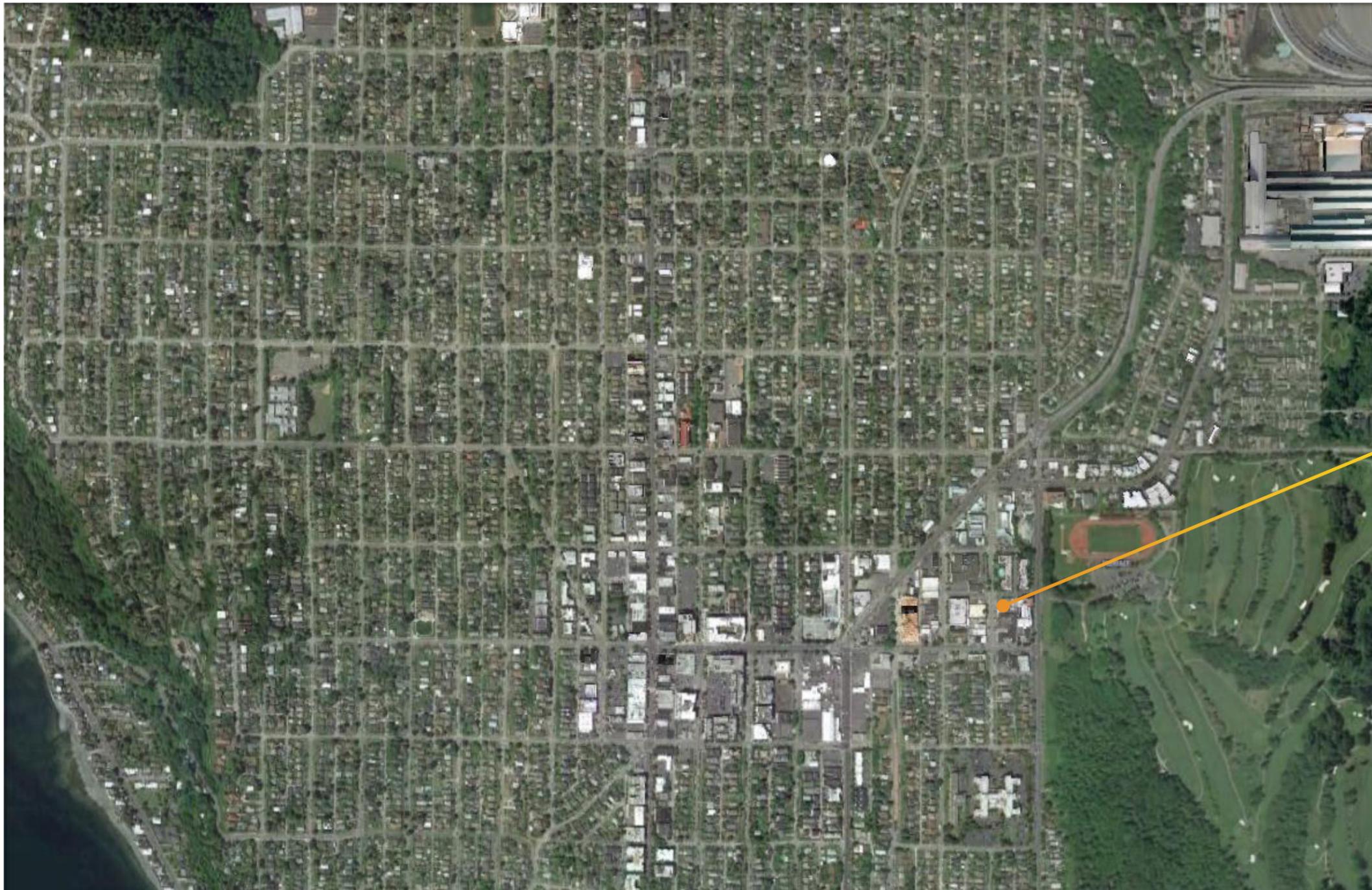


36TH & SNOQUALMIE MULTIFAMILY HOUSING

EDG MEETING • DPD #3011957
March 14, 2011



SITE

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Runberg Architecture Group, PLLC

Brian Runberg
One Yesler Way, Suite 200
Seattle, WA 98104

Harbor West Seattle, LLC
1411 4TH Avenue, Suite 500
Seattle, WA 98101

Attachment A
City of Seattle
Application for Early Design Guidance

PART I: CONTACT INFO

1. Property Address 4600 36TH AVE SW Seattle, WA
2. Project number 3011957
Additional related project number(s):
4. Owner/Lessee Name Harbor West Seattle, LLC
5. Contact Person
Name Martha Barkman
Firm Harbor Properties
Mailing Address 1411 Fourth Avenue, Suite 500
City State Zip Seattle, WA 98101
Email mbarkman@harborproperties.com
6. Applicant's Name Brian Runberg
Relationship to Project Architect
7. Design Professional's Name Runberg Architecture Group PLLC – Brian Runberg
Address 1 Yesler Way Suite 200, Seattle, WA 98104
Phone (206) 956-1970
Email address contact: Brian Runberg; brianr@runberg.com
8. Applicant's Signature _____
Date _____

PART II: SITE AND DEVELOPMENT INFO

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

The site is located in the "Triangle" neighborhood of the West Seattle Junction Urban Village at 4600 36TH AVE SW. The site occupies two 50' x 115' parcels, situated at the corner of 36TH AVE SW and SW Snoqualmie ST. The site has 100 feet of frontage on 36TH AVE SW and 115 feet of frontage on SW Snoqualmie ST. It is served by a 16 foot wide paved alley.

The site slopes downward approximately 14 feet from the SW to NE corner. Existing structures on the site:

- Office building: a 2-story wood and stucco building used as office and recreational class space. This structure does not meet any criteria for historic designation.
- Surface parking lot: an impervious parking lot with a large retaining wall at the north.

2. Please indicate the site's zoning and other overlay designations, including applicable neighborhood-specific guidelines.

The site is zoned C1 (Commercial 1) and is located within the West Seattle Junction Urban Village. The site is located in the portion of the neighborhood designated as the Fauntleroy Triangle. All adjacent properties are zoned the same as the subject property.

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, view, community landmarks, etc.

The site is located in the neighborhood known as the "Fauntleroy Triangle," within the West Seattle Junction urban village hub. Just across the bridge from the West Seattle freeway, the Triangle is bounded by Fauntleroy, 35th Avenue Southwest and Southwest Alaska Street. The site is located in an area that is undergoing a transition, from large surface parking lots, auto repair garages, warehouses and underutilized office spaces, to vibrant community centers and active commercial spaces. Currently, many new development projects are underway, which will ensure the activation of the neighborhood. The city is currently proposing dedicated bicycle lanes as well as "pedestrian priority" and "green" streets within the Triangle. In addition to being served by Metro bus routes 116, 118, 119, 54 (express service to downtown) and the 22, 37, 51, 53, 55 (service to the south and other areas of West Seattle), King County also plans to open two Rapidride stops within the Triangle, increasing mass transit service to the area.

The Triangle neighborhood is characterized by small, low- and mid-rise industrial and commercial spaces as well as apartment buildings, most of which date from the mid-twentieth century, with the mid-rise apartment projects dating from the last twenty years. There are also several surface parking lots serving the area. As described above, the site is zoned C1, and nearby zoning to the is a mix of NC, C1 and small pockets of L2 and L3-zoned sites. The general neighborhood includes a variety of uses and building types, with the Admiral Junction at its core. Located 7 blocks west of the site, the Junction is home to an active, pedestrian-friendly shopping district, with eating/drinking establishments and cultural hubs located nearby. Large mixed-use shopping centers, including those with grocery stores, are clustered around the Junction. One block east of the property site, fronted by 35th AVE SW, Avalon Way, Genesee and Brandon ST, is the 68-acre West Seattle Park and Recreation center, including a golf course, stadium and nature center.

The immediate vicinity of the site includes a mix of building and project types. Directly south of the site is a 2-story masonry motel building dating from the mid-twentieth century. Across the alley, east of the property site, is a newer 7-story mixed-use concrete and wood-frame retirement facility. The lot immediately to the north of the site is occupied by two wood-framed apartment complexes ranging from 2 to 4-stories, occupying half a city block each. Immediately to the west of the site is a 1-story masonry light industrial/office building, occupying 3 city lots. Directly northwest of the site is the YMCA complex, which occupies a full city block. Constructed in 1984, the YMCA complex includes several buildings ranging from 1 to 3-stories in height and surrounded by surface parking. Many of the existing buildings surrounding the site are set back from the street and from adjacent property lines, while others, particularly the newer, larger buildings, are built out to their property lines. Buildings are clad in a variety of materials, including wood, brick, stone and concrete masonry. Due to sloping topography of the surrounding area, the site is well situated for city views to the north/northeast and territorial views elsewhere.

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residents (approx), amount of commercial square footage (approx) and number of parking stalls (approx). Please also include potential requests for departure from development standards.

