

ZONING MAP



URBAN TREE CANOPY

ZONING LEGEND

- NC3-65 Neighborhood Commercial
- LR 3 Low rise 3
- LR 1 Low Rise 1
- SF 5000 Single Family
- MR Multi-Family

This area of West Seattle is a mixture of residential uses, with single and multi-family structures and no commercial uses along SW Avalon Way. The alley abutting the west property line is the barrier between the single-family and multi-family zones. The newer projects appear to be built up to the rear setback against the alley. The urban tree canopy in the area is limited mainly to the older vintage multi-family sites and single-family zones, although SW Avalon Way is lined with small, young street trees.

SW Avalon Way is an arterial and frequent transit corridor, as is the West Seattle Bridge and Fauntleroy Way SW to the west. Vehicular traffic is heavy on SW Avalon Way and pedestrian traffic is low to moderate. The area is relatively dense but the side streets are mostly quiet and service local traffic. The neighborhood is walkable, with the West Seattle Junction Hub Urban Village Center only a few blocks away.

The proposed project is zoned MR and abuts a SF 5000 zone across the alley to the west. A height limit of 75' is allowed in this zone with the integration of affordable housing into the project.

The site has a 32 foot slope from east to west and will have views of downtown Seattle to the north, North Delridge to the east, and Mt. Rainier to the southeast. It is currently terraced with rockery and concrete retaining walls and built out a single-family home and two apartment buildings.

The significant grade change from the alley to SW Avalon Way creates challenges for the site, as well as the adjacent properties. The drop in grade creates wonderful view opportunities and provides a diminished building height along the alley, adjacent to the SF 5000 zone. It also provides opportunities to access a multi-tiered underground parking garage from both the alley and SW Avalon Way, although no parking is required for the site.



SITE AERIAL



NEIGHBORHOOD DESIGN CUES (X)

1. Flat Roof
2. Large Balconies
3. Driveway from SW Avalon Way
4. Masonry Veneer
5. Modulated Facade
6. Neutral Colors

The multi-family buildings in the vicinity are a mixture dating from the middle of the 20th century to present date, and range from two to seven stories tall. Most have similar design features, such as flat roofs with little or no overhangs, large decks, and little decorative adornment. The mid-century structures accentuate horizontal massing. Exterior materials include masonry, concrete, fiber-cement, vinyl, wood, and stucco.

Nearly every building takes garage access from SW Avalon Way even though all about an alley. This is most likely due to the challenging grades located throughout the area.

NEIGHBORHOOD AND SITE ANALYSIS

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1 - SW AVALON WAY - SOUTH OF SITE



2 - SW AVALON WAY - SOUTH OF SITE



3 - SW AVALON WAY - SOUTH OF SITE



4 - SW AVALON WAY - LOOKING WEST



5 - SW AVALON WAY LOOKING WEST



6 - SW AVALON WAY NORTH OF SITE



7 - SW AVALON WAY - NORTH OF SITE



8 - SW AVALON WAY - NORTH OF SITE



9 - SW AVALON WAY - NORTH OF SITE



10 - SW AVALON WAY - NORTH OF SITE

SITE CONTEXT

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11 - SW AVALON WAY - LOOKING SOUTH



12 - SW AVALON WAY - LOOKING EAST



13 - SW AVALON WAY - LOOKING EAST



14 - SW AVALON WAY - NORTH OF SITE



15 - ALLEY - LOOKING SOUTH



16 - ALLEY - LOOKING NORTH



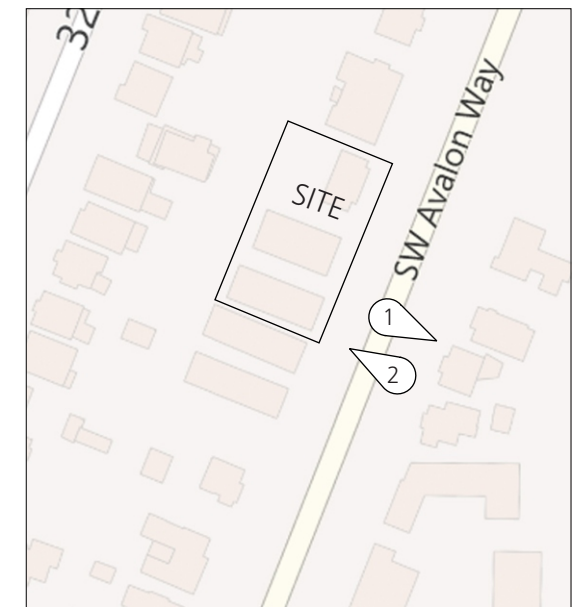
17 - ALLEY - LOOKING SOUTH



18 - ALLEY - LOOKING WEST



19 - ALLEY - LOOKING NORTH



1 - SW AVALON WAY - LOOKING EAST



2 - SW AVALON WAY - LOOKING WEST

STREET CONTEXT

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The proposed development will create an urban apartment building with street front townhome style units along SW Avalon Way and an enhanced pedestrian experience in the West Seattle Junction Hub Urban Village. One of the main goals of the project is for it to directly blend with the proposed project at 3078 SW Avalon Way (DPD # 3013303), without designing a carbon copy. We are striving for the look and feel of two symbiotic structures.

The project provides an exciting opportunity to create a high density infill project and enliven the streetscape along SW Avalon Way. Given the proximity to the Junction Hub Urban Village and high frequency transit, as well as the views, the site is situated perfectly to allow future residents the opportunity to enjoy all West Seattle has to offer. The proposed project will embrace and enhance the urban fabric of this burgeoning neighborhood.

Parking will be located within the structure and vehicular access is proposed both from SW Avalon Way and from the alley to accommodate site grades.

Parking is not required for this site due to the proximity to the urban village and frequent transit corridor, although approximately 80 stalls will be provided in the structure.

17% of the units will be designated affordable housing to allow for the increase in FAR and height.

PERTINENT DESIGN GUIDELINES

A SITE PLANNING

A-1 Respond to Site characteristics

A-2 Streetscape compatibility

A-3 Entrances visible from street

A-4 Human Activity

A-5 Respect for other sites

A-7 Residential open space

B HEIGHT, BULK, AND SCALE

B-1 Height, Bulk and Scale compatibility.

C ARCHITECTURAL ELEMENTS AND MATERIALS

C-1 Architectural Context

C-2 Architectural Concept

C-3 Human Scale

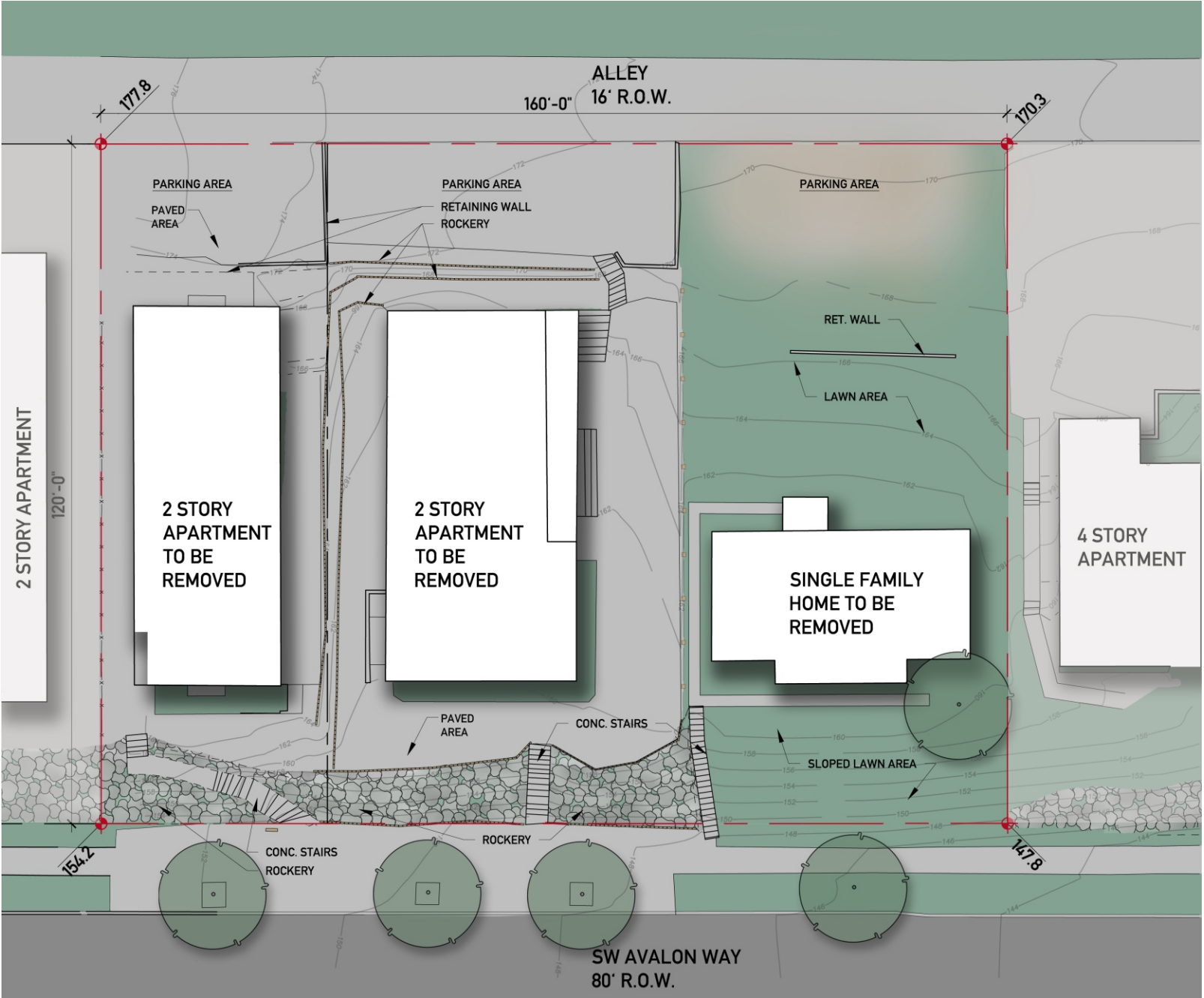
D PEDESTRIAN ENVIRONMENT

D-5 Visual Impact of Parking Structures

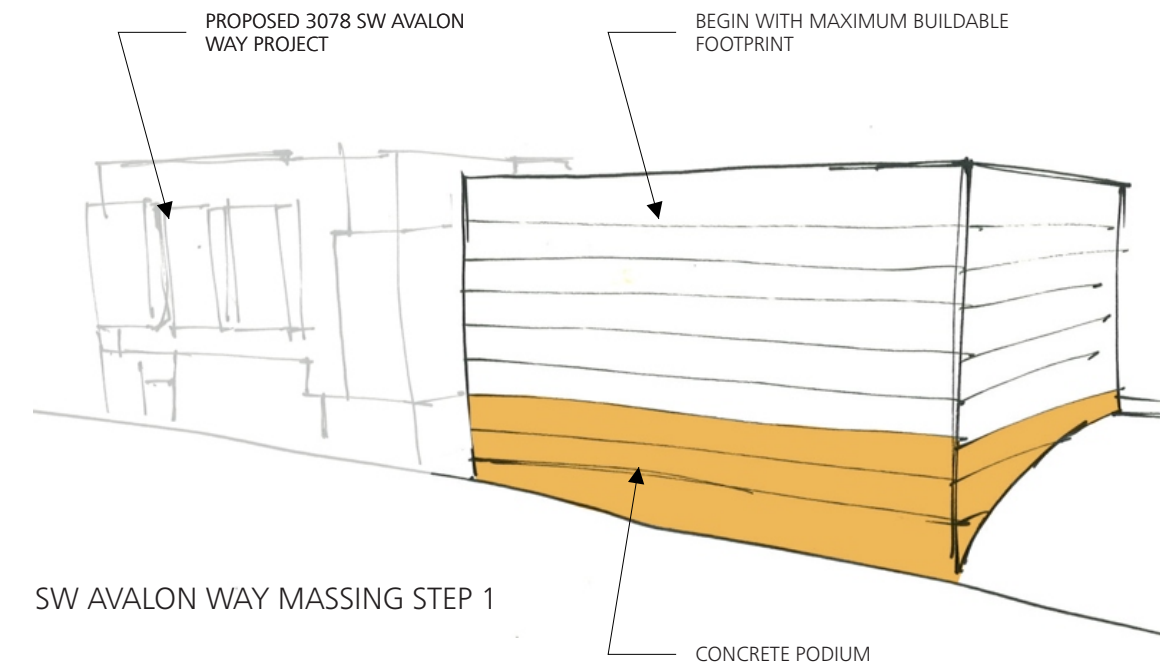
D-6 Screening of Dumpsters, Utilities and Service Areas

