TRINSIC

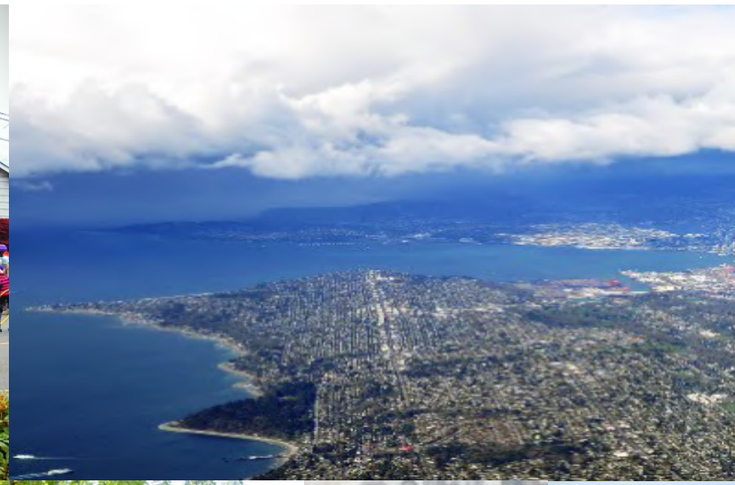
DESIGN REVIEW
RECOMMENDATION

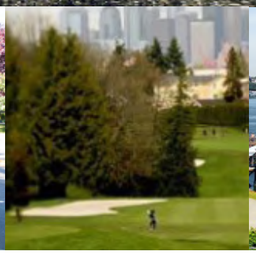
OCTOBER 10, 2013
PROJECT # 3009518

4435 35TH AVE SW
SEATTLE, WASHINGTON

VISION

- Develop site to highest and best use.
- Provide increased housing opportunities in the West Seattle Junction neighborhood.
- Provide a visual upgrade to the neighborhood.
- Provide opportunities for commercial tenant space.
- Enhance the pedestrian environment.





TEAM

OWNER

Trinsic Residential Group (Trinsic) Is a team of successful industry veterans have been assembled to create a committed and focused development organization with track records that comparatively are second to none.

TRG develops high-density urban communities, focusing on areas of population and business growth. TRG also performs the general contracting for its product and uses "best in class" design and construction, emphasizing high-end finishes and exceptional design features with a full complement of amenities.

Through the combined efforts and resources of the assembled professional team and TRG stands prepared to develop Class A projects with a "360 degree" living environment in targeted regions across the United States.

DESIGN TEAM

GGLO - Architecture, Landscape Architecture, Interior Design
Pangeo, Inc - Geotechnical Services
PACE - Civil Engineering
Gibson Traffic Consultants, Inc - Traffic Consulting

PROJECT

The site is at the junction of multiple architectural contexts, from industrial warehouses and fast food joints to small civic buildings and wide open green spaces.

Despite a collection of recent multi-family and mixed-use development nearby, the overall feel of the immediate area is still one that is primarily industrial and auto-centric: Alki Lumber & Hardware and KFC are both immediate neighbors with large parking lots and low-rise buildings situated on large streets; the apartment building next door to the south is set up high off of 35th Ave SW and inaccessible to pedestrians from the East.

Across the site to the east is a large open space with the West Seattle Stadium and West Seattle Golf Course, which provides territorial views of trees and neighborhoods to the east, as well as farther afield views of downtown and the Cascade mountains.

Much of the recent nearby multi-family mixed-use development, like the Link Apartments and Nova Apartments, are typical Seattle 4-over-1 construction with architectural accents on the facade, particularly at street-level. Landscaping and distinct pedestrian entries attempt to improve the public realm. The Trinsic project fits in well with this architectural context.

At the core of the goals for Trinsic is to create a diverse, vibrant community within its walls and connected to its immediate neighborhood through the integrated design of:

- Enlivened Street Edges
- New through-block open spaces
- Incorporated art elements
- Iconic architecture
- Urban Ecology
- Landscape

Number of Residential Units
Approximately 151 residential units and 8 live / work units will be provided.

Number of Parking Spaces
Approximately 147 parking stalls for residential and 5 parking stalls for commercial will be provided.

Amount of Non-Residential Space
The preferred scheme anticipates approximately 9,552 square feet of live / work.

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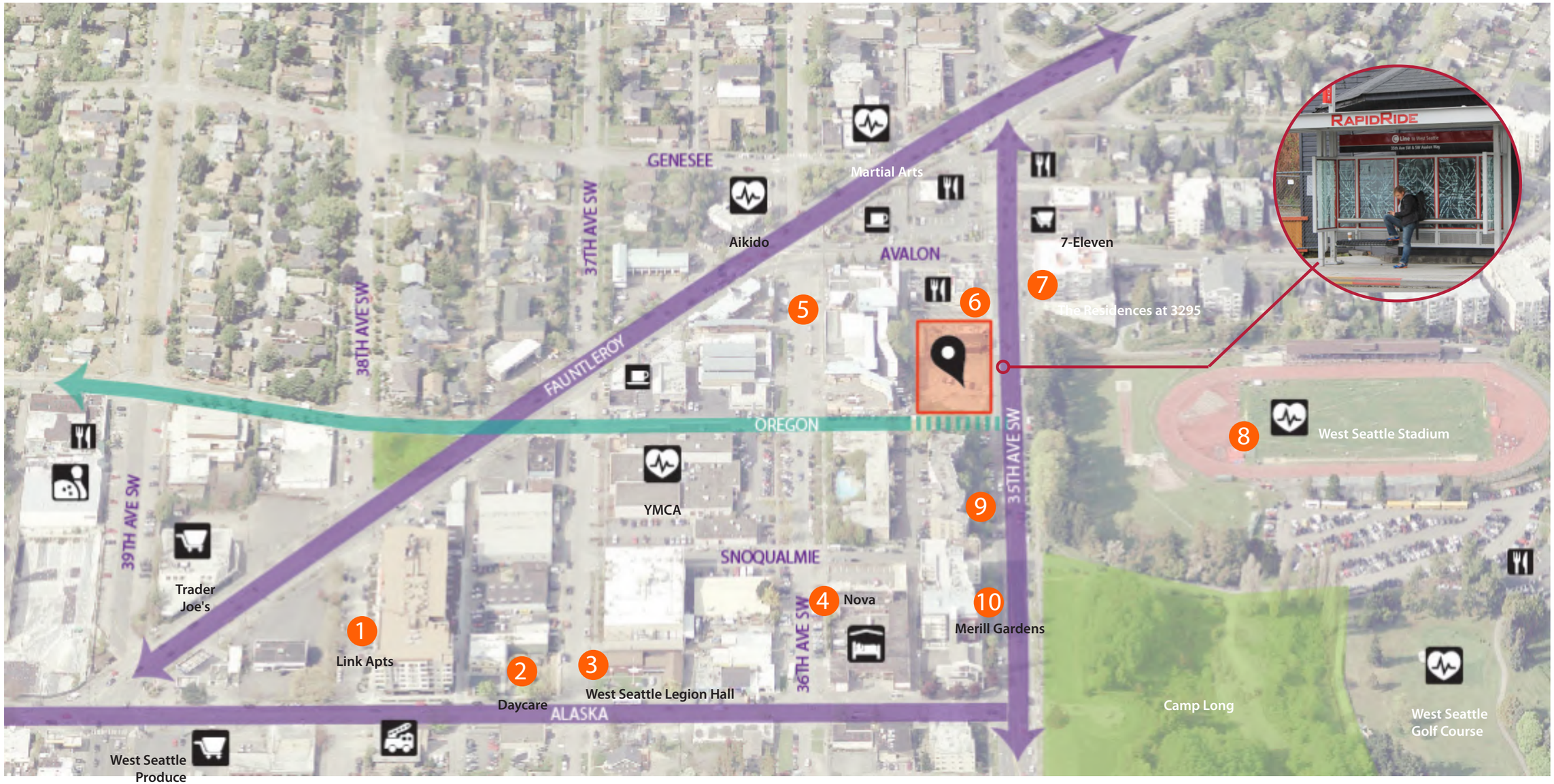

Site | Bowling | Grocery | Restaurant | Coffee | Fitness Ctr | Fire Station | Hotel

1 Architectural Context **(see following page)**

AERIAL PHOTO & NEIGHBORHOOD CONTEXT

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1 Link Apartments


2 Daycare


3 West Seattle Legion Hall

4 NOVA

5 Alki Lumber & Hardware

6 KFC Fast Food


7 The Residences at 3295


8 West Seattle Stadium


9 Apartments


10 Merill Gardens

ARCHITECTURAL CONTEXT

ZONING MAP

ZONING SUMMARY

Zoning & Design Review

Base Zone	NC3-65
Adjacent Zones	NC3P-65 and 40; NC3-65; Park; MR; SF5000; LR1-3
Planning Overlay	West Seattle Junction Hub Urban Village
Supplementary Design Guidance	West Seattle Junction Urban Village Design Guidelines
Design Review Board	Southwest Board
Uses:	
• Permitted: Multi-Family Residential, Live-Work, Retail Sales and Service, Eating-Drinking Establishments, Offices (Up To 1 FAR) and Parking (23.47A.004)	
• No restrictions on residential use at street-level; not in a pedestrian-designated zone (23.47A.005.C.1)	
• Live-work units must have windows with a minimum depth of 30 inches (23.47A.008.B.2.b)	

Building Development

Lot Size	31,659 SF
Gross Floor Area	150,382 SF
Allowable FAR (Table A, 23.47A.013)	4.75 max for all uses
Structure Height (23.47A.012.A)	65'

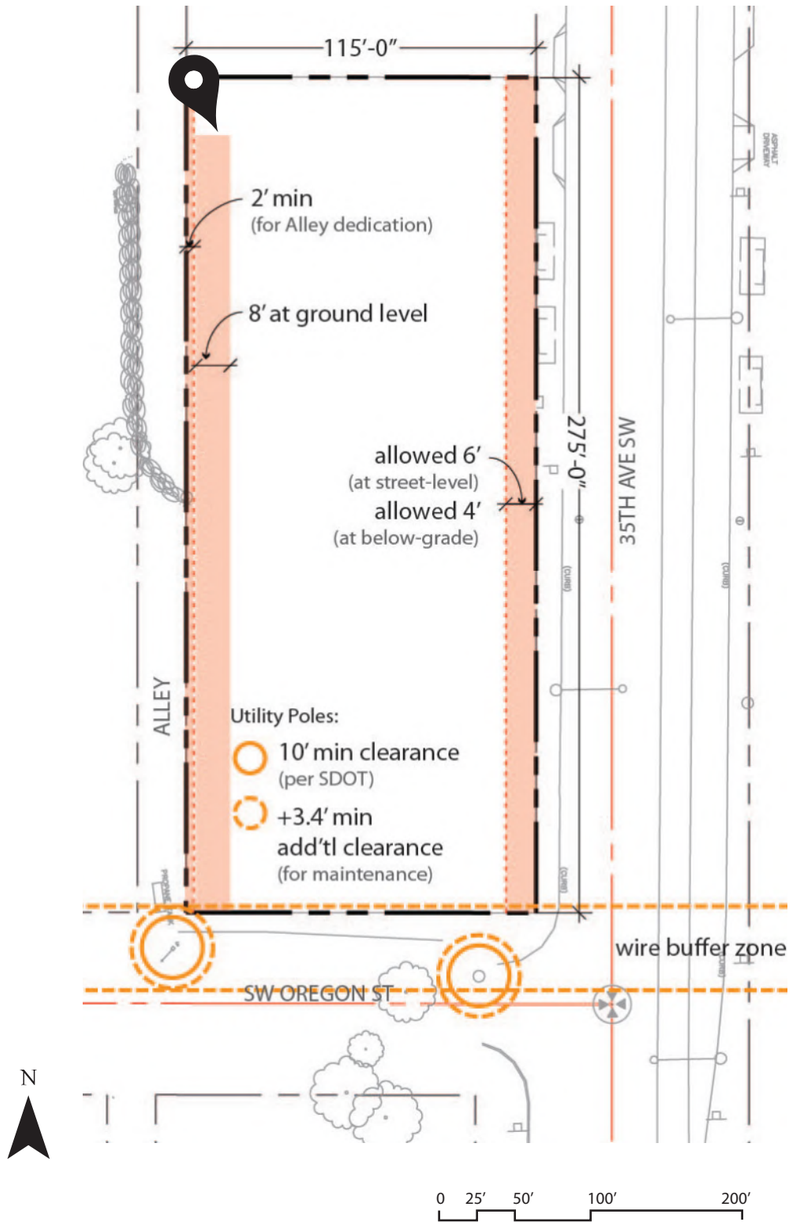
Street-Level Requirements

Street Frontage (on 35th Ave SW)	approx. 272'
Street Frontage (on SW Oregon St)	approx. 107'
Blank Facade (23.47A.008.A.2)	40% max
Street-Level Frontage Setback Limit from Lot Line (23.47A.008.A.3)	10' max
Transparency (23.47A.008.B.2)	60% min
Depth of Non-Residential Use (23.47A.008.B.3)	30' min average, and 15' min from street level/facing facade
Height of Non-Residential Use (23.47A.008.B.3.b)	13' min

Parking

Required: Cars (Table A and B, 23.54.015)	No min requirement (FTS)
Access (23.47A.032.A.1.a)	35th Ave and, Alley improved to standards of 23.53.030.C
Required: Bikes (Table E, 23.54.015)	
Commercial	1 per 12,000 SF long-term; 1 per 2,000 SF short-term
Residential (Multi-family)	None required within Urban Village Boundary

LAND USE CONSIDERATIONS



REQUIRED SETBACKS PLAN DIAGRAM

West Seattle Triangle Urban Design Framework

Planning Themes

Community Spaces & Green Spaces:
"The urban design and land use recommendations and the streetscape concept plan identify a variety of strategies for building a "lattice" of green spaces in the West Seattle Triangle. Strategies include enhancing and making better use of under used right-of-way areas and encouraging of open spaces and pathways with new development." Oregon St. is identified as a hill climb opportunity and a candidate for green street infrastructure.

Urban Design Recommendations

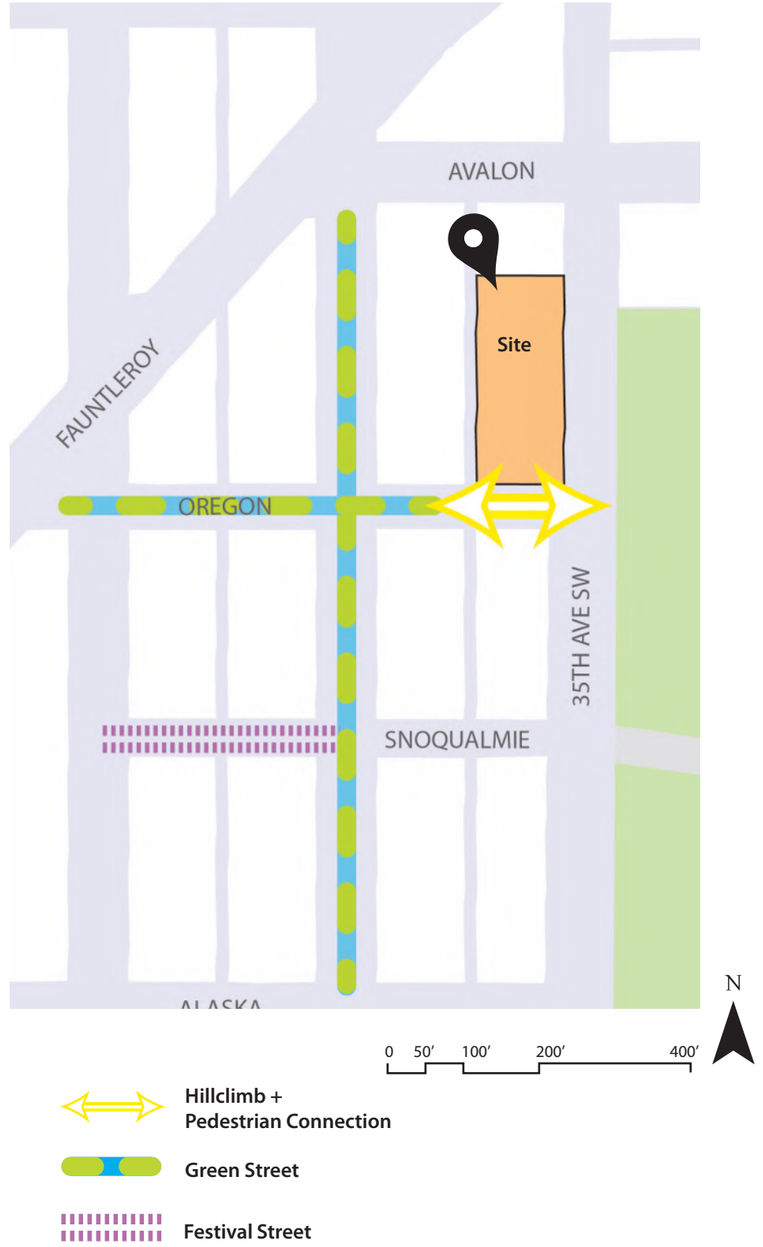
Overall massing and scale: "Encourage appropriate infill density on under used lots. Enable transit oriented development in support of Rapid Ride on under used sites. Integrate standards for new development on larger sites to mitigate potential building bulk, provide flexibility in design, and encourage the integration of open spaces at ground level. "

Public Amenities: "Reclaim under used street right of way to develop open space and areas for public gathering. Create a pedestrian hill climb on SW Oregon St. between 35th and 36th Ave SW."

"Add mid-block crossing and through corridors in conjunction with infill development on long blocks. Consider reconfiguration of alleys on large infill blocks to create sites more in keeping with city block sizes in the range of 250 feet in length. Explore shared, multi-use midblock crossings that can accommodate pedestrians, vehicles, and public amenities."

Encourage engaging residential frontage on designated green streets: "Include ground-related private residential entries, including townhouse of row house entries along green streets. Residential entries should be designed to provide separation between front doors and street environment, which may include a slightly raised first floor or small stoops or porches."

Orient new construction projects towards a pedestrian friendly street front: "Locate windows and doors near sidewalk to encourage activity at the sidewalk level and to encourage public safety through "eyes on the street". Prohibit long blank walls that lack visual interest and create isolated area that can feel unsafe for pedestrians. Where feasible, locate parking behind structures, and encourage access to parking from alleys."



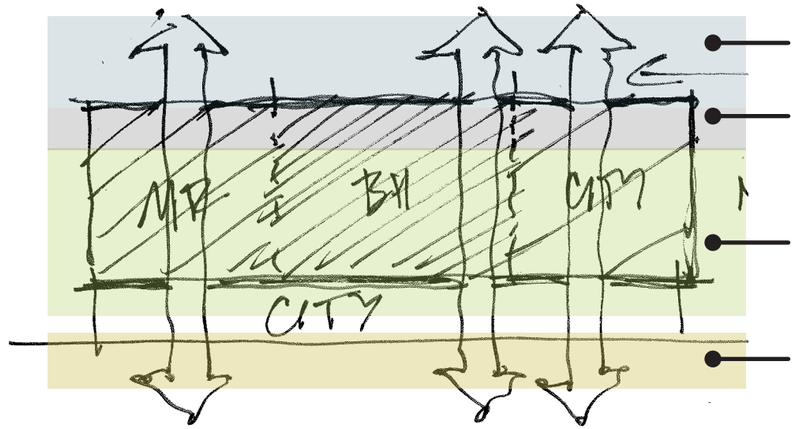
UDF RECOMMENDATIONS PLAN DIAGRAM

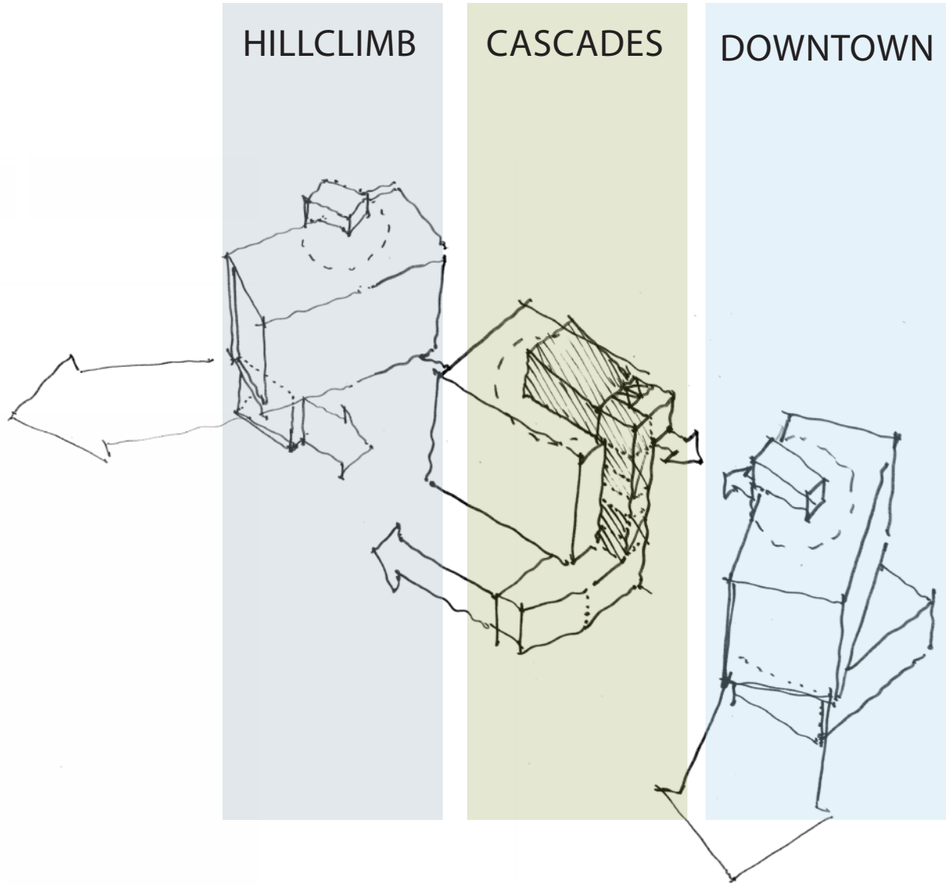
LAND USE CONSIDERATIONS

01 DESIGN CONTEXT

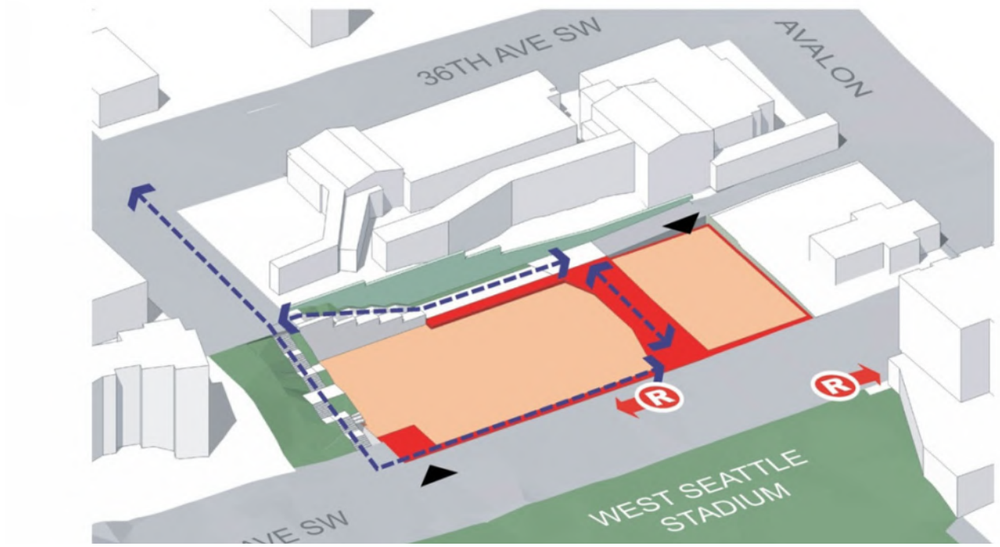
"A PLACE AT THE EDGE"

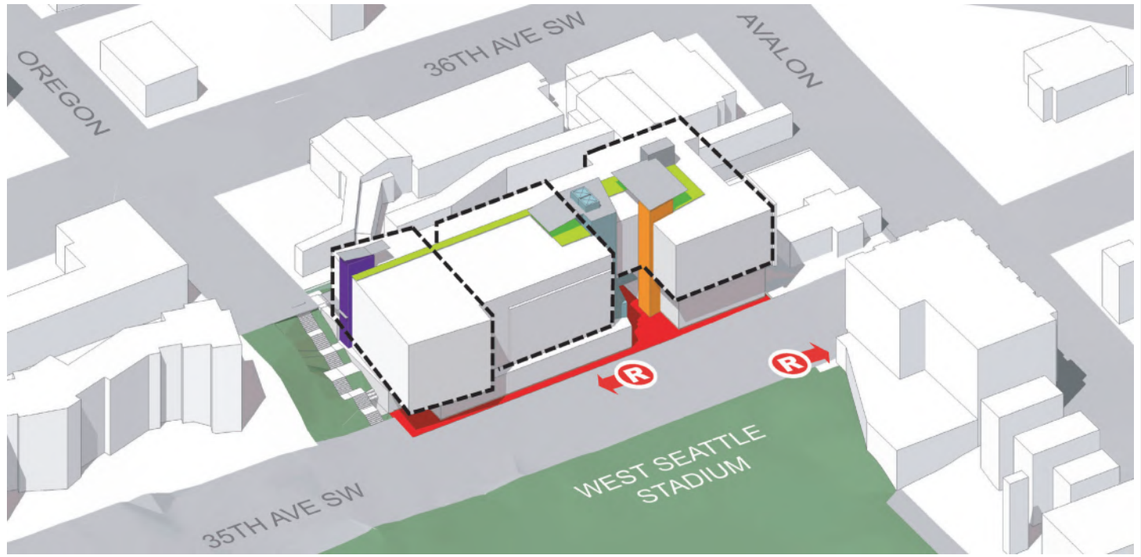
- Gateway to West Seattle and the Triangle neighborhood.
- Beacon within the neighborhood, as viewed from points near and far.
- Comfortable, secure, and family friendly environment that residents can call home.
- Convenient connections to transit and enhanced pedestrian routes.
- Human Scale - Building massing is sculpted into three distinct components, like small neighborhoods, each with a circulation core at their center and a unique outward orientation and roofscape.
- Active ground level with individual residential entries, vibrant landscapes, wide sidewalks with retail opportunities along 35th Avenue SW, and open space near the Rapid Ride transit stop.