The applicant's development objective is to provide the highest and best use for the site and to create a high-density, workforce/efficient housing development. The proposed project is a 5-story, 50-foot tall building with 63 units of housing. We are providing parking for 5 vehicles in a below grade parking garage, and there will be no commercial uses. The project takes advantage of the new code that sets no minimum for parking for residential buildings located within 1,320 feet of a bus station. This site is within that distance of several bus stations including rapid-ride.

There are no departures necessary for the design.



Project Data: 4600 36th Ave SW
Client: Harbor Properties
Description: Multifamily Residential

1.0 PROJECT DATA

1.1 Location: 4600 36th Ave SW
1.2 Site Area: 11,500 approx.
1.3 Zone: C1-65'
 West Seattle Junction (Hub Urban Village)
1.4 Building Code: Seattle Amendments to the 2009 International Bldg. Code (IBC)
1.5 Proposed Use: Multifamily Residential

1.8 Gross Floor Area:

FLOOR LEVEL	PARKING (gsf)	CIRC	MECH	Live/Work (GSF)	LOBBY/ AMENITY	RESID. (gsf)	TOTAL (gsf)	COURTYD ROOF
Level P1							0	
Level 1		1,667	235		559	6,681	9,142	
Level 2		1,209				8,691	9,900	
Level 3		1,209				8,691	9,900	
Level 4		1,209				8,691	9,900	
Level 5		1,209			587	8,104	9,900	
Roof								3,200
Subtotal	0	6,503	235	0	1,146	40,858	48,742	
Average		40,858 / 62		=	659		gsf per unit average	

at feasibility/SD phase

1.9 Unit Distribution:

	A: ST/ OPEN 1	B: 1/1	C: 2/1	Total
L1	9	1	1	11
L2	9	2	2	13
L3	9	2	2	13
L4	9	2	2	13
L5	8	2	2	12
	44	9	9	62

Unit Mix

Unit Type	# Units	%
A: ST/Open 1	44	71.0%
B: 1/1	9	14.5%
C: 2/1	9	14.5%
Totals	62	100%

1.10 Project Metrics

FAR: Allowed = 4.25 => 48,875 gsf

Designed = 4.24: 48,742 residential and residential circulation and service

Parking Stalls: No Parking provided per transit exception noted below*
 Note that we are investigating feasibility of parking below grade.

* Per new zoning code (council bill number 117014) section 23.54.015, table B, section M: "NO MINIMUM PARKING REQUIREMENT" for "Residential uses" in commercial and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within 1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line containing the residential use."

Floor Plate Efficiency: L2-L5 = 87.8% (8,691 sf / 9,900 sf) L1 = 77.8% (6,681 sf / 8,583 sf NIC Lobby)



Project Data: 36th & Snoqualmie
Client: Harbor Properties
Description: Schematic Design

2.0 ZONING DATA

2.1 Use:
 Residential: Permitted
 Live/Works: Permitted
 General Sales/Svc: Permitted

2.2 Street Development Standards:

SMC 23.47A.004
 SMC 23.47A.005.4 .C & D
 4. Residential uses may occupy 100 percent of the street-level street-facing facade in a structure if the structure:
 c. Is not located in a pedestrian-designated zone or a zone that has a height limit of 85 feet or higher; and
 d. Does not face a designated principal pedestrian street.

SMC 23.47A.008.A.2
 Blank facades permitted: no segment longer than 20 ft total blank facade < 40%
 Provided:

SMC 23.47A.008.A.3
 Setbacks: Street-level facades must be within 10 ft of lot line unless wider sidewalks, plazas, or other approved landscaping or open space is provided.
 Provided:

SMC 23.47A.008.D.3
 Floor of dwelling unit to be located 4' above or below or 10 feet back from sidewalk
 Provided:

2.4 Structure Height:

Max. Allowed: SMC 23.47A.012.A 65' height of underlying zone
 Projections allowed above height limit: clerestories, guardrails, elevator/stairs overruns
 Rooftop projections may cover up to 20% of the roof area, 25% if counting stair and elevator penthouses and screened mechanical equipment.

2.5 Floor Area Ratio

SMC 23.47A.013.B
 Base FAR: 3.2
 Allowed Single Use: 4.25
 Allowed Multi Use: 4.75
 Lot Area: 11,500 SF
 Floor Area (excluding below grade): 48,742 GSF
 FAR provided:

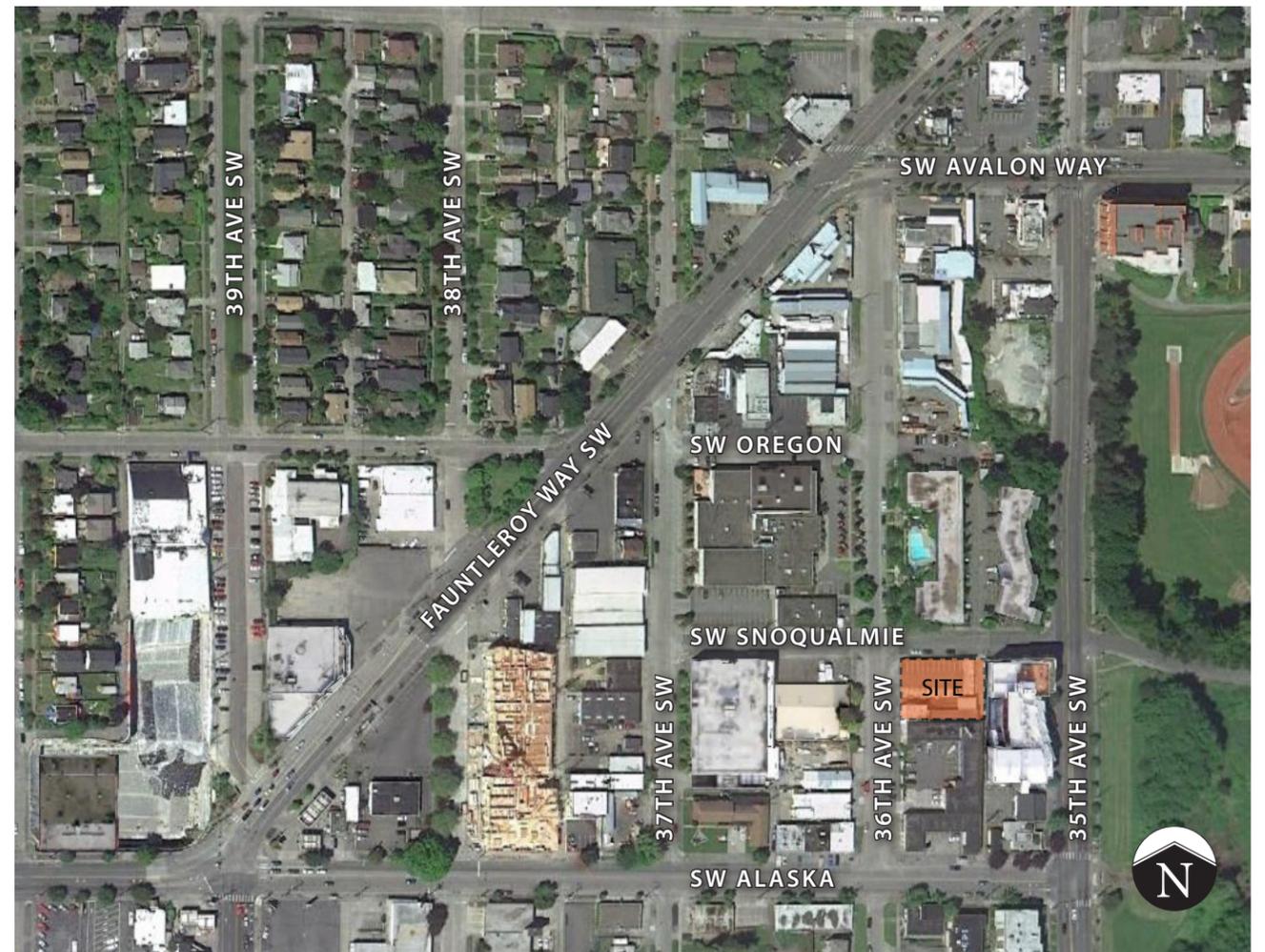
2.9 Residential Amenity Area:

SMC 23.47A.024.A
 Required: 5% gross bldg. in resid. use: 5% of 48,742 = 2,437 sf
 Provided: at grade 559 sf
 at upper floors 3,787 sf
 Provided:

SMC 23.47A.024.B
 Required: minimum dimension 10 ft, no area less than 250 ft

2.12 Required Parking:

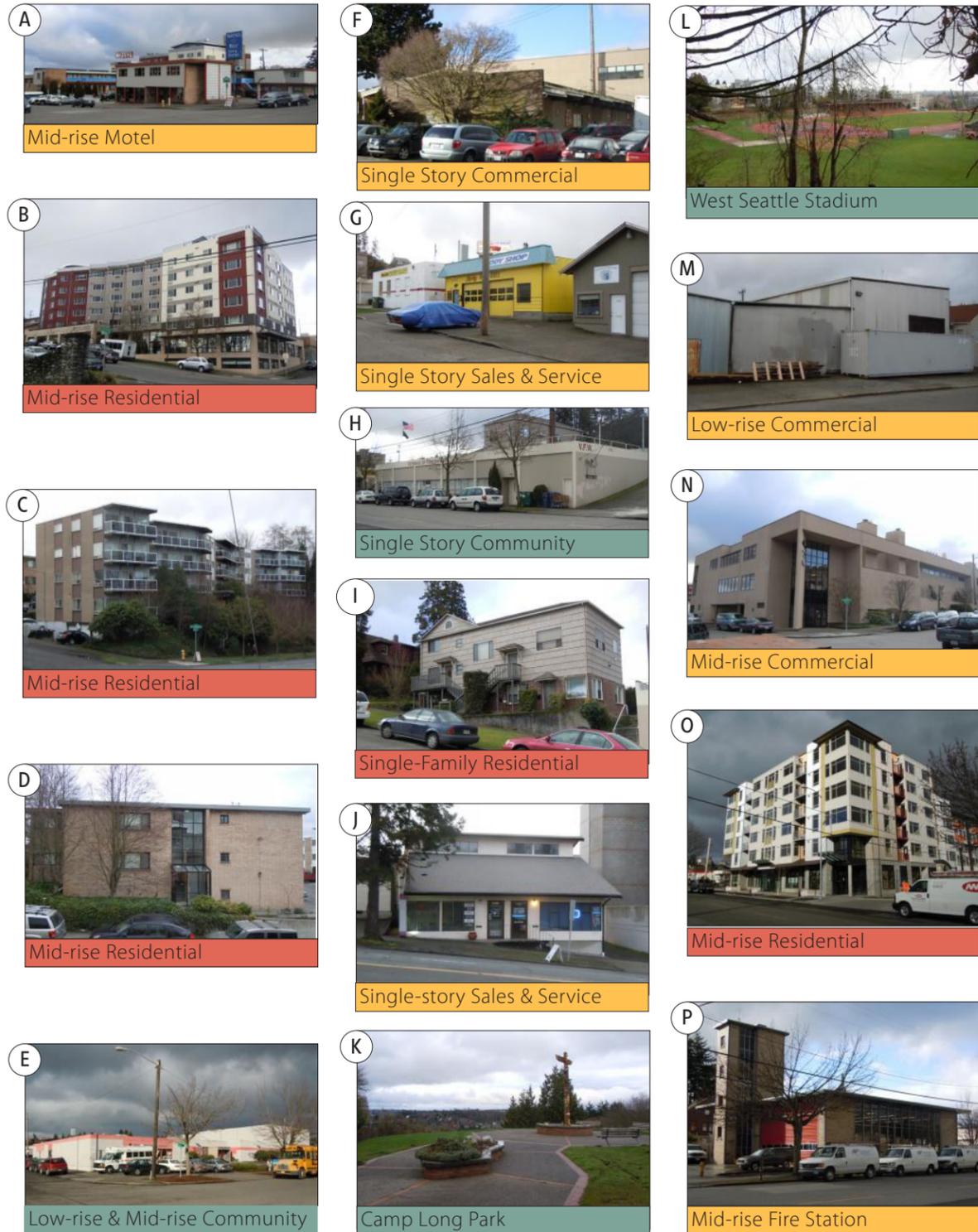
NONE*
 * Per new zoning code (council bill number 117014) section 23.54.015, table B, section M: "NO MINIMUM PARKING REQUIREMENT" for "Residential uses" in commercial and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within 1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line containing the residential use."



ZONING MAP

- | | | |
|---|--|---|
|  Commercial 1 |  Single Family 5000 |  Medium Residential |
|  Neighborhood Commercial |  Lowrise |  West Seattle Triangle |

AERIAL PHOTO

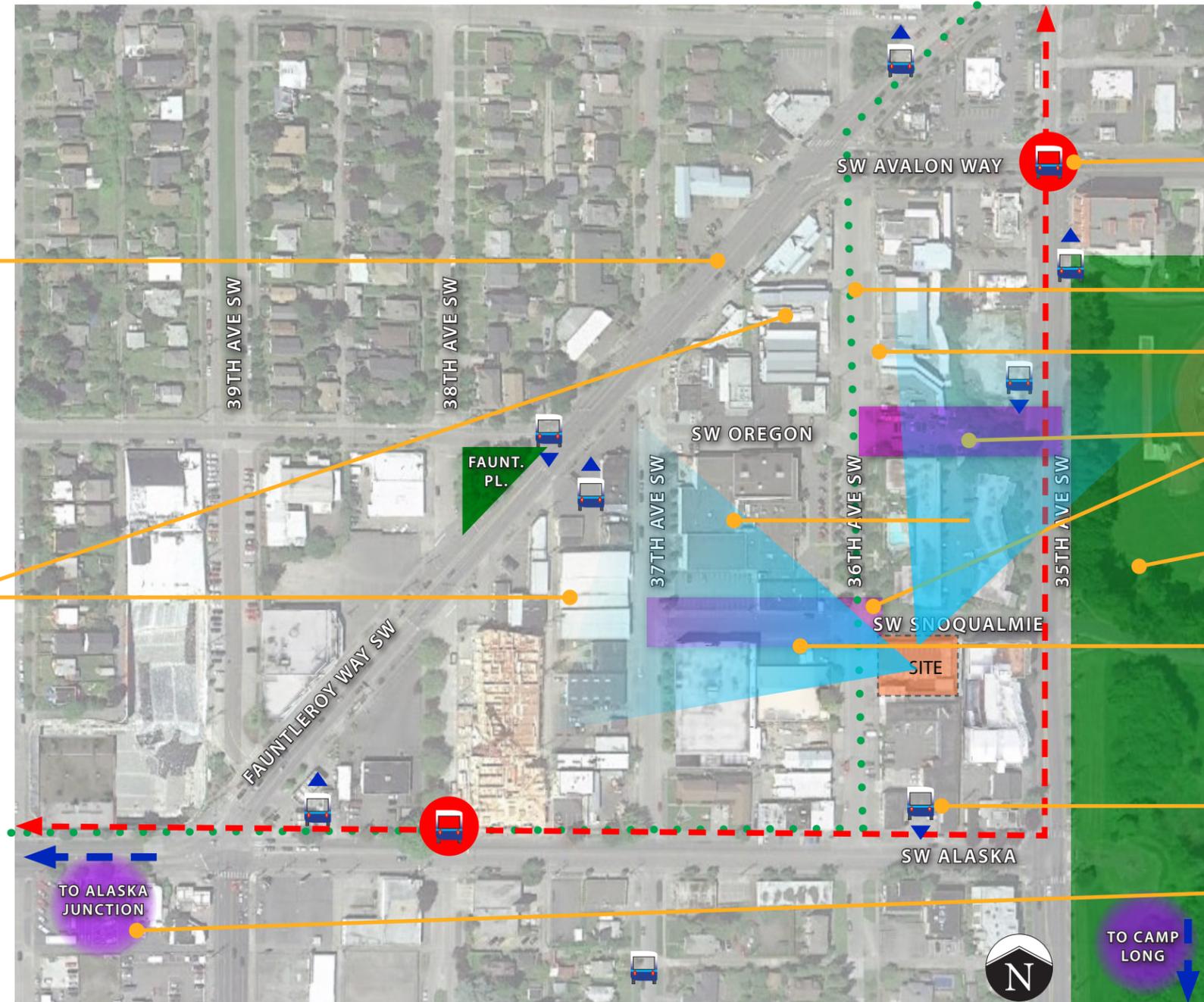


SURROUNDING USES



CONSTRAINTS

- Potential traffic and noise from Fauntleroy.
- Potential noise from industrial activities and uses.



OPPORTUNITIES

- Fast connections to Downtown and Westwood Village via proposed RapidRide C line.
- Proposed bicycle pathways.
- Wide street right of ways.
- Proposed pedestrian priority streets
- Walking distance to parks and recreation facilities
- Territorial and city views.
- Connection to Downtown via Metro bus routes 22, 54 and 55.
- Close proximity to neighborhood node: West Seattle's "downtown".

