

ISOLA SW ALASKA  
4400 SW ALASKA STREET



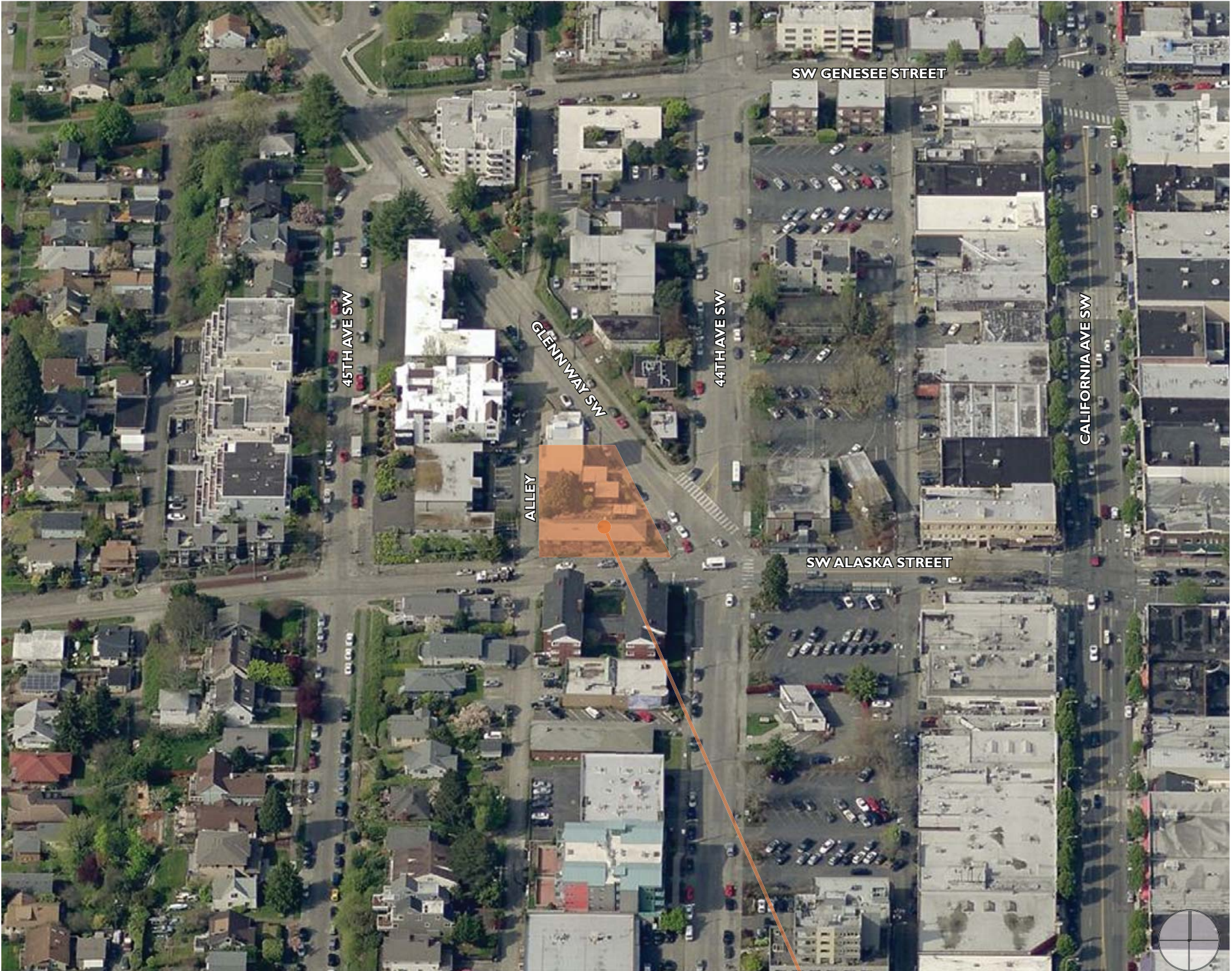
EARLY DESIGN GUIDANCE  
DPD 3014486  
JUNE 27, 2013, 8:00 P.M.

310 First Avenue S, Suite 4S  
Seattle, WA 98104  
206.933.1150  
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PROJECT DESCRIPTION



ADDRESS: 4400 SW Alaska Street, Seattle, WA 98116  
DPD PROJECT #: 3014486  
OWNER: Isola Homes  
APPLICANT: Nicholson Kovalchick Architects  
CONTACT: Alyssa Mehl

nk NICHOLSON KOVALCHICK ARCHITECTS

PROJECT PROGRAM

Number of Residential Units:	Approximately 37
Number of Parking Stalls:	Approximately 6
Area of Residential Uses:	Approximately 20,000 sf
Area of Live / Work:	Approximately 3,500 sf
Total Area:	Approximately 30,000 sf
Total Area Above Grade:	Approximately 28,000 sf

DEVELOPMENT OBJECTIVES

The proposed project is a five story apartment building with approximately 37 residential units, including 4 ground-level Live/Work units. The development proposes 6 parking stalls and it is within close proximity of frequent transit stops. Outdoor residential amenity space is provided through the proposed residential courtyard and on the rooftop deck.

The existing pedestrian scale of the West Seattle Junction will be reinforced through the appropriately scaled Live/Work commercial entrances that are proposed along Glenn Way SW and SW Alaska Street. Modulation and detail of these entries will encourage pedestrian activity and continue the community connectivity of the West Seattle Junction. The upper levels of the project will maximize views to the Puget Sound and Olympic Mountains to the west, and the Cascades to the east.

EXISTING SITE

The project site consists of one parcel with one angled side (338990-0380) located at the intersection of Glenn Way SW and SW Alaska Street with a total area of 7,937 sf. The project includes the demolition of one multi-family structure, one duplex house with a garage and a carport currently located on the parcel. The site slopes gradually from north to south and falls off sharply approximately eight feet at the southwest corner.

ZONING AND OVERLAY DESIGNATION

The parcel is zoned NC2-40 and is located within the West Seattle Junction Hub Urban Village. This zone continues to the north and south of the site. The area immediately to the west of the site is zoned LR3-RC and the areas east of 44th Avenue SW is zoned NC65. The site is also located within a Frequent Transit Corridor.

NEIGHBORHOOD DEVELOPMENT

The project site is located within the West Seattle Junction Hub Urban Village, and adjacent to commercial areas along both California Ave SW and SW Alaska Street. The area reflects the NC zone with an eclectic mix of small office buildings, multi family apartments and single family homes. There is a bank across 44th Avenue SW to the east and the site of the West Seattle Farmer's Market is directly across SW Alaska Street to the southeast. There are several churches and schools in the immediate vicinity, and the relatively new Capco Plaza/QFC and Mural mixed-use buildings are within a few blocks. The site is very pedestrian friendly, and within the major West Seattle Junction public transit hub. There are multiple shops, restaurants, cafés and grocery stores all within walking distance of the site.



PARCELS: 338990-0380  
ZONING: NC2-40  
OVERLAYS: West Seattle Junction Hub Urban Village  
LOT AREA: 7,937 sf

23.47A.004 PERMITTED USES (NC2-40)

- Permitted outright:
- Residential
  - Live/Work
  - Commerical Uses (Restaurants, Offices, General Sales) up to 25,000 sf

23.47A.005 STREET-LEVEL USES (NC2-40)

- Residential uses can occupy no more than 20% of the street-level, street-facing facade in NC zones on arterial streets per DR 17-2012.
- Where residential uses occur, the floor of a dwelling unit located along the street level street facing façade shall be at least 4’ above or below sidewalk grade or be set back at least 10’ from the sidewalk.
- Live/Work units located on street-level street-facing facades must comply with blank façade and transparency requirements.
- Blank facade requirements apply (segments no more than 20’ in width, total blank facade sements may not exceed 40% of width).
- Street-level, street facing facades must be located within 10’ of the street lot line, unless wider sidewalks, plazas or other approved landscaped or open spaces are provided.
- 60% of street-facing facade between 2’ and 8’ above the sidewalk shall be transparent.
- Non-residential uses must be average 30’ deep and no less than 15’ deep.

23.47A.012 STRUCTURE HEIGHT (NC2-40)

Allowed Maximum Base Height: 40’-0”  
Maximum height w/ 4’ increase\* for non-residential use: 44’-0”  
\* 4’ maximum height increase is allowed with 13’ floor to floor at street level non-residential use (SMC 23.47A.012.A.1.a)  
- 4’ additional allowed for parapets: 48’-0”  
- 16’ additional allowed for stair & elevator penthouses: 60’-0”  
Height of the structure is the difference between the highest point and the average grade level.

23.47A.013 FLOOR AREA RATIO (NC2-40)

Single-purpose: 3.0                      Mixed-use: 3.25

23.86.006 STRUCTURE HEIGHT MEASUREMENT

The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level (‘average grade level’ means the average of the elevation of existing lot grades at the midpoints, measured horizontally, of each exterior wall of the structure or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure)

23.47A.014 SETBACK REQUIREMENTS (NC2-40)

- Front (along SW Alaska St): Zero feet
- Front (along Glenn Way SW): Zero feet
- Rear: Zero feet
- Side: Zero feet below 13 feet, 15 ft above 13 ft to a max of 40 ft
- Side above 40 feet in height: setback of 2 ft for every 10ft
- One-half of the width of an abutting alley may be counted as part of the required setback.
- No entrance, window or other opening is permitted closer than 5ft to an abutting residentially-zoned lot.

23.47A.024 AMENITY AREAS (NC2-40)

- Required: 5% of gross floor area in residential use
- Estimated requirement: 10,200 sf \* 5% = 510 sf

General Requirements:

- All residents shall have access to at least one private or common amenity area.
- Amenity areas shall not be enclosed.
- Common amenity areas shall have a minimum dimension of 10 ft and be no less than 250 sf in size.
- Private balconies and decks shall have a minimum area of 60 sf and no horizontal dimension less than 6 ft.

23.47A.016 LANDSCAPING STANDARDS (NC2-40)

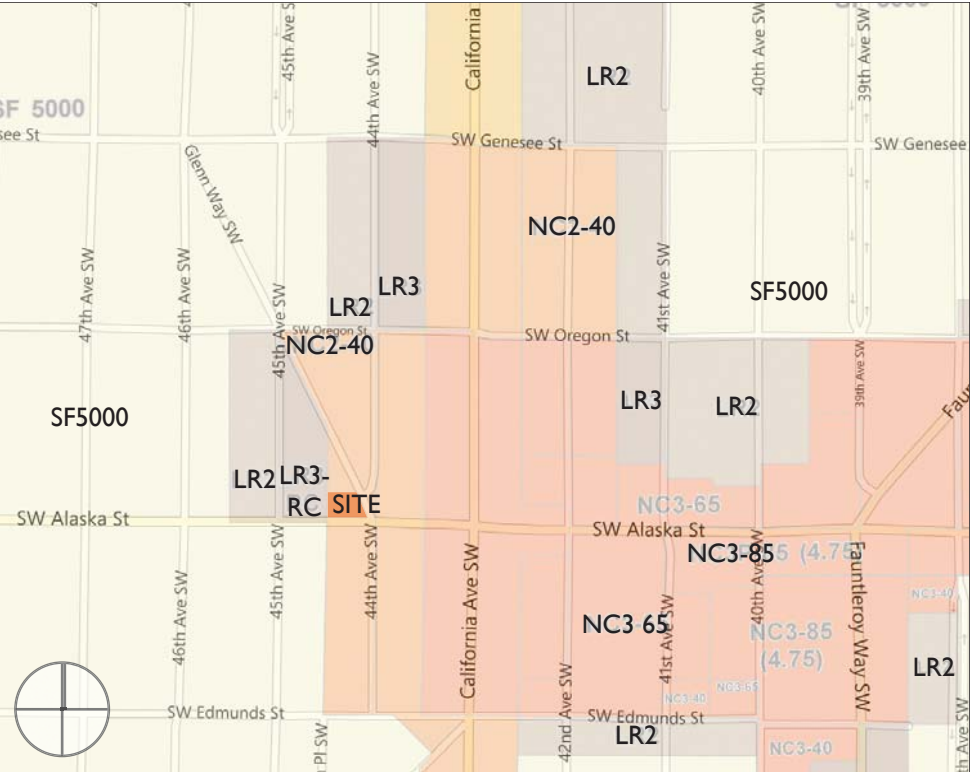
- Green factor score minimum 0.3 required.
- Street trees are required when any development is proposed. Existing street trees shall be retained unless the Director of Transportation approves their removal.