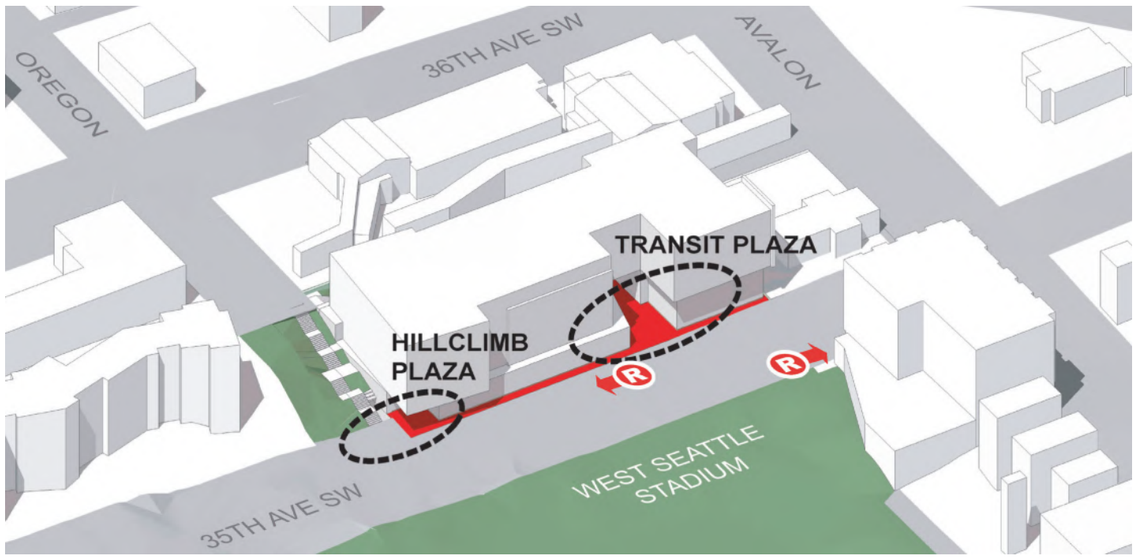


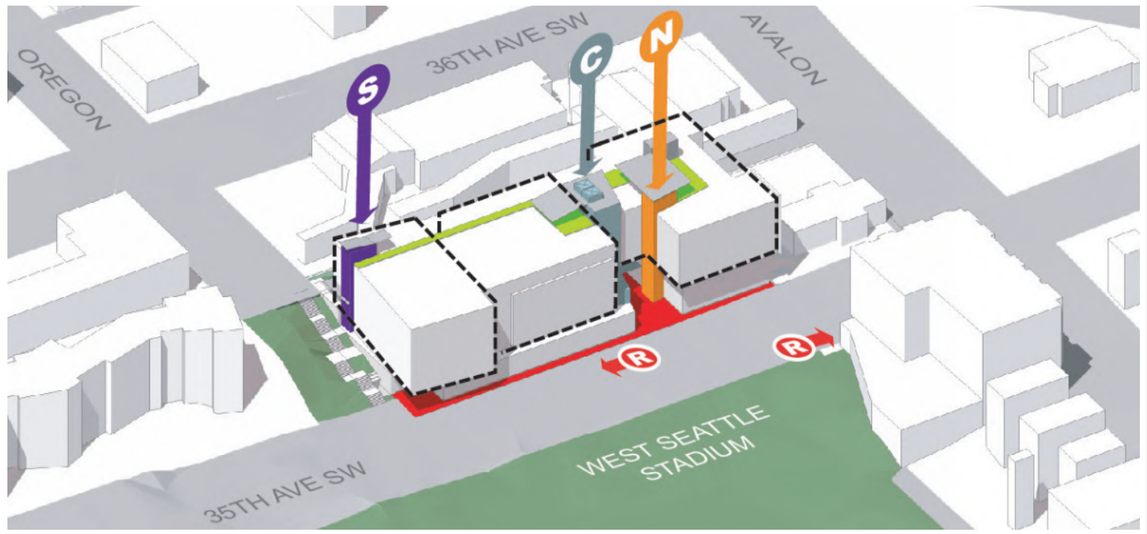


OVERALL MASSING STRATEGY









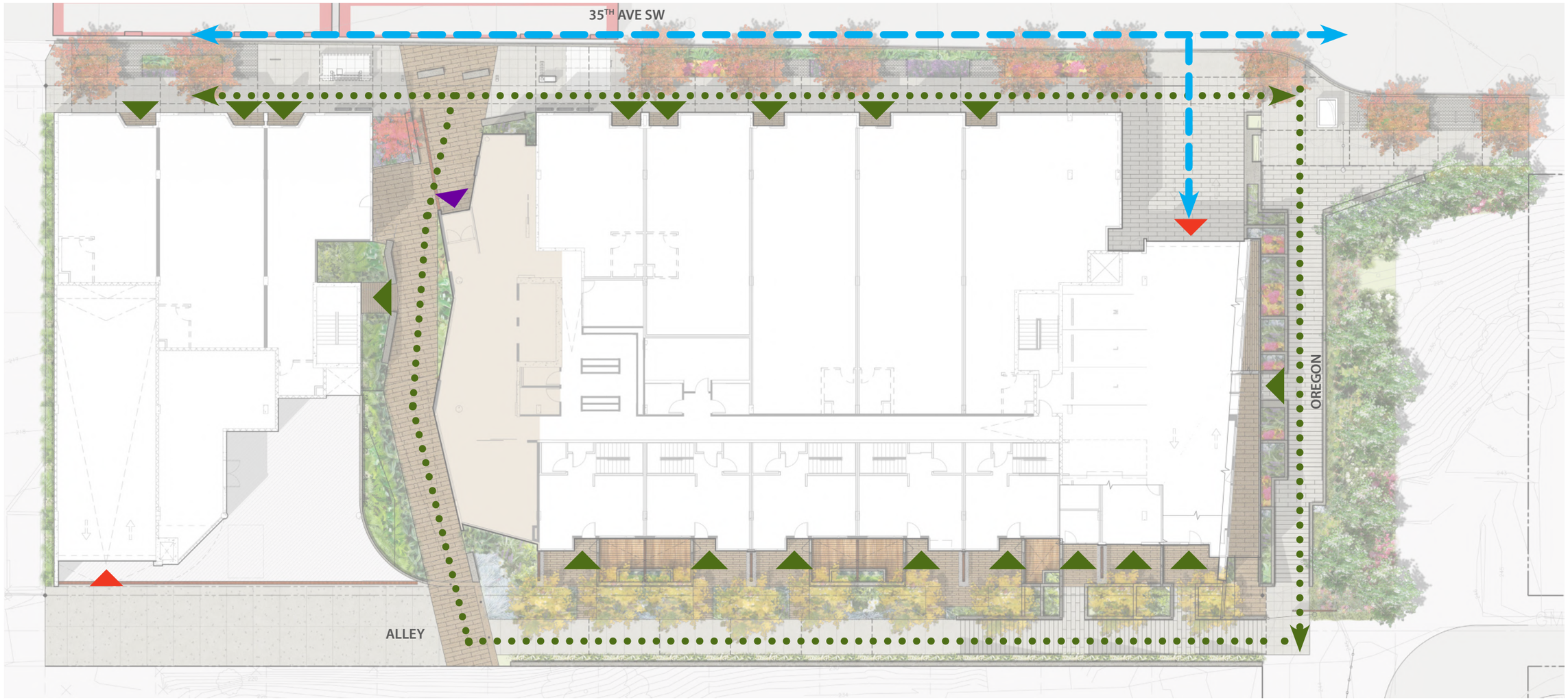
S = SOUTH EXTERIOR STAIR TOWER

N = NORTH EXTERIOR STAIR TOWER

C = CENTRAL CIRCULATION / ELEVATOR TOWER

R = RAPID RIDE TRANSIT STOP

DIAGRAM - PUBLIC SPACE MASSING



PEDESTRIAN PATH

BIKE COMMUTER PATH

VEHICULAR ENTRY

PEDESTRIAN ENTRY (PRIVATE)

MAIN BUILDING ENTRY (PUBLIC)

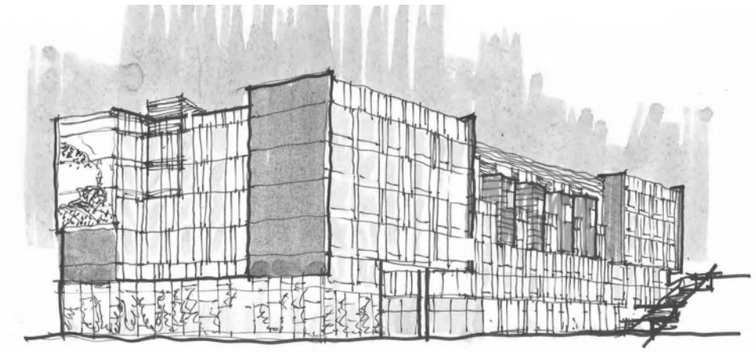
NORTH

TRINSIC

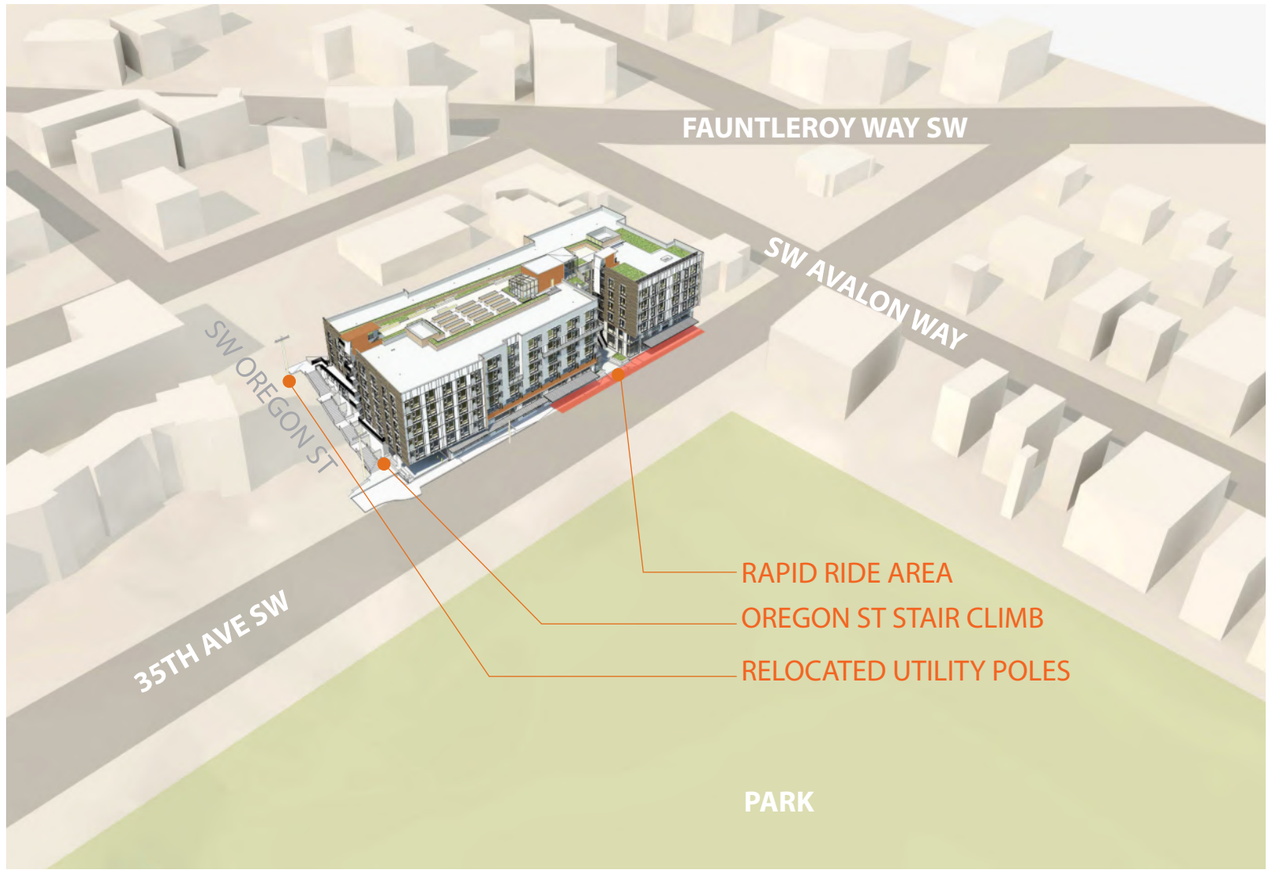
This concept design seeks to foster community and neighborliness through a multi-layered approach, with both private and public areas, private and common amenities, pet and child-friendly spaces, integrated art, a rich mix of lush street-side and rooftop landscaping, street-friendly residences and open space. TRINSIC design and management will foster a sense of neighborhood and community.

PUBLIC CIRCULATION DIAGRAM

02 PROJECT OVERVIEW

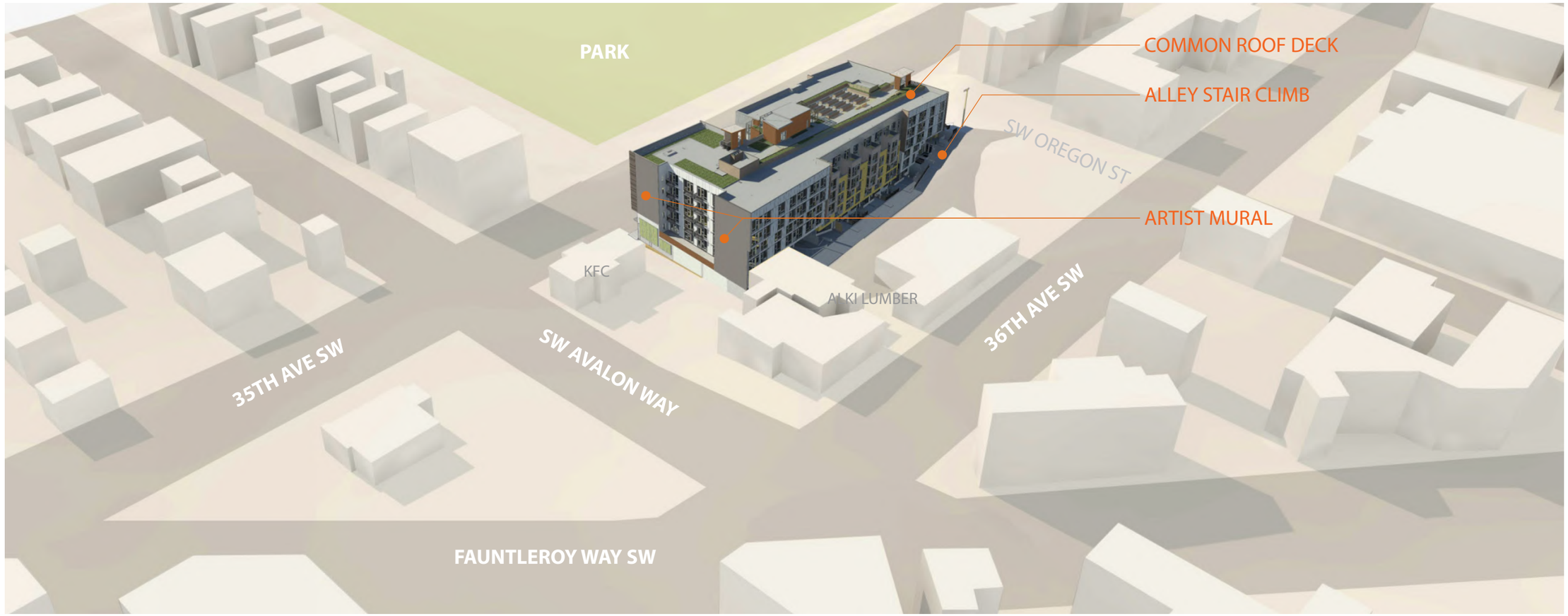


SOUTHEAST AERIAL PERSPECTIVE



SOUTHEAST AERIAL PERSPECTIVE

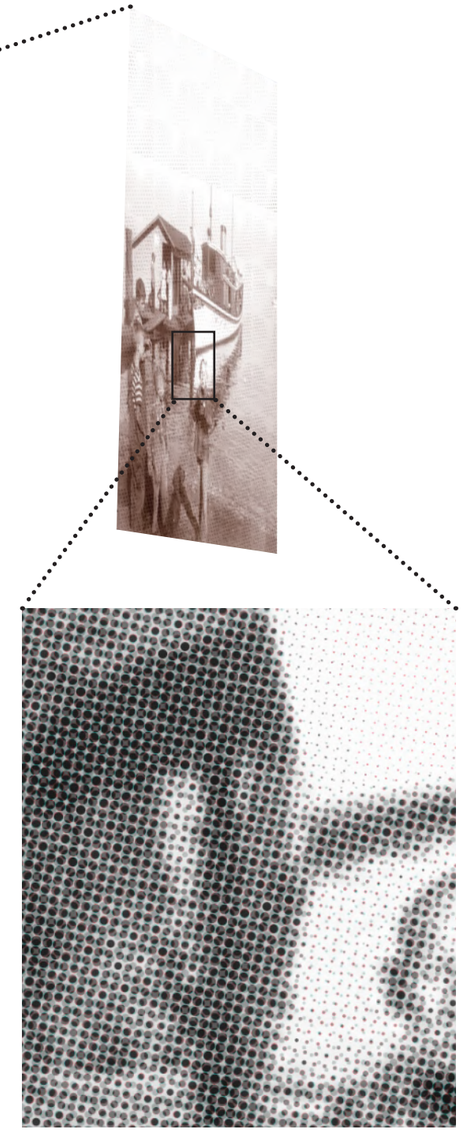
AERIAL MASSING



NORTHWEST AERIAL PERSPECTIVE

AERIAL MASSING

RENDERING



Exterior building mural based on historical West Seattle imagery. Actual mural selection to be determined. Mural material is exterior-grade digital print fastened to exterior wall.

RENDERING

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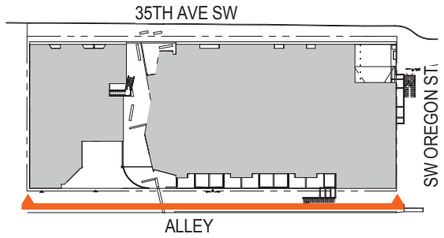
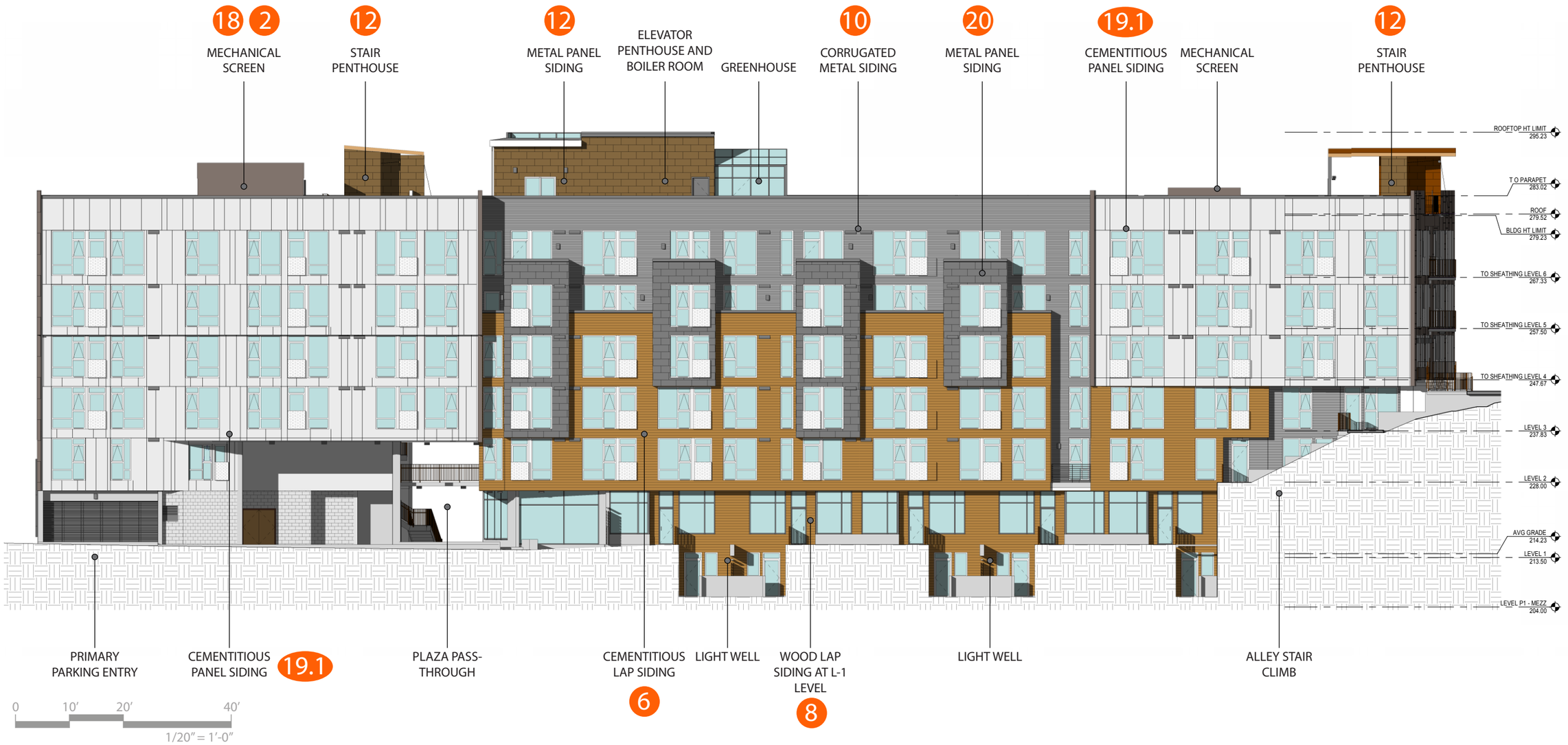
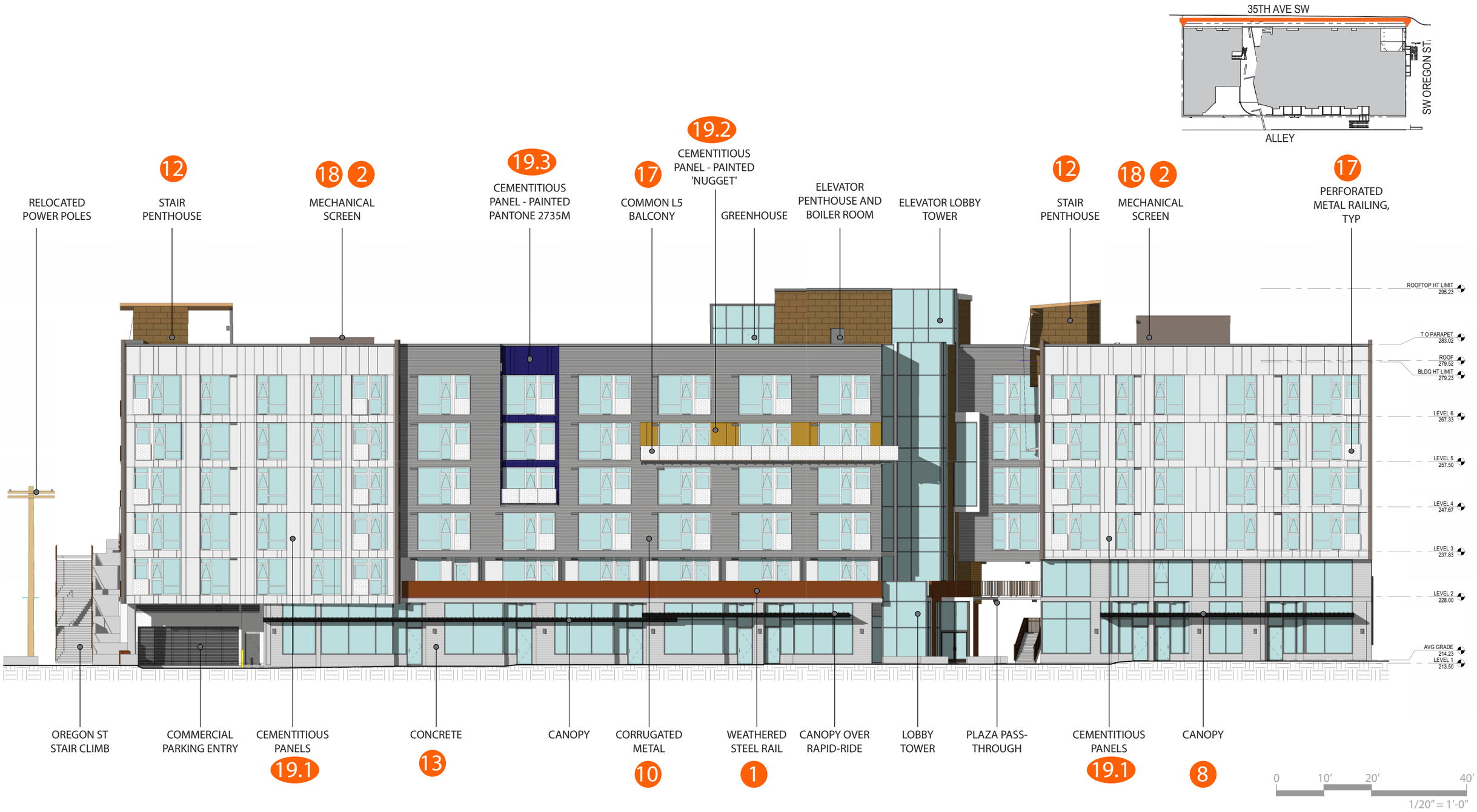
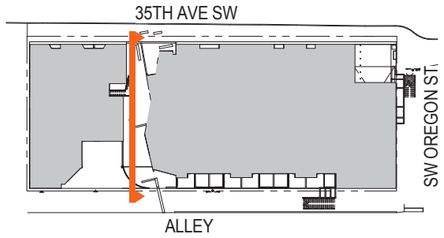