DEVELOPMENT OBJECTIVES

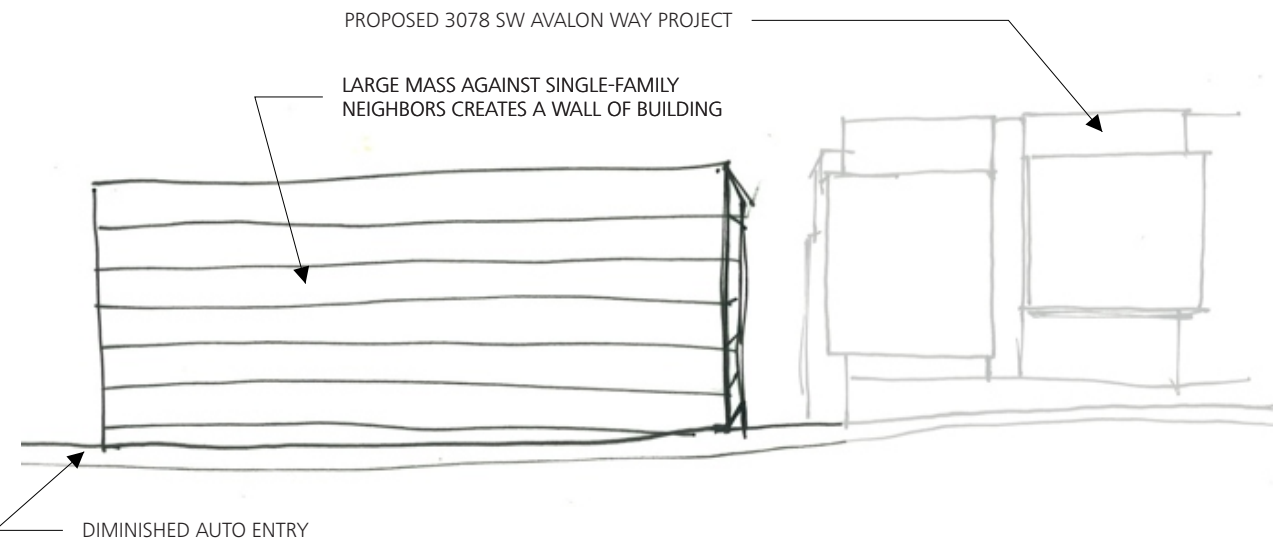
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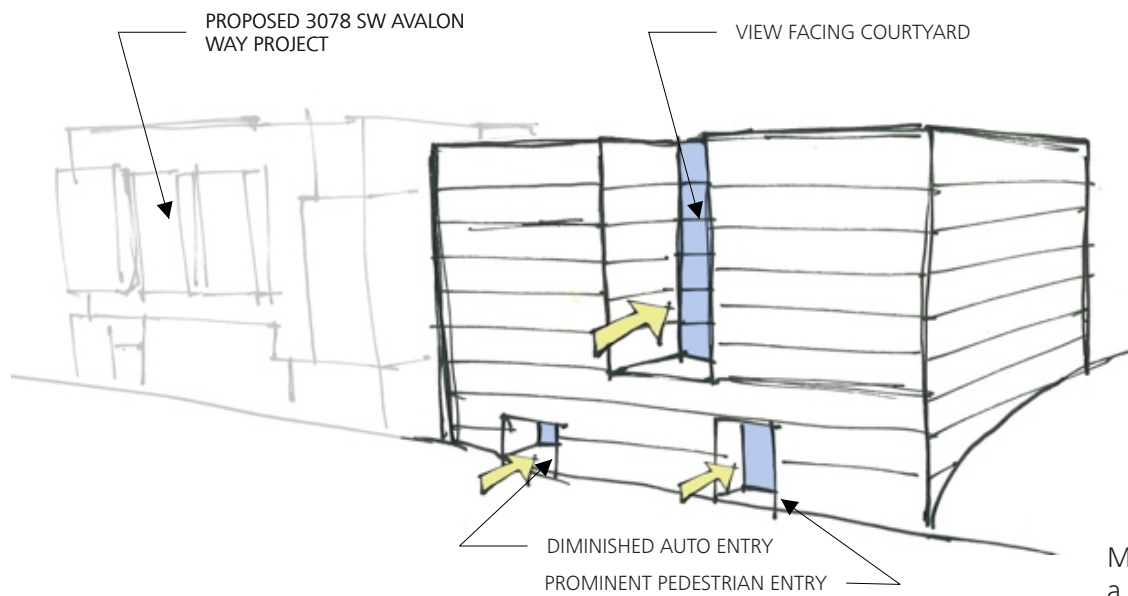
EXISTING SITE PLAN



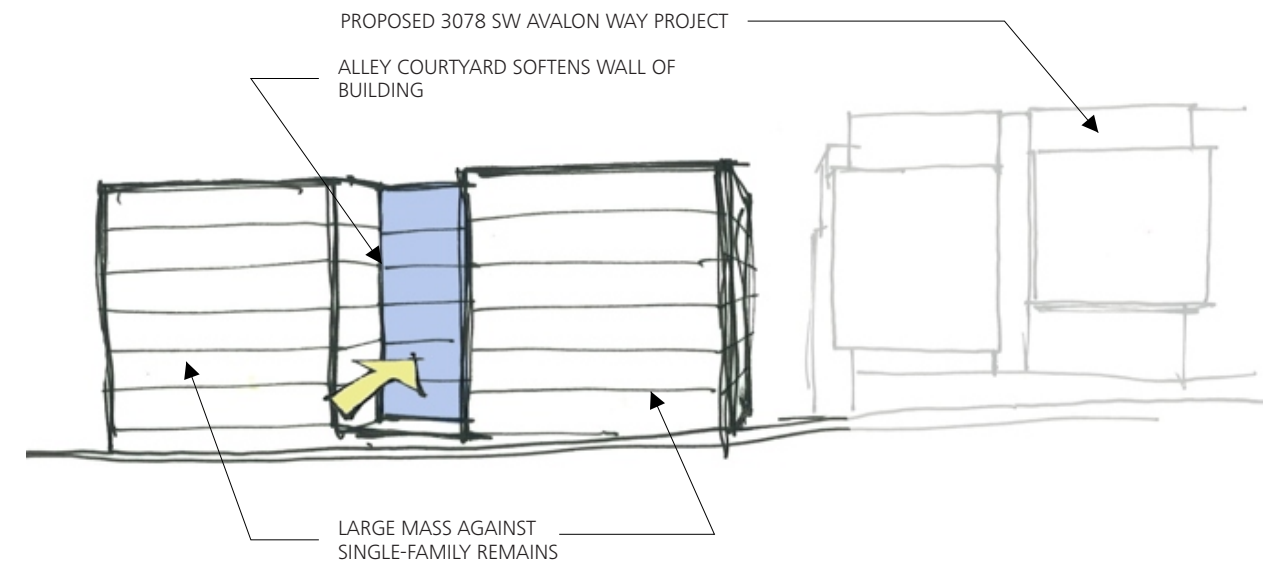
SW AVALON WAY MASSING STEP 1



ALLEY MASSING STEP 1



SW AVALON WAY MASSING STEP 2



ALLEY MASSING STEP 2

Massing Option A is an "H" shaped structure atop a two and a half story concrete podium. Similar to the proposed 3078 SW Avalon Way project next door, a diminished auto entry and prominent pedestrian entry are incorporated. This option creates a courtyard facing SW Avalon Way and one facing the single-family neighbors.

Pros :

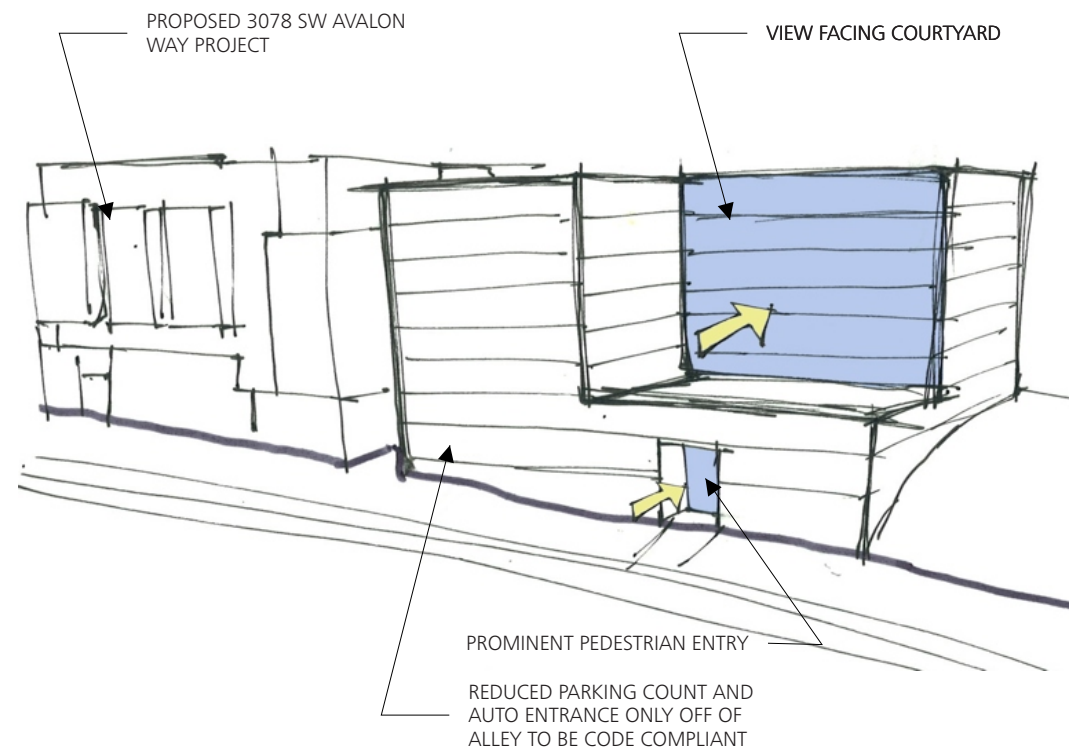
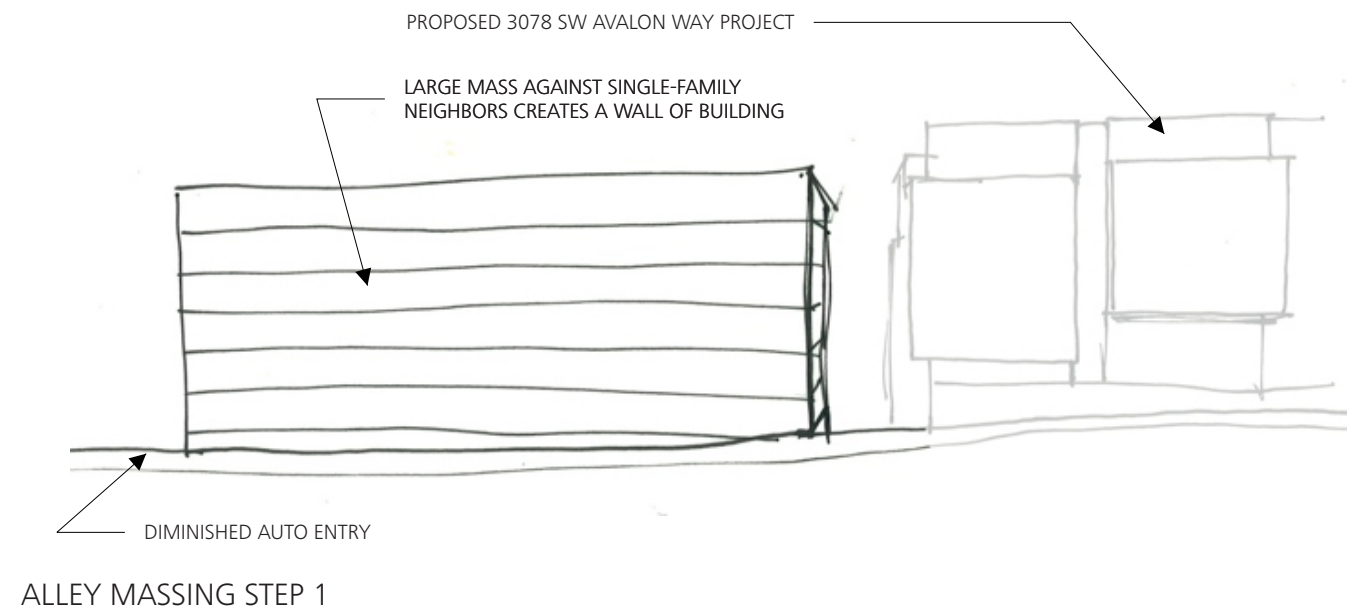
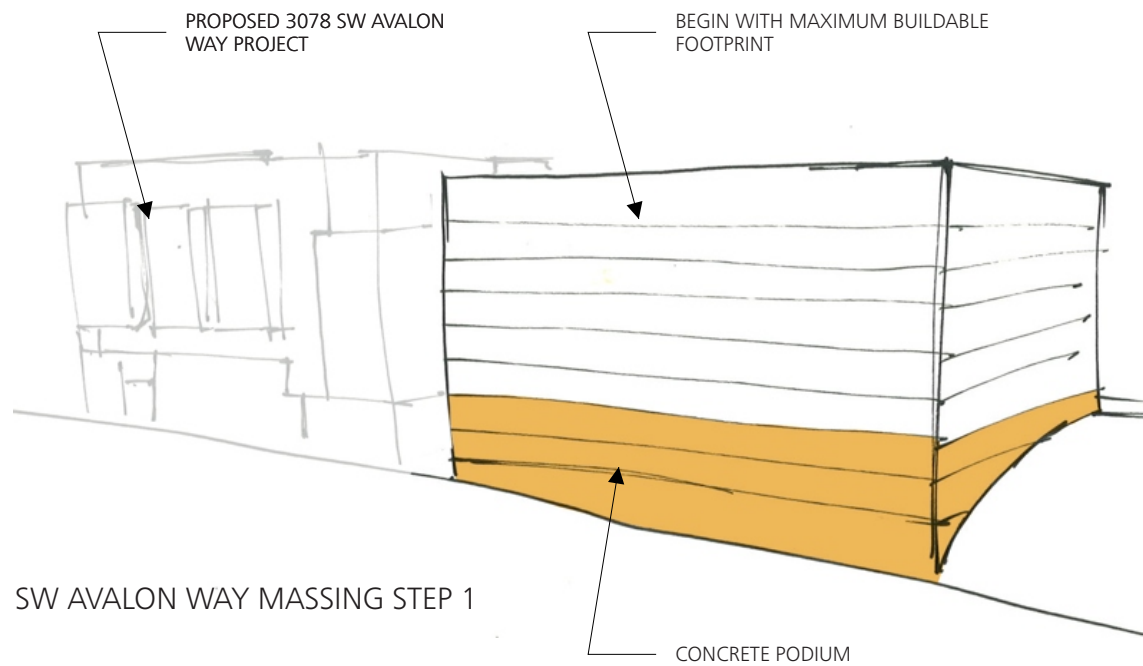
- Less mass on SW Avalon Way
- Mass broken along alley
- Courtyard has view
- Maximizes FAR