23.54.015 REQUIRED PARKING (NC2-40)

- Automobile Parking: No parking is required for all residential uses in commercial and multifamily zones within urban villages, if the residential use is located within 1,320 feet of a street with frequent transit service.
- Bicycle parking: 1 space per every 4 units for residential use

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS (NC2-40)

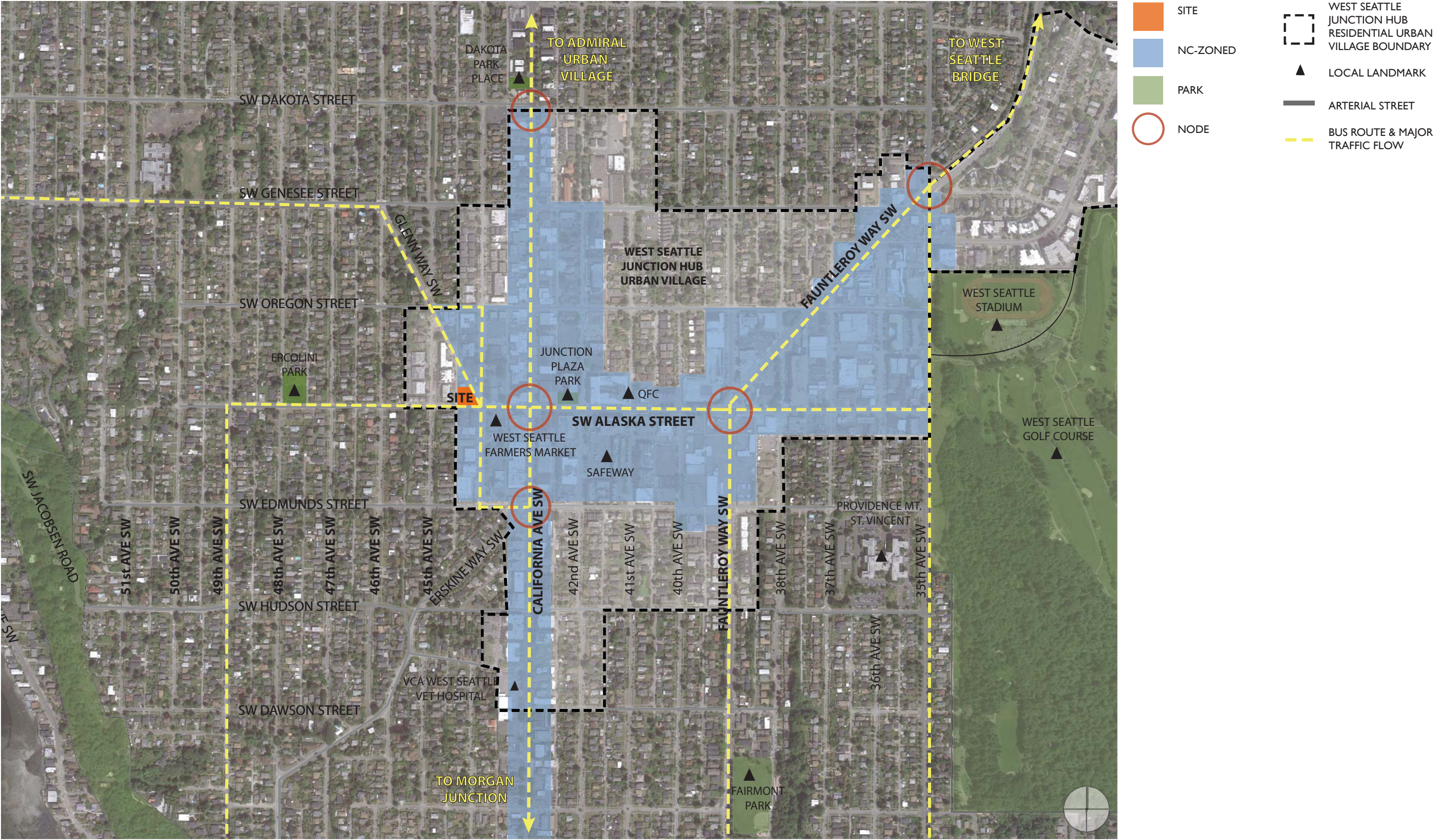
- More than 26-50 dwelling units: 375 sf
- Min. storage area may be reduced 15% if min. horizontal dimension is 20’
- Estimated requirement: 375 sf



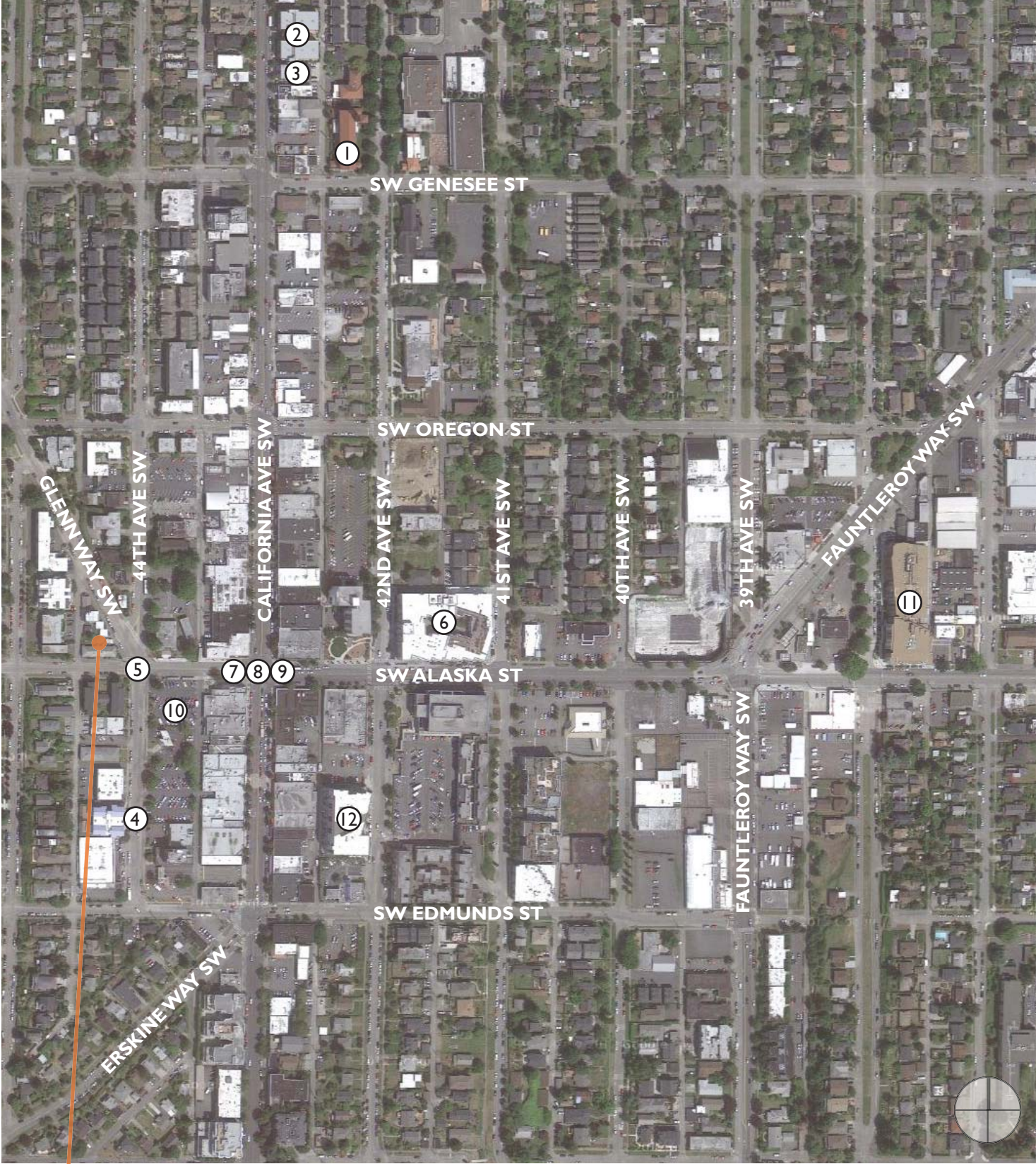
DPD ZONING MAP



URBAN ANALYSIS







SITE



① HOLY ROSARY CHURCH - SHOWS SIGNIFICANT HISTORICAL CONTEXT



② DAKOTA- NK PROJECT - NK PROJECT WITHIN NEIGHBORHOOD



③ MULTI-FAMILY STRUCTURE - NEWER APARTMENT BLDG WITH SIMILAR BLDG HEIGHT



④ MIXED-USE ON 44TH AVENUE SW - OLDER APARTMENT BLDG WITH SIMILAR BLDG HEIGHT



⑤ MIXED-USE ON ALASKA AND 44TH - OLDER APARTMENT BLDG



⑥ ALTA MIRA MIXED-USE - NEWER APARTMENT BLDG THAT IS TALLER THAN PROPOSED PROJECT



⑦ THE JUNCTION - HISTORICAL CONTEXT OF BUILDINGS AT THE WEST SEATTLE JUNCTION



⑧ THE JUNCTION - HISTORICAL CONTEXT OF BUILDINGS AT THE WEST SEATTLE JUNCTION



⑨ THE JUNCTION - PEDESTRIAN INFLUENCE AT THE WEST SEATTLE JUNCTION



⑩ WEST SEATTLE FARMERS MARKET - PEDESTRIAN INFLUENCE AT THE SUNDAY MARKET ADJACENT TO PROPOSED PROJECT



⑪ LINK APARTMENTS MIXED-USE - NEWER APARTMENT BLDG THAT IS TALLER THAN PROPOSED PROJECT



⑫ MURAL APARTMENTS MIXED-USE - NEWER APARTMENT BLDG THAT IS TALLER THAN PROPOSED PROJECT



EXISTING SITE CONTEXT



① VIEW NORTHWEST TOWARDS SITE FROM FARMER'S MARKET



④ VIEW SOUTHEAST ALONG THE SIDEWALK OF GLENN WAY SW



② VIEW ACROSS GLENN WAY SW OF EXISTING MULTI-FAMILY BUILDING



⑤ VIEW SOUTH FROM INTERSECTION (ALASKA, 44TH AVE AND GLENN WAY)



③ EXISTING SITE STRUCTURES



⑥ VIEW DOWN ALLEY SOUTH OF SW ALASKA STREET





⑦ LOOKING NORTH UP ALLEY



⑩ LOOKING SOUTH ALONG ALLEY TOWARDS SITE - SHOWS HEIGHT OF BUILDING BEHIND SINGLE STORY STRUCTURE THAT IS DIRECTLY ADJACENT TO PROPOSED PROJECT.



⑬ MULTI-FAMILY STRUCTURES WEST OF SITE - ADJACENT BUILDING CONTEXT OF SITE



⑧ LOOKING NORTHEAST ALONG SW ALASKA STREET



⑪ LOOKING WEST ALONG SW OREGON STREET AT NEW ISOLA TOWNHOMES - SHOWS MODULATION AND PEDESTRIAN SCALE AT ENTRY. PROJECT BY OWNER.



⑭ TOWNHOMES WEST OF SITE - SHOWS MODULATION AND PEDESTRIAN SCALE AT ENTRY



⑨ LOOKING ACROSS ALLEY FROM PARKING LOT TOWARDS SITE



⑫ LOOKING SOUTH ALONG GLENN WAY SW - SHOWS SIDEWALK ALONG GLENN WAY



⑮ LOOKING EAST TOWARDS THE JUNCTION



# DESIGN GUIDELINES

## RELEVANT DESIGN GUIDELINE PRIORITIES

### A-2 STREETScape COMPATIBILITY

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way. A pedestrian-oriented streetscape is notably the most important characteristic to achieve in the Junction’s mixed use areas.

**Response:** Primary pedestrian access to the project will be from the Junction at the east to the public sidewalk along Glenn Way SW and SW Alaska St. This new development invites the pedestrian activity that is present in the Junction to extend west to the pedestrian-scaled Live/Work spaces that are accessed from Glenn Way SW (Options 2 & 3) and SW Alaska St (Option 1). The commercial entries for these Live/Work spaces will be set back from the main sidewalk in Options 2 & 3 and they will be defined with street trees and planters.

### A-4 HUMAN ACTIVITY

An active and interesting sidewalk engages pedestrians through the effective transitions between the public and private realm.

**Response:** The project will have a well articulated building façade that will help to shape the pedestrian environment along Glenn Way SW and SW Alaska St. A residential courtyard is proposed in all options. This courtyard fronts Glenn Way SW in Option 1 and SW Alaska Street in Options 2 & 3. Live/Work units border SW Alaska St in Option 1 and Glenn Way SW in Options 2 & 3. These Live/Work units are proposed to be set back in Options 2 & 3 to create a transition between the public and private realm along Glenn Way SW. Option 3 is the preferred option and it further defines the entries of the Live/Work units through its modulation at the street level. Plantings will be located at each Live/Work entry inset along Glenn Way SW. The prominent southeast corner of the site will be enhanced with large windows in the commercial space of the Live/Work corner unit. These large display windows will provide commercial interest to further encourage pedestrian activity along the sidewalk. At night, these windows will provide a secondary source of lighting. Directional down-lighting on the building facades along Glenn Way SW and SW Alaska St will enhance security along the street level façade at night.

### A-10 CORNER LOTS

Pedestrian activities are concentrated at street corners and new development on corner lots should reinforce street corners by adding interest to the street while providing space for pedestrian movement.

