaska Street

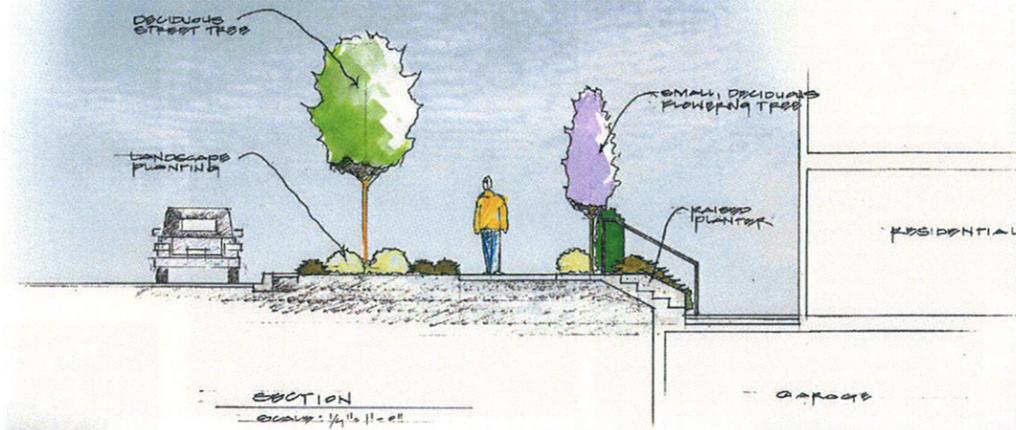


Landscape Site Plan

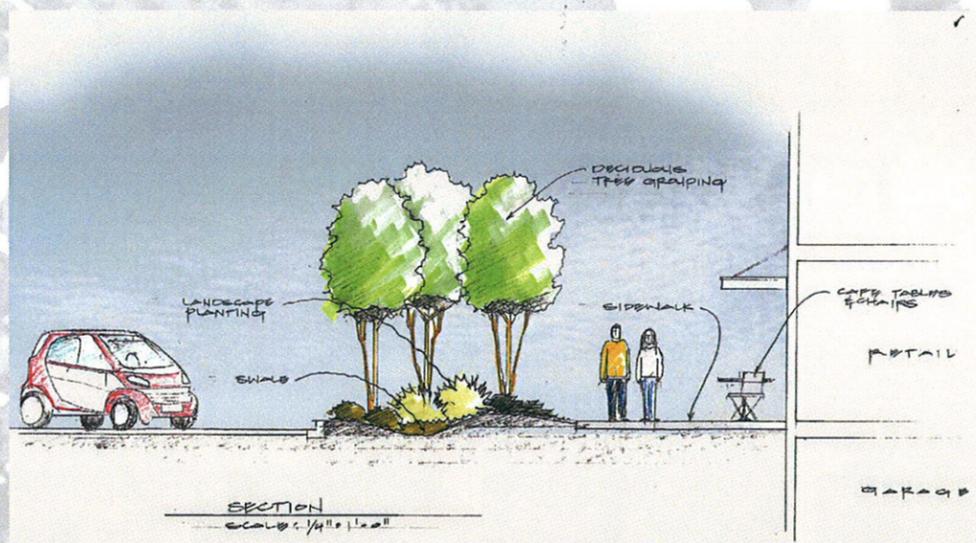




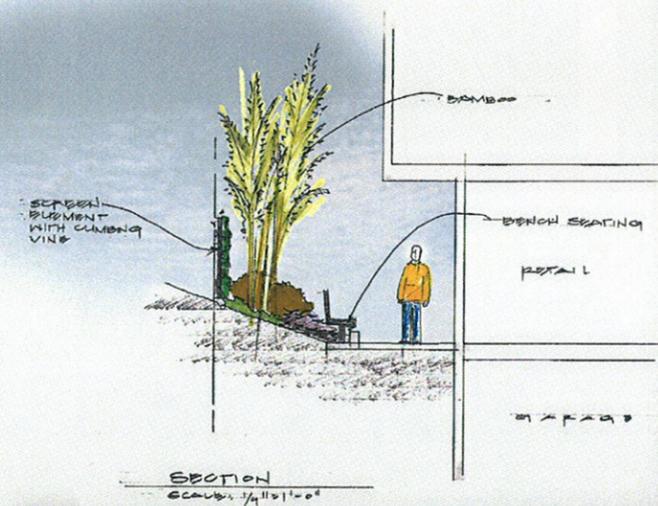
Section through Residential Courtyard on Alley Scale: 1/4" = 1'-0"



Section through Residential Courtyard on 38th Ave. SW Scale: 1/4" = 1'-0"



Section through Swale Scale: 1/4" = 1'-0"



Section through Pedestrian Corridor Scale: 1/4" = 1'-0"



Katsura



Hosta



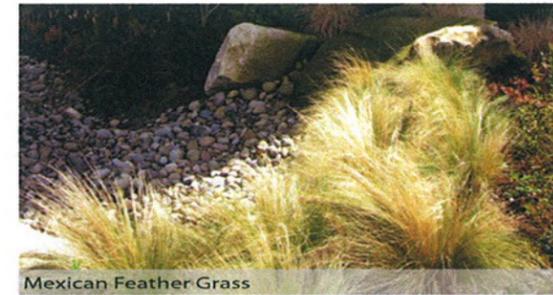
Flowering Pear & Grasses



Redbud



Spiraea



Mexican Feather Grass



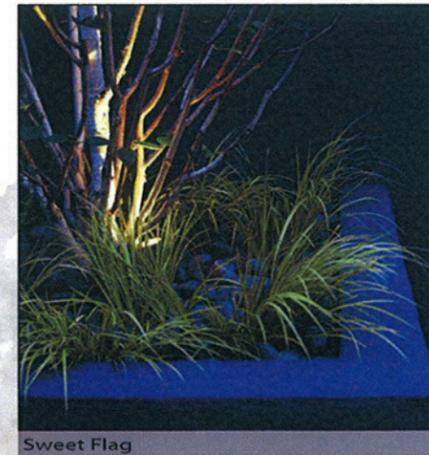
Carex 'Ice Dance'