Cons :

- Majority of mass against SF zone
- Many units facing neighboring building reducing unit privacy
- Courtyards are small and not human scaled
- Difficult to make building relate to 3078 SW Avalon Project
- Does not maximize unit count

MASSING OPTION A

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Massing Option B is an "L" shaped structure atop a two and a half story concrete podium. Similar to the proposed 3078 SW Avalon Way project next door, a diminished auto entry and prominent pedestrian entry are incorporated. This option pushes the bulk of the massing away from SW Avalon Way toward the alley.

Pros :

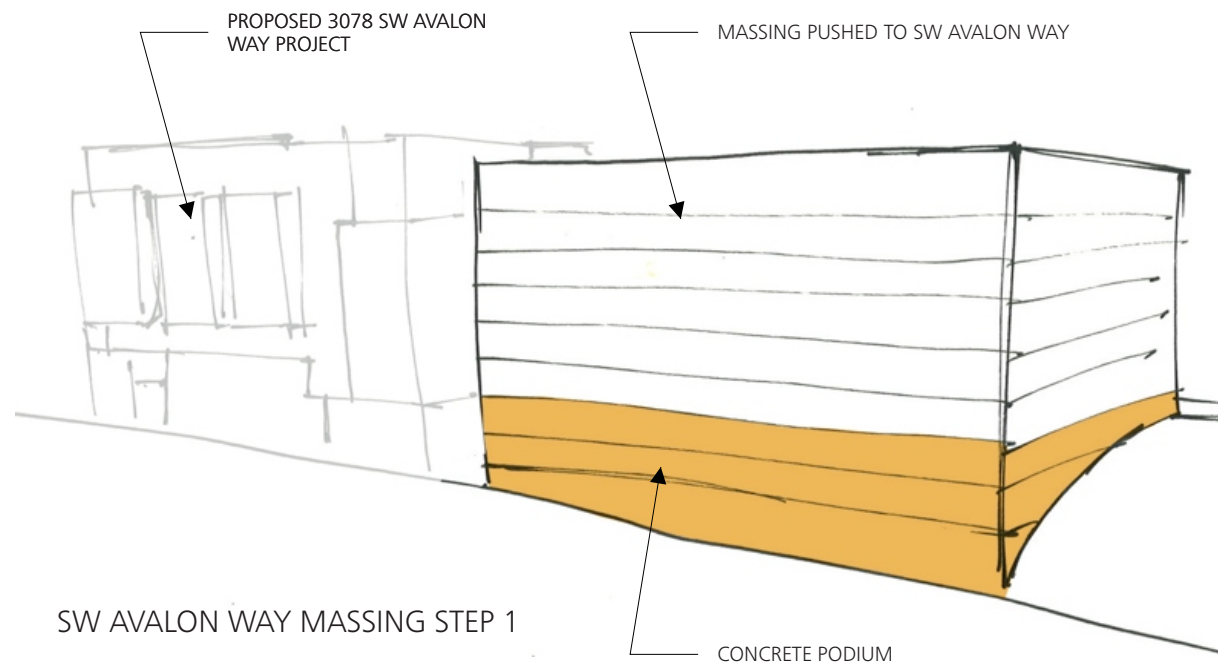
- Less mass on SW Avalon Way
- No north facing units
- Courtyard has view
- Maximizes FAR
- Code Compliant

Cons :

- Majority of mass against SF zone
- Majority of units facing neighboring building and single family homes reduce unit privacy
- Difficult to make building relate to 3078 SW Avalon Project
- Less view units
- Approximate reduction of 30 parking spaces due to code compliant single auto entry off of alley

MASSING OPTION B

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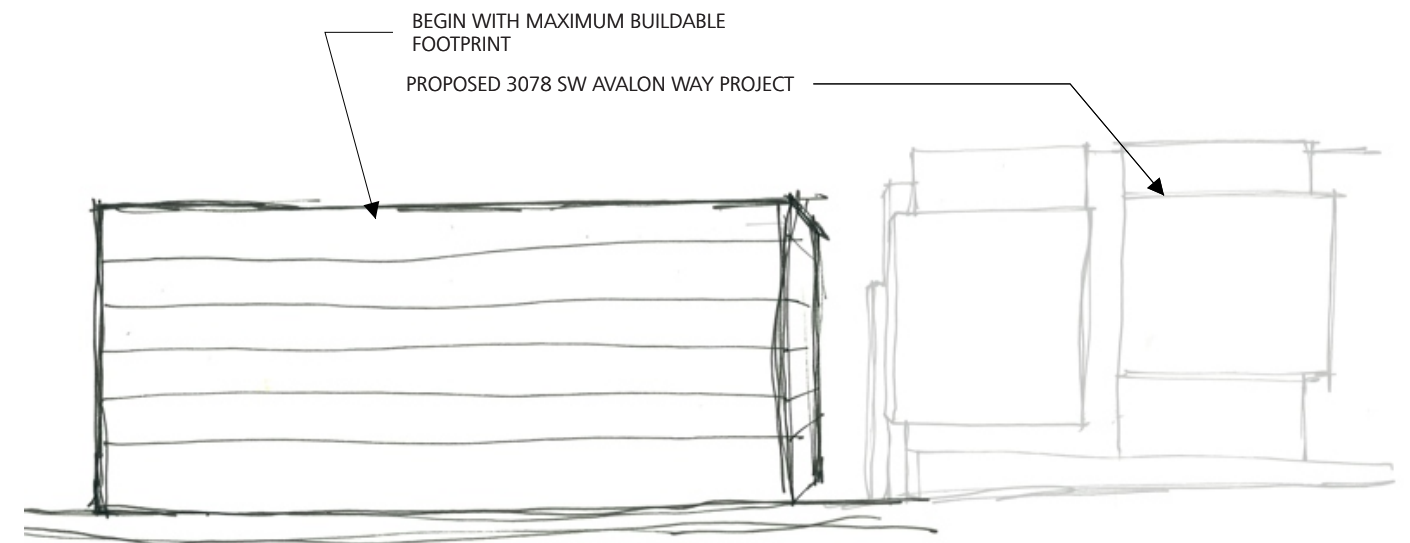
Preferred Option C is also an “L” shaped building, however, the bulk of the mass has been pushed toward SW Avalon Way creating a large courtyard adjacent to the alley and single family neighbors. This massing is similar to the adjacent proposed building at 3078 SW Avalon Way. This option diminishes the impact of the building on the single family neighbors the most of the three options. It provides a direct correlation to the adjacent project, and is most suited to the site

Pros :

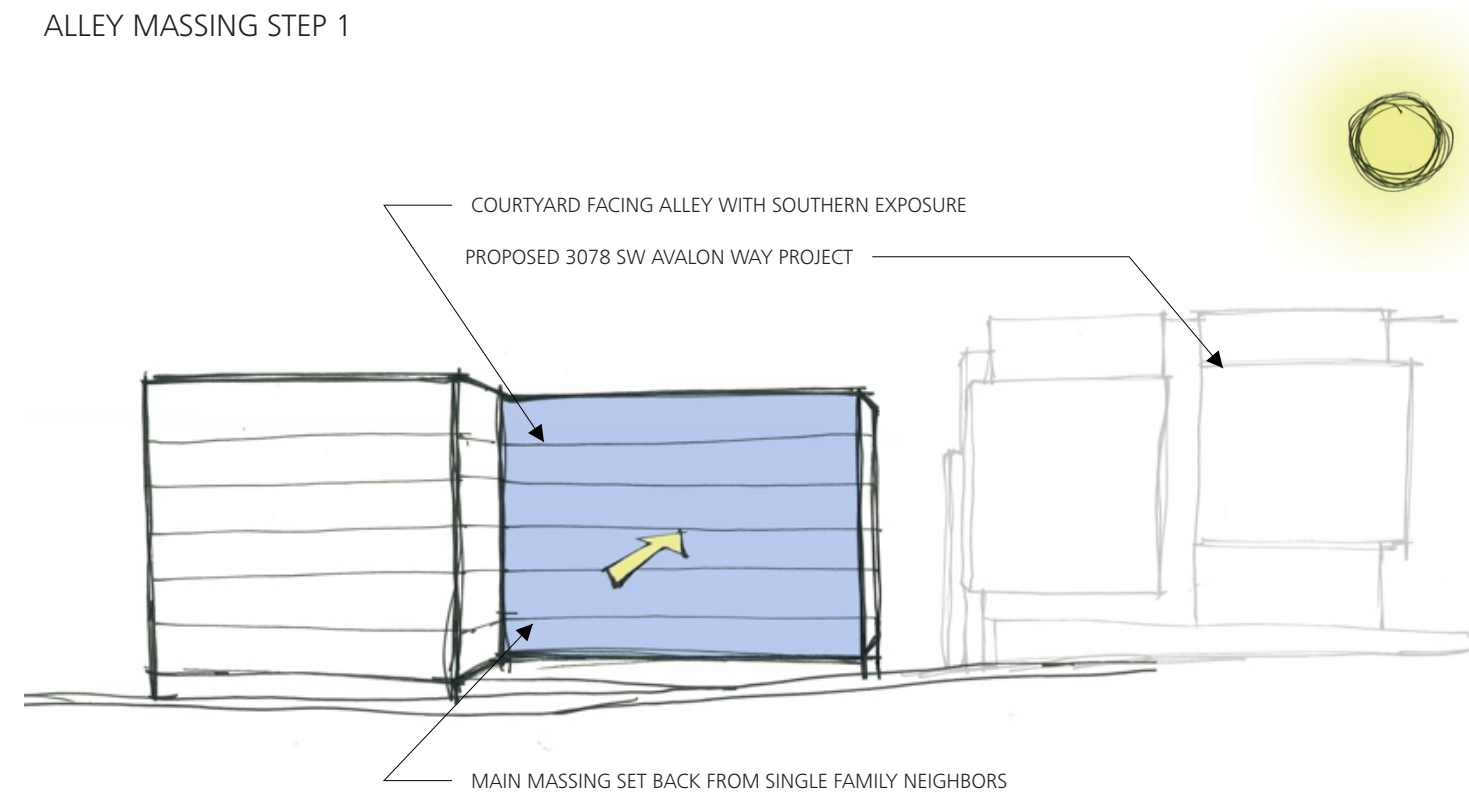
- Less mass against alley and single family neighbors
- Maximum privacy toward adjacent proposed building and single family neighbors
- Maximizes unit count
- Maximizes view units
- Integrates with existing topography
- Courtyard has maximum sun
- Maximizes FAR

