ISOLA SW ALASKA

4400 SW ALASKA STREET

DESIGN REVIEW

DPD #3014486

FEBRUARY 6, 2014

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nk
NICHOLSON KOVALCHICK ARCHITECTS


Ercolini Park
Play area


JUNCTION
DOWNTOWN
WEST SEATTLE


WEST SEATTLE

PROJECT VISION

The West Seattle Junction neighborhood is a vibrant urban core that uniquely retains its small town feel. This desirable combination along with the close proximity of multiple grocery stores and restaurants makes West Seattle an attractive location for people of all ages and lifestyles. 4400 Alaska will complement the existing neighborhood fabric by providing both ground level commercial space and 36 apartment units. There will be 5 parking spaces provided and the proposed building will be located within the immediate vicinity of multiple bus and Rapid Ride transit lines. A prominent corner commercial space is designed to relate to the surrounding activity with a large expanse of windows that open the space out to the intersection and out to where the West Seattle Farmer's Market takes place. The apartment units will be targeted to those who are seeking an urban lifestyle in a safe, walkable neighborhood that is within an easy commute to downtown. It is envisioned that the future tenants will rely on multiple modes of transportation, including bicycles, car sharing programs, and public transit.

PROJECT PROGRAM

Number of Residential Units:	36 units
Area of Residential Uses:	18,741 sf
Number of Live / Work Units:	4 units
Area of Live/Work Uses:	3,496 sf
Floor Area Ratio:	3.09
Numbers of Stories:	5 Stories
Total Area:	29,894 sf
Total Area Above Grade:	25,546 sf

OWNER

Isola Homes
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Seattle, WA 98134

ARCHITECT

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CONTENTS

ZONING CODE SUMMARY

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 segments 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.

Proposed Development:

Blank Facades :

- 37% Street-Level Blank Facade On SW Alaska St
- 38% Street-Level Blank Facade On Glenn Way SW

Non-Residential Street-Level:

- 44.5% Transparency on SW Alaska St
- 59% Transparency on Glenny Way SW
- 27' Average Depth, 18'-8" Minimum Depth
- Minimum Floor-To-Floor Height = 13'-6"

Residential Street-Level:

- Residential Unit on SW Alaska St is on a slope Finished floor ranges between 1'-6" and 5'0" above grade.

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.

Proposed Development:

Proposed Maximum Structure Height : 44'-0"
Calculated Average Datum Height: + 308'-8"
*To Top of Roof: 44'-0" + 308'-8" = 352'-8"
** To Top of Parapet: 48'-0" + 308'-8" = 356'-8"
**To Top of Mechanical Equipment 59'-0" + 308'-8" = 367'-8"
***16' Additional Allowed for Stair/Elevator Penthouse: 60'-0" + 308'-8" = 368'-8"

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

Single-purpose: 3.0 Mixed-use: 3.25

Proposed Development:

Mixed Use: 3.18

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)

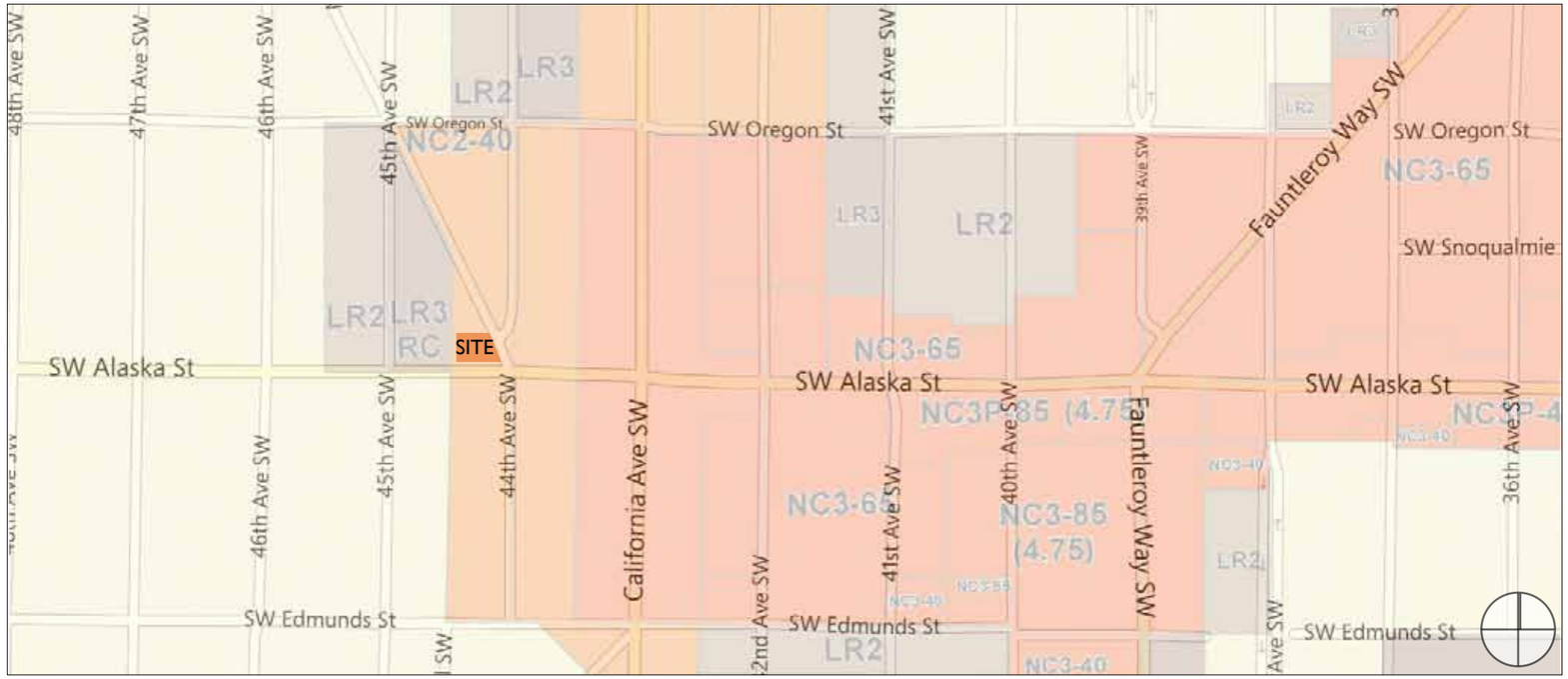
23.47A.014 SETBACK REQUIREMENTS (NC2-40)

- 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.

Proposed Development:

Provided Front Yard Setback: 3'-0"
Provided Side Yard Setback: 1'-6"
Required Rear/Alley Setback:

- 0' Setback Over Area of: 618 SF
- 15' Setback Over Area of 614 SF; 0' Setback Over Area of 13 SF
- 15' Setback Over Area of2362 SF
- +0'-0" Setback Over Area of 556 SF



DPD ZONING MAP

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.

Proposed Development:
Provided: 3,367 SF

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

Proposed Development:
Provided: 5 Parking Stalls and 10 Bicycle Spaces (36x0.25=9 bicycle spaces)

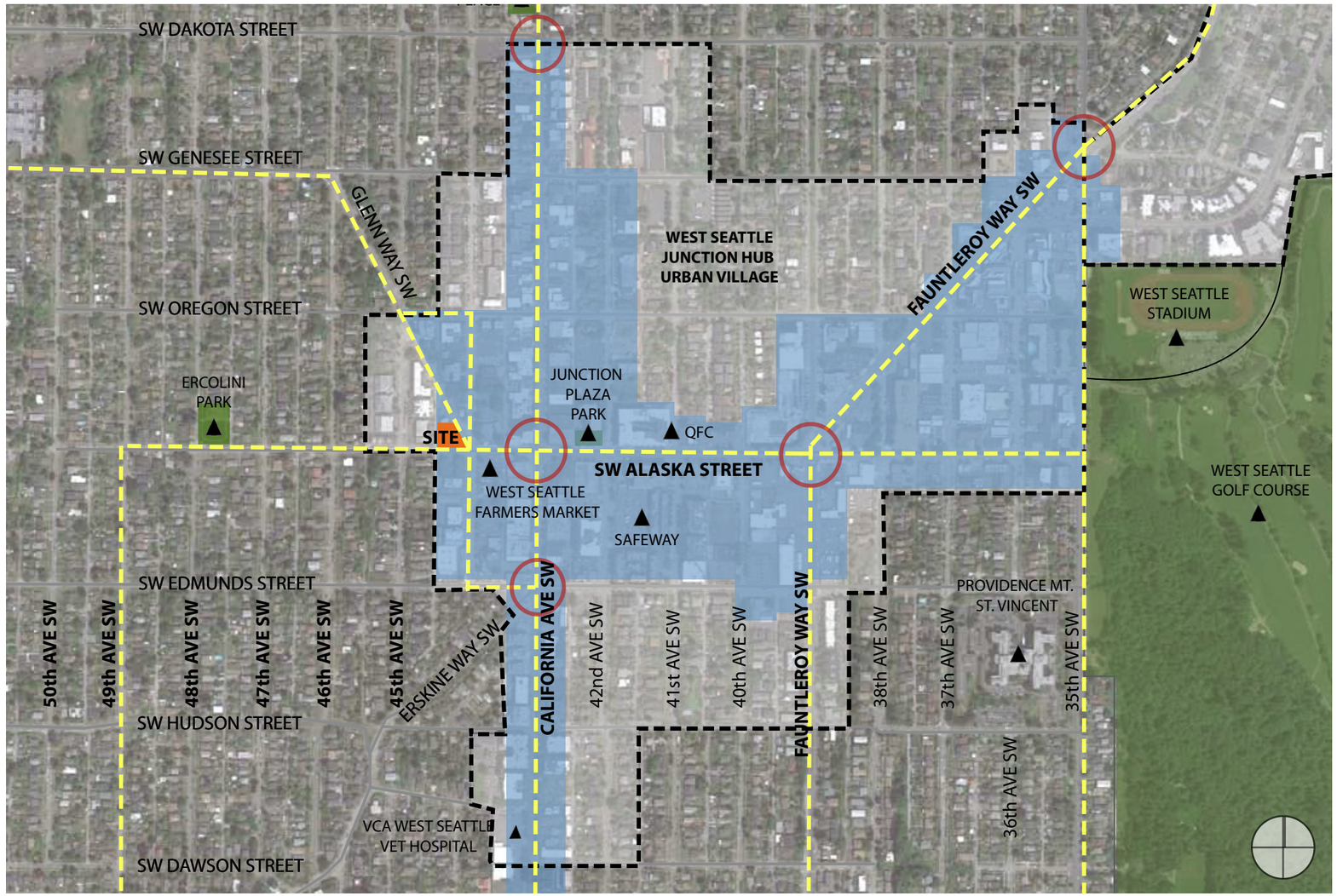
Notes:

- Residential parking in excess of zoning requirement are exempt from stall dimensions and percentage requirements required parking: None, All Parking exempt from these requirements.
- Driveways for residential uses: Vehicles may back onto a street from a parking area serving 5 or fewer vechicles (Section D.1.f).
- No sight Triangles Provided.

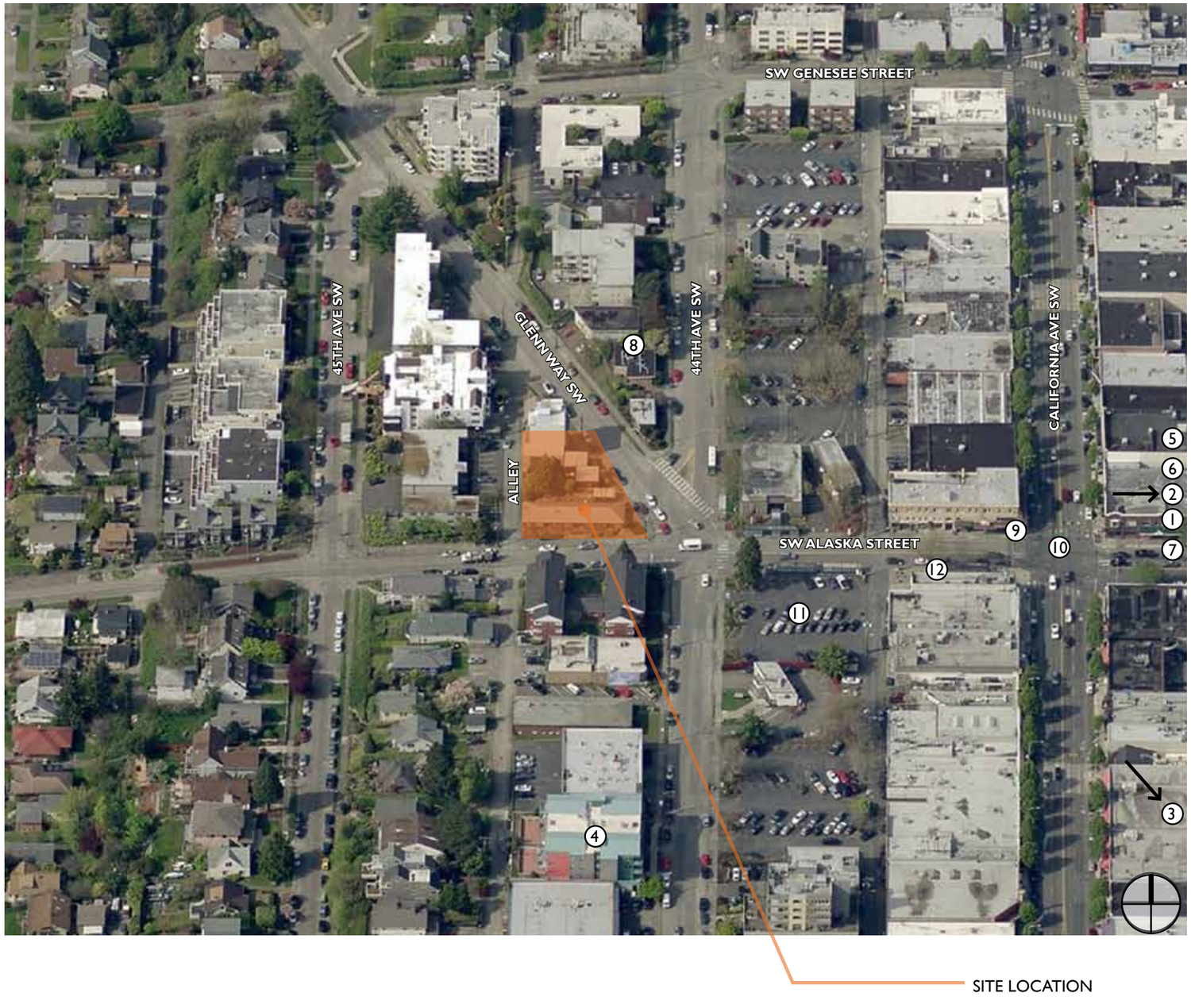
23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS (NC2-40)

- 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

Proposed Development:
Mixed-Use Storage: 326 SF
Approval for reduced storage space provided by Liz Kain / SPU



PROJECT DESCRIPTION



DEVELOPMENT OBJECTIVES

The proposed project is a five story apartment building with 40 residential units, including 4 ground-level Live/Work units. The development proposes 5 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. This includes a Rapid Ride stop which connects different neighborhoods by a set of high-speed arteries across the city. There are also multiple shops, restaurants, cafés and grocery stores all within walking distance of the site.