36TH AVE SW - EAST



PROJECT SITE

36TH AVE SW - WEST



ACROSS FROM PROJECT SITE

SW SNOQUALMIE ST - SOUTH



PROJECT SITE

SW SNOQUALMIE ST - NORTH



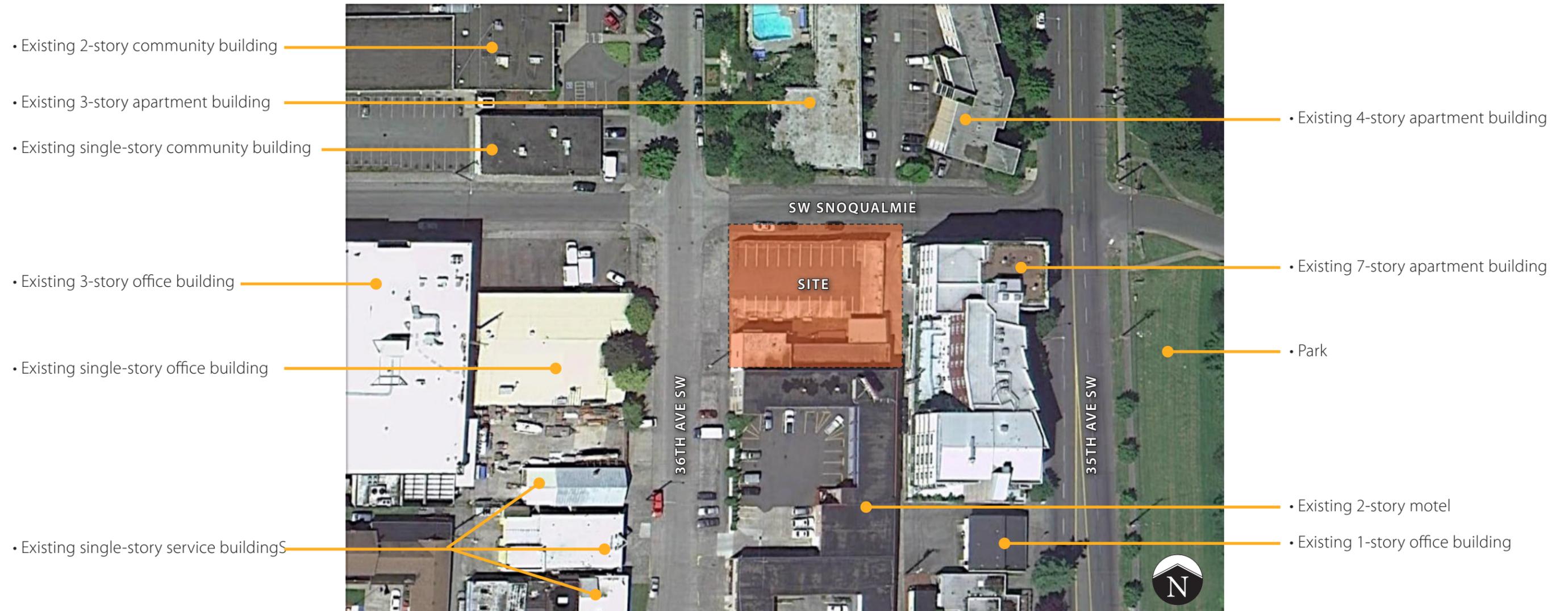
ACROSS FROM PROJECT SITE





VIEW FROM SOUTHWEST





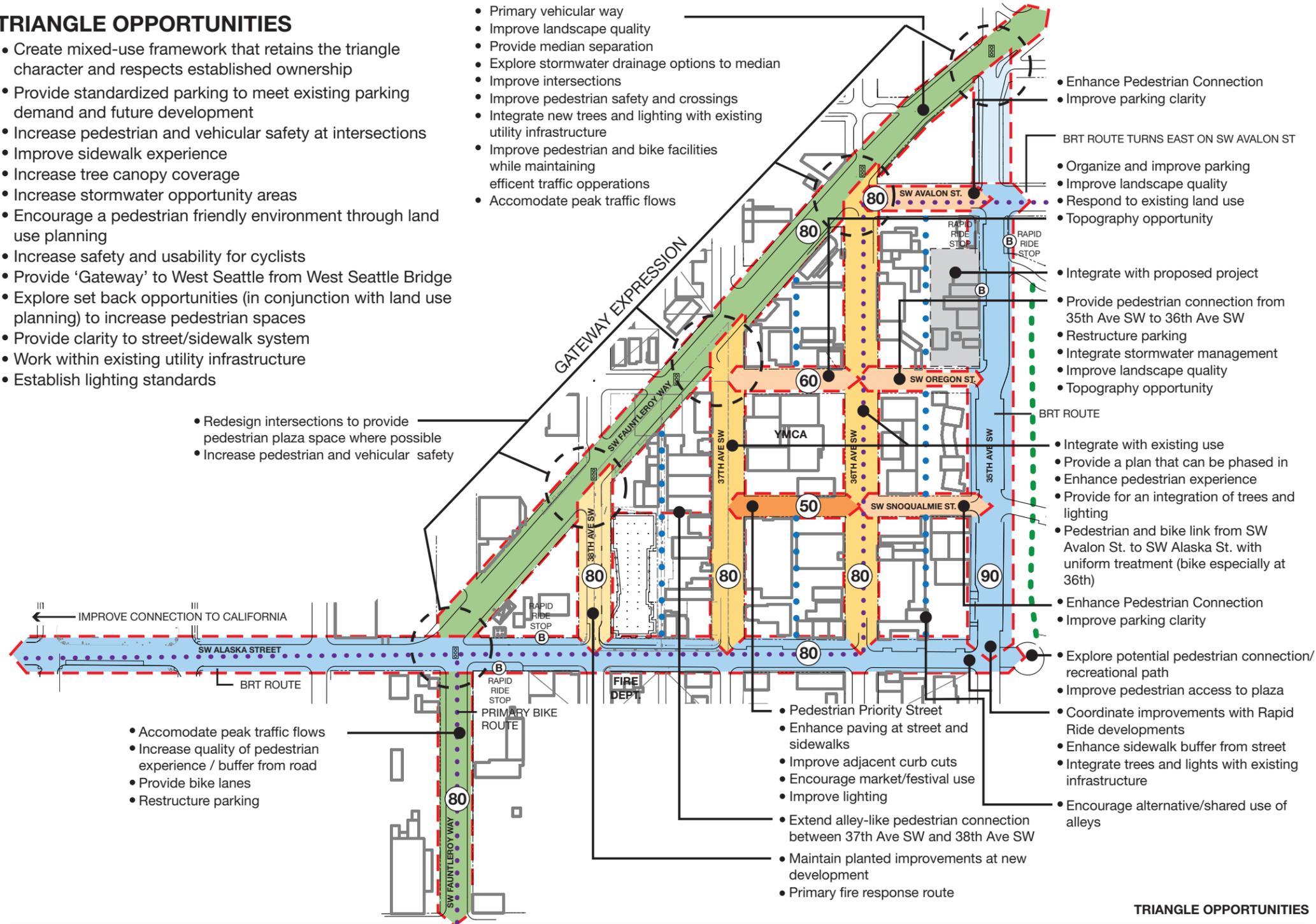
AERIAL PHOTO

TRIANGLE OPPORTUNITIES

- Create mixed-use framework that retains the triangle character and respects established ownership
- Provide standardized parking to meet existing parking demand and future development
- Increase pedestrian and vehicular safety at intersections
- Improve sidewalk experience
- Increase tree canopy coverage
- Increase stormwater opportunity areas
- Encourage a pedestrian friendly environment through land use planning
- Increase safety and usability for cyclists
- Provide 'Gateway' to West Seattle from West Seattle Bridge
- Explore set back opportunities (in conjunction with land use planning) to increase pedestrian spaces
- Provide clarity to street/sidewalk system
- Work within existing utility infrastructure
- Establish lighting standards

- Primary vehicular way
- Improve landscape quality
- Provide median separation
- Explore stormwater drainage options to median
- Improve intersections
- Improve pedestrian safety and crossings
- Integrate new trees and lighting with existing utility infrastructure
- Improve pedestrian and bike facilities while maintaining efficient traffic operations
- Accomodate peak traffic flows

- Redesign intersections to provide pedestrian plaza space where possible
- Increase pedestrian and vehicular safety



- Enhance Pedestrian Connection
- Improve parking clarity
- BRT ROUTE TURNS EAST ON SW AVALON ST
- Organize and improve parking
- Improve landscape quality
- Respond to existing land use
- Topography opportunity
- Integrate with proposed project
- Provide pedestrian connection from 35th Ave SW to 36th Ave SW
- Restructure parking
- Integrate stormwater management
- Improve landscape quality
- Topography opportunity
- BRT ROUTE
- Integrate with existing use
- Provide a plan that can be phased in
- Enhance pedestrian experience
- Provide for an integration of trees and lighting
- Pedestrian and bike link from SW Avalon St. to SW Alaska St. with uniform treatment (bike especially at 36th)
- Enhance Pedestrian Connection
- Improve parking clarity
- Explore potential pedestrian connection/recreational path
- Improve pedestrian access to plaza
- Coordinate improvements with Rapid Ride developments
- Enhance sidewalk buffer from street
- Integrate trees and lights with existing infrastructure
- Encourage alternative/shared use of alleys

- Accomodate peak traffic flows
- Increase quality of pedestrian experience / buffer from road
- Provide bike lanes
- Restructure parking