Bear's Breeches



Blue Oat Grass



Sweet Flag



Dwarf Pieris



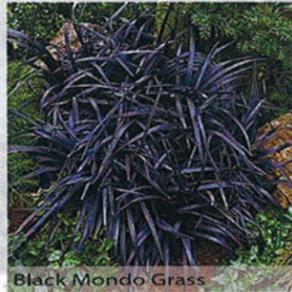
New Zealand Flax



Heavenly Bamboo



Bamboo



Black Mondo Grass



Soft Rush



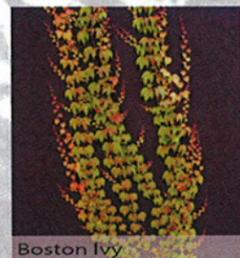
Orange Sedge



Creeping Rosemary



Hinoki Cypress



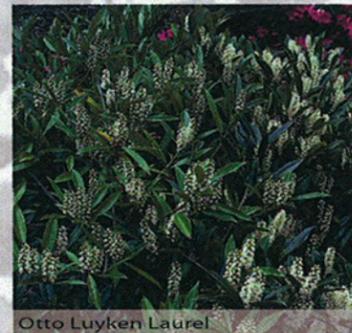
Boston Ivy



Hebe



Miscanthus Grass



Otto Luyken Laurel



Japanese Maple

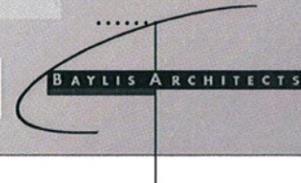
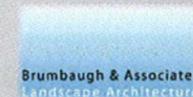


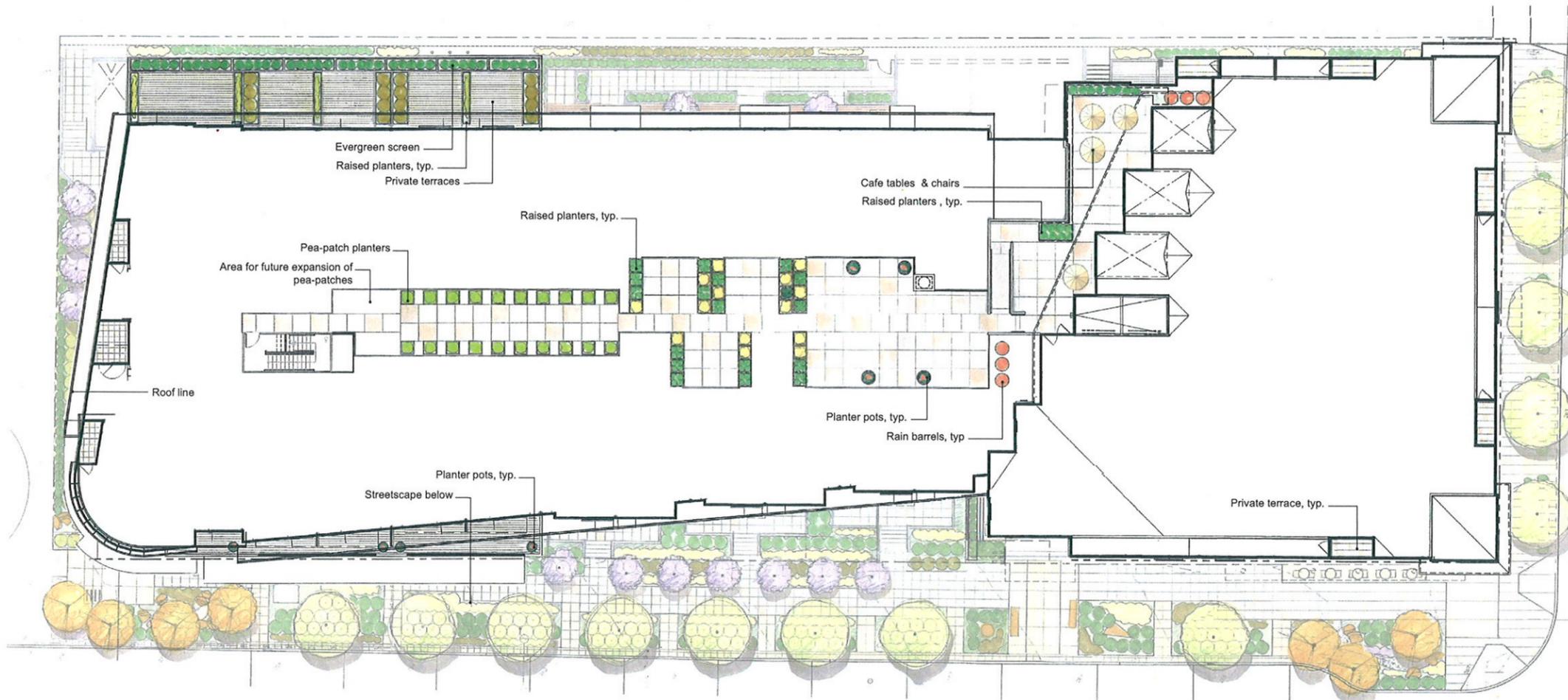
Greenspire Euonymus



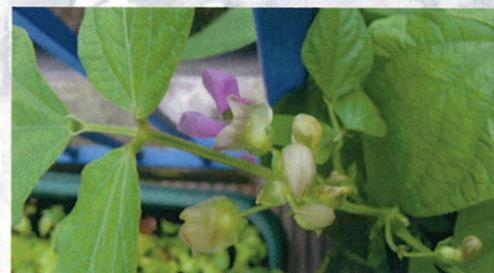
Black-Eyed Susan

Plant Palette





Plan Scale: 3/32" = 1'-0"