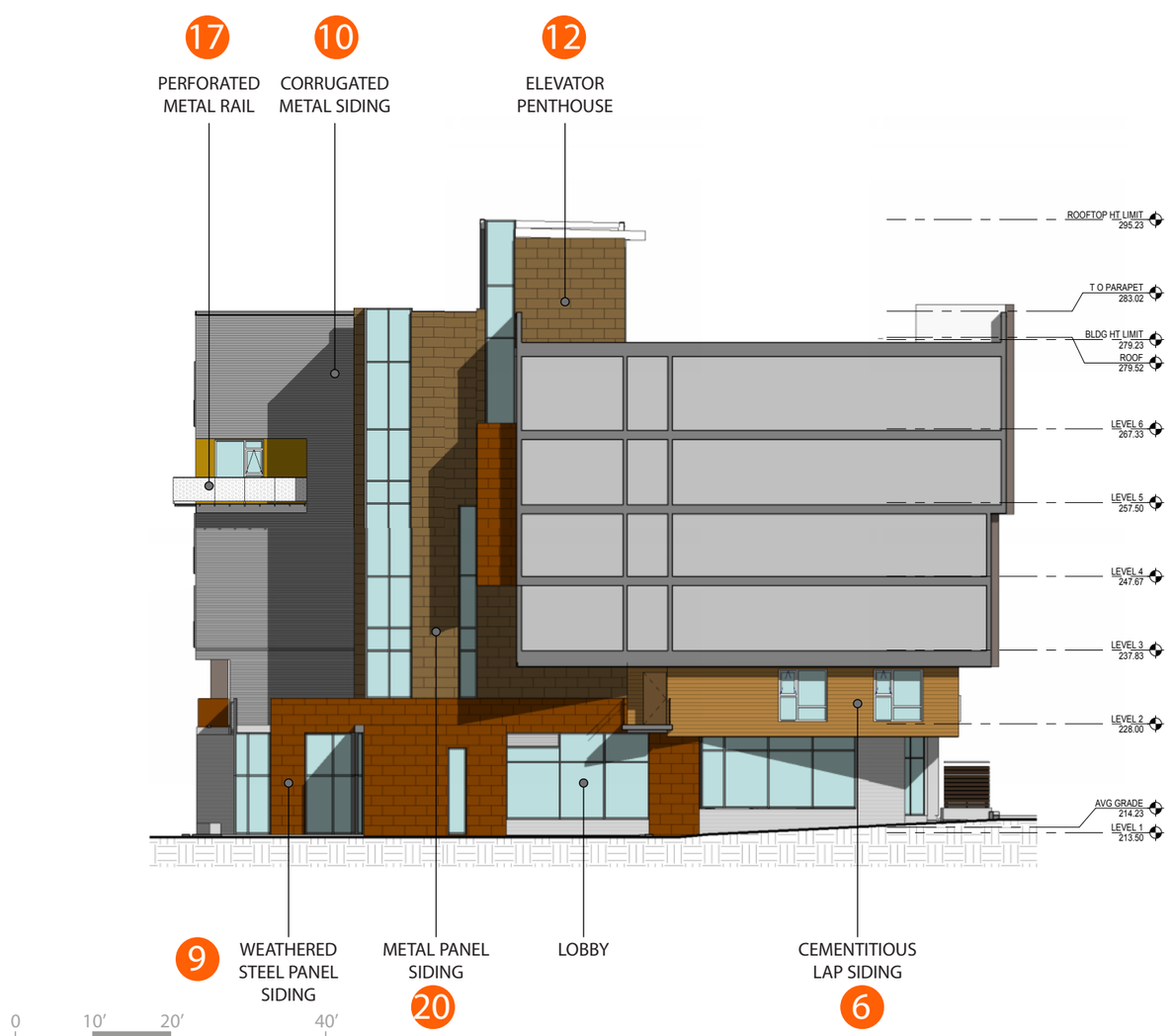


ELEVATION - WEST

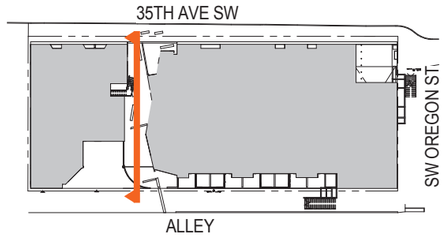


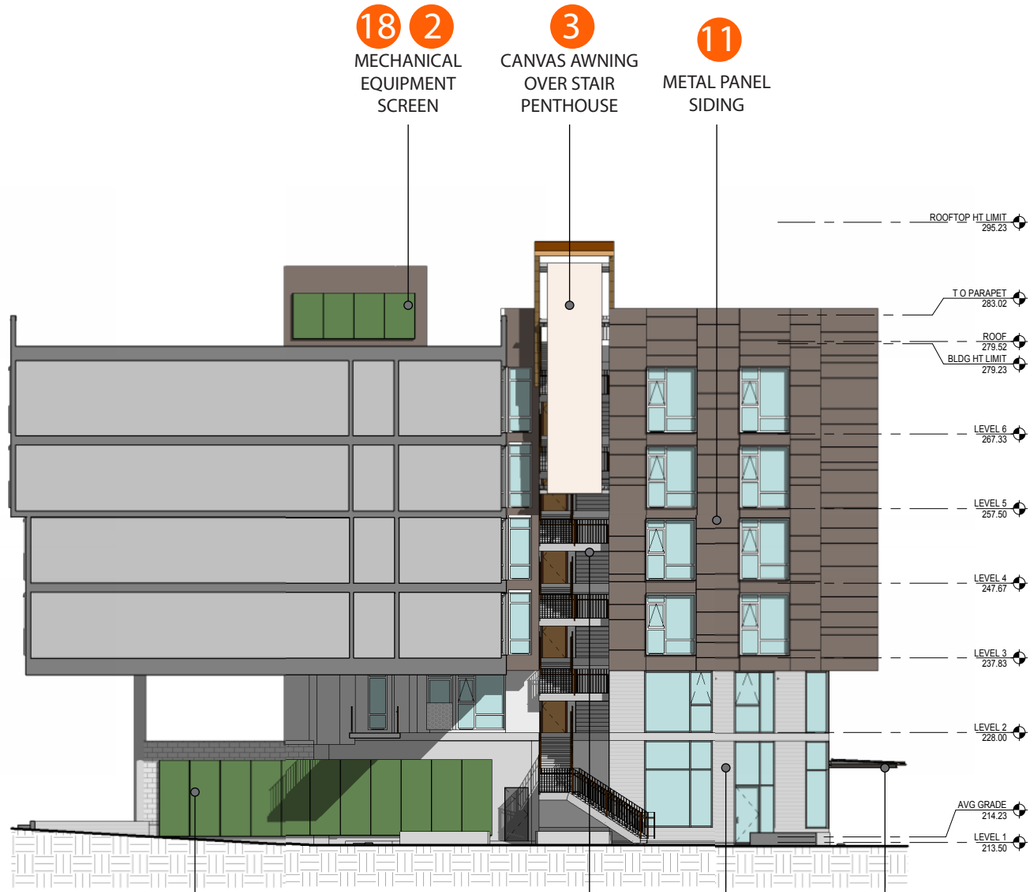
ELEVATION - EAST





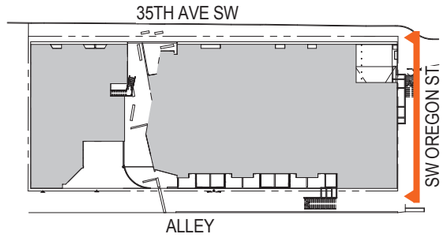
ELEVATION - COURTYARD LOOKING SOUTH

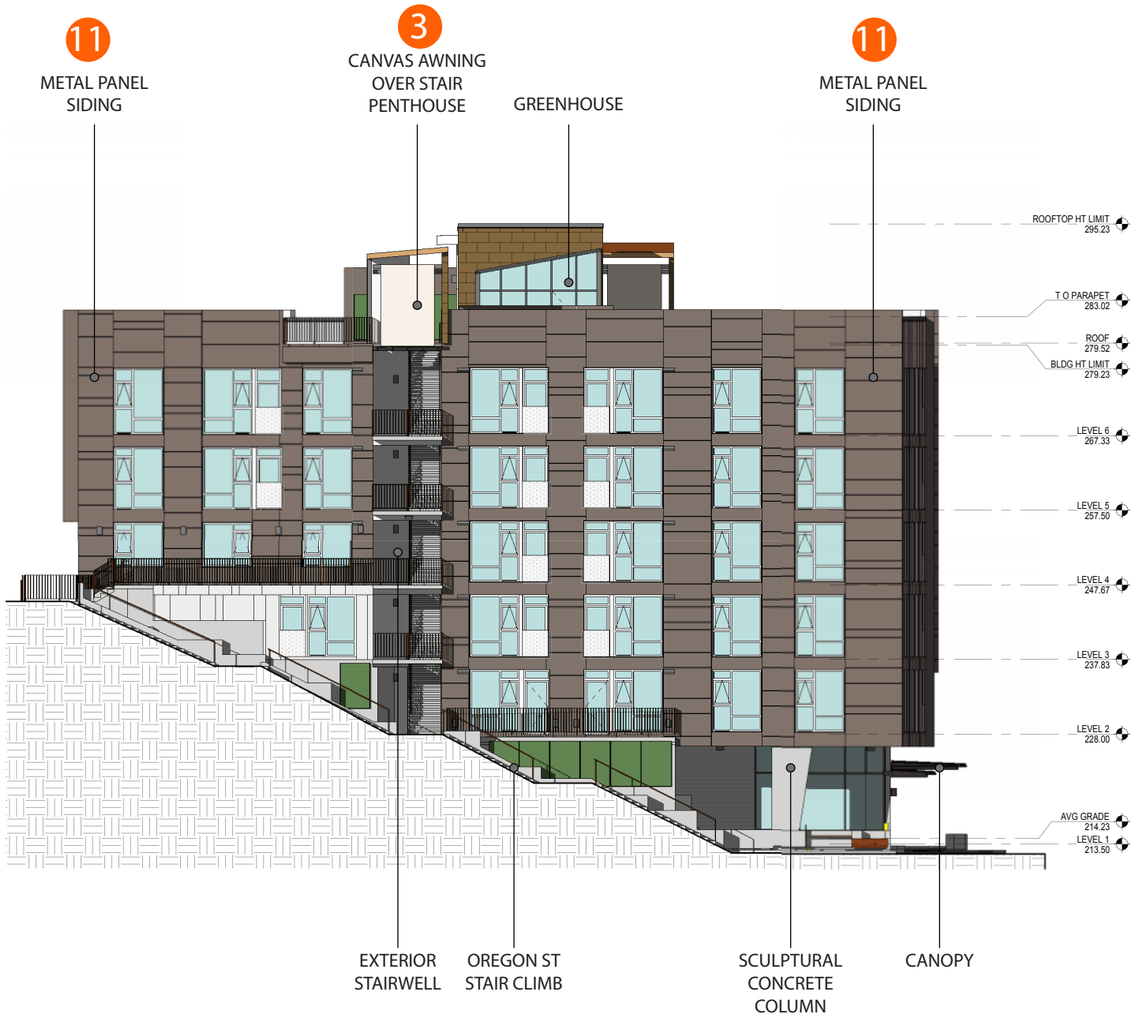




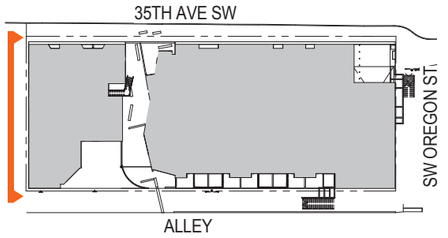
ELEVATION - COURTYARD LOOKING NORTH

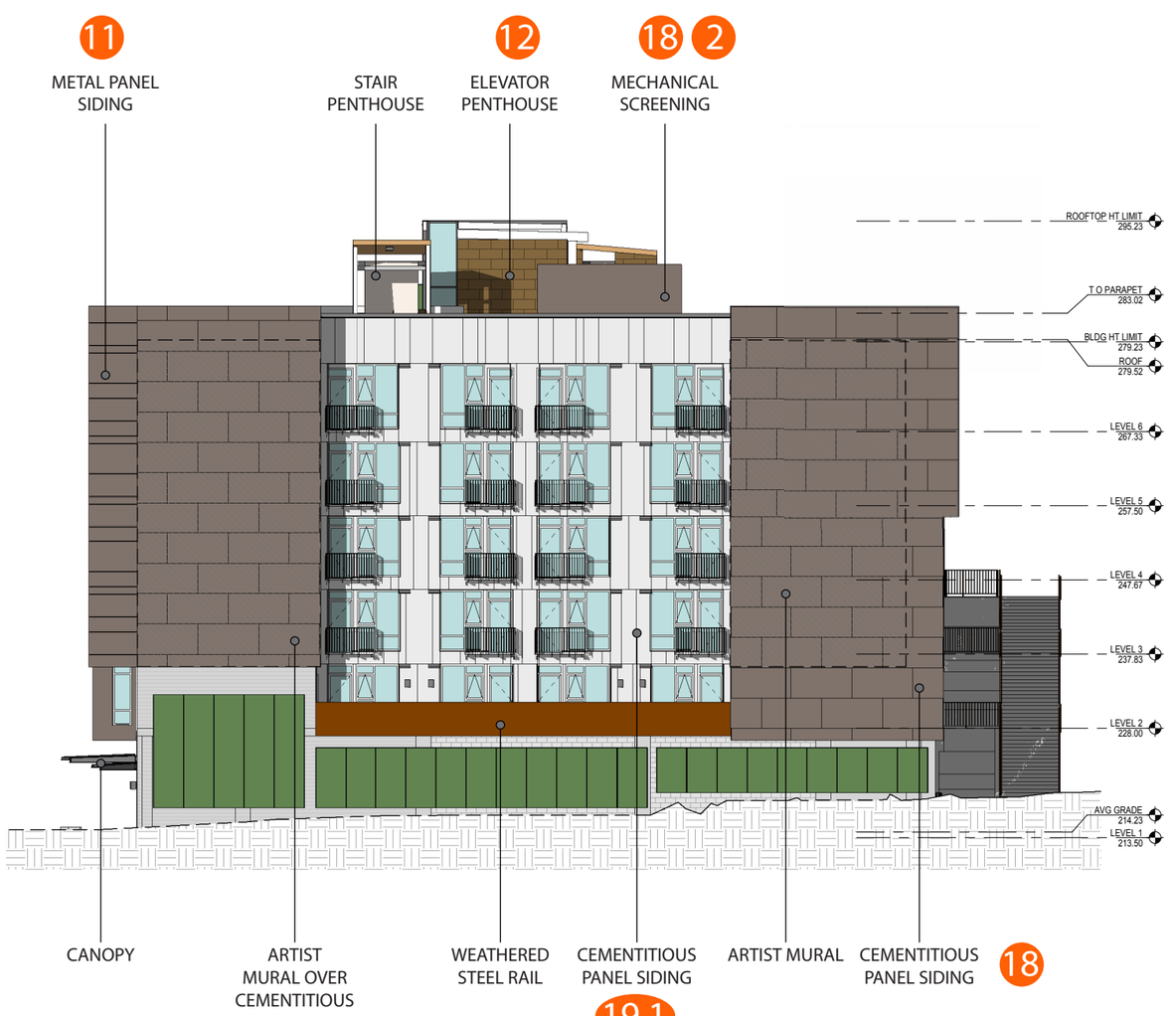
ELEVATIONS - PLAZA





ELEVATION - SOUTH





ELEVATION - NORTH

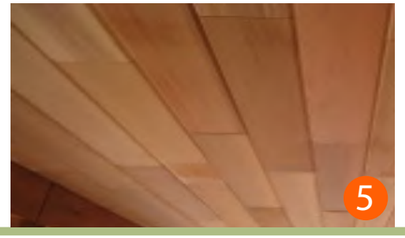
0 10′ 20′ 40′

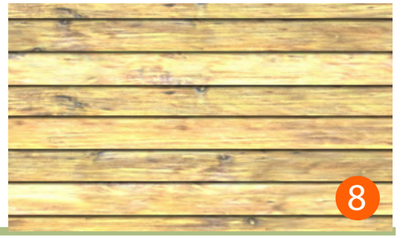
1/20″ = 1′-0″

ELEVATIONS - SOUTH AND NORTH

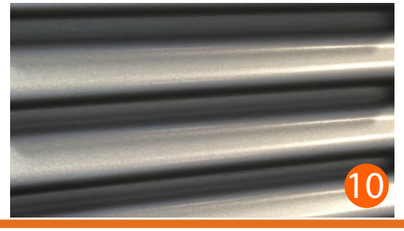
SITE ELEMENTS

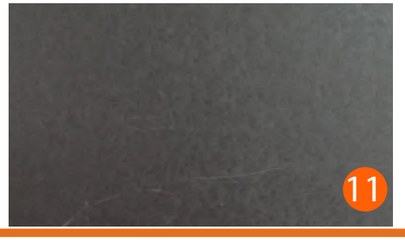
WOOD COMPOSITE

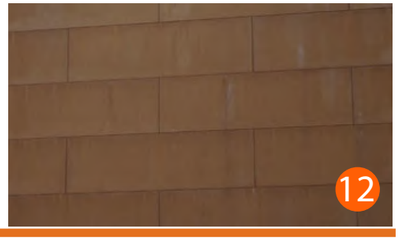




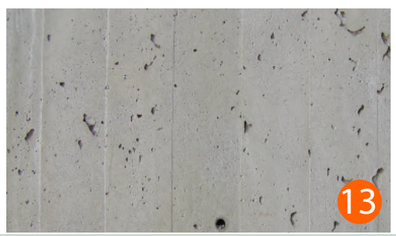
METAL

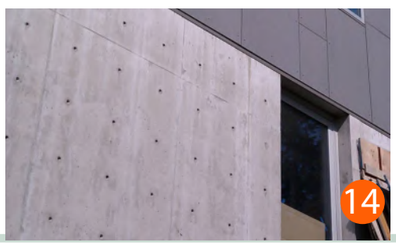


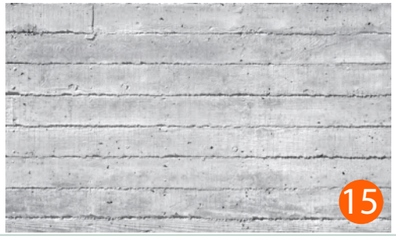




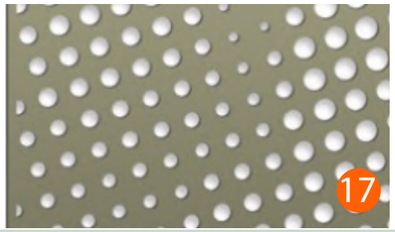
CONCRETE / MASONRY

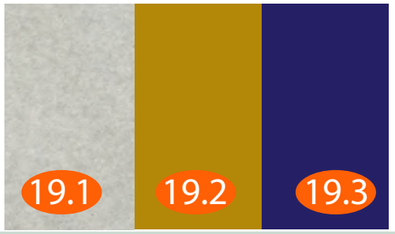


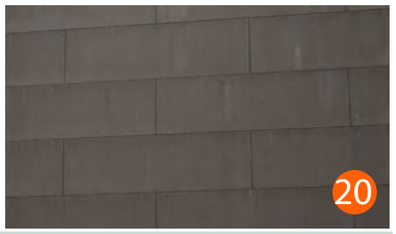




CLADDING / ACCESSORIES

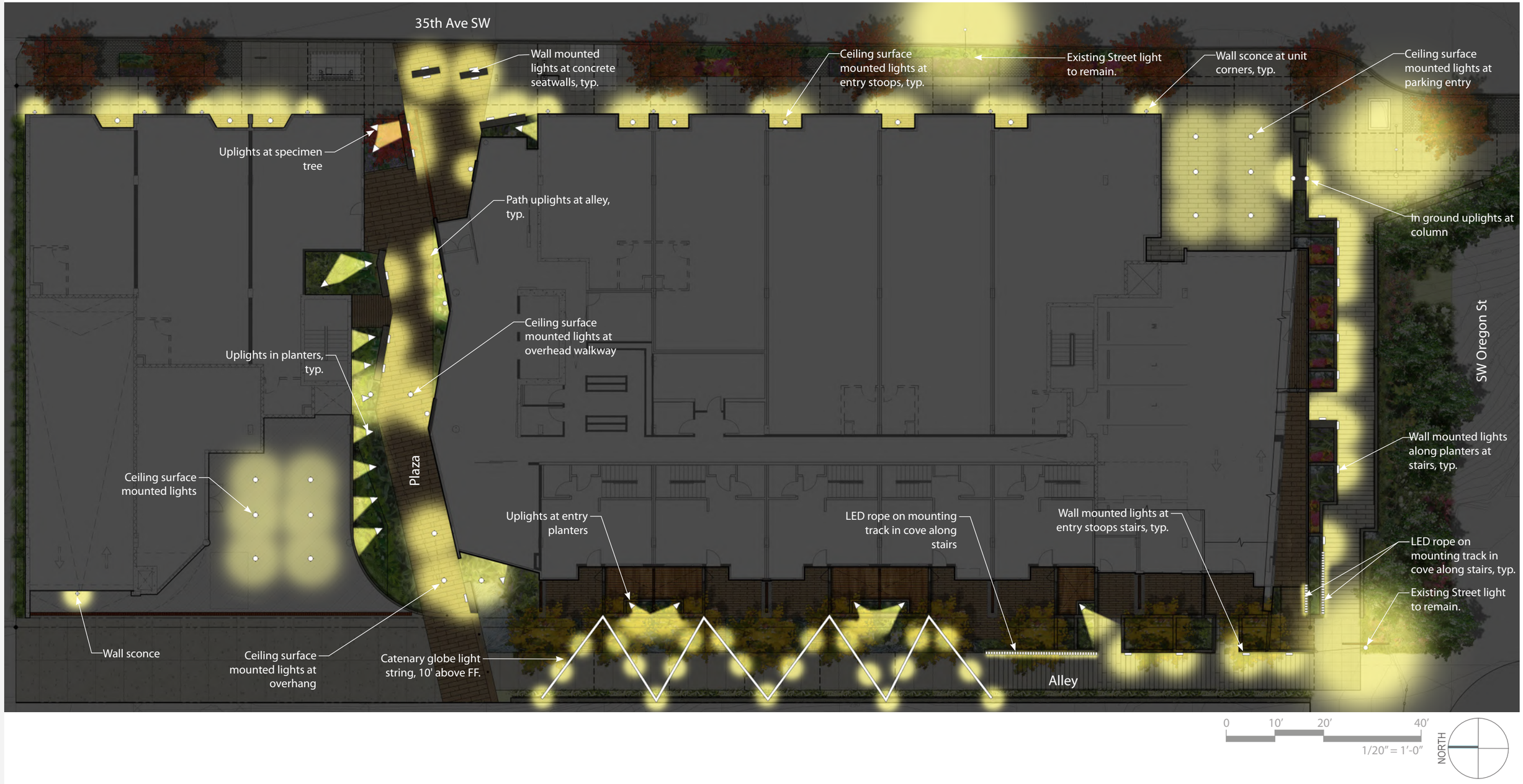






EXTERIOR ELEMENTS

ILLUSTRATED SITE PLAN



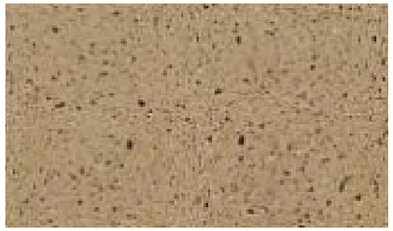
SITE LIGHTING DIAGRAM

PAVERS / PAVEMENT / SITE ELEMENTS


Corten Steel Planter

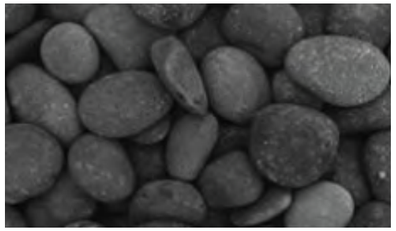

CIP Concrete Seat Wall


12' Ht. Green Screen


1'x4' Concrete Pavers - Almond


2'x2' CIP Concrete Sidewalk


8"x4" Permeable Pavers


Mexican Black Beach Pebble Edge


Composite Wood Decking

PEDESTRIAN FEATURES


Inground Uplight


Catenary Light


Wall Mounted Light


Directional Uplight


LED Rope Light

Seattle Rapid Ride Shelter


Bike Rack

TREES


Fernleaf Full Moon Maple