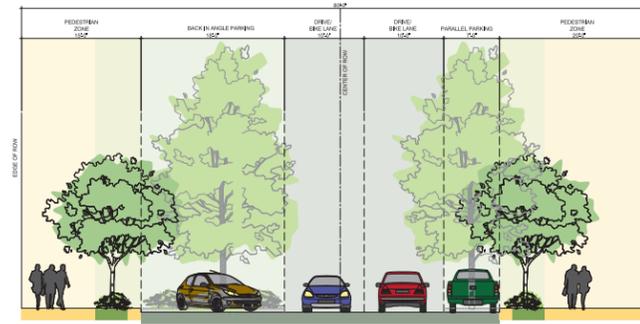
- Pedestrian Priority Street
- Enhance paving at street and sidewalks
- Improve adjacent curb cuts
- Encourage market/festival use
- Improve lighting
- Extend alley-like pedestrian connection between 37th Ave SW and 38th Ave SW
- Maintain planted improvements at new development
- Primary fire response route

TRIANGLE OPPORTUNITIES

HEWITT



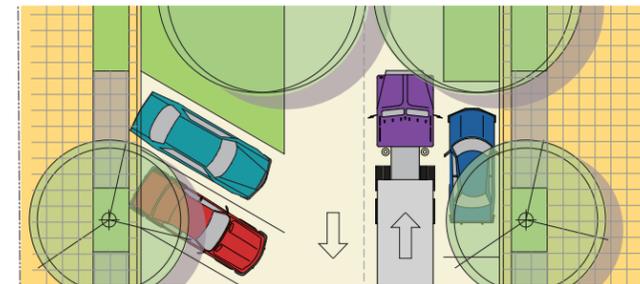
Hewitt and DPD Diagram of Fauntleroy Triangle Neighborhood



PROPOSED SECTION: 36TH AVE SW LOOKING NORTH (60° BACK IN ANGLE & PARALLEL)



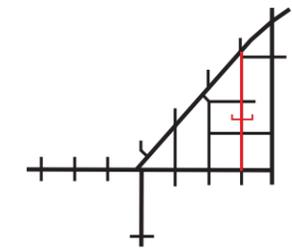
EXISTING CURB PROFILE : 36TH AVE SW LOOKING NORTH



PROPOSED PLAN: 36TH AVE SW AT YMCA



CHARACTER IMAGE



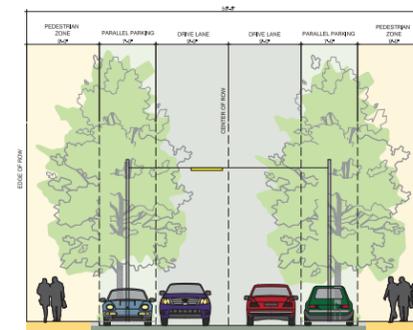
KEY PLAN



PROPOSED AXON: 36TH AVE SW AT YMCA

Hewitt and DPD Diagram of 36th Ave SW

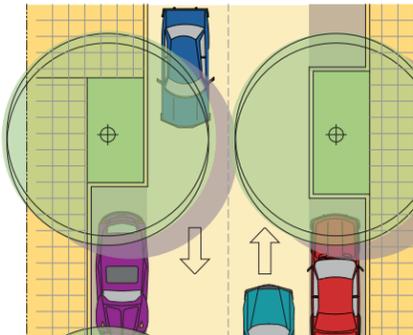
HEWITT City of Seattle logo and project information: West Seattle Triangle | October 7, 2010 | 10



PROPOSED SECTION: SW SNOQUALMIE STREET LOOKING WEST



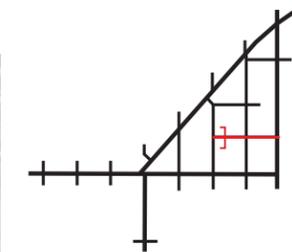
EXISTING CURB PROFILE : SW SNOQUALMIE STREET LOOKING WEST



PROPOSED PLAN: SW SNOQUALMIE STREET AT YMCA



CHARACTER IMAGE



KEY PLAN



PROPOSED AXON: SW SNOQUALMIE STREET AT YMCA

PROPOSED SECTION FOR SW SNOQUALMIE STREET

Hewitt and DPD Diagram of SW Snoqualmie St.

HEWITT City of Seattle logo and project information: West Seattle Triangle | October 7, 2010 | 12

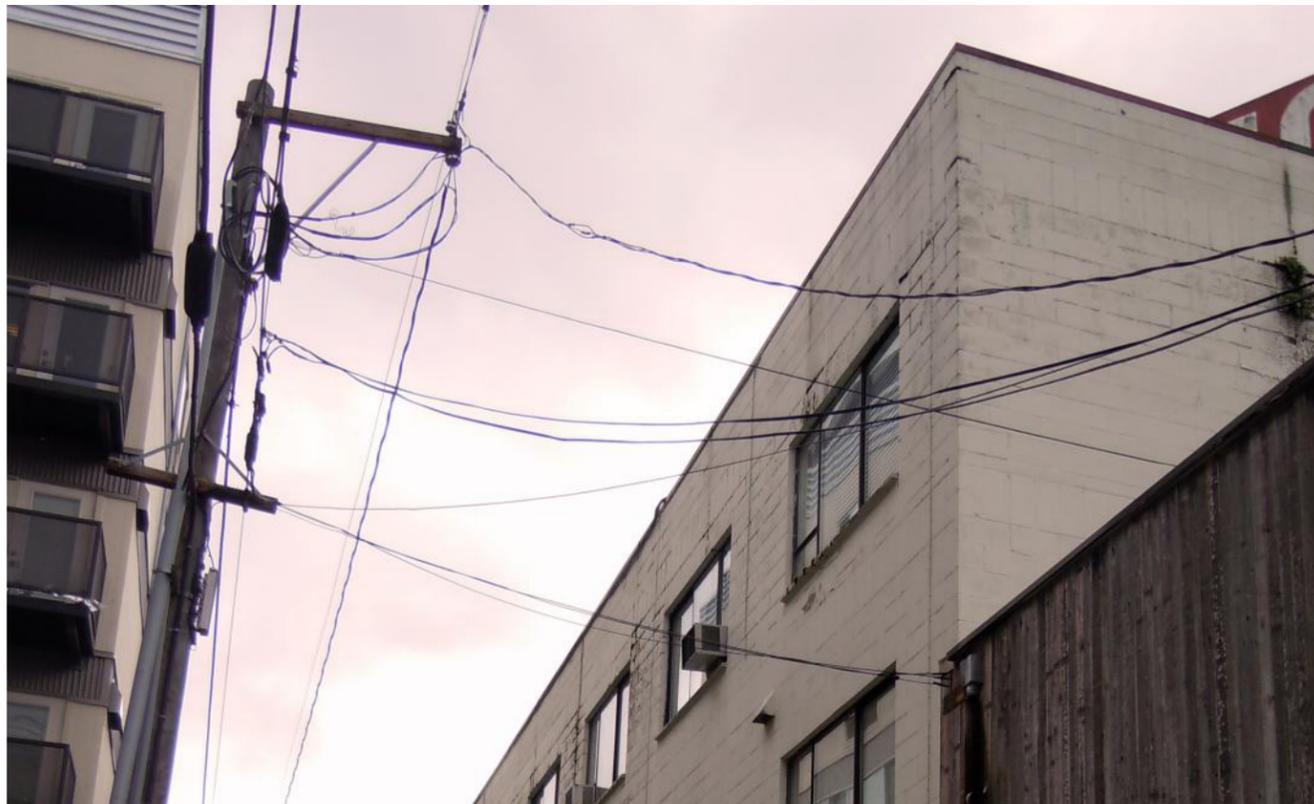
SITE CONTEXT: EXISTING CONDITIONS



VIEW OF SITE FROM 36TH AVE SW



VIEW OF ADJACENT BUILDING TO SOUTH



VIEW OF BUILDING ACROSS STREET ON 36TH AVE SW



VIEW OF SITE FROM ALLEY

SITE PLANNING**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.

A-2 Streetscape Compatibility

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

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

A-4 Human Activity

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

A-5 Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-6 Transition Between Residence & Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

A-7 Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

A-8 Parking & Vehicle Access

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

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 the corner.

HEIGHT, BULK & SCALE**B-1 Height, Bulk & Scale Compatibility**

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

ARCHITECTURAL ELEMENTS & MATERIALS**C-1 Architectural Context**

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

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. Buildings should exhibit form and features identifying the functions within the building.

C-3 Human Scale

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

C-5 Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

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.