① (PROPOSED APARTMENT BUILDING)

② LINK APARTMENTS

③ MURAL APARTMENTS

④ 44TH AVENUE SW

⑤ NOVA APARTMENTS

⑥ ALTA MIRA

⑦ LINK APARTMENTS

⑧ (PROPOSED APARTMENT BUILDING)

⑨ THE JUNCTION

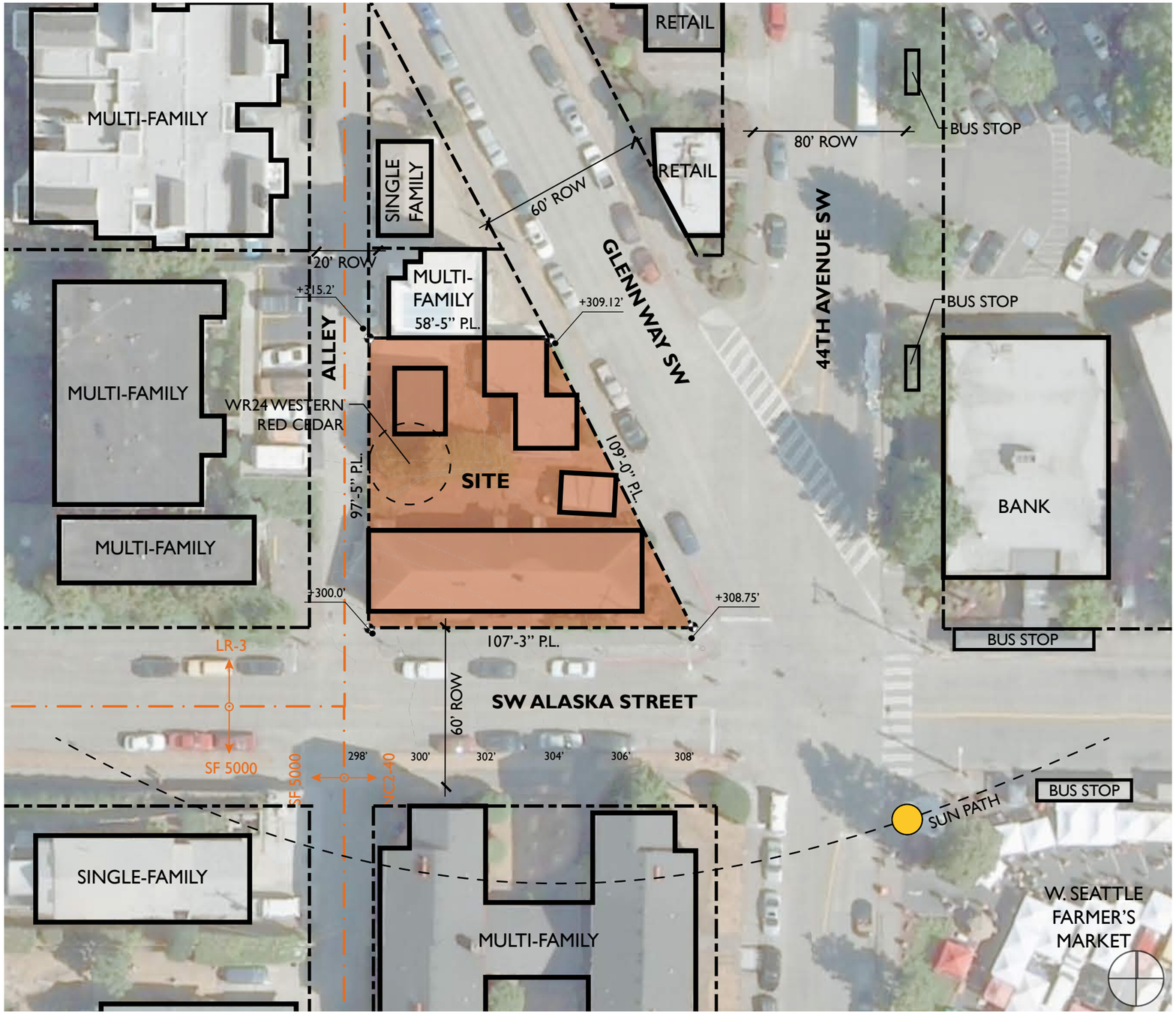
⑩ THE JUNCTION

⑪ WEST SEATTLE FARMERS MARKET

⑫ RAPID RIDE STOP

*REFER TO MAP ON PAGE 6 FOR SITE LOCATIONS

EXISTING SITE PLAN

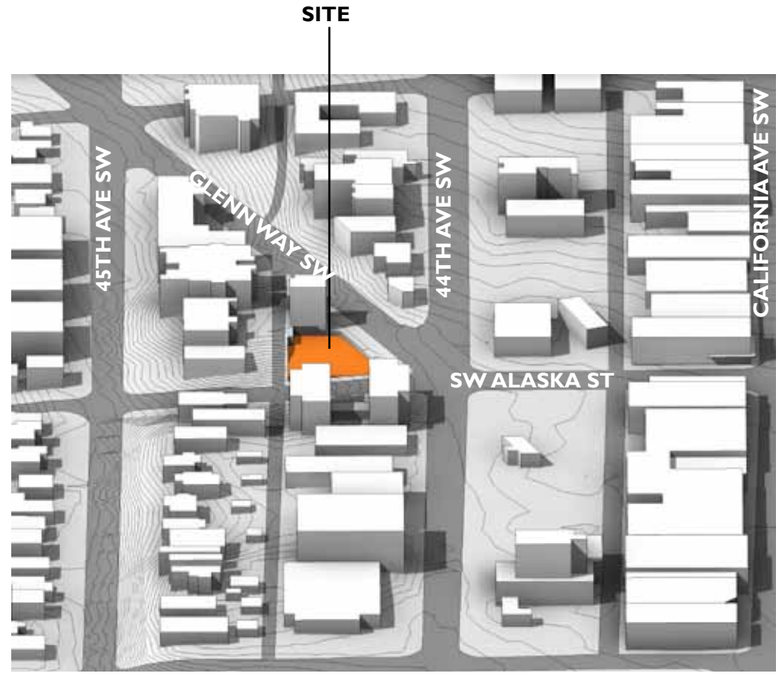


SITE CONTEXT AND DESIGN CUES

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 commerial 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.



A. SITE PLANNING

A-2 Streetscape Compatibility

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

West Seattle Junction -specific supplemental guidance:

- *A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction's mixed use areas (as previously defined). New development—particularly on SW Alaska, Genesee, Oregon and Edmunds Streets—will set the precedent in establishing desirable siting and design characteristics in the right-of-way.*

Primary pedestrian access is encouraged from the Junction by the prominent retail corner of the site and is further encouraged at the sidewalk along Glenn Way. The large retail space anchors the corner and incorporates significant glazing and lighting to invite pedestrians into the retail activity. This larger retail space is complimented by the smaller retail spaces in the Live/Work units along Glenn Way. The Glenn Way landscape design establishes an urban feel along the sidewalk through the use of street trees and pavement patterns to encourage pedestrian activity. Furthermore, the landscape areas between the Live/Work units along Glenn Way establish a layer of privacy between units for the tenants.

A-4 Human Activity

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

West Seattle Junction -specific supplemental guidance:

- *An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realm. Particularly in the California Avenue Commercial Core, proposed development is encouraged to set back from the front property line to allow for more public space that enhances the pedestrian environment. Building facades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.*

The project proposes a well articulated street-level façade that uniquely shapes the pedestrian environment along Glenn Way and Alaska St, Live/Work units border Glenn Way to invite commercial pedestrian activity from the Junction. The sawtooth form along Glenn Way further defines the entries of the Live/Work units through its modulation at the street level. The prominent southeast retail corner of the site is enhanced with large windows in the commercial space of the Live/Work corner unit. These large display windows will provide commercial interest to encourage pedestrian activity along the sidewalk. Directional down-lighting on the building facades and light from these windows will enhance security along the street level façade at night.

A-6 Transition Between Residence and 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.

The residential entry is located along Alaska St and it is accessed through a security gate that leads into a private courtyard and provides visual transparency. Plantings and signage buffer the space between the public sidewalk and the private courtyard. The private courtyard is enhanced by landscape elements, a green wall, and an open stair to encourage resident gathering and social interaction.

A-10 Corner Lots

Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

West Seattle Junction -specific supplemental guidance:

- *Pedestrian activities are concentrated at street corners. These are places of convergence, where people wait to cross and are most likely to converse with others. New development on corner lots should take advantage of this condition, adding interest to the street while providing clear space for movement. New buildings should reinforce street corners, while enhancing the pedestrian environment.*

The proposed development enhances the prominent triangular corner at the intersection of Glenn Way and Alaska St by anchoring the southeast corner with a large retail space with storefront glazing to attract pedestrian activity. This corner retail includes an exterior gathering space at the southeast corner that is defined by a retail canopy at the entrance. Above the retail space, a deck for the residential unit creates modulation under the top cantilevered roof extension that accentuates the corner. A glass guardrail is located at the deck above the retail corner massing. The corner retail space is enhanced by a canopy, signage, lighting, and large storefront windows.

At the west facade, the saw tooth massing, awnings, and landscape elements invite the pedestrian to follow the sidewalk along Glenn Way to the Live/Work units. These Live/Work units incorporate glazing elements and weather protection awnings to articulate and invite the commercial activity.

B. HEIGHT, BULK, AND SCALE

B-1 Height, Bulk, and 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 near-by, 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.

West Seattle Junction -specific supplemental guidance:

- *Current zoning in the Junction has created abrupt edges in some areas between intensive, mixed-use development potential and less-intensive, multifamily development potential. In addition, the Code-complying building envelope of NC-65' (and higher) zoning designations permitted within the Commercial Core would result in development that exceeds the scale of existing commercial/mixed-use development. More refined transitions in height, bulk and scale—in terms of relationship to surrounding context and within the proposed structure itself—must be considered.*

The proposed building will continue the density expansion within the West Seattle Junction core that has been occurring over the past several years. The massing of the new development is articulated into form elements that clearly identify the main corner retail space at Alaska St and Glenn Way and the Live/Work entries along Glenn Way. The landscape elements along Glenn Way create a pedestrian scale that softens the transition between the sidewalk and the building entry. The residential courtyard is accessed through a transparent security fence and signage along Alaska St. The recess that is created by the courtyard breaks up the overall mass of the building along Alaska St.

The overall massing of the building is modulated through different levels of decks, the exterior courtyard, the exterior stair, glass guardrails, wood guardrails, and a variety of high quality materials and colors.

C. ARCHITECTURAL ELEMENTS & MATERIALS

C-1 Architectural Context

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

West Seattle Junction-specific supplemental guidance:

- *Facade Articulation: To make new, larger development compatible with the surrounding architectual context, facade articulation and architectural embellishment are important considerations in mixed-use and multifamily residential buildings. When larger buildings replace several small buildings, facade articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core.*
- *Architectural Cues: New mixed-use development should respond to several architectural features common in the Junction's best storefront buildings to preserve and enhance pedestrian orientation and maintain an acceptable level of consistency with the existing architecture. To create cohesiveness in the Junction, identifiable and exemplary architectural patterns should be reinforced. New elements can be introduced - provided they are accompanied by strong design linkages.*

The proposed development ties in the colorful and lively elements from the West Seattle Junction through its retail space that anchors the corner, its sawtooth modulation along Glenn Way that encourages pedestrian activity and landscape elements, and the modulation that is created by its residential courtyard along Alaska St. The exterior stair within the residential courtyard further shows pedestrian activity and movement.

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. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

West Seattle Junction-specific supplemental guidance:

- *New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. The base of new mixed-use buildings should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one or two levels above, out to the front and side property lines to create a more substantial base.*

The proposed building contains massing modulation specifically on the south and east sides. The roofline at the corner of the site extends over the corner levels to emphasize the prominence of the corner. Level 4 steps back in many areas around the building. The modulation provides deck space for some of the units on level 4. The exterior stair on the south elevation extends from the ground to the roof and creates a visual connection of movement between the upper and lower levels.

C-3 Human Scale

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

West Seattle Junction-specific supplemental guidance:

- *Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invites activity. Overhead weather protection should be functional and appropriately scaled. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.*
- *Signage: Signs should add interest to the street level environment. They can unify the overall architectual concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure.*

A large overhead canopy frames the corner retail space and light steel and glass awnings frame the entries along Glenn Way. Lighting and signage is designed to enhance the pedestrian experience and way-finding. Landscape elements frame the path for the pedestrian and offer privacy between the Live/Work units along Glenn Way. The roof extension at the upper roof level signifies entry at the prominent corner and is softened by cedar and recessed lighting at the soffit. The exterior stairs in the courtyard are framed by cedar slats and a roof canopy provides weather protection for the stair. Glass guardrails and cedar slat guardrails are incorporated at the residential deck levels to add detail and visual interest.

C-4 Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

The building is designed with high quality materials that include aluminum-composite panels, commercial grade fiber cement panels, cedar finishes, storefront glazing, glass guardrails, and attractive exterior light fixtures.

D. PEDESTRIAN ENVIRONMENT

D-5 Visual Impacts of Parking Structures

The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

West Seattle Junction -specific supplemental guidance:

• 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.

The parking is accessed along Alaska St through the alley and the parking garage is tucked into the building and screened from view. The garage door faces the alley and security lighting is incorporated along the west facade to enhance security along the alley.

D-6 Screening of Dumpsters, Utilities, & 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.

The solid waste and recycling storage is located on level 2 at the northwest corner of the site. After coordination with Liz Kain from SPU, it was confirmed that the solid waste and recycling pick-up can access the site from the northwest side of the alley. The slope at grade at this northern portion of the alley has been approved by SPU standards. At this location, the trash access is screened from primary pedestrian traffic and views.

D-10 Commercial Lighting

Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

Lighting is incorporated throughout the retail portion of the Live/Work units along the corner and Glenn Way. The underside of the roof cantilever contains recessed lighting and the entrance to the residential courtyard is framed with specific exterior light fixtures. The courtyard also incorporates exterior lighting throughout.

D-11 Commercial Transparency

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

The Live/Work units at the corner and along Glenn incorporate storefront glazing to increase the transparency of the retail spaces within those units. Exterior and interior lighting further enhance the transparency of these facades.

E. LANDSCAPING

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

When possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

Street trees along Alaska St and Glenn Way are incorporated to reinforce the continuity along the sidewalk of the adjacent sites.

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.

See responses to A - Site Planning.

There are many landscape elements that are incorporated throughout the project to enhance the building and the site. At the corner of Alaska St and Glenn Way, the pavement patterns invite pedestrians to gather into the open space in front of the retail entry. These pavement patterns are softened by landscape plantings that border the corner. The sidewalk along Glenn Way is enhanced through street trees and paving patterns that encourage both a pedestrian flow and privacy between units. The residential courtyard along Alaska St. incorporates specific plantings that border concrete signage. Planters and landscape elements are incorporated into the courtyard and wood slat guardrails compliment these landscape elements. The courtyard is enhanced with a green screen wall that grows up adjacent to the exterior stairs.

ITEMIZED RESPONSE TO EDG BOARD COMMENTS

MASSING AND BUILDING LOCATION

The board supported the massing option that locates the central entry courtyard at the SW Alaska Street sidewalk grade. It was presented with a sawtooth massing on Glenn Way that articulated the ground level live-work units, a setback at the southwest corner of level five for an amenity roof deck for residents, and an arrangement of uses that reflected its adjacencies: the courtyard faces a condominium courtyard across Alaska Street, the live-work units face the commercial uses across Glenn, and the corner commercial live-work is across the corner from the farmer's market.

As the design developed, care was taken to respect the adjacent uses while making the most of the massing elements to create a coherent and pleasing design. The sawtooth design was developed to create interesting articulation on Glenn Way. The courtyard is an asset to the building that has been developed to showcase a sculptural stair with landscaping. Studies in massing found that the coherence of the building was improved by removing the setback at the southwest corner and continuing the strong element of the projecting roofline to the full extent of the Glenn Way façade. The continuous roofline serves to wrap the courtyard stair with strong framework, and hold the building face to Glenn Way.

See pages 12-13, "Design Process and Concept" for massing studies

CORNER TREATMENT

The board suggested that the corner live-work unit should be developed to provide a viable commercial space. It was suggested that the area, height, and connection to the courtyard could be studied. Additionally, the form of the corner was a concern. The board suggested that the corner should be designed so that the commercial unit would express a commercial character. Several suggested areas for study included: removing the sawtooth from the corner, extending the corner from ground to roof, integrating the form with the architectural concept, and using materials, windows, landscaping and windows to identify the commercial use.

Massing studies in design development were directed toward emphasizing the corner with the intent of differentiating its use from the residential portion of the building while integrating it with the architectural concept. This is accomplished with a diagonal commercial element with unique material and window application that cuts through the residential sawtooth at the lower levels. The area of the corner unit was enlarged to bring a tall, transparent entry out to the corner, with a materiality that speaks to its commercial use.

See pages 12-13, "Design Process and Concept," and pages 30-31, "Corner Design"

SW ALASKA STREET

The board concluded that the uses and ground plans should relate to the existing sidewalk grades while providing a cohesive architectural concept. They suggested studying the southwest corner residential entry, with a stoop, for the residential unit along SW Alaska Street. The Board noted the entry should be designed to provide a direct relationship between the unit and the street to encourage human interaction while also providing security and privacy for residents.

A study of the entry at the southwest unit found that although a stoop provided an additional connection to the building from the sidewalk for that particular unit, it disrupted the overall concept of a courtyard entry and disrupted the regular massing. After careful study, a preferred scheme locates the entry to the southwest unit via the courtyard, affording the tenants a private, secure entry. A relationship to the sidewalk is created with large windows overlooking the sidewalk.

See page 35, "Study of southwest unit stoop entry from sidewalk"

OPEN CIRCULATION STAIR AT COURTYARD

The Board was supportive of an entry security gate for the courtyard that is visually permeable to the pedestrian sidewalk experience and was also supportive of a partially open staircase, suggesting that it should have roof cover for weather protection. Design suggestions for the exterior stair included: integration with the overall building concept, quality materials, and consistency of stair articulation to the rooftop termination.

The Board comments were appreciated, and great attention was given to the stair and courtyard as a central design element. The courtyard is entered via a walkway parallel to the sidewalk that negotiates the steep sidewalk slope into an accessible entry. The entry is wrapped with a concrete planter with attractive landscaping that acts as a low, permeable barrier from the sloping sidewalk. The courtyard is enclosed with a semi-transparent wood slat fence that provides security for residents.

The stairway has been developed as a central sculptural design element. The wood slat material echoes the wood slat found at the courtyard fence and the southwest balconies. It is partially exposed, yet protected with a large wall with integrated vertical landscaping. A flat roof with overhangs reinforces the language of the overhanging eaves on the primary building roof.

See pages 32-33, "Alaska Design," and page 34 "Stair Design"

ALLEY TREATMENT

The Board requested more information on the treatment of the alley. The applicant will need to clarify the location of solid waste and recycling storage space and access to alley pickup. The Board would like to see the garage door proposed, as well as, the alley lighting concept to create safe spaces.

The alley context has been documented with pictures, perspectives, plan and section. Investigation shows that the alley side of the adjacent buildings is used for parking, and the facades are either blank, or used as exit corridors.

The proposed building locates the trash pickup at the highest point of the alley, which has been reviewed and approved by SPU as the best access point at the alley because it has the least slope. The garage door has been designed with a mesh material to provide air and daylight, as well as security via transparency. Lighting will be provided at both the trash door and at the garage door.

The 2nd story residential units have generous balconies facing out to the alley, detailed with wood slat guardrails. The balcony wraps around the southwest corner onto Alaska Street, giving meaningful scale to the residential units at this corner.

See pages 36-37, "Alley Relationship"

MATERIALS

The Board encouraged use of durable, quality materials respectful of existing materiality context of the established West Seattle neighborhood. In particular, the board encouraged attention to the material at the corner, suggestion long term quality and addressing the material from ground to roof. Additionally, the board encouraged the use of materials of human scale, with texture and pattern at ground level.

Materials, colors and patterns have been designed with a contemporary style that relates to the colorful, lively atmosphere of the Junction. The live-work units at ground level, and particularly the corner, have been designed with contemporary metal panel and storefront. Glass guardrails continue the material concept. The residential units and courtyard are designed with colorful fiber cement panels and finely detailed with wood slat guardrails. Concrete is used as an entry planter along the sidewalk, as a durable and attractive backdrop for the address signage.

See pages 24-26 "Elevations," page 41 "Signage," page 47 "Materials Board," and pages 48-49 "Materials Palette."

