

VESSELIVE

APARTMENT BUILDINGS

9051&9055 20th Avenue SW, Seattle WA 98106

Second Early Design Guidance Meeting

studio342
landscape architecture

diagonald
architectural and structural design



INTRODUCTION

EDG FIRST MEETING

The first EDG meeting was held in February of 2012. The Design Review Board accepted the proposed concept and the project was approved to proceed toward Master Use Permit. At that time SCL finalized a proposal for placing the overhead power lines below ground at the West side of the property. The proposed fee was over the initial and the two buildings needed to be shortened in order to meet the 10 feet setback requirement. Those sequences turned out to be critical and the Owner revised the project program. The new program proposes the construction of one building versus the previous concept of phased two buildings. The design team prepared the new design taking into consideration the recommendations of the Design Review Board from the First meeting. The committee was not in favor of the driveway visible from the street and at the current proposed scheme the access to the parkade is via interior ramp. The committee commented that they would want to see 13 feet of floor to floor commercial space at street level and that the height of the building shall be seen in perspective of the future development of the zone along Delridge Way. The project now incorporates such street level height and also added a fourth floor along 20th Ave SW which is a continuation of Delridge Way SW. The committee expressed favor of the selected architectural language and massing approach and the design concept of the current building followed that style.

LOCATION

The two adjacent properties are located at the corner of 20th Avenue SW and SW Barton Street. The lots have approximately equal street property line along 20th Ave SW and SW Barton Street. On the West side the lots abut an unimproved Alley.

EXISTING STRUCTURES AND VEGETATION

Each of the two properties have an existing one level single-family house with carport and some secondary structures. The condition of the existing structures is deteriorated and have no value of preservation. The existing trees are Fir trees and Holy trees and which are not designated for preservation.

TOPOGRAPHY

The topography is very unconventional for residential lots. There is an immediate drop of about 10 ft. along 20th Ave SW and SW Barton St. The driveway does not have access to SW Barton St. because of the steep slope. Modification of the slope of the alley in order to allow access to SW Barton Street is impeded by the fact that the single-family properties on the other side of the alley have garages at the level of Alley.

PROPERTY ADDRESS

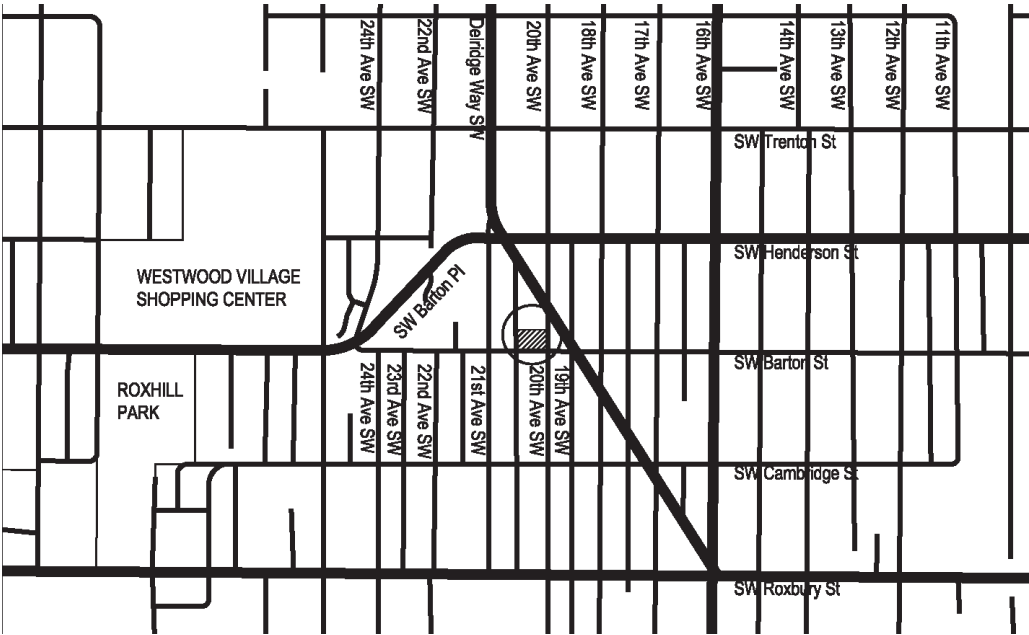
9051 and 9055 20th Avenue SW,
Seattle 98106

PROPERTY OWNER

FL 200 Investments
Contact: Alan Neely

CONTACT PERSON

Diana Wellenbrink AIA, LEED AP
Diagonal D LLC
2514 W McGraw Street,
Seattle WA 98199
206 282 4416



Alley with no access to SW Barton St



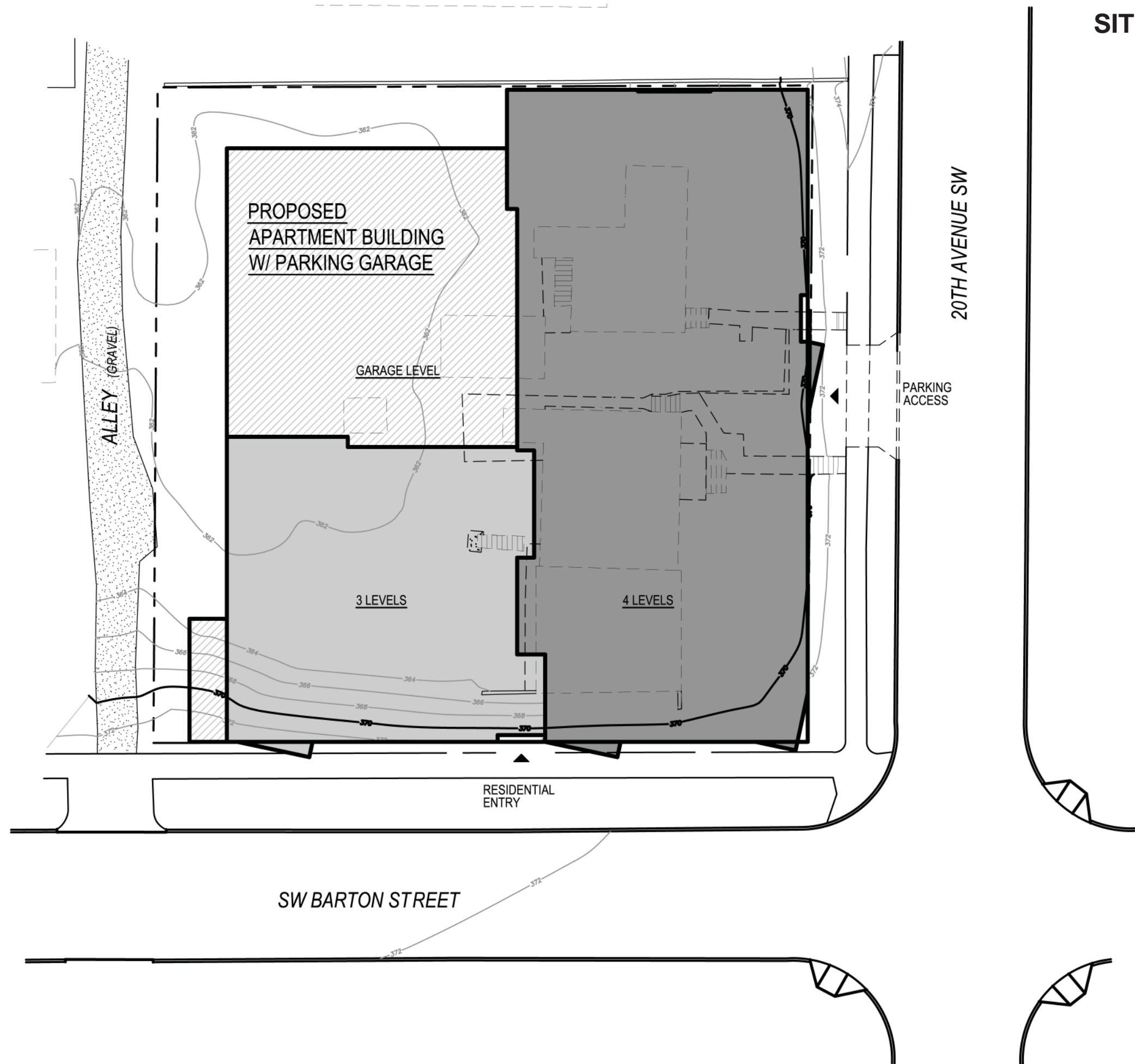
Steep slope along property lines



Existing structure on lot



SITE PLAN





PROJECT DESCRIPTION

PROJECT VISION STATEMENT

The project is situated in Westwood-Highland Park Residential Urban Village of West Seattle. The area is predominantly occupied by single family houses built in the middle of the previous century and some scattered commercial properties. It is an area in transition, moving forward to increased density and an improved pedestrian experience.

