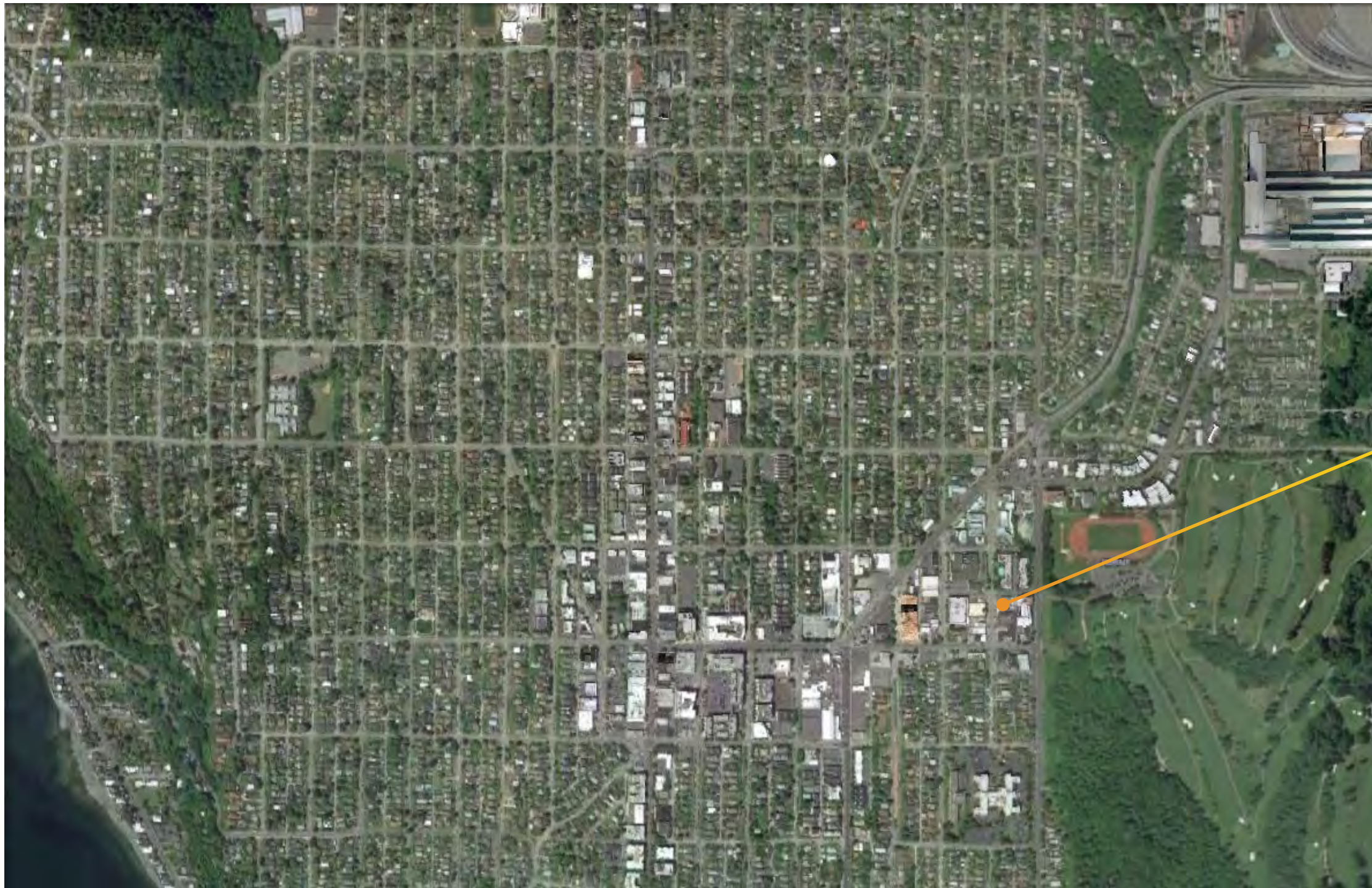


# 36TH & SNOQUALMIE MULTIFAMILY HOUSING

DESIGN REVIEW RECOMMENDATION MEETING  
#3011957  
July 28, 2011



**SITE**

## TABLE OF CONTENTS

2	ZONING DATA
3	DEVELOPMENT OBJECTIVES
4-5	SITE CONTEXT
6	SITE CONSTRAINTS/OPPORTUNITIES
7	STREET ELEVATIONS
8-10	EXISTING CONDITIONS
11	FUTURE CONDITIONS
12	HISTORIC NEIGHBORHOOD IMAGES
13	HISTORIC & CONCEPT IMAGES
14-15	CONCEPT IMAGES
16-17	SUMMARY OF EDG: PREFERRED SCHEME
18-19	PREFERRED SCHEME SECTIONS
20-21	DESIGN GUIDELINES
22	CURRENT SCHEME: SITE PLAN
23	CURRENT SCHEME: PLANS
24-27	CURRENT SCHEME: ELEVATIONS
28-33	CURRENT SCHEME: VIGNETTES
34-35	LANDSCAPE PLANS
36	LIGHTING DIAGRAM
37	MATERIALS
38	DEPARTURE DIAGRAM
39	SHADOW STUDIES



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



**Project Data:** 36th & Snoqualmie  
**Client:** Harbor Properties  
 2011.07.21  
**Description:** Multifamily Residential

## 2.0 ZONING DATA

**2.1 Use:** Residential SMC 23.47A.004 Permitted  
 Live/Work Permitted  
 General Sales/Svc Permitted

## 2.2 Street Development Standards:

SMC 23.47A.005.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.B.2  
 Transparency required for nonresidential uses: 60%  
 Provided:

SMC 23.47A.008.B.3  
 Depth of nonres.: average 30 ft, minimum 15 ft  
 Height of nonres.: 13 ft floor-to-floor  
 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:

## 2.3 Outdoor Activities:

SMC 23.47A.011.D, E  
 Outdoor storage : No max. size limit  
 Outdoor sales/service of food or beverages prohibited within 50 ft of residentially-zoned lot

## 2.4 Structure Height:

Max. Allowed: SMC 23.47A.012 A & SMC 23.86.006 A.1 65' Above Average Grade Level  
 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): 51,998 GSF  
 FAR provided:

## 2.7 Required Landscaping:

SMC 23.47A.016.A  
 Required: Seattle Green Factor 0.30  
 Required: street trees  
 Provided: Refer to Landscape Plans

## 2.8 Noise Generators:

When noise generators located outdoors (heat exchangers, refrigeration, etc.) acoustic report shall be provided describing measures to be taken so that noise complies with standards

**2.9 Residential Amenity Area:** SMC 23.47A.024.A  
 Required: 5% gross bldg. in resid. use: 5% of 51,998 = **2,600 sf**  
 Provided: at grade 631 sf  
 at upper floors 2,941 sf  
 Provided:

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

**2.10 Solid Waste:** SMC 23.47A.029  
 Required for residential use, 51-100 units: 200 sf min   
 No dimension less than 6 ft front-loading type Refer to sheet A1.0  
 Gates or access routes shall be min 10 ft. wide

**2.11 Parking Location / Access:** SMC 23.47A.032  
 Parking may not be located between structure and street lot line   
 Parking may not be located inside a structure adjacent to street-level street-facing facade

SMC 23.54.030.D.1  
 Driveway: For residential uses: driveways for two-way traffic serving 30+ spaces requires 20ft. Min width  
 Proposed driveway width =

SMC 23.54.030.F.2  
 Curb cuts: NA - access from alley  
 Refer to sheet A1.0

**2.12 Required Parking:** SMC 23.54.015, Table B, Line M  
 This project seeks to utilize Ordinance 123495 under which this project has no parking requirements due to frequent transit service in urban villages  
 Refer to sheet T0.3 for diagram of distance to transit and schedules  
 Live/work units: if unit is less than 1500 sf, then no parking required  
 Provided Parking

	Commercial					Residential					totals	
	S	M	L	ADA	ADA van	S	M	L	ADA	ADA van		
P1						35					1	36
subtotal	commercial stalls					36 residential stalls					3% ADA	

Parking Stall Mix SMC 23.54.030  
 Parking for residential uses provided in excess of the quantity required by Section 23.54.015 is exempt from the requirements of subsections A and B of this section 25.54.030.  
 Therefore, there are no dimension, mix, or door clearance requirements for this project.

Driveway sight triangle: Not required at alley

Bicycle Parking SMC 23.54.015 Table E

		LONG TERM		SHORT TERM		LONG Required	SHORT Required
		Bicycle Pkg Ratio	sf	Bicycle Pkg Ratio	sf		
Sales & Service	NA	1/ 12000		1/ 4000		0	0
other uses?	NA	1/ 12000		1/ 4000		0	0
Residential	62 units	1/ 4				16	n/a

Loading berth: No loading space required.



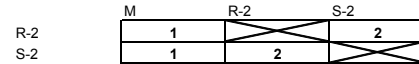
**Project Data:** 4600 36th Ave SW  
**Client:** Harbor Properties  
**Description:** Multifamily Residential

**1.0 PROJECT DATA**

**1.1 Location:**  
**1.2 Site Area:**  
**1.3 Zone:**

4600 36th Ave SW  
 11,500 approx.  
 C1-65'  
 West Seattle Junction (Hub Urban Village)  
 Seattle Amendments to the 2009 International Bldg. Code (IBC)  
 Multifamily Residential

**1.4 Building Code:**  
**1.5 Proposed Use:**  
**1.7 Occupancy Classification / Separations**  
 Residential  
 Parking



**1.8 Gross Floor Area:**

FLOOR LEVEL	PARKING (gsf)	CIRC	MECH	STORAGE	LOBBY/ AMENITY	RESID. (gsf)	TOTAL (gsf)	COURTYD ROOF
Level P1 (Below Grade Not Subject to FAR)	9,023	476	596	209			10,304	
Level 1		1,426	37	458	635	6,830	9,386	631
Level 2		1,078	37	219		8,756	10,090	
Level 3		1,078	37	219		8,756	10,090	
Level 4		1,078	37	219		8,756	10,090	
Level 5		1,078	37	219	607	8,149	10,090	
Roof		158	72		179		409	2,941
<b>Total for Residential FAR</b>	<b>0</b>	<b>4,470</b>	<b>220</b>	<b>1,051</b>	<b>786</b>	<b>41,247</b>	<b>47,774</b>	
<b>Total for live/work Mixed FAR</b>	<b>1,843</b>	<b>1,426</b>	<b>37</b>	<b>283</b>	<b>635</b>	<b>0</b>	<b>4,224</b>	
<b>Grand Total</b>	<b>9,023</b>	<b>6,372</b>	<b>853</b>	<b>1,543</b>	<b>1,421</b>	<b>41,247</b>	<b>60,459</b>	<b>3,572</b>
<b>Average</b>	41,247 /		<b>62</b>	=		<b>665</b>	gsf per unit average	

# of Units  
 \*\*at feasibility/SD phase\*\*

**1.9 Unit Distribution:**

	A: 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
<b>Totals</b>	<b>44</b>	<b>9</b>	<b>9</b>	<b>62</b>

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

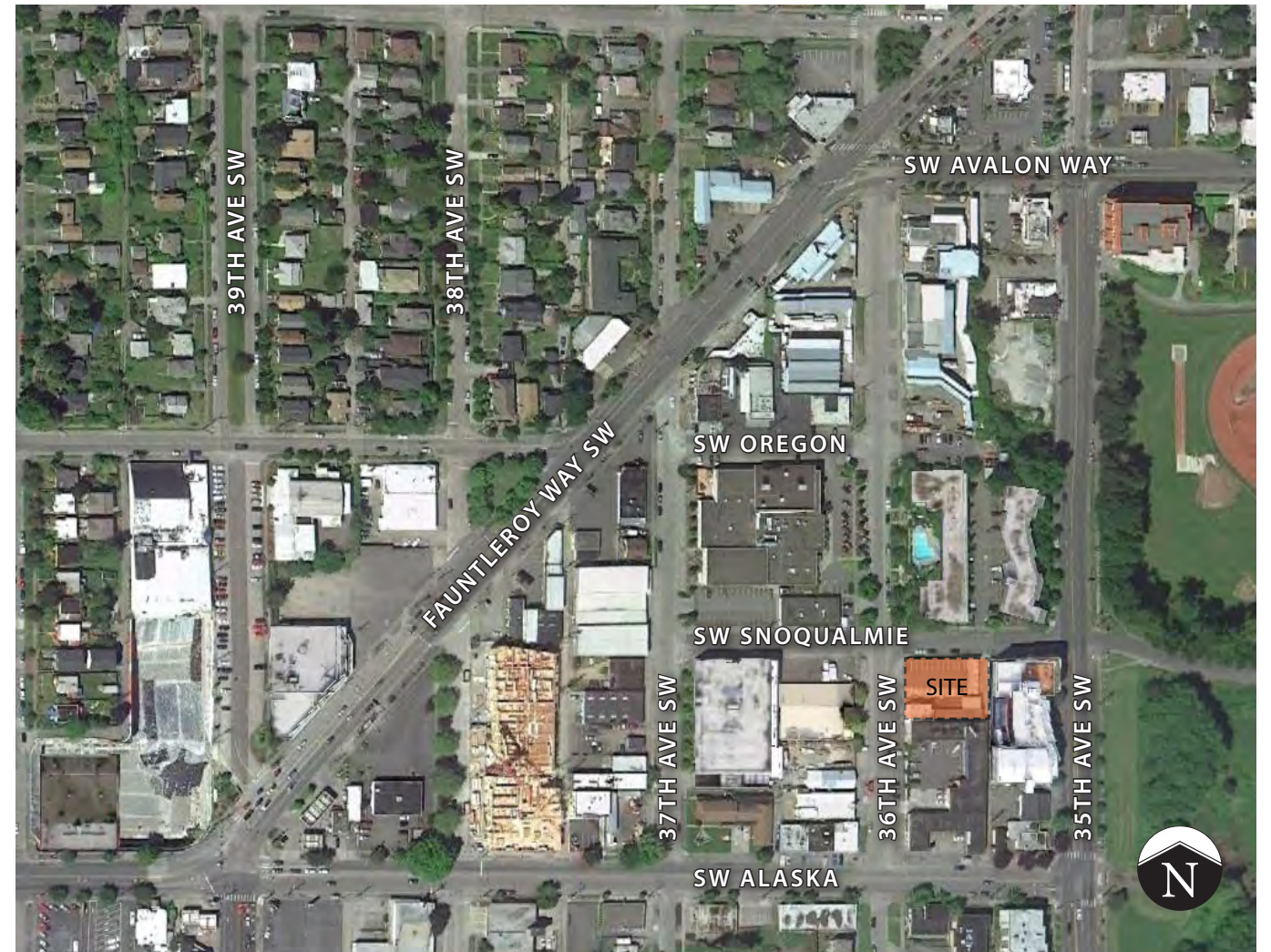
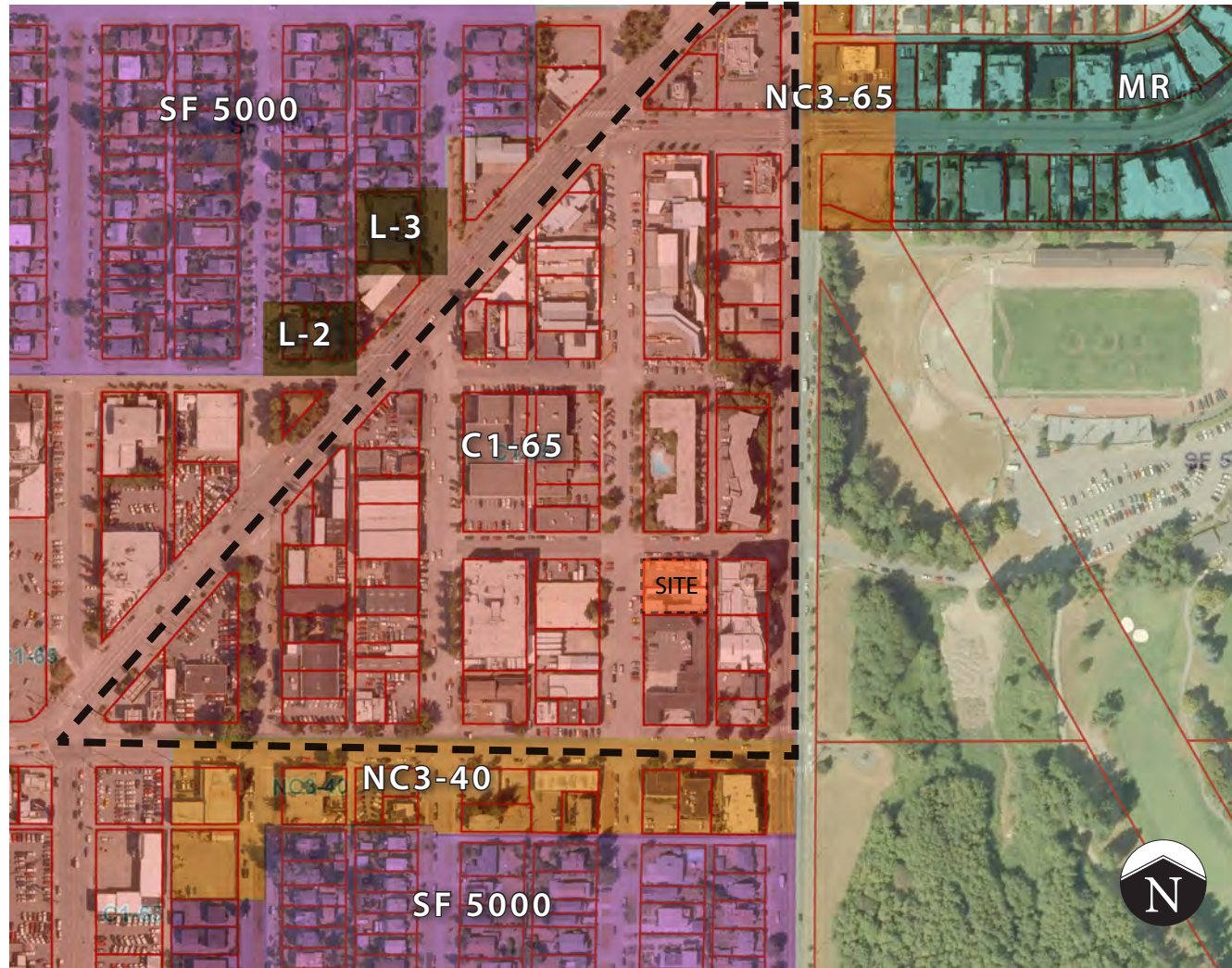
**1.10 Project Metrics**