EDG PREFERRED OPTION

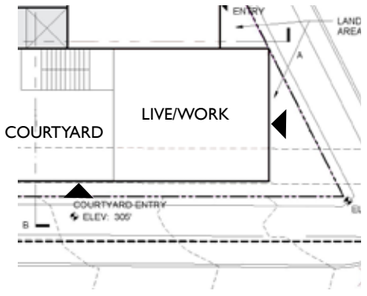
EARLY DESIGN GUIDANCE PRESENTATION + COMMENTS

The preferred option presented a five story building with a primary entry at a south facing open courtyard with an exterior staircase. Four live-work units were provided at ground level on Glenn Way. Modulation included a sawtooth on Glenn Way and setbacks on SW Alaska Street. A small amenity deck was shown at level five of the southwest corner. The board supported the massing design, noting that the south facing courtyard created a relationship with the apartment across SW Alaska Street, and that the sawtooth on Glenn Way added visual interest to the facade. Additionally, the board supported the open staircase, advising that it should have a roof cover and that it could be partially enclosed to provide weather protection, and noting that the stair access to the roof was visually prominent and should read as one articulated design piece that is integrated into the building design concept.

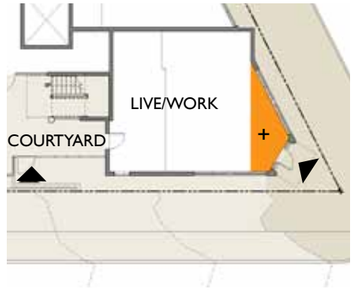
CORNER

The board discussed the importance of the corner and provided suggestions:

- increase the size of the space and develop a sense of height to create a tall space
- differentiating it from the residential portion
- utilize fenestration, material and landscape so that the corner reads as commercial
- the corner treatment should resolve itself within the overall architectural concept

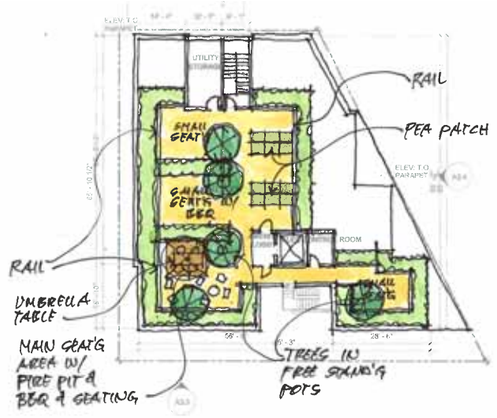


EDG PLAN OF CORNER UNIT



CURRENT PLAN OF CORNER UNIT

*SEE PAGE 30 FOR MORE CORNER DESIGN DETAILS.



AMENITY GREEN ROOF CONCEPT

SETBACK AT ALLEY - EARLY DESIGN STUDY

EARLY SCHEMATIC DESIGN

Early design sketches explored the use of transparency at the live-work units to communicate commercial activity. Height and scale were developed to pleasing proportions within the overall building mass.

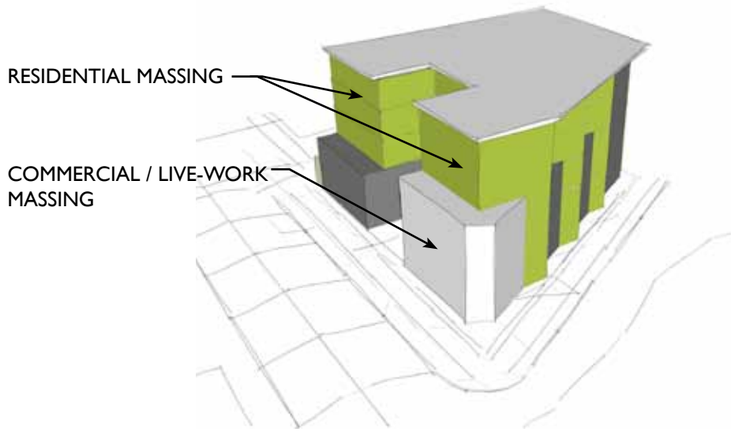
The Glenn Way facade modulation was developed to break up the mass and provide interesting detailing opportunites, as well as to differentiate the commercial ground level from the upper residential use. On the southwest corner, setbacks with balconies bring residents outside and eyes on the street. Detailing in the form of wood slat railings wrap around the alley,

The roof was evaluated for increased landscaping and amenity space. Design explorations found that eliminating the massing step at the southwest corner and moving the amenity deck from the 5th floor to the upper roof not only added more integrated landscape to the project, but also created a more cohesive facade along SW Alaska Street.

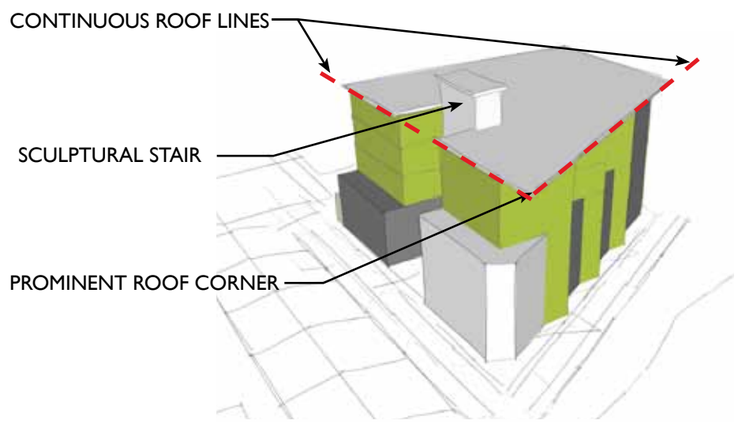
SAWTOOTH MODULATION - STUDIES IN MATERIALITY

EVOLUTION OF MASSING

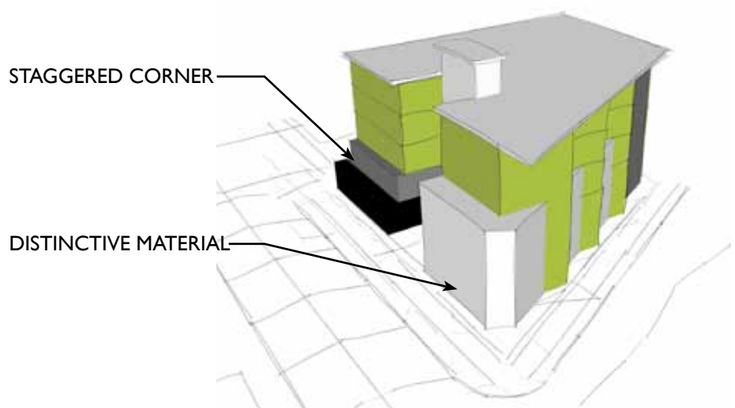
The massing was developed to create a sculptural juxtaposition between the commercial and residential uses. The residential use in the upper levels is recognizable by a strong sawtooth form that wraps around the corner at the upper level and continues along the Alaska Street facade in a well proportioned, regular facade.

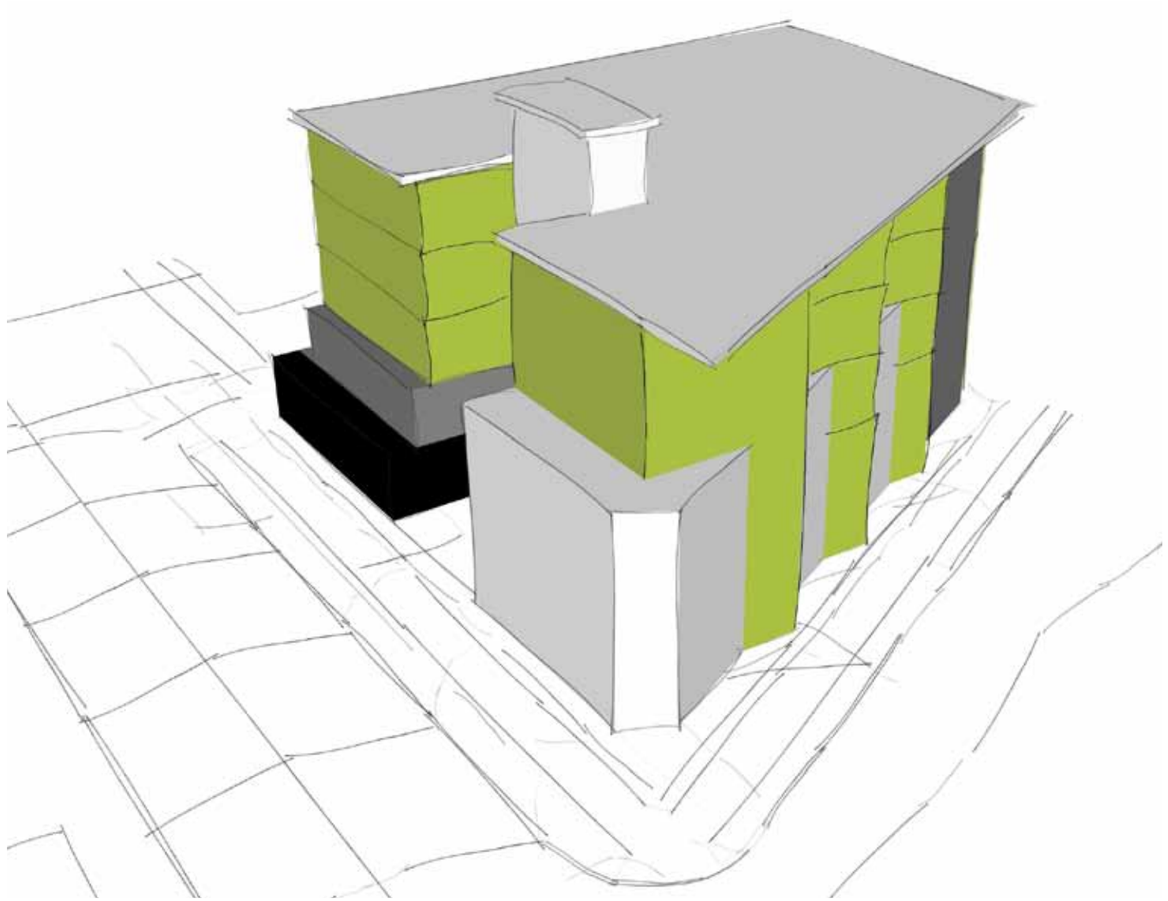


The southwest corner was strengthened by aligning the upper level height with the rest of the Alaska Street facade for an integrated whole, It wraps the courtyard, anchoring the sculptural stair. The roof lines are defined by an overhang that meets at a prominent, cantilevered point at the Alaska Street and Glenn Way intersection.



The residential massing is cut through by a lower level commercial massing set at an angle. The angled massing serves to identify all of the live-work units on Glenn Way in distinction from the residential building. which is further emphasized by a distinctive, contrasting material. The street level residential units on the southwest corner are scaled to the pedestrian experience at the sidewalk.



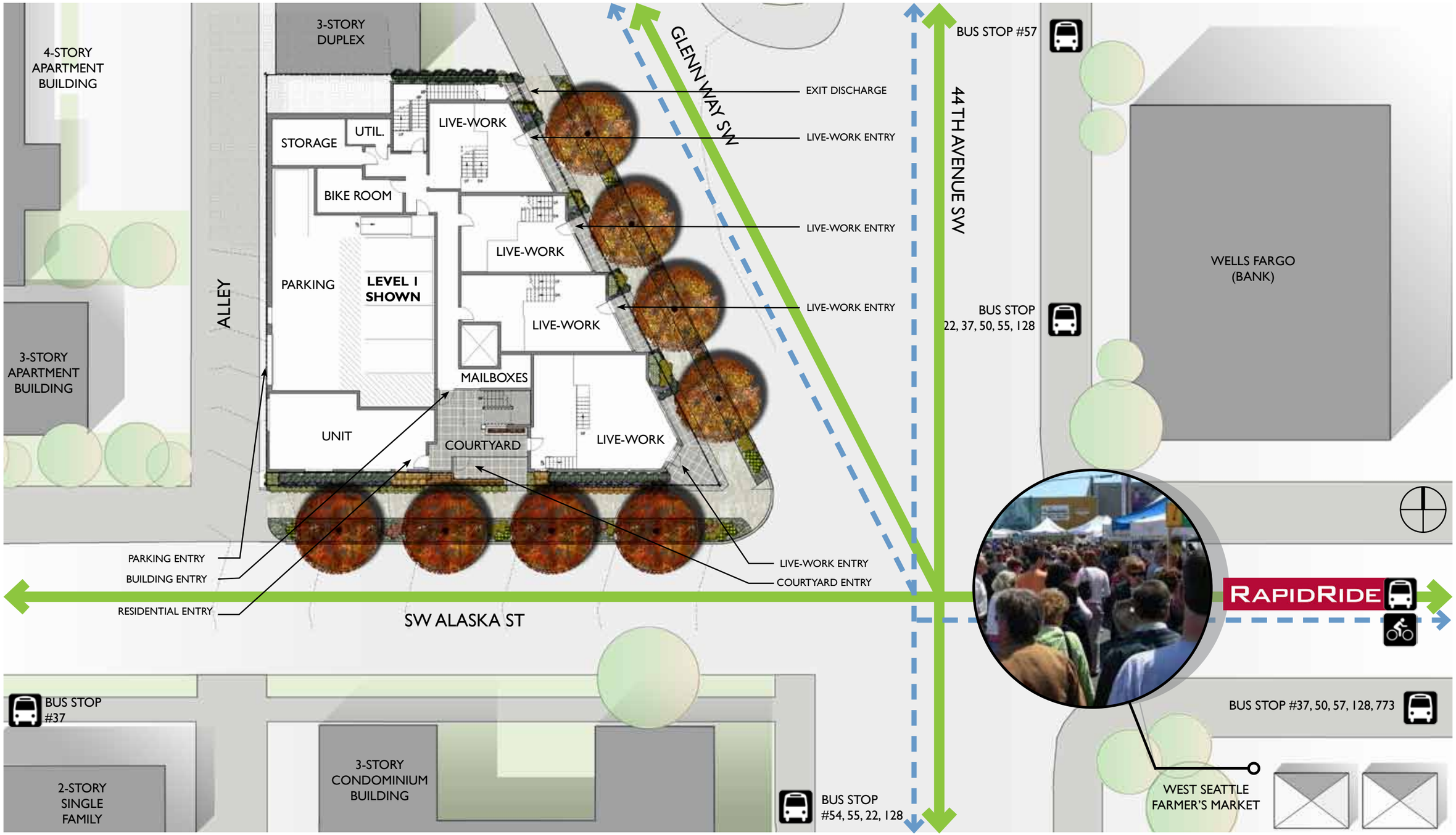


IMPROVED MASSING THAT INTEGRATES WITH THE NEIGHBORHOOD

The corner is given prominence by the large window that begins at the storefront entry and rises three floors to reach the glass railing at the patio. Window proportions are large at the commercial use and have a residential quality at the upper levels. The corner is further emphasized by a large, cantilevered roof overhang. The overhang continues around the building in both directions.

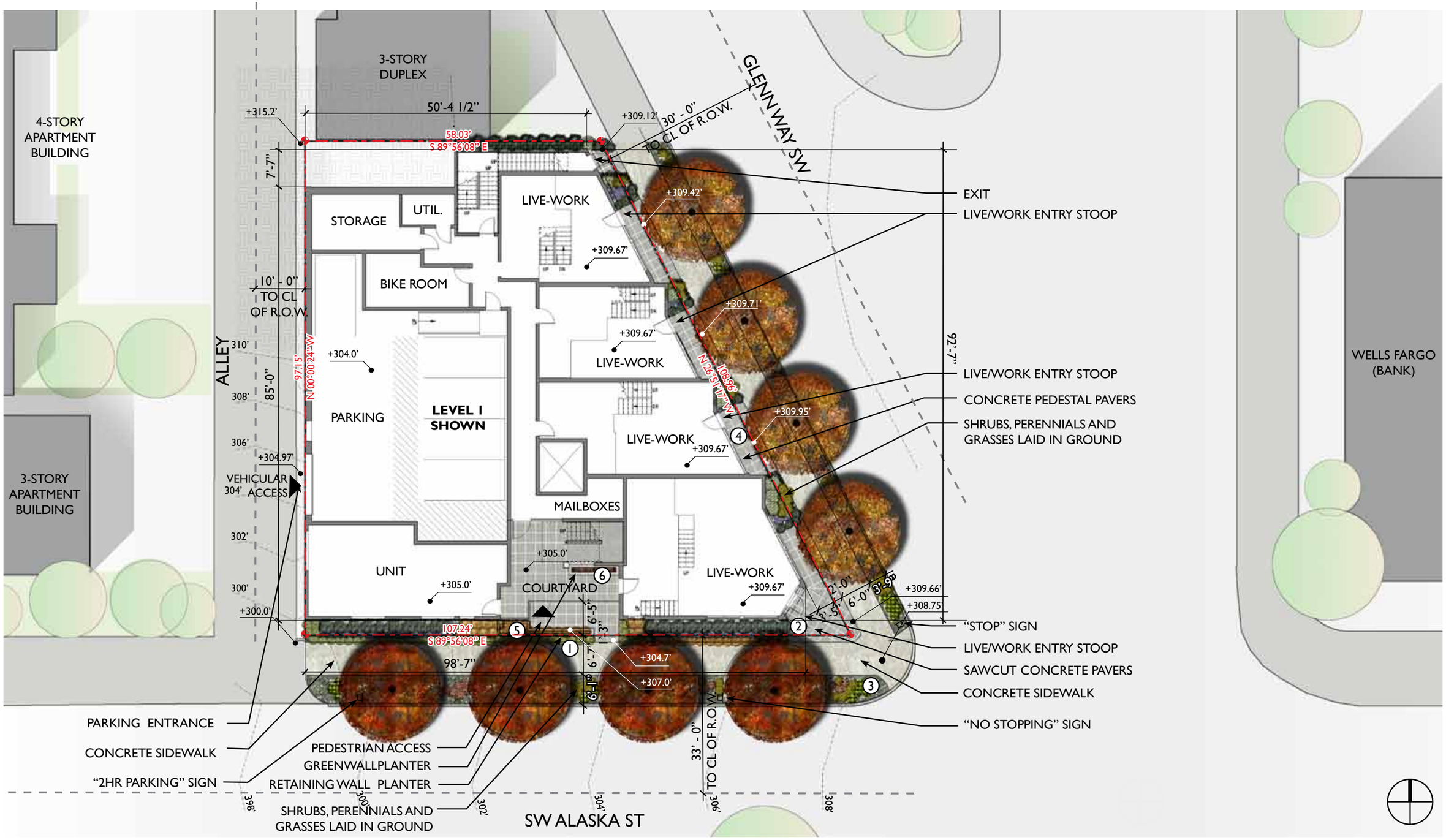
The alley facade has a massing sympathetic to nearby residential uses. A staggered facade at the corner incorporates balconies with wood detailing. The scaled use of the facade emphasizes the residential use of the building that faces the service side of the apartment building across the alley. (see page on “Alley Relationship” for further discussion and graphics)