**Response:** The proposed development enhances the prominent triangular corner at the intersection of Glenn Way SW and SW Alaska St through large windows and an inviting entrance to the commercial space of the Live/Work unit that is oriented at the prominent corner. The large display windows of this commercial space will “grab one’s interest and mark entry”, as requested in the West Seattle Junction Design Guidelines.

### B-1 HEIGHT, BULK AND SCALE COMPATIBILITY

Current zoning in the Junction has created abrupt edges in some areas between intensive, mixed-use development potential and less intensive multifamily development potential. More refined transitions in height, bulk, and scale - in terms of relationship to surrounding context and within the proposed structure itself - must be considered.

**Response:** The proposed building will continue the density expansion within the West Seattle Junction core that has been occurring over the past several years. Specifically for Option 3, the preferred option, the massing of the new development will be articulated into form elements that clearly identify the Live/Work entries along Glenn Way SW. Option 2 recesses the ground level entries at the Live/Work units along Glenn Way SW to allow space for landscape elements. The landscape elements create a pedestrian scale that softens the transition between the sidewalk and the building entry. Furthermore, all options propose a residential courtyard that breaks up the massing of the building.

### C-1 ARCHITECTURAL CONTEXT

To make new, larger development compatible with the surrounding architectural context, facade articulation and architectural embellishment are important considerations in mixed use and multifamily residential buildings.

**Response:** The proposed development will tie in elements from the West Seattle Junction. These elements include proposed modulation at the Live/Work entries (Option 3 - preferred option), recessed entries (Option 2), street level display windows, transom windows at the Live/Work units, and the residential courtyard that fronts Glenn Way (Option 1) or SW Alaska St (Options 2 & 3).

### C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY

The use and repetition of architectural features and building materials, textures and colors can help create unity in a structure.

**Response:** Facade modulation, window pattern articulation, and lighting will be unified in a cohesive concept to create design consistency. Materials and colors will be drawn from the surrounding neighborhood context. The residential courtyard will be open air with decorative guardrails to create visual interest within.

### C-3 HUMAN SCALE

Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

**Response:** The project will incorporate street level elements, such as street trees and signage. Modulation will articulate the Live/Work unit entries to further enhance the existing pedestrian scale. Architectural elements, such as awnings and signage will be scaled comfortably for the pedestrian experience.

### D-5 VISUAL IMPACTS OF PARKING STRUCTURES

Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses. The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.

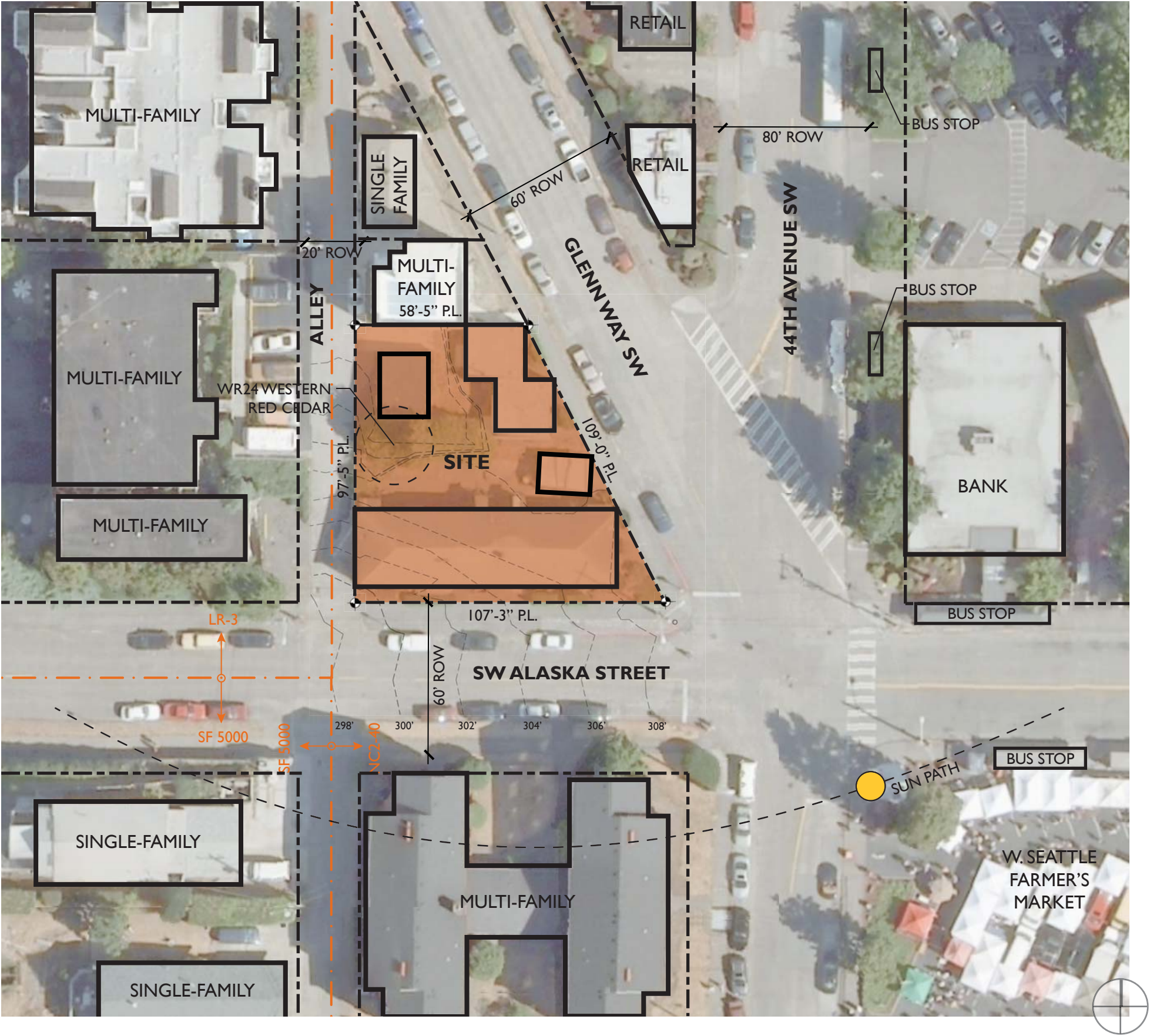
**Response:** Parking for the residential tenants is integrated with the overall building design. Parking is accessed through the alley at the far west side of the site. The new development proposes a bike room that can be accessed from the parking area and it screens the parking from the main building facade along SW Alaska Street. The pedestrian environment along the southeast corner is maintained and screened from parking, while the alley is activated through the use of the parking access.

### D-6 SCREENING OF DUMPSTERS, UTILITIES AND SERVICE AREAS

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

**Response:** Service areas and dumpsters are located below grade at the northwest corner of the site and they are screened from the street.



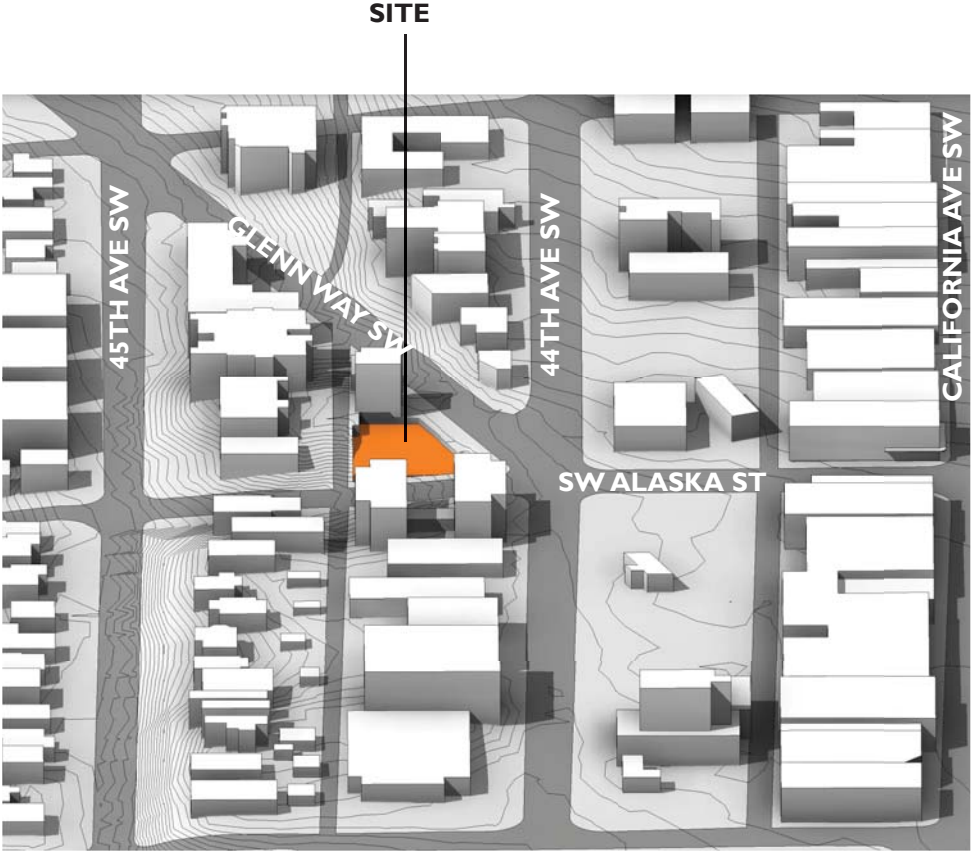


SITE CONTEXT AND DESIGN CUES

The project is located in the West Seattle Junction Urban Village. The character of this area is defined by a mix of low-rise multi-family apartments and smaller two and three story commercial buildings fronting the denser development along SW Alaska Street and California Avenue SW. There are a wide variety of commercial amenities available within easy walking distance of the site. Multiple bus routes stop in the immediate vicinity of the site.

Site-specific design cues include the following:

- Good solar exposure to the south.
- Views of Puget Sound available from the upper levels.
- Views of pedestrian street activity available on the east side of the site.
- The prominent angle of the property line provides strong physical design potential.





STREETSCAPES



MONTAGE KEY MAP



① ALLEYWAY LOOKING EAST TOWARDS SITE



② LOOKING NORTH ALONG SW ALASKA ST



③ LOOKING SOUTH ALONG SW ALASKA ST





④ ALLEYWAY LOOKING WEST AWAY FROM SITE

PROJECT SITE



⑤ GLENN WAY SW LOOKING WEST



⑥ GLENN WAY SW LOOKING EAST



OPTION I

DISTINGUISHING FEATURES

- Provides a residential courtyard that fronts Glenn Way SW and
- Live/Work units that front SW Alaska St and the southeast corner of the site.
- Roof deck is provided on the upper roof.
- All walkways and stairs are exterior.

PROS

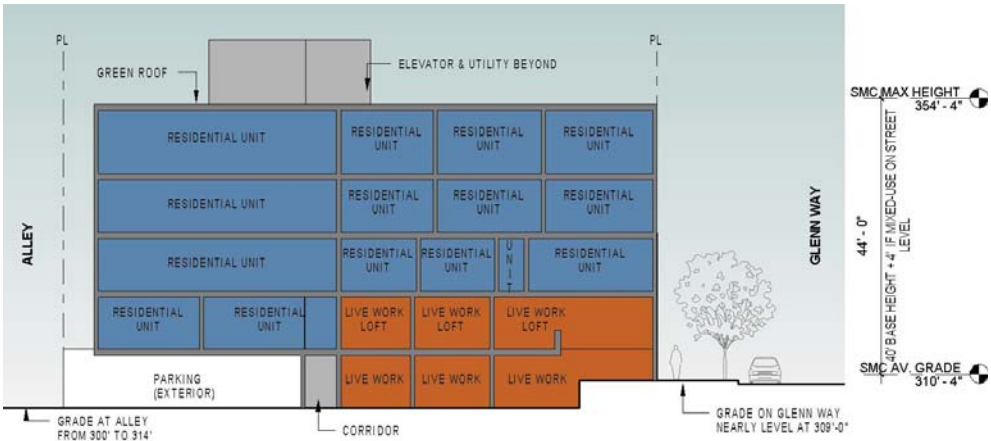
- Exterior stairs and walkways allow for continuous air circulation.
- Exterior walkways provide visual activity for pedestrians.
- The majority of the units face south and west to optimize views.
- Property angle is a prominent design element.

CONS

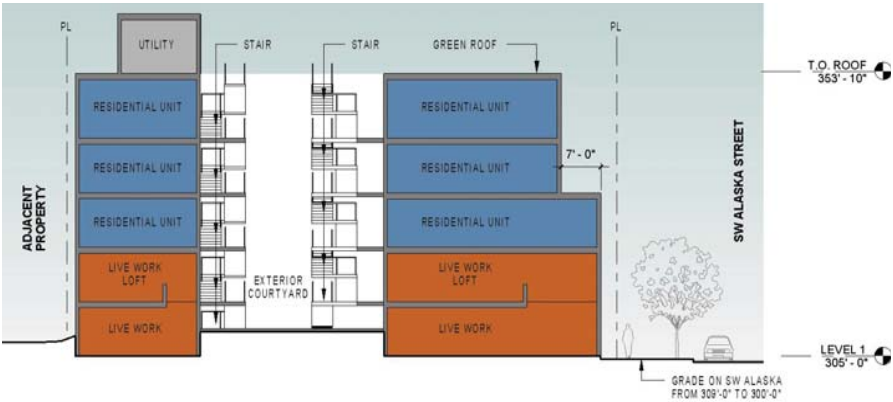
- Commercial use on SW Alaska St is less visible than on Glenn Way.
- Accessible pedestrian route requires long ramp down to the Live/Work units.
- The indoor amenity space is not directly connected to the roof deck.
- Additional elevator and stair overruns are required to access the roof amenity space.