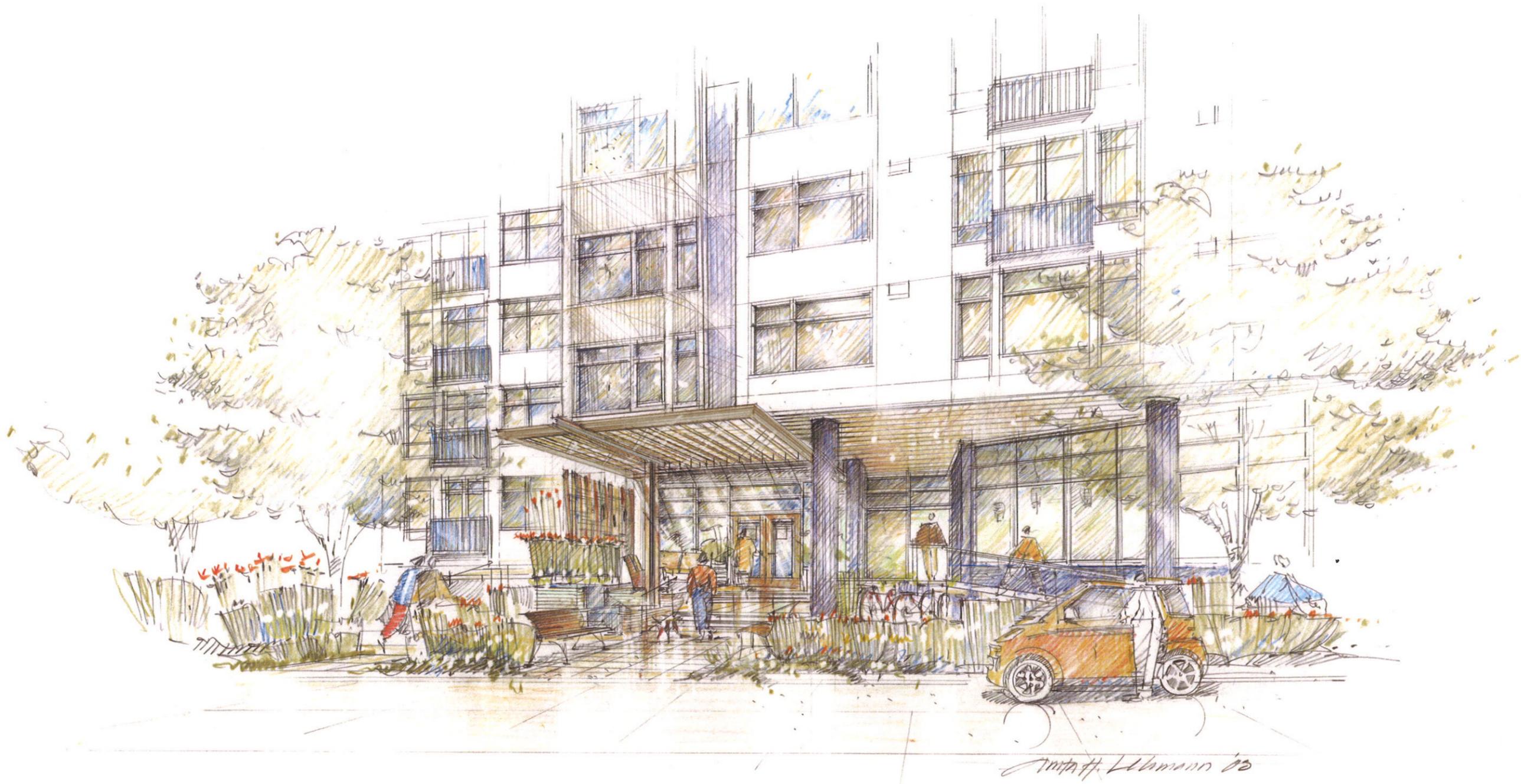
Terrace & Roof Landscape Plan

38TH & ALASKA | 4550 38TH AVENUE SW, SEATTLE WA | DPD Project # 3008656 | DESIGN REVIEW RECOMMENDATION 09/25/2008



PERSPECTIVE - 38TH AND ALASKA CORNER ENTRY







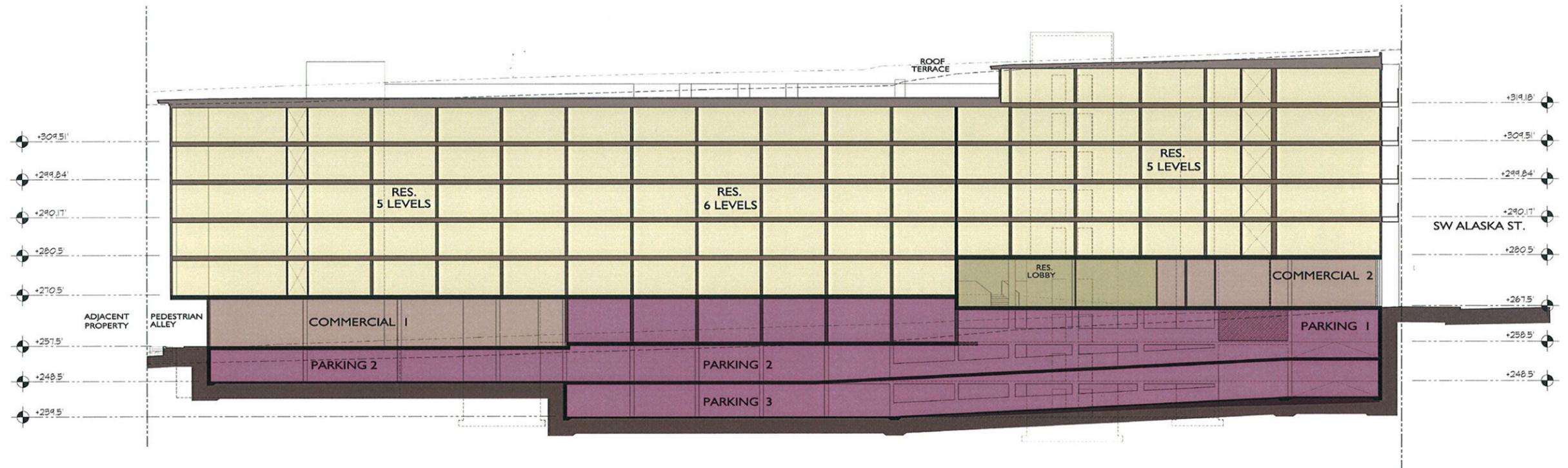
PERSPECTIVE - COURTYARD HOUSING





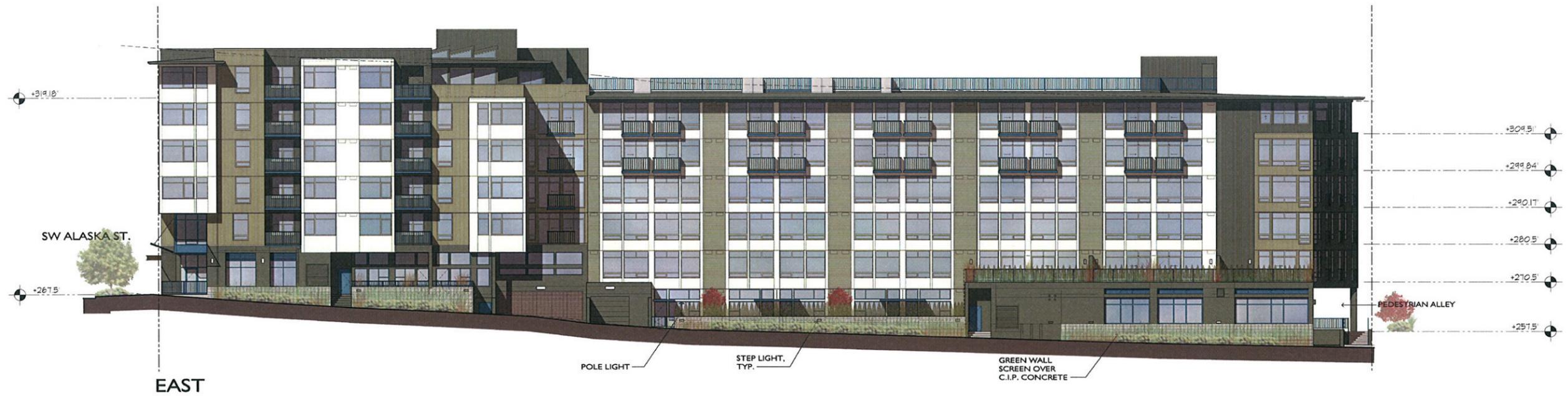
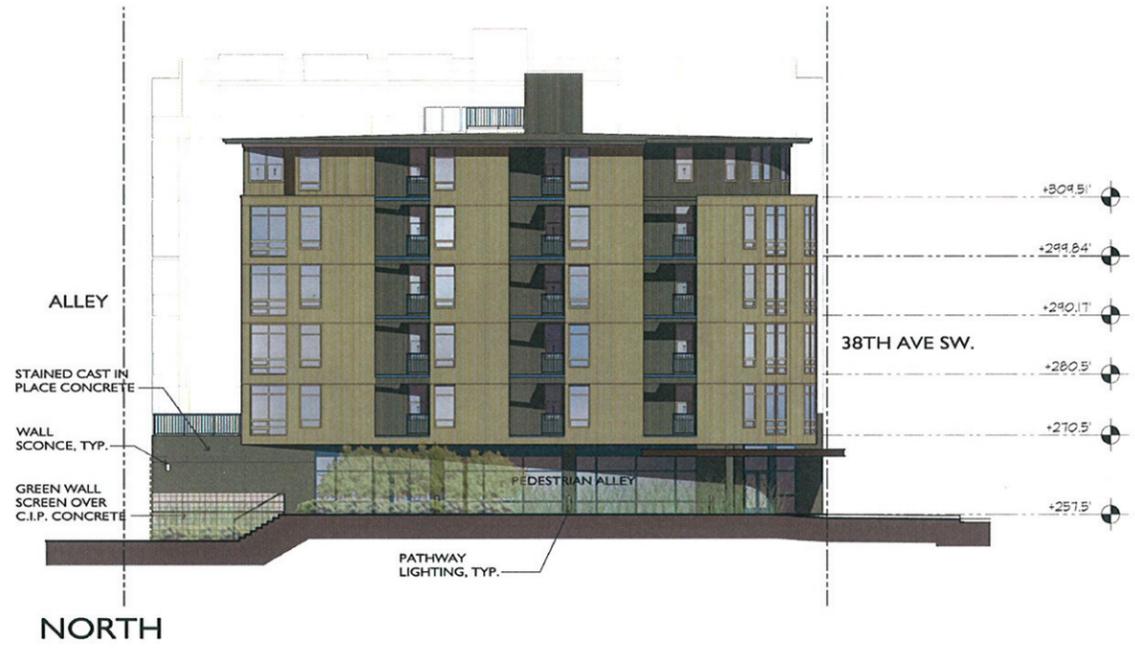


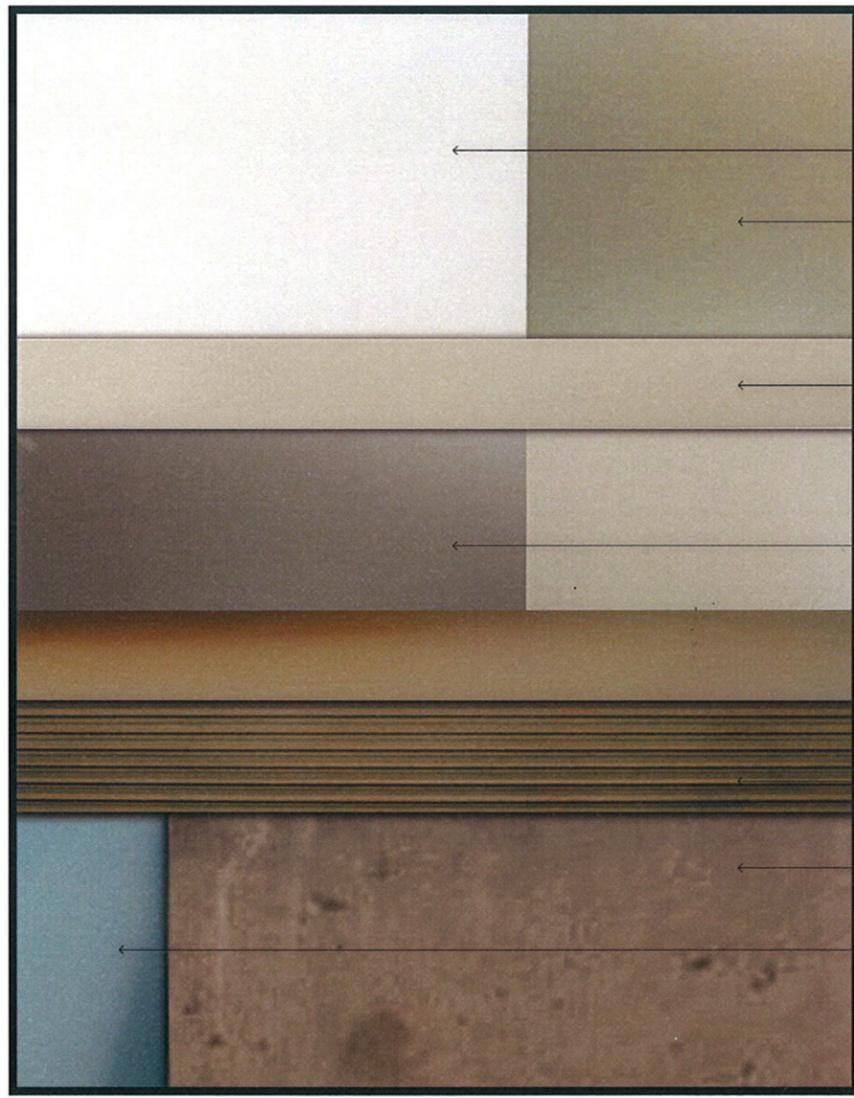
WEST



WEST ELEVATION, SECTION







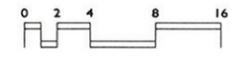
- CEMENTITIOUS PANEL SIDING COLOR 'D'
- VERTICAL METAL CORRUGATED SIDING COLOR 'A'
- VINYL WINDOW SYSTEM
- VERTICAL METAL CORRUGATED SIDING COLOR 'B'
- STEEL FRAME CANOPY WITH TRANSLUCENT PANEL AND LIGHTING, TYP.
- SIGNAGE, TYP.
- STAINED C.I.P. CONCRETE
- ANODIZED ALUMINUM STOREFRONT WINDOW SYSTEM

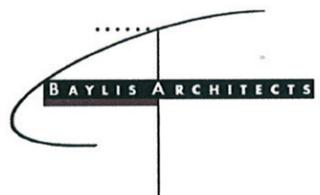


SOUTH



ENLARGED BUILDING ELEVATION / MATERIAL BOARD





APPENDIX SHEETS

STREET CLASSIFICATION VICINITY MAP



N.T.S.