Cons :

- Courtyard not facing view
- More north facing units



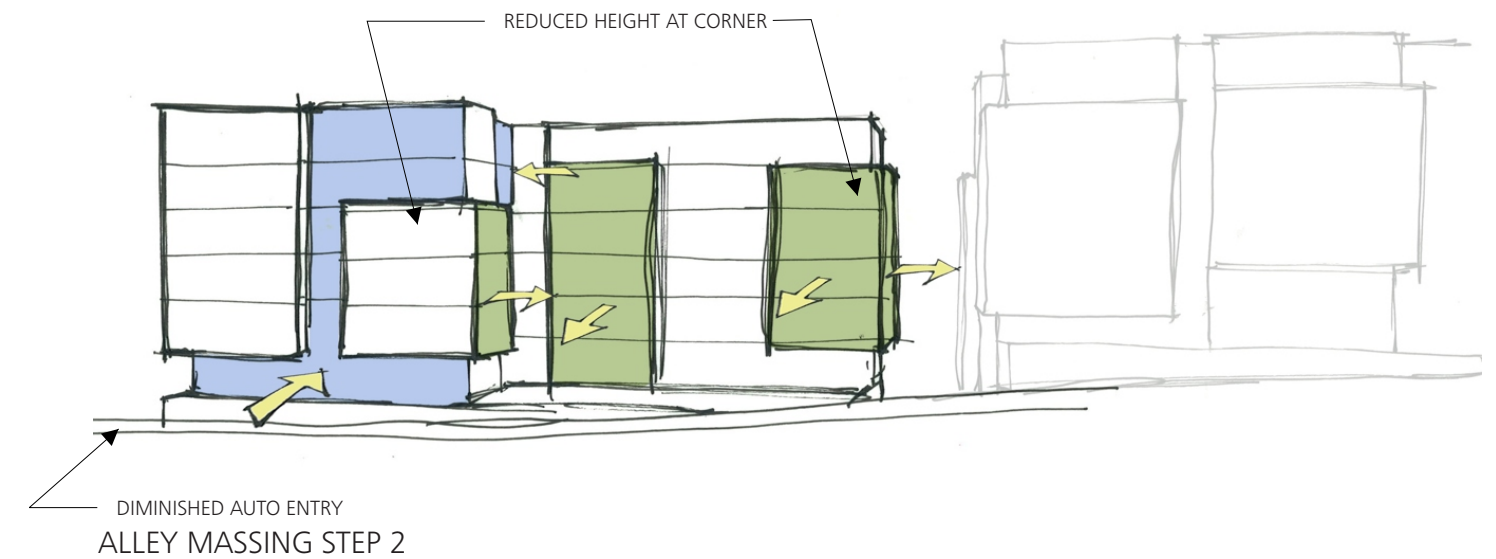
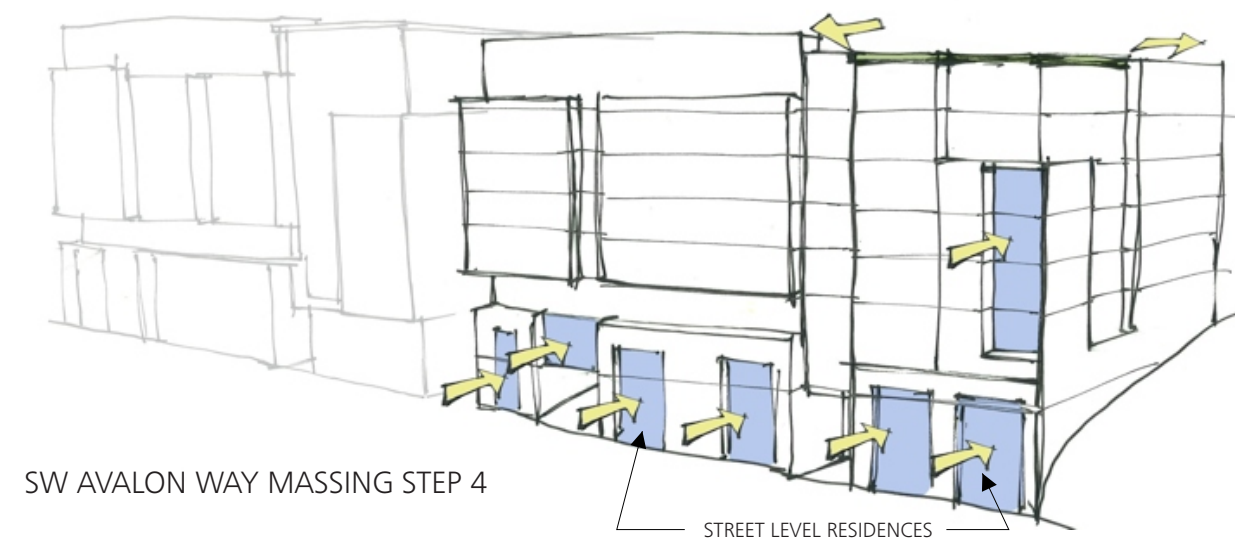
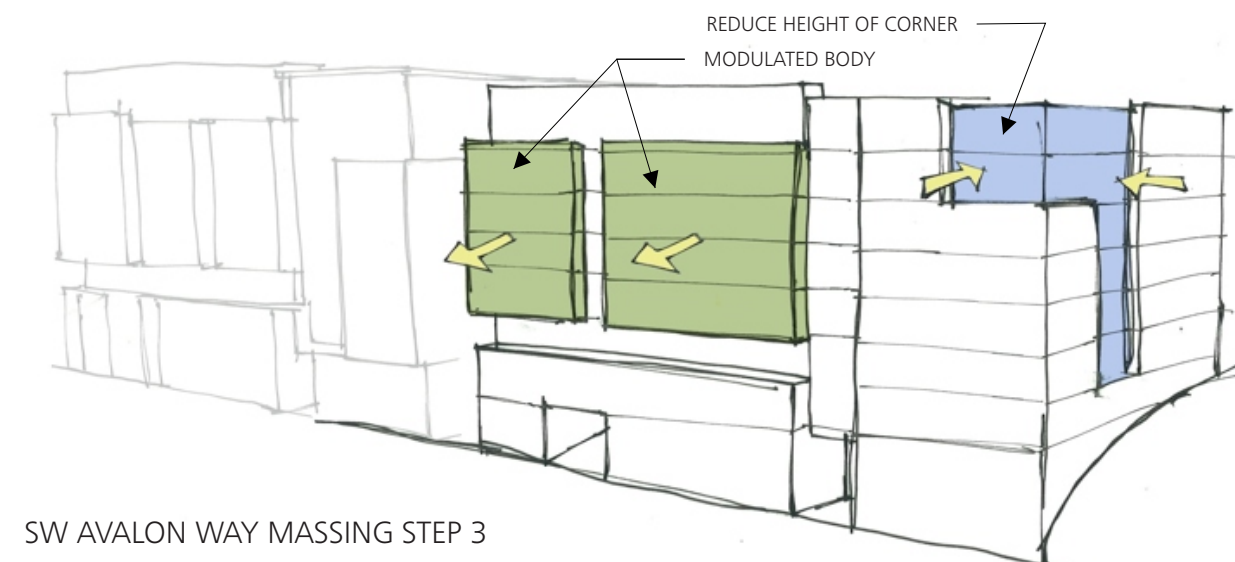
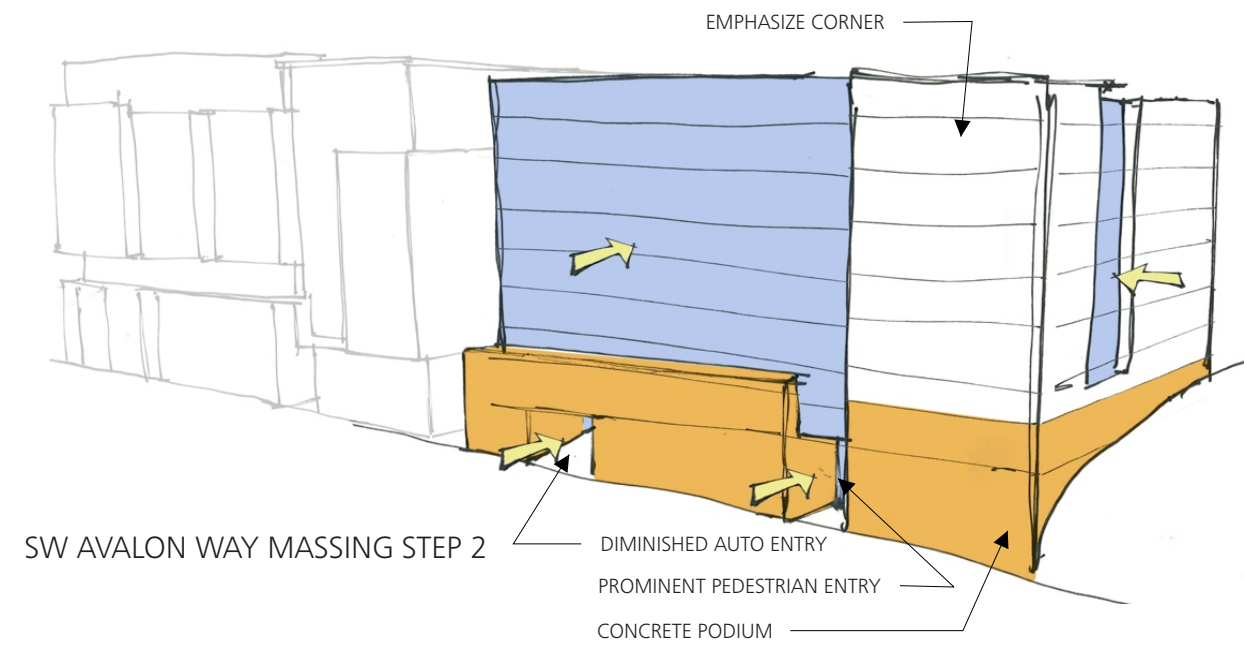
ALLEY MASSING STEP 1



ALLEY MASSING STEP 2

Preferred Option C

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The massing is further broken down on SW Avalon Way by pushing in the body and then pulling out sections to create a definitive base, middle, and top. The main corner has been pushed down and in to reduce perceived height from the street, and the north face has also been modulated to reduce bulk. Unit entries along the sidewalk are pushed in to create an added dimension of human scale.

A similar approach has been taken on the alley side. The body is pushed in to reduce scale and sections of the main mass are pulled out to give dimension and break down the mass of the structure. The goal is to create a visually receded massing while maximizing the Floor Area Ratio.

The resulting structure draws notes from the adjacent project at 3078 SW Avalon Way, without being a copy. Many elements are similar, such as the prominent northeast corner and general structure shape, but the massing has been articulated in a different manner and the pedestrian levels are complementary while still appearing cohesive.