Architecturally, most of the newcomers play around with looks that are modern versions of Northwest styles. The vision for the Vesseliye Apartment Development is to succeed by going all the way with a balance between standing out and fitting in. The composition represents a three-dimensional construction of linear and planar elements continually weaving and fusing with a sense of control that keeps the moves from seeming arbitrary or forced. The goal is with imaginative design and refined detail to lift the structures beyond the limitations of cost and site.

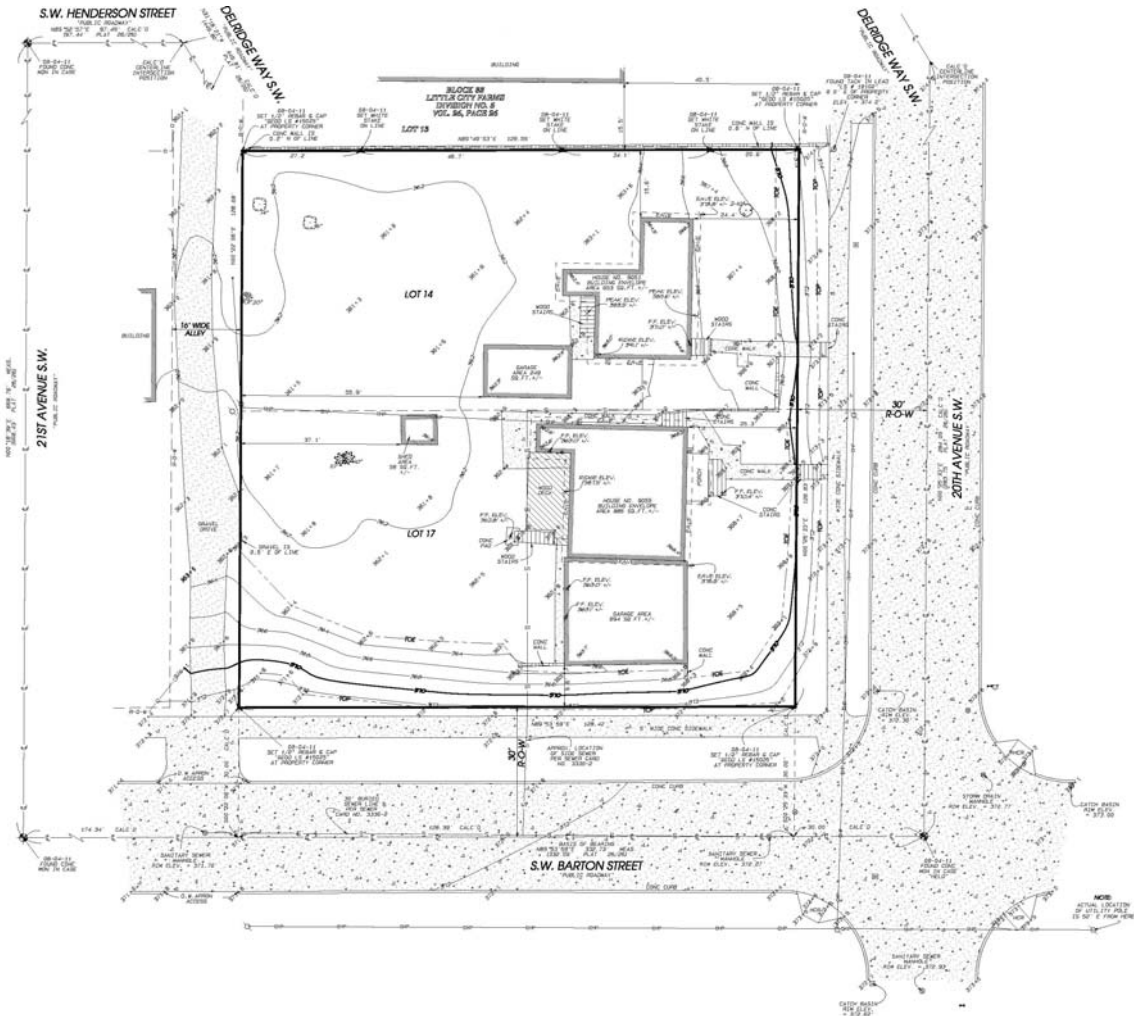
PROJECT OBJECTIVE

The proponents' project objectives are to create a development that supports and contributes to the emerging vibrant character of the neighborhood. This objective will be achieved with new well designed architecture to complement the physical fabric and activities. Specific objectives are:

- Strengthen the streetscape with a well designed new building.
- Induce pulsating character and activity of the neighborhood and the streetscape.
- Think holistically about the design of the building and its setting, envisioning the next step in the development of the area.
- Provide affordable residential units that will serve the West Seattle community and will bring increased vibrancy to the neighborhood.

PROJECT DATA

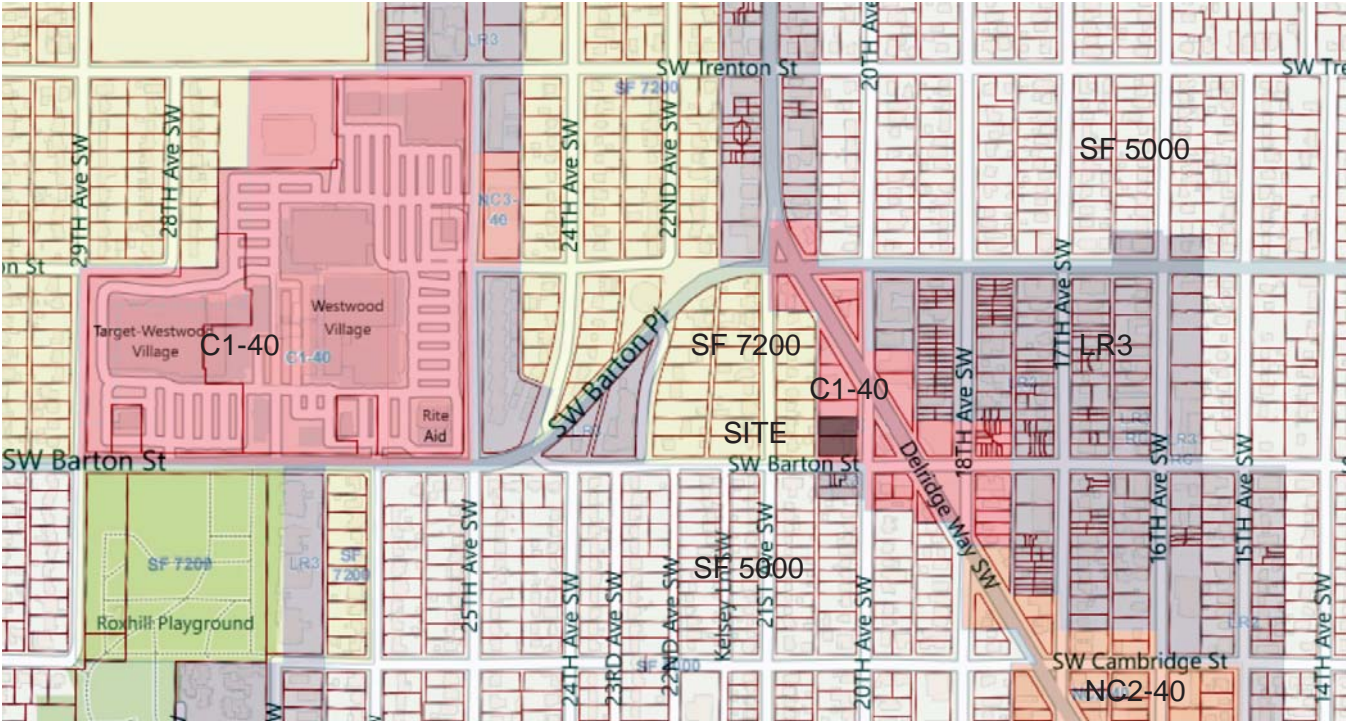
Use	Residential - apartment units; Commercial space at steet level along SW Barton St and corner with 20th Ave SW; Parking only for residents.
Lot Size	16,543 sq.ft. total both lots
Area	13,711 sq.ft. parking 3,975 sq.ft. commercial 31,838 sq.ft. residential 49,524 sq.ft total
Levels	4 levels alond 20 Ave Sw 3 levels with green roof above 1 partly below ground parking level
Units	43 flats 40 one- bedroom 3 open one-bedroom
Parking	37 stalls total 23 medium size 13 small size 1 ADA for van 11 bicycle spaces
Garbage/ Recyclable	In parking level. Access through scissor lift to SW Barton St at the SW corner of the building.
Common Space	1,600 sq.ft. on 3 level roof top
Green Factor	0.3 Street landscape areas; Street Trees; Landscape area at West and North side; Creeping vegetation on the concrete wall. Vegetated planters on terraces above parking and 3rd level;