REFERENCES

- * CITY OF SEATTLE BICYCLE MASTER PLAN BICYCLE FACILITY RECOMMENDATION JUNE 2007
CITY COMMENTS FROM APPENDIX I : IT IS POSSIBLE TO PROVIDE BICYCLE LANES ON SW ALASKA ST IF ON-STREET PARKING IS REMOVED
- ** CONDUCT ADDITIONAL STUDY TO DETERMINE THE BEST LOCATION TO CROSS FAUNTLEROY WAY SW BETWEEN SW AVALON WAY AND SW ALASKA ST
- ** THE WEST SEATTLE JUNCTION HUB URBAN VILLAGE NEIGHBORHOOD PLAN
- *** SDOT 2006 SEATTLE TRANSIT CLASSIFICATION

(WWW.SEATTLE.GOV/TRANSPORTATION/)

STREET CLASSIFICATION NEIGHBORHOOD MAP

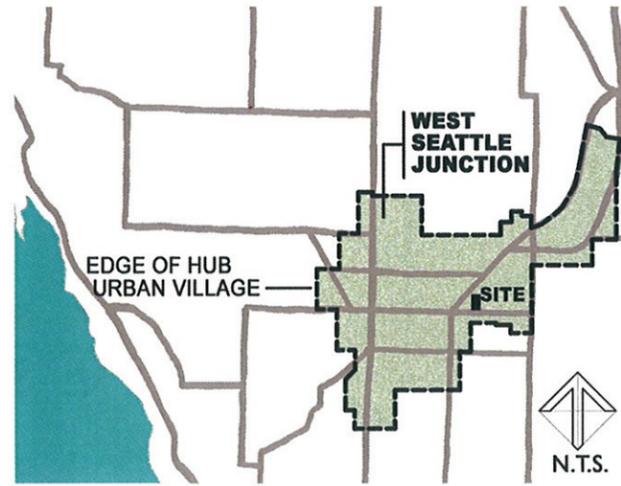


- TW--- POTENTIAL HIGH *** FREQUENCY TRANSIT WAY
- MT--- MAJOR TRANSIT *** STREET
- mT--- MINOR TRANSIT ***

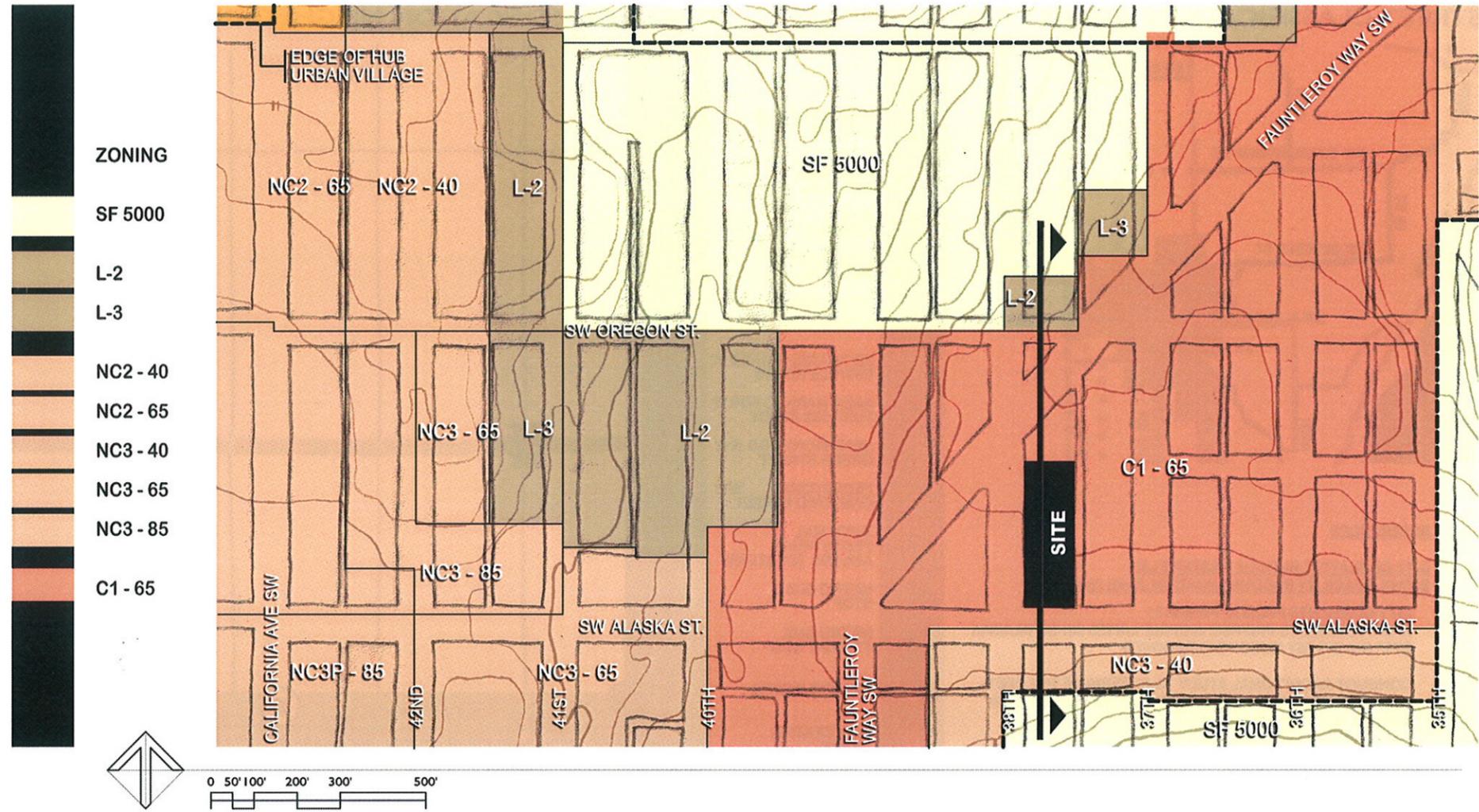


STREETS AND TRANSPORTATION