**FAR:** Allowed = 4.75 => 54,625 gsf (4.25 => 48,875 gsf any single use)  
 Designed Total FAR = 4.52: 51,998 SF Residential and Mixed use total  
 Total single use FAR = 4.15: 47,774 SF Residential and support areas use only







**Parking Stalls:** No Parking provided per transit exception noted below\*

\* 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."

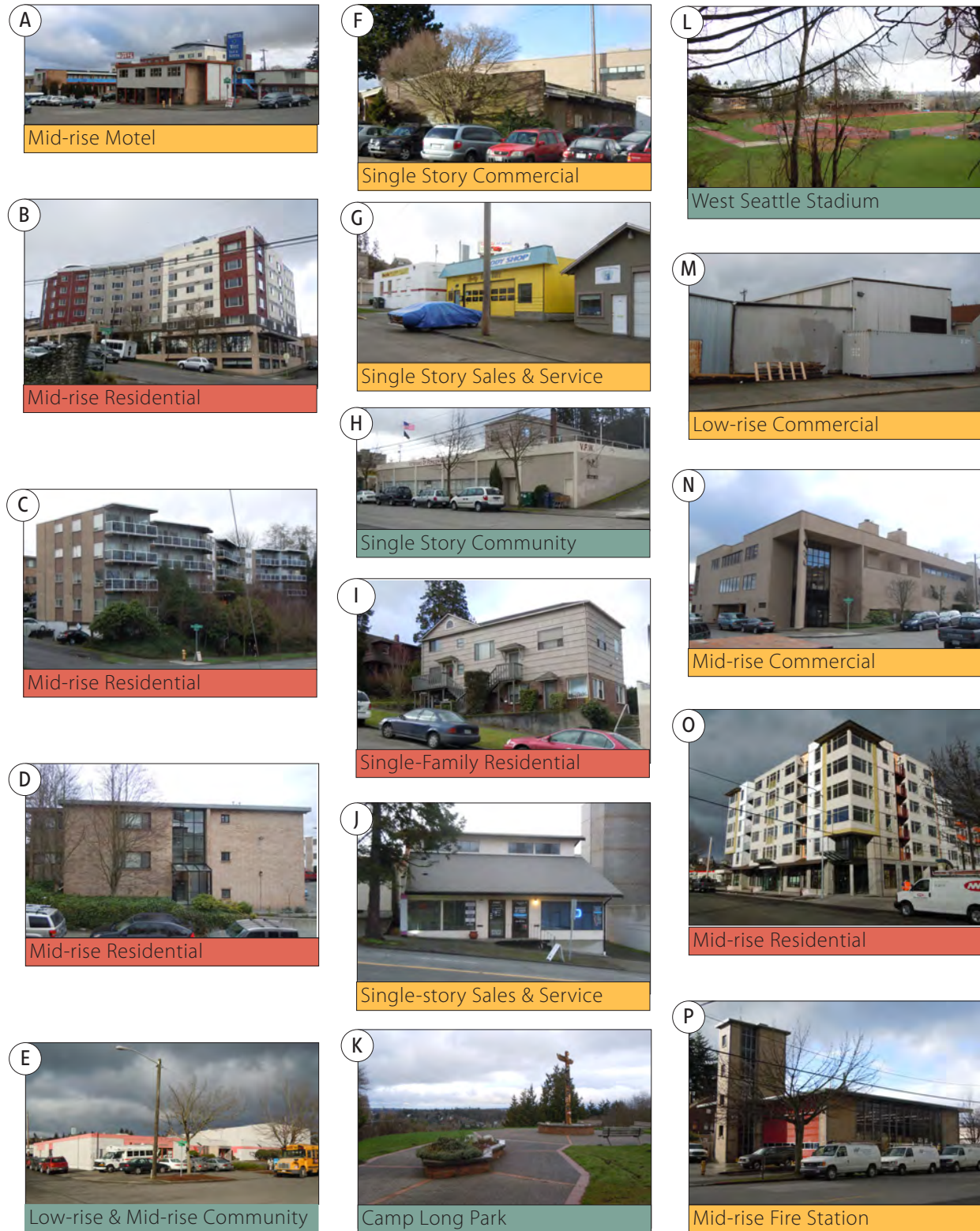
Floor Plate Efficiency: L2-L5 = 86.7% (8,756 sf / 10,090 sf) L1 =72.8% (6,830 sf / 9,386 sf NIC Lobby)



ZONING MAP

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

AERIAL PHOTO

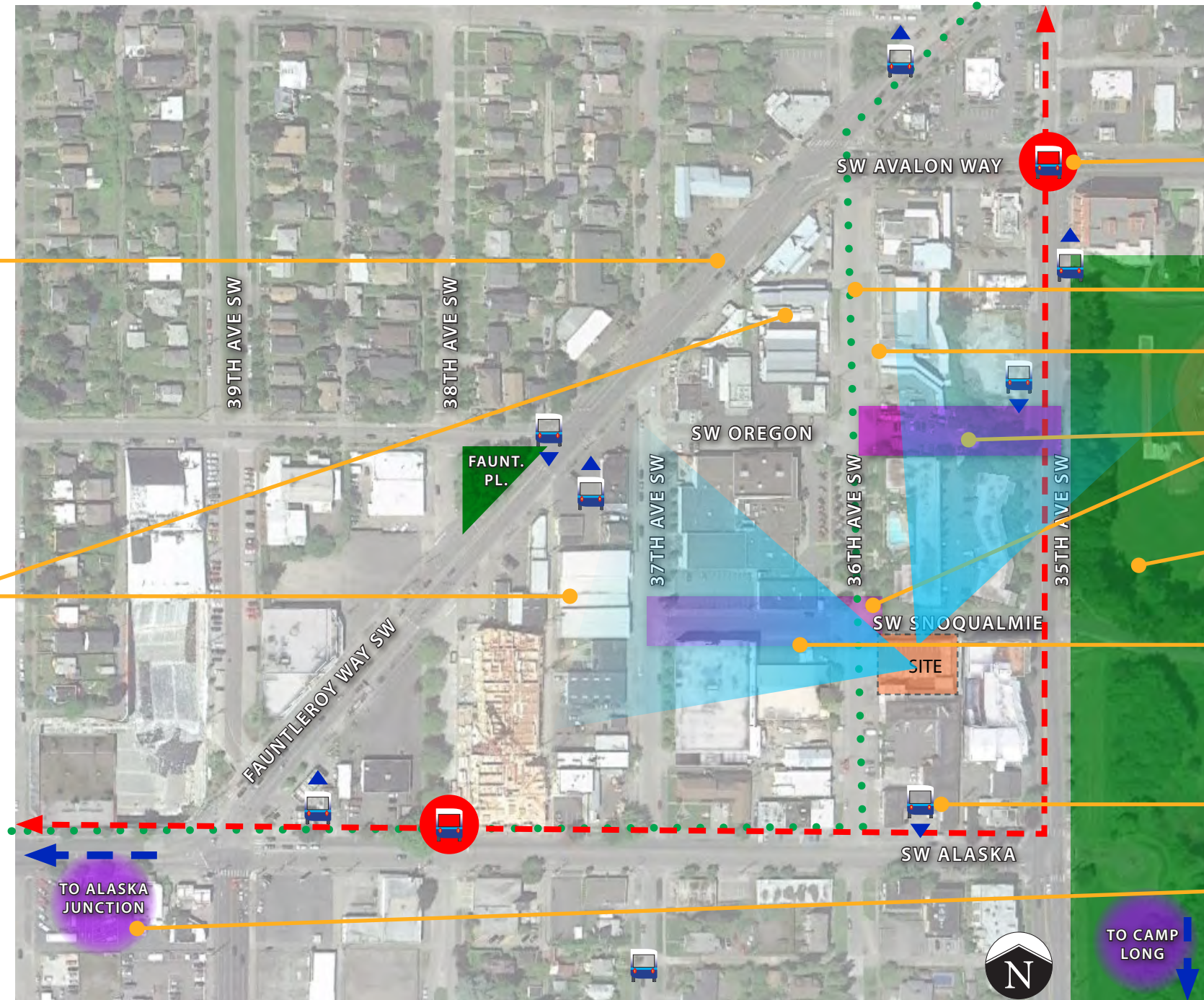


SURROUNDING USES



CONSTRAINTS

- Potential traffic and noise from Fautleroy.
- 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



SITE CONTEXT: EXISTING CONDITIONS



VIEW OF SITE FROM 36TH AVE SW



VIEW OF ADJACENT BUILDING TO SOUTH (TAN BUILDING IN FOREGROUND TO BE DEMOLISHED)



VIEW OF BUILDING ACROSS STREET ON 36TH AVE SW



VIEW OF SITE FROM ALLEY





VIEW FROM SOUTHWEST



# SITE CONTEXT: EXISTING CONDITIONS

• Existing 2-story community building

• Existing 3-story apartment building

• Existing single-story community building

• Existing 3-story office building

• Existing single-story office building

• Existing single-story service building

• Existing 4-story apartment building

• Existing 7-story apartment building

• Park

• Existing 2-story motel

• Existing 1-story office building



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

- Enhance Pedestrian Connection
- Improve parking clarity

- 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

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

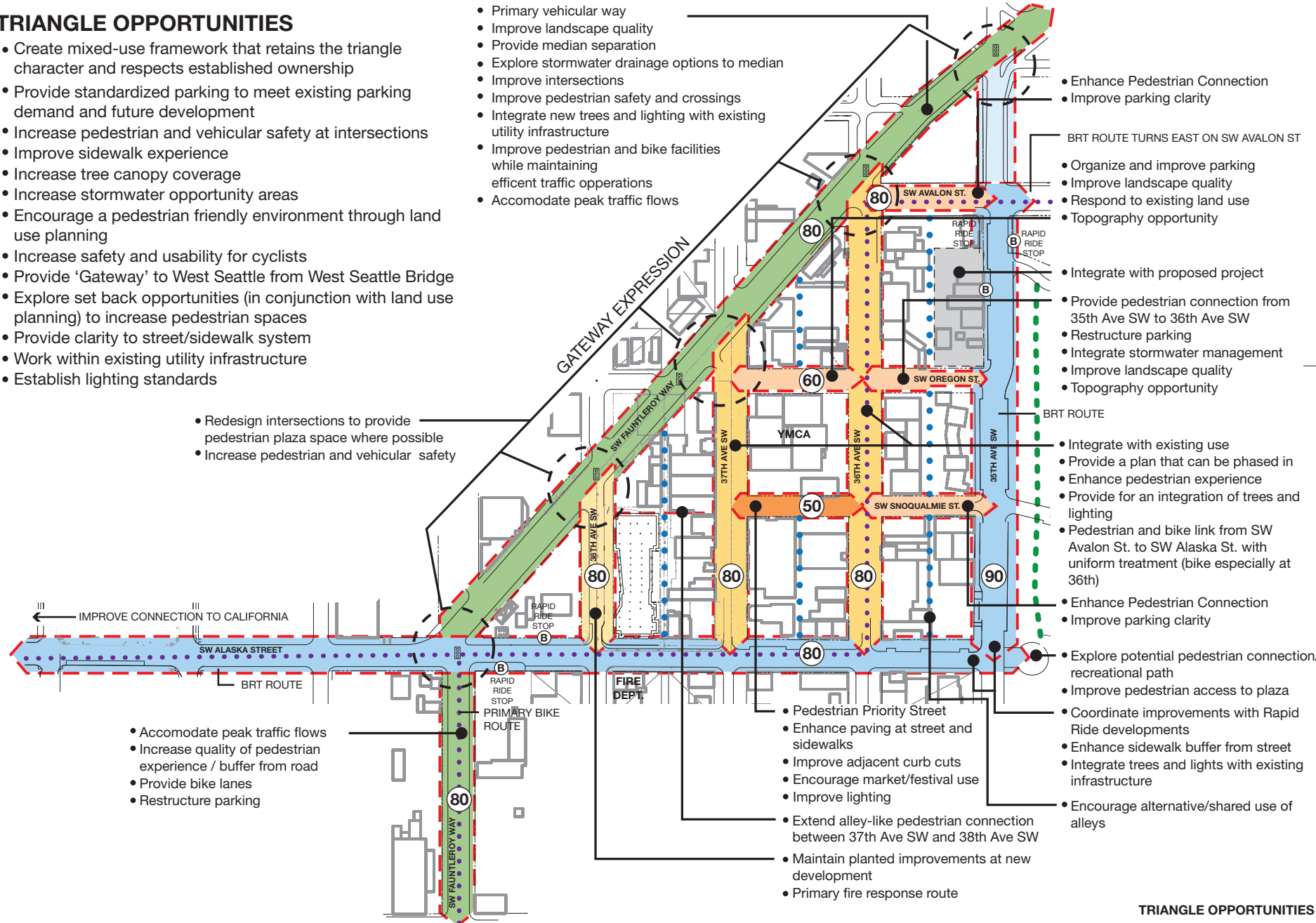
- Integrate with existing use
- Provide a plan that can be phased in
- Enhance pedestrian experience
- Provide for an integration of trees and lighting
- Pedestrian and bike link from SW Avalon St. to SW Alaska St. with uniform treatment (bike especially at 36th)
- Enhance Pedestrian Connection
- Improve 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