D-2 Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

D-7 Personal Safety and Security

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

D-12 Residential Entries and Transitions

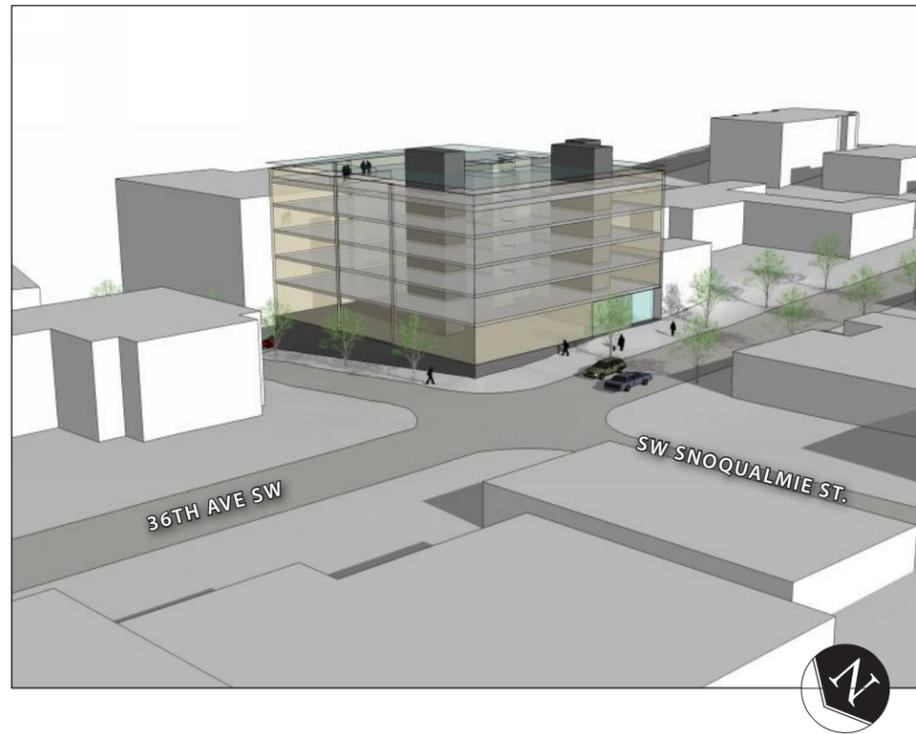
For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops,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

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.

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.



MASSING OPTION A
Courtyard Plan

63 units + 1 Live work unit
FAR: 4.29 (4.75 allowable*)
49,364 gsf total

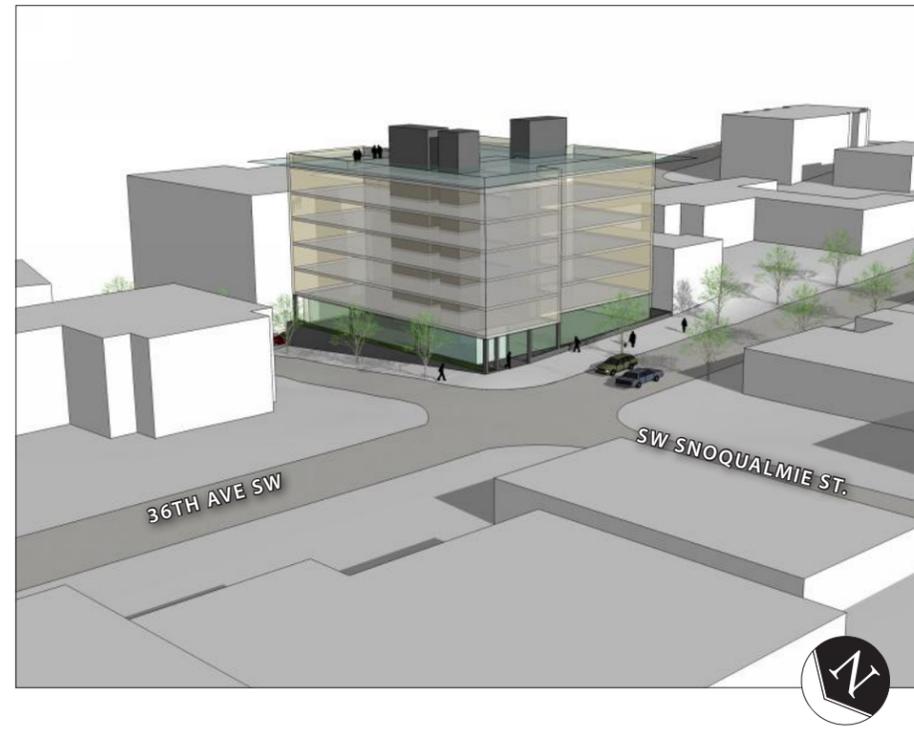
Pros

- Courtyard allows light but would be blocked by future development to the south
- Provides views for 1 level of East facing units

Cons

- Massing is not broken up very well
- Courtyard units looking out at "blank" wall of adjacent building
- Corner is not given any special emphasis
- Residential entry is not very prominent
- Would need a departure for Dwelling units at grade

*Mixed Use FAR: 4.25 max for single use within 4.75 max total FAR



MASSING OPTION B
Maximized with Commercial

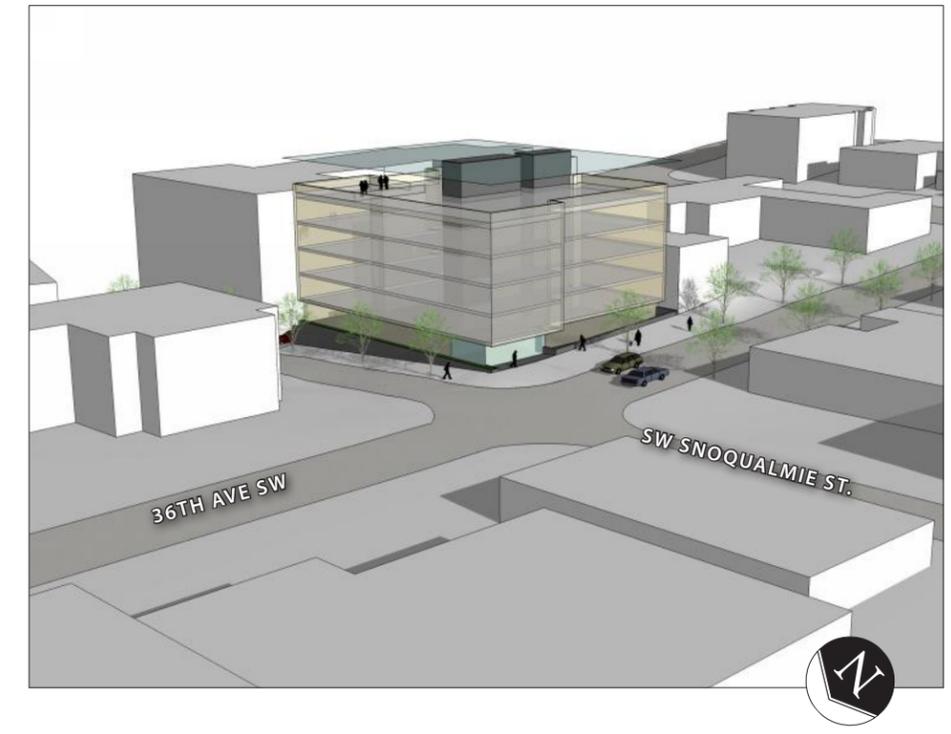
65 units + 4 Live work units
FAR: 4.74 (4.75 allowable*)
54,562 gsf total

Pros

- Maximizes FAR
- Provides views for 2 levels of East facing units
- Building addresses corner
- Prominent residential access

Cons

- Very large and massive building
- Some live work units hard to access
- Would require an extra level of type I construction



MASSING OPTION C
Preferred Scheme

62 units + 1 Community space
FAR: 4.24 (single use)
48,742 gsf total

Pros

- Maximizes 4.25 FAR for single use (residential) without any commercial space
- Building addresses corner.
- Prominent residential access.
- Massing works with neighboring buildings better.
- Residential units along 36th and Snoqualmie are set back from sidewalk to allow for some privacy.
- Provides planters and green factor along Snoqualmie and Alley.

Cons

- Minimal views for units on East side of building.
- Lower unit count.