Preferred Option C

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Northeast corner from across SW Avalon Way



Southeast corner from across SW Avalon Way



Courtyard from across alley



Northwest corner from across alley

Preferred Option C

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Sidewalk looking north



Pedestrian connection from SW Avalon Way to alley



Sidewalk looking south



Upper garage entrance

Preferred Option C

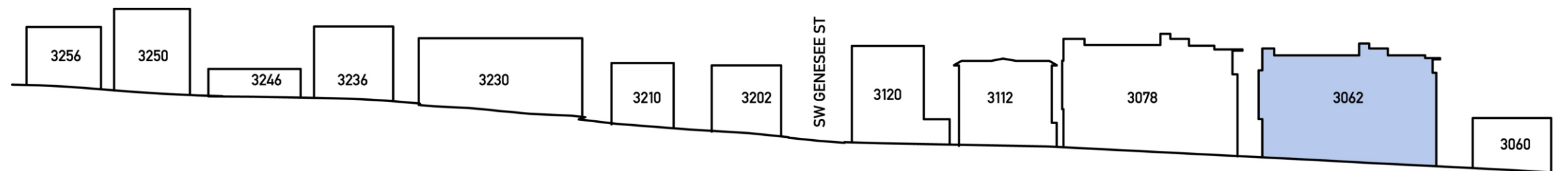
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Building Context on SW Avalon Way



SW Avalon Way Street Profile

Preferred Option C

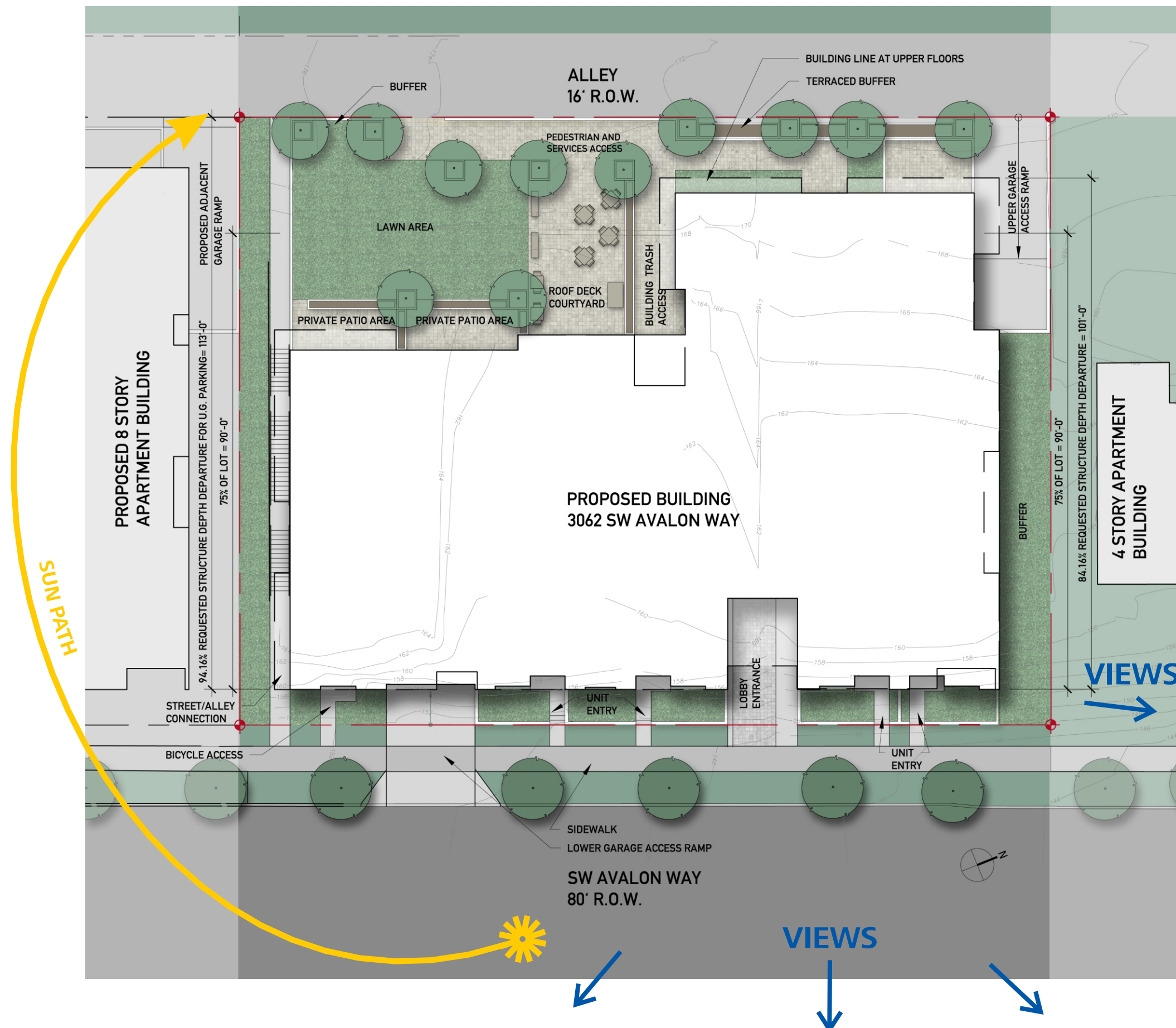
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Building Context on alley

Preferred Option C

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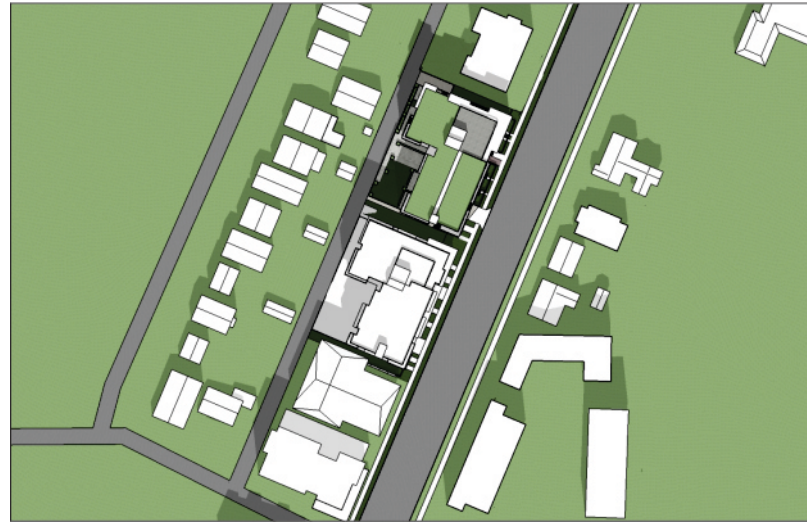


Preferred Option C

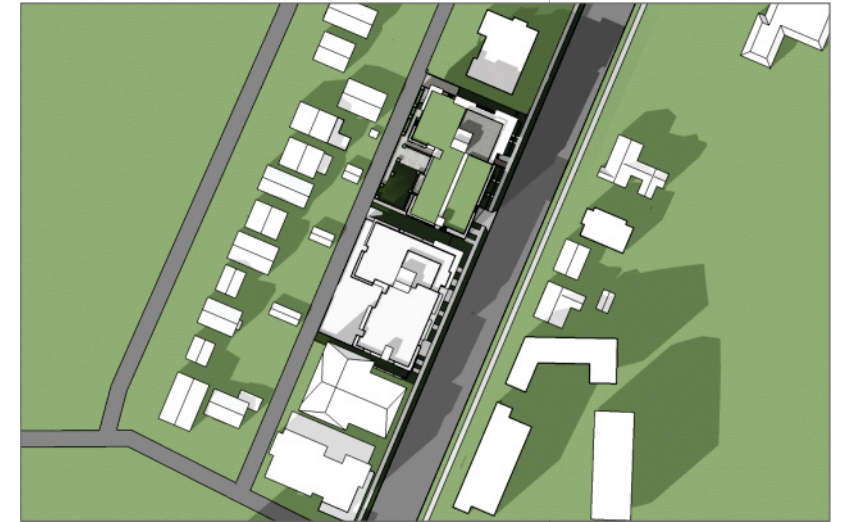
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3/21 9AM



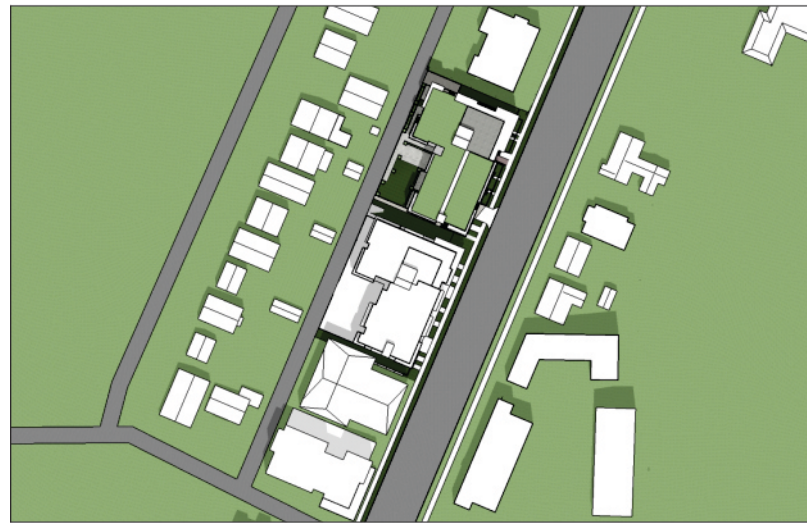
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3/21 3PM



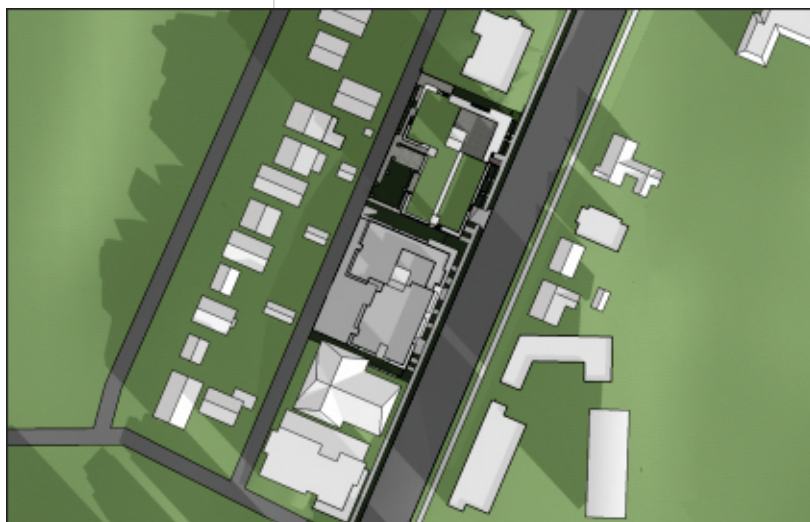
6/21 9AM



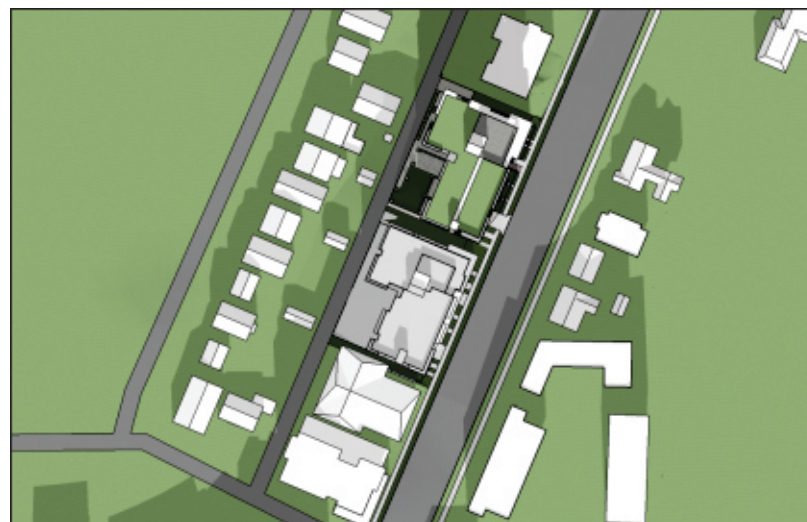
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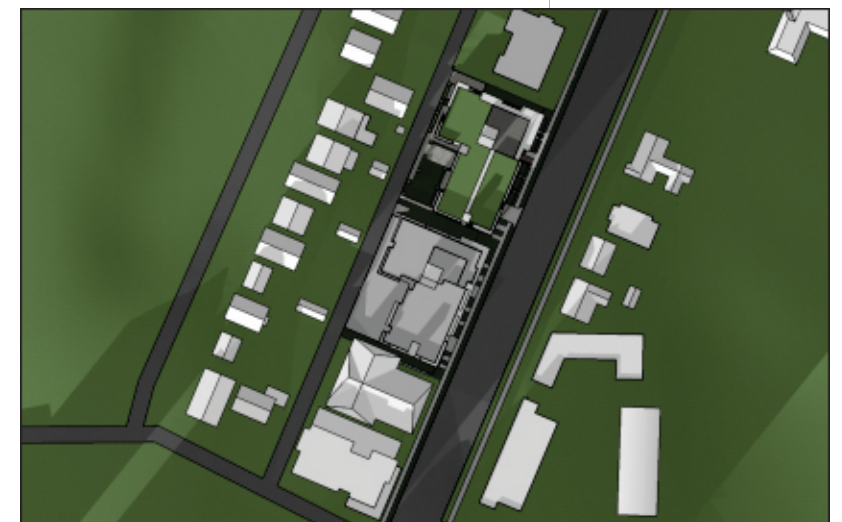
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12/21 9AM