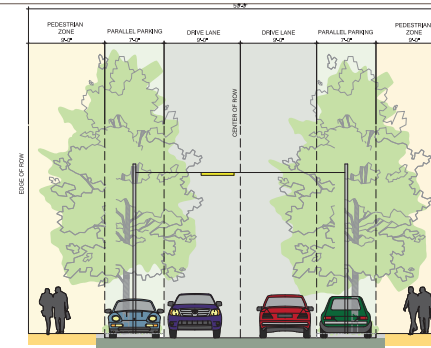
- Pedestrian Priority Street
- Enhance paving at street and sidewalks
- Improve adjacent curb cuts
- Encourage market/festival use
- Improve lighting
- Extend alley-like pedestrian connection between 37th Ave SW and 38th Ave SW
- Maintain planted improvements at new development
- Primary fire response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

**TRIANGLE OPPORTUNITIES**

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

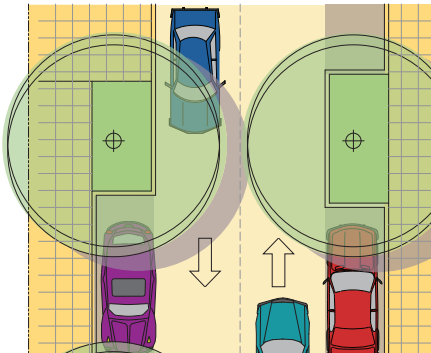


HEWITT AND DPD DIAGRAM OF FAUNTLEROY TRIANGLE NEIGHBORHOOD



PROPOSED SECTION: SW SNOQUALMIE STREET LOOKING WEST

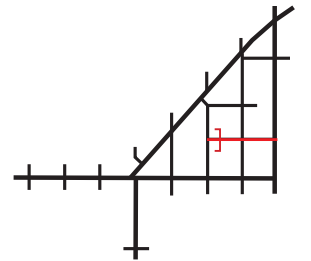
EXISTING CURB PROFILE: SW SNOQUALMIE STREET LOOKING WEST



PROPOSED PLAN: SW SNOQUALMIE STREET AT YMCA



CHARACTER IMAGE



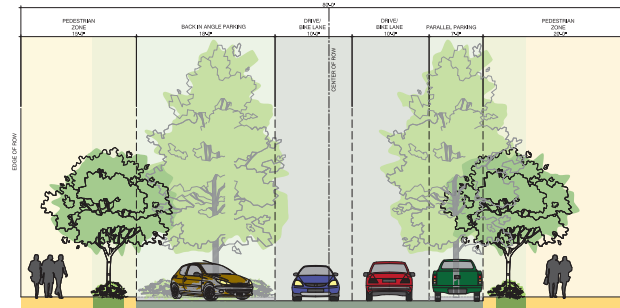
KEY PLAN



PROPOSED AXON: SW SNOQUALMIE STREET AT YMCA

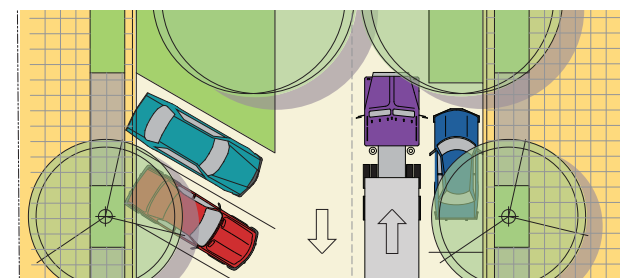
PROPOSED SECTION FOR SW SNOQUALMIE STREET

HEWITT AND DPD DIAGRAM OF 36TH AVE SW



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

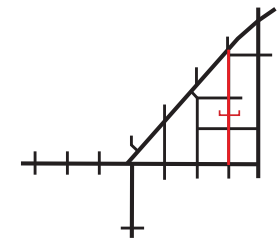
EXISTING CURB PROFILE: 36TH AVE SW LOOKING NORTH



PROPOSED PLAN: 36TH AVE SW AT YMCA



CHARACTER IMAGE



KEY PLAN

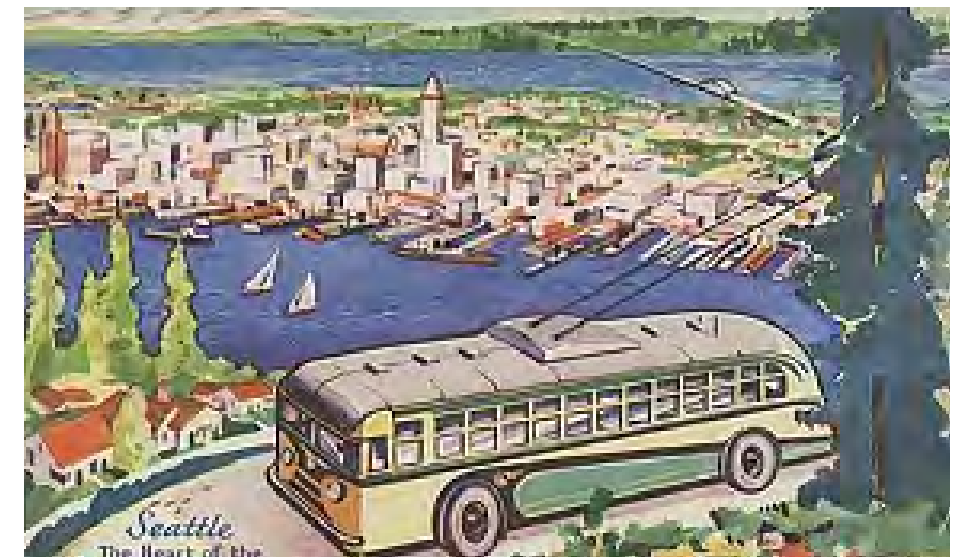
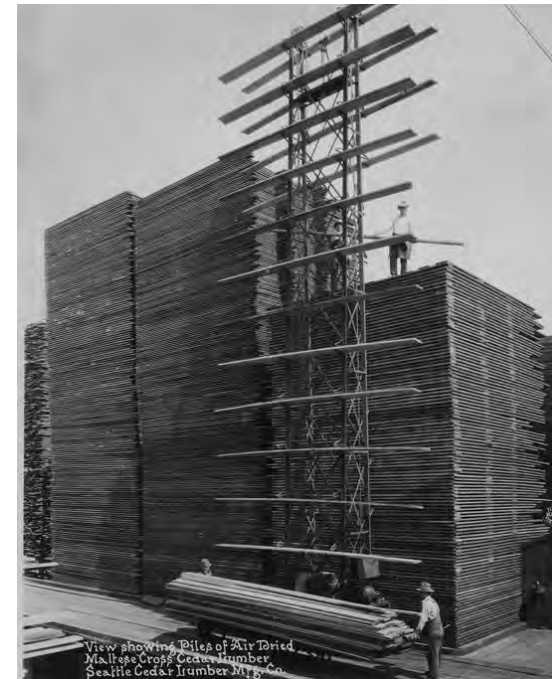


PROPOSED AXON: 36TH AVE SW AT YMCA



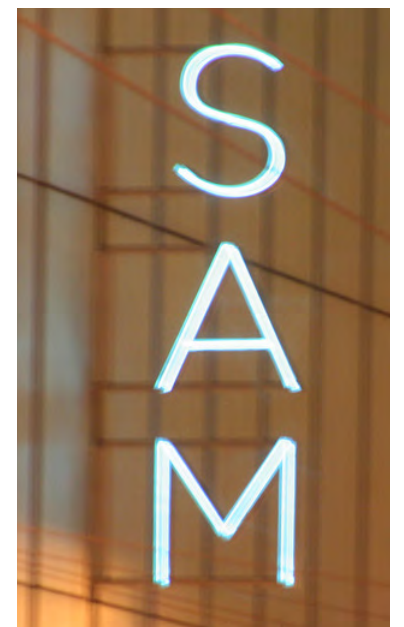
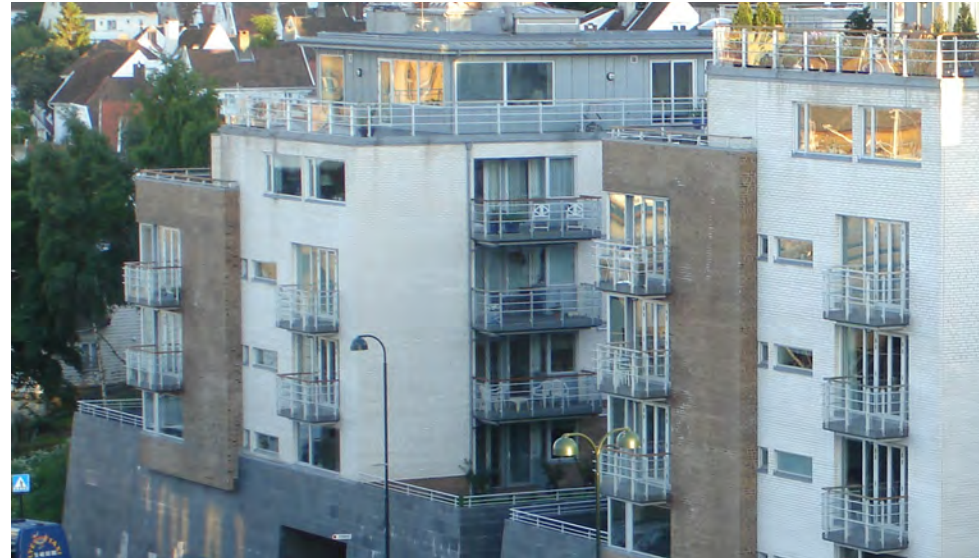
HEWITT AND DPD DIAGRAM OF SW SNOQUALMIE ST