DEPARTURES

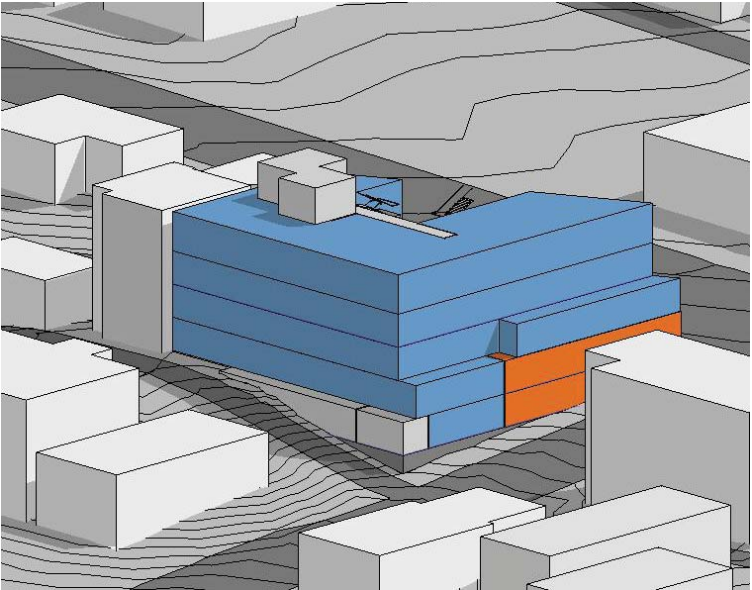
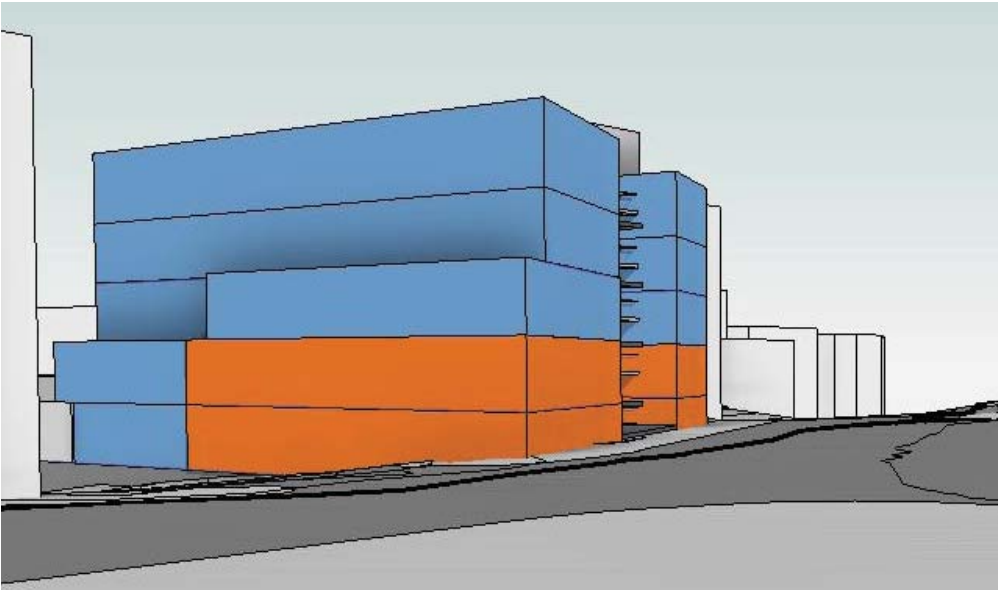
- SMC 23.47A.012.A.1: Residential Unit at or above grade level is less than 4'-0" above sidewalk level. See page 20 for detail.



SECTION A-A



SECTION B-B



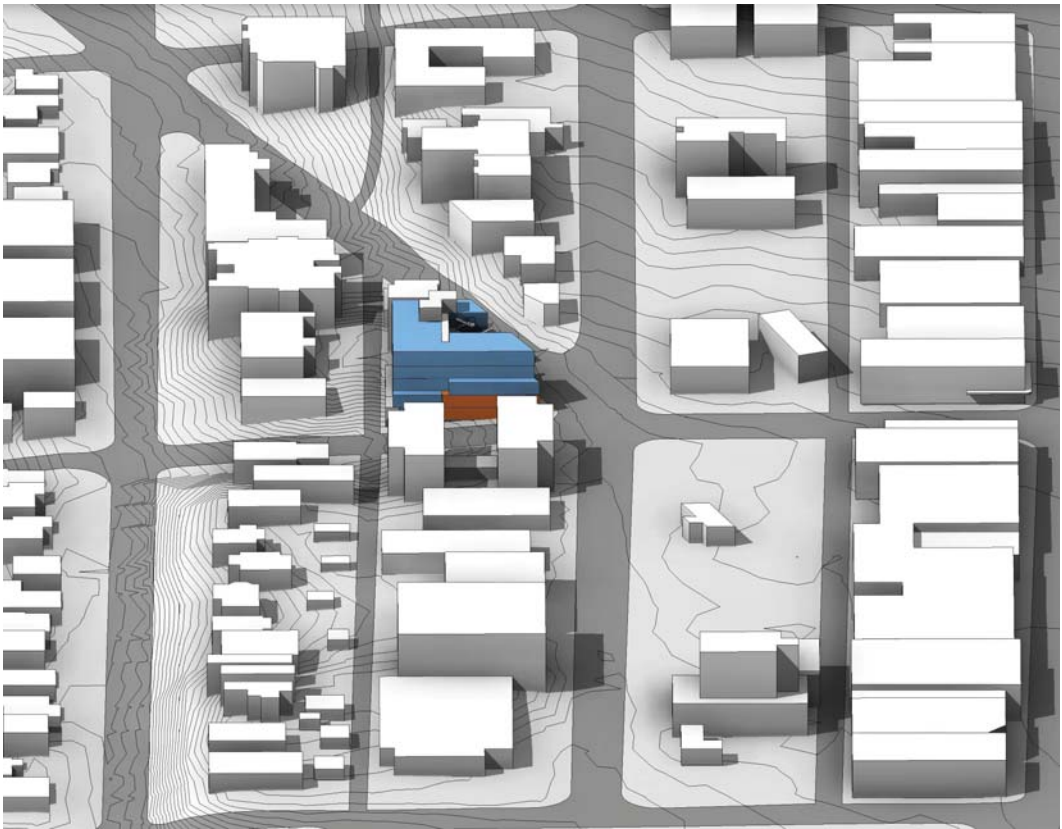
STREETVIEW: LOOKING ACROSS SW ALASKA STREET & GLENN WAY INTERSECTION    AERIAL VIEW: LOOKING NORTHEAST TOWARDS SITE



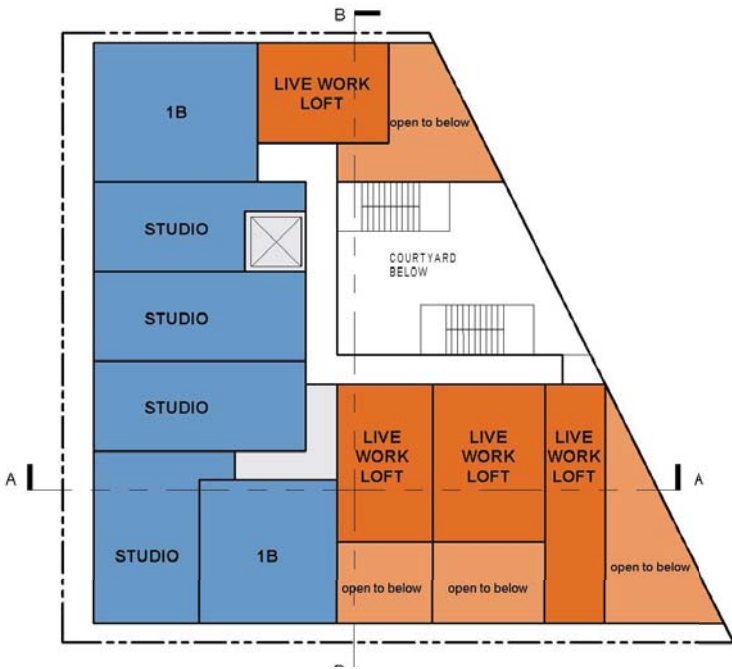




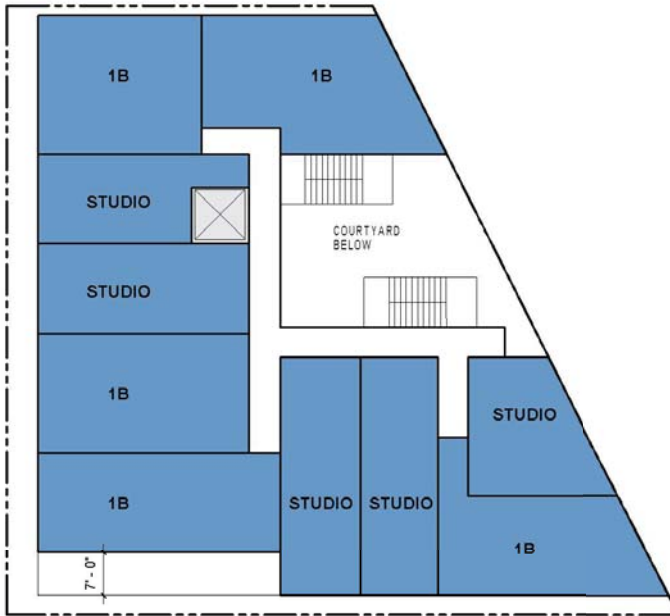
AERIAL VIEW: LOOKING NORTHWEST TOWARDS SITE



NEIGHBORHOOD CONTEXT VIEW



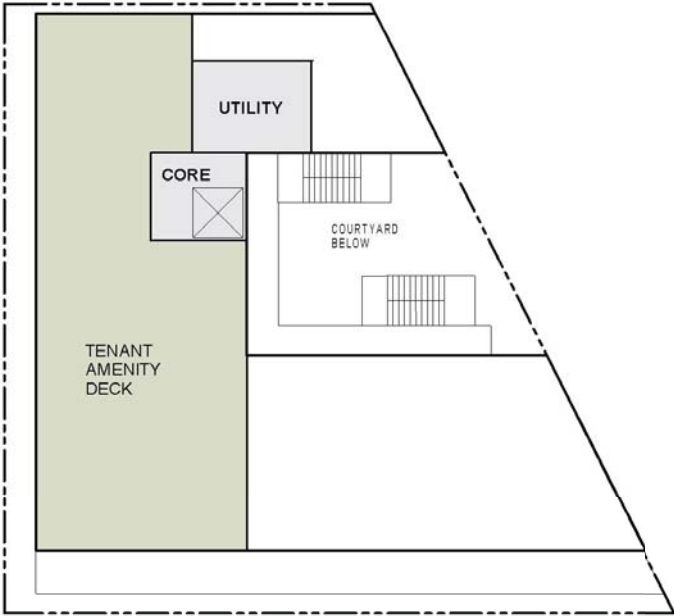
LEVEL 2



LEVEL 3



LEVEL 4-5



ROOF



OPTION 2

DISTINGUISHING FEATURES

- Provides an open residential courtyard up to Level 3 that fronts SW Alaska St.
- Live/Work units front Glenn Way SW and the southeast corner of the site.
- Roof deck and enclosed amenity space is provided at Level 5.
- Walkways and stairs are enclosed.

PROS

- Live/Work entrances along Glenn Way SW are set back to create space for landscape design and pedestrian activity.
- Residential courtyard is accessible directly from SW Alaska St and does not require excessive ramping.
- Roof deck can be accessed directly from the indoor amenity space on Level 5.
- Property angle is a prominent design element.

CONS

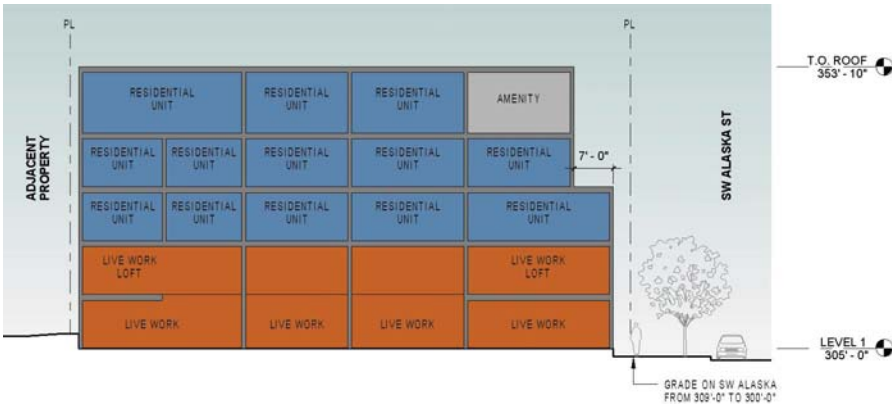
- Residential courtyard is only open up to the bottom of Level 3.
- Enclosed walkways and stair reduce visual interest.
- Building massing is complicated.