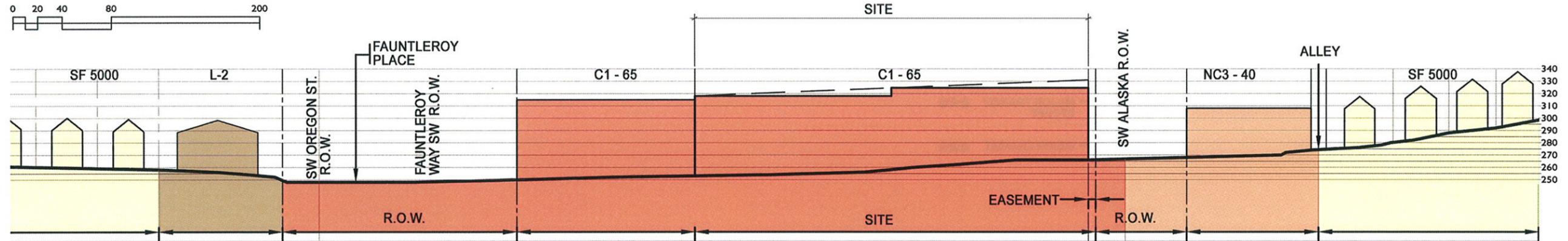
URBAN VILLAGE MAP



NEIGHBORHOOD ZONING MAP

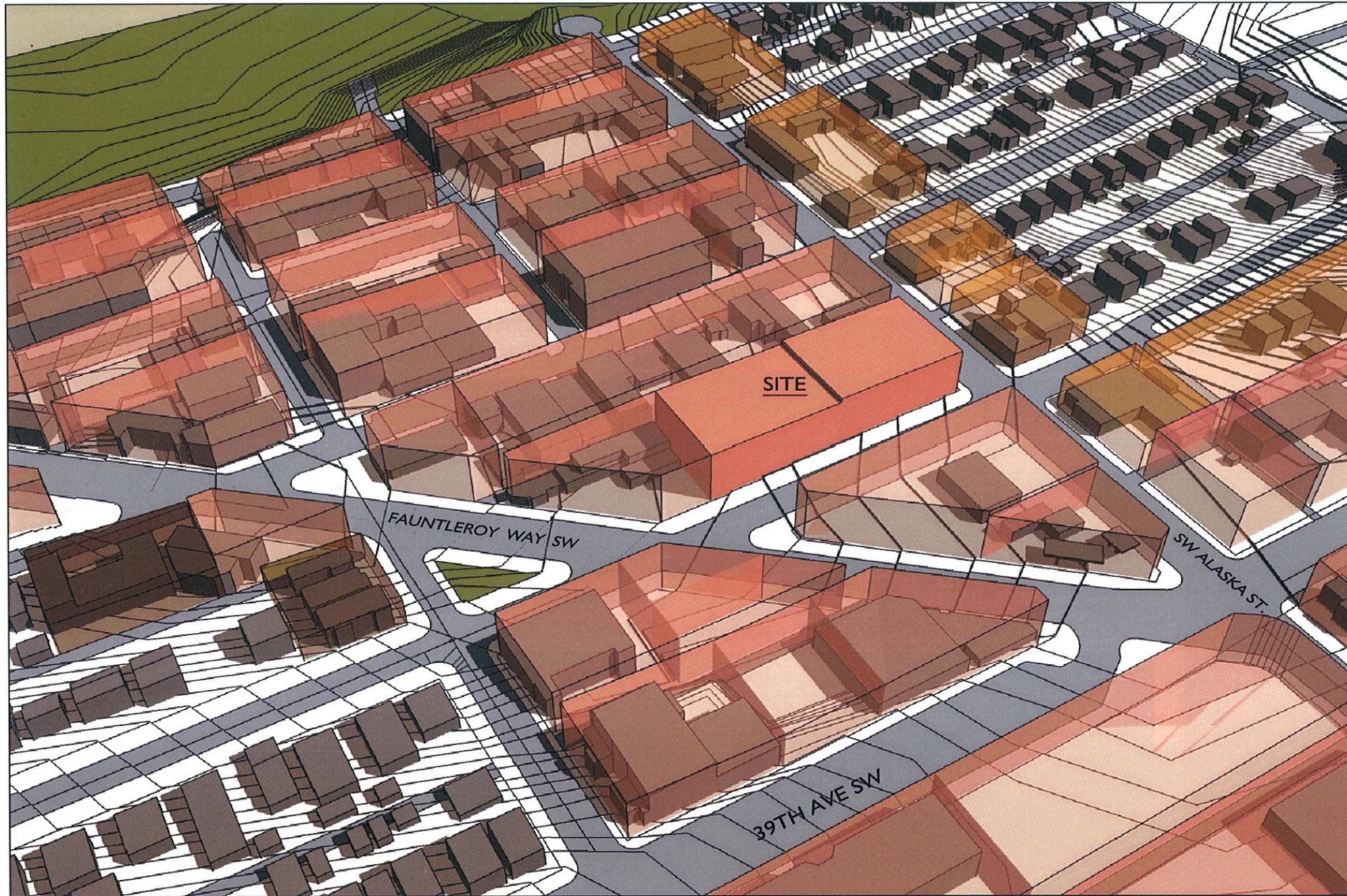


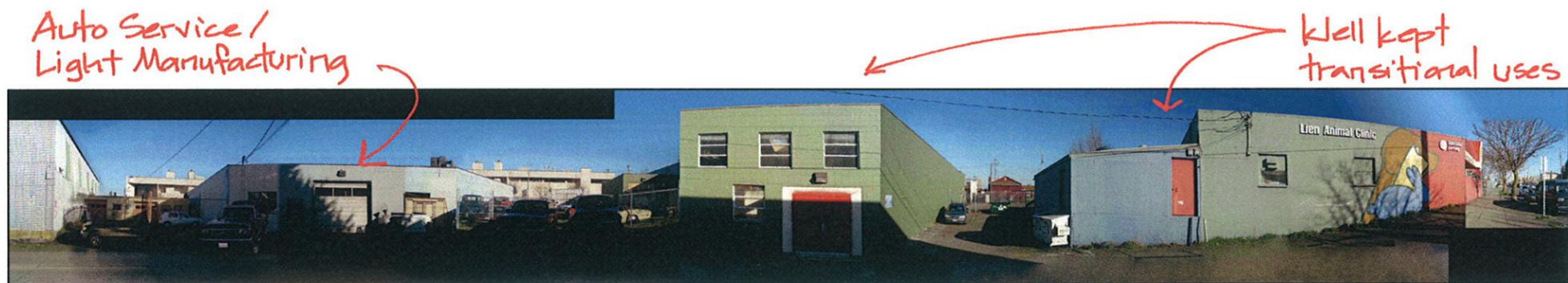
NEIGHBORHOOD ZONING SECTION



NEIGHBORHOOD ZONING AND TOPOGRAPHY



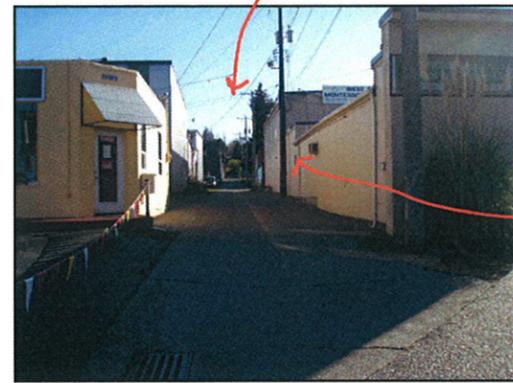




④ ALLEY LOOKING EAST FROM SITE

Auto Service / Light Manufacturing

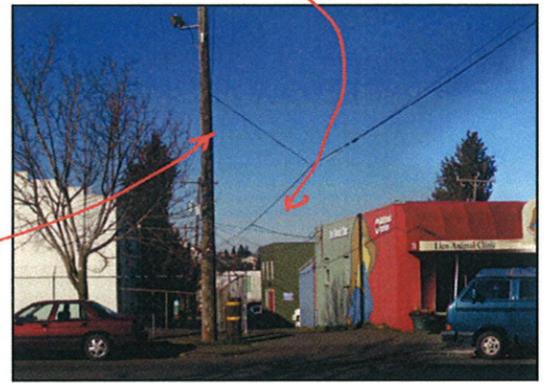
Well kept transitional uses



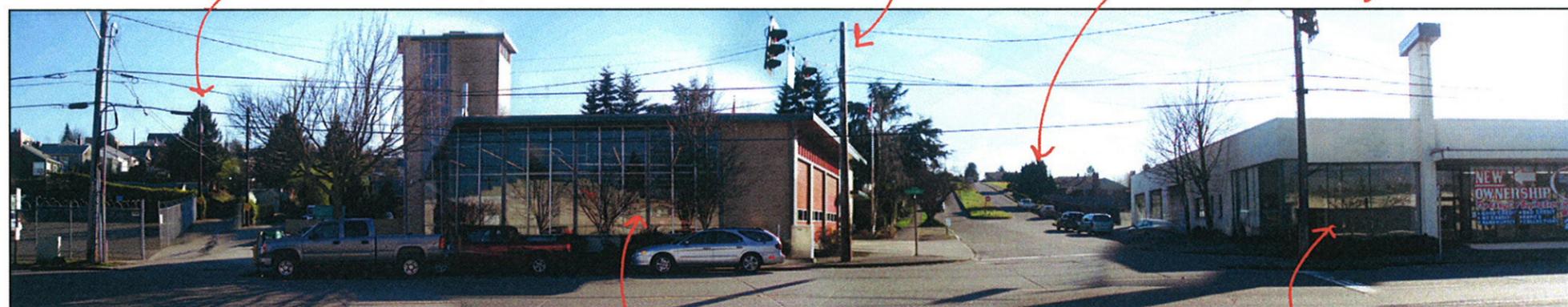
⑤ ALLEY LOOKING SOUTH

Good visibility along alley

Power lines prevalent



⑥ ALLEY LOOKING NORTH



⑦ 38TH LOOKING SOUTH FROM SITE

Residences on hillside above

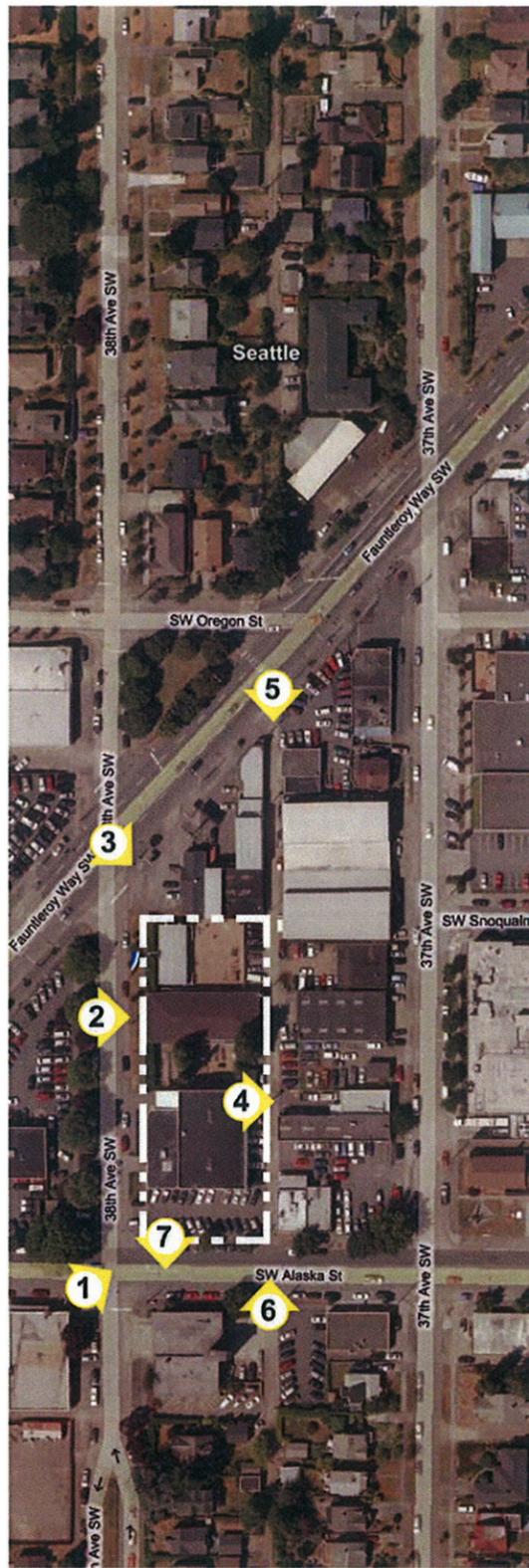
Fire station #32 slated for new building 2008-2011

Public vistas south along 38th

Vacant automotive