Vine Maple


Red Maple


Japanese Snowbell

PERENNIALS / GROUNDCOVERS


Bleeding Heart


BC Wild Ginger


Creeping Mahonia


English Lavender


Green Carpet Raspberry


Green Liriope


HJ Japanese Anemone


Solomon's Seal


Variegated Lily Turf

SHRUBS


Dwarf Bamboo


Evergreen Huckleberry


Fragrant Sarcococca


Magic Carpet Spirea


Mount Vernon Laurel


Point Reyes Ceanothus


Red Flowering Currant


Salal


Snowberry


Sweet Box

GRASSES / FERNS / VINES


Blue Fescue


Deer Fern


Mondo Grass


New Zealand Sedge

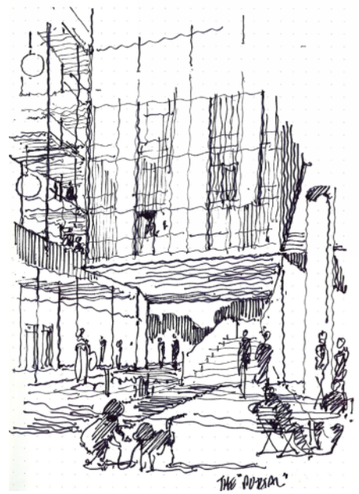

Western Sword Fern

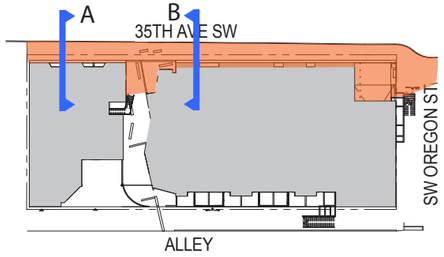

Avalanche Evergreen Clematis Vine


Climbing Hydrangea Vine

PLANTING PALETTE

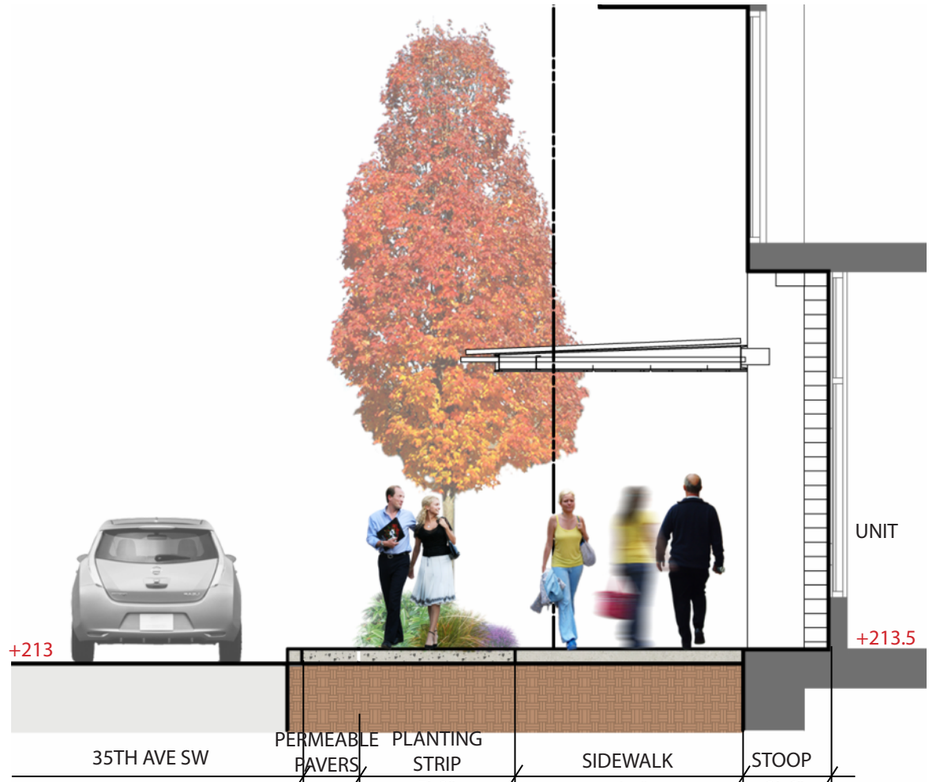
03 DESIGN INTEGRATION

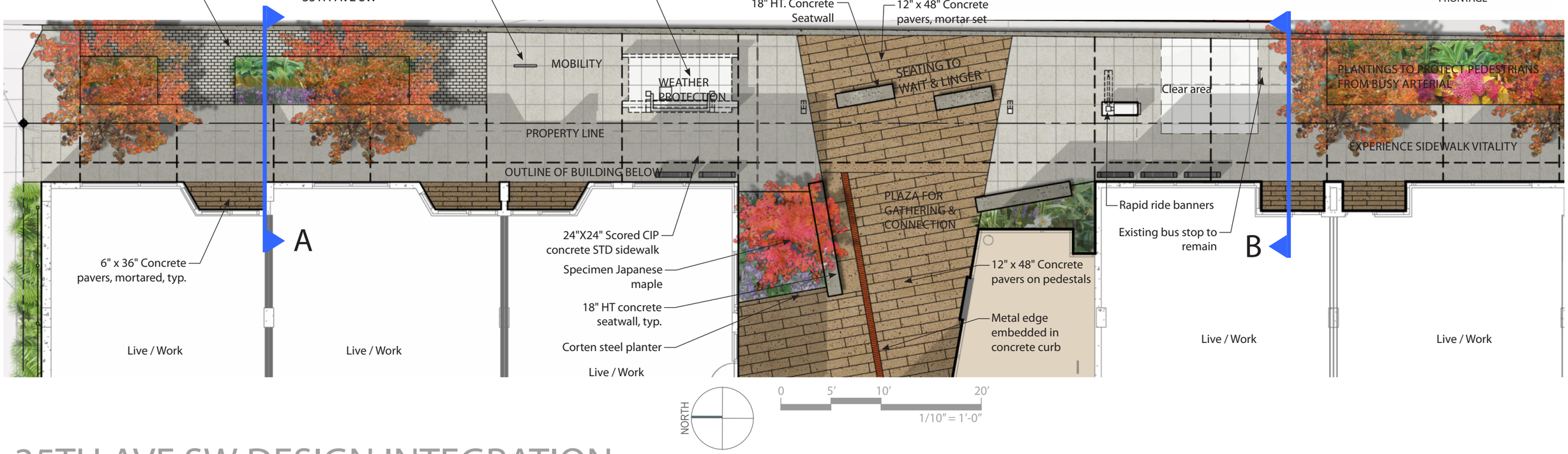




PLAZA EXPERIENCE

A 35TH AVE SW
NORTH BUILDING
SECTION
3/16" = 1'



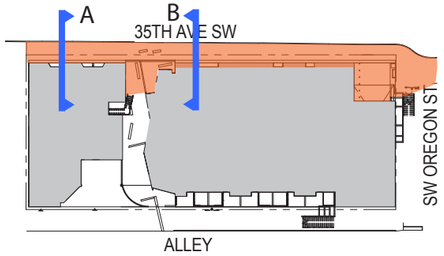


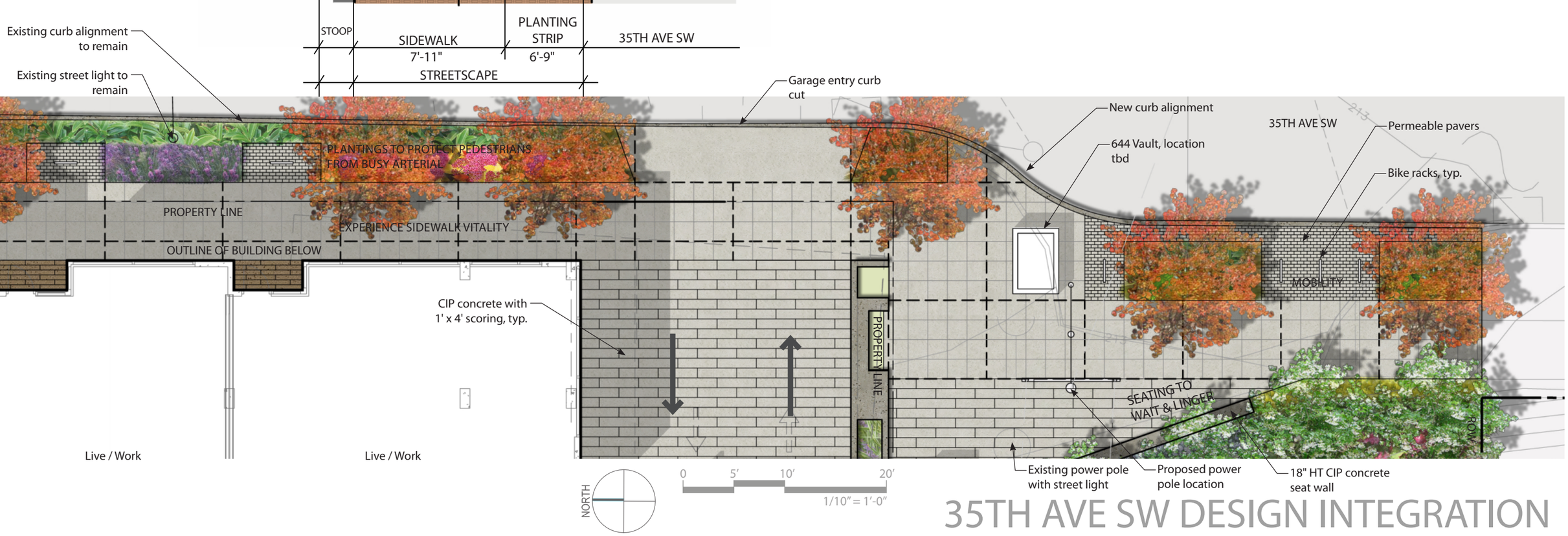
35TH AVE SW DESIGN INTEGRATION

GGLO
architecture | interior design | landscape architecture | planning & urban design

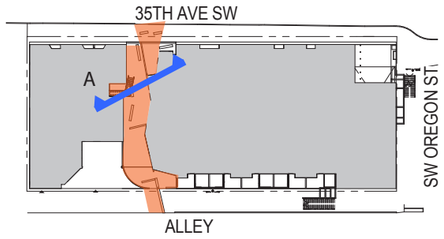
B

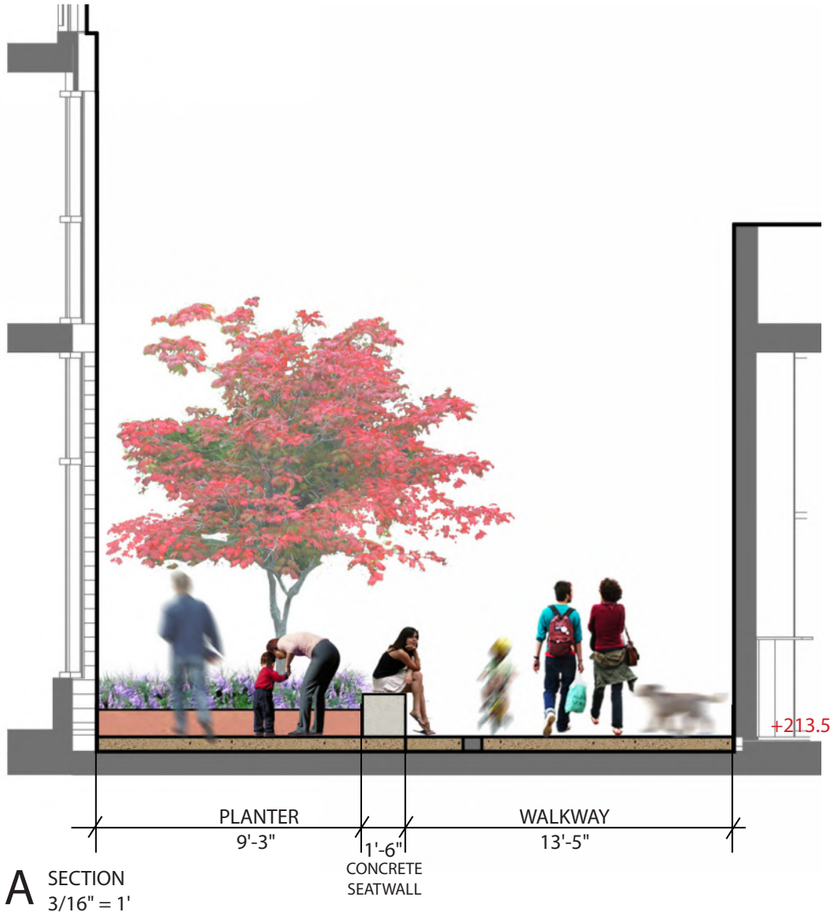
35TH AVE SW
SOUTH BUILDING
SECTION
3/16" = 1'





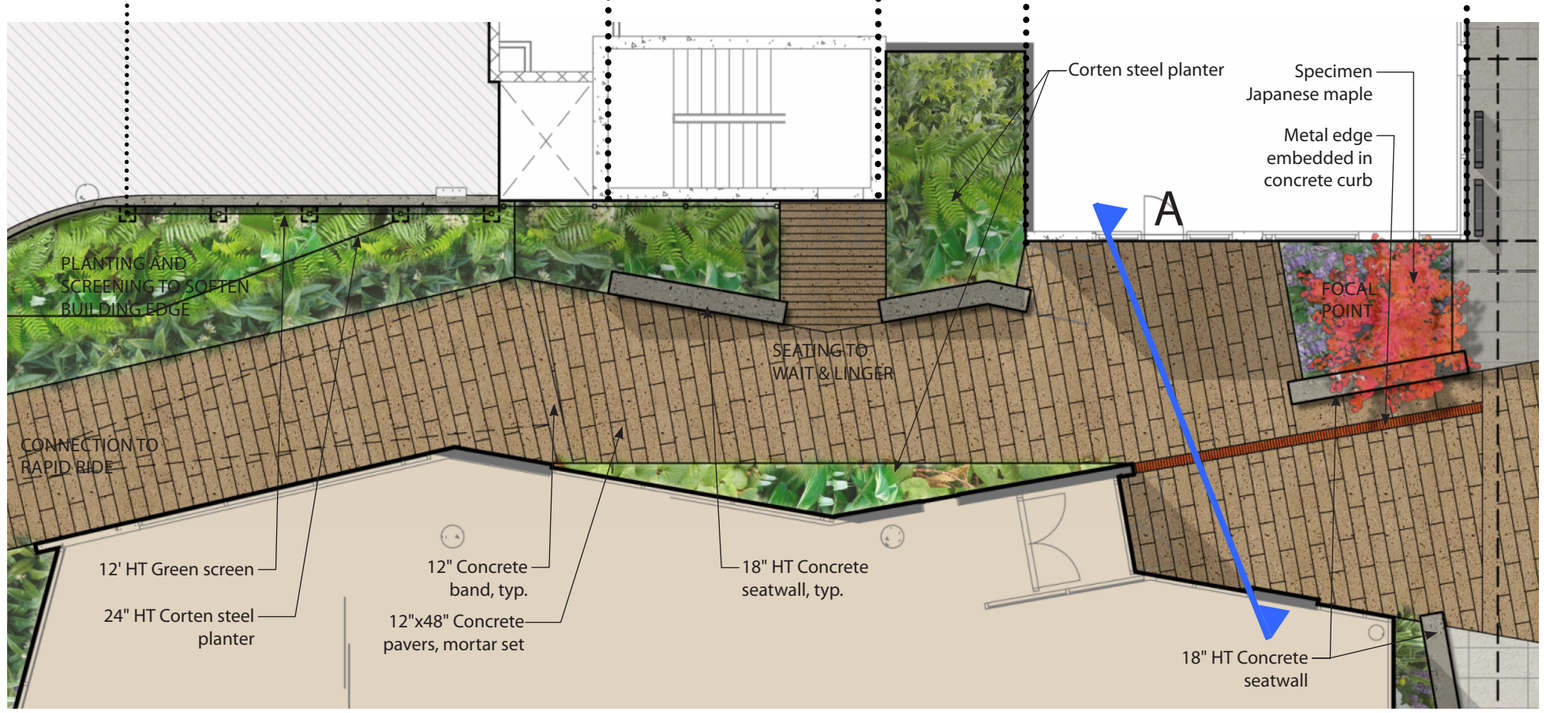
35TH AVE SW DESIGN INTEGRATION





A SECTION
3/16" = 1'

NORTH BUILDING ELEVATION



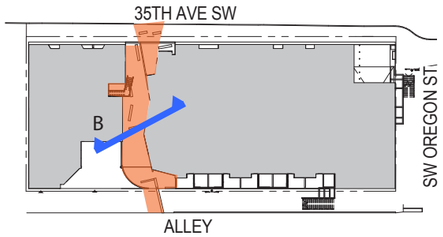
NORTH

0 5′ 10′ 20′

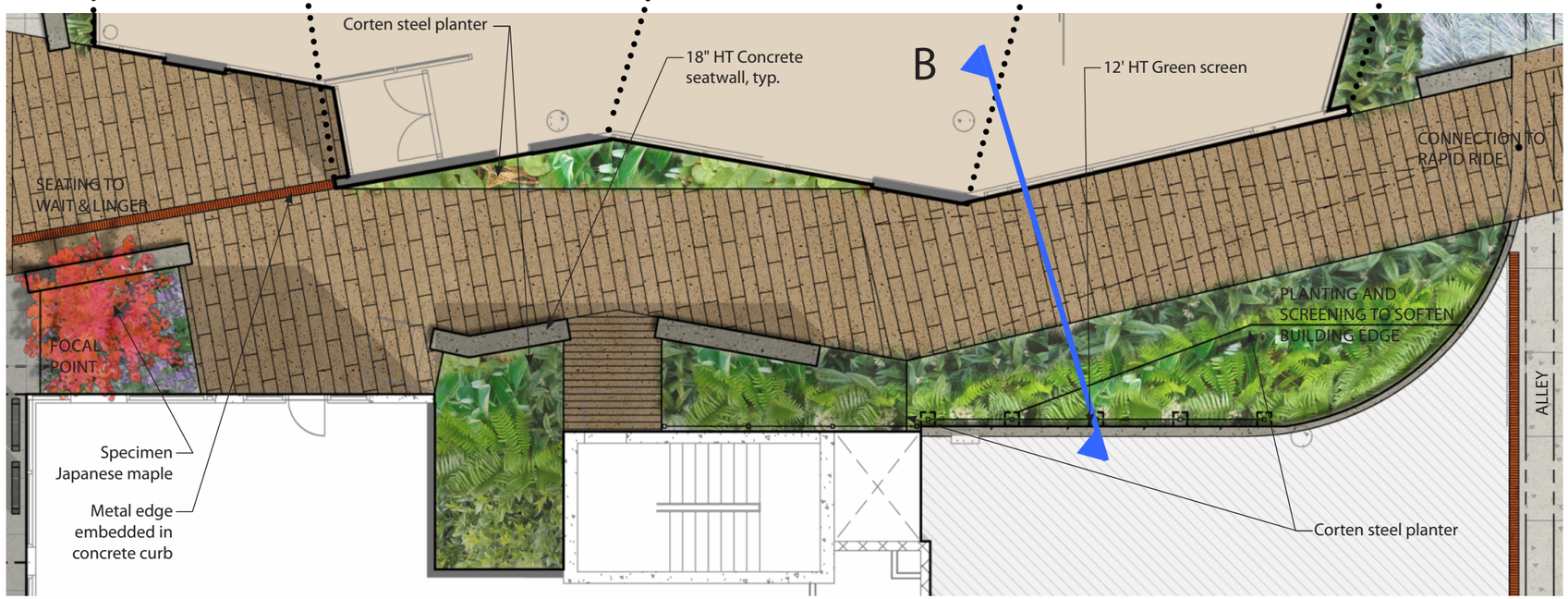
1/10″ = 1′-0″

PLAZA DESIGN INTEGRATION

SOUTH BUILDING ELEVATION



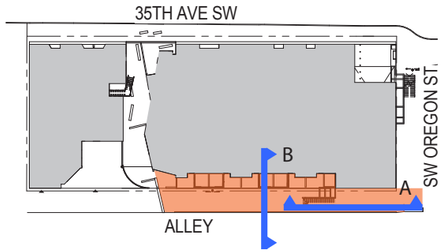
B SECTION
3/16" = 1'



NORTH

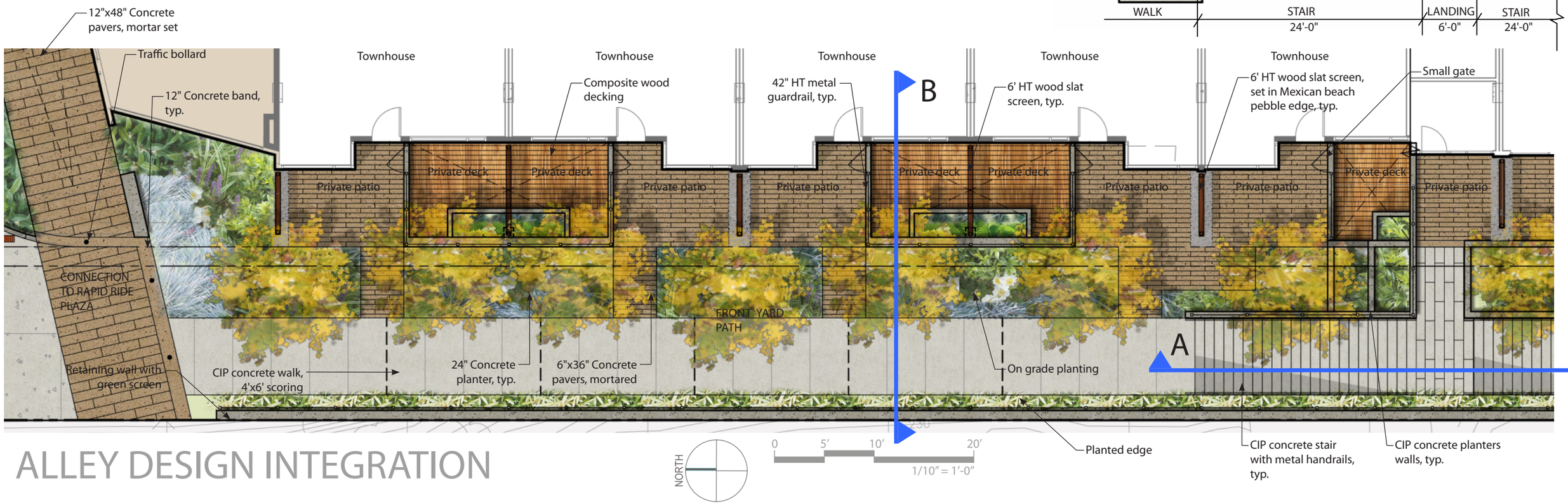
0 5′ 10′ 20′
1/10″ = 1′-0″

PLAZA DESIGN INTEGRATION



ALLEY EXPERIENCE

A ELEVATION
1"=10'