ZONING DIAGRAM

Zoning	NC1-40
Urban Village	Westwood-Highland Park Residential Urban Village
Overlay	No
Pedestrian Zone	No
Environmental Critical Areas	None Steep slope; potential slide; riparian corridors; wetlands; liquefaction; flood prone; abandoned landfill; known slide areas; peat settlement prone; wildlife; shoreline habitat
Adjacent Zoning North	NC1-40
Adjacent Zoning East	NC1-40
Adjacent Zoning South	NC1-40 South of the second lot LR3
Adjacent Zoning West	SF 7500
Existing Alley Width	16 feet; unimproved gravel
Required Alley Width	20 feet
Permitted Uses	Table A Section 23.47A.004 residential uses permitted.
Street Level Uses	23.47A.005.C.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.
Street Level Standards	23.47A.008.2 Blank facades b. Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width. c. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.
Structure Height	40 feet + 4 feet bonus for commercial floor of 13 feet.
Rooftop Features	23.47A.012.C.2. Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend up to 4 feet above the otherwise applicable height limit. 23.47A.012.C.24.f Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.
Floor Area Ratio (FAR)	Table A for 23.47A.013 1. Total permitted for a single-purpose structure containing only residential or non-residential use: 3

Setback Requirements	23.47A.014.B.3. a. 15 feet for portions of structures above 13 feet in height to a maximum of 40 feet; 4. One-half of the width of an abutting alley may be counted as part of the required setback. For the purpose of this Section 23.47A.014, the alley width and the location of the rear lot line shall be determined prior to any dedication that may be required for alley improvement purposes.
Utility Setbacks	10 feet to overhead power lines
Landscaping	Green Factor score of .30 or greater
Parking Access	23.47A.032 .A.b. If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut. 23.53.030.G Exception for Alley Improvement 3. Widening and/or improving the right-of-way would eliminate alley access to an existing lot; 4. Widening and/or improving the right-of-way is impractical because topography precludes the use of the alley for vehicular access to the lot.
Required Parking	No minimum
Bicycle Parking	1 per 4 units
Amenity Area	23.47A.024.A 5% of the total gross floor area in residential use.



NEIGHBORHOOD CONTEXT

Westwood Neighborhood is the West Seattle neighborhood between SW Holden Street at the north and SW Roxbury Street in the south, SW 35th Avenue to the west and Delridge Way SW to east. The residents call it “our own little town”, with a library, high school, middle school, elementary school, fire department station, medical services, shopping center, Post Office, stores, restaurants, community center with a swimming pool, and athletic facilities, religious institutions.

The place is with no extended past and a future to be shaped. The primary architecture tradition is grounded in a search for ever-shifting frontier. The treads to follow are democratic diversity, Northwest traditions and freedom.

Some of the steps that shifted the neighborhood presence as vibrant and interesting in its experience are shown in the images on this and next page.

- transfer
- pulse
- improve
- actuate
- ecourage
- inspire
- share
- enjoy



Westwood in the early 70's



Westwood Village Center



St. James Church



Roxhill Park



SW Roxbury Street



CHARACTER



WESTWOOD VILLAGE CENTER



VIEW FROM THE LOT DOWN 20TH AVE



FOLSOM+DORM DEVELOPMENT
ARCHITECT DAVID BAKER + PARTNERS

MULTIFAMILY BUILDING EXAMPLER

The selected examples are from buildings with similar program, budget and type of neighborhood. The esthetics was inspiring with its combination of bold lines with playful and visually interesting palette.



PARKER PLACE
ARCHITECT DAVID BAKER +PARTNERS



HANCOCK LOFTS
ARCHITECT KONING EIZEBERG ARCHITECTURE



SOUTHWEST BRANCH OF SEATTLE PUBLIC LIBRARY
ARCHITECT RICHARD SUNDBERG



TOWNHOUSES

INSPIRING ARCHITECTURE FROM THE NEIGHBORHOOD

humane

artistic

diverse

continual

HOPE ACADEMIC
ENRICHMENT CENTER





MULTIFAMILY BUILDINGS FROM THE CLOSE NEIGHBORHOOD



Perceptive geometric
expression.
Simple and refined detail.
Composition of color planes.



STREETSCAPE EXAMPLE FROM ACROSS THE STREET
 Similar pattern of landscape band with midsize trees, 4 feet scored concrete walkway and second landscape along the building with evergreen bushes.



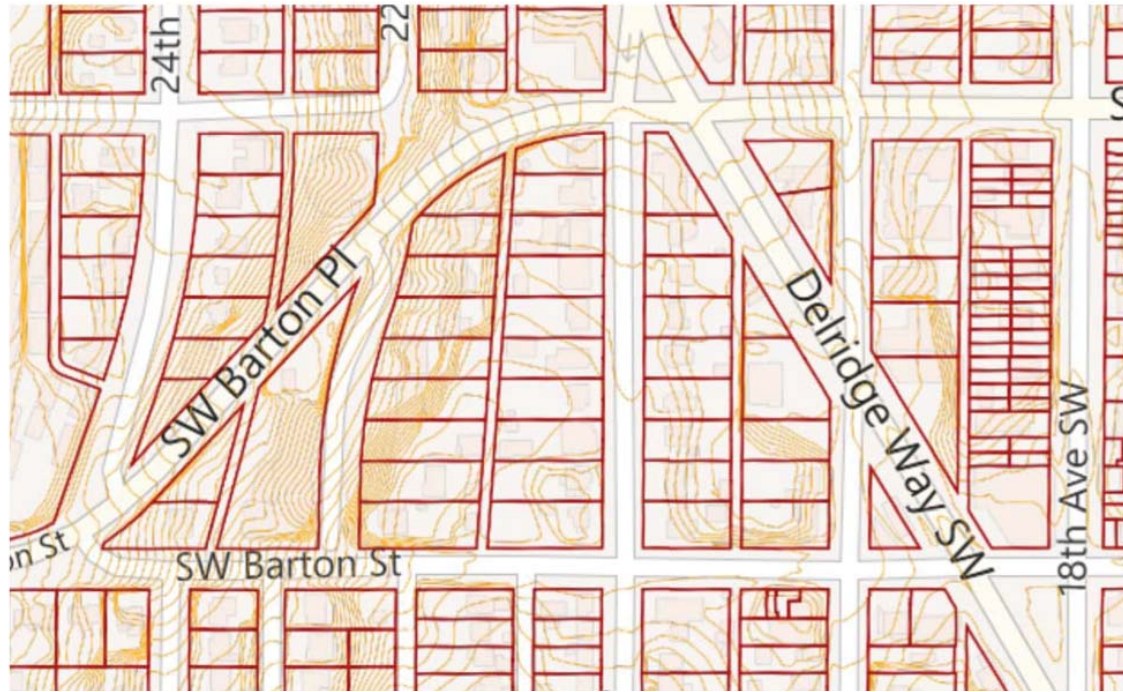
ROOF TERRACES
 Geometric shape frames the landscape areas and transforms the building language.

PROJECT SITE SURROUNDING

1. Project site lot. Located between SW Barton Street, 20th Avenue SW and Alley.
2. Property on the North site of the project site. Mixed use building constructed in 2008. First floor is office of a construction company, second level is residential units. Parking is in the front and rear yard
3. 7- Eleven Mini market with parking area in front.
4. Offices and small retails.
5. Former 76 gas station. Only the structure of the mini store is remaining. The lot is vacant with signs “For Lease” and fenced with chain link.

6. One story office building with parking in front.
7. One story parking and storage building.
8. Three-four level multi family buildings.
9. Single family house in SF7500 zone.
10. Learning Way School and Day care.
11. Town houses in Low-rise zone.
12. Body shop and tire replacement.





TERRAIN
Vivid uphill slope coming West on SW Barton St.



AREAL GRID
Orthogonal system with sharp angled main arterial.

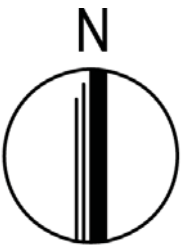


TRAFFIC
Main traffic with public transport along Delridge Way SW and secondary flow along SW Barton St. and 18th Ave SW

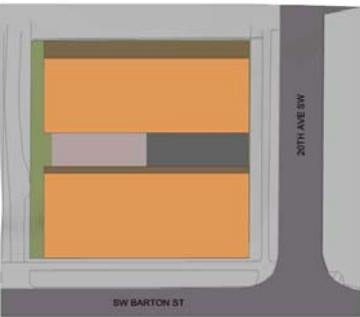


STRUCTURES
Single family houses West of the lots, midrise buildings to the South and developing areas along Delridge Way SW.