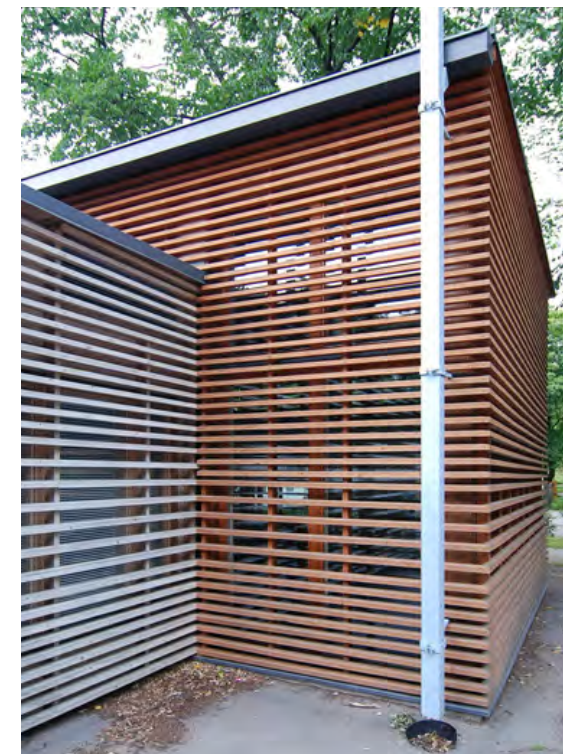
HISTORIC NEIGHBORHOOD IMAGES





CONCEPT IMAGES



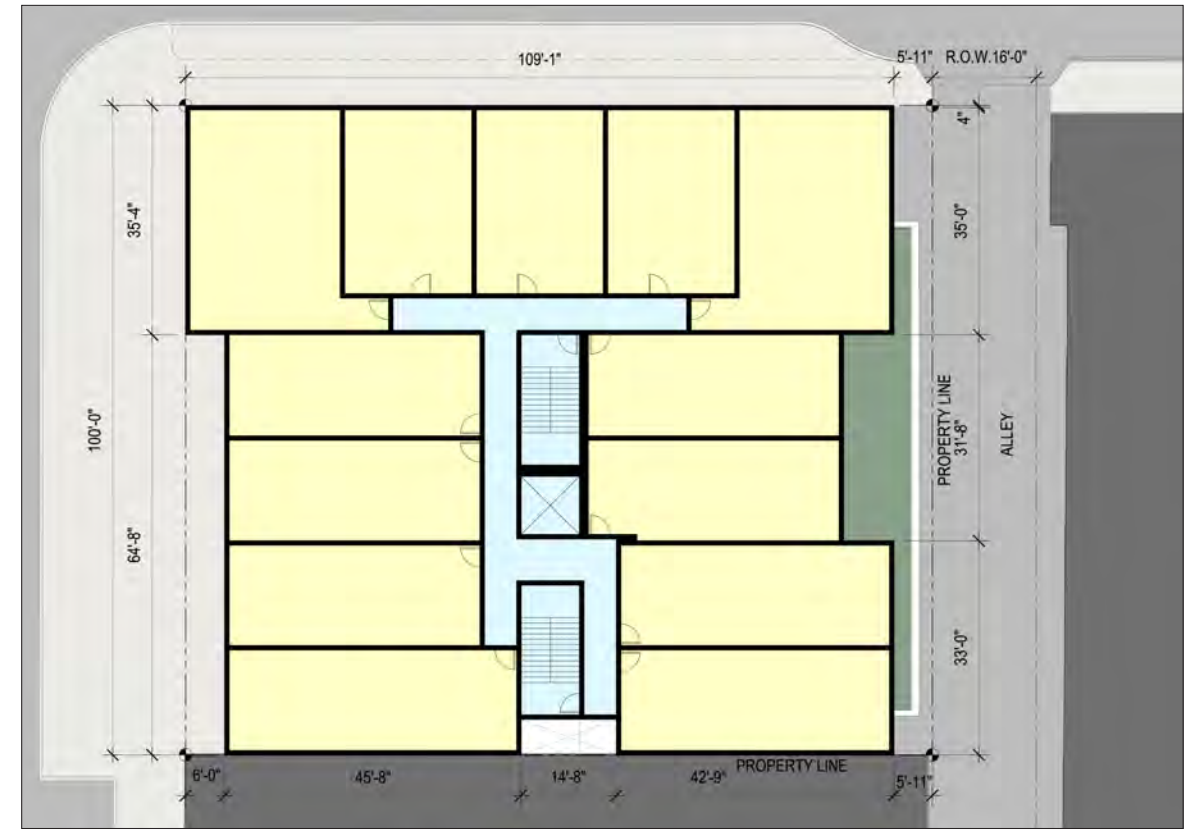


SUMMARY OF EARLY DESIGN GUIDANCE: PREFERRED SCHEME



VIEW FROM SOUTHWEST

Plane of 65' Height Limit from Average Grade Level



TYPICAL UPPER FLOOR PLAN



VIEW FROM NORTHEAST

Lobby Entrance

Line of Building Above

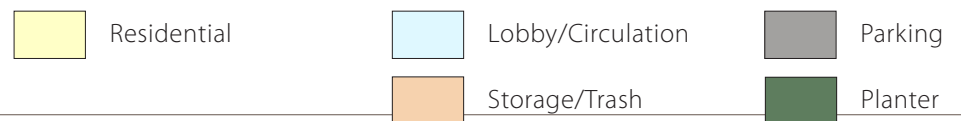
Recessed Patio Space

Light well

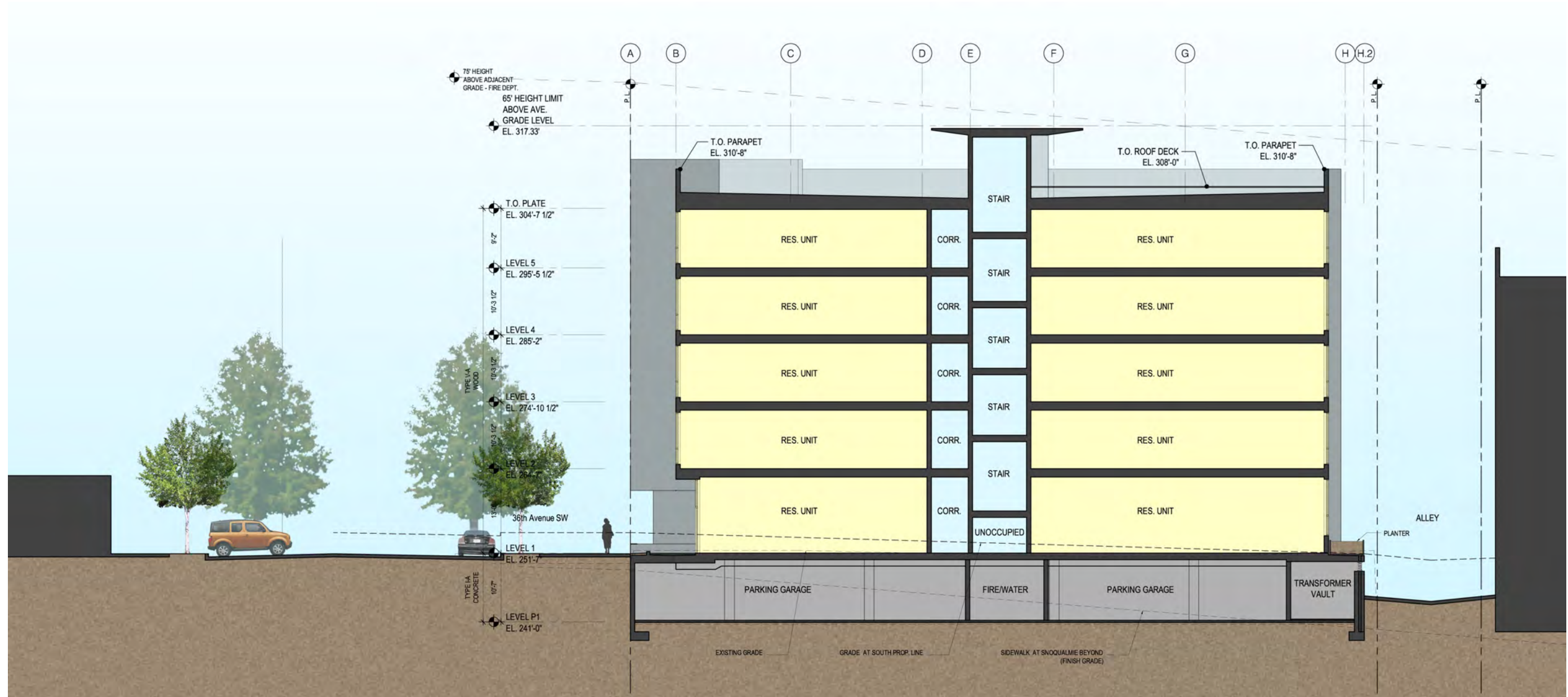
Basement Entry Below



GROUND FLOOR PLAN



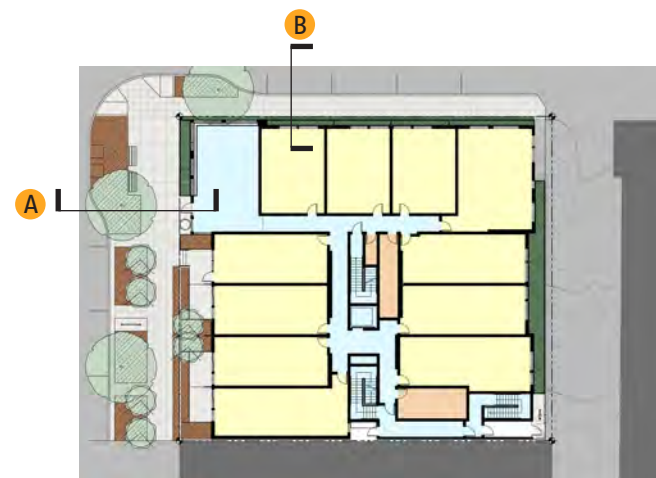




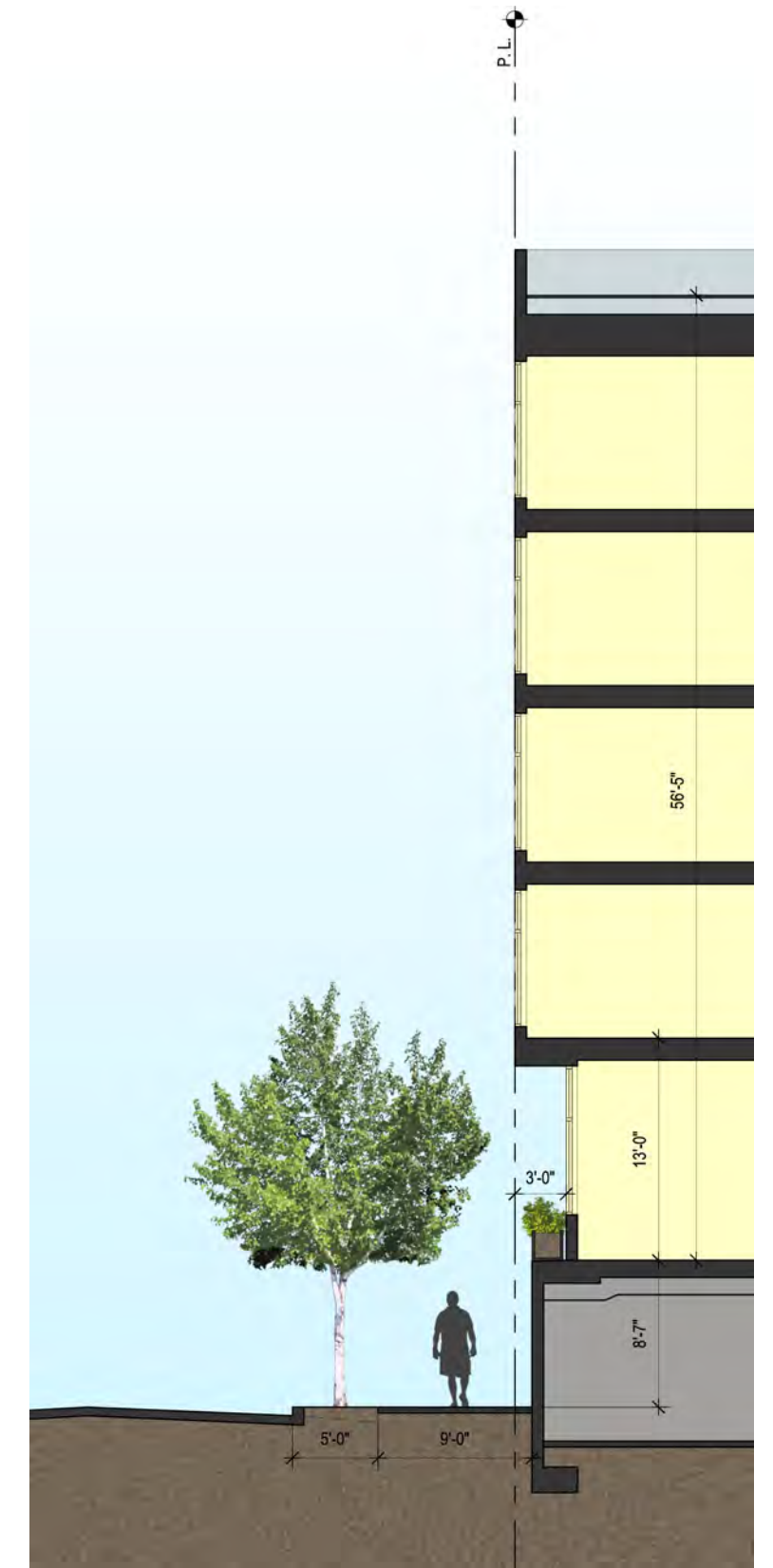
WEST-EAST BUILDING SECTION

- Residential
- Lobby/Circulation
- Parking/Storage

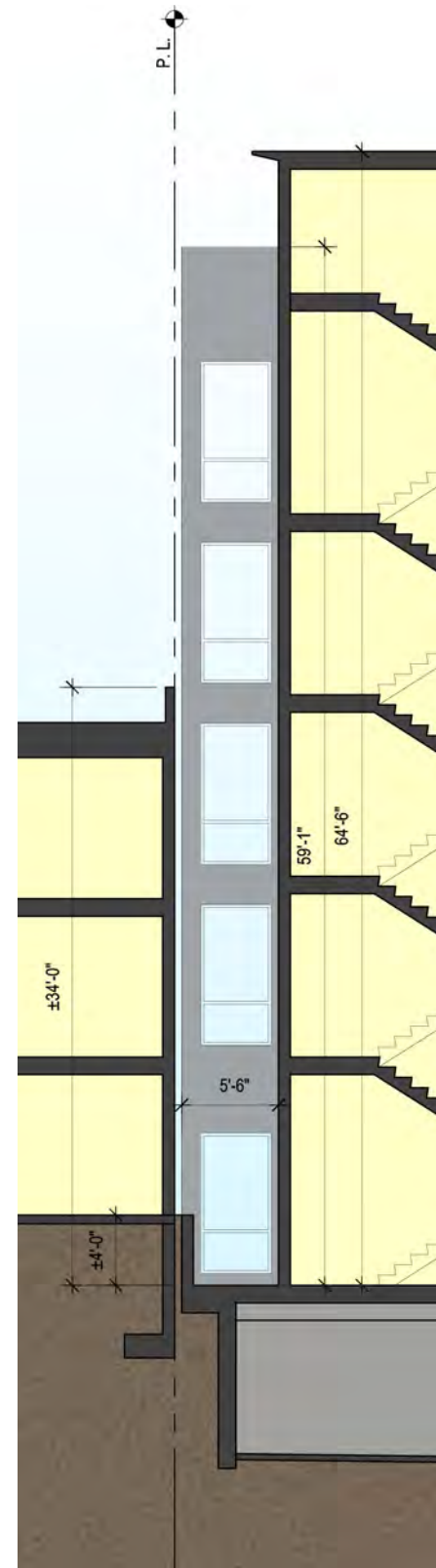




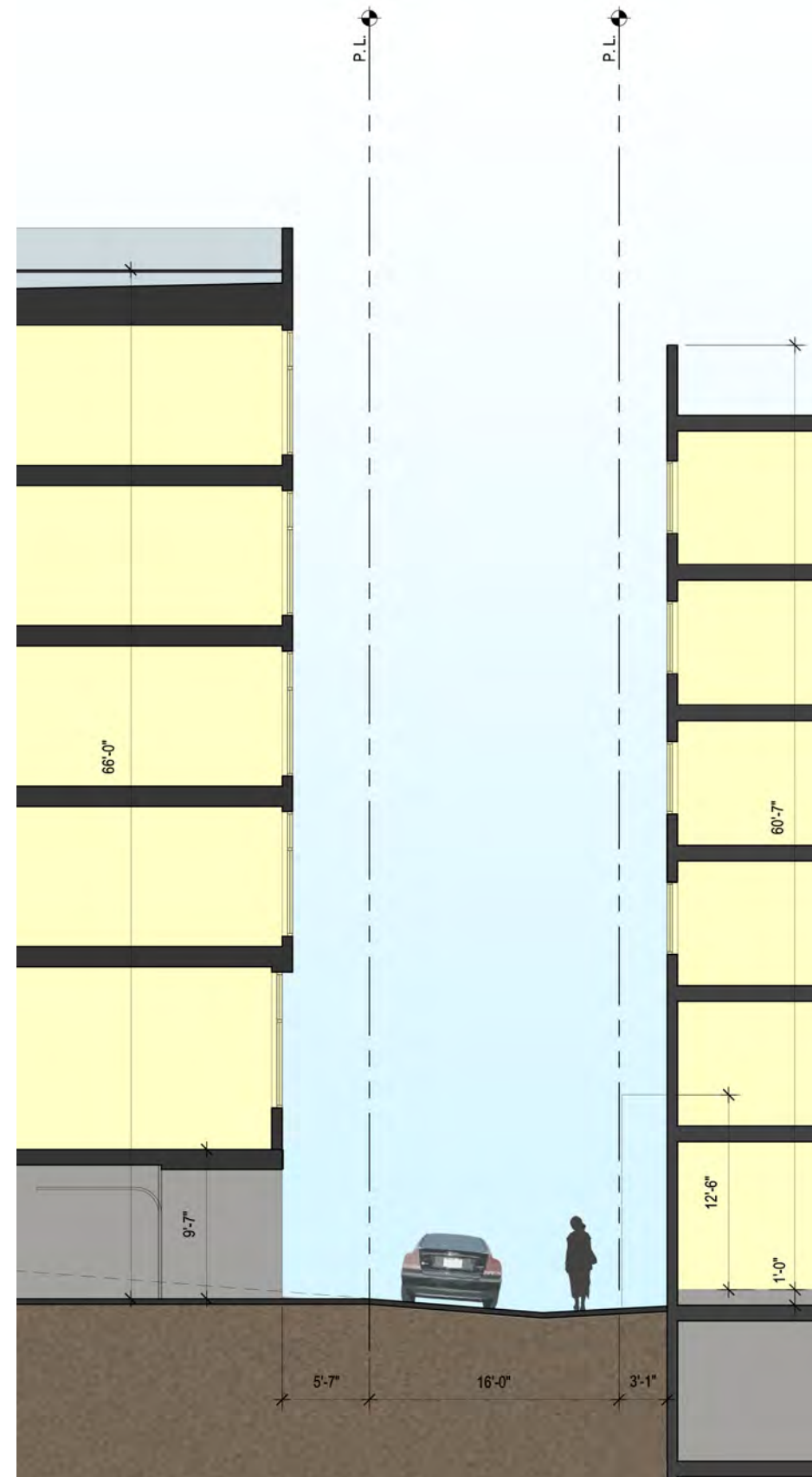
SECTION A - 36th Ave SW



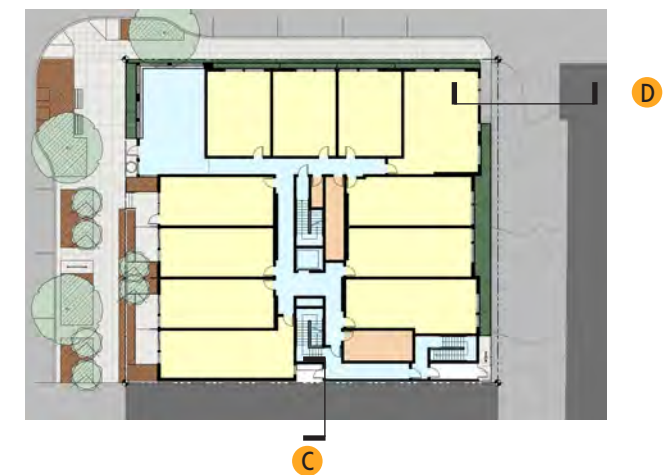
SECTION B - SW Snoqualmie St.



SECTION C - SOUTH LIGHTWELL



SECTION D - 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. Graceful transition from street is an important consideration.

### 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-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-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.

## 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-3 Retaining Walls

Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual along the streetscapes.

### D-7 Personal Safety and Security

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

### D-8 Treatment of Alleys

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

### 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.

## GUIDANCE

Following the EDG meeting on March 24, 2011, the board was generally supportive of the project goals and recommended the project move forward to MUP Application in response to the guidance provided. They identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project. The board also expressed several comments and concerns, outlined as follows:

**1) A-1 Responding to Site Characteristics**

The Board discussed the site with its rectangular shape, street corner frontage and sloping street elevation along SW Snoqualmie. They thought there should be a corner presence, especially at the ground level, where the residential entry is best placed. The sloping site could lead to a “diving first floor” relative to the sidewalk and a blank facade, both of which would need to be carefully addressed in the design. The base story needs to have sufficient height for it to express as a base and an inviting area.

**2) A-2 Streetscape Compatibility**

The Board indicated that the street improvements and the building architecture addressing it should respond the West Seattle Triangle neighborhood plan with it de-emphasis on the auto and creation of a landscaped pedestrian oriented area.

**3) A-3 Entrances Visible from the Street**

The Board indicated that the corner is the best location for the residential lobby as a glass box or other expression. The presence of the lobby needs to be emphasized.

**4) A-6 Transition Between Residence and Street**

The Board requested the applicants to re-think the decision to not include live-work units at the sidewalk levels. These could provide an appropriate connection to and transition from the public sidewalk. If live-work units are not incorporated, the transition to apartment units becomes more awkward and will need to be carefully designed.