DEPARTURES

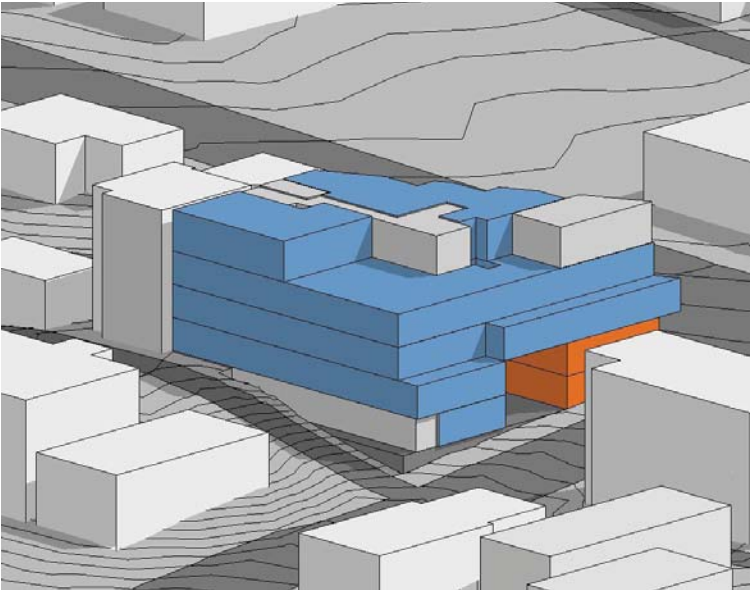
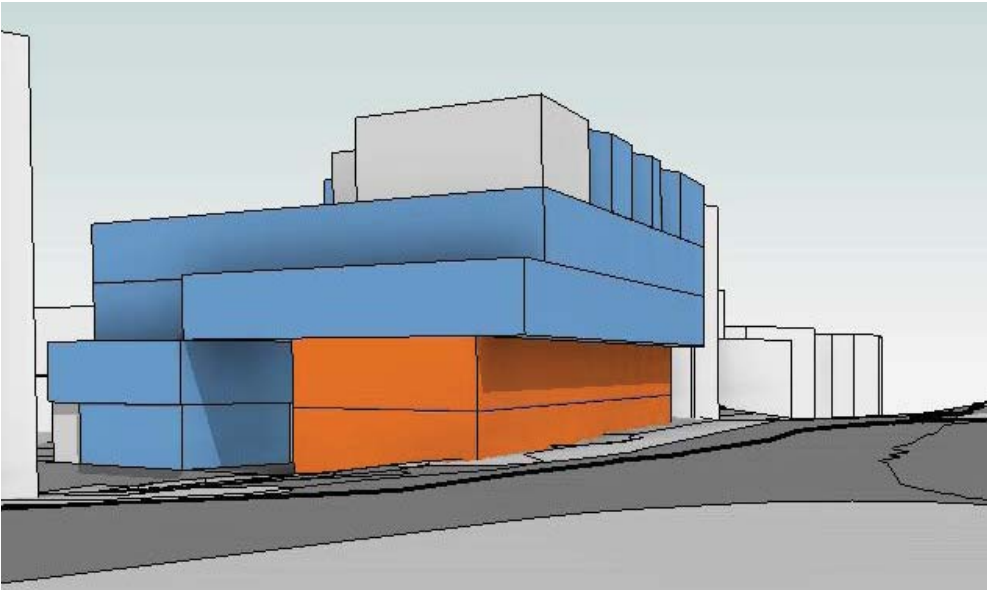
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SECTION A-A



SECTION B-B

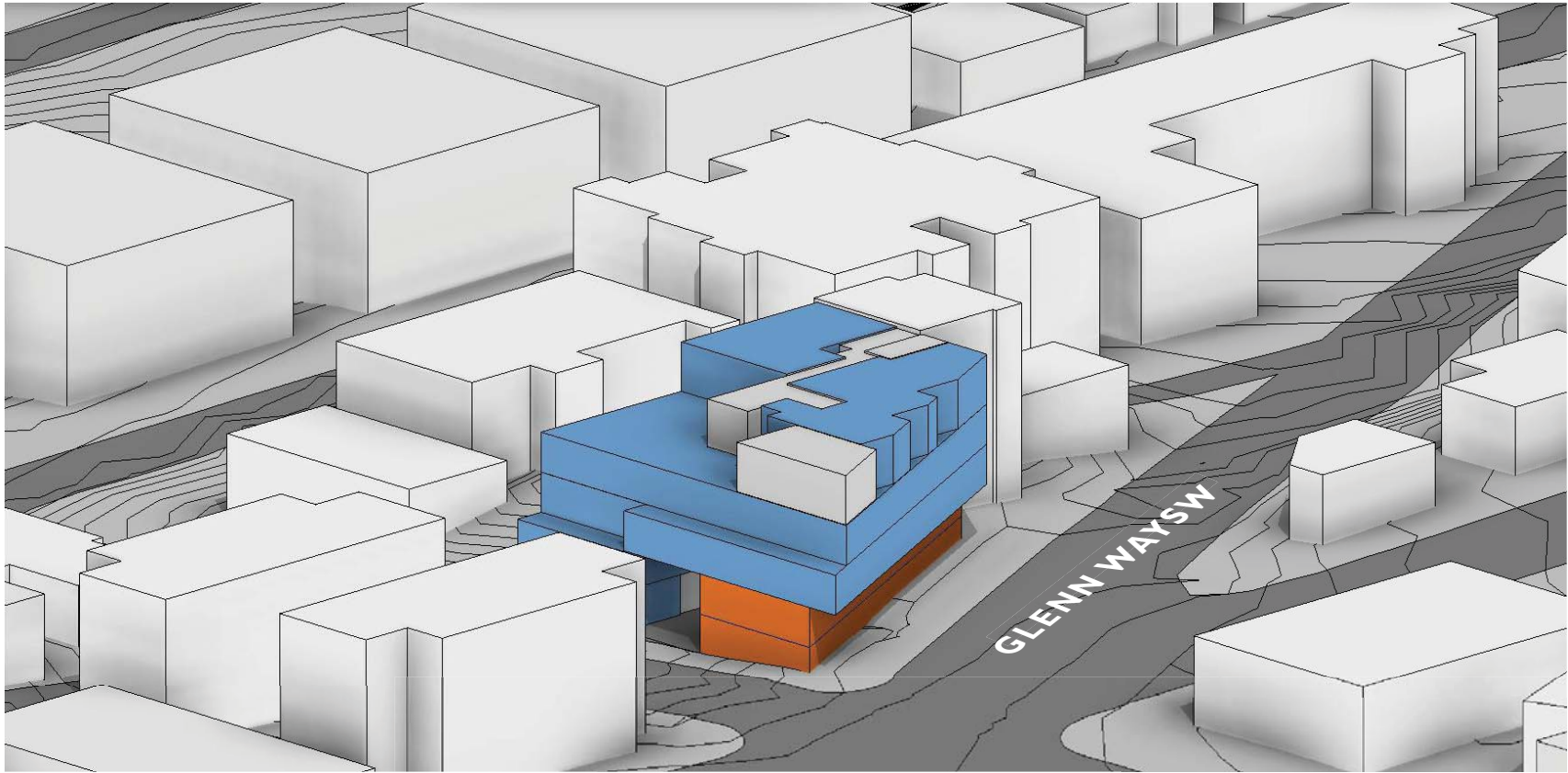


STREETVIEW: LOOKING ACROSS SW ALASKA STREET & GLENNWAY INTERSECTION    AERIAL VIEW: LOOKING NORTHEAST TOWARDS SITE

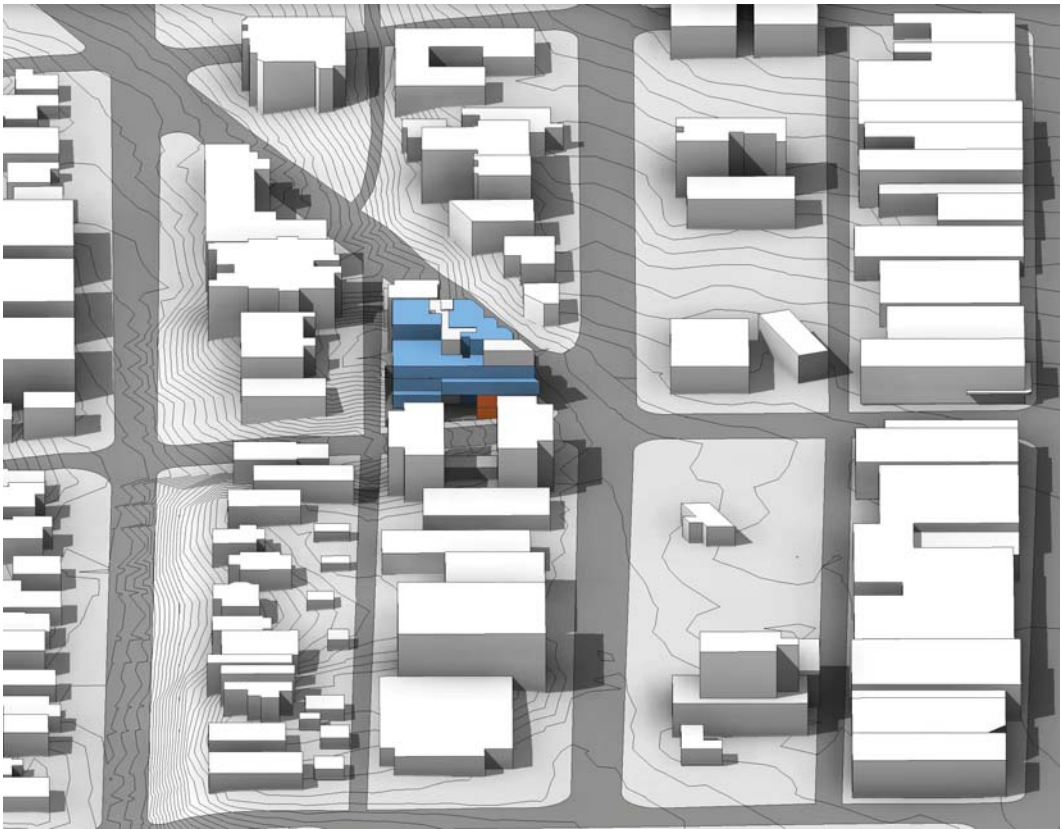


SITE PLAN AND LEVEL I

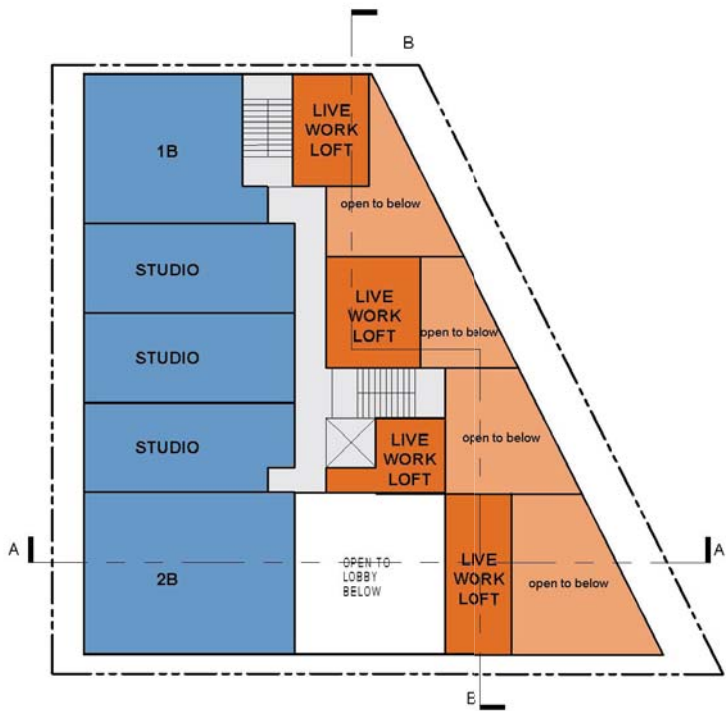




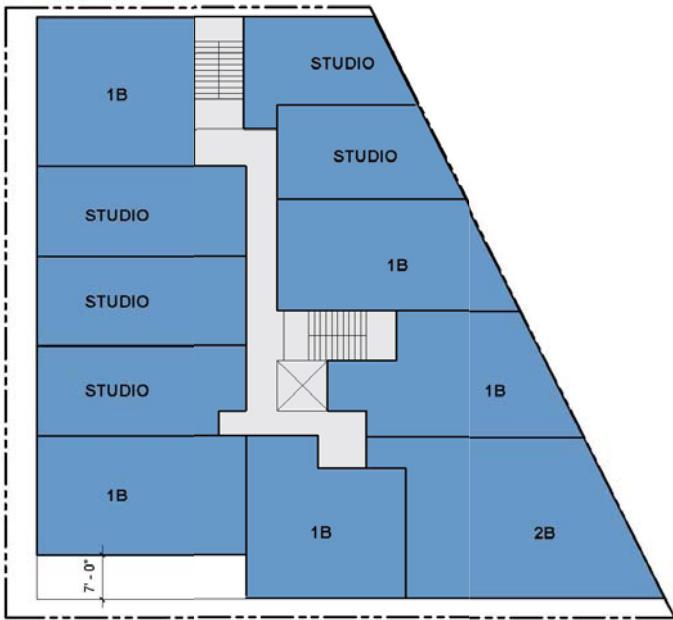
AERIAL VIEW: LOOKING NORTHWEST TOWARDS SITE