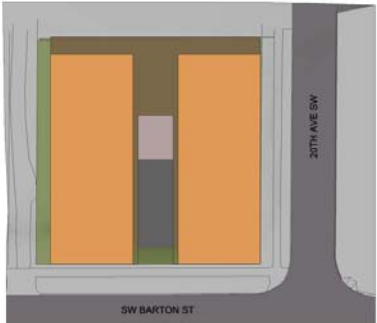
OPTION 1



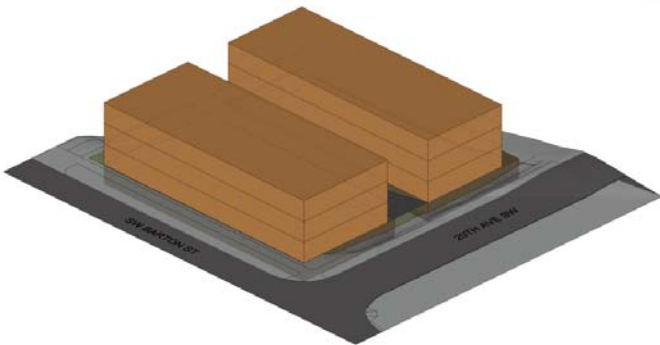
2 S-N BUILDINGS
Driveway from SW
Barton Street
Connected U-shape
parkade



2 E-W BUILDINGS
Driveway from 20th
Avenue SW
Separate parkades



- PROS
Two buildings allow for phased construction.
Scale appropriate for the immediate neighborhood.
- CONS
With 10 feet step back from the Overhead Power Lines
the program cannot be fulfilled.
The driveway is visible from the street.

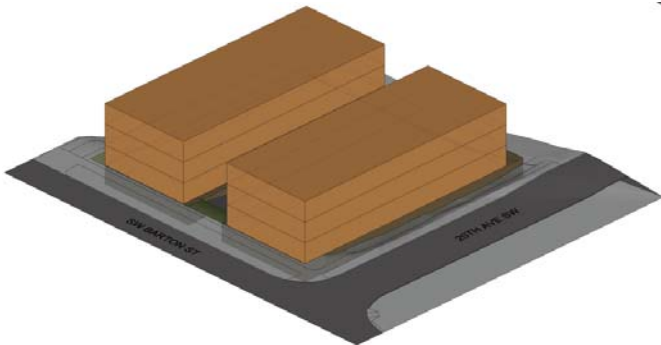


EDG FIRST MEETING COMMENTS AND RECOMMENDATIONS:

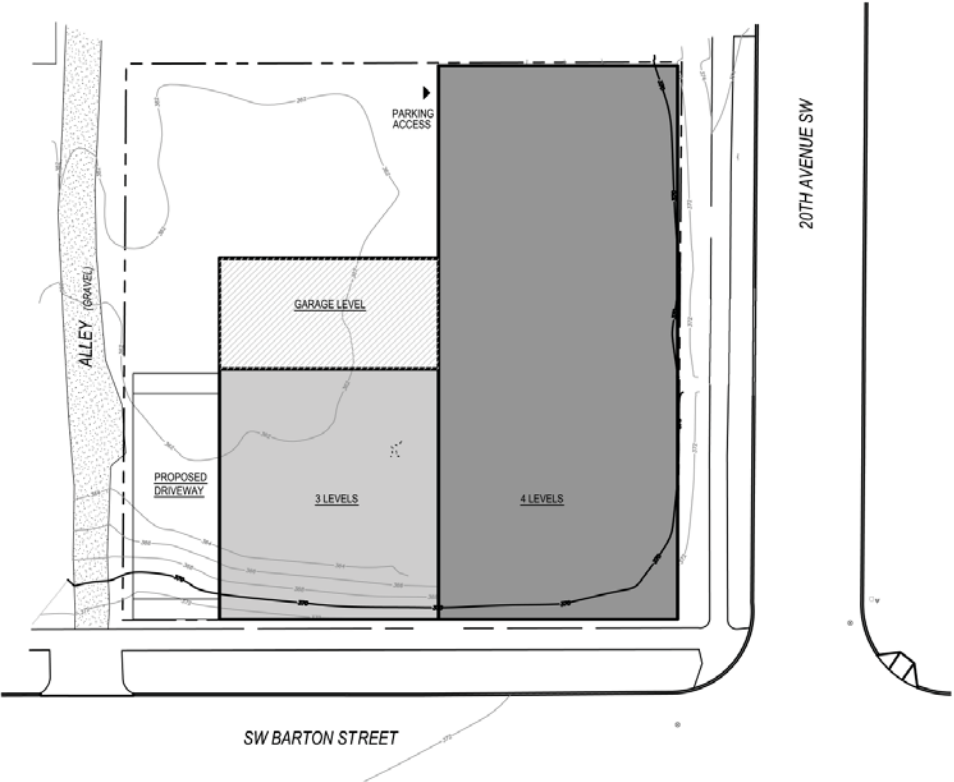
- Street level to comply with the requirements of the Land Use code for 13 feet floor-to floor height of commercial space.
- The intent of C40 Zone is to have taller buildings and to look into perspective.
- The driveway between the building is not visually appealing.
- The design language is interesting and engaging.

DESIGNER'S RESPONSE:

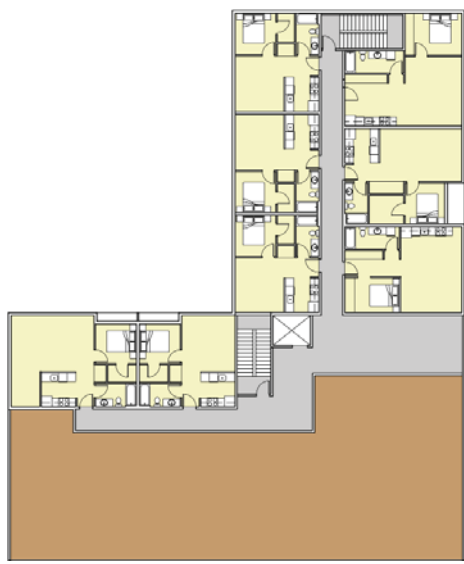
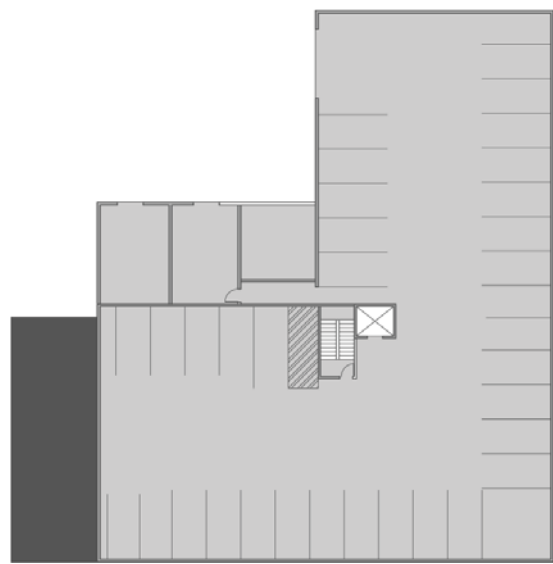
- The street level floor height was increase to 12'-10"
- With the proposed configuration the building has four floors of height along 20th Ave SW..
- The driveway was eliminated and the access to parkade level is via interior ramp.
- The design language was used in the development of the revised project.



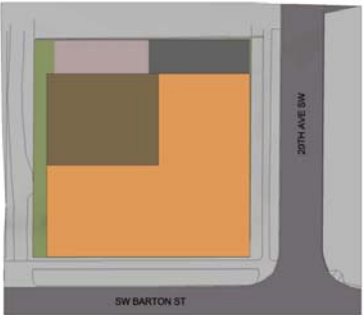
OPTION 2



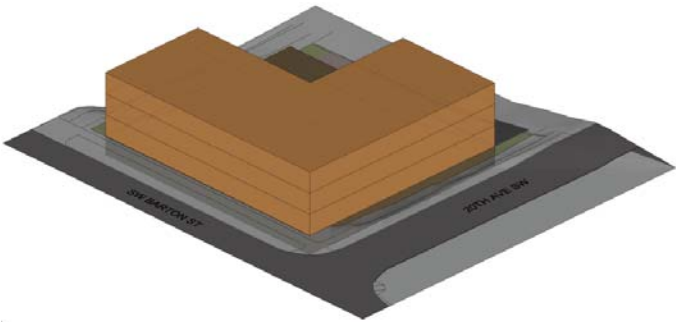
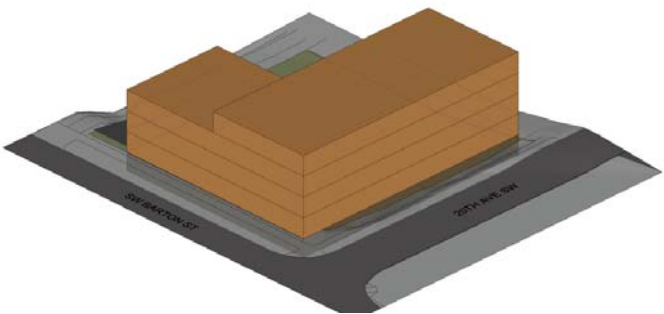
- PROS
Most economical solution.
- CONS
Driveway visible from the street.
Driveway next to the Alley is not favoured by SDOT.