**5) A-10 Corner Lots**

The Board indicated that a gracious residential lobby with high ceilings would be appropriate at the corner.

**6) B-1 Height, Bulk and Scale Compatibility**

The Board did not anticipate that the height, bulk and scale would be out of proportion with the zone or vicinity.

**7) C-2 Architectural Elements and Materials**

The Board noted that the images shown in the graphics packet as driving forces in the design seemed appropriate and that the applicants should develop the design along those lines. On a small lot such as this one, the Board stated that the design does not need to be overly complex. Green factor features, trees, green walls, etc., are important and should be used to add interest to the structure. Materials, they observed, seem headed in an appropriate direction.

**8) D-2 Blank Walls**

The Board indicated that blank walls which might be present around the garage and other elements need to be addressed carefully to reduce their blank, empty appearance.

**9) D-3 Retaining Walls**

The Board discussed how retaining walls along public sidewalks should be avoided if at all possible.

**10) D-8 Treatment of Alleys**

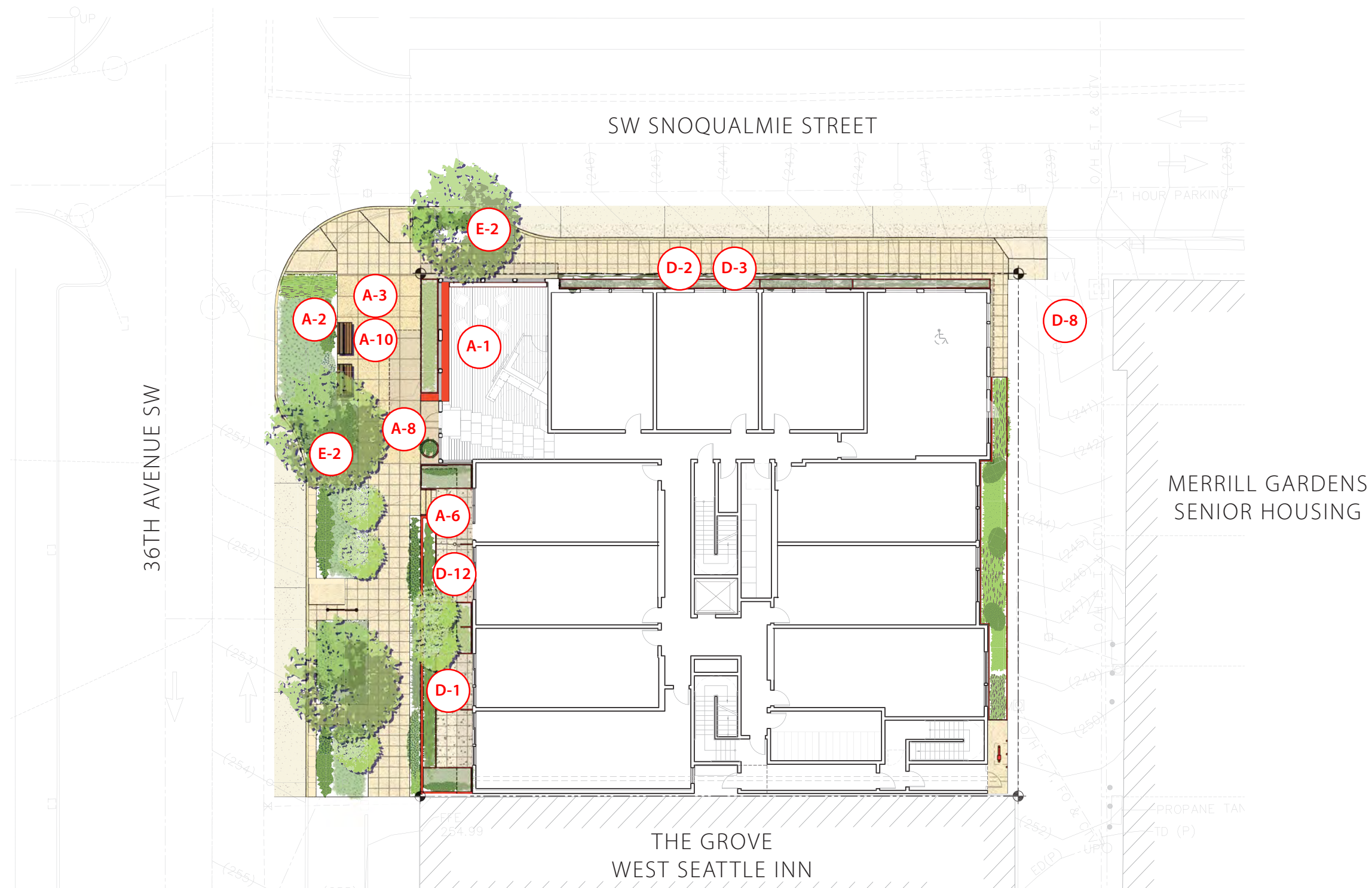
The Board indicated that the alley should be used as an alley, for vehicle access and service pickup, not as a pedestrian realm. Thought should be given to the pedestrian sidewalk crossing of the alley to incorporate features to enhance safety, such as pulling the building back to add to sightlines. The vehicle access point to Merrill Gardens should be considered in relation to the access point to the proposed building and it should be moved far enough away from the street to provide safe vehicle/pedestrian interaction.

**11) D-12 Residential Entries and Transitions**

The Board indicated that the transition to the residences at or near grade level will be an important detail. Elements such as overhead weather protection, groundscape, defensible space, blurring the transition from private to public and avoiding a fence should all be considered and appropriately incorporated.

**12) E-2 Landscaping to Enhance the Building and/or Site**

The Board discussed landscaped open space on the roof, indicating that gathering spaces near the northeast corner would be appropriate as they would in a maximized view location.



SITE PLAN

**A-1**  
Site conditions and street corner frontage allows for a strong expression of the architecture at the building corner. The glassy residential lobby also creates a strong corner presence at ground level.

**A-2**  
The proposed building architecture and street improvements respond to the West Seattle Triangle neighborhood plan with its de-emphasis on automobiles and the creation of a landscaped pedestrian-oriented area.

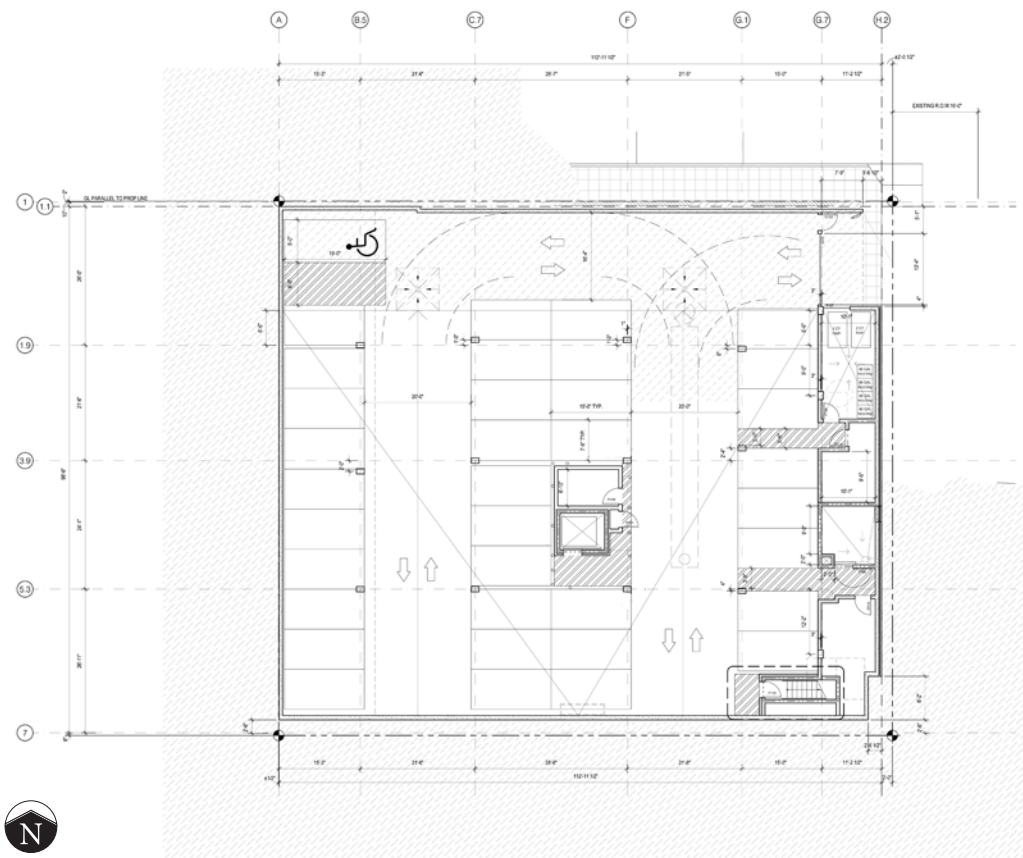
**A-3, A-10**  
The entry at the corner of 36th AVE SW and SW Snoqualmie is clearly visible and demarcated from the street. This corner entry is situated to interact with activity along those right-of-ways.

**A-6, D-1, D-12**  
The proposed design uses various elements such as landscaping, raised planters, and recessed, semi-private patios to help mitigate the transition zone between private and public.

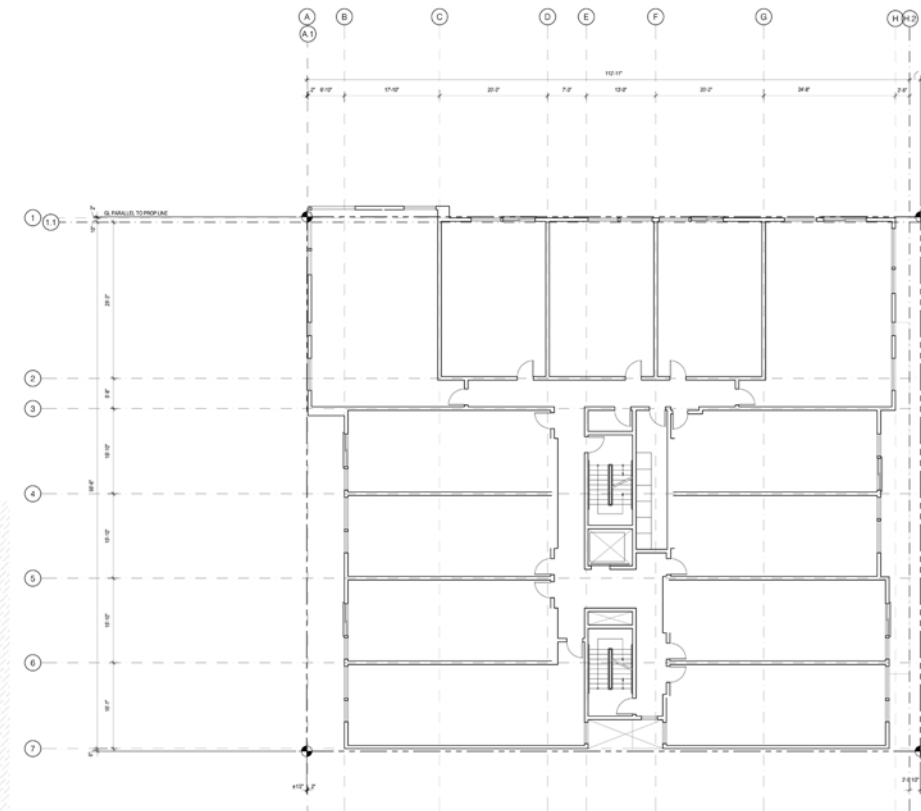
**D-2, D-3**  
To add visual interest and reduce the “blank wall” effect along this steeply sloping sidewalk, the retaining wall has been softened with a variety of plantings and a contrasting material palette.