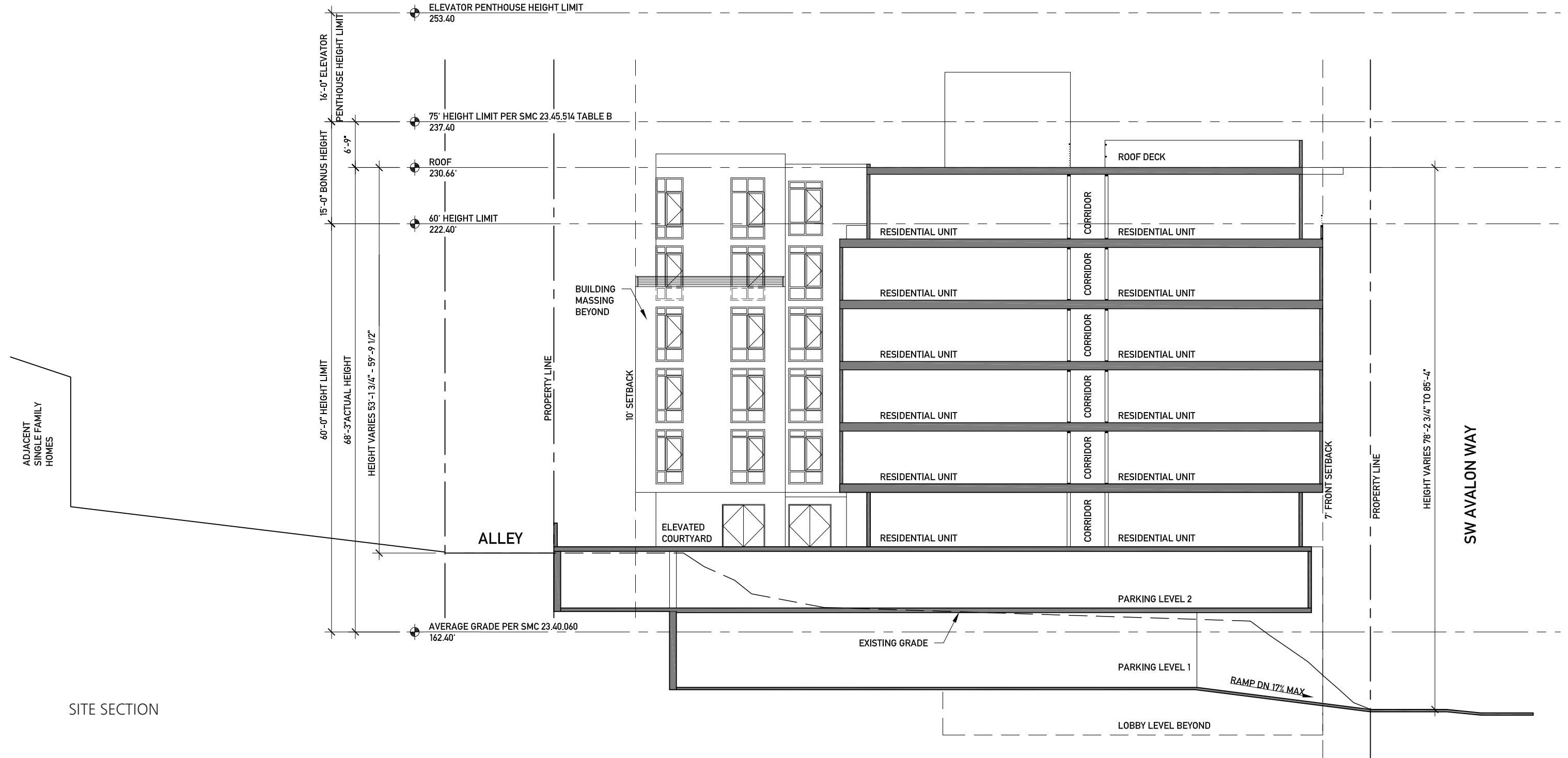
12/21 12PM



12/21 3PM

Shadow Studies

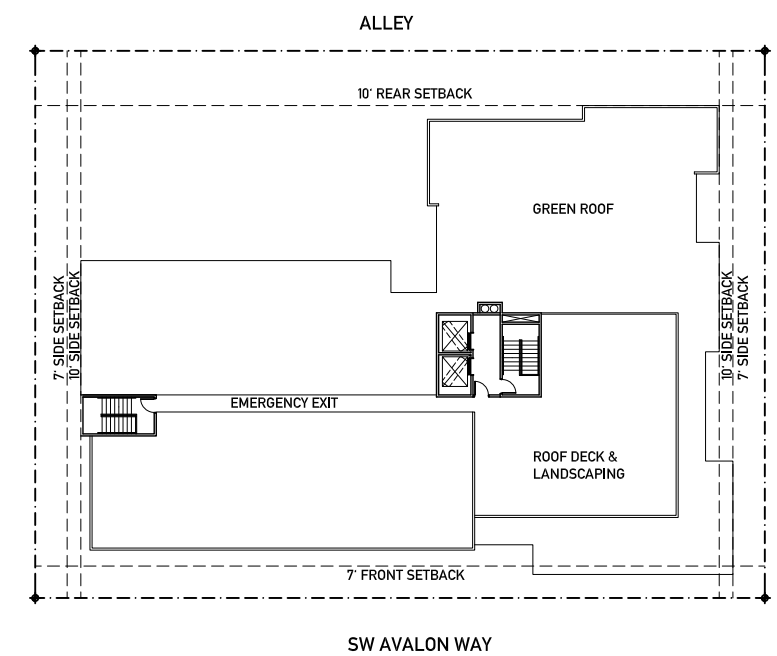
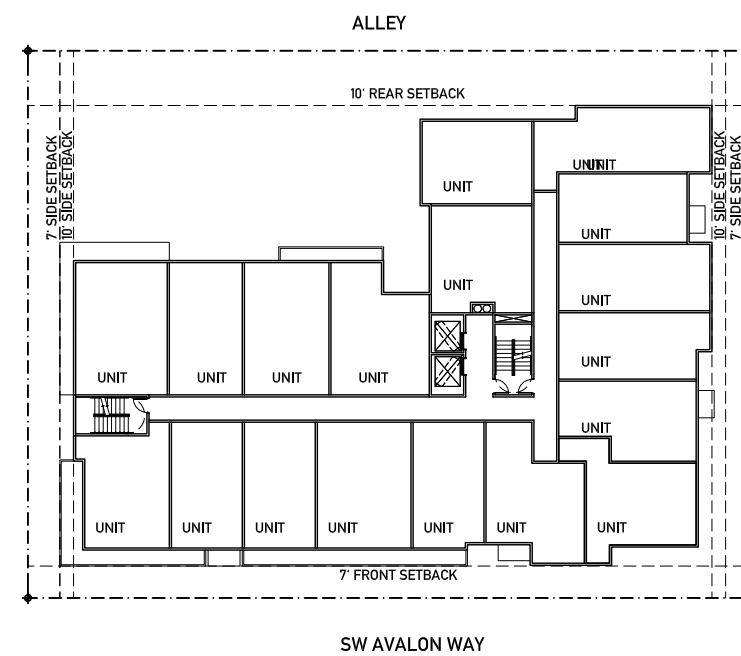
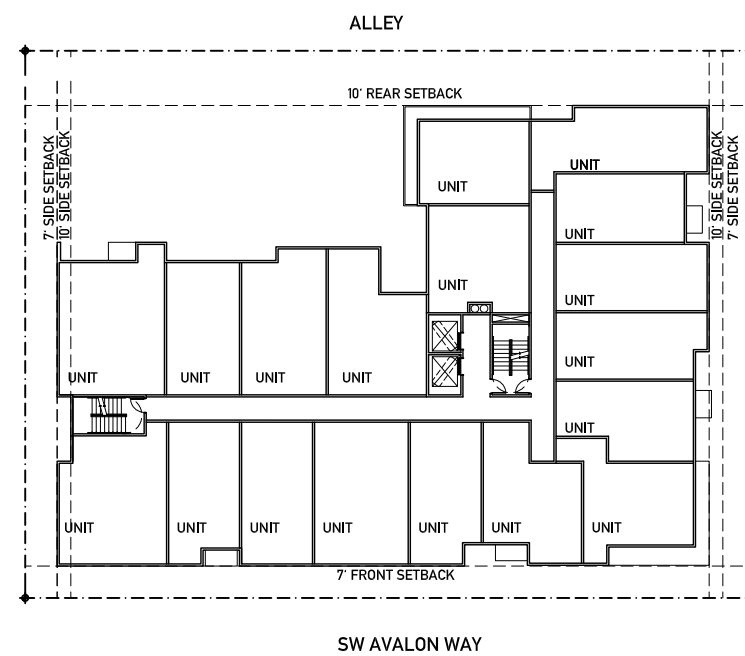
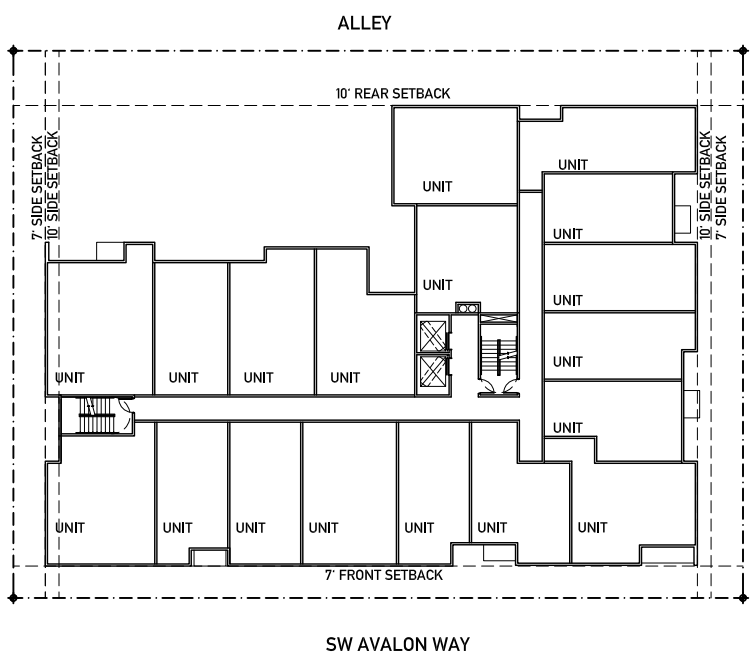
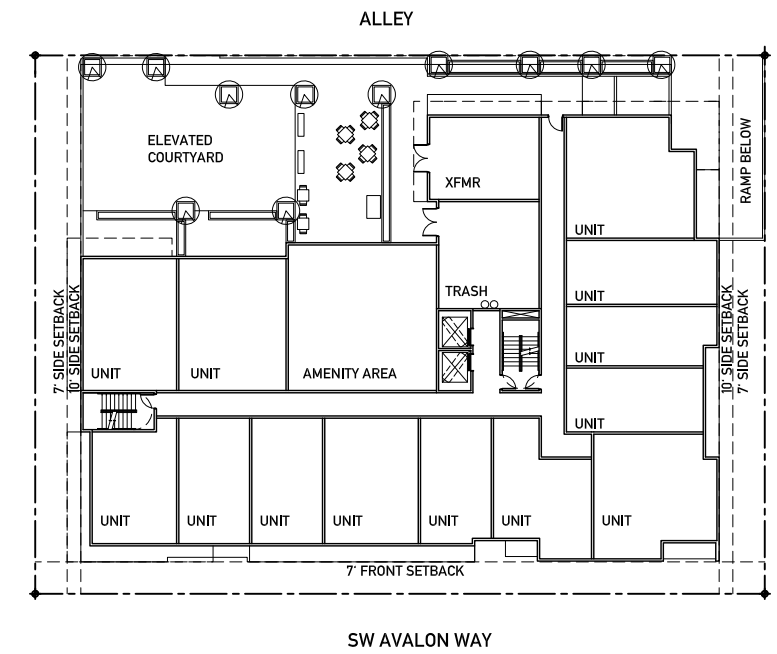
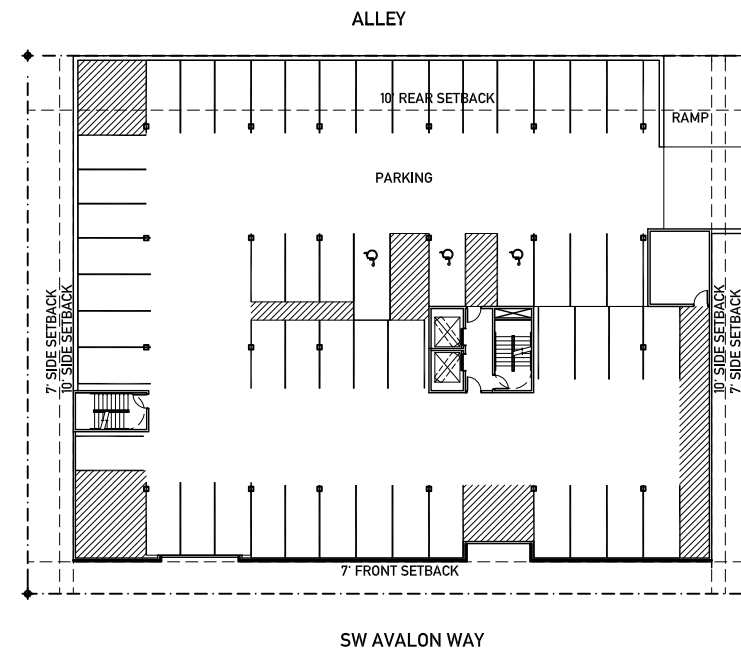
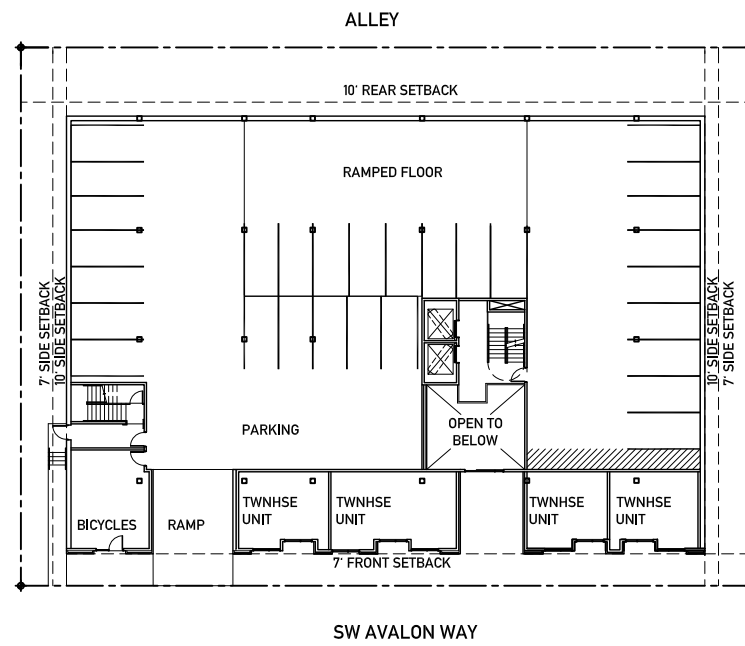
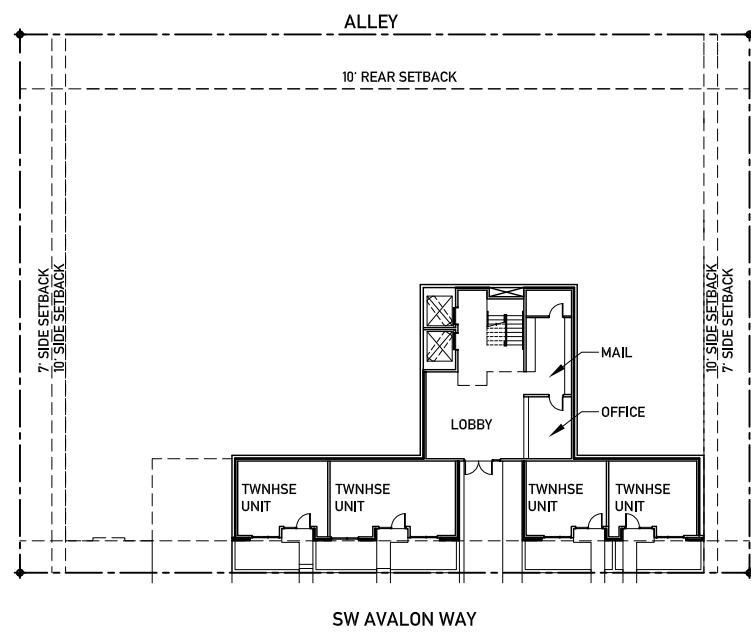
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SITE SECTION