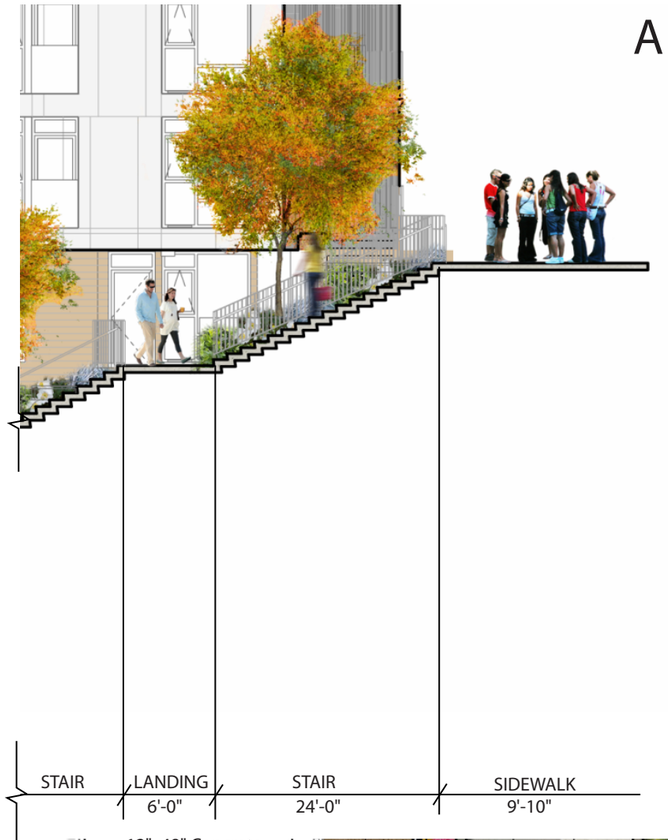


NORTH

0 5′ 10′ 20′

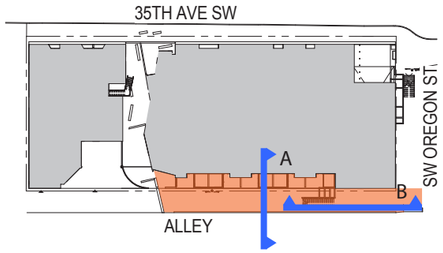
1/10″ = 1′-0″

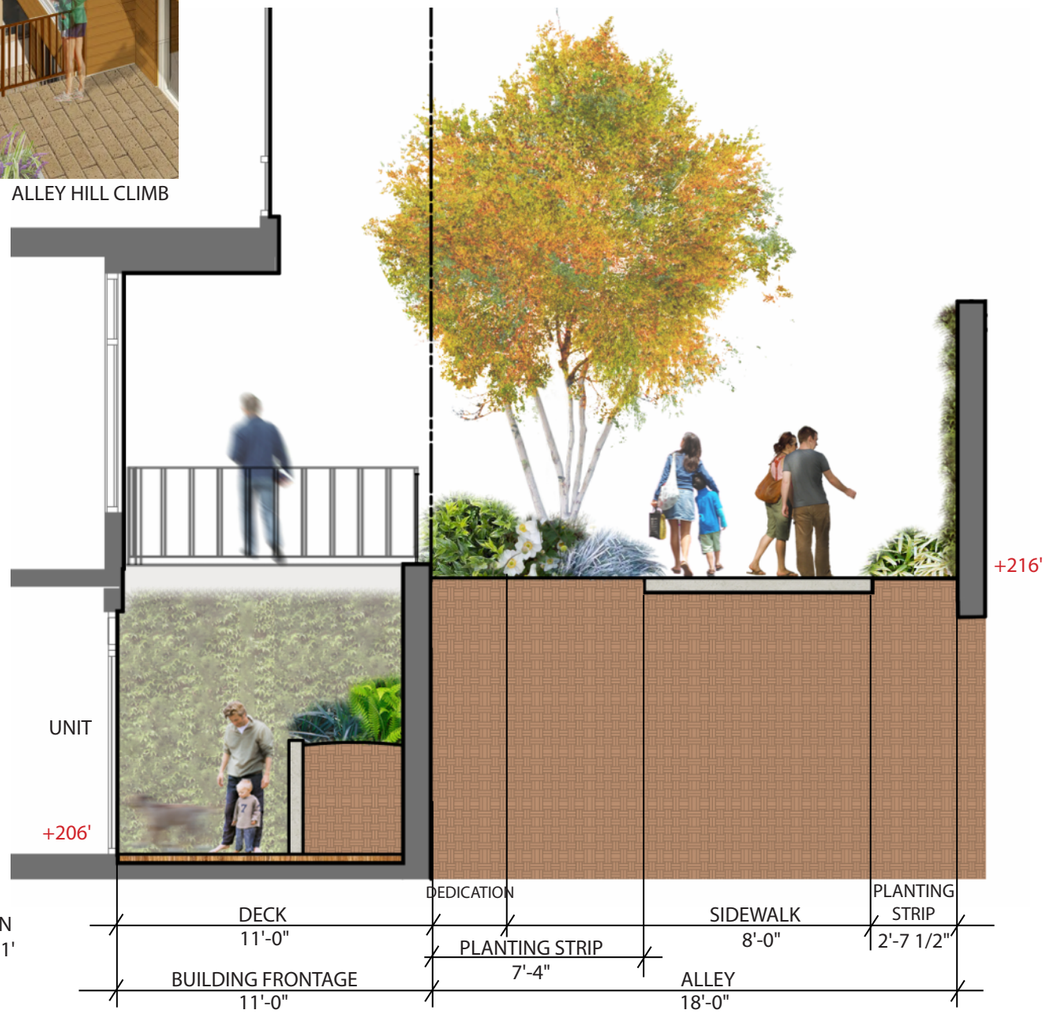
ALLEY DESIGN INTEGRATION



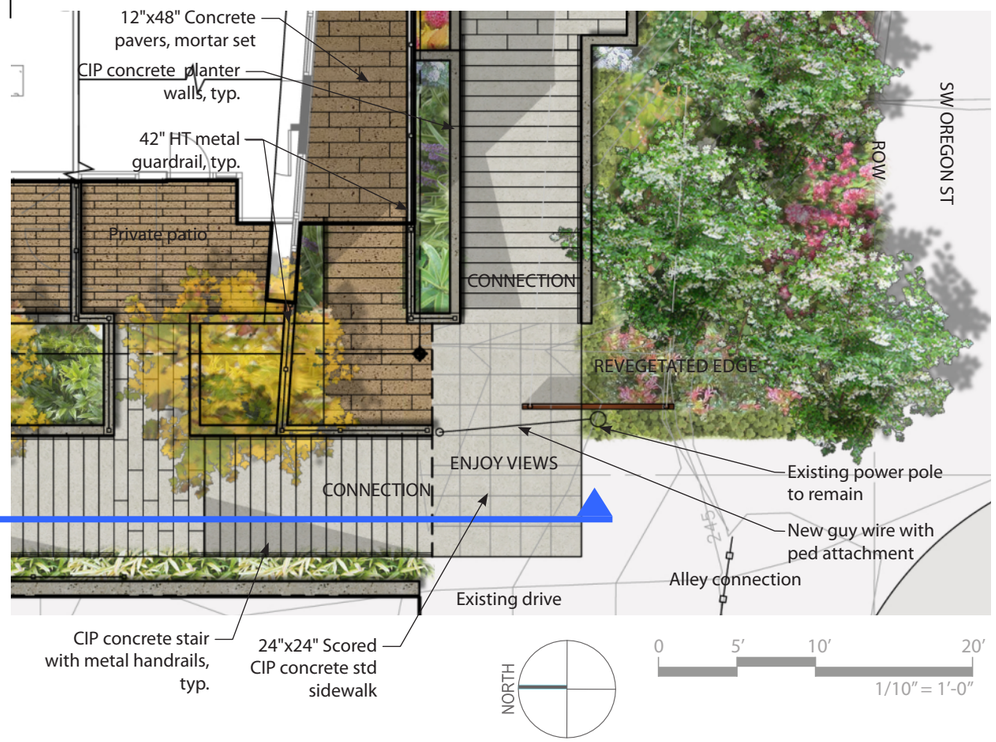
A ELEVATION
1"=10'

ALLEY HILL CLIMB

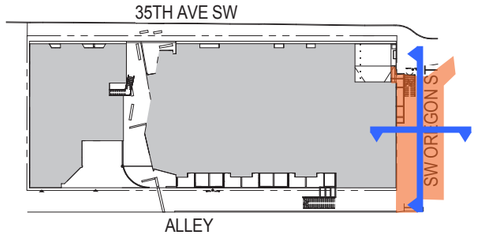




B SECTION
3/16" = 1'

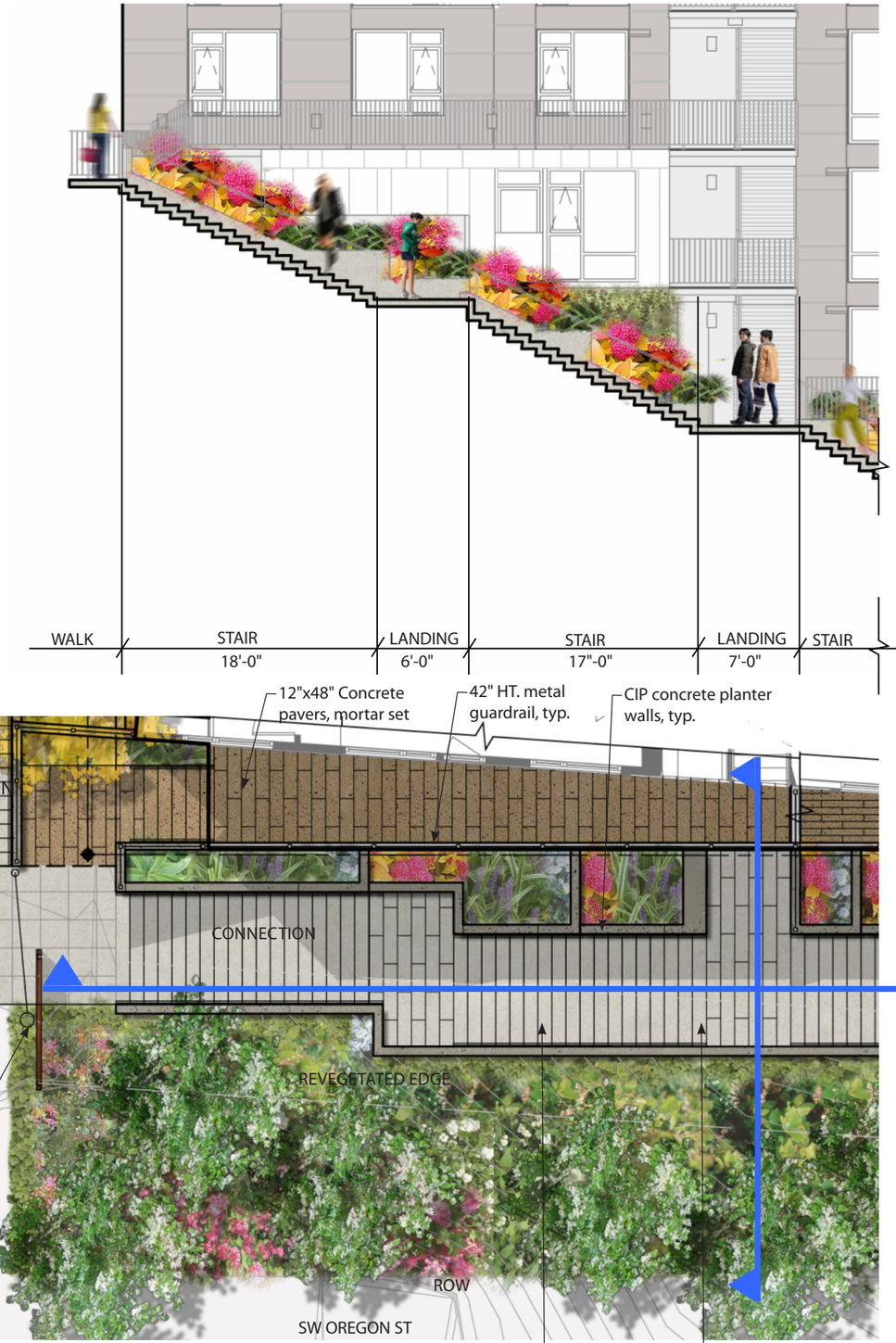


ALLEY DESIGN INTEGRATION

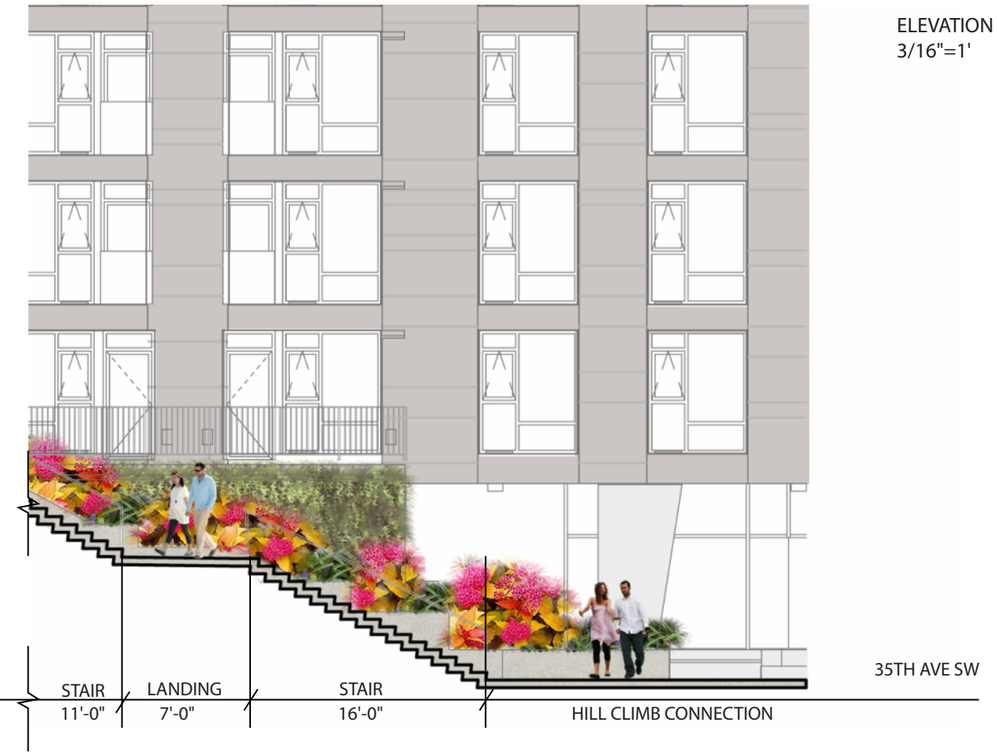


SECTION

ELEVATION
3/16"=1'

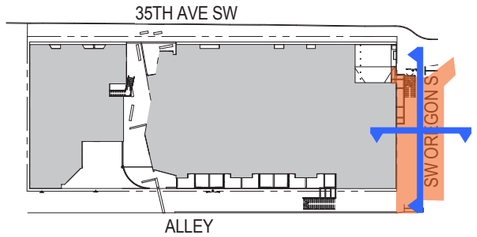


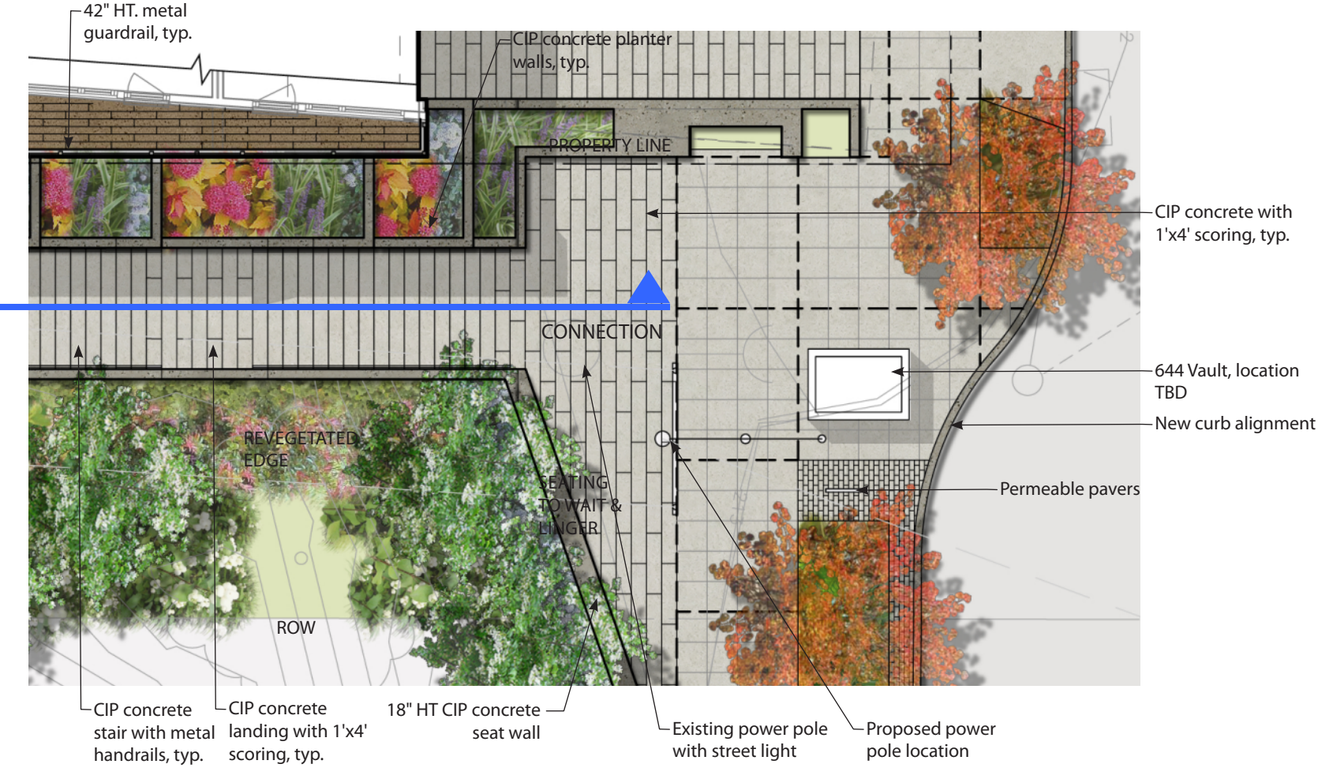
SW OREGON STREET DESIGN INTEGRATION



ELEVATION
3/16"=1'

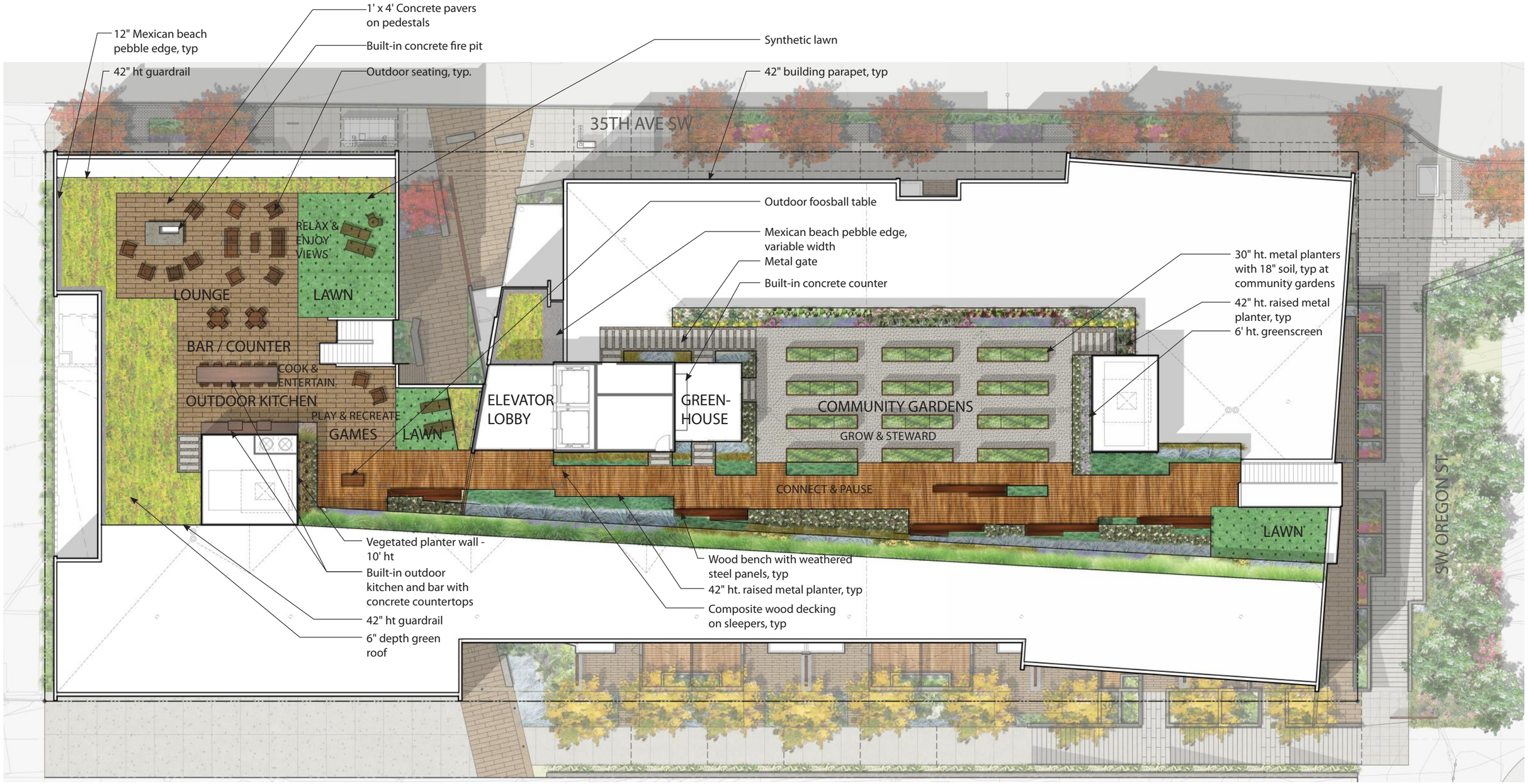
OREGON ST. HILL CLIMB





HILL CLIMB EXPERIENCE

SW OREGON STREET DESIGN INTEGRATION



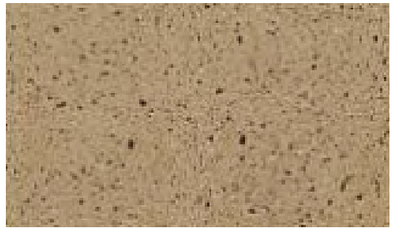
ROOF DESIGN INTEGRATION

PAVERS / PAVEMENT / ROOF ELEMENTS


Corten Steel Planter


Concrete Fire Pit

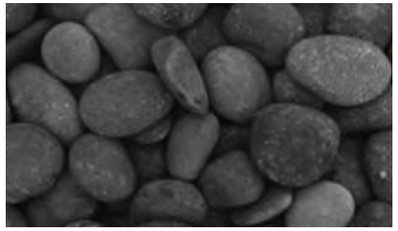

8' Ht. Green Screen


1'x4' Concrete Pavers on Pedestal - Almond


1'x4' Concrete Paver Set in Crushed Rock

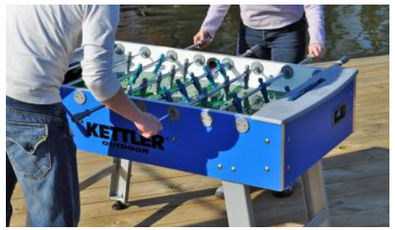

Synthetic Turf


Crushed Rock


Mexican Black Beach Pebble Edge


Composite Wood Decking

PEDESTRIAN FEATURES



Outdoor Foosball Table


Outdoor Sitting


Outdoor Lounge

P-patch Metal Trough


Bench


Step Light


Path Light

ROOF MATERIALS

SHRUBS


Dwarf Blueberry


Dwarf Rosemary


Evergreen Huckleberry


Grosso Lavender


Highbush Blueberry


Nootka Rose


Oregon Grape


Red Flowering Currant


Shrubby Penstemon

GRASSES AND FERNS


Black Mondo Grass


Blue Fescue


Blue Grama


Maiden Grass


New Zealand Sedge

PERENNIALS / VINES / GROUND COVERS


Autumn Fire Sedum


Avalanche Evergreen Clematis


Black Eyed Susan


Chinese Star Jasmine


Common Chives


Common Sage


Common Thyme


Firecracker Penstemon


Green Carpet Raspberry


Green Roof


Hardy Kiwi


Island Alum Root


Purple Coneflower


Sage

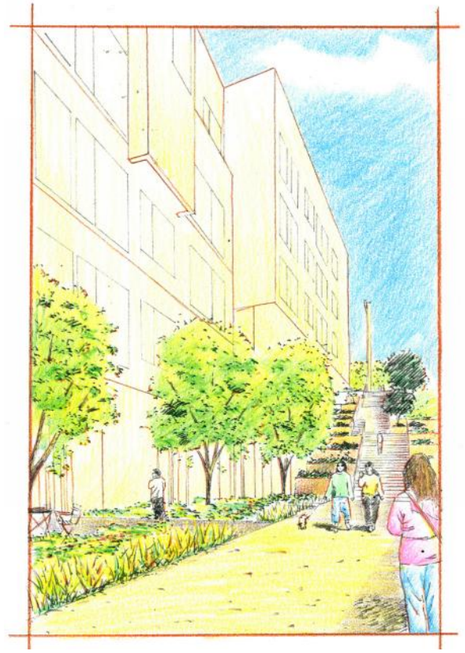

Sea Holly


White Coneflower


Wild Strawberry

ROOF PLANTING PALETTE

04 TECHNICAL INFORMATION



Guideline A-1: Responding to Site Characteristics

The 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.

RESPONSE

The project site is located on the west side of 35th Ave SW, north of SW Oregon St, east of an unimproved alley, and south of a commercial fast food restaurant. 35th Ave SW is an arterial and a public transit route. Both SW Oregon St and the unimproved alley are located in an ECA and not through right-of-ways. The site is relatively flat except for the SW corner which slopes rapidly up SW Oregon St and the unimproved alley to 36th Ave SW.
The proposed building is designed to provide a wide sidewalk along 35th Ave SW with non-residential use at the ground level. Due to the steep slopes on SW Oregon St and the unimproved alley, the design proposes to close vehicular access and provide a hill climb connection for pedestrian access. The building steps up with grade and accommodates elevation changes, incorporating pedestrian entries from upper levels to both hill climbs. The plaza responds to the important Rapid Ride stop, and creates a convivial place to wait or to be dropped off from.

Guideline A-2: Streetscape Compatibility

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

RESPONSE

The proposed building facing 35th Ave SW is broken down into smaller masses in response to façade length and visual variation at the sidewalk when seen from across the street. The residential massing above the ground level is setback 4' in the middle portion, to reduce the building bulk and provide for façade variation.
The building massing has two 'book ends' that protrude out and engage the space above the sidewalk.
Sidewalks on 35th Ave SW are 8' wide with a 6' planting strip, and incorporates many elements at the Rapid Ride stop that will weave the street and plaza, such as a new shelter, banners, lean rails, weather protection and seating.
The plaza located at the ground level connects the sidewalk to the residential lobby and a walkway links to the alley. The landscape character is focused on safety, residential feel and mitigation of the retaining wall to the west.
The hill climb alignment is a clear path flanked by multi-stemmed trees, vegetated screens, and lit with catenary lighting above to create a human-scaled space. The building has an 8' setback along the alley to incorporate private terraces and strengthen the residential character.
The proposed residential entrances at the south façade are strategically placed to match the hill climb landings on SW Oregon St. The building mass is at an angle that engages the hill climb and is more visible from the west side of SW Oregon St.

Guideline A-4: Human Activity

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

RESPONSE

The plaza at the ground level is an amenity for the residents, transit riders, retail patrons, as well as pedestrians. The proposed hill climb stairs will provide a pedestrian connection for the surrounding community. The proposed townhouses facing the alley will have human scale elements to give residential and pedestrian character and transparency with clear sightlines to provide visual surveillance. The live-work units along 35th Ave SW will also have an appropriate pedestrian scale. During business hours, 35th Avenue will have a vibrant street edge and will be well-used by transit riders. SW Oregon St and the alley's hill climbs are both practical and inviting gestures, welcoming the community and neighbors through the site and connecting them to where they need to go through an experiential space.

Guideline A-8: Parking and Vehicle Access

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

RESPONSE

The residential parking entrance is located at the NW corner of the property and is accessed from the alley. South of the entrance is a vehicular turnaround for utility trucks and for move in. In order to limit alley traffic and for ease of way finding, a small 5-stall convenience retail parking will be located in a garage that is accessed from 35th Ave SW, at the south end of the property. This location is the safest for pedestrians, minimizing impact to the 35th Avenue sidewalk by closing SW Oregon St to vehicular traffic and creating one curb that has high visibility.

Guideline C-2: Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roof line or top of a structured should be clearly distinguished from its façade walls.

RESPONSE

The building is distributed across three overall masses. There are 2 projecting masses at the north and south ends, which angles slightly toward the street. The exterior design is articulated by changes in exterior material and joinery related to the trajectory of these masses. The east and west façade of the two end masses are vertically embellished and the north and south façade are horizontally embellished. The building mass between the two end masses is articulated by a different material and accent colors. Window groups across all facades reflect the interior spaces on the building exterior.
The stair towers are open to the public exterior, reflect vertical movement and extend above the parapet. They are intended for continuous human-scale activity from the ground level towards the rooftop. At night, these vertical stair 'towers' will be well-lit in order to orient pedestrians and those approaching from the West Seattle Bridge.
The central tower at the main entry will have transparent aluminum glazing to allow pedestrians to see building occupants in the amenity-filled lobby areas at each floor. The glazing will continue from the ground level residential lobby up to the roof providing a visual unity and consistent fenestration pattern for upper and lower levels.
The ground-level retails are characterized by abundant storefront glazing with warm wood accents at individual live/ work entries. The concept integrates wood soffit canopies and plaza site furnishing textures and details. The selected exterior finish materials and building signs are deployed consistently at the ground level, hill climbs and the roof to highlight the building architecture.