**D-8**  
The existing alley will remain as an alley, for vehicle access and service pick up and not as a pedestrian realm. The sidewalk pavers turn the sidewalk at the garage entrance to alert pedestrians to an alley crossing. The garage entry is also set back at the alley to enhance safety and sightlines.

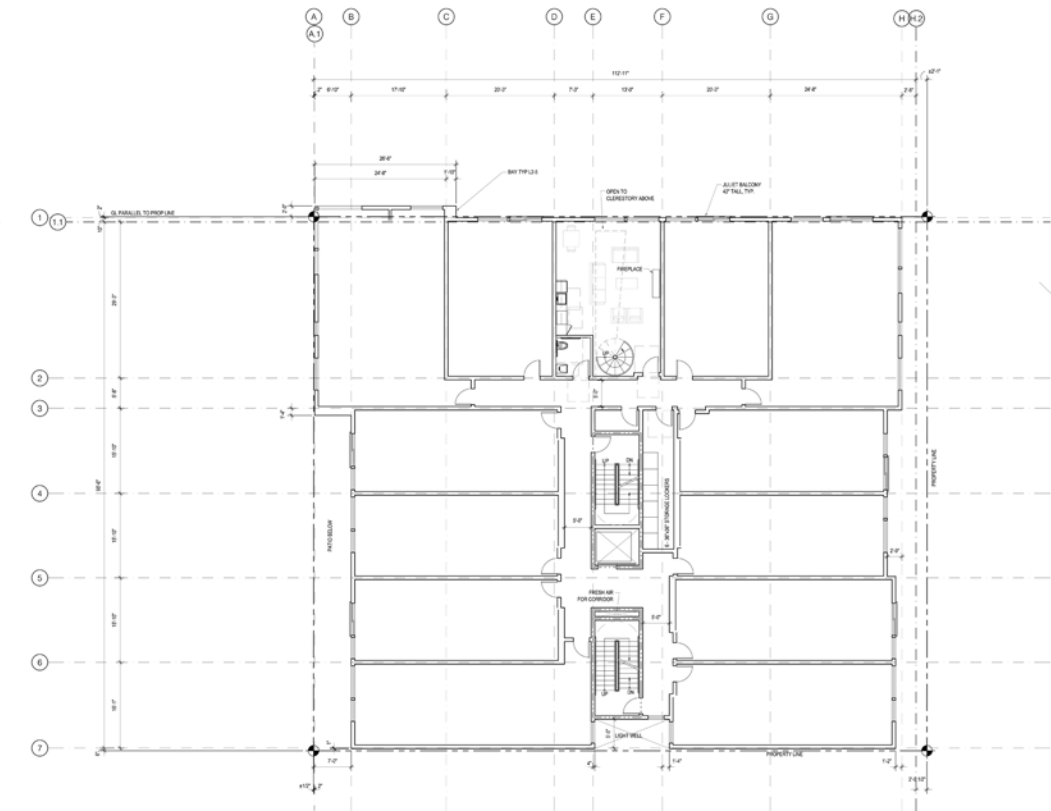
**E-2**  
Landscape has been used liberally on the project to help soften the buildings edges and respond to the goals presented in the West Seattle Triangle neighborhood plan. A variety of plant types reinforce the building’s use and character along the right-of-way.



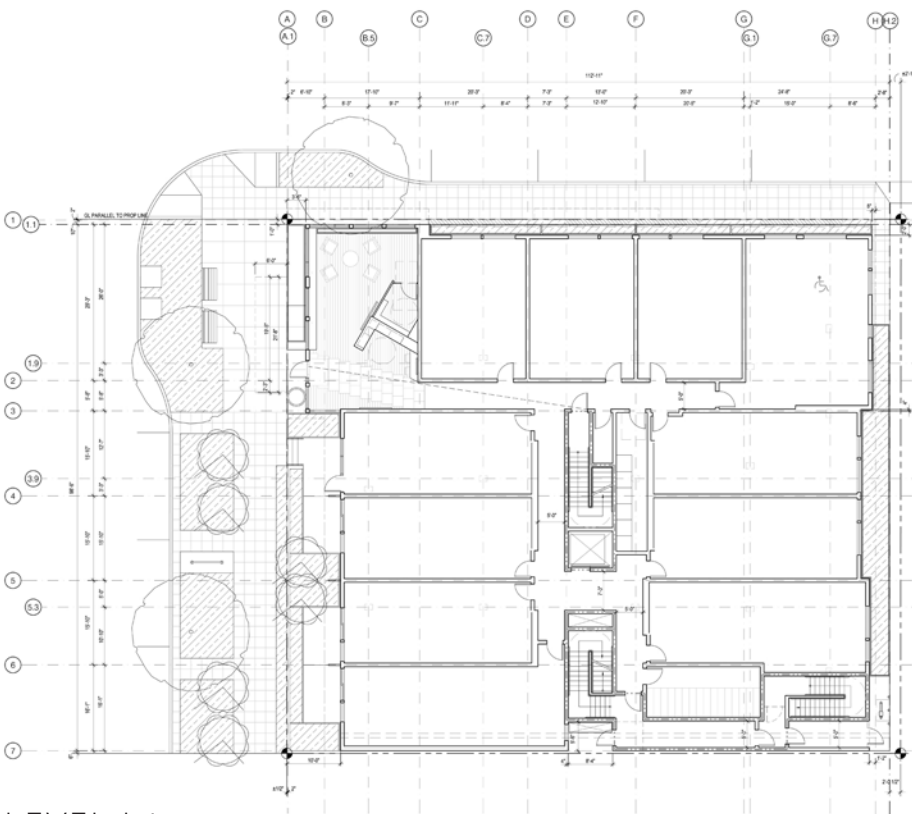
 LEVEL P1



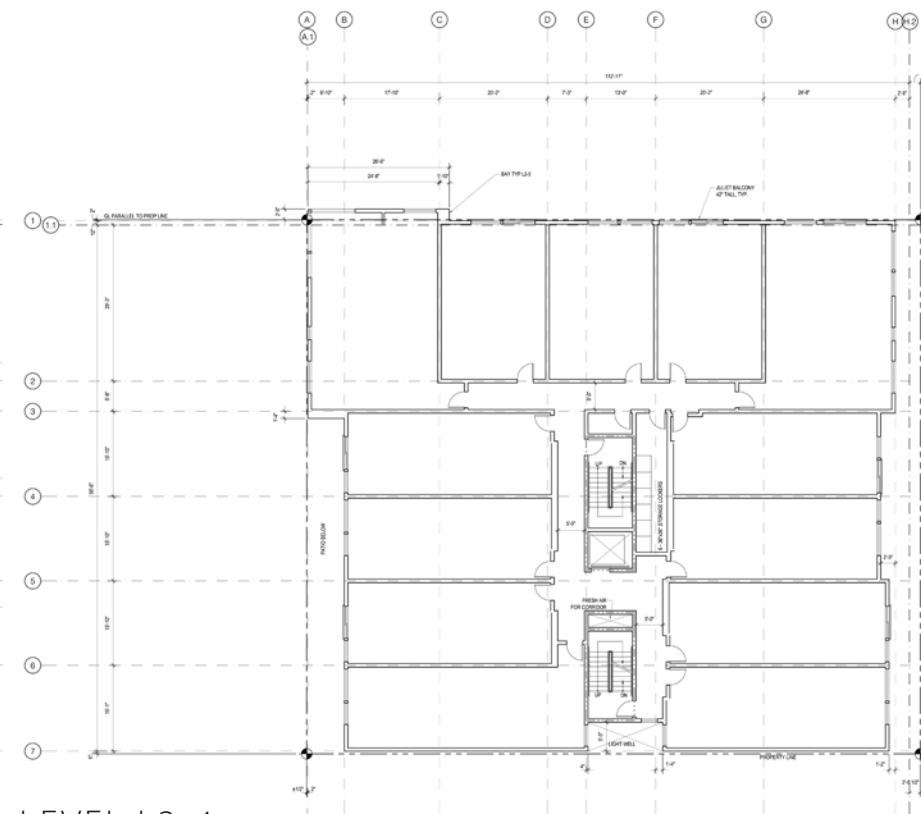
LEVEL L2



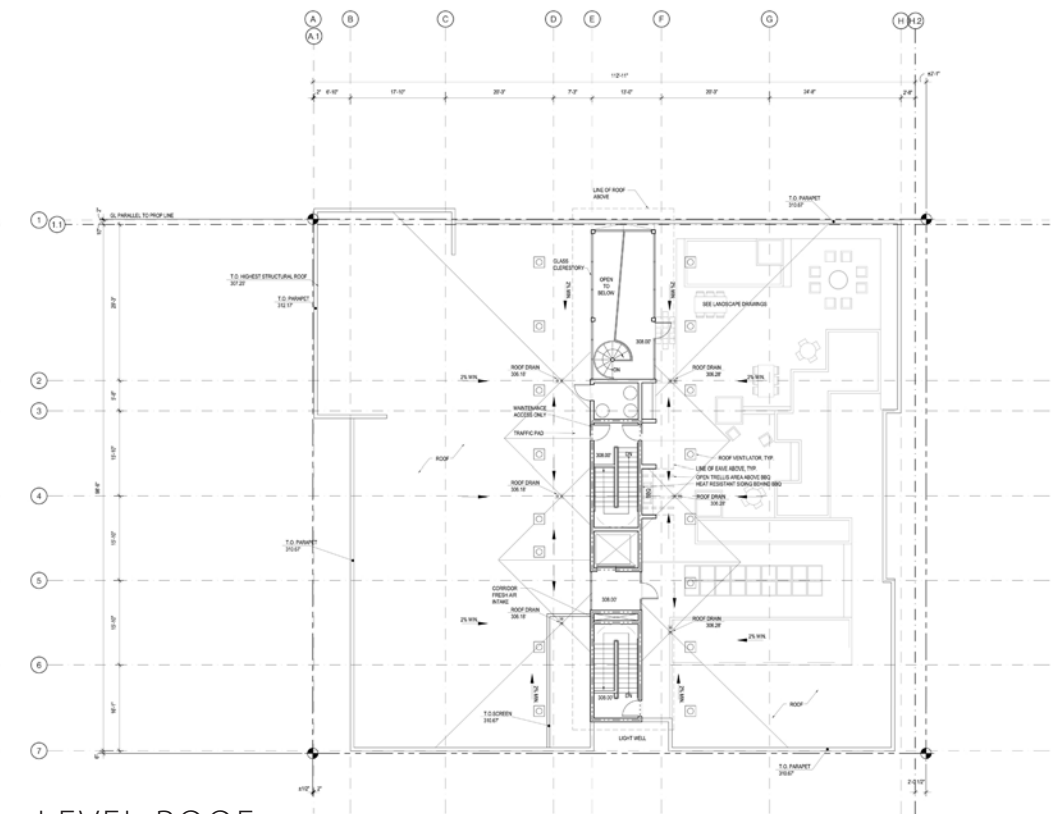
LEVEL L5



LEVEL L1



LEVEL L3-4



LEVEL ROOF



**C-2**  
 Strong, regular facade design with a simplified material palette of metal siding, fibercement panel and wood . The facade is organized into a regular rhythm with large windows to emphasize the industrial, loft-like character of the project.

**C-3**  
 Overhead weather protection, benches, and stoops reinforce individual residential identities and provide street-level variety.

**D-8**  
 The existing alley will remain as an alley, for vehicle access and service pick up, rather than a part of the pedestrian realm. The sidewalk pavers turn the sidewalk at the garage entrance to alert pedestrians to an alley crossing.

**D-2, D-3, E-2**  
 To add visual interest and reduce the “blank wall” effect along this steeply sloping sidewalk, the retaining wall has been softened with a variety of plantings and a contrasting material palette.

**A-3, A-10**  
 A visually distinct skin of corten steel turns the corner onto 36th AVE SW to clearly identify the entry into the project and provide architectural detail/ interest to passersby.





**A-10, B-1**  
 A proposed change in siding materials at the northwest corner help break up the massing and incorporate a different sense of scale within the project. Wood siding incorporates a finer grain of detail within the massing and helps orient the project to the corner.

**C-2**  
 The scale and character of the building is further enhanced by different colors and textures, along with the introduction of juliet balconies to help enhance the rhythm of the facade.



**E-2**  
 Various grade changes, landscape elements and plant materials create a dynamic street front.

**A-3, A-4**  
 The entry along 36th AVE SW is clearly visible and demarcated from the street by an overhead canopy and change in landscaping/paving matter. A landscaped entry with planters and benches in front of the entry allows for a activated transition from street to lobby.

**E-1, E-2**  
 Landscaping elements and sidewalk improvements complement the proposed West Seattle Triangle neighborhood plan.



OUTLINE OF BUILDING TO THE SOUTH



**C-2**  
The strong canopy element at the roofline adds visual interest and character to the south facade.

**B-1**  
On the south elevation, the building is punctuated by a light well, breaking up the scale of this facade. Varying colors and textures also helps to reduce the overall scale.

**E-2**  
Various grade changes, landscape elements and plant materials create a dynamic streetfront along 36th AVE SW.

**A-6, D-1, D-12**  
The proposed design uses various elements such as landscaping and semi-private recessed patios to help mitigate the transition zone between private and public.

**D-8**  
The alley is used for vehicular and service pick up. While not considered as the part of the pedestrian realm, the alley will feature landscaping elements to soften the transition between public and private zones as well as increase pedestrian comfort in this area. The garage entry is also set back at the corner to enhance safety and sightlines.



C-1  
The building's design character helps transitions between several disparate architectural vocabularies, such as light commercial/warehouse and multifamily.

C-2  
Strong, regular facade design with simplified material palette of metal siding and fiberce-ment panel. Facade organized into a regular rhythm with large windows reinforces the industrial, loft-like character of the project.



D-8  
The alley will feature landscaping elements to soften the transition between public and private zones as well as increase pedestrian comfort in this area.