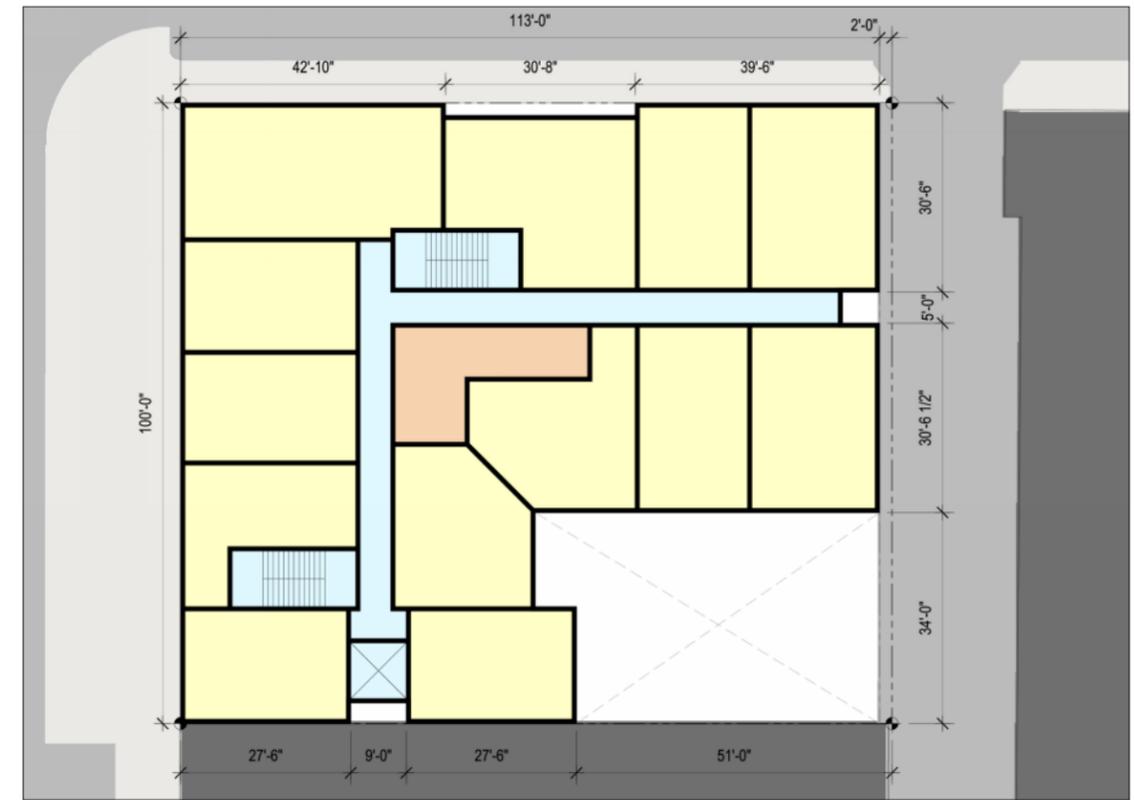


VIEW FROM SOUTHWEST

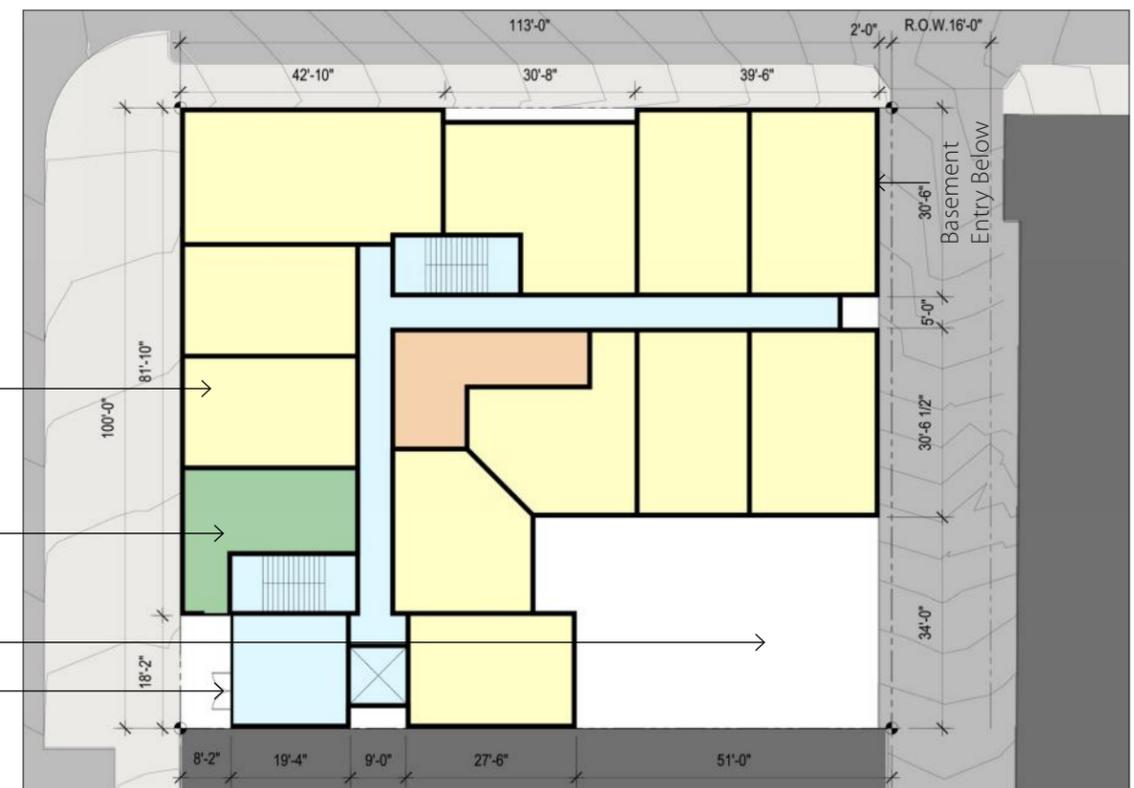
Plane of 65' Height Limit from Ave. Grade Level.



VIEW FROM NORTHEAST



TYPICAL UPPER FLOOR PLAN



GROUND FLOOR PLAN



Dwelling units min. 4'-0" Above Grade.