Guideline C-3: Human Scale

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

RESPONSE

Along 35th Ave SW proposed storefront live/work units are set back from the sidewalk. The live work units will have individual entries along the sidewalk with signs. Artwork is proposed on the north façade above the ground level for pedestrian visual identity. Architectural element such as lean rail, benches, and seat walls will be provided at the public plazas in front of the main residential entry and the Oregon St hill climb. The townhouses along the alley will have landscape buffers and private terraces at each individual entry. Above each townhouse colorful bay windows will help to reduce the vertical scale and project a welcoming pedestrian oriented scale. The mid-portion of the building along 35th Ave SW will setback at level 2 to break up the building length. Residential balconies and terraces will add human scale to facade modulation.

Guideline C-4: Exterior Finsh Materials

Building exterior 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.

RESPONSE

The exterior building materials will be used specifically to highlight portions of the building that can be in direct contact with pedestrians and other areas that are visually related, but may not be within reach. The materials intended for human touch and within the immediate pedestrian views are high quality and it includes concrete, wood, concrete pavers and weathering steel (Corten).
The ground-level window frames will be a colored metal to match building accents. The quality of materials will extend up towards the units, so when viewed from the ground level the building will have an aura of precision, care and high-quality. The guardrails at unit balconies will be perforated metal patterns, similar to the artistic patterns to the proposed murals on the north façade.
The metal claddings above ground will have a metallic finish with a warm gray color that is juxtaposed with a corrugated texture galvalume (silver) type finish. These materials will reflect the variety of Seattle sky. In addition the facades are injected with small areas of bright color accents that will enliven and articulate modulations of the building mass.
Along the alley façade an abundance of wood cladding at the ground level will project residential scale and warmth. Above the ground level cementitious siding extends up the façade to simulate wood siding. A series of 'lantern-like' bays with colorful soffits will project from the west façade. The lighting and material finish in this area will project a welcoming pedestrian oriented scale and playfulness.
The architectural concept delineated by high-quality, tactile materials at the ground level will extend to the landscape features as well, including weathering steel fin walls located at concrete benches. The urban materials and textures will be softened by native and drought tolerant plantings at the site and hill climbs to create a rich environment oriented toward the human experience.

Guideline 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.

RESPONSE

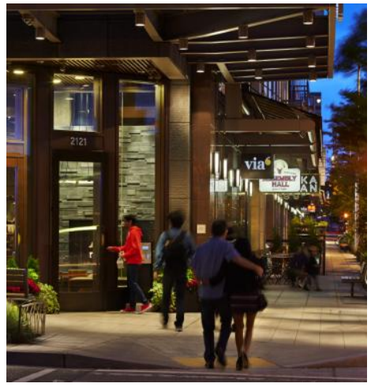
The project concept is to bring the public in and around the building while creating a safe, welcoming, engaging pedestrian environment. The public plaza creates a midblock crossing from SW 35th Avenue to the alley and pulls the residential entry from a busy arterial road to a sheltered, lushly planted, well paved and lit space. The east portion of the plaza is open to the sky, allowing for natural light into the space. The western portion of the plaza is covered by the building and has a height of 13'-6". The wide pavement area allows connecting to the planned pedestrian path / hill climb in the alley. The plaza is planned in conjunction with the Rapid Ride stop, and the design promotes interaction between commuters, neighbors and residents in the plaza.

Guideline D-6: Screening of Dumpsters, Utilities, and Service Areas

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

RESPONSE

The trash dumpsters will be stored in the Trash Room adjacent to the utility vehicle turnaround. The utility vehicle turnaround and the service area will be shielded from the public plaza with a solid wall that is covered with vegetated screens.



Guideline D-7: Pedestrian Safety

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

RESPONSE

Site and building lighting will be provided for pedestrian safety. Step lights will be provided at the Oregon St and Alley ROW hill climbs and wall sconces will be provided under the canopies along the sidewalk on 35th Ave. The public plaza on 35th Ave will have visual surveillance from the transit waiting lounge in the residential lobby and live/ work tenant. There will be eyes on the alley and the western portion of the public plaza with residential townhouses and the residential lounge. Catenary lights and individual townhouse entry lights will provide added security at night for pedestrians. Signs will be provided at commercial vehicle entries to warn pedestrians of oncoming traffic.

Guideline D-9: Commercial Signage

Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

RESPONSE

The proposed signage at the ground level for non-residential street use will be placed at the entry doors and scaled for pedestrian visibility. The building name and identity will be placed above the main residential entrance in the plaza. Signage will be visible, located above the retail parking garage entry on 35th Ave SW for visitors and private residential parking in the alley. All private residential entrances on the hill climbs and plaza will have signage indicating private residential use only and will use key cards access for security.

Guideline D-10: Commercial Lighting

Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

RESPONSE

Appropriate lighting levels will be provided at the retail shops along 35th Ave SW. Recess lights will be provide at each retail entry and wall sconces will be provided under the canopy. At the public plaza, lighting will be provided at landscape areas and site furnishings. The main building and parking garage signs will be lit at night for way finding.

Guideline 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 privacy for residents and a visually interesting street front for pedestrians. 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.

RESPONSE

The live work units on 35th avenue SW will have recessed entries from the street edge and have a commercial feel. Paving in these entries is enhanced, and lighting as well as signage gives each of these units an individual character. Residential entries at the alley will be setback from the alley by 8', giving room for a small paved terrace and individualized entries to the main pedestrian connection. Planting in the zone in the alley in front of the terraces is to be lush, textural but also flowering, giving the alley a residential character, but mindful of security and personal safety measures (clear sightlines, appropriate lighting). Great care was given to the design of the building entrances, to make them visible, welcoming and clear. The main entrance is setback from 35th, in the plaza, and activates the plaza while giving space to commercial space on 35th. Planting surrounds but does not overcrowd the entry. Paving is directional and focuses on the angles created by the lobby, and extend out to the curb for a bigger impact on the public realm, to invite pedestrians to stroll through and use both hill climbs. The residential entries on SW Oregon St are for private residential use and will have gates with key card access. Where possible, seating will be incorporated close to entry points for waiting or at mid hill climb for respite.

Guideline 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.

RESPONSE

The proposal creates great streetscapes, pedestrian paths and hill climb connections, and a public plaza at midblock. These street level improvements will greatly benefit the public. We are incorporating concrete pavers and pervious pavement in the design; and are proposing to soften blank walls with green screens planted with appropriate vines. Integration of lighting in the design will make the walkable connections safe and secure, and emphasize entries, pedestrian paths and architectural features. We want to accentuate the landscape with drought-tolerant, native plant materials that have color contrast, have interesting texture and bring human scale to the spaces. The second level will incorporate private terraces and the roof level will have a large amenity space for gardening, outdoor recreation and sunbathing, playing games, and to enjoy views.

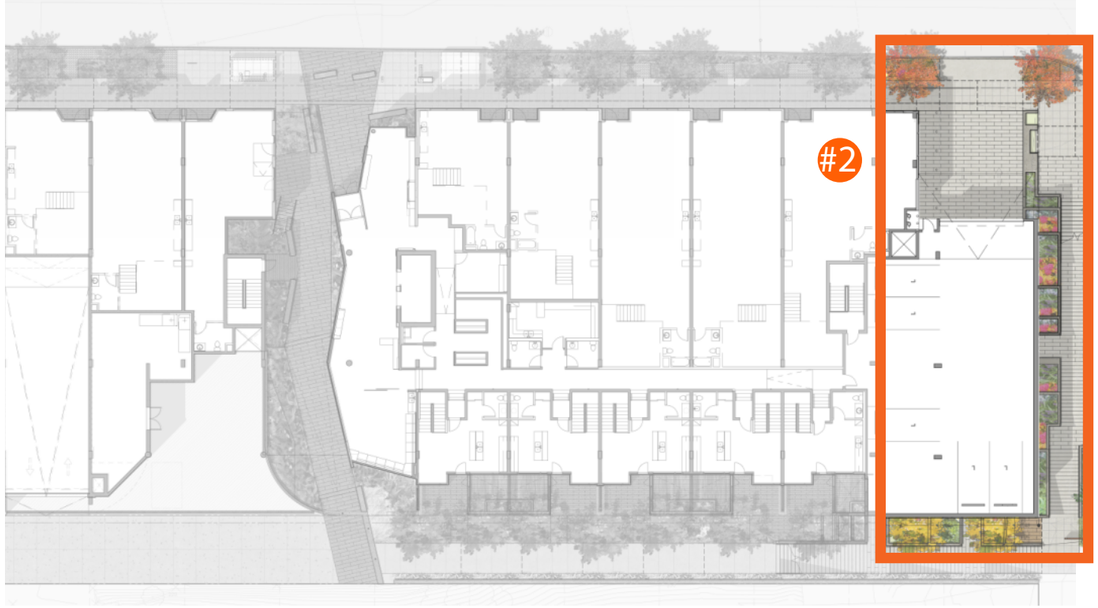
Guideline E-3: Landscape Design to Address Special Site Conditions

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

RESPONSE

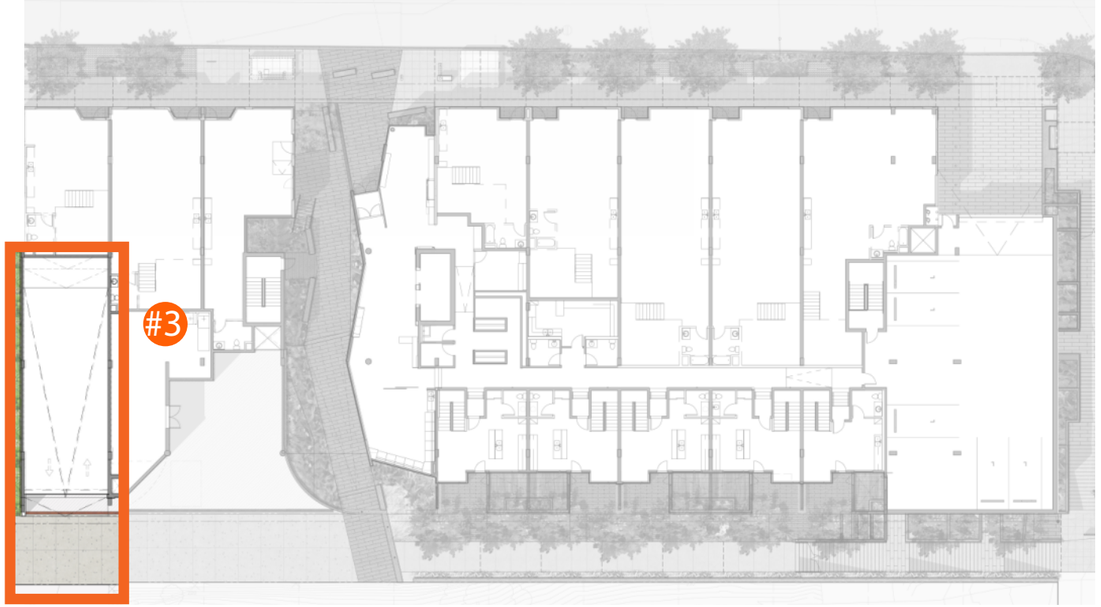
Planting on SW Oregon Street will be colorful and tidy on the north side of the stairs, when located in planter boxes. The grade on the south side of the stairs will be changed minimally to ensure slope stability. The slope will be re-vegetated to the centerline of the ROW, with a lush palette of native and adaptive plants that will have berries, seasonal color and subtle flowering. Treatment of the plantings at 35th and SW Oregon Street will continue to be native along the west edge of the sidewalk, where a seat wall is planned. Rest of planting in that area will follow the palette established for 35th Avenue SW.

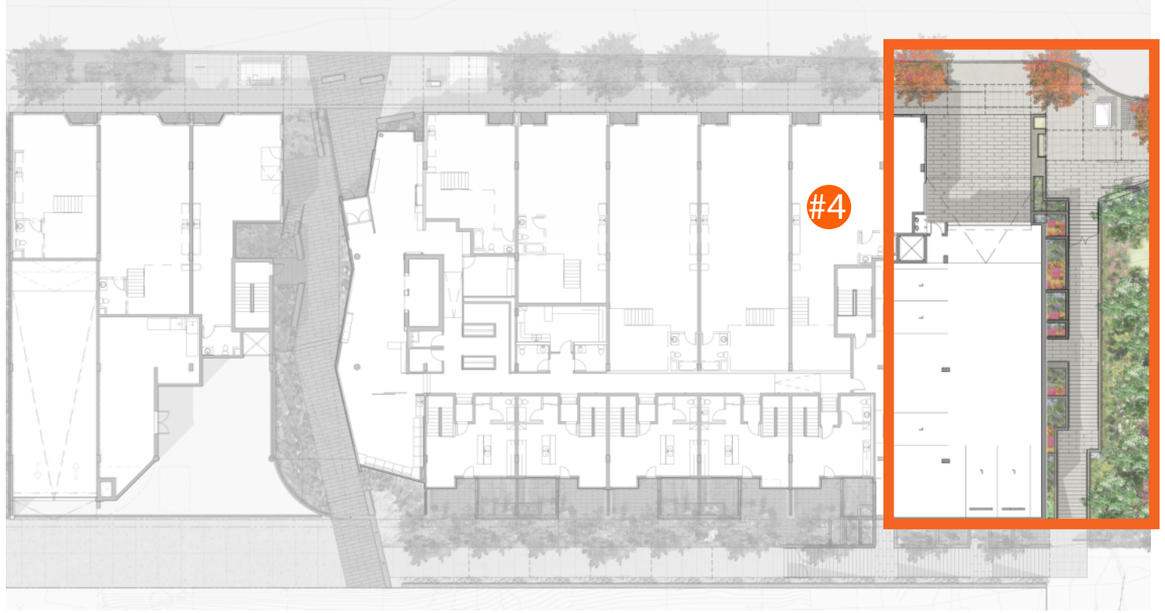
	REQUIREMENT	PROPOSED	REASON FOR DEPARTURE
#1 PARKING LOCATION AND ACCESS 23.47A.032.A AND C	A1. In NC zones the following rules apply: a. Access to parking shall be from the alley if lot abuts an alley improved to the standards of 23.53.030.C. c. If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1. C. When a lot fronts on two or more streets, the director will determine which of the streets will be considered the front lot line.	Vehicle access to parking for residents is provided from the alley at the West of the property. Vehicle access to parking for customers of ground floor commercial spaces and future residents is provided from 35th Ave SW near the southern boundary of the property.	For ground level commercial businesses to be successful, customers arriving by car will require clearly visible and convenient access to parking at street level. Providing vehicle access from SW Oregon Street is undesirable because it would preclude the ability to provide a hill climb within the Oregon Street ROW. Moving the existing curb cut along 35th away from the Rapid Ride stop improves safety for transit riders.
#2 PARKING LOCATION AND ACCESS 23.47A.032.B.1.b	Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. does not apply to access to parking meeting the standards of subsection 23.47A.032.A.	Parking for customers of ground-floor commercial spaces and future residents is provided within the structure, abutting SW Oregon Street, not separated by another permitted use. (Access to this parking is provided from 35 Ave SW. See Departure Request #1 for further information.)	SW Oregon Street slopes steeply up from 35th Ave SW towards 36th Ave SW. Parking provided at ground floor level of the structure as measured from 35th Ave SW will be predominantly below grade along SW Oregon Street and is not visible from the public ROW. Blank Facade requirements are met. A hill climb is provided along SW Oregon Street to align with neighborhood goals identified in the West Seattle Triangle Urban Design Framework.



CODE DEPARTURES

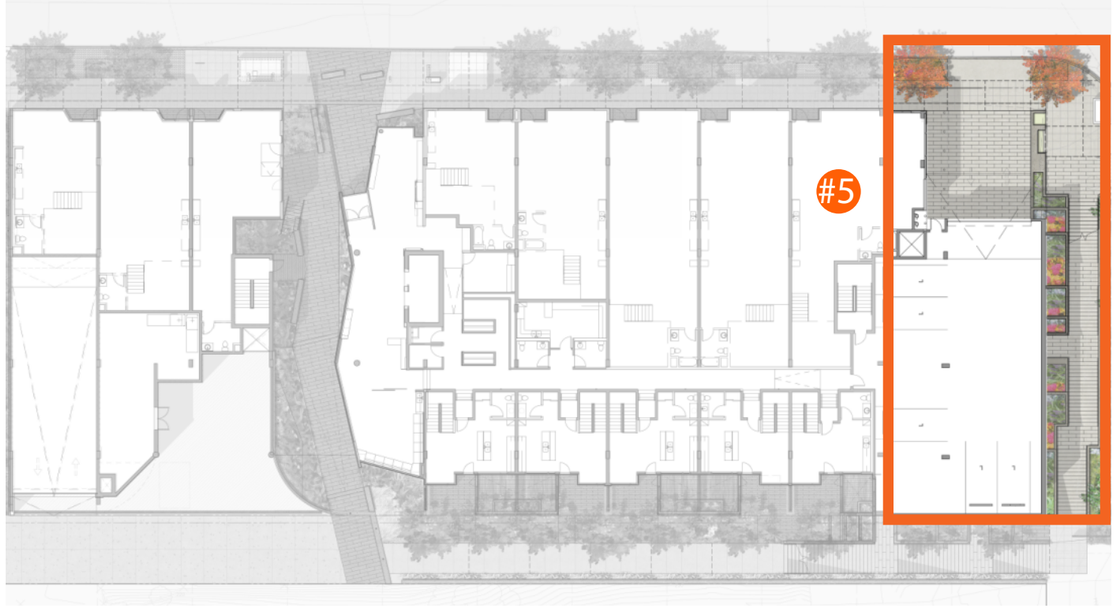
	REQUIREMENT	PROPOSED	REASON FOR DEPARTURE
#3 PARKING ACCESS DRIVEWAY SLOPE 23.54.030.D.3	No portion of a driveway, whether located on a lot or on a right of way shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.D.3.	Vehicle access to the below grade parking structure is provided by a ramped driveway with 20% slope.	Increasing the slope of the ramp from 15% to 20% will allow a straight run for vehicles entering and exiting the below grade structure. This minimizes the number of complicated vehicle turning movements required within the garage structure and improves safety and visibility. The existing grades at the lot boundaries necessitate a min. 20% slope for a ramp with a straight run. The additional amount of slope (20%) is the least amount necessary to accommodate constrained dimension of the lot At 20% slope, the driveway is a convenient and a safe egress and ingress vehicular access.
#4 STREET-LEVEL DEVELOPMENT STANDARDS: BLANK FACADES 23.47A.008.A.2.b & c	Blank facades between 2 feet above street level limited to 20 feet in length. Total of all blank facade segments may not exceed 40% of the street facing facade.	Street level street-facing facades on SW Oregon St is defined per 23.84A.012-"F", 23.86.023, 23.86.026, 23.86.028. Proposed blank facade is 28'-4" in length and 51% of the street level street-facing facade on SW Oregon St.	The steep nature of SW Oregon St will require non-traditional street frontage along the external stairway between 35th Ave SW and 36th Ave SW. This facade is a mix of public circulation, residential units, and parking garage. The blank portions of this facade will be mitigated with planter beds as well as vertical planted screens to enhance the natural, public pedestrian environment.





CODE DEPARTURES

	REQUIREMENT	PROPOSED	REASON FOR DEPARTURE
#5 STREET-LEVEL DEVELOPMENT STANDARDS: TRANSPARENCY 23.47A.008.B.2.a	60% of non-residential street-facing facade between 2 feet and 8 feet above sidewalk shall be transparent	The street level street-facing facade is defined per 23.86.023 with respect to the future sidewalk grade's elevation (pedestrian hill climb) on the SW Oregon St facade. Proposed transparency on SW Oregon St is 28%.	The steep nature of SW Oregon St will require non-traditional street frontage along the external stairway between 35th Ave SW and 36th Ave SW. The uses facing SW Oregon St are either enclosed parking, public exterior circulation, or residential units. The enclosed parking structure will have an opaque concrete wall which will be treated with planter beds as well as vertical planted screens. The exterior stair tower serving the building will be a center of activity and movement and since there is no wall separating it from the exterior of the building, can be thought of as being 100% transparent.



CODE DEPARTURES

GTC Gibson Traffic Consultants, Inc.
Transportation Planners and Traffic Engineers

MEMORANDUM

To: GGLO
From: Matthew Palmer, PE
Project: Trinsic West Seattle, GTC 13-022
Subject: Alley Width
Date: May 20, 2013

Gibson Traffic Consultants (GTC) has been retained to review the alley width for the Trinsic West Seattle project based on Seattle Municipal Code (SMC) and best engineering practices based on the constraints of the site. GTC staff has been to the site and reviewed the access and preliminary site plans/survey.

Alley Access Options and Concerns:

The site is zoned NC3-65. SMC 23.47A.032(1)a directs access to parking to the alley if the alley can meet SMC 23.53.030 standards. SMC 23.53.030 B.2 Table A and SMC 23.53.030 C Table B indicated the ROW for NC3 zoning should be 20 feet and the minimum width of pavement for an existing alley should be 16 feet or 20 feet for a new alley to standards. In this case the alley presently has insufficient ROW width needs to the north;

There appears to be only 16-feet of off-site ROW not the full 20-feet required. The existing power pole reduces the pavement width to less than 16-feet north of the site. Even with the power pole relocated there is just 16 feet from the hardware building wall (west side of alley) to the edge of retaining wall of the KFC (east side of alley). A 20-foot ROW is typically required for a 16-foot minimum pavement to allow for shy distance to any structure.

The applicant is in the process of obtaining a 2-foot easement from the west side owner. With this easement the west side building will be relocated a minimum of 2 feet west. Additionally, the power pole will be relocated out of the existing alley ROW.

This will allow for 18 feet of pavement width from the existing turnaround out to Avalon which would exceed the minimum 16 feet identified in code for existing alleys.

- The proposed 180 midrise units would generate approximately 70 PM peak-hour trips (41 in /29 out) and 54 AM peak-hour trips (17 in/35 out). The distance of the off-site alley from SW Avalon Way to the parking garage entrance is approximately 100 feet. Even if vehicles travel at an average of 10 mph it will take less than 10 seconds to travel the length of the alley. Therefore, during the peak hours, there is only about 1 vehicle per minute wanting to use the alley the chances of two vehicles being in the alley at the same time are very low.

- Typical passenger vehicle is approximately 6 feet wide and garbage trucks average about 8 feet. Therefore even when the weekly garbage truck is entering the alley or the occasional truck there is sufficient room for a passenger vehicle and a garbage truck to pass each other within the proposed 18 feet of pavement width.

- The project is proposing a load/unload zone on 35th Avenue SW just south of the project. The commercial loading and major deliveries to the residences will occur from the parking garage off of 35th Avenue SW. As there will be a load zone and these deliveries typically occur outside of the peak hours it will mean larger vehicles will not need to enter the alley and not interfere with the existing operations of 35th Avenue SW.

- The project owner is also working with the adjacent property owner to ensure the alley entrance onto SW Avalon Way meets safe stopping sight distance and provide safe interaction with pedestrians on the SW Avalon Way sidewalk.

- The project has the retail parking proposed from 35th Avenue SW. Therefore, the vehicles entering the alley will primarily be residents of the building who are familiar with the alley geometry and operations

- The project has the retail parking proposed from 35th Avenue SW. Therefore, the vehicles entering the alley will primarily be residents of the building who are familiar with the alley geometry and operations

- There will be 18 feet of pavement from SW Avalon Way to the parking garage entrance of the building and to the proposed turnaround. The turnaround design is based on Figure 4-26 of the Seattle ROW manual and input from SPU staff.

Based on this analysis the proposed alley width of 18 feet from the turnaround north to Avalon would be sufficient to provide safe and operationally efficient ravel for the proposed volume and type of traffic expected to use the alley.

With any access to the alley SMC 23.53.030 E.b would indicate that there would need to be street to street connectivity of the alley (SW Avalon Way through to an improved SW Oregon Street) as SW Avalon Way is a minor arterial or a turnaround on the alley be provided. However, based on the topography, an alley extension to the south to SW Oregon Street also appears to be problematic due to grades and a turnaround would create significant hardship on the development potential of the lot.

If not alley access for parking access then SMC 23.47A.032 C would direct us to the unopened SW Oregon Street as it's a lower classification (side street) rather than 35th Avenue SW which is a principal arterial. The problem is the grade difference to the west makes connecting SW Oregon Street through to the west for vehicles extremely impractical (if not impossible to meet city road standards). Also, if the city does not require extension of SW Oregon Street to the west, a public road is required by code to have a public turnaround (cul-de-sac) which based on the topography is impractical to provide.

Therefore, either access to SW Oregon Street should be provided without the need to provide a public turnaround or access should be provided directly to 35th Avenue SW.

All surrounding parcels of SW Oregon Street are already fully developed with their own street/access network. SW Oregon Street cannot be extended father to the east due to the park and stadium and to the west it only serves as a parking area for the apartment facility to the south that already has connectivity to the south to SW Snoqualmie Street. Therefore, there is no practical need to provide public vehicular access to SW Oregon Street. Pedestrian connectivity along SW Oregon Street ROW however may be desirable for this area. Based on discussion with the architect; GTC understands a pedestrian connection from SW Oregon Street to an alley could be made if SW Oregon Street was not required to be opened to vehicles.

Although 35th Avenue SW is a principal arterial GTC is recommending direct access to 35th Avenue SW rather than an improved SW Oregon Street. If pedestrian connectivity is provided west to SW Oregon Street rather than vehicular access, 35th Avenue SW will be trading two existing curb cuts (at the north end of the property) and a road right-of-way for a single access point. A 20-foot driveway access is more pedestrian friendly to cross than a street (SW Oregon Street) for those pedestrians walking along 35th Avenue SW. A SW Oregon Street stub improved for the project access even with a turnaround would provide more confusion for drivers assuming a grid system and only invite inappropriate parking around the cul-de-sac.