D-8  
The existing alley will remain as an alley, for vehicle access and service pick up and not as a pedestrian realm. The sidewalk pavers turn the sidewalk at the garage entrance to alert pedestrians to an alley crossing. The garage entry is also set back at the corner to enhance safety and sightlines.



**A-3, A-10**  
 The entrance and lobby is clearly visible and demarcated from the corner of SW Snoqualmie ST and 36TH AVE SW. Highly transparent, the "front door" of the project is further delineated by a visually interesting canopy.

**D-2, E-2**  
 Landscape has been used liberally on the project to help soften the buildings edges and mitigate concerns of the "blank wall" effect. A variety of plant types reinforce the building's use and character along the right-of-way.

**D-1**  
 Overhead weather protection, accent paving, benches and lighting ensure comfort and security for pedestrians and visitors.

**A-1, A-2**  
 Street improvements and building architecture respond to the West Seattle Triangle neighborhood plan with the creation of landscaped, pedestrian-friendly areas.



VIEW FROM SW SNOQUALMIE & 36TH AVE SW



**A-3, A-10**  
 The expression of the corner massing, with its high-quality, easily identifiable signage, clearly orients itself to the 36TH AVE SW and SW Snoqualmie ST.

**C-2**  
 Strong, regular facade design with simplified material palette of metal siding, fibercement panel and wood. Facade organized into a regular rhythm with large windows reflects the West Seattle Triangle's industrial roots.

**E-3**  
 The entry along 36TH AVE SW is clearly visible and demarcated from the street.

**A-3, A-6**  
 The proposed design incorporates a live-work unit at ground level, near the residential lobby, to provide an appropriate connection and transition from the public sidewalk.

**A-6**  
 Semi-permeable wood dividers and sliding screens help add visual interest at street level while providing security and privacy for residents at ground-related units.

**A-6, D-1, D-12**  
 The proposed design uses various elements such as landscaping and recessed, semi-private patios to help mitigate the transition zone between private and public space.



PEDESTRIAN VIEW FROM 36TH AVE SW



**C-2**  
 Strong, regular facade design with a simplified material palette of metal siding, fibercement panel and wood . The facade is organized into a regular rhythm with large windows to emphasize the industrial, loft-like character of the project.

**D-2, E-2**  
 Landscape has been used liberally on the project to help soften the buildings edges and mitigate concerns of the "blank wall" effect. A variety of plant types reinforce the building's use and character along the right-of-way.

**D-8**  
 The existing alley will remain as an alley, for vehicle access and service pick up and not as a pedestrian realm. The sidewalk pavers turn the sidewalk at the garage entrance to alert pedestrians to an alley crossing. The garage entry is also set back at the corner to enhance safety and sightlines.



VIEW FROM SW SNOQUALMIE ST



C-2  
The rooftop lobby's roofline is clearly distinguished from the rest of the project and helps to add visual interest on the south facade. The extension of the roof plane, with its soffit clad in the same wood material found at the ground-level panels and as well as the corner siding helps to demonstrate a strong cohesiveness and high degree of quality throughout the project.

B-1  
A change in material and massing creates the sense of separate buildings in the south facade. This break in material and scale allows light to reach units and add visual interest to the project.



VIEW FROM 36TH AVE SW





LOBBY DETAIL



LOBBY DETAIL







AERIAL VIEW OF ROOFTOP DECK



# LANDSCAPE PLAN



CORTEN PLANTERS



STREETSCAPE



WILLOW OAK



MILKY WAY KOUSA DOGWOOD



STREETSCAPE



STREETSCAPE



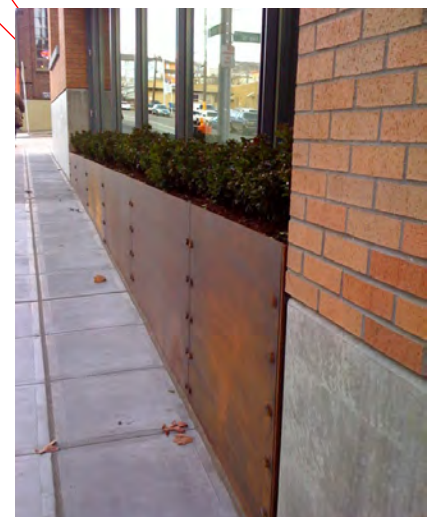
STREETSCAPE



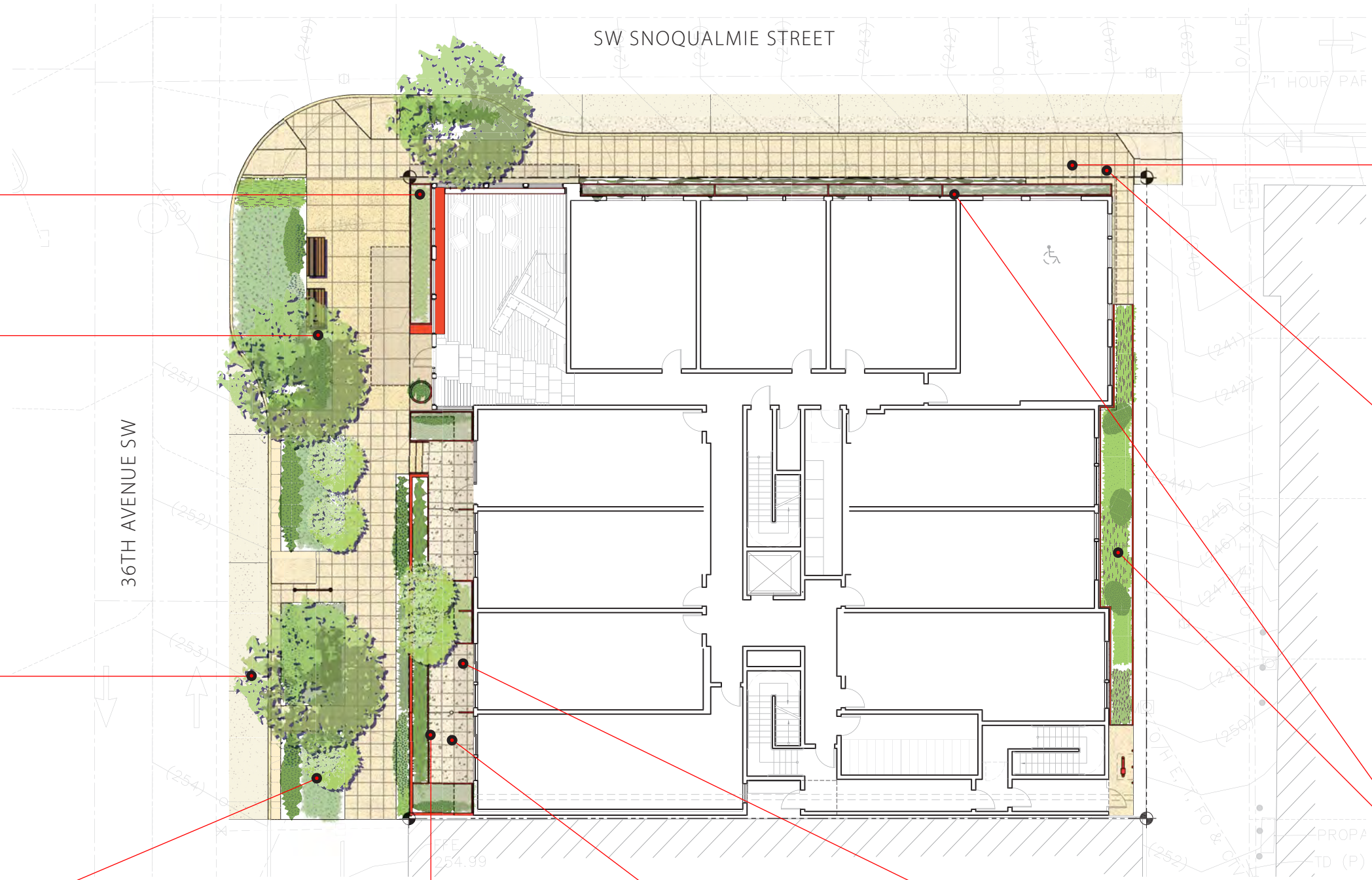
STREETSCAPE



STREETSCAPE

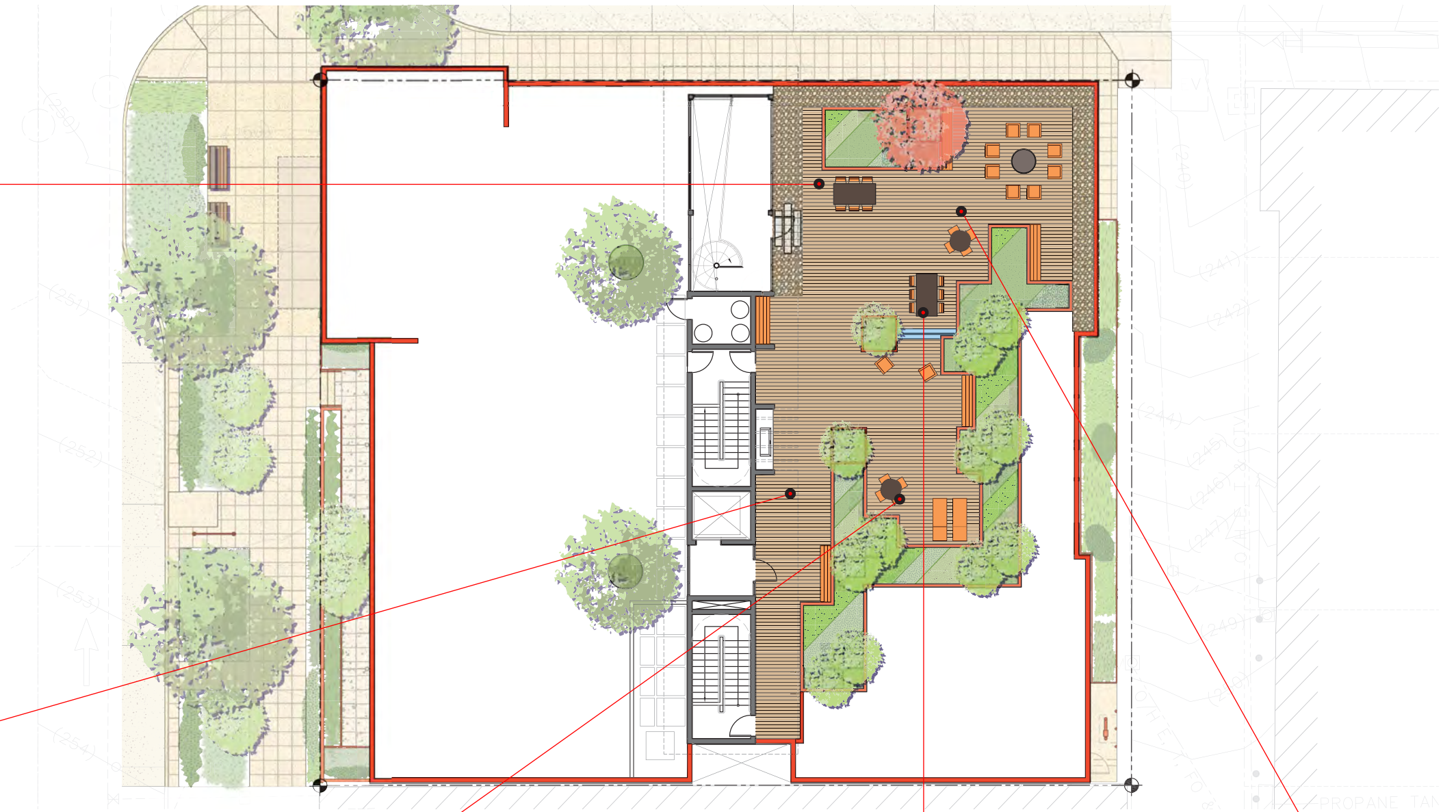


CORTEN PLANTERS





ROOF TERRACE



ROOF TERRACE



ROOF FURNITURE & PLANTERS



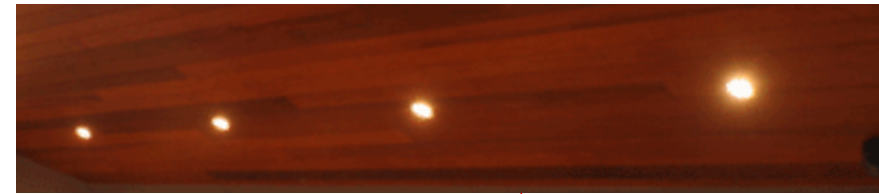
ROOF FURNITURE



TELESCOPE

## LIGHTING SCHEME

The goal of the lighting design is to create safe, well lighted spaces in and around the building while also promoting night-time visual interest as well as a sense of security. Fixtures will be selected according to their suitability for specific uses; such as building entry, residential entry and landscape lighting.