Live/Work at Ground Level

Courtyard

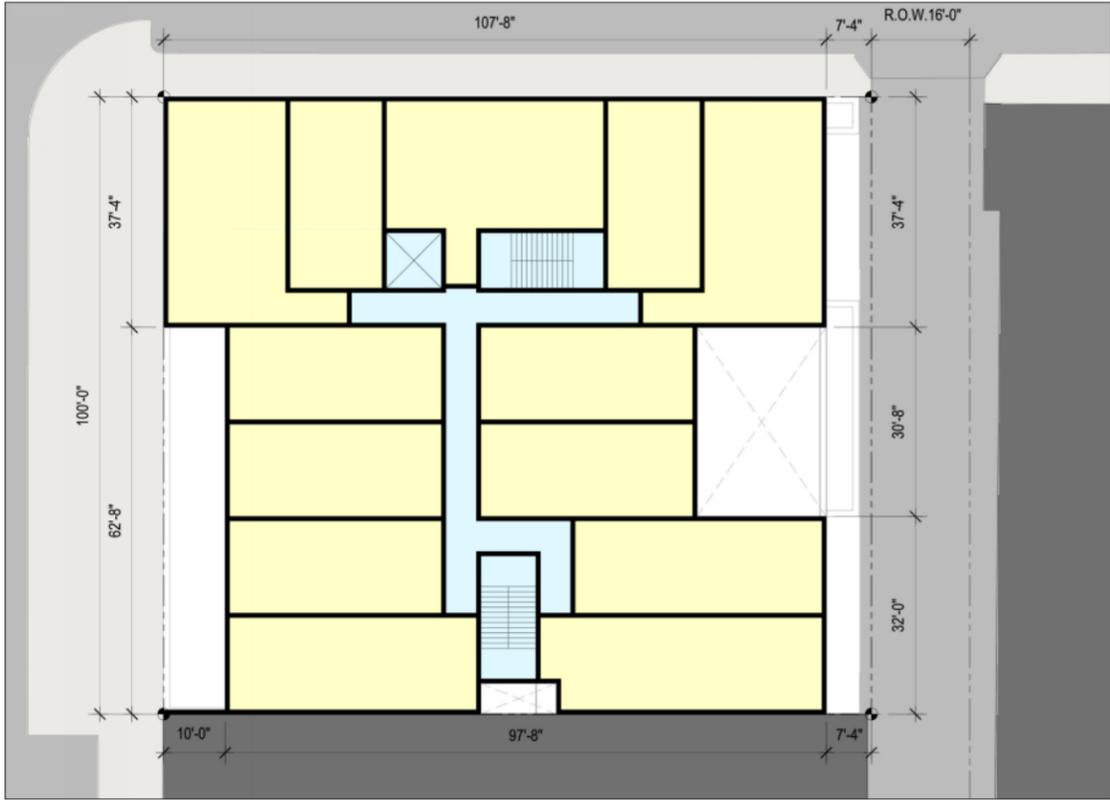
Main Entry & Lobby

MASSING OPTION B



VIEW FROM SOUTHWEST

Plane of 65' Height Limit from top of plinth



TYPICAL UPPER FLOOR PLAN



VIEW FROM NORTHEAST

Planter
Main Entry & Lobby
Live/Work
Recessed Pedestrian Access
Light well



GROUND FLOOR PLAN

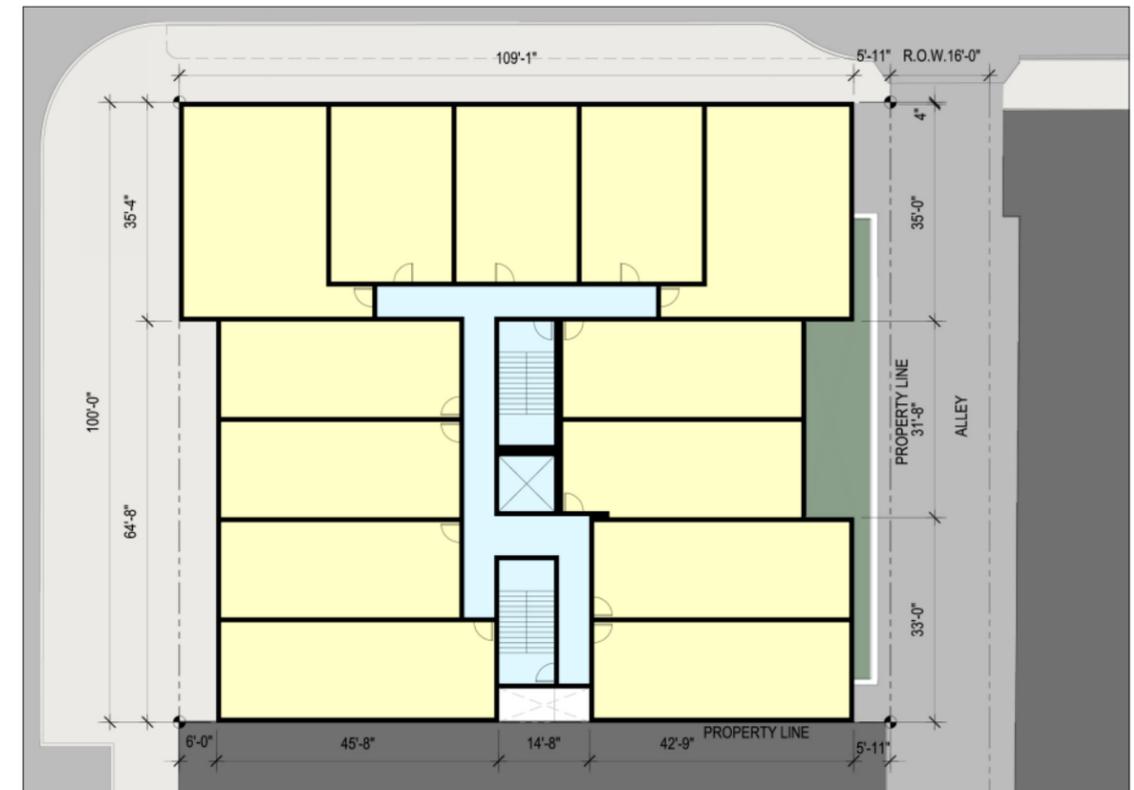
- Residential
- Lobby/Circulation
- Storage
- Parking
- Live/Work
- Planter





VIEW FROM SOUTHWEST

Plane of 65' Height Limit from Ave. Grade Level



TYPICAL UPPER FLOOR PLAN

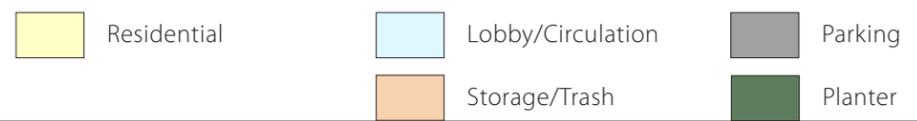


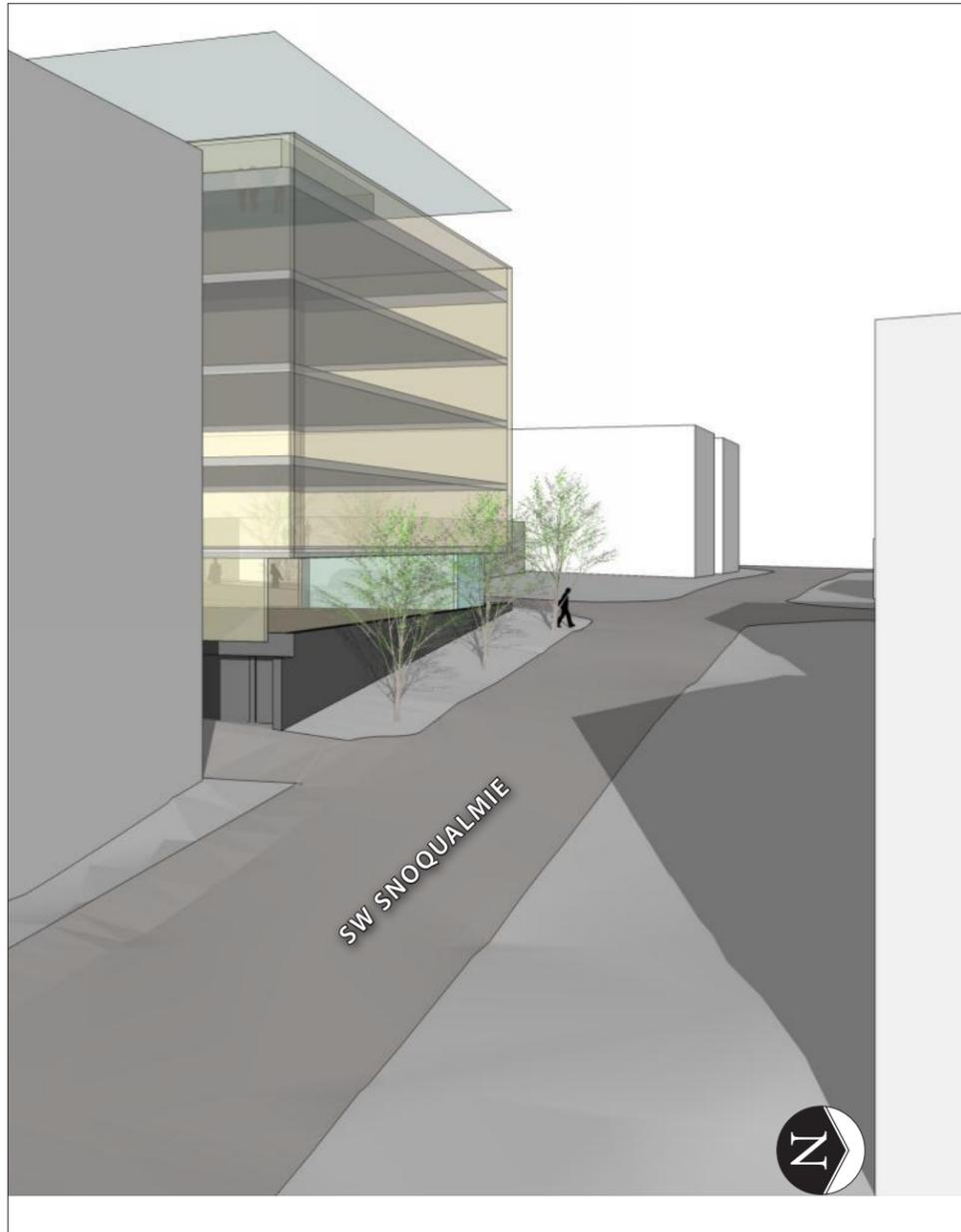
VIEW FROM NORTHEAST



GROUND FLOOR PLAN

Lobby Entrance
Line of Building Above
Recessed Patio Space
Light well





VIEW FROM NORTHEAST



VIEW FROM NORTHWEST



VIEW FROM NORTHWEST



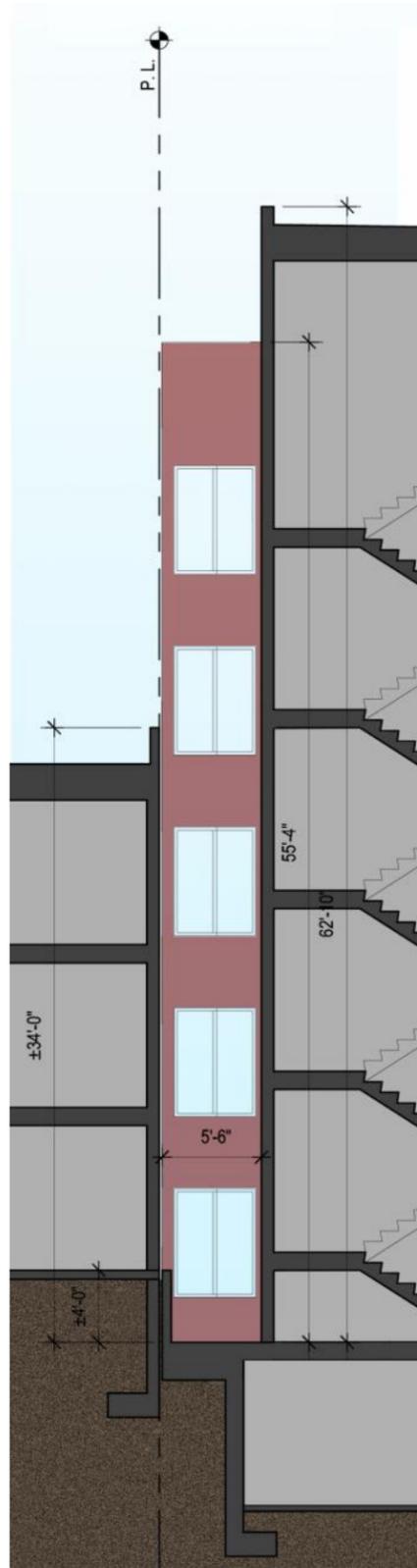
VIEW FROM NORTHWEST - DETAIL



SECTION A - 36th Ave SW



SECTION B - SW Snoqualmie St.



SECTION B - SOUTH LIGHTWELL



SECTION C - ALLEY