SITE CONTEXT CIRCULATION




FUTURE MULTIFAMILY
OFFICE
GLENN WAY SW
44TH AVENUE SW
CONDOMINIUMS
RESIDENTIAL ENTRANCE
LIVE WORK ENTRANCES
CORNER COMMERCIAL ENTRANCE
WELLS FARGO (BANK)
SW ALASKA ST
WEST SEATTLE FARMERS MARKET

COMPOSITE SITE PLAN



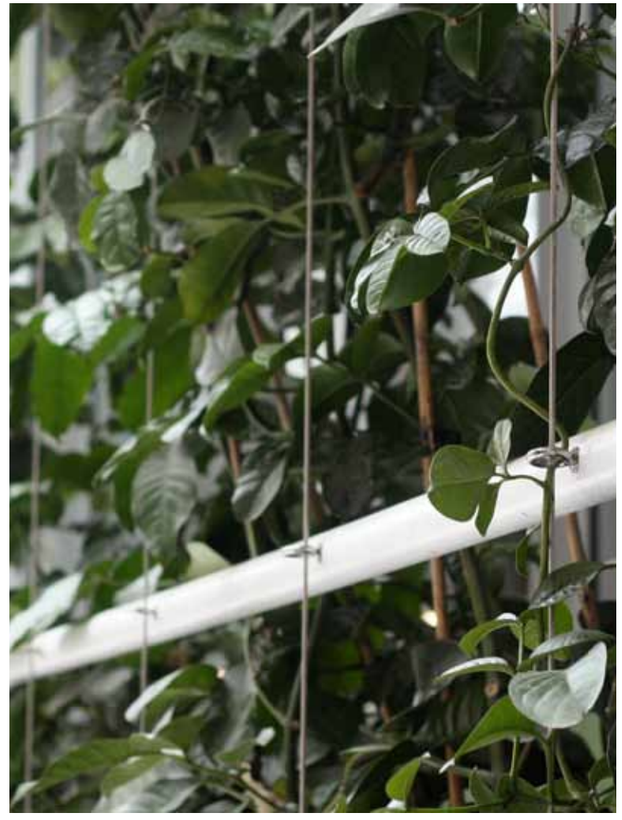
① CONCRETE WALL

② PAVING

③ GROUND COVER PLANTING

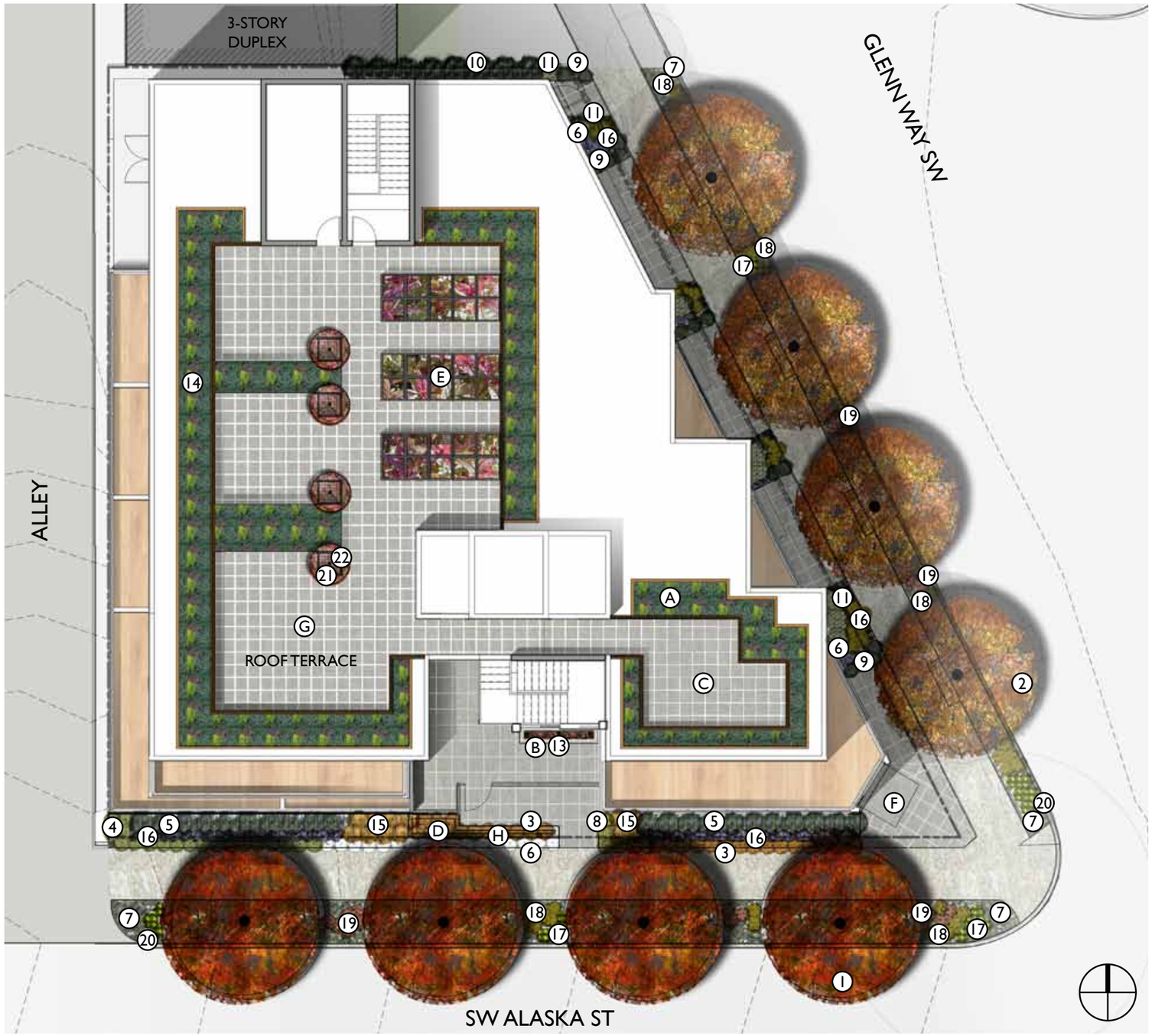
④ COMMERCIAL ENTRANCE - CONCRETE PAVERS

⑤ PRECAST PLANTERS



⑥ PLANT SUPPORT STRUCTURE

COMPOSITE LANDSCAPE PLANTING PLAN



Ⓐ GREENROOF

Ⓑ PLANT WALL STRUCTURE

Ⓒ ROOFTOP - FIRE PIT

Ⓓ PLANTERS

Ⓔ ROOFTOP - PEA PATCH

Ⓕ CONCRETE PAVERS

Ⓖ ROOFTOP - GATHERING

Ⓗ CONCRETE SIGNAGE WALL


1 JAPANESE HORNBEAM


2 CASCARA


3 FIREFLY HEATHER


4 HOOGENDORN HOLLY


5 FRANCIS MASON ABELIA


6 LIME THYME


7 BARREN STRAWBERRY


8 LEMON BEAUTY HONEYSUCKLE


9 PRIVET HONEYSUCKLE


10 MOYER'S HEAVENLY BAMBOO


11 MOUNTAIN FIRE PIERIS


12 MAGIC CARPET SPIRAEA


13 BLANCHE SANDMAN HONEYSUCKLE


14 GREENROOF - SEDUM


15 FEATHER REED GRASS


16 GIANT ALLIUM


17 HYPERION DAYLILY


18 BLACK EYE SUSAN

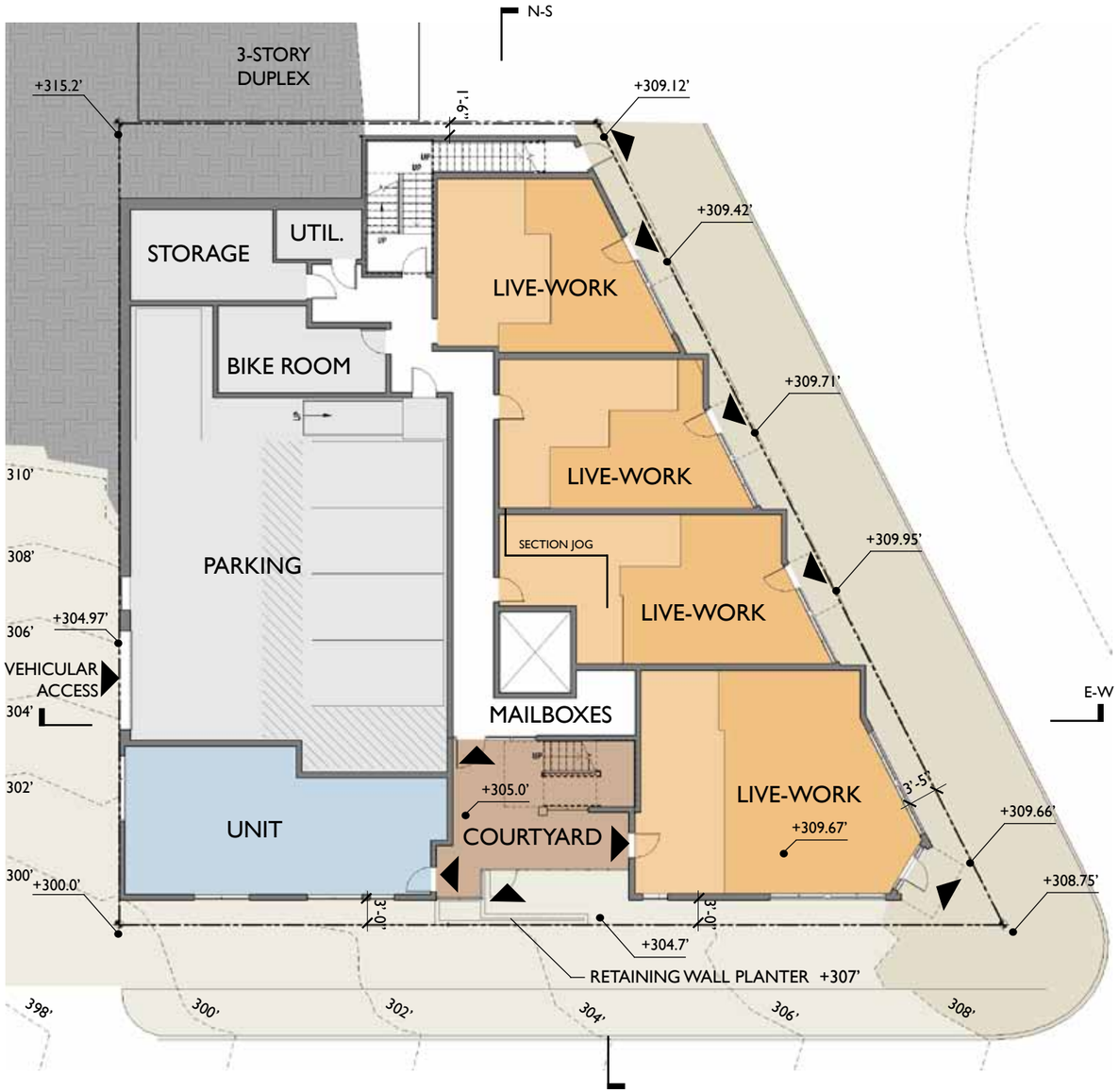

19 AUTUMN JOY SEDUM


20 COMMON CHIVES


21 STAGHORN SUMAC

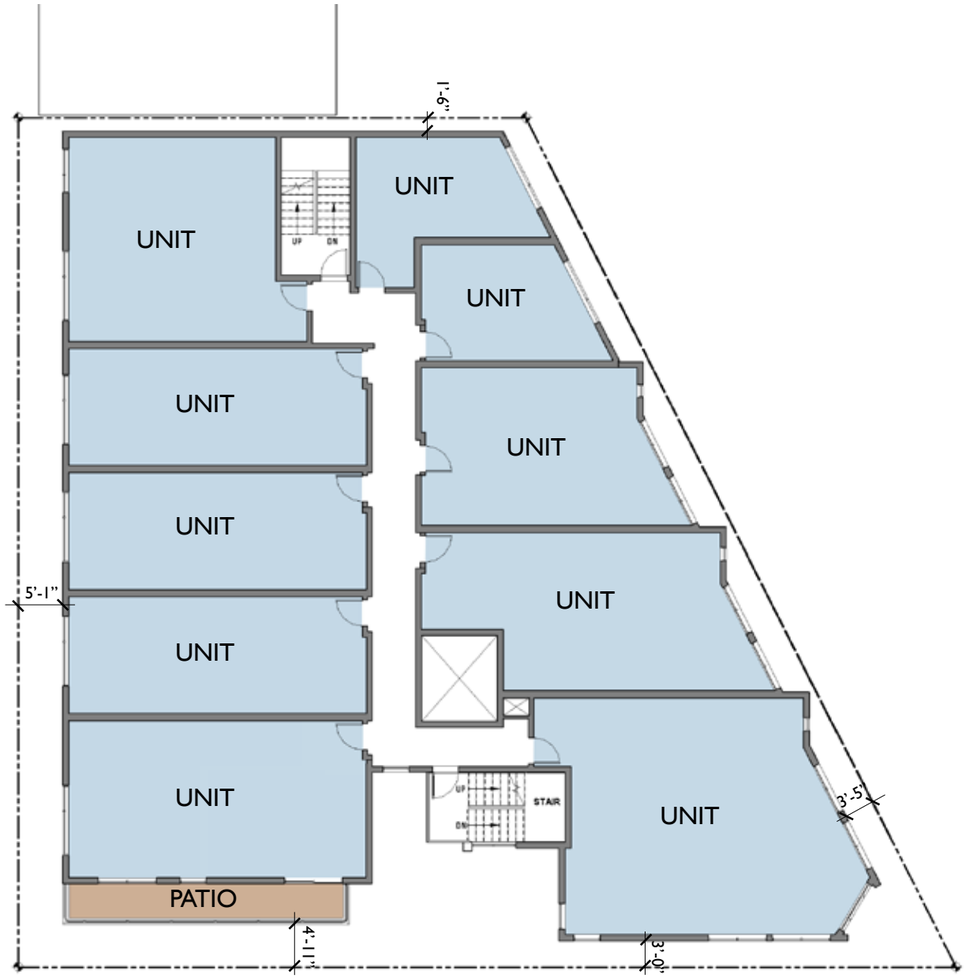

22 PAPRIKA YARROW

FLOOR PLANS

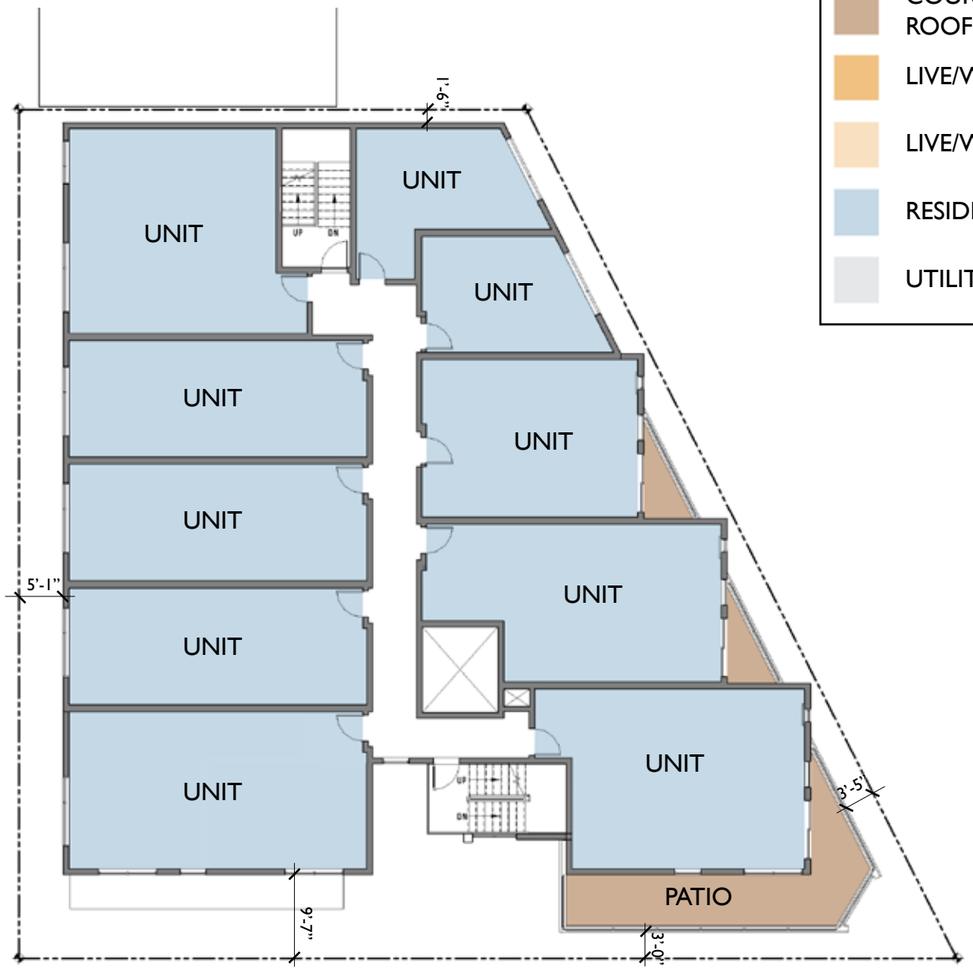


LEVEL 1

LEVEL 2



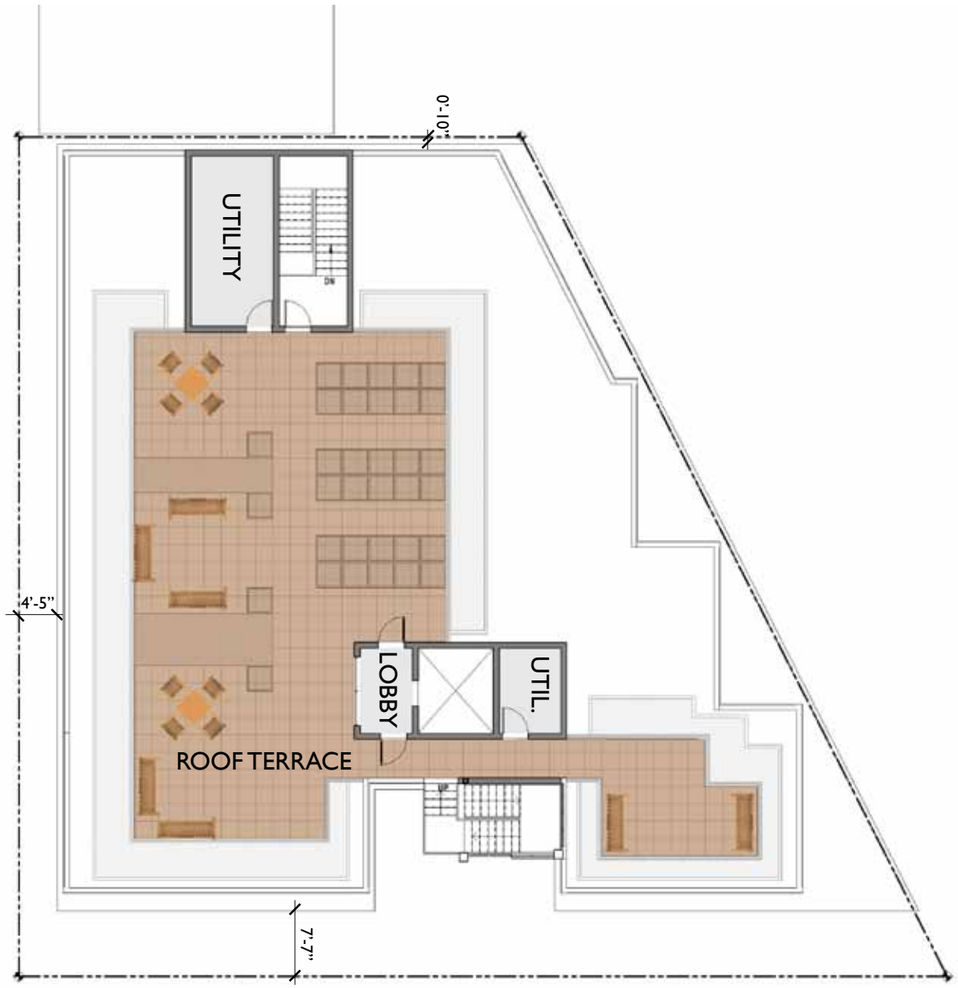
LEVEL 3



LEVELS 4-5

COLOR KEY

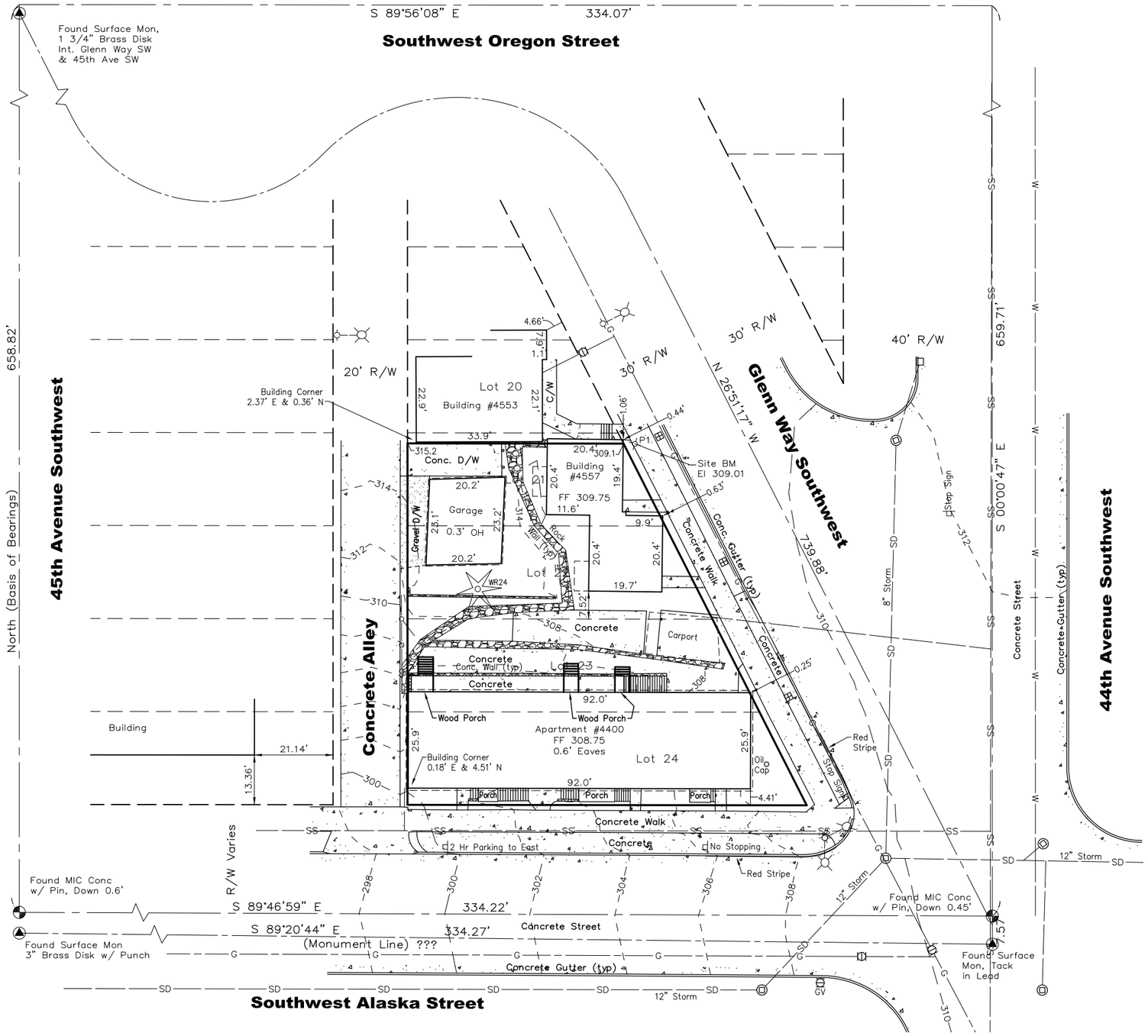
- COURTYARD/PATIOS/ ROOF TERRACE
- LIVE/WORK
- LIVE/WORK BELOW
- RESIDENTIAL
- UTILITY



ROOF LEVEL

COLOR KEY

- COURTYARD/PATIOS/ ROOF TERRACE
- LIVE/WORK
- LIVE/WORK BELOW
- RESIDENTIAL
- UTILITY



MERIDIAN
ASSUMED

GRAPHIC SCALE

−20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

TREE DESCRIPTIONS

WR Western Red Cedar (Thuja plicata)

PROPERTY CORNERS

P1 Found Tack in Lead w/ Tag, LS 6012,
2.71' E & 0.06' S

SOUTH ELEVATION

MATERIAL PALETTE

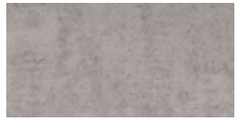
1 FIBER CEMENT PANEL
COLOR: DOVETAIL GRAY