SITE PHOTOS





Mature Street Trees



Fire Station #32

① 38TH AND ALASKA LOOKING NORTHEAST

SITE

City Skyline View

Car Culture Fauntleroy

Pedestrian Friendly Alaska



② 38TH AVENUE SW - LOOKING EAST TOWARD SITE

SITE

Montessori

Vacant Auto

Residential Hillside

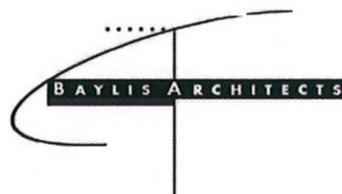
Residential Hillside



③ FAUNTLEROY WAY AND 38TH AVENUE SW - LOOKING SOUTHEAST TOWARD SITE

SITE

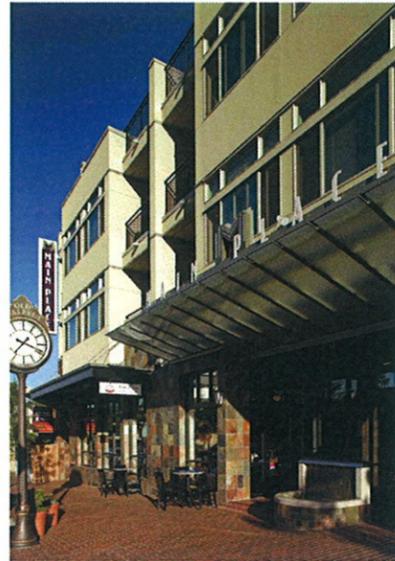
Crosswalk



SITE PHOTOS



***A-10 CORNER LOTS**
Buildings on corner lots should be oriented to the corner and public street fronts.

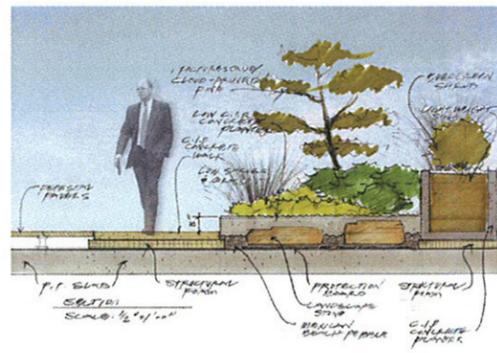


*** C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY**
New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels.