L-SHAPE BUILDING
Driveway at North side
Common spaces over
the parkade



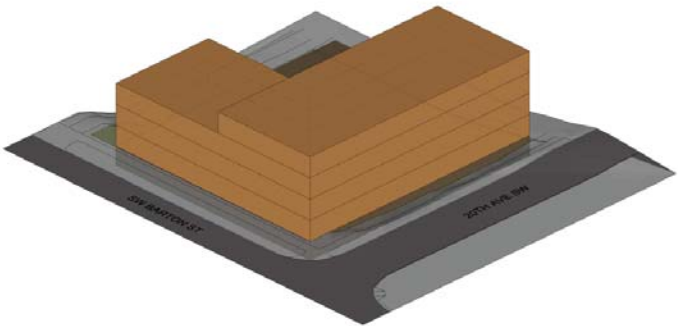
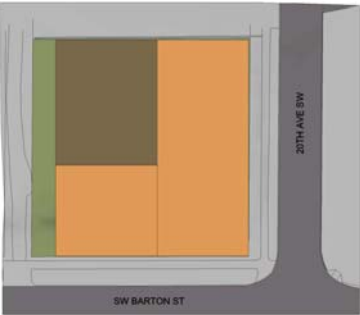
L-SHAPE BUILDING
Driveway at West side
next to Alley



OPTION 3

PROS
The curbcut for the parking access is as approved before.
The height along 20th ave is more appropriate with the long term development trends along Delridge Way commercial zoning.
The building does not cast shadow on neighboring properties.
CONS
Less economical solution for the parkade.

L-SHAPE BUILDING
Access to parkade from 20th Ave SW.
Stepped building with 4 floors along East side and 3 floors along South Side.



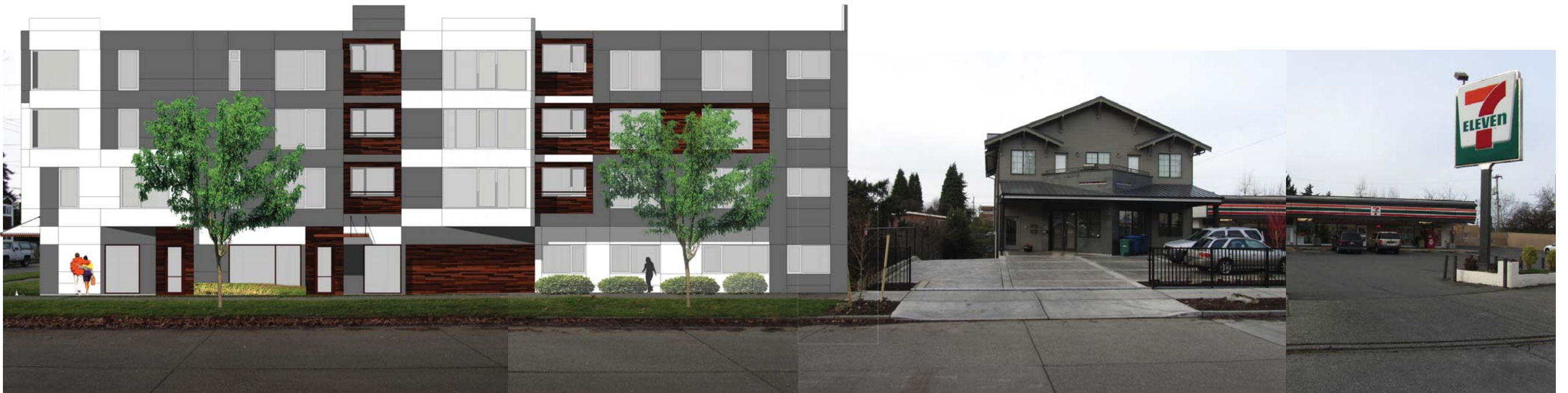
WATER COLOR SKETCH



SHADOWS AT EQUINOX
The buildings will throw shadow on the next property structure at late autumn and winter time only at the SE corner where a stair well window is located.

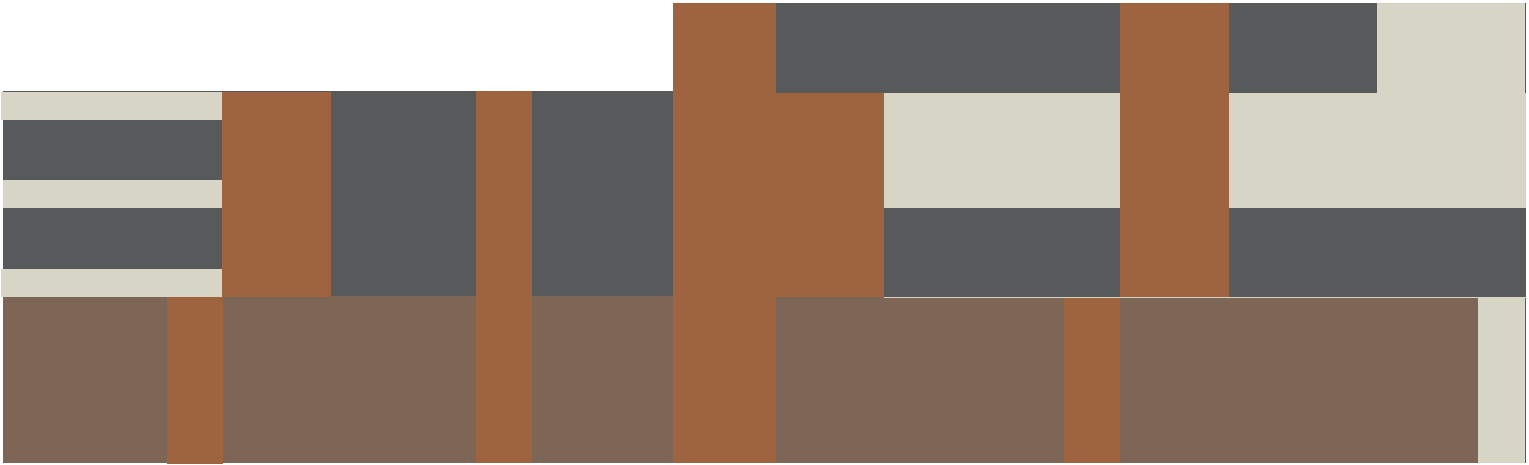


20 AVE SW VIEW

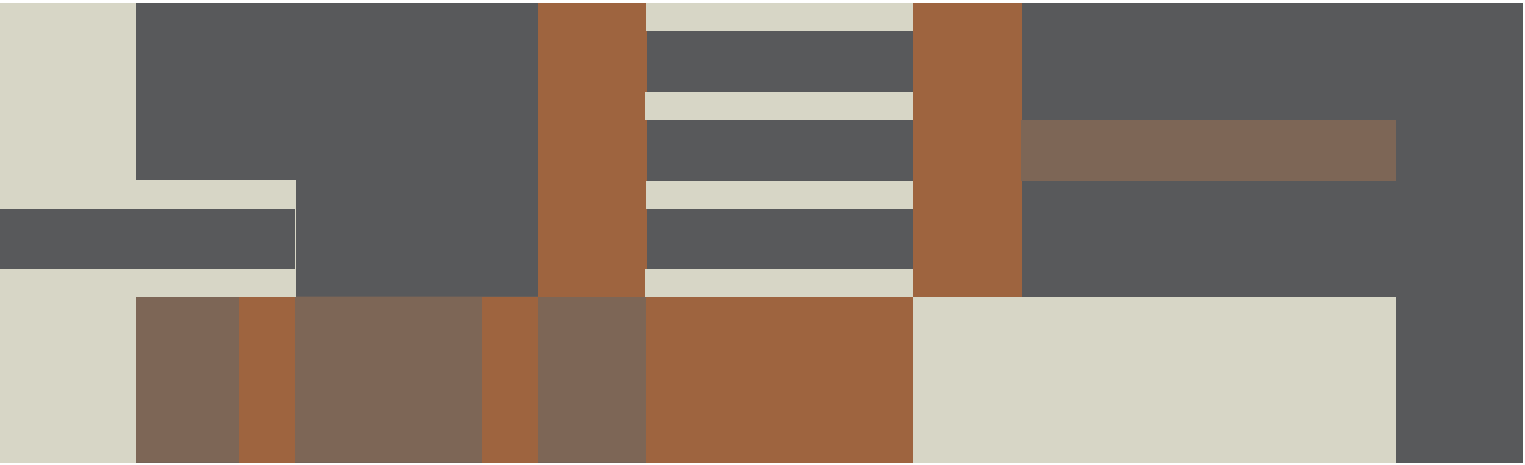


PROPOSED 20 AVE SW VIEW

Analytical scheme of the dimensional relationship between mass and visual perception.