2 FIBER CEMENT PANEL
COLOR: FUSION GREEN

3 COMPOSITE METAL PANEL
COLOR: COOL MATTE BLACK

4 COMPOSITE METAL PANEL
COLOR: WHITE

EAST ELEVATION



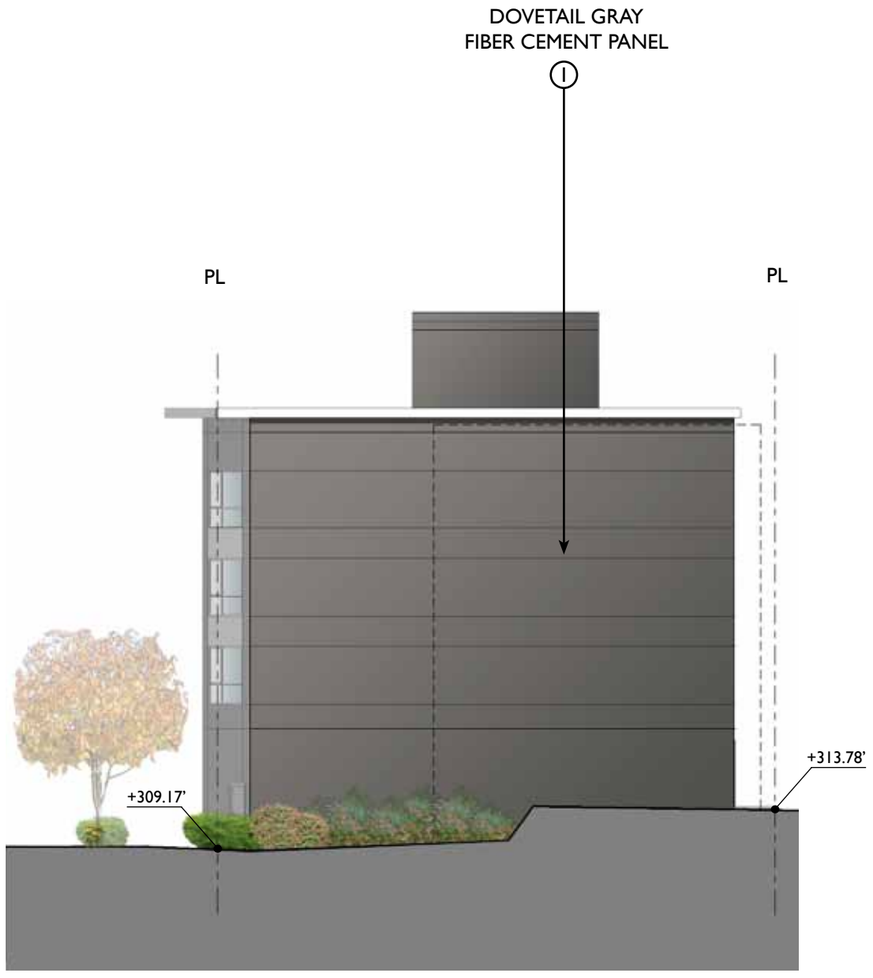
5 EXPOSED ARCHITECTURAL CONCRETE

6 SOFFIT PANEL CEDAR

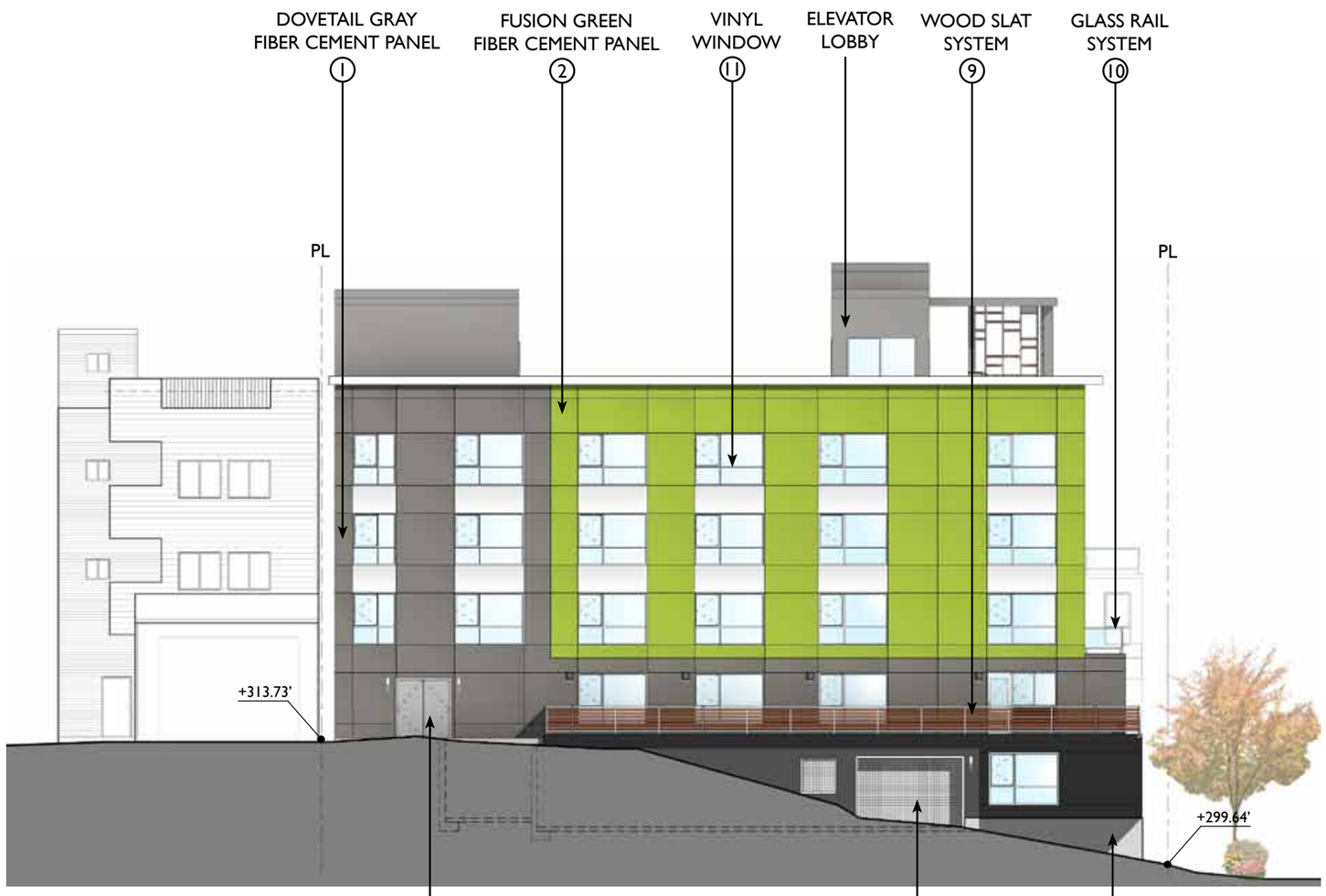
7 ALUMINUM STOREFRONT GLAZING SYSTEM
COLOR: ARCHITECTURAL BRONZE

8 GREEN WALL
TYPE: HONEYSUCKLE

ELEVATIONS



NORTH ELEVATION



WEST ELEVATION

MATERIAL PALETTE

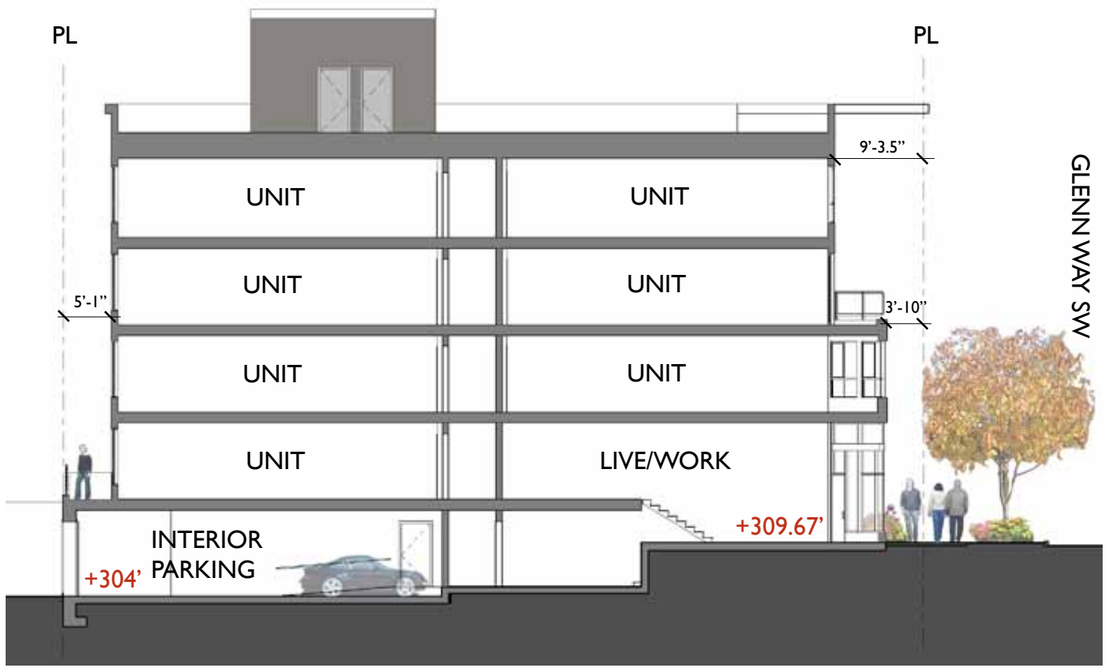
9
WOOD SLAT RAIL SYSTEM
COLOR: CEDAR

10
GLASS RAIL SYSTEM
TRANSPARENT

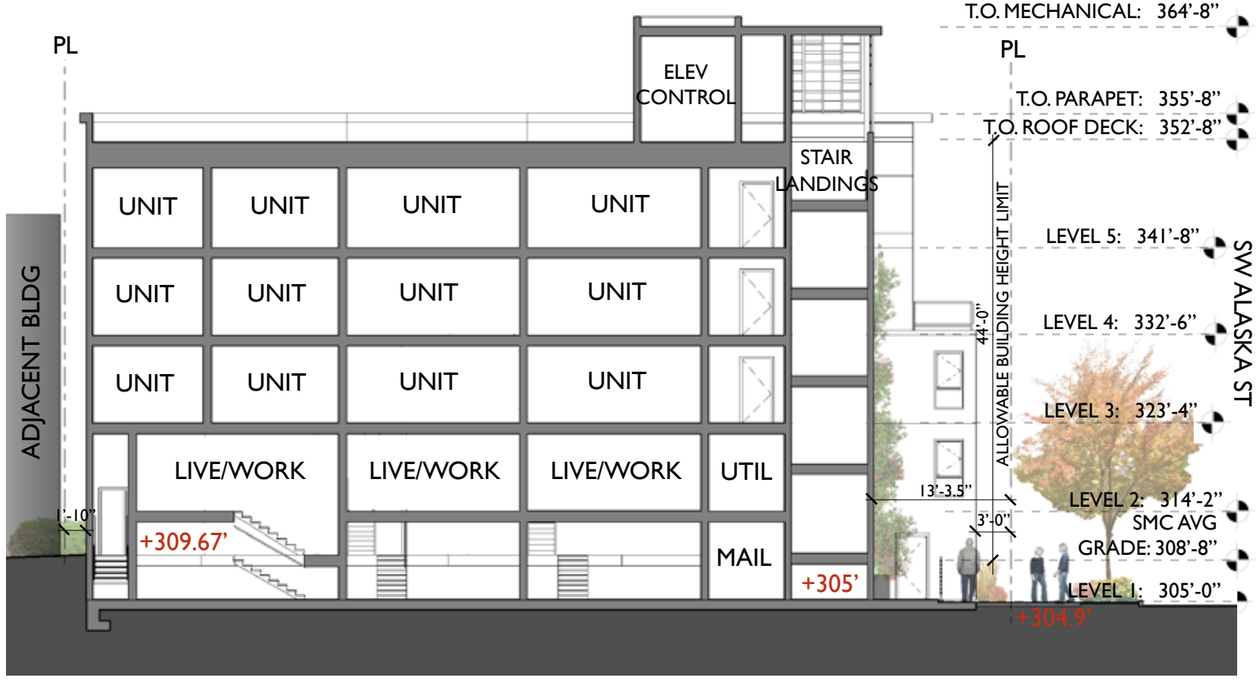
11
VINYL WINDOW SYSTEM
COLOR:WHITE

12
GARAGE DOOR
MESH

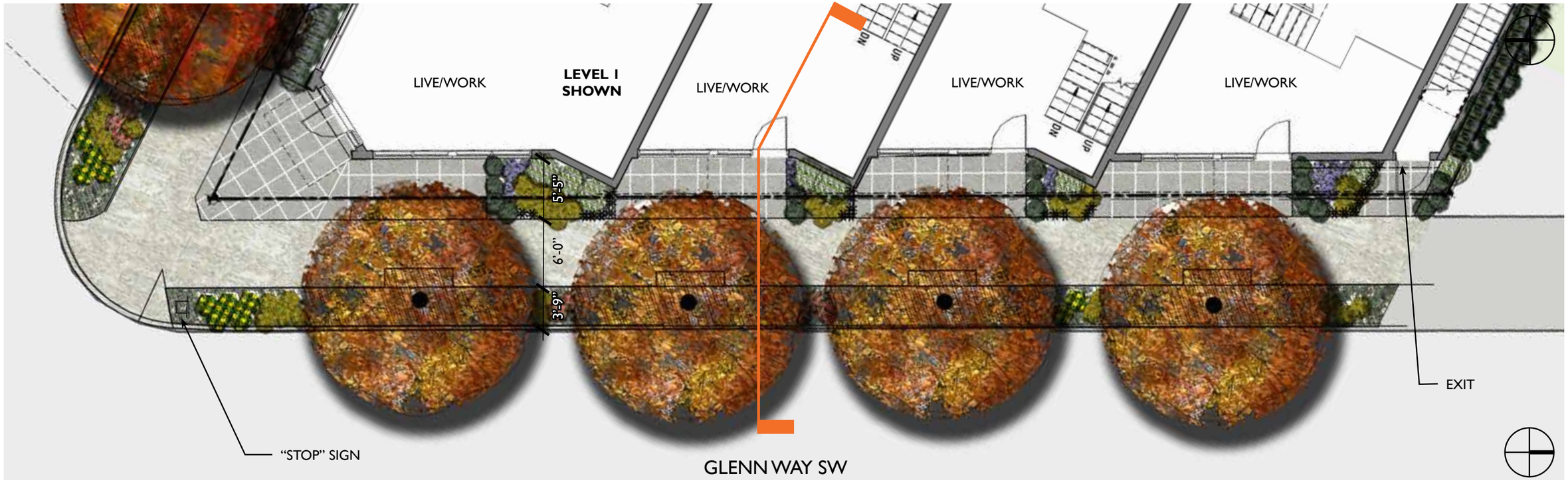
13
STAIR ENCLOSURE
RANDOMIZED
CEDAR SLATS