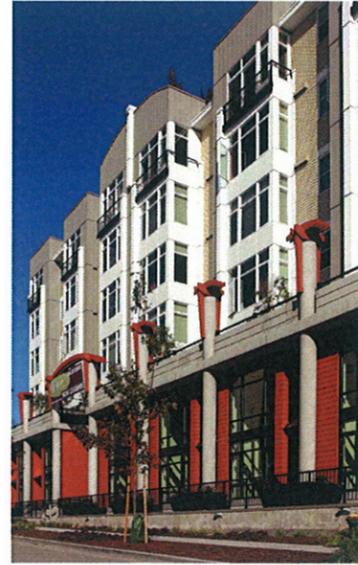
New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.

***A-4 HUMAN ACTIVITY**
An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realm.



*** C-3 HUMAN SCALE**
Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

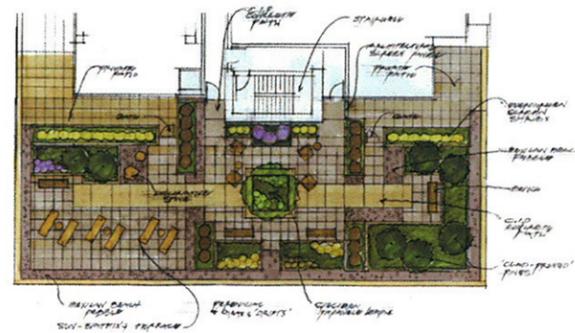
*** B-1 HEIGHT, BULK AND SCALE COMPATIBILITY**
New buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the façade- particularly important to long buildings...



*** D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES**
Design projects to attract pedestrians to the commercial corridors (California, Alaska). Larger sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area.



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.



***A-2 STREETScape COMPATIBILITY**
New development- particularly on SW Alaska, ...- will set the precedent in establishing desirable siting and design characteristics in the right-of-way.

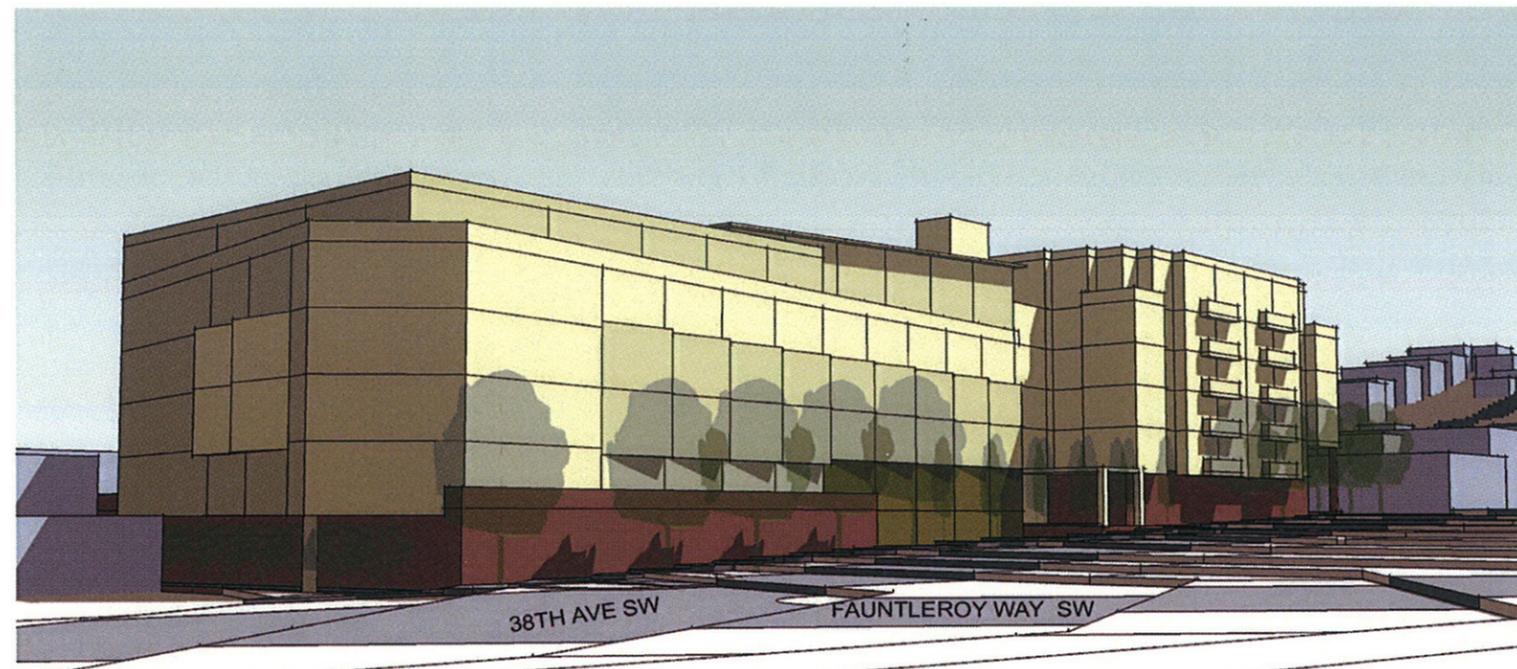




VIEW FROM SOUTH WEST



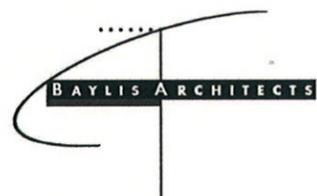
VIEW FROM NORTH ALLEY



VIEW FROM NORTH WEST

OPTION 'C'

- No Design Departures anticipated
- Deeply recessed terrace above alley
- No setback on Alaska
- Modulated setback along 38th reinforced street wall toward corners
- Live/Work townhouses along 38th
- Setback at north side for mid-block connector



OPTION C - MASSING STUDY