BUILDING
ELEVATION CONCEPT





SOUTH FAÇADE



EAST FAÇADE

Dynamics in relations
between the elements
and the ensemble.

BUILDING
ELEVATION CONCEPT

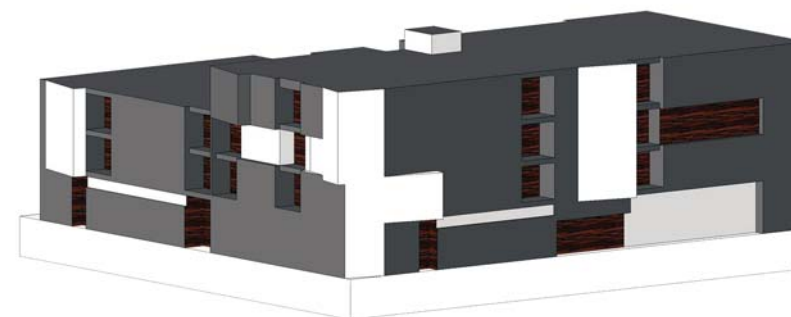
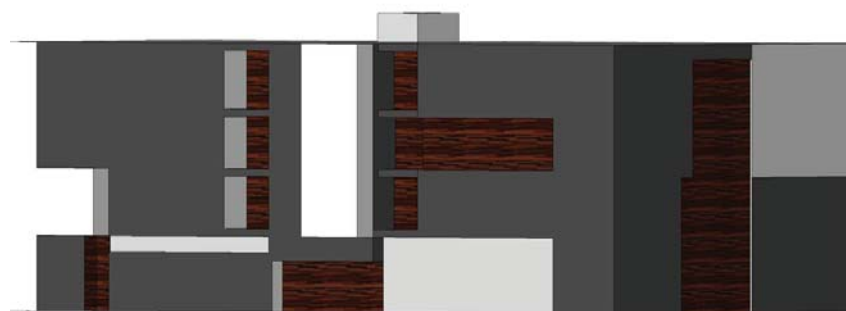
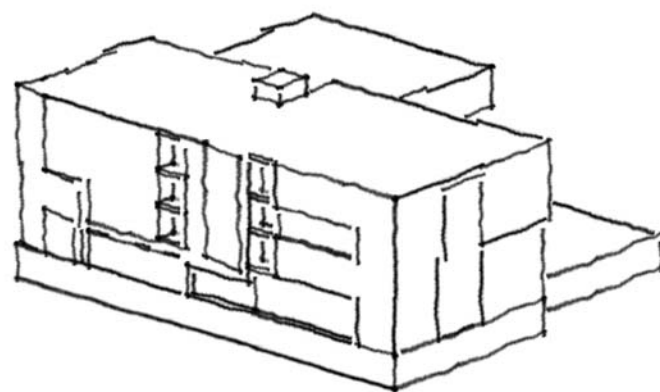




WEST FAÇADE



NORTH FAÇADE



MASSING STUDY







RENDERINGS



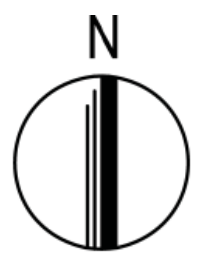




BUILDING
ELEMENTS



LANDSCAPE DESIGN



DESIGN GUIDELINE ANALYSIS

CONTEXT AND SITE

CS1. NATURAL SYSTEMS AND SITE FEATURES

- B. SUNLIGHT AND NATURAL VENTILATION
Daylighting and ventilation for the residential units is maximized by choosing a configuration of a L-shape building with smaller depth, and a larger perimeter area.
- D. PLANTS AND HABITAT
The project includes improvement of the existing neglected street landscape, with the planting of new street trees. New small trees will also be planted at the rear side of the lot which faces single family residential properties across the Alley.
- E. WATER
The building will have vegetated planter areas on two levles - above the parking and above 3rd level.

CS2. URBAN PATTERN & FORM

- A. LOCATION IN THE CITY AND NEIGHBORHOOD
The project is designed to stand with its individual identity yet without domination over the neighboring single family and low-rise residential structures.
- C. RELATIONSHIP TO THE BLOCK
Special attention is given to the treatment of the SE street corner and SW building corner which is across from the Alley, creating an interesting urban edge. The street corner is angled with the direction used throughout the building layout giving some extra landscape space for visual interest and sense of direction. The long elevations along SW Barton Street and 20 Ave SW are modulated to avoid a monolithic presence.
- D. HEIGHT, BULK & SCALE
The scale of the development is consistent with the existing multi-family buildings in close proximity. The selected architectural vocabulary will visually break the mass to proportions closer to those of the single family structures West of the property, and the low-rise structures to the South.

CS3. ARCHITECTURAL CONTEXT & CHARACTER

- A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES
The project will exploit contemporary, as well as traditional Northwest materials in a modern application, providing a unique addition to the architecturally eclectic neighborhood with its new style and architectural forms.

PUBLIC LIFE

PL1. PUBLIC SPACE

- B WALKWAYS AND CONNECTIONS
The project will enhance the pedestrian experience through amenities such as landscape, lighting, street furniture.

PL2. WALKABILITY

- B SAFETY AND SECURITY
Doors, windows, balconies and terraces will encourage natural surveillance. The access of service spaces in both buildings is inside the buildings. The parking access will be provided with mirrors to navigate trafic.

PL3. STREET-LEVEL INTERACTION

- A ENTRIES
The main entries to the building as well as to the commercial spaces are developed as accented vertical line, which turns into a horizontal canopy.

PL4. ACTIVE TRANSPORTATION

- B. PLANNING AHEAD FOR CYCLISTS
The development will accommodate amenities for bicyclists, such as street racks and storage on the parking level.

DESIGN CONCEPT

DC1. PROJECT USES AND ACTIVITIES

- B. VEHICULAR ACCESS AND CIRCULATION
The parking provided will be within the buildings. The parkade is below grade at street level with access from 20 Ave SW.
- C. PARKING & SERVICE USES
Garbage and recyclable space will be in the enclosed space of the parkade.

DC2. ARCHITECTURAL CONCEPT

- A. MASSING
With the purpose of reducing the perceived massing the design uses recesses and projecting segments in the facades, bay windows, terraces and canopies.
- B. ARCHITECTURAL AND FACADE COMPOSITION.
The design was developed with a strong emphasis on architectural expression of the building as a whole. Blank walls are avoided by designing openings and rustication in the concrete walls as part of the overall facade diagram. The repetitiveness of details such as balcony railings and opening

screens contribute to the broad perception of the building.

- D. SCALE AND TEXTURES
The texture of the building is developed on the principle of abstract composition of lines, shapes and color.

DC3. OPEN SPACE CONCEPTS

- B. OPEN SPACE USES & ACTIVITIES
The roof terraces are designed to have areas for gathering and areas for solitude and relaxation. Canopies are provided for short term protection.
- C. DESIGN
A combination of hardscape and planting will be used throughout the site, emphasizing a flow through the property.

DC4. EXTERIOR ELEMENTS & FINISHES

- A. BUILDING MATERIALS
Building materials will be selected to complement the quality of the neighborhood in a contemporary way.
- C LIGHTING
Lighting will be used to increase site safety and to highlight features such as canopies, planting, and art.
- D LANDSCAPE AND HARDSCAPE MATERIALS
In keeping with the sustainable principles most of the vegetation will be indigenous.

POSSIBLE DEPARTURE

1. SMC 23.47A.008 Street-level development standards.

Reference
 23.47a.008.D.3. The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

Proposed
 The lot line is 7’-8” from the sidewalk which is the proposed setback for a room in one of the units at street level along on 20 Ave SW. This reduces the required 10 feet setback by 2’-4” for the length of only 12’-6”.

Rationale
 The provided landscape area with 7’-8” depth will allow for vegetation that will be a buffer between the street and the single residential unit. The remainder of the exterior wall with residential use behind steps back to the required 10’ setback.

2. SMC 23.47A.008 Street-level development standards.

Reference
 SMC 23.47A.008.B b. Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.

Proposed
 Floor-to-floor height is proposed to be 12’-10” feet.

Rationale
 Floor-to-floor height of 12’-10” allows for 22 riser with the maximum permitted by the Building Code height of 7 inches. The commercial spaces are relatively small and will most probably be additionally split. Their space do not require height more than the allowed minimum with 2 inches is a negligible difference that will save space for extending the stair well with 11 inches.

3. SMC 23.47A.032.A. Access to off-street parking from alley.

Reference
 SMC 23.47A.032.A.3. “In C1 and C2 zones, access to off-street parking may be from a street, alley, or both when the lot abuts an alley. However, structures in C zones with residential uses and structures in C zones across the street from residential zones shall meet the requirements for parking access for NC zones as provided in subsection 23.47A.032.A.1. If two or more structures are located on a single site, then a single curb cut shall be provided according to the standards in Sections 23.47A.032.A.1, .2, and 23.54.030.F.2.”
 SMC 23.47A.032.A.1.a. “Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts.”