NEIGHBORHOOD CONTEXT VIEW



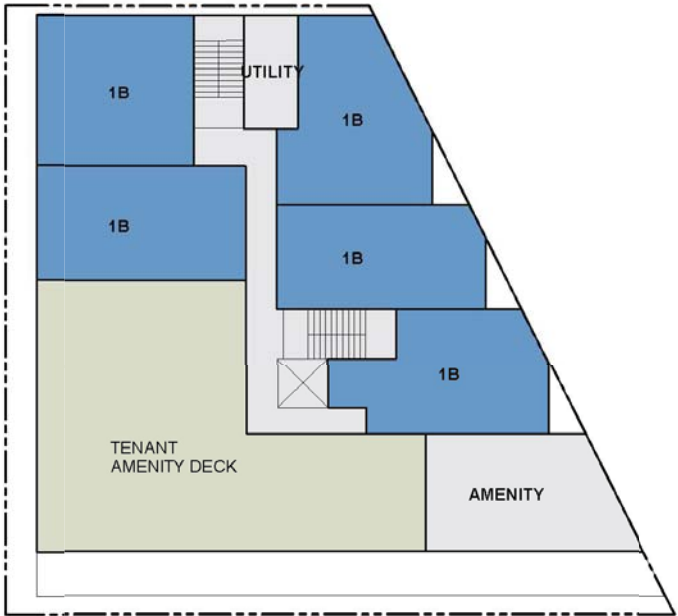
LEVEL 2



LEVEL 3



LEVEL 4



LEVEL 5



OPTION 3 (PREFERRED)

DISTINGUISHING FEATURES

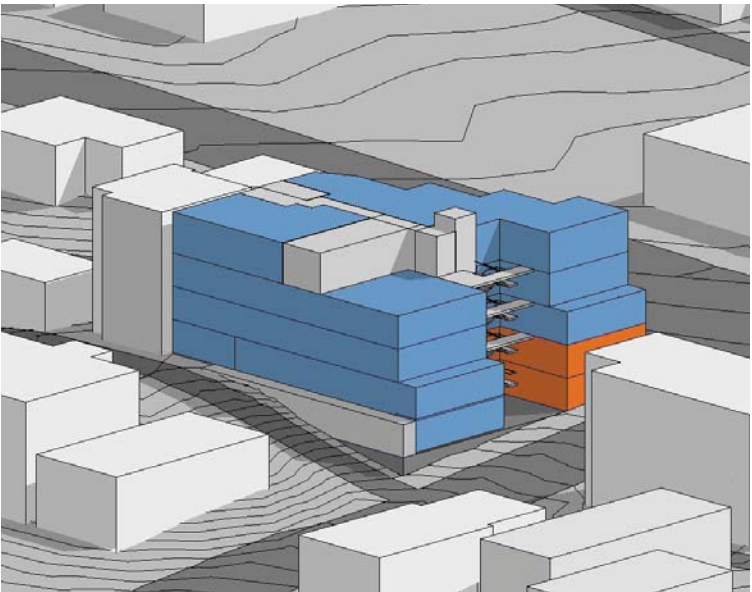
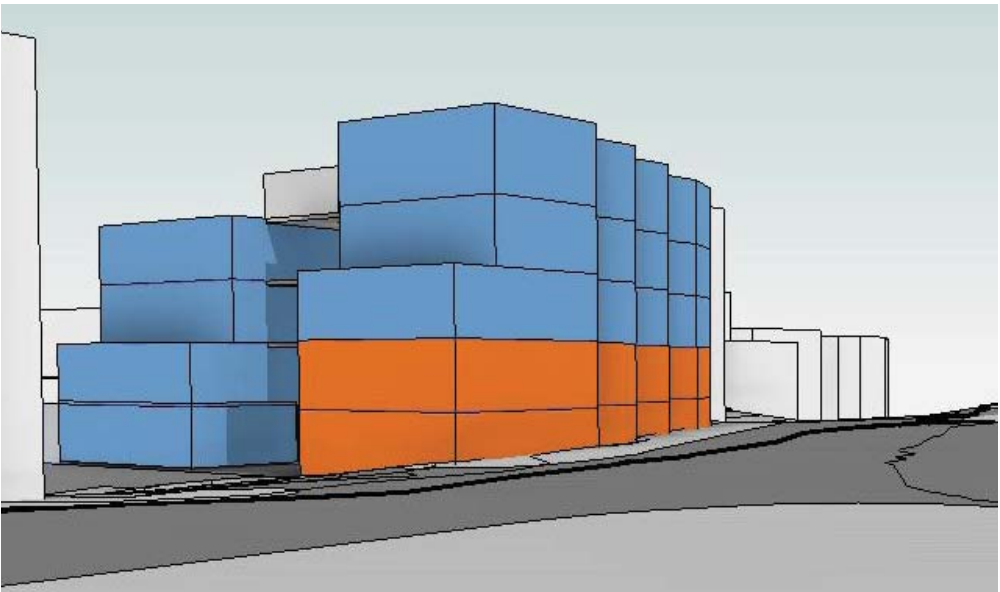
- Provides a residential courtyard that fronts SW Alaska St and is open to above for the entire height of the building.
- Live/Work units front Glenn Way SW and the southeast corner of the site.
- Roof deck and enclosed amenity space is provided at Level 5.

PROS

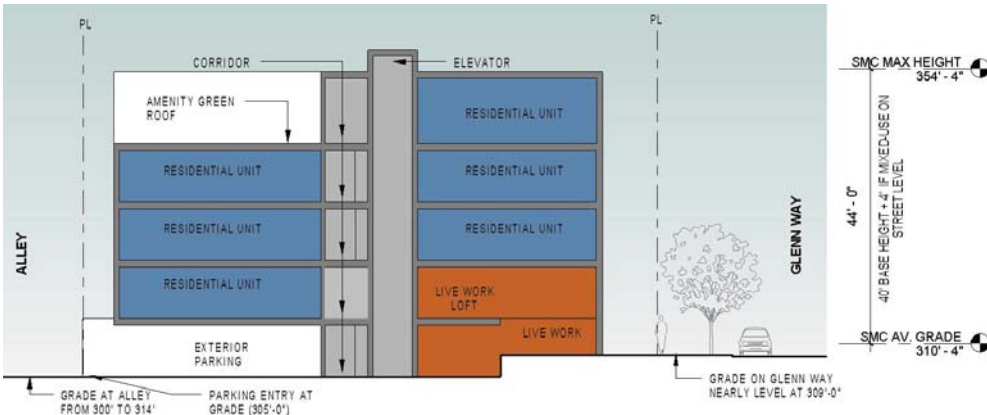
- Live/Work entrances along Glenn Way SW are modulated to create space for private landscape design and pedestrian activity.
- Residential courtyard is accessible directly from SW Alaska St, it does not require excessive ramping, and it is completely open to above.
- The roof deck can be accessed directly from the indoor amenity space on Level 5 with territorial views to the Puget Sound.
- South stair is unenclosed to provide visual interest.

DEPARTURES

- SMC 23.47A.012.A.1: Residential Unit at or above grade level is less than 4'-0" above sidewalk level. See page 20 for detail.