EAST-WEST SECTION



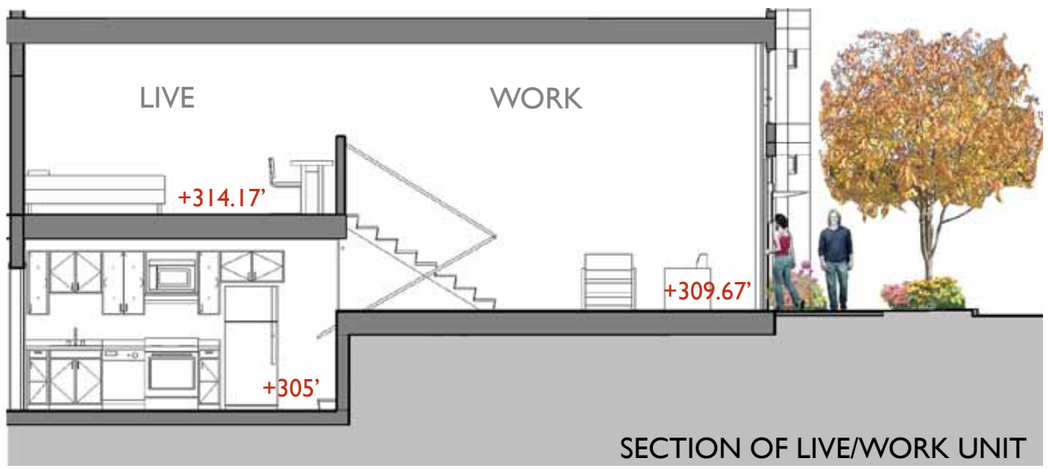
NORTH-SOUTH SECTION



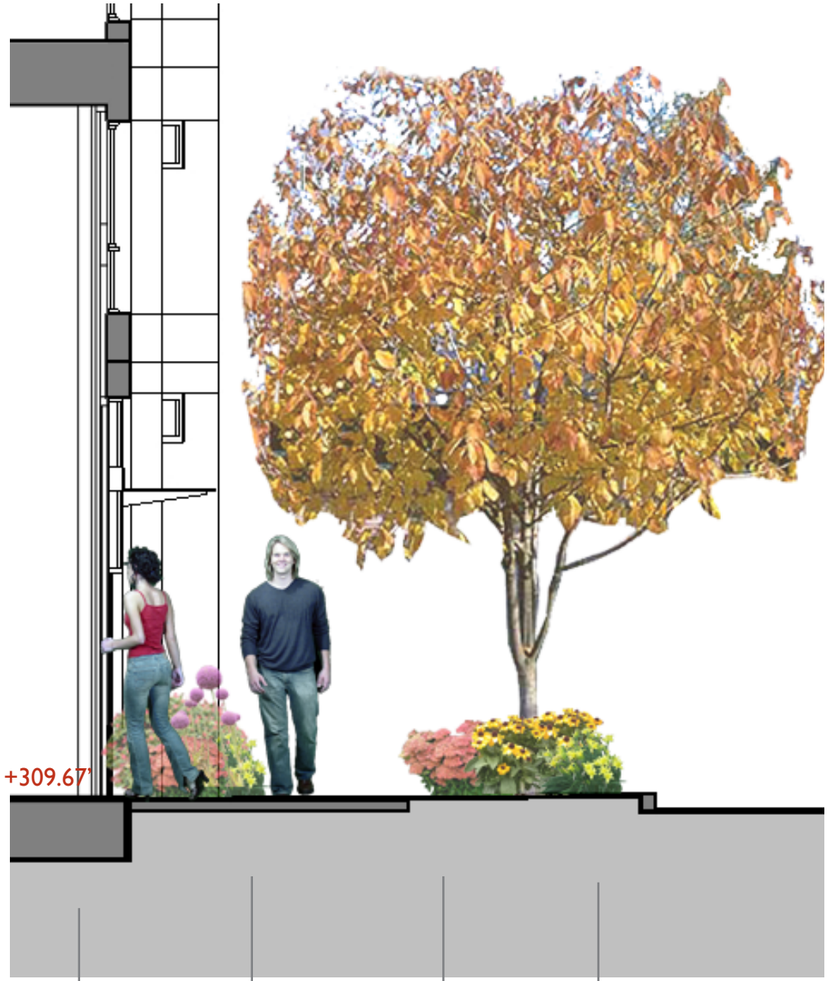
ENLARGED SITE PLAN

EAST ELEVATION

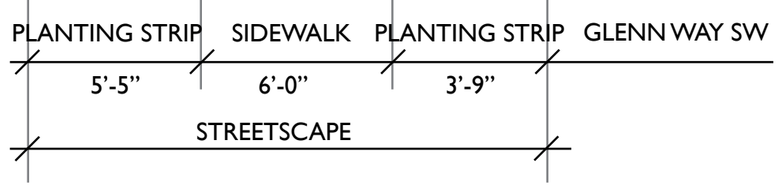
SKETCH OF GLENN WAY



SECTION OF LIVE/WORK UNIT



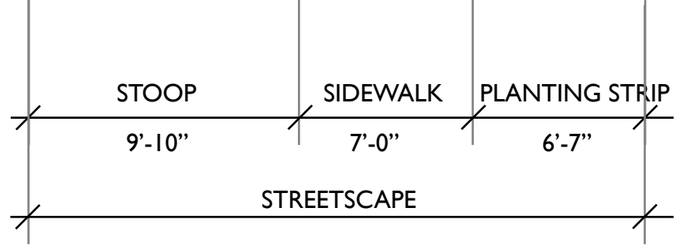
SIDEWALK SECTION ON GLENN WAY

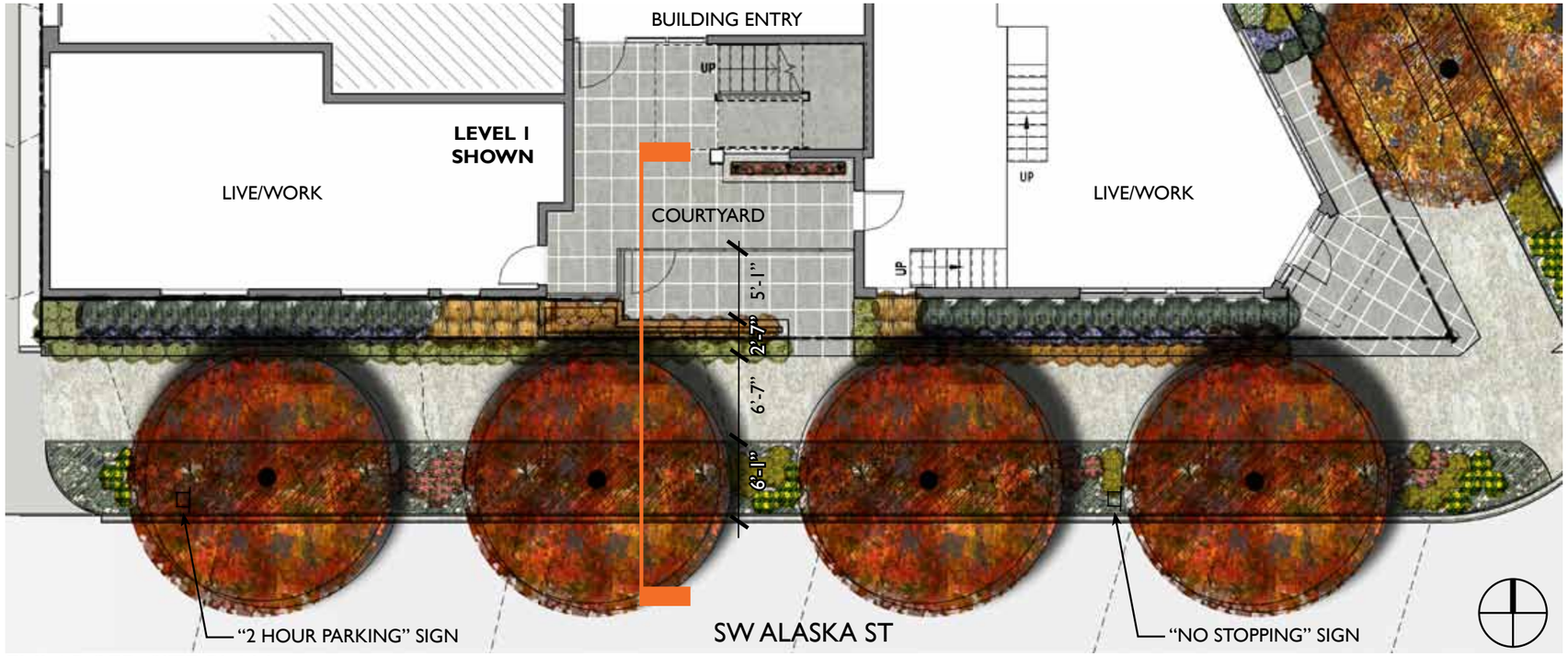


CORNER DESIGN - ALASKA AND GLENN

SKETCH LOOKING NORTHWEST AT
CORNER OF ALASKA AND GLENN

SIDEWALK SECTION THROUGH CORNER RETAIL



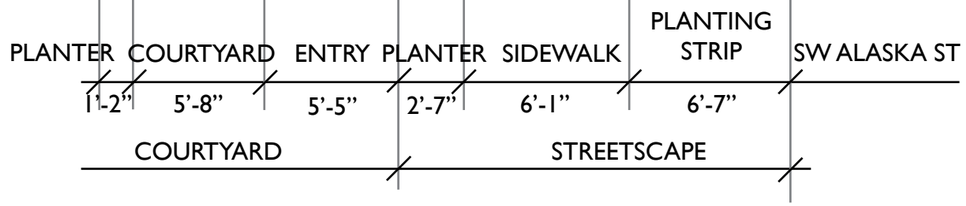


ENLARGED SITE PLAN

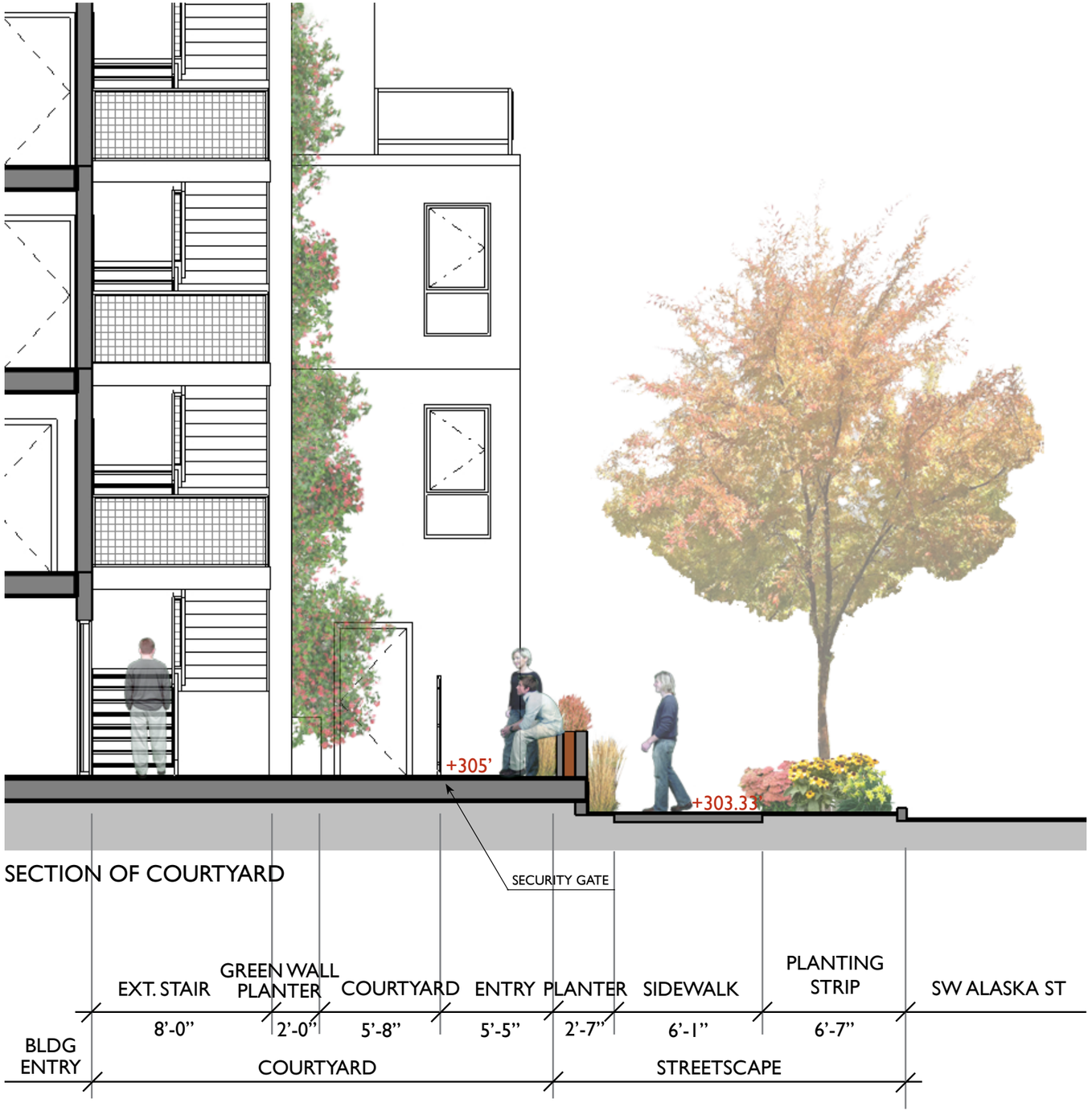
SOUTH ELEVATION

SKETCH OF THE COURTYARD SPACE

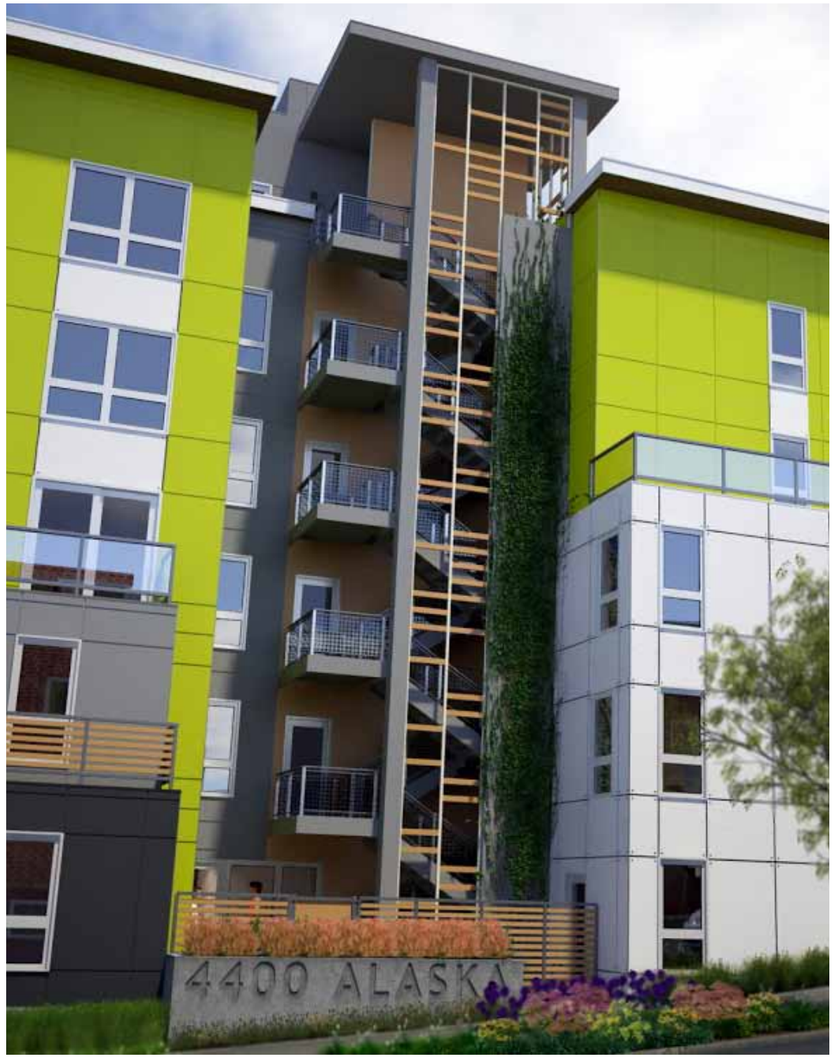
SIDEWALK SECTION ON ALASKA



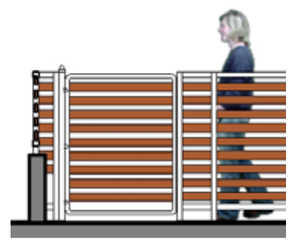
STAIR DESIGN



SECTION OF COURTYARD



RENDERING OF THE COURTYARD



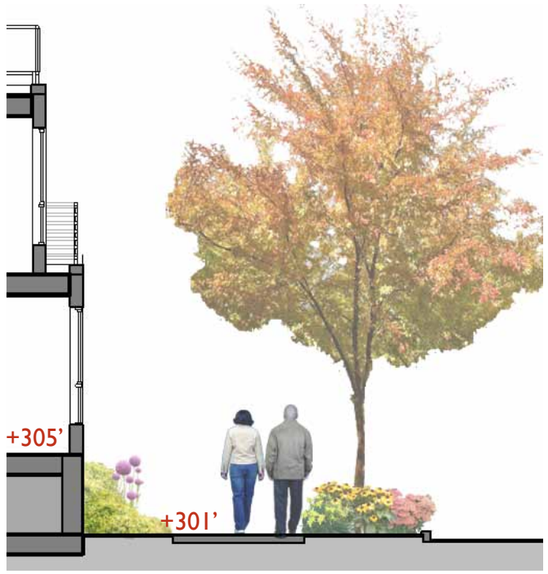
ELEVATION OF SECURITY GATE

EDG BOARD REQUESTED: STUDY OF SOUTHWEST UNIT STOOP ENTRY FROM SIDEWALK

EDG GUIDANCE SUMMARY

At the Early Design Guidance meeting on June 27, 2013, the board encouraged the study of a separate entry at the sidewalk with a stoop for the residential unit at the southwest corner along SW Alaska Street. The board noted that the entry should be designed to provide a direct relationship between the unit and the street to encourage human interaction while also providing security and privacy for residents.

After careful study of the options, it was determined that by locating the entry off the courtyard, the resident would have the greatest sense of security and privacy while still having some transparency through a slatted wood fence. Additionally, locating the entry off the courtyard created a greater length of facade for windows. The windows provide a relationship to the street, but maintain privacy by their elevation above grade.