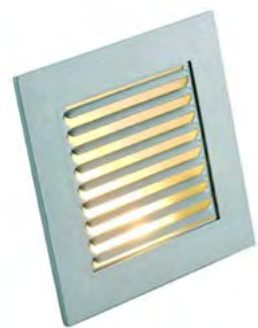
SOFFIT DOWN-LIGHTING



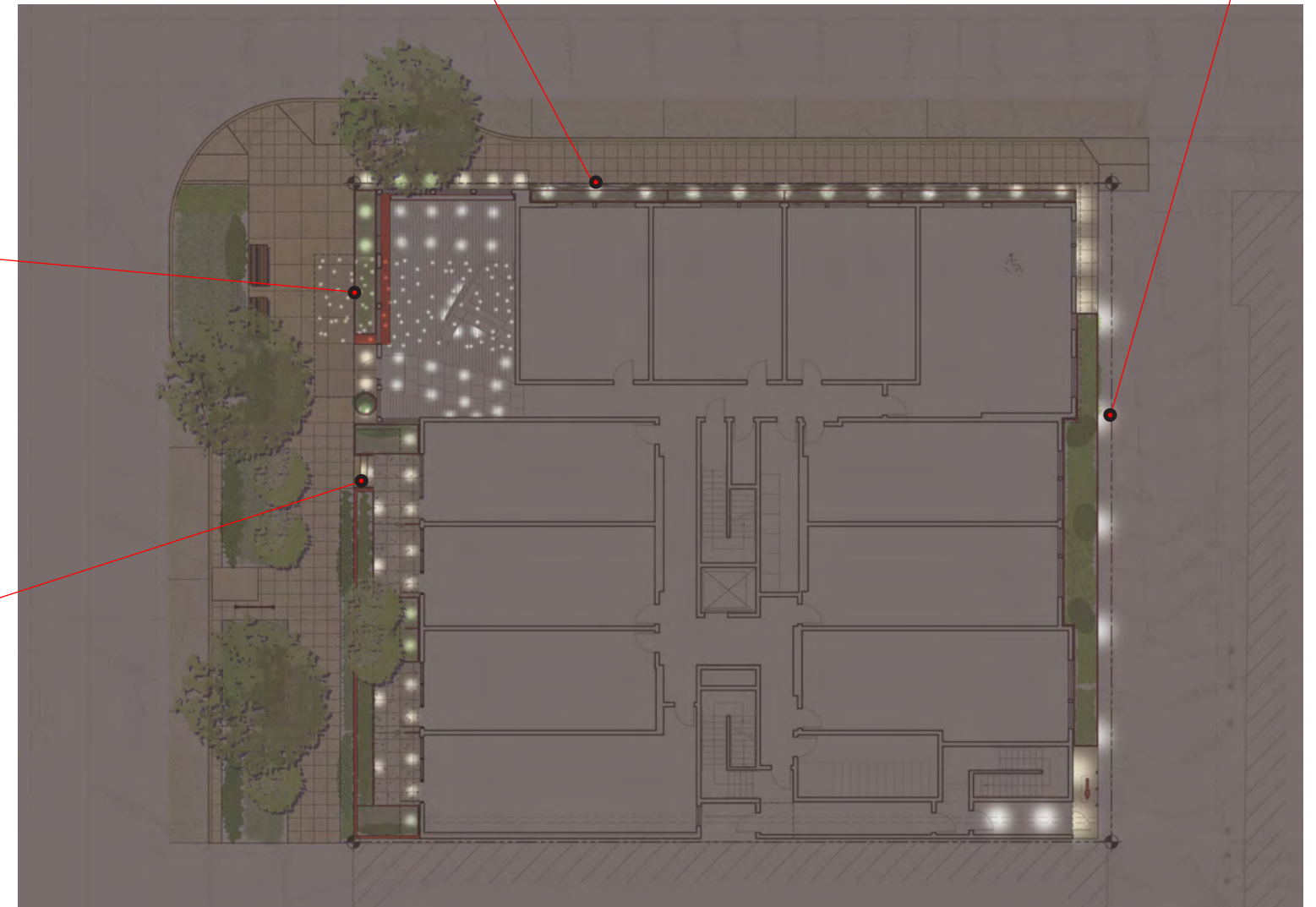
ALLEY WALL SCONCE

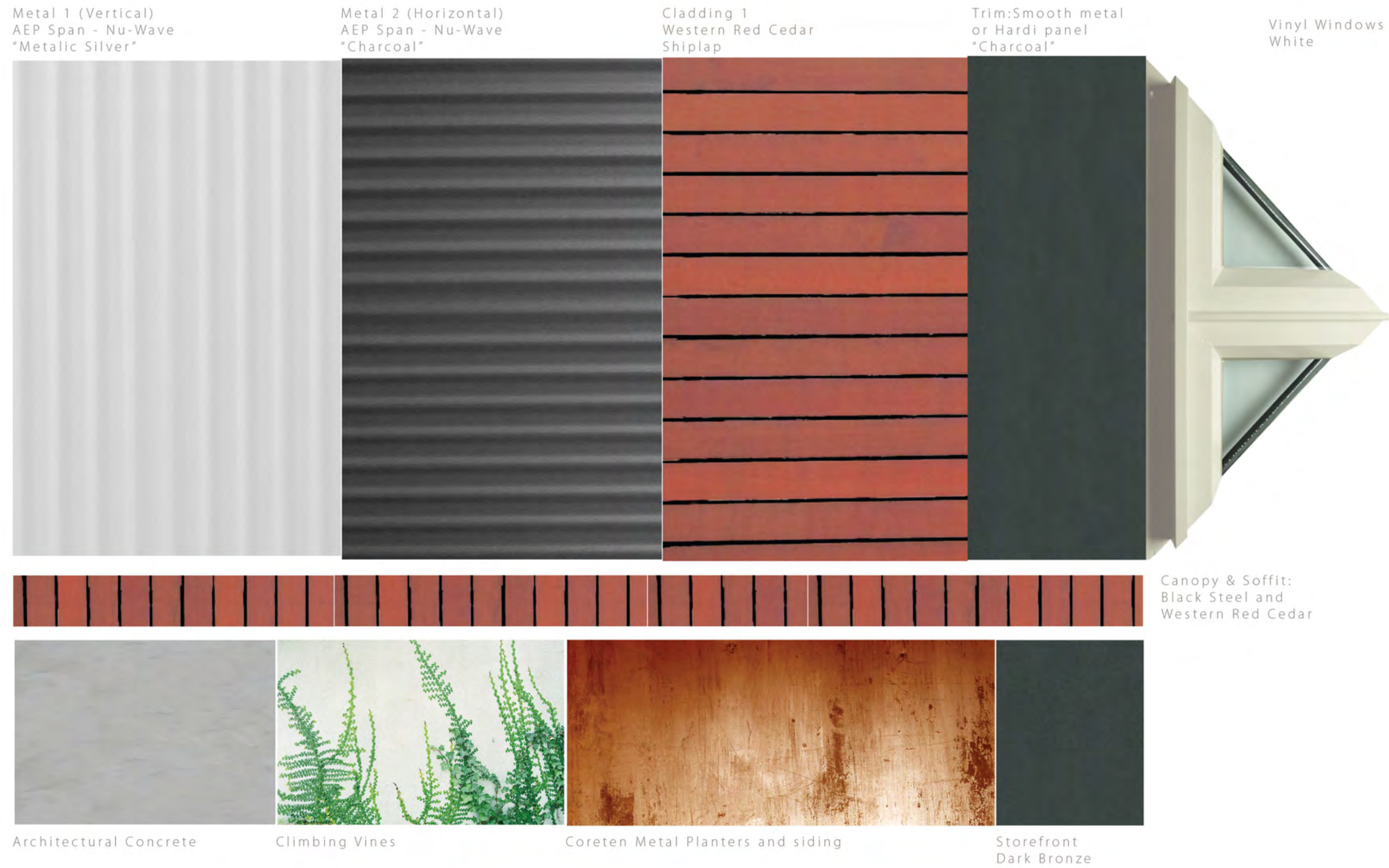


TWINKLE LIGHTS



STEP LIGHT





DEPARTURE 1: STRUCTURAL BUILDING OVERHANG

SMC 23.53.035.A.4

Vertical bay (projecting) windows, balconies (other than balconies used for primary access), and similar features that increase either the floor area of the building or the volume of space enclosed by the building above grade, shall be limited as follows:

- a. The maximum horizontal projection shall be three (3) feet...
- c. The maximum length of each bay window or balcony shall be fifteen (15) feet at the line establishing the required open area, and shall be reduced in proportion to the distance from such line by means of forty-five (45) degree angles drawn inward from the ends of such fifteen (15) foot dimension, reaching a maximum of nine (9) feet along a line parallel to and at a distance of three (3) feet from the line establishing the open area (see Exhibit 23.53.035-C).
- e. The minimum horizontal separation between bay windows, ..., shall be two (2) feet at the line establishing the required open area,...

REQUEST:

Creating a single larger bay on North side of the building rather than a series of smaller code compliant bays.

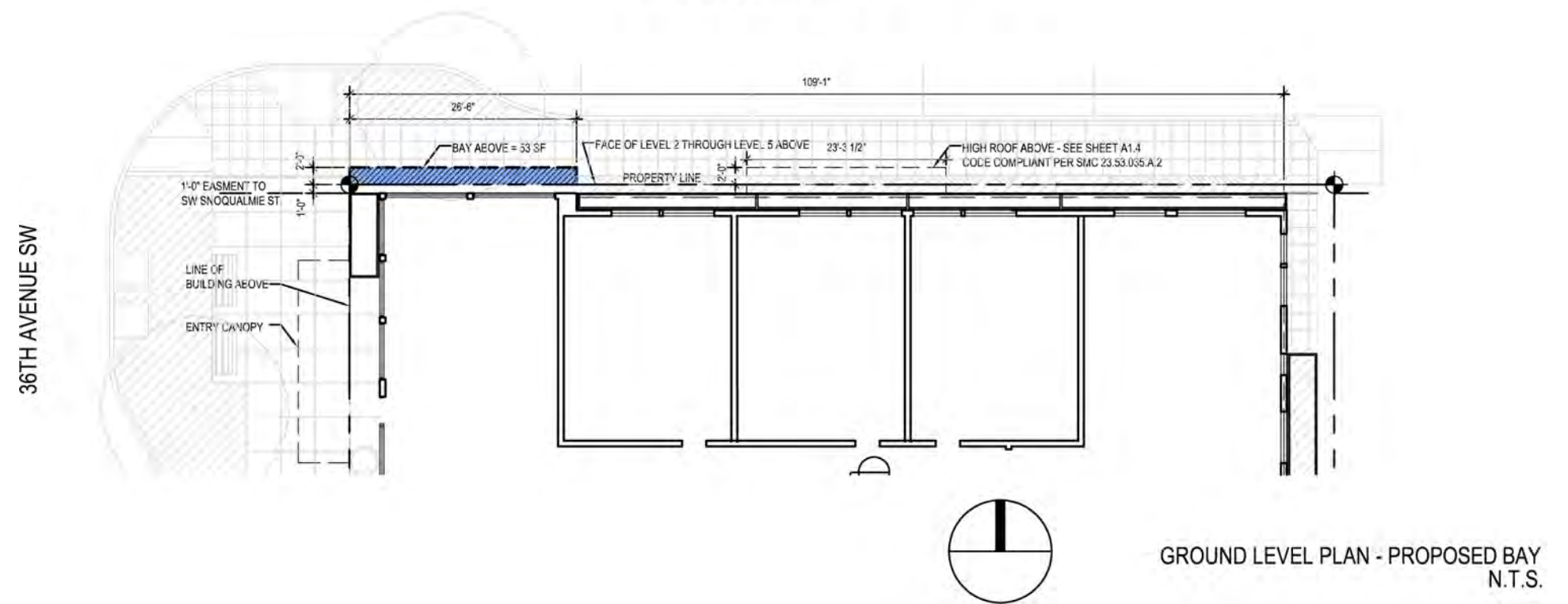
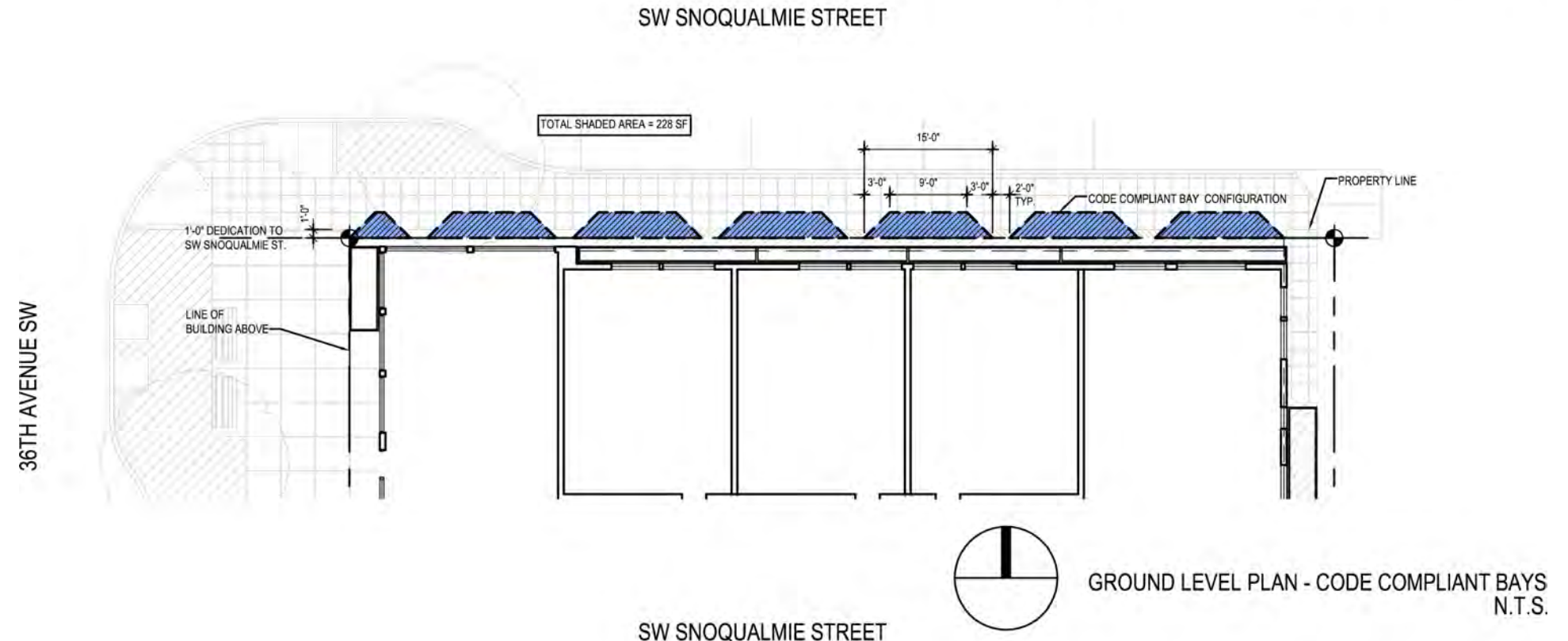
JUSTIFICATION:

The bay will encompass only 53 gsf, whereas a series of code compliant bays would encompass 228 gsf. This bay design helps address the following Design Review Guidelines:

A-3: Entrances should be clearly identifiable and visible from the street,

A-10: Corner Lots - Buildings on corner lots should be oriented to the corner and public street fronts.

**DEPARTURE 1 DIAGRAM**

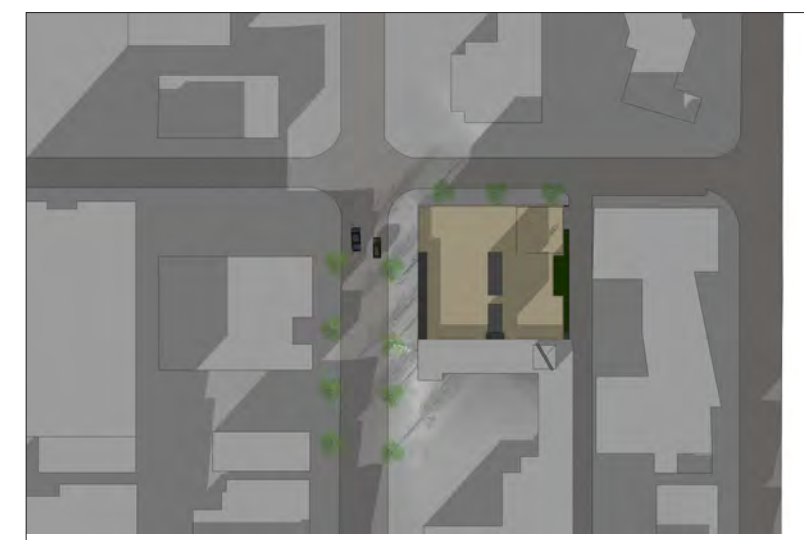


9:00 am

12:00 pm

3:00 pm

WINTER  
SOLSTICE



EQUINOX



SUMMER  
SOLSTICE