Proposed
 Access to parkade to be from 20th Ave SW.

Rationale
 The alley where the lots are, does not connect to the street (SW Barton Street) because of the steep slope, although there is a curb cut. Any correction of the slope will interfere with the adjacent single-family lots which have garages with access from the Alley. Those problems justify the exception for alley improvement per: SMC 23.53.030.G.3. “Widening and/or improving the right-of-way would eliminate alley access to an existing lot.”
 SMC 23.53.030.G 4. “Widening and/or improving the right-of-way is impractical because topography precludes the use of the alley for vehicular access to the lot”.
 The Land Use Code has provisions allowing the access to the parking to be from the street for C zones per: SMC 23.47A.032.A.1.b. “If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut.”
 SMC 23.47A.032.D 1. “Access to off-street parking may be from a street if, due to the relationship of an alley to the street system, use of the alley for parking access would create a significant safety hazard as determined by the Director.”

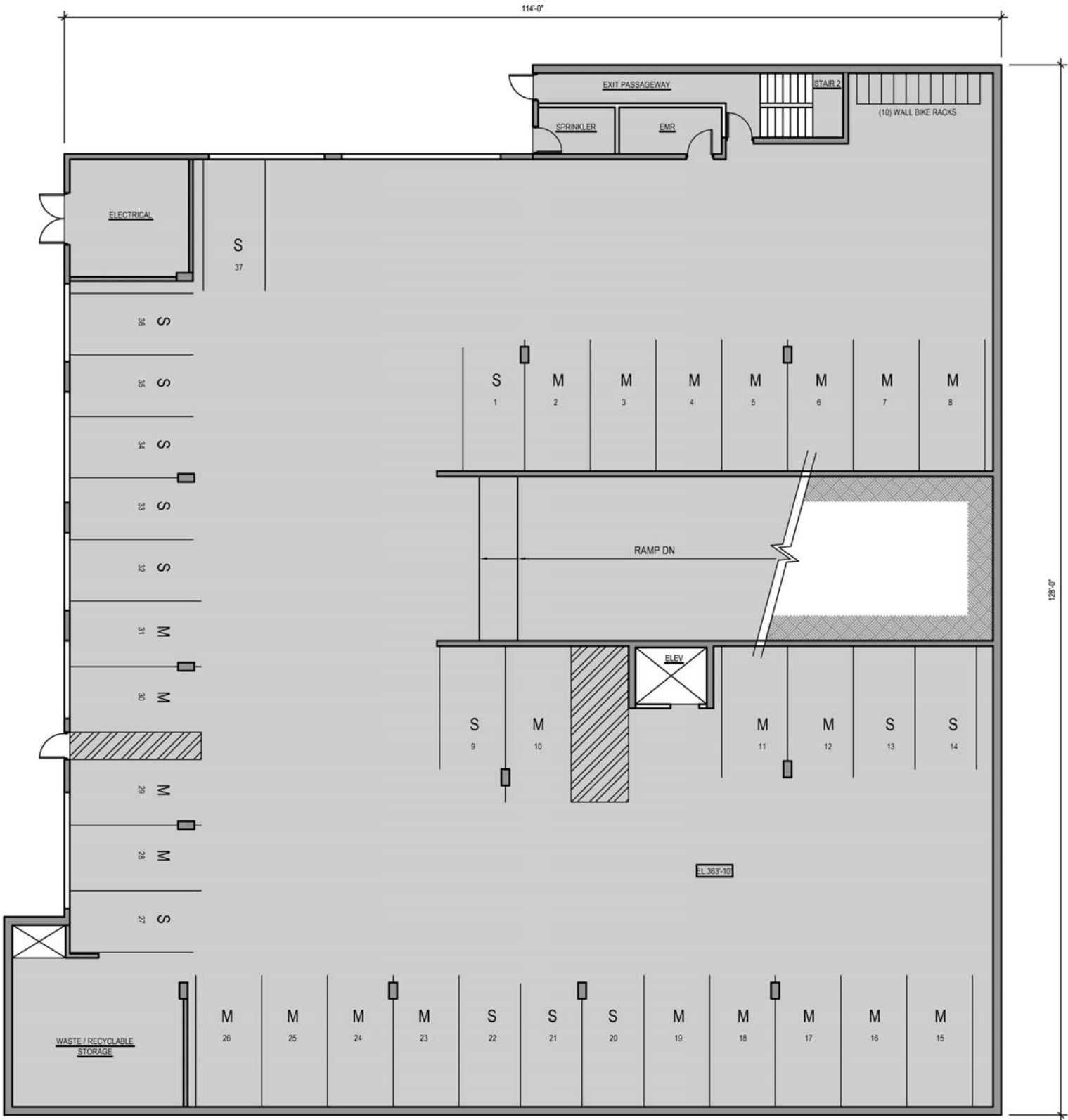
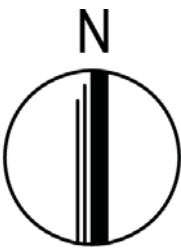
4. SMC 23.53.035 Structural building overhangs.

Reference
 SMC 23.53.035.A c. The maximum length of each bay window or balcony shall be 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 45 degree angles drawn inward from the ends of such 15 foot dimension, reaching a maximum of 9 feet along a line parallel to and at a distance of 3 feet from the line establishing the open area.

Proposed
 The length of the proposed bay window is 15 feet and is reduced to 0 along a line parallel to and at a distance of 3 feet by means of 78 degree and 12 degree angles drawn inward.

Rationale
 The proposed configuration of the bay window does not increase the area otherwise permitted by the Code. It better responds to the design concept and avoids repetition of one and the same layout throughout similar buildings.