PREFERRED OPTION: UNIT RELATIONSHIP TO SIDEWALK

PREFERRED OPTION

SOUTHWEST UNIT ENTRY VIA COURTYARD.

PROS:

- Continuous landscape along sidewalk
- Attractive signage on planter that wraps courtyard
- Bank of large windows provides transparency at sidewalk
- Consistent, uninterrupted language in the concrete planter and courtyard fence
- Privacy at unit entry
- Security at unit entry
- Attractive massing

CONS:

- Less openness at unit entry

REQUESTED STUDY

SOUTHWEST UNIT ENTRY VIA STAIR / STOOP DIRECTLY TO SIDEWALK.

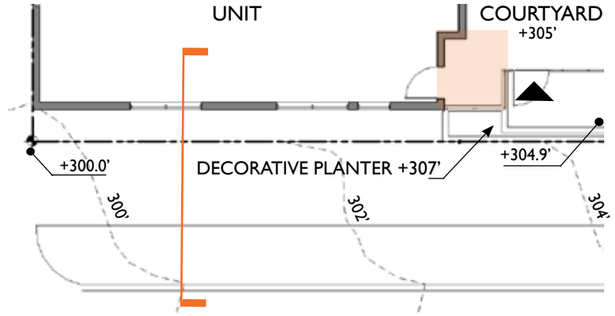
PROS:

- Openness at unit entry

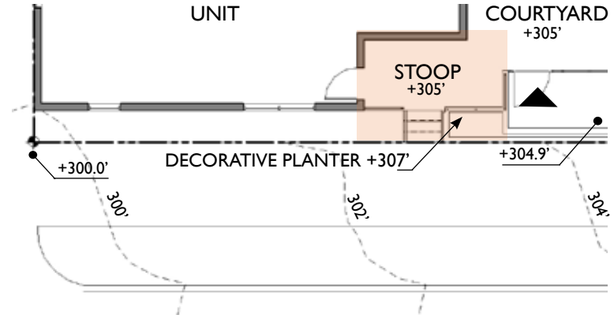
CONS:

- Breaks up landscaping
- Less privacy for resident
- Less security for resident
- Breaks up planter continuity
- Less windows at unit
- Unnecessary jog in massing

PREFERRED OPTION: SOUTHWEST UNIT ENTRY VIA MAIN COURTYARD



PREFERRED: FIRST FLOOR PLAN



STOOP STUDY: FIRST FLOOR PLAN

PREFERRED: SOUTH ELEVATION

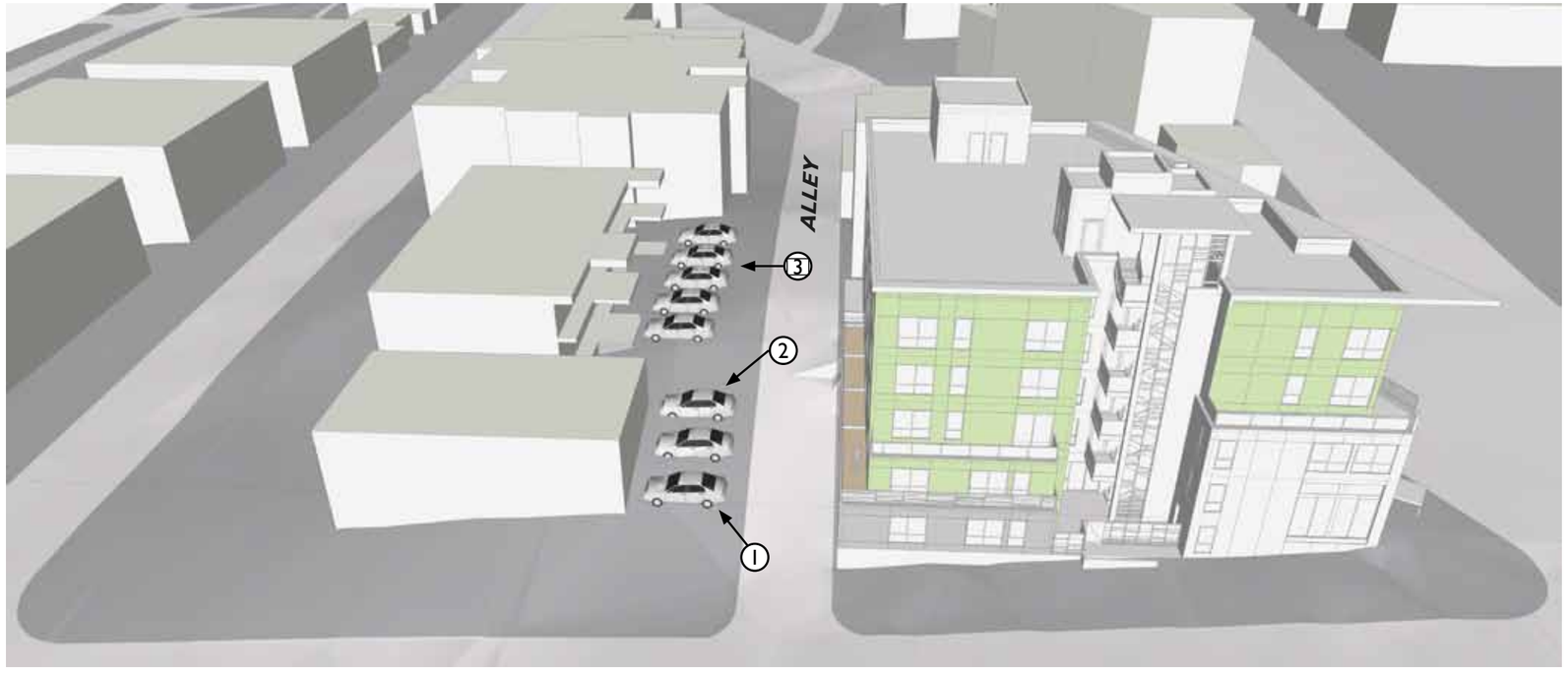
STOOP STUDY: SOUTH ELEVATION

ALLEY RELATIONSHIP

WEST ELEVATION

CEDAR ACCENT PANEL

MESH GARAGE DOOR

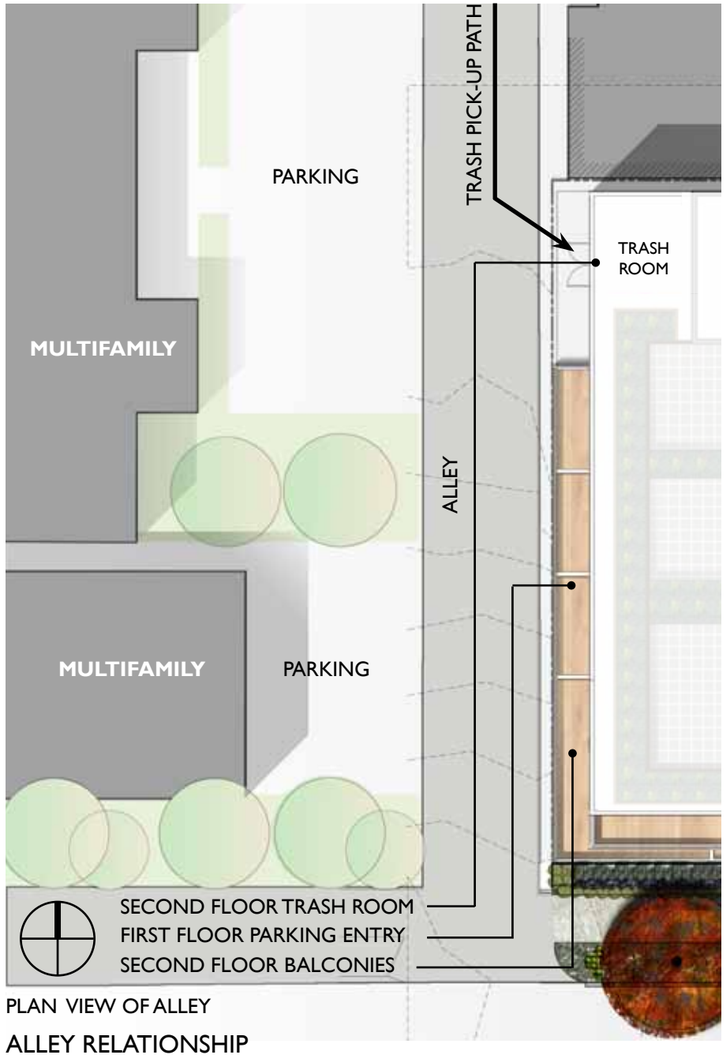


AERIAL PERSPECTIVE LOOKING NORTH UP ALLEY

1 BLANK WALL ON ADJACENT BLDG

2 ADJACENT BUILDING PARKING LOT

3 EXIT CORRIDOR ON ADJACENT BLDG

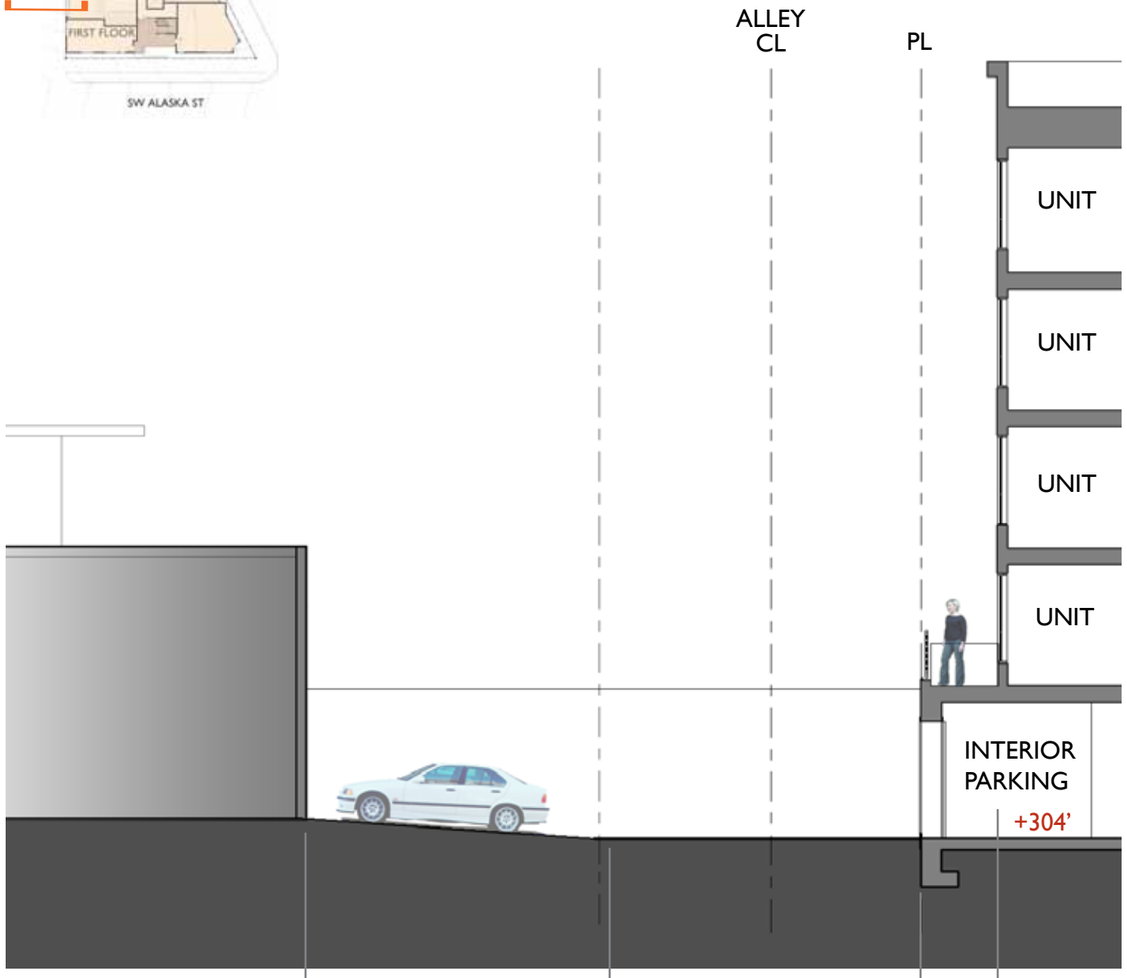


PLAN VIEW OF ALLEY

ALLEY RELATIONSHIP

The west facade of the proposed building faces out to the alley. The apartment building across the alley on Alaska Street has a blank wall with parking along the alley. The apartment building just to the northwest across the alley uses this facade as their exit corridor with exit stairs, set back from a parking lot.