STREETVIEW: LOOKING ACROSS SW ALASKA STREET & GLENNWAY INTERSECTION    AERIAL VIEW: LOOKING NORTHEAST TOWARDS SITE



SECTION A-A



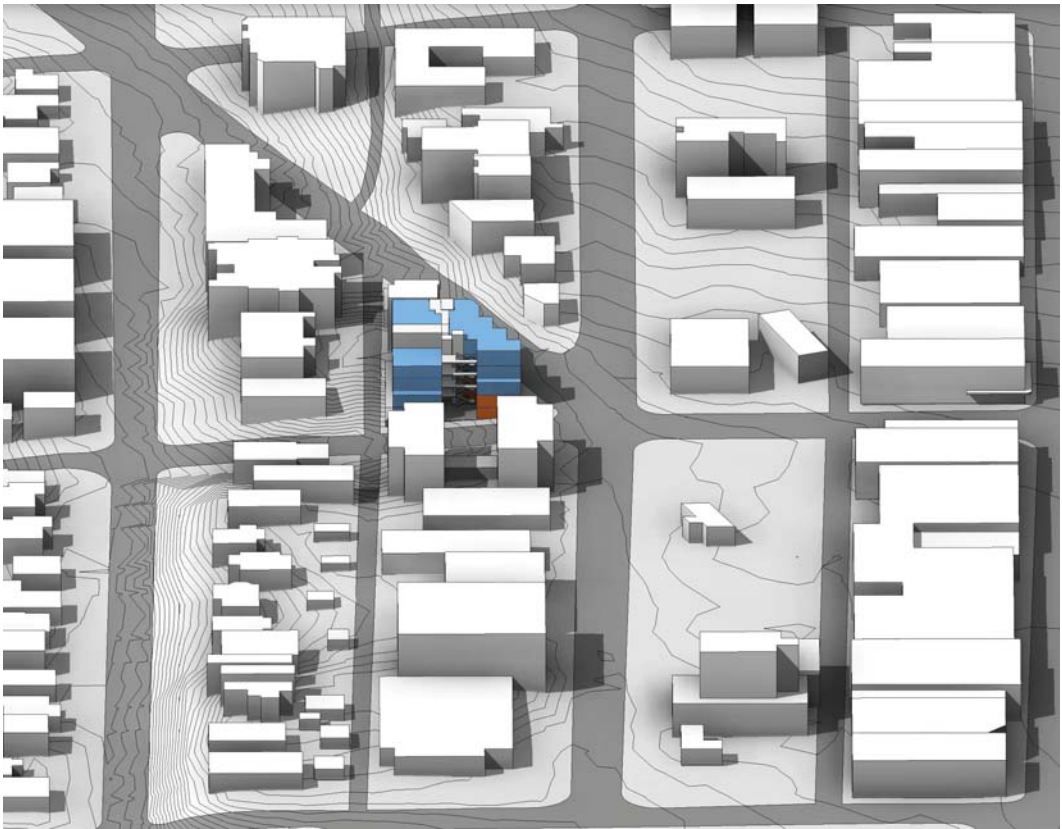
SECTION B-B



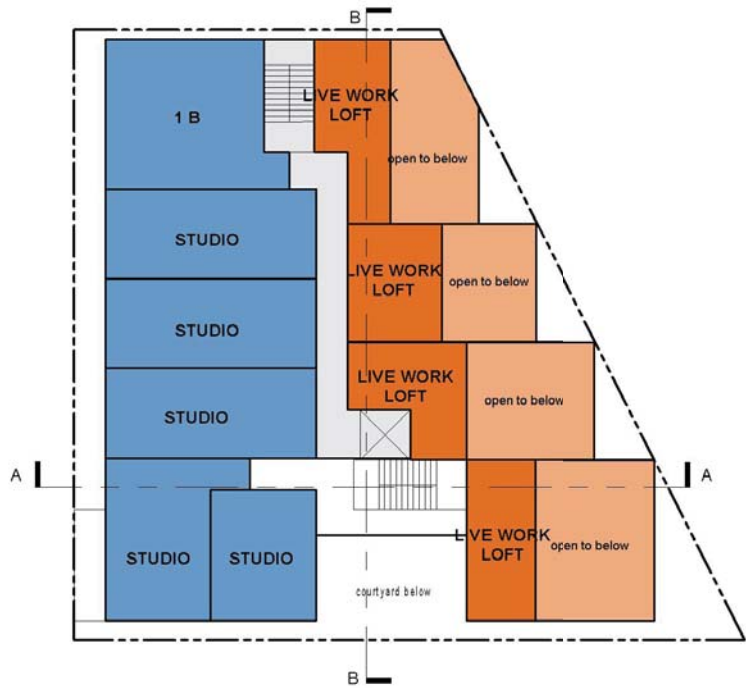




AERIAL VIEW: LOOKING NORTHWEST TOWARDS SITE



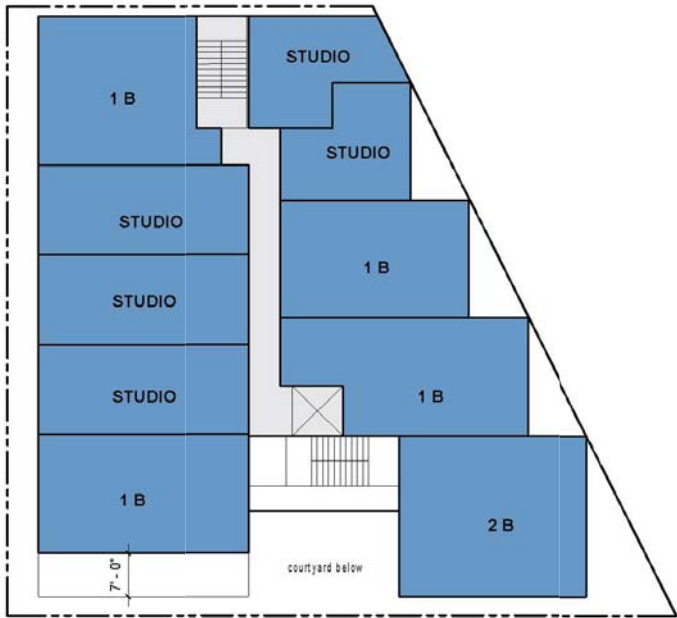
NEIGHBORHOOD CONTEXT VIEW



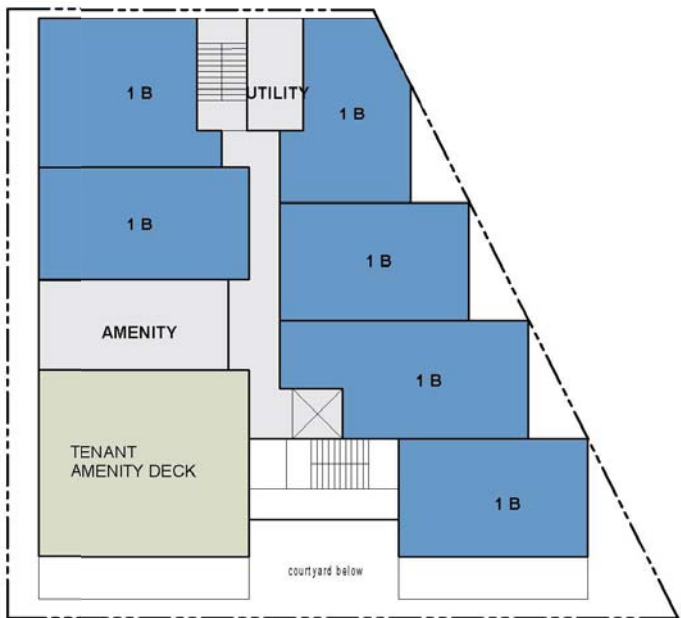
LEVEL 2



LEVEL 3



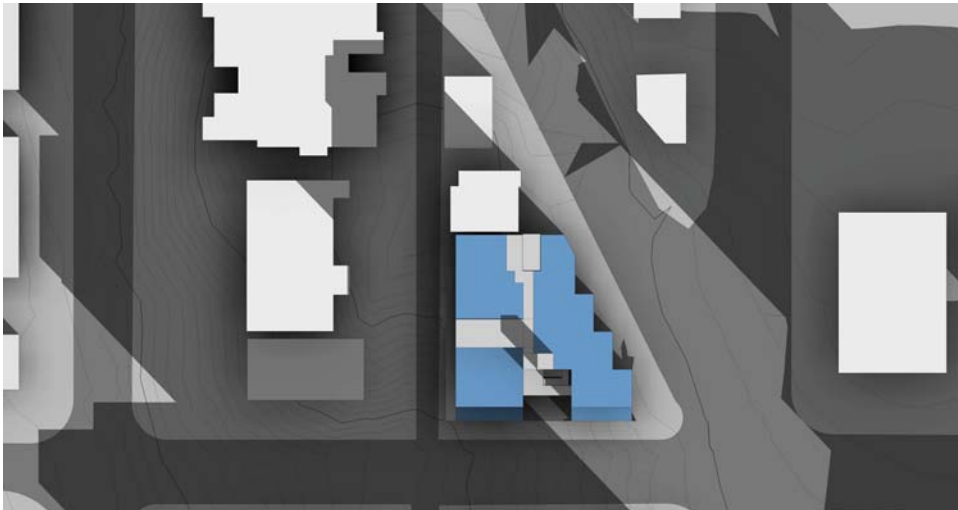
LEVEL 4



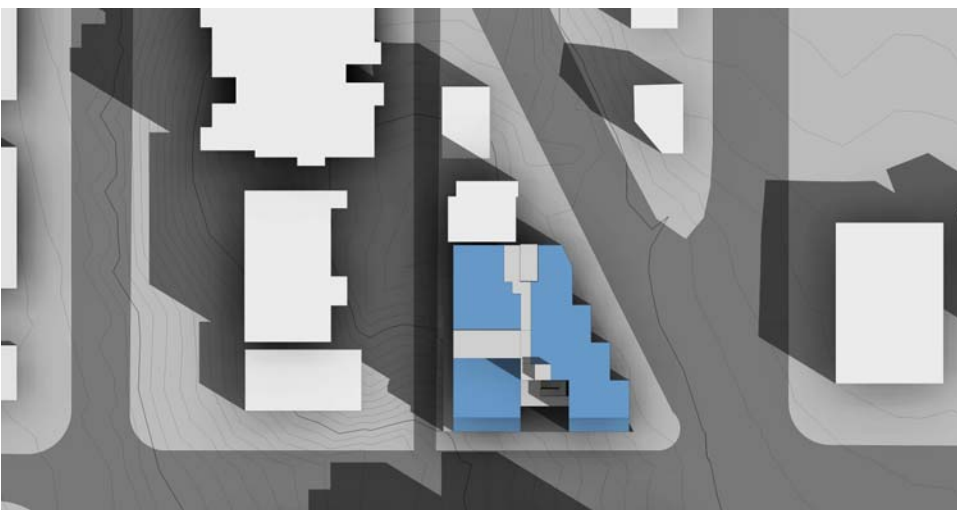
LEVEL 5



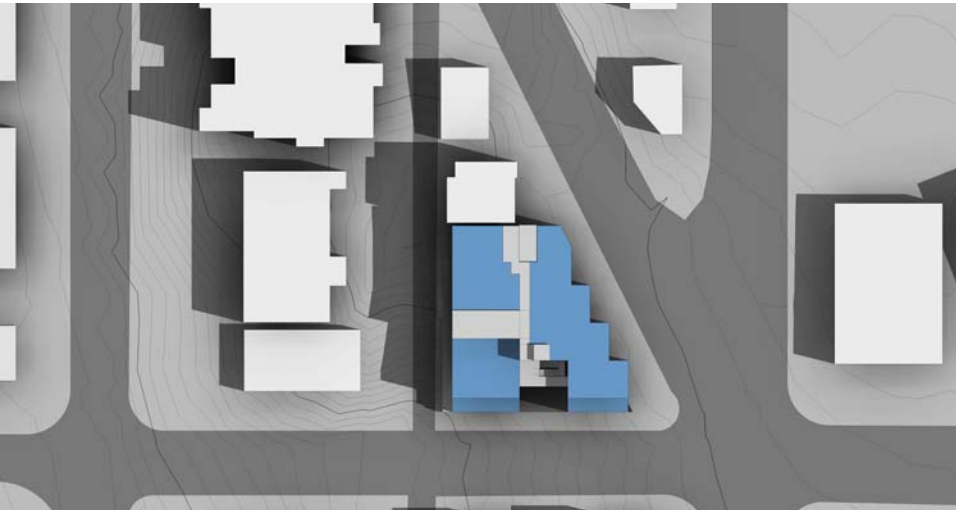
SHADOW STUDIES



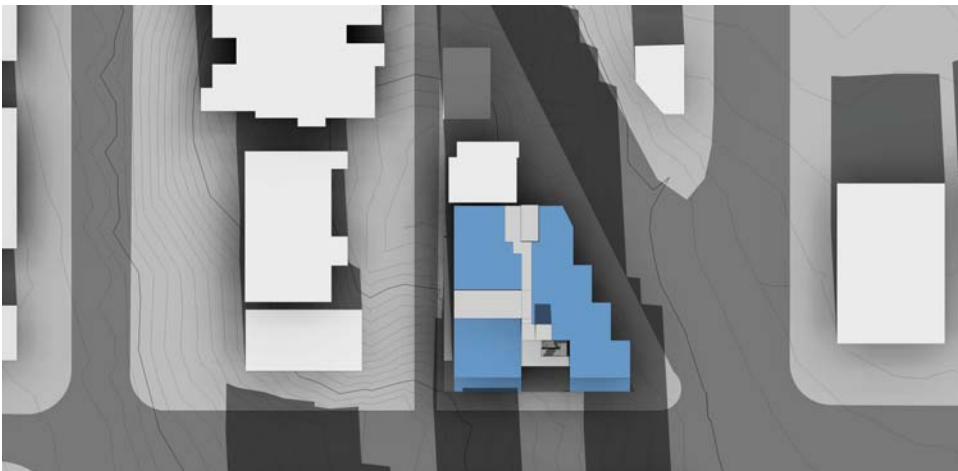
DECEMBER 21, 9AM



MARCH 21, 9AM



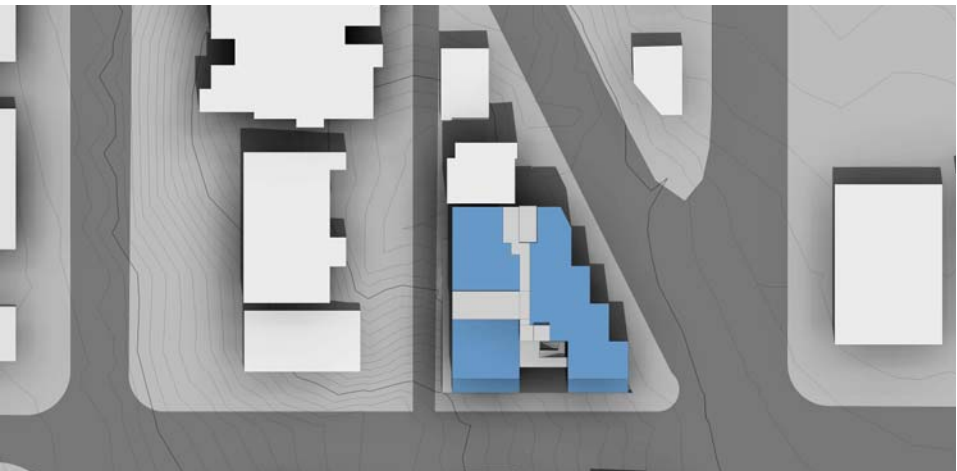
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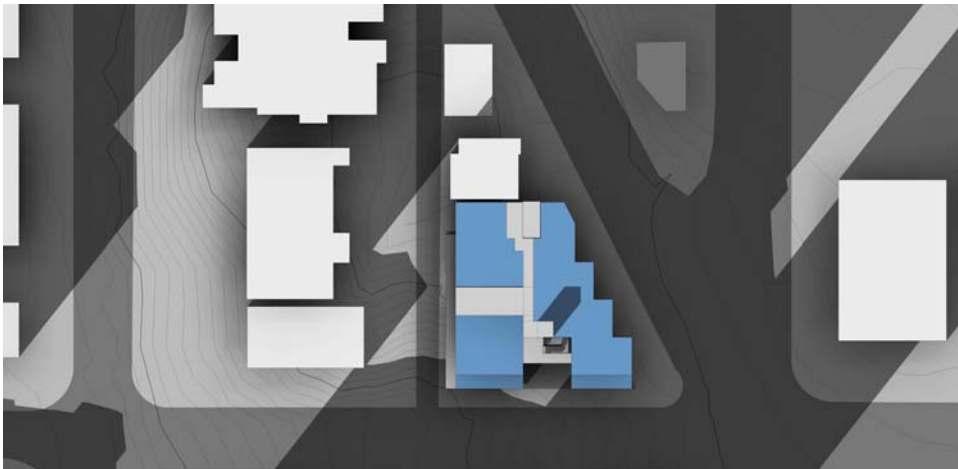
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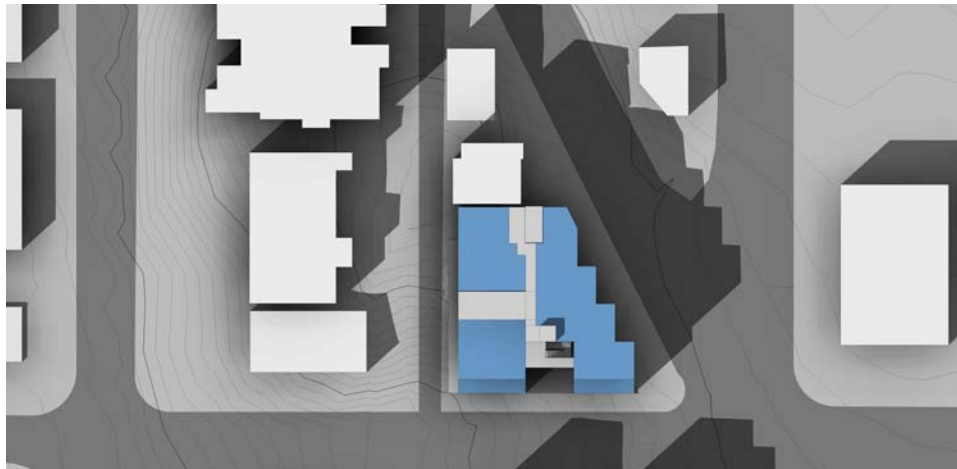
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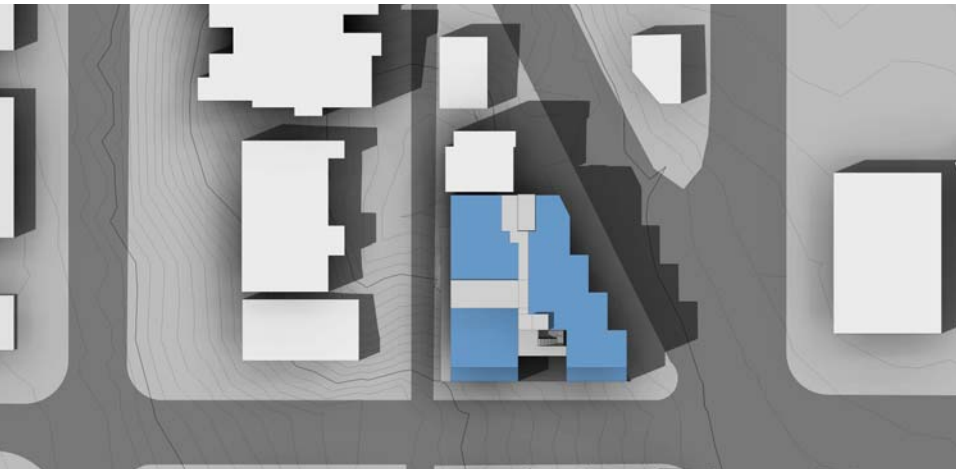
JUNE 21, NOON