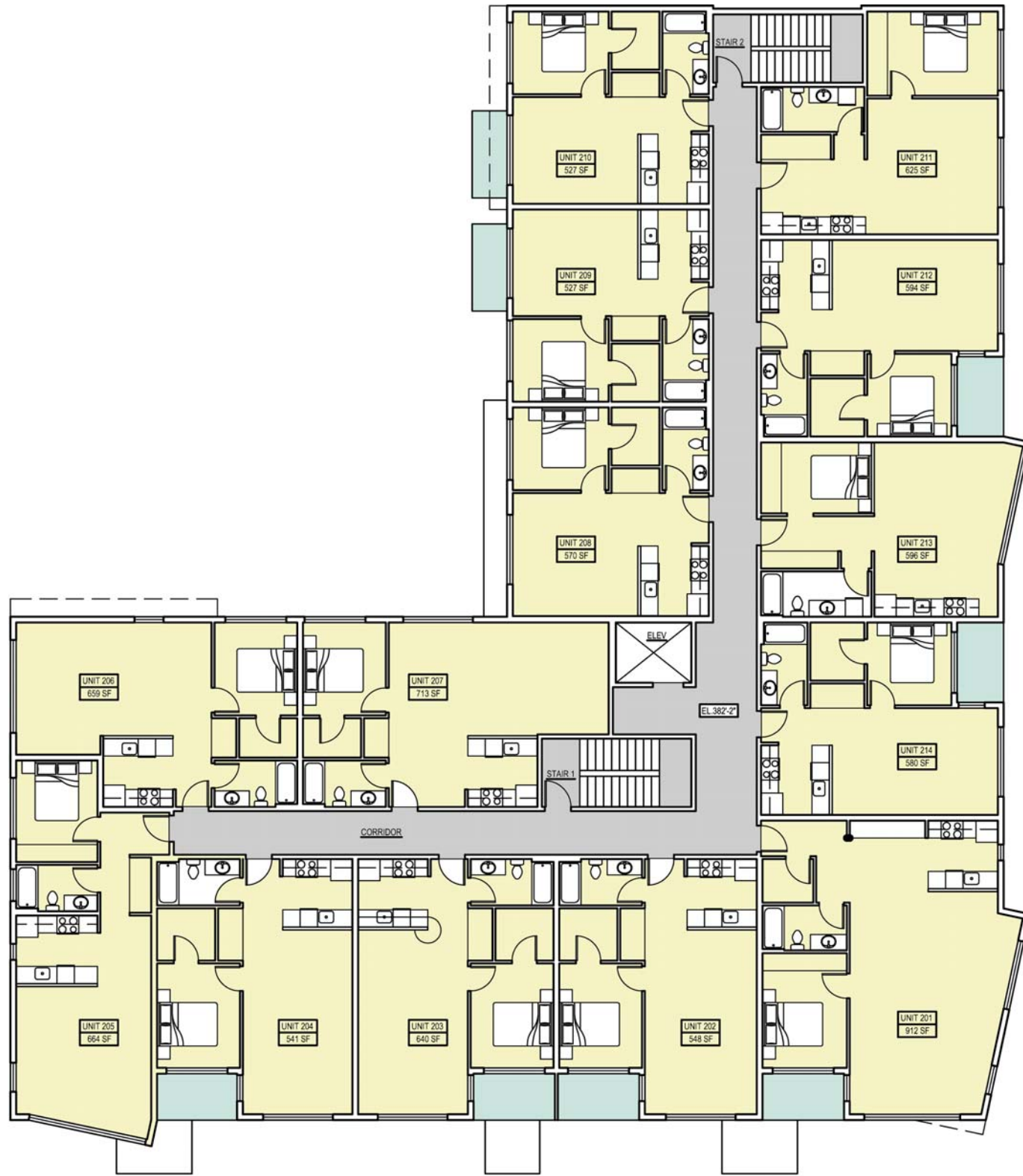
BUILDING FLOOR PLANS
CONCEPT



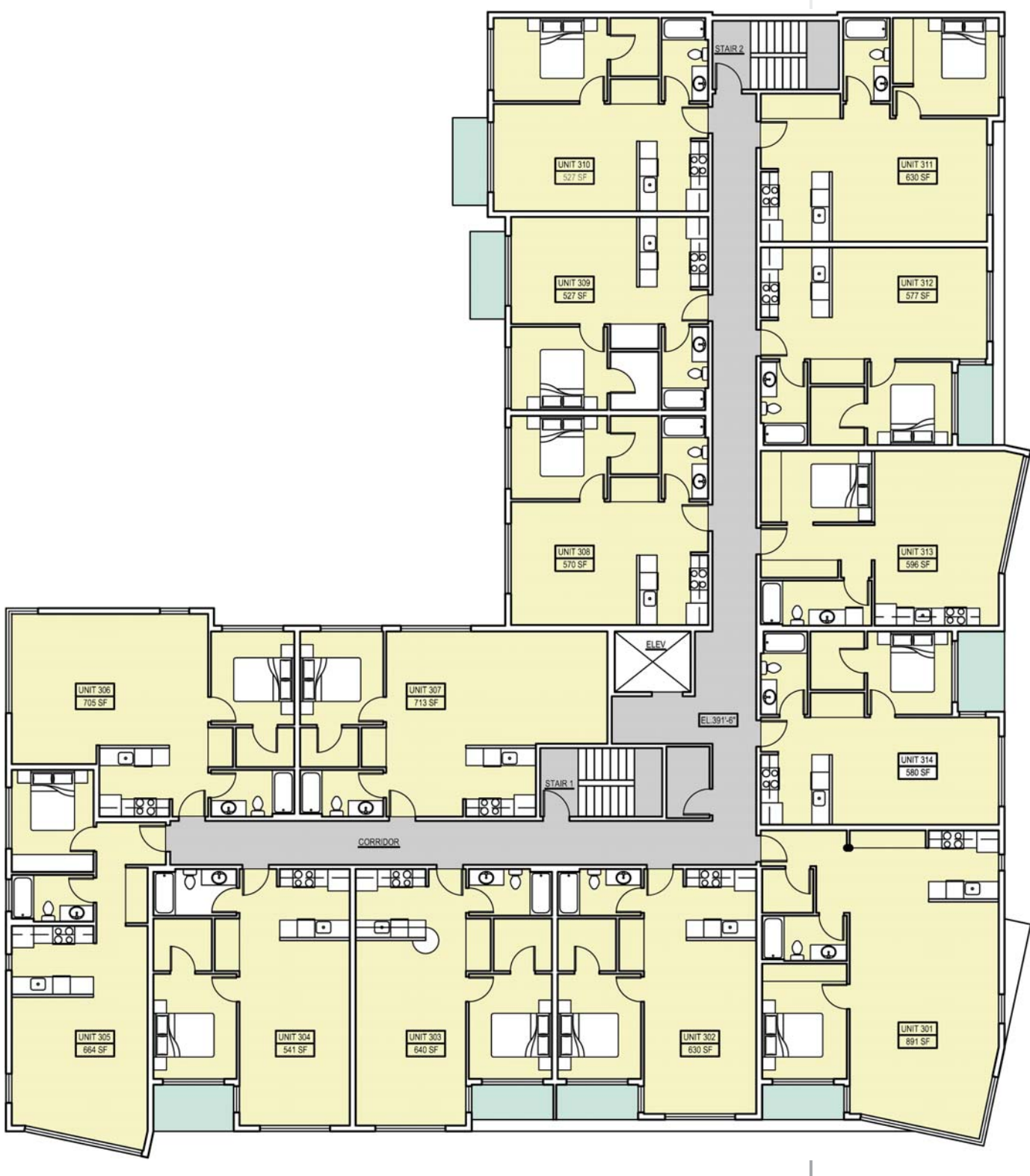
PARKING LEVEL



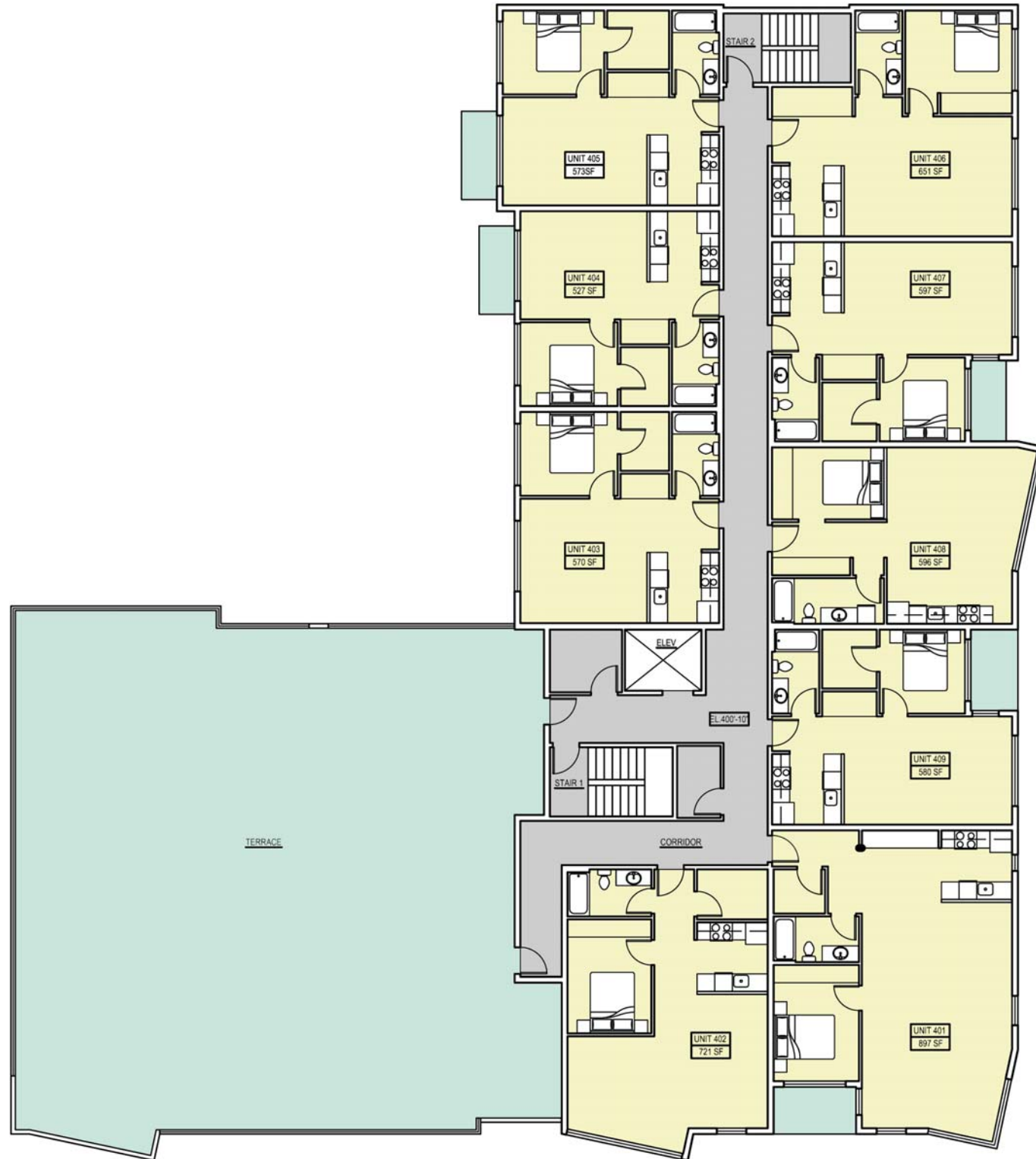
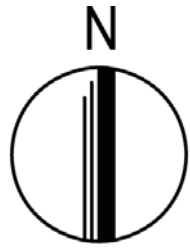
LEVEL 1



LEVEL 2



LEVEL 3



LEVEL 4