Matthew Palmer, P.E.
Gibson Traffic Consultants, Inc.

City of Seattle

Street Improvement Exception Report
Project 3009518, 4435 35TH AVE SW

Exception Review Completed: 5/24/2013

Project Description: Land Use Application to allow a six-story structure with 170 residential units above 10,799 sq. ft. of commercial. Parking for 187 vehicles will be located at and below grade. Existing structure to be demolished.

Primary Applicant: Jodi O'hare

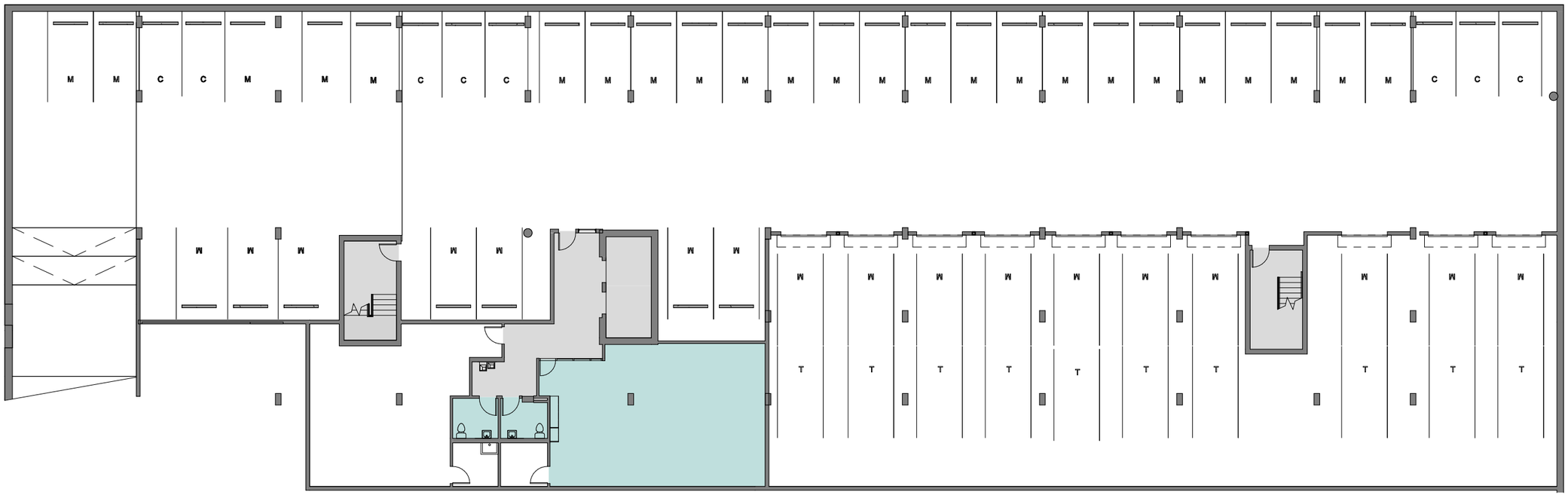
Questions About This Report
If you have questions about the information in this report, contact:
Lucas J DeHerrera, (206) 615-0724, lucas.deherrera@seattle.gov

Exception Determinations

Street/Alley Name	Exception Type	Request Date	Status	Action Date	Request Detail	Comments
35TH	SETBACK	4/25/2013	APPROVED		Allow 6' setback above grade and 4' below grade	
40TH ALLEY	PAVEMENT	4/25/2013	APPROVED		Waive improvements for a through alley, south of proposed turnaround.	
OREGON	PAVEMENT	4/25/2013	APPROVED		Waive cul-de-sac	

SDOT Permit Requirement

Group 3: Street Use Major (Type 45). Street Improvement Plan (SIP) must be accepted by SDOT prior to DPD intake.



NORTH

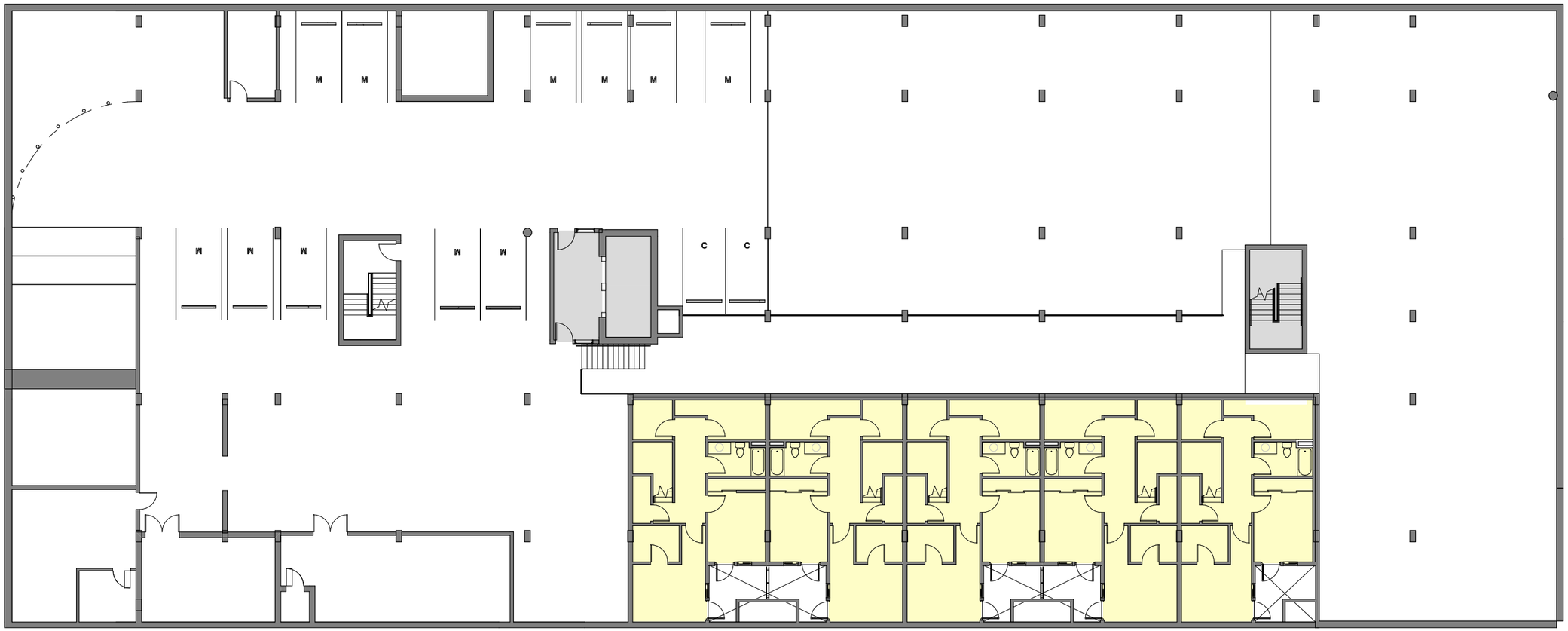
0 10′ 20′ 40′

1/20″ = 1′-0″

LEGEND

- STUDIO
- 1 BED
- 2 BED
- TOWNHOUSE
- NON-RESIDENTIAL USE (LIVE / WORK)
- AMENITY
- PRIVATE TERRACE
- CIRCULATION

FLOOR PLAN - P2



LEGEND

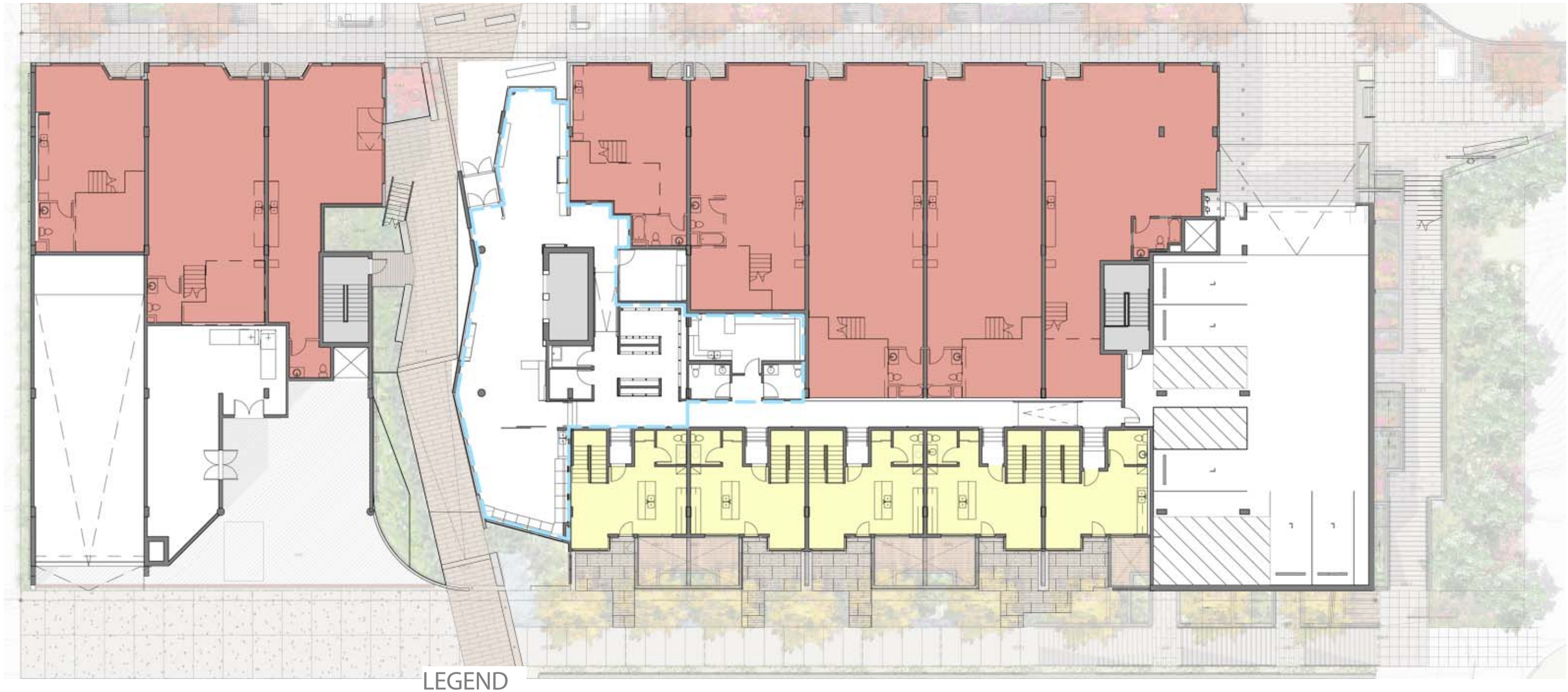
- STUDIO
- 1 BED
- 2 BED
- TOWNHOUSE
- NON-RESIDENTIAL USE (LIVE / WORK)
- AMENITY
- PRIVATE TERRACE
- CIRCULATION

0 10′ 20′ 40′

1/20″ = 1′-0″

NORTH

FLOOR PLAN - P1 AND P1 MEZZ



NORTH

0 10′ 20′ 40′

1/20″ = 1′-0″

LEGEND

- STUDIO
- 1 BED
- 2 BED
- TOWNHOUSE
- NON-RESIDENTIAL USE (LIVE / WORK)
- AMENITY
- PRIVATE TERRACE
- CIRCULATION

FLOOR PLAN - L1

LEGEND

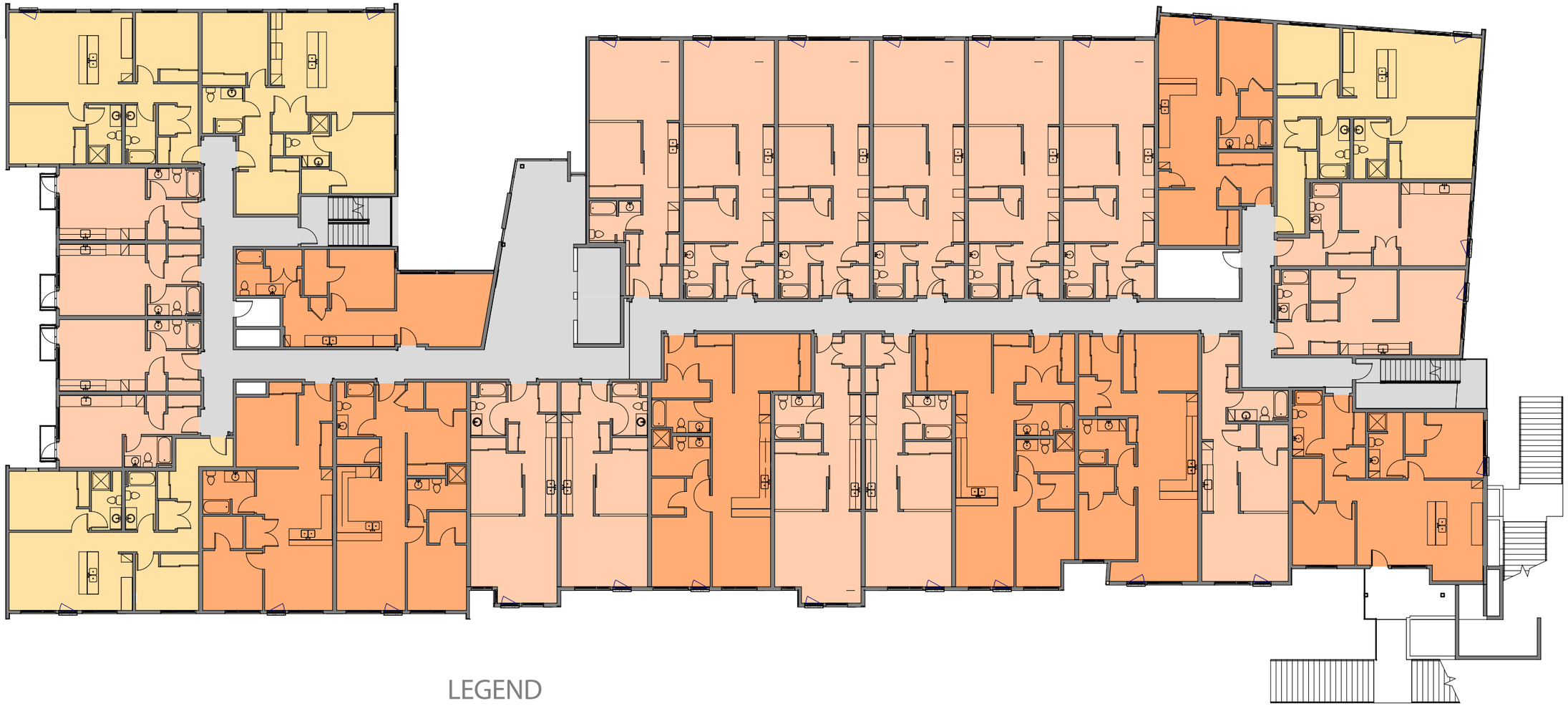
- STUDIO
- 1 BED
- 2 BED
- TOWNHOUSE
- NON-RESIDENTIAL USE (LIVE / WORK)
- AMENITY
- PRIVATE TERRACE
- CIRCULATION

0 10′ 20′ 40′

1/20″ = 1′-0″

NORTH

FLOOR PLAN - L2



NORTH

0 10′ 20′ 40′

1/20″ = 1′-0″

LEGEND

- STUDIO
- 1 BED
- 2 BED
- TOWNHOUSE
- NON-RESIDENTIAL USE (LIVE / WORK)
- AMENITY
- PRIVATE TERRACE
- CIRCULATION

FLOOR PLAN - L3

LEGEND

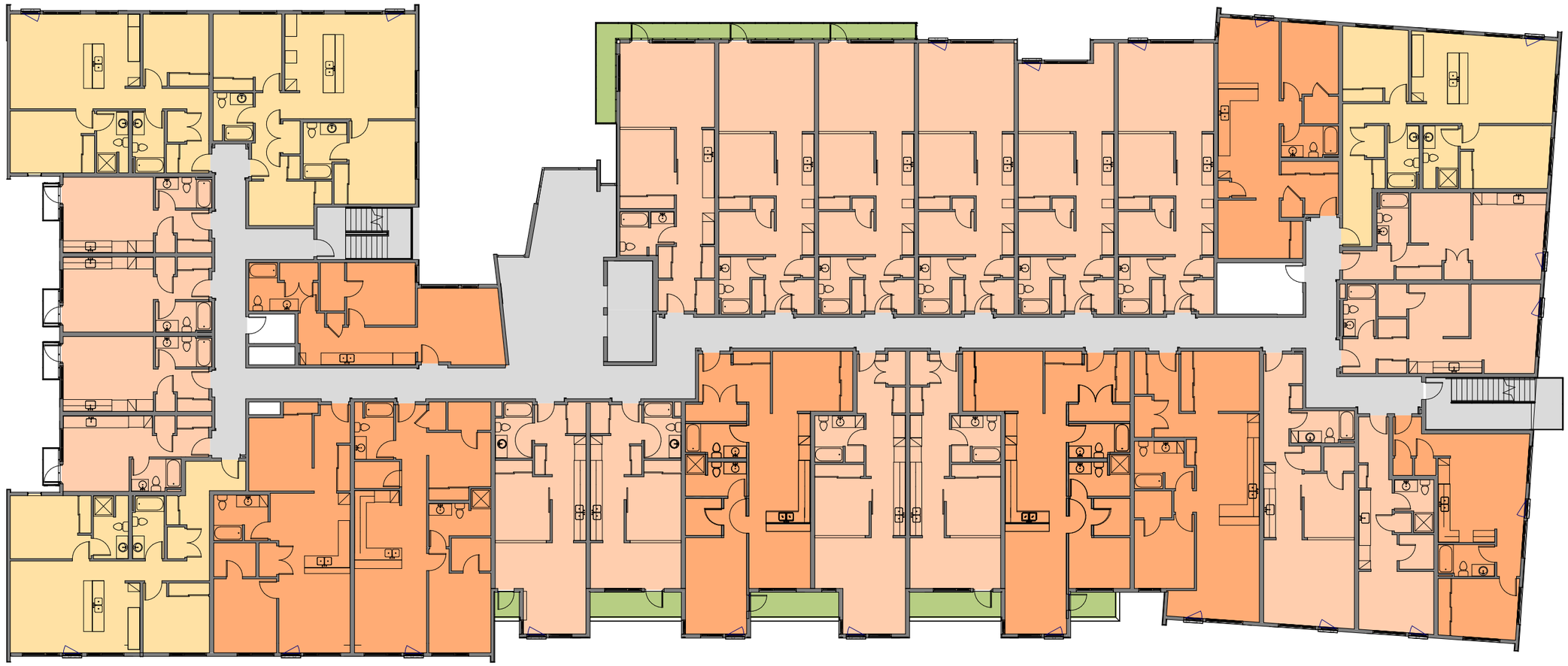
- STUDIO
- 1 BED
- 2 BED
- TOWNHOUSE
- NON-RESIDENTIAL USE (LIVE / WORK)
- AMENITY
- PRIVATE TERRACE
- CIRCULATION

0 10' 20' 40'

1/20" = 1'-0"

NORTH

FLOOR PLAN - L4



NORTH

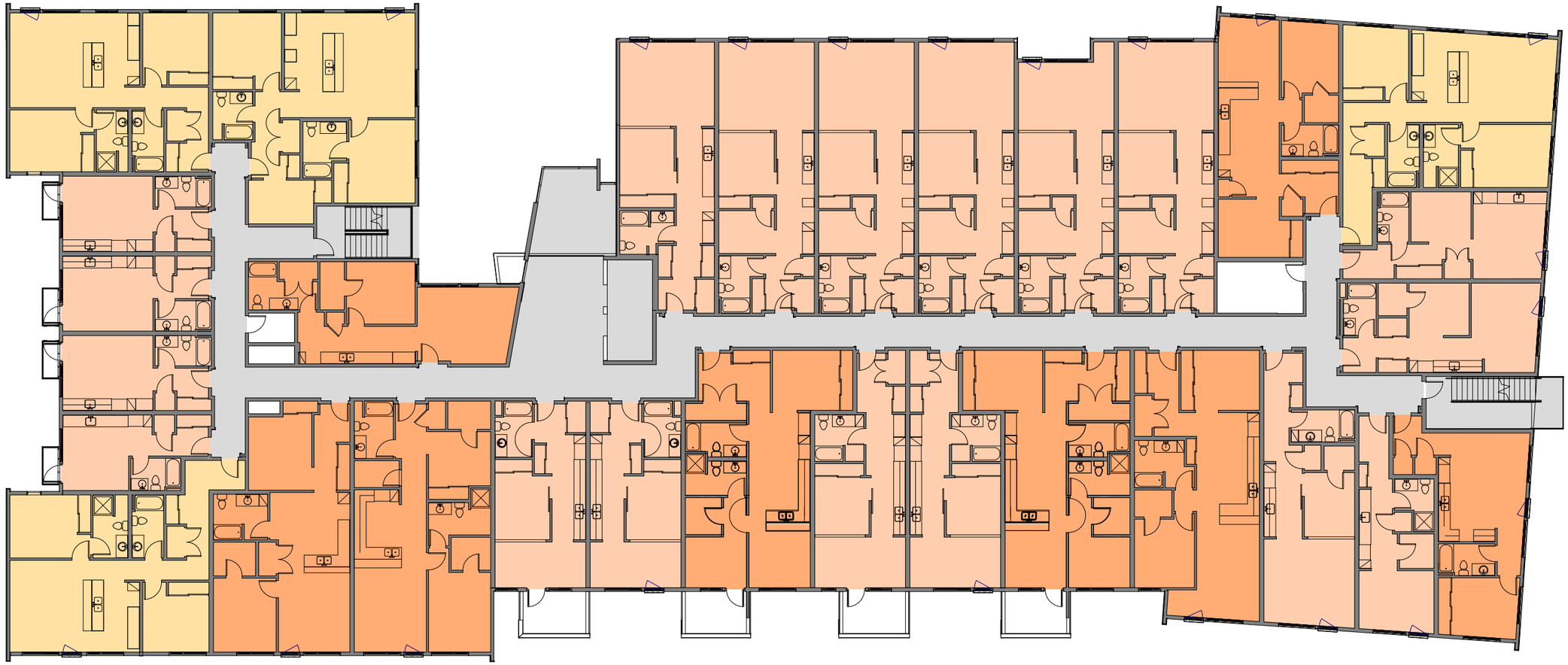
0 10' 20' 40'

1/20" = 1'-0"

LEGEND

- STUDIO
- 1 BED
- 2 BED
- TOWNHOUSE
- NON-RESIDENTIAL USE (LIVE / WORK)
- AMENITY
- PRIVATE TERRACE
- CIRCULATION

FLOOR PLAN - L5



LEGEND

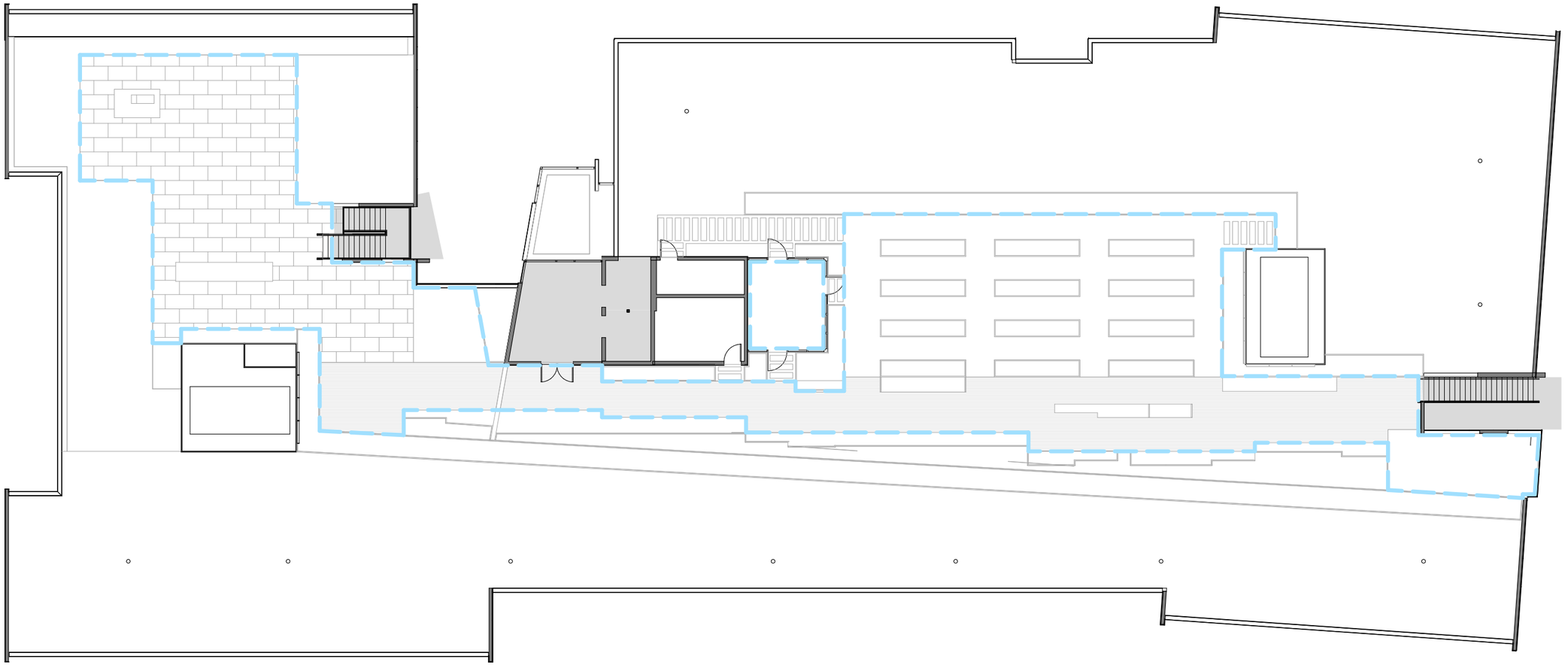
- STUDIO
- 1 BED
- 2 BED
- TOWNHOUSE
- NON-RESIDENTIAL USE (LIVE / WORK)
- AMENITY
- PRIVATE TERRACE
- CIRCULATION