Preferred Option C

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Preferred Option C

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Parking will be located within the structure and vehicular access will be provided both from Avalon Way SW and from the alley to accommodate site grades.

The ground level of the preferred scheme consists of a residential lobby, underground parking garage, bicycle storage, and townhome units facing the street with direct, individual street access.

The second level consists of a partially buried parking garage accessed off of the alley.

The third level contains approximately 13 residential units, a common amenity area with access to the elevated courtyard, refuse and service rooms.

The fourth through seventh floors each contain approximately 18 units per floor, and the top floor houses approximately 18 units. All floors contain a mix of unit sizes and bedroom counts.

The elevated courtyard, which sits atop the second level parking level’s roof, contains spaces for gathering, grilling and relaxation, as well as a grassy area to soften the space. There are also private amenity areas for the three units which have direct access to the courtyard.

Parking is not required for this site, although approximately 80 stalls will be provided in the structure.

DEVELOPMENT STATISTICS SUMMARY

Lot Size	19,200 SF	
FAR	4.25	
Allowable FAR	81,600 SF	
Proposed FAR	81,420 SF	
Parking Stalls	80 Approx.	
	FAR SF	Units
Roof	509	
8th Floor	10,396	18
7th Floor	10,943	18
6th Floor	11,171	18
5th Floor	11,171	18
4th Floor	11,171	18
Courtyard Level	10,491	13
Parking Level 2	11,650	
Parking Level 1	3,870	
Street Level	48	
Ground Floor Lofts	0	4
Total	81,420 sf	Approx. 107 Units



View from southeast corner

Development Summary

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A SITE PLANNING

A-1 Respond to Site characteristics

The preferred scheme pushes the building toward SW Avalon Way to create a continuous urban edge along the street and provide a relief and setback from the SF zone across the alley. Given the topographical nature of the site, one entry to the garage is proposed from SW Avalon Way, similar to existing precedents in newer apartments buildings on adjacent sites. A second vehicular entry is provided from the alley. This arrangement also provides traffic relief of vehicular traffic in the alley. Services will be provided from the alley.

A-2 Streetscape compatibility

The street facing façade at the pedestrian level is modulated and adorned with finer textured materials and provides human scale details, such as canopies and appropriate modulation. The main pedestrian entry and entries to the residential townhomes are accessed directly off the street, further enlivening SW Avalon Way.

A-3 Entrances visible from street

Both the main lobby entrance (defined by a prominent 2 ½ story tall space and significant entry feature), as well as individual entries to the townhome apartments are directly off SW Avalon Way.

A-4 Human Activity

Not applicable, zoning and street character do not support commercial use, however pedestrian entries are enlivening SW Avalon Way.

A-5 Respect for other sites

The pedestrian courtyard is located on the alley side to provide more setback from the adjacent SF zone. Minimal windows have been placed along the southern property line to provide a degree of privacy for the adjacent apartments.

A-7 Residential open space

The pedestrian courtyard also provides maximum sun exposure to the common outdoor amenity area. The adjacent indoor amenity space is accessible to all residents.

B HEIGHT, BULK, AND SCALE

B-1 Height, Bulk and Scale compatibility.

The majority of the mass of the building is pulled away from the SF zone toward the street. The façade is broken into base, body and top, further decreasing the perception of the height of the building. The upper most story is further stepped back from the façade, providing additional relief. The massing of the building steps down to follow the slope of SW Avalon Way and visually diminish the height.

C ARCHITECTURAL ELEMENTS AND MATERIALS

C-1 Architectural Context

We have taken cues from adjacent multifamily projects, providing corner decks and balconies, lightly painted materials on the upper levels and light colored brick along the street.

C-2 Architectural Concept

The base has been differentiated to decrease the bulk and height appearance on SW Avalon Way. The body and base have been tied together with a rhythm of openings and modulation. The base is also interlocking with the body of the building at the intersection of the residential lobby.

C-3 Human Scale

The unit entries and main lobby entry feature canopies to humanize the pedestrian scale, exterior benches and an integrated visitor bike rack will add pedestrian detail. Walk-up units will have porch and stoops separating semi private space from public street.

D PEDESTRIAN ENVIRONMENT

D-5 Visual Impact of Parking Structures

One entry to the parking garage is proposed from Avalon Way. We minimized the emphasis to the auto by limiting parking on this level to only 29 cars. The garage opening is recessed and kept to a minimum height to further decrease it’s importance compared to the pedestrian entry. Furthermore the vehicle entrance is similarly modulated to the street level walk-in units, following the rhythm of the base.

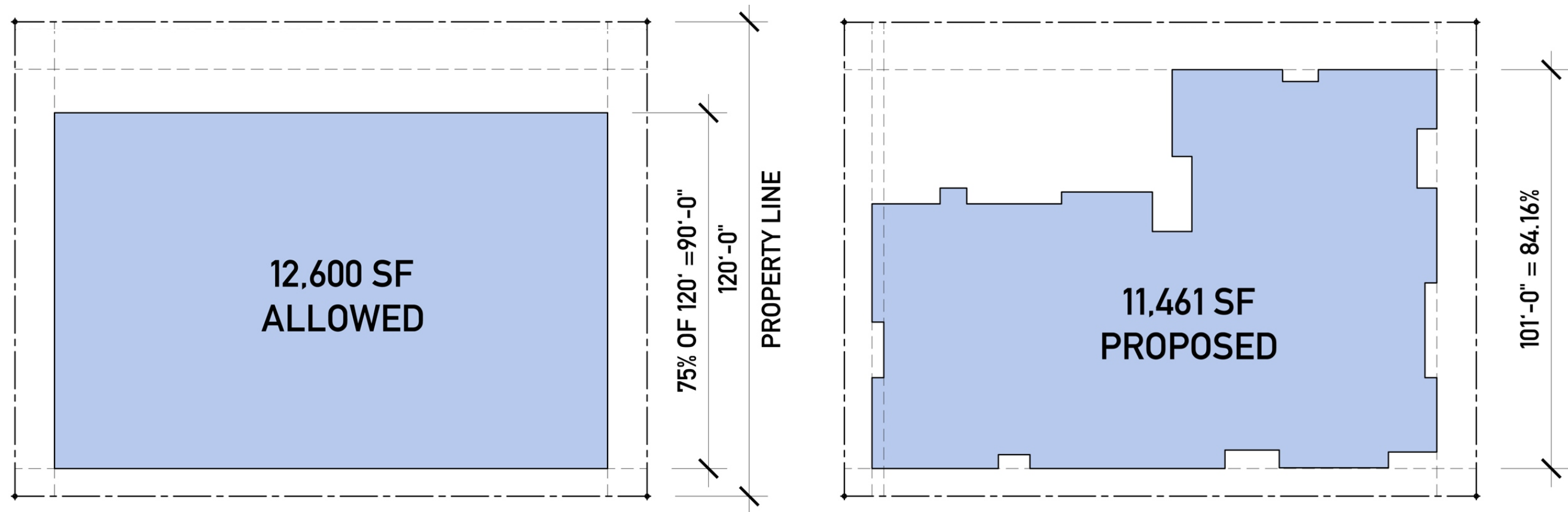
D-6 Screening of Dumpsters, Utilities and Service Areas

All utilities and trash areas are contained within structure and will be rolled to the alley only on pickup day.