DECEMBER 21, 3 PM



MARCH 21, 3 PM



JUNE 21, 3 PM





SWORD FERN



LAVENDER



KARL FOERSTER REED GRASS



BLUE OAT GRASS



JAPANESE SNOWBELL



LIRIOPE



VARIEGATED SEDGE



JAPANESE BLOOD GRASS



PIERIS



LITTLE PRINCESS SPIRAEA



PIERIS



SNOWBERRY



EVERGREEN SPURGE



CLUMPING BAMBOO

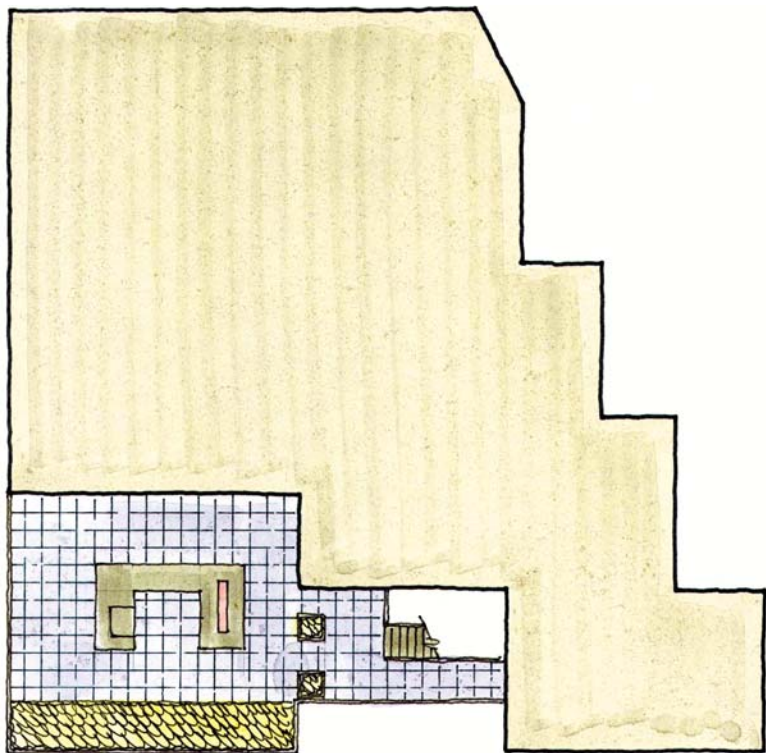


HOSTA

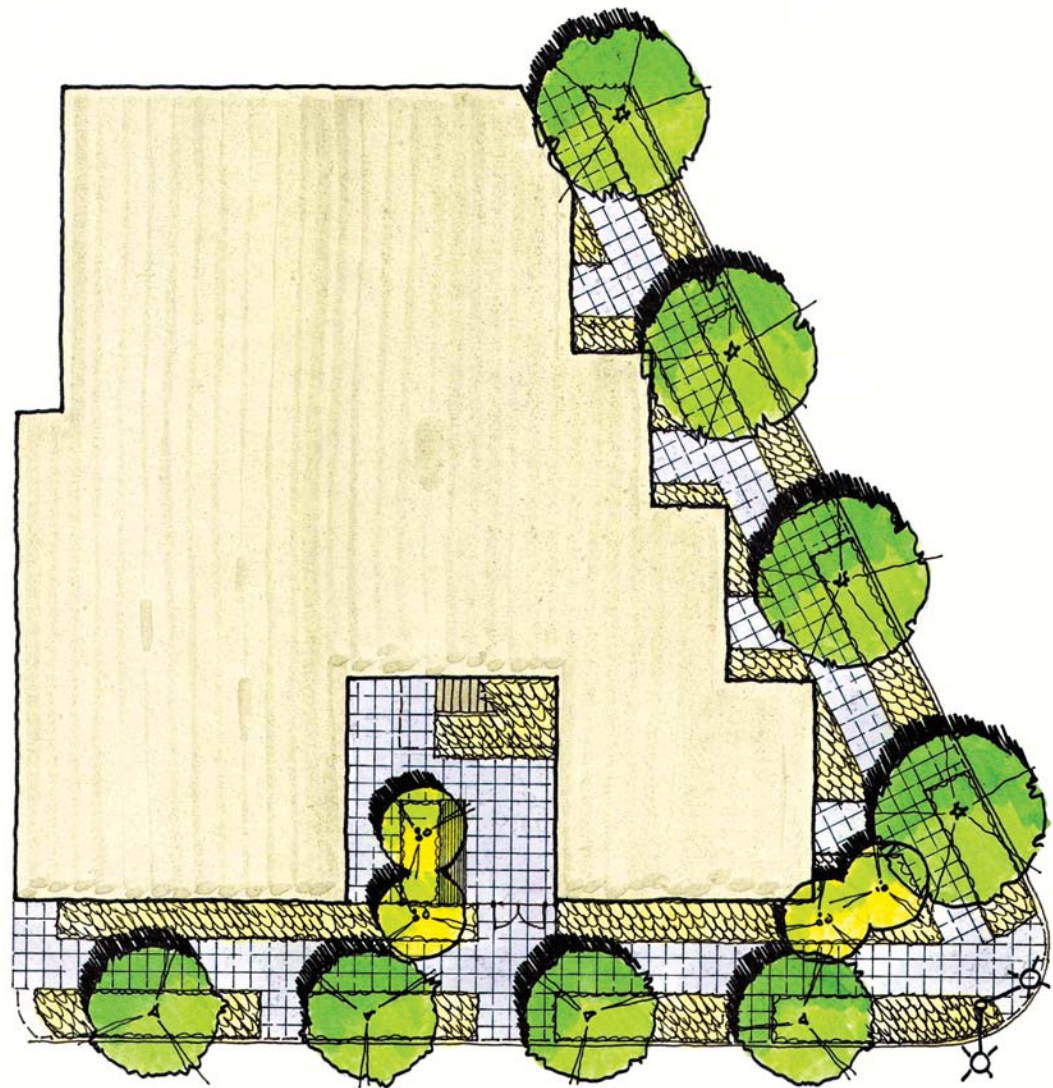
LANDSCAPE DESIGN



HEAVENLY BAMBOO



ROOF PLAN



STREET LEVEL PLAN



DEPARTURE MATRIX

NC2P-40 ZONING CODE	REQUIREMENT	REASON FOR DEPARTURE \ IMPROVEMENT TO DESIGN GUIDELINES	PROPOSED	DEPARTURE AMOUNT	DESIGN REVIEW GUIDELINES
#1 RESIDENTIAL UNITS AT OR ABOVE GRADE SMC 23.47A.012.A.1	The height of a structure may exceed the otherwise applicable limit by up to 4 feet, if a residential use is located on a street-level, street-facing facade, and the first floor of the structure at or above grade is at least 4 feet above sidewalk grade.	<p>While the majority of the use on street level is designated as (non-residential) live-work, the southwest corner provides the opportunity to include one residential unit at street level. The southwest corner first floor elevation ranges from 5'-0" above grade to 3'-0" above grade. The regular provisions of the code would dictate that this portion of the building must also be non-residential. Rather than placing another non-residential use here, a residential unit would be more suitable as a transition to the smaller scale residential uses on the property to the west.</p> <p>The resulting first floor layout in this proposed improvement to the design guidelines places the live-work units in the more visible, higher traffic area at the corner of SW Alaska Street and Glenn Way, which is the portion of the building facing the commercial zone. The residential unit is placed on the quieter area adjacent to the alley, which is facing the residential use in the adjacent LR zone.</p>	<p>Southwest portion of the facade facing SW Alaska Street:</p> <p>- Allow a first floor level for residential use that is 3'-0" to 5'-0" above grade.</p>	<p>Southwest portion of the facade facing SW Alaska Street:</p> <p>- First floor level for residential use is 1'-0" less than allowable distance from grade.</p>	<p>A-5 Respect for Adjacent Sites B-1 Hght, Bulk, Scale</p>

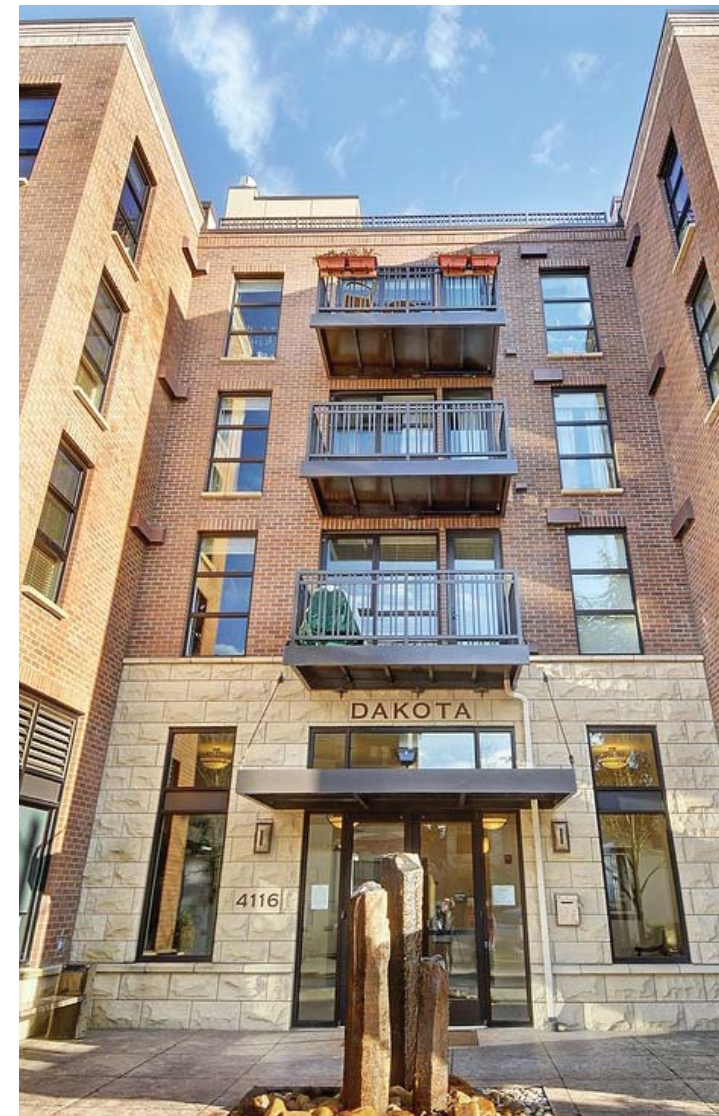




HARBOR WORK/LIVE



TRIAD 7TH



DAKOTA



WESTLAKE VILLAGE



VIEW 222



DAKOTA



H2O APARTMENTS - LEED-H PLATINUM TARGET



CHELAN RESORT SUITES