0 10' 20' 40'

1/20" = 1'-0"

NORTH

FLOOR PLAN - L6



NORTH

0 10' 20' 40'

1/20″ = 1′-0″

LEGEND

- STUDIO
- 1 BED
- 2 BED
- TOWNHOUSE
- NON-RESIDENTIAL USE (LIVE / WORK)
- AMENITY
- PRIVATE TERRACE
- CIRCULATION

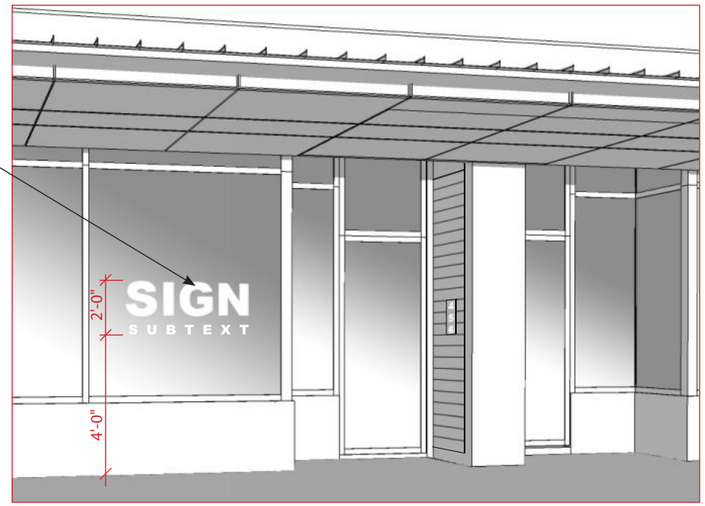
FLOOR PLAN - ROOF

Signage Character Example

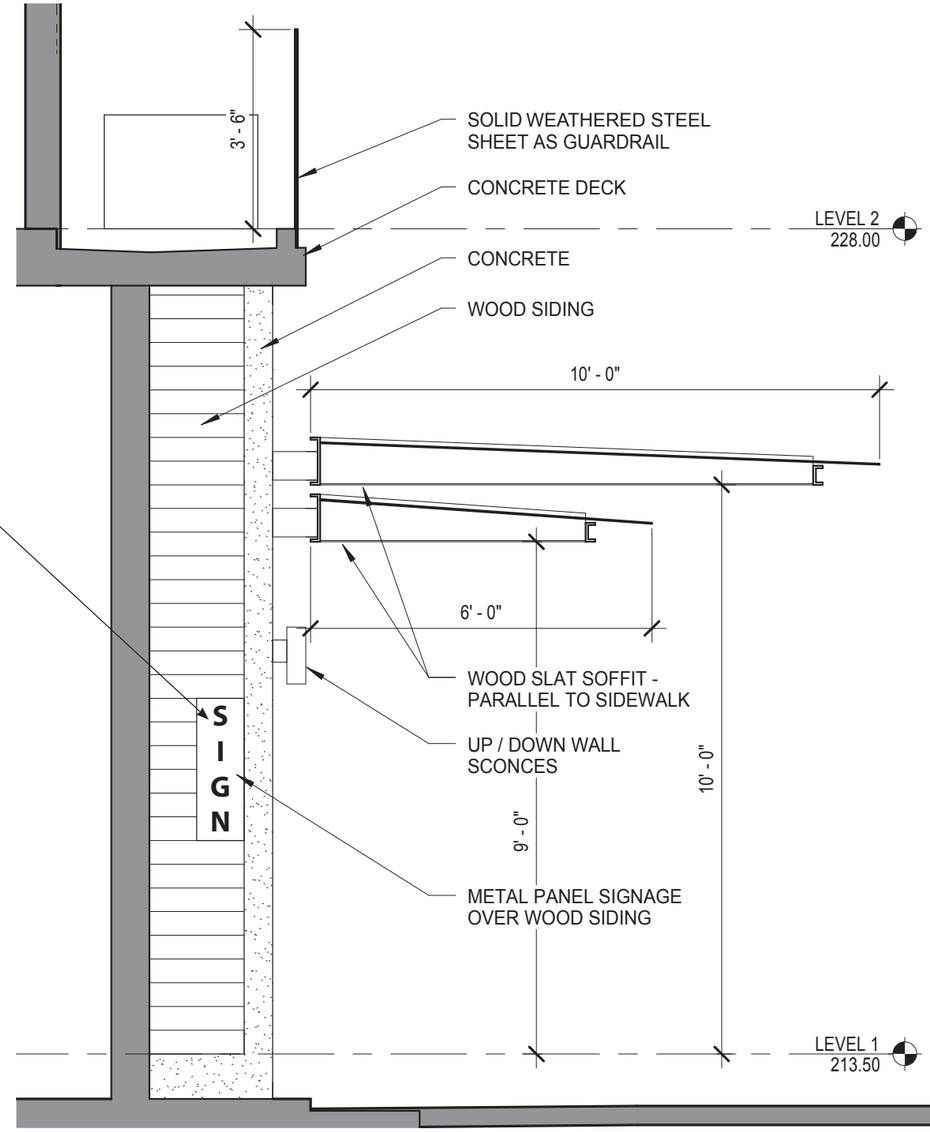
Signage Character Example

Live Work Entry

Option for custom neon signage in lieu of glass stencil signage



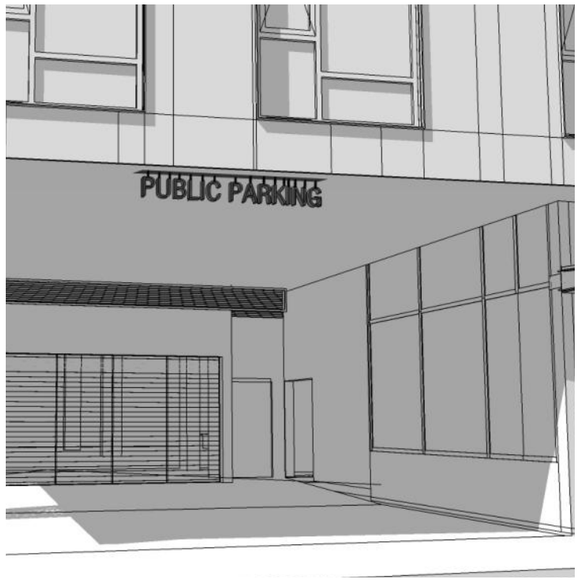
Live Work Entry



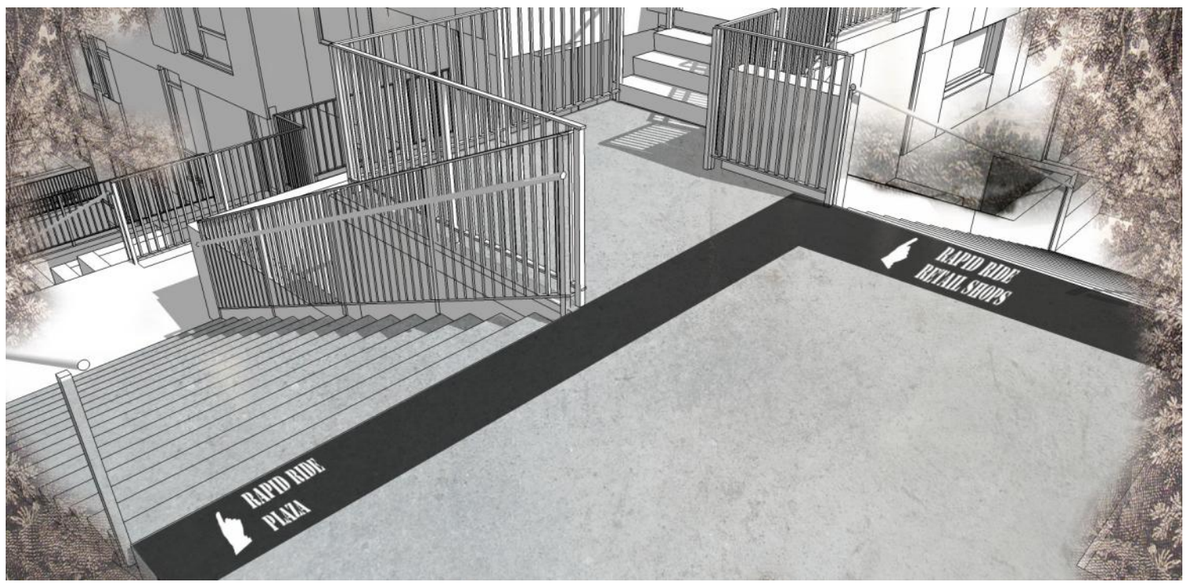
35th Ave SW Canopy Section

TYPICAL CANOPY SECTION AND SIGNAGE

Bottom of SW Oregon St Hillclimb



35th Ave SW Parking Entry



Top of Hillclimb

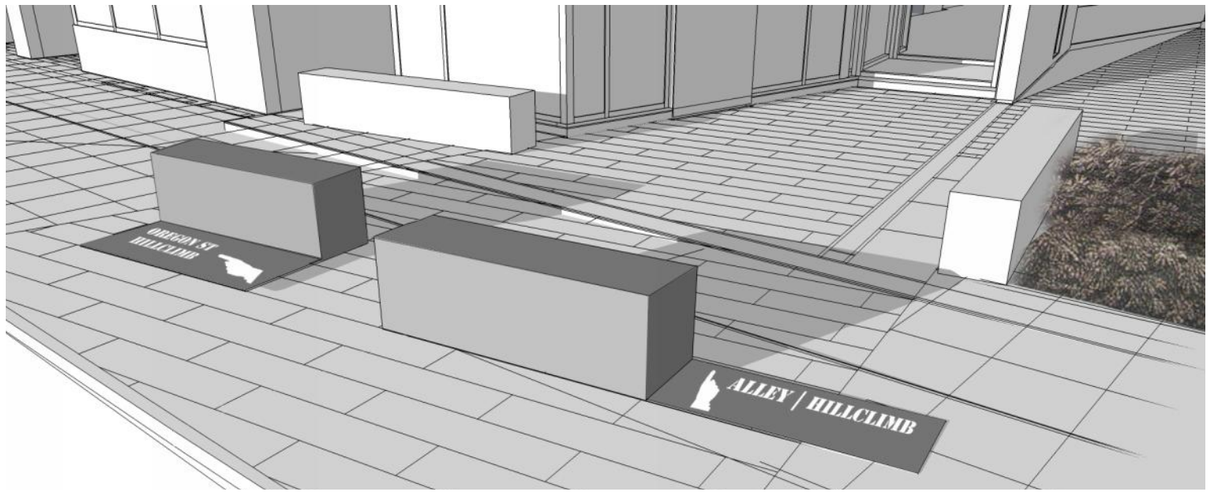
Townhome Entry

SIGNAGE EXHIBITS

"...architectural lettering cannot be reduced to function in the sense of legibility. Its function is to convey an impression, as well as to spell out words; also it is part of a whole, and must be related to the function and design of that whole."

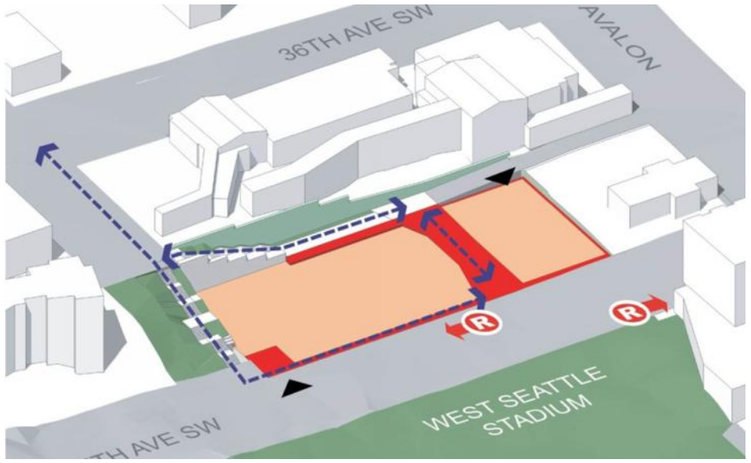
– Nicolete Gray, 1960

Main Entry

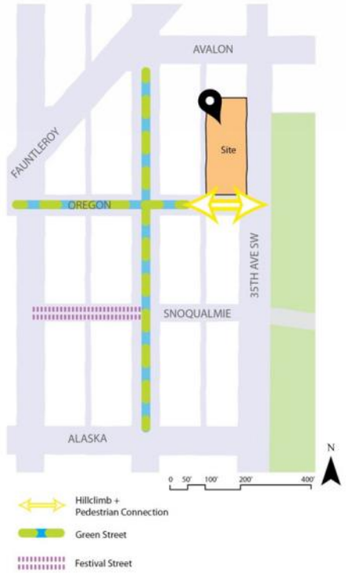


Plaza Benches

SIGNAGE EXHIBITS

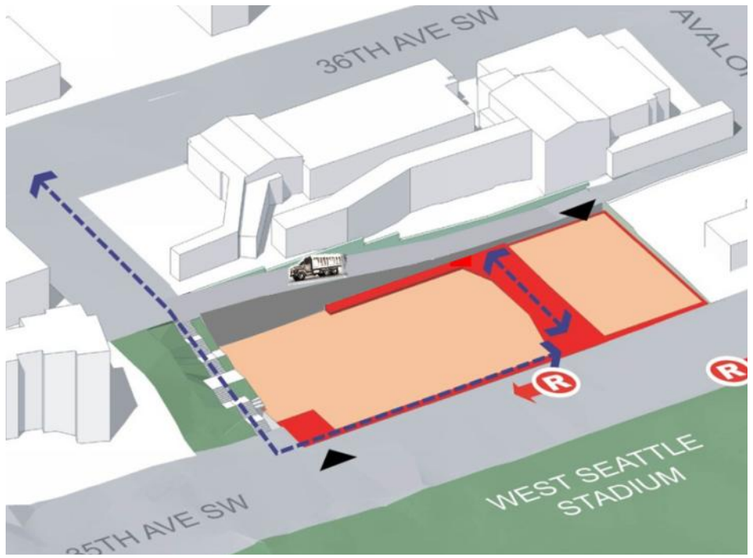


PEDESTRIAN HILLCLIMB



UDF RECOMMENDATIONS PLAN DIAGRAM

On 08.27.13 SDOT approved the conceptual design based on the design, which will accommodate the future grade for a through alley. The images on these pages depicts the potential future grade and through alley.



VEHICULAR ALLEY

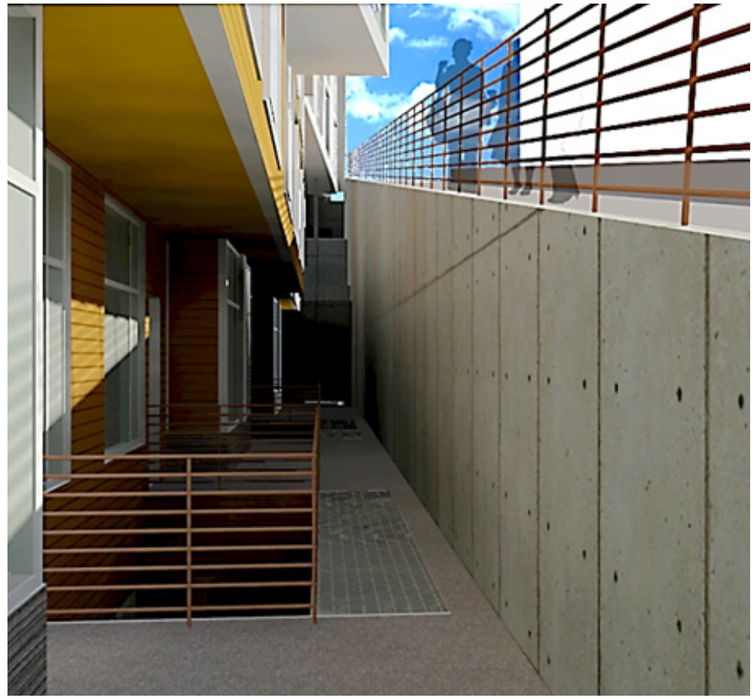
PHOTOMONTAGE WITH PROPOSED RETAINING WALL

ALLEY DESIGN OPTION

HILLCLIMB PERSPECTIVE

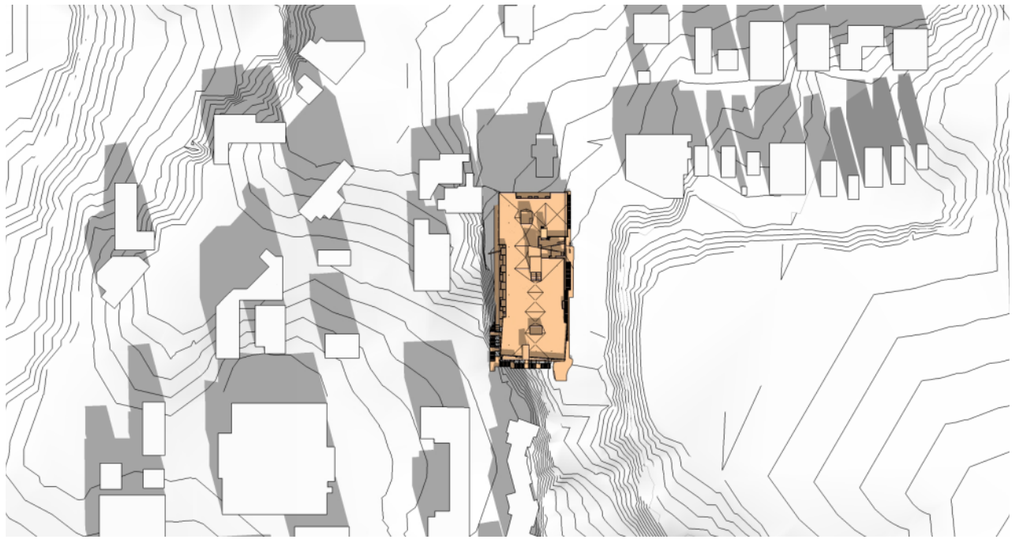
HILLCLIMB DETAIL VIEW

VEHICULAR ALLEY

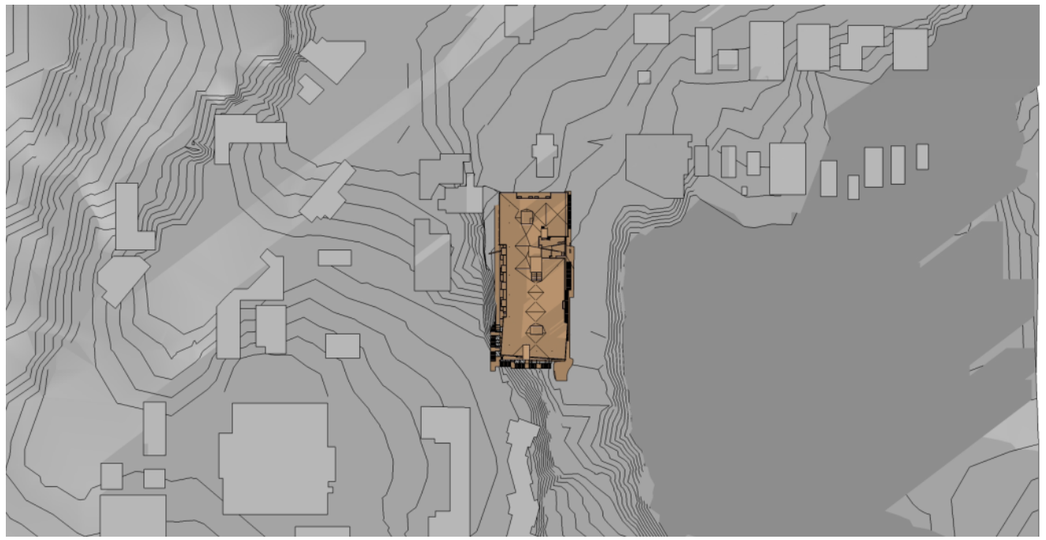


ALLEY DETAIL VIEW

ALLEY DESIGN OPTION



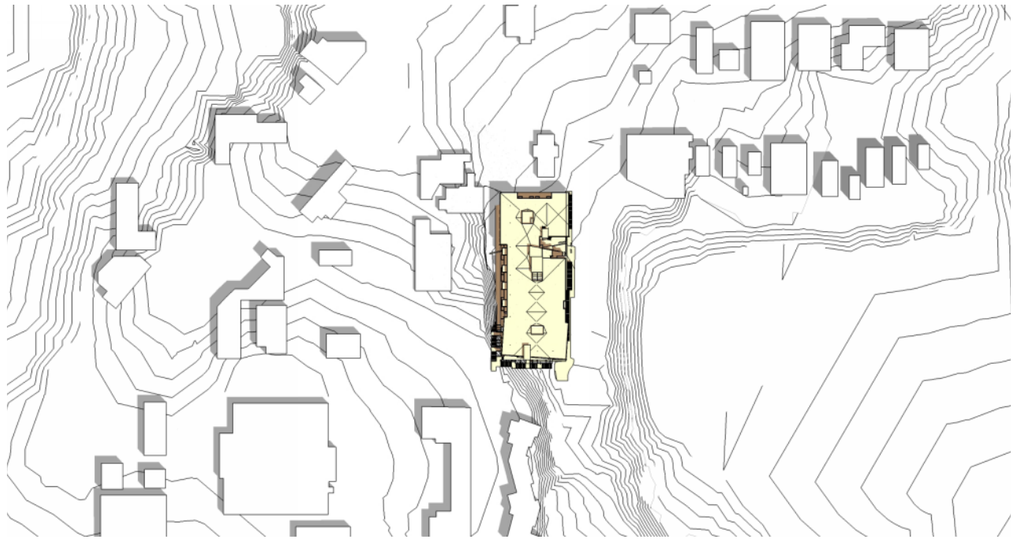
DECEMBER 21ST SOLSTICE - 10 AM



DECEMBER 21ST SOLSTICE - 3 PM

DECEMBER 21ST SOLSTICE - 6 PM

SHADOW STUDY - DECEMBER 21ST

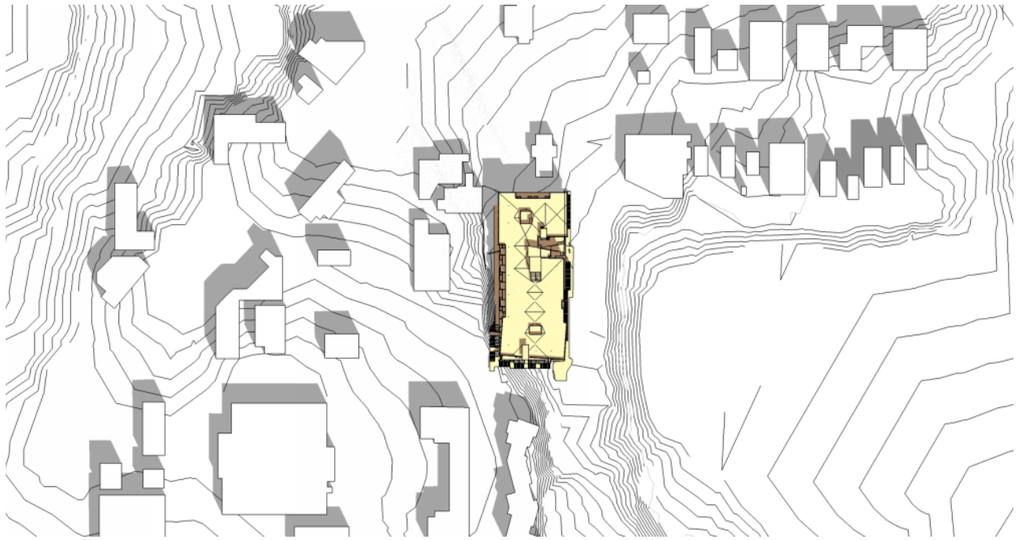


JUNE 20TH SOLSTICE - 10 AM

JUNE 20TH SOLSTICE - 3 PM

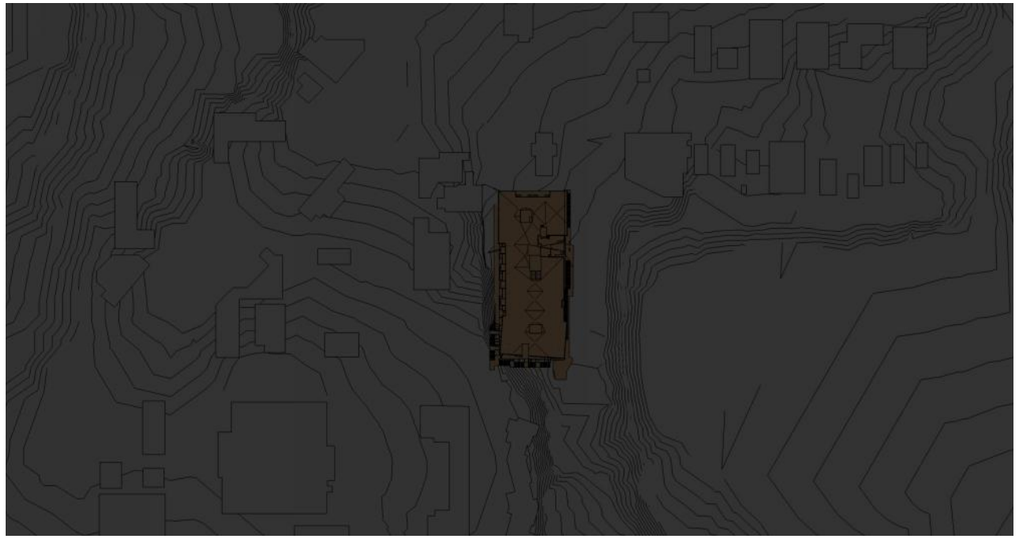
JUNE 20TH SOLSTICE - 6 PM

SHADOW STUDY - JUNE 20TH



MARCH 20TH EQUINOX - 10 AM

MARCH 20TH EQUINOX - 3 PM



MARCH 20TH EQUINOX - 6 PM

SHADOW STUDY - MARCH 20TH