<u>Code Reference</u>	<u>Requirement</u>	<u>Complies?</u>	<u>Departure Request:</u>
23.45.518	MR Setbacks		
B.	10' Rear Setback from a rear lot line abutting an alley	N	1. Allow a 0 foot rear setback for the Parking Level 2
<p>Rationale for Departure :</p> <p>The 2nd parking level complies with footnote H.4, "Unenclosed decks up to 18 inches above existing or finished grade, whichever is lower, may project into required setbacks or separations to the lot line", for approximately 30% of its length along the alley. The alley grade drops as it proceeds north, exposing a greater amount of the aforementioned level toward the north property line. The required 42" high guardrail has been stepped back four feet where the parking level is above grade the most. Planters have been placed at this stepped area provide a human scale and soften the transition from the alley to the building. Underground structures are allowed within any setback.</p> <p>Allowing the departure increases the pedestrian courtyard area, eliminates any surface parking which would be incorporated along the alley to maximize the parking space count on the site, and provides a pedestrian scale to the project along the alley. The concrete wall would be textured to create interest and treated with an anti-graffiti coating to provide easier maintenance. A transparent guard rail can also be utilized to further reduce height, although privacy and separation are sacrificed.</p>			



<u>Code Reference</u>	<u>Requirement</u>	<u>Complies?</u>	<u>Departure Request:</u>
23.45.528	Structure Depth		
<u>B.1</u>	<p>The depth of principal structures shall not exceed 75 percent of the depth of the lot</p> <p>Rationale for Departure :</p> <p>The departure would apply at the second parking level, which is underground for most of it's area, and the northern most part of the building. The northern face of parking level 2 complies with the 75% ratio within 20 feet of the property line and is mostly underground on the southern property line. The departure allows all of the on-site parking to be completely hidden, whereas to comply, a strip of parking along the alley would be integrated and thus parked cars would be visible.</p> <p>The vertical and horizontal modulated massing of the residential floors break up the facade on the north elevation. Various cantilevers and projections decrease the mass and perceived bulk of the building. This part of the residential tower is at an 84.16% ratio, while the majority of the building is a 55.8% ratio. The requested departure allows for a greater separation between the single family residential zoning to the west, as the majority of the building is able to be compressed toward the street to create the courtyard and allow a larger distance to the main part of the building.</p> <p>The total lot coverage does not exceed the lot coverage allowed without the departure, per SMC 23.45.528. The elevated courtyard meets the intent of the courtyard provision of SMC 23.45.528 B2, although it abuts an alley instead of a street, to act as a separation to the single-family neighbors.</p>	N	1. Allow an 84.0% structure depth for the residential floors and a 94.16% structure depth for parking level 2



Departures

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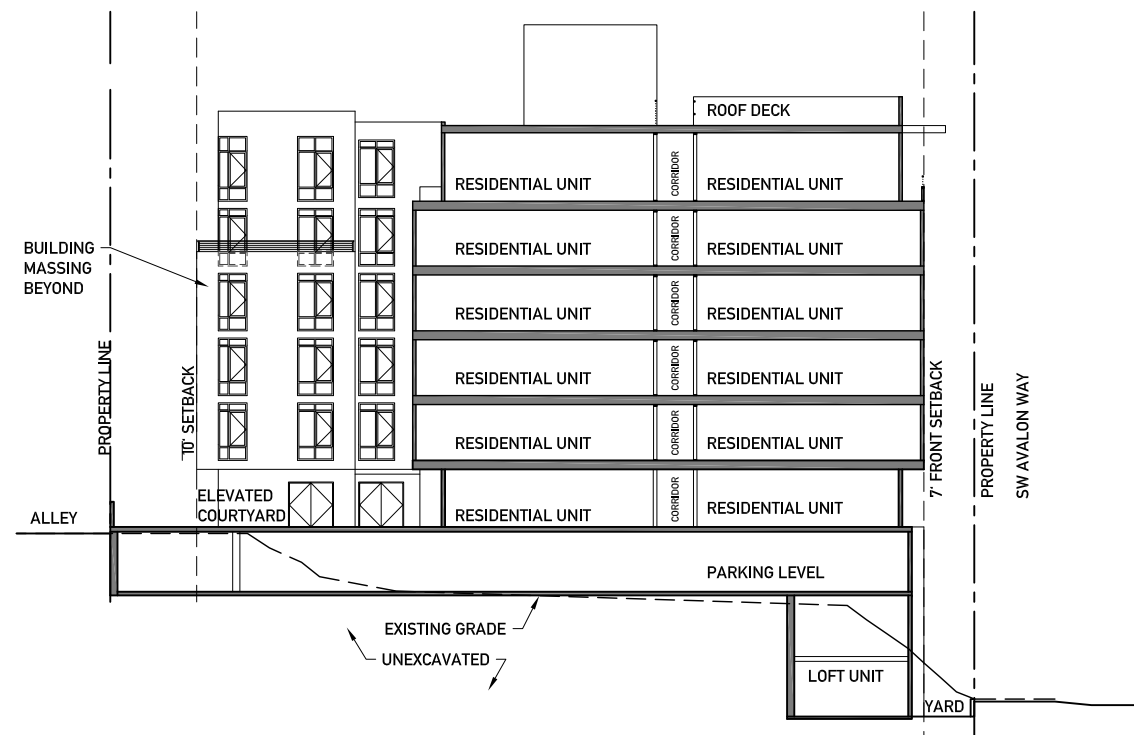
Code Reference	Requirement	Complies?	Departure Request:
23.45.536	Parking Access		
C.1	(A)ccess to parking shall be from the alley if the lot abuts an alley...	N	1. Allow a second garage access from SW Avalon Way

Rationale for Departure :

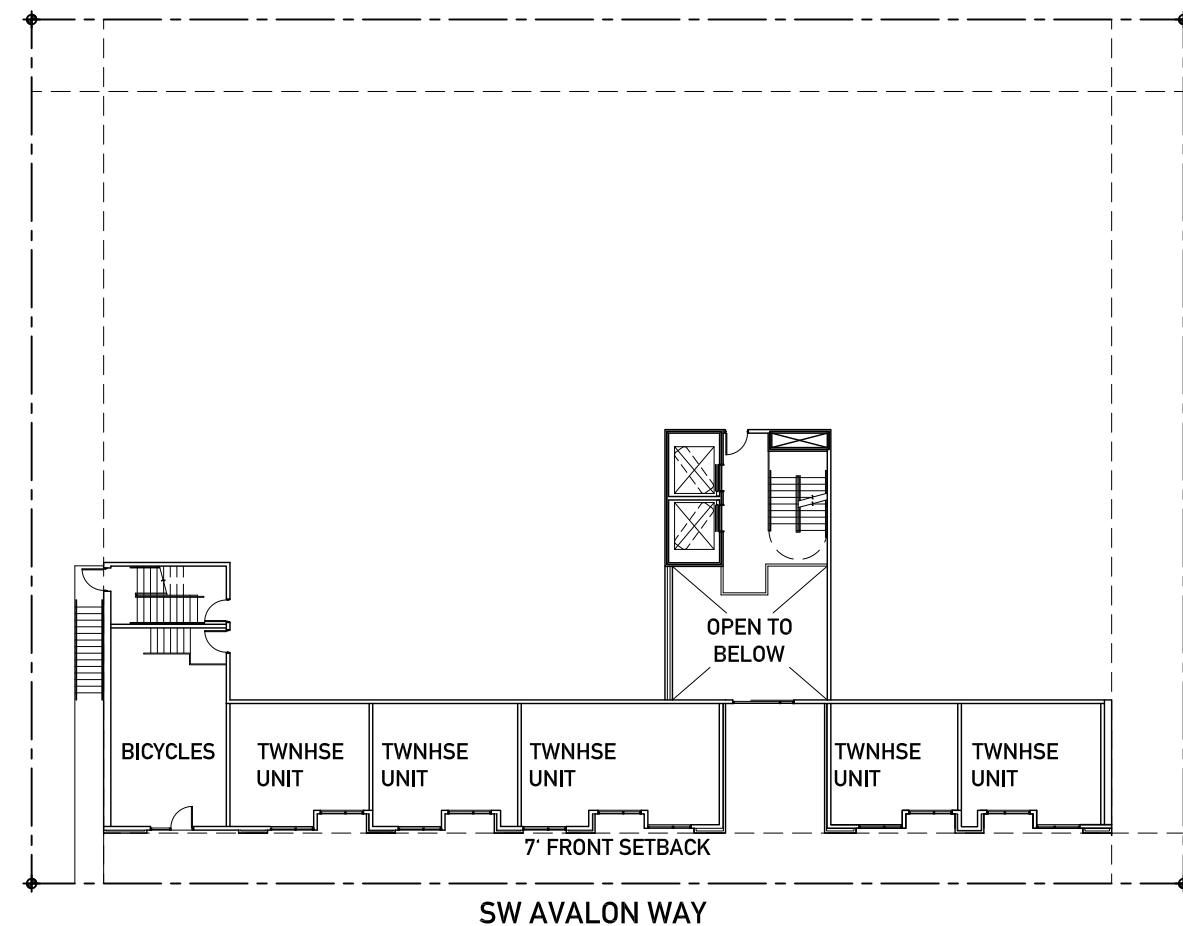
SMC Section 23.45.536 C.4 states "On steeply sloping lots, the Director may permit the use of both an alley and a street for access, provided that the following conditions are met: a. access from the street is to common parking garage in or under the structure, that is underground or extends no more than 4 feet above grade. b. the siting of development results in an increased Green Factor score, larger ground-level amenity areas, and/or reduced surface parking area than if alley access alone is used.

The proposed project meets this criteria, as it is steeply sloping, 32 feet of grade change, the parking level 1 is only two-feet six inches above grade on SW Avalon Way, and is buffered from the street by residential units. A larger ground level amenity area is created on the alley and surface parking is reduced, as the pedestrian courtyard would be partially used for parking. Furthermore, by allowing the second access off SW Avalon Way, the parking count is increased by approximately 30 spaces and traffic is dispersed between two points of entry, reducing the number of cars in the alley abutting the single-family zone. The proposed garage access would be separated by a approximately of 160 feet from the garage access for the proposed project to the south.

Almost every multi-family building to the south of this project takes access from SW Avalon Way even though all abut an alley. Please see the aerial photograph on Page 1for a graphic of which multi-family buildings take their access from the street.



Section shown with no parking accessed off of SW Avalon Way



Street level plan with no garage access from SW Avalon Way

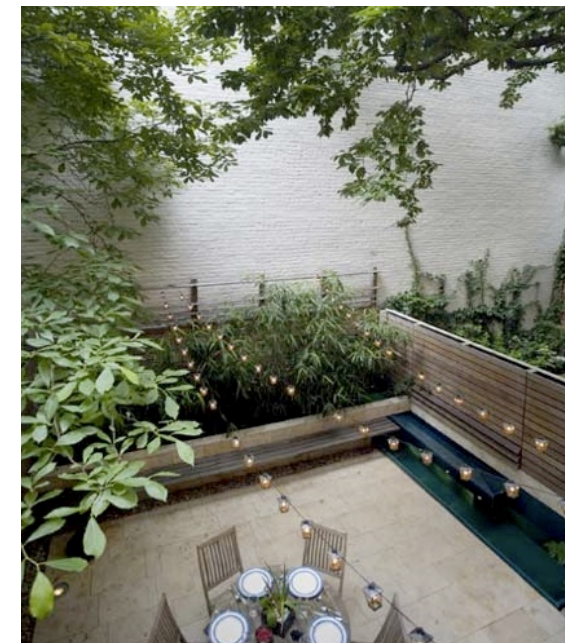
Departures

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3062 SW AVALON WAY / DPD PROJECT # 3014100



PRIVATE AND COMMON COURTYARD

Private landscaping areas will be provided at for the courtyard level units. Plantings and hardscape will be used to enhance private decks. A lawn area will further soften the hardscape along the alley and provide a place for relaxation. In addition to creating room for patios and landscaping, setting the building back from the property line ensures that the residents have ample daylight.



Response to Architectural Guidelines

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STREET LEVEL

The walks leading to the pedestrian entries will be treated with a texture or color to differentiate them from the public sidewalk. Landscaping will help to soften the transition to the building from the public way.



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ROOF DECK

The walks leading to the pedestrian entries will be treated with a texture or color to differentiate them from the public sidewalk. Landscaping will help to soften the transition to the building from the public way.



ROOF DECK

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VOLTA



BREMERTON WATERFRONT CONDOMINIUMS



23RD AND MADISON



306 QUEEN ANNE AVE N (Currently in building permit review)



LEGACY AT PRATT PARK



MURIEL'S LANDING

Architect’s Related Projects

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