The proposed building will also use the alley for service access. Both the trash room entry and the parking entry are at the alley. The upper levels have been designed to be sympathetic to the residential area with resident balconies with wood slat detailing, and generous windows and material color patterns.



SECTION THROUGH ALLEY

RENDERING OF THE SOUTHWEST CORNER

NIGHT RENDERING OF THE CORNER
OF ALASKA ST AND GLENN WAY

EXTERIOR LIGHTING

① PROGRESS LIGHTING/OUTDOOR SQUARE UP/DOWN LIGHT/ SILVER #P5644-30

WEST ENTRY DOOR
LIVE/WORK - WEST UNITS
GARAGE AND TRASH

② PHILIPS GARDCO SEMI RECESSED CANOPY LIGHT/ BLACK #220-BLP

LIVE/WORK - CORNER UNIT
ROOF SOFFIT

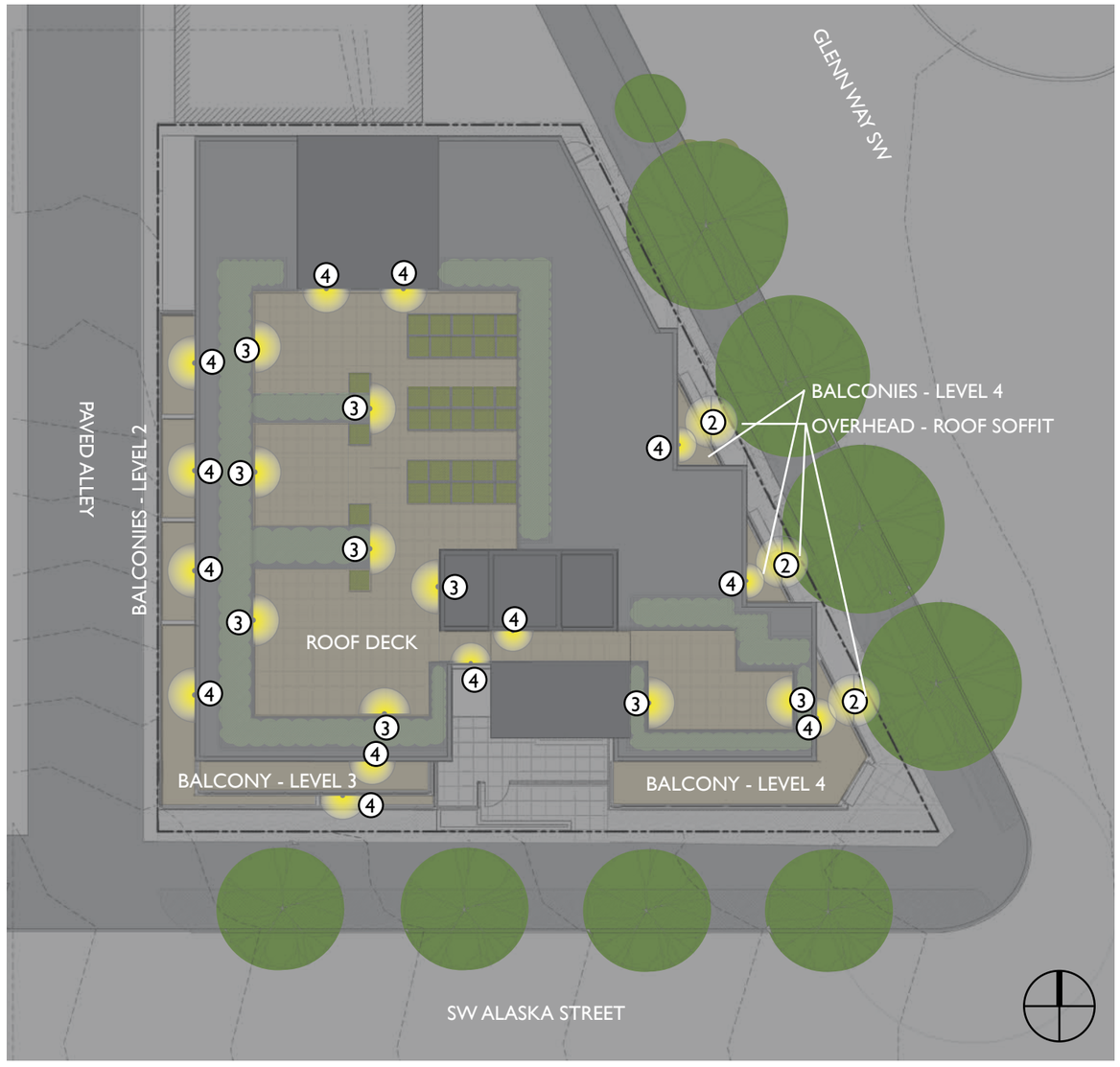
③ HINKLEY ATLANTIS PATH LIGHT (LED)/ HEMATITE #1518HE-LED

WALKWAY
ROOF DECK WALKWAY

④ WAC LIGHTING/ RUBIX LED OUTDOOR SCONCE/ BLACK #WS-W205-BK

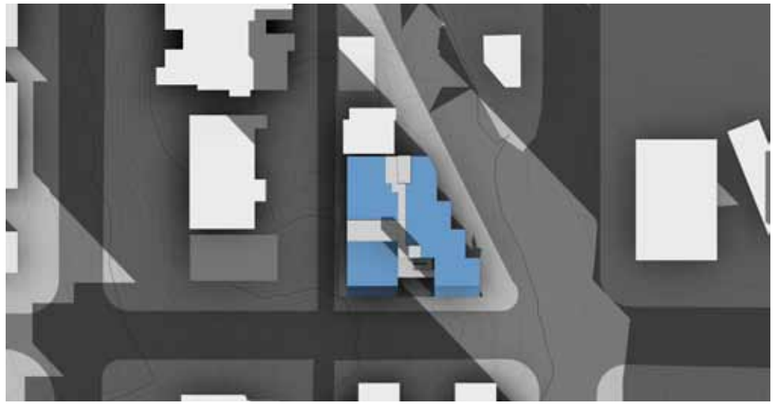
COURTYARD
STAIRCASE
BALCONIES
ROOF DECK ENTRY DOOR

EXTERIOR LIGHTING - LEVELS 1 + 2

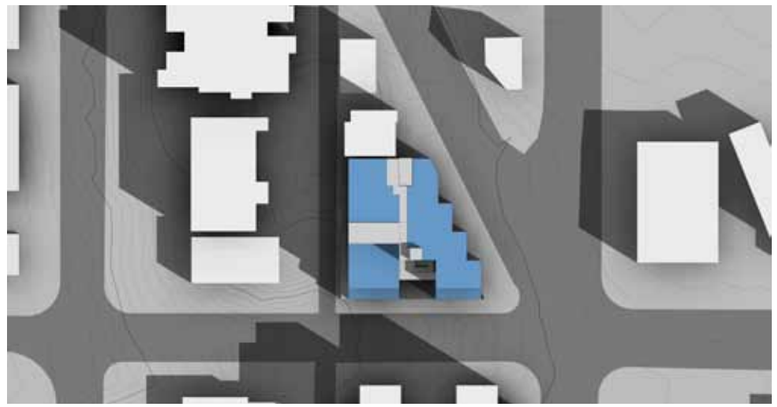


EXTERIOR LIGHTING - ROOF VIEW

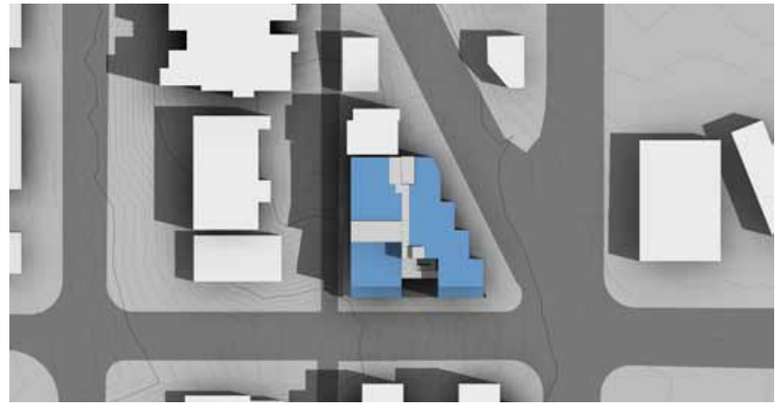
SHADOW STUDIES



DECEMBER 21, 9AM



MARCH 21, 9AM



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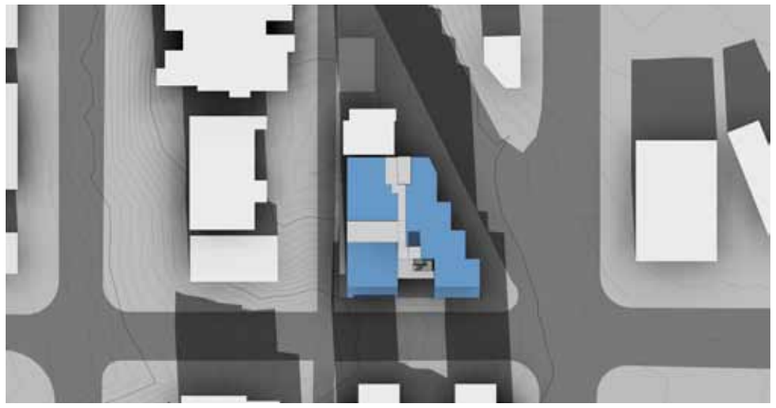
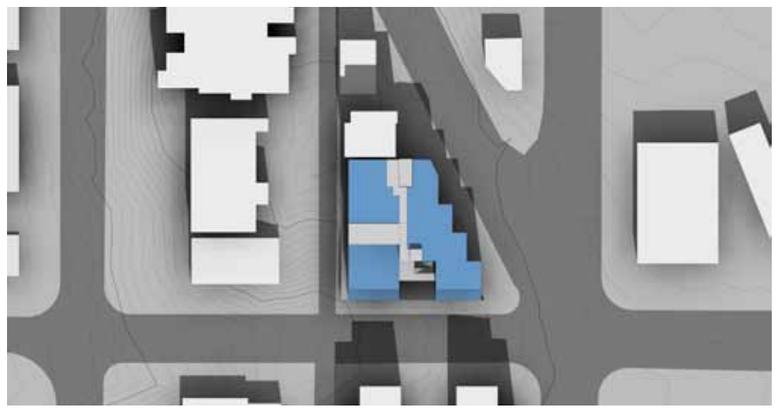


DECEMBER 21, NOON



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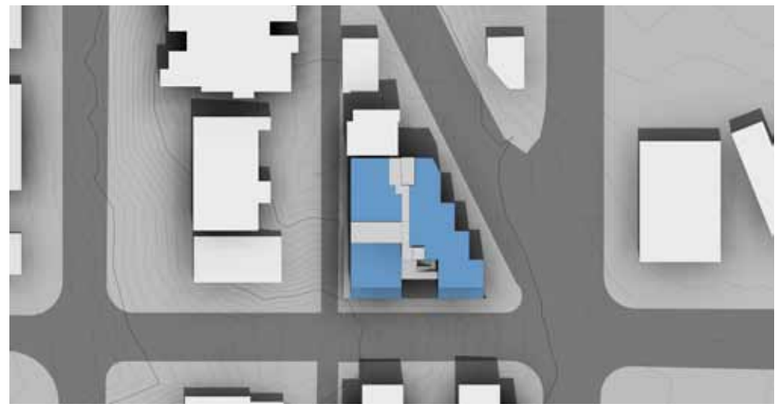

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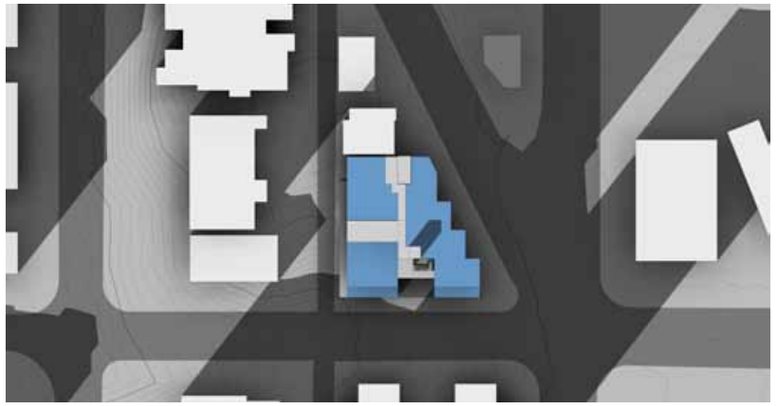
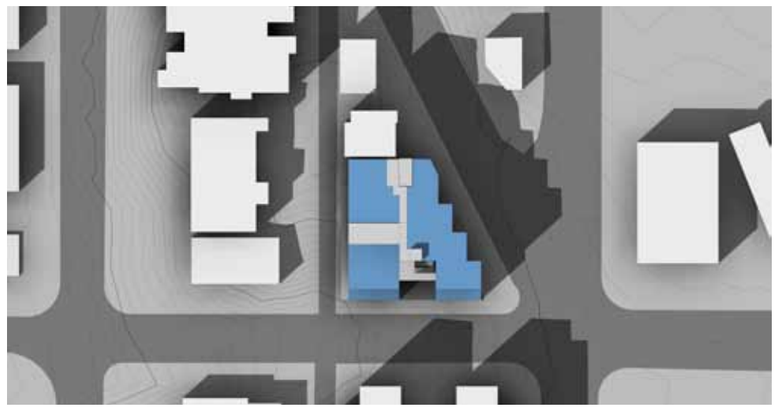
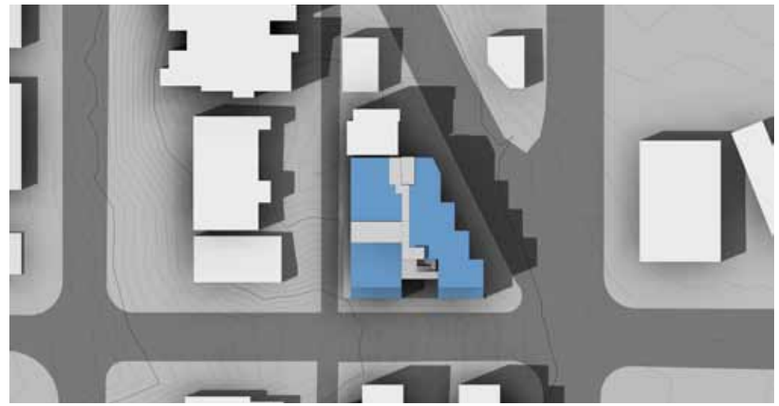


DECEMBER 21, 3 PM



MARCH 21, 3 PM



JUNE 21, 3 PM

① SKETCH OF GLENN WAY STOREFRONT

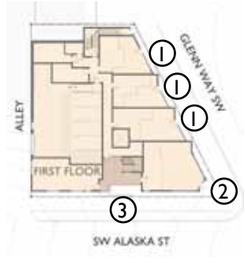
② SKETCH OF GLENN AND ALASKA CORNER

③ SKETCH OF COURTYARD

① GLASS CANOPY FOR COMMERCIAL ENTRANCE - Possible undermount signage.

② BUILDING ADDRESS FOR SIGNAGE - Impressed into exposed architectural concrete.

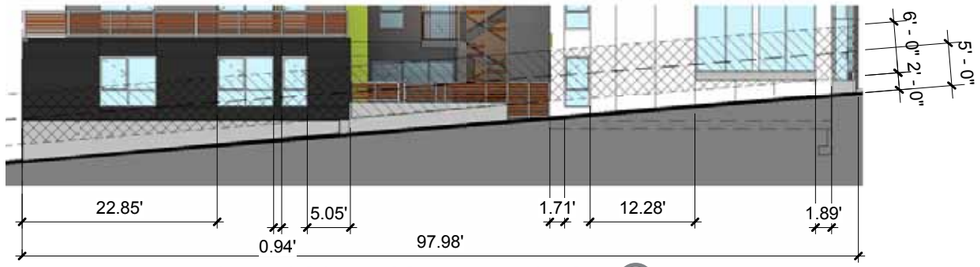
③ COMMERCIAL SIGNAGE- Undermount, suspended from painted canopy above and lit with directional lighting.



DEPARTURE 1.1, 1.2 & 5 - FACADE TRANSPARENCY AND BLANK FACADE

BLANK FACADE CALCULATION
SOUTH ELEVATION - SW ALASKA STREET

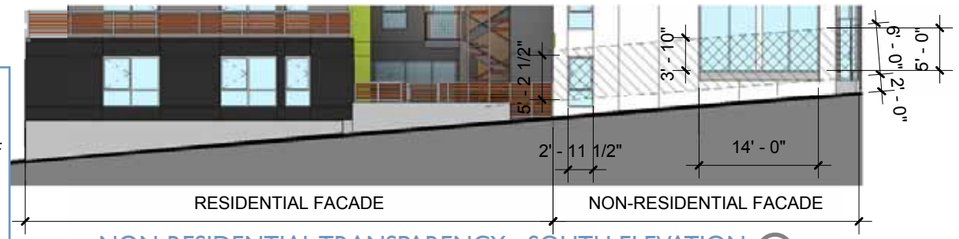
FACADE WIDTH =	97.98'
BLANK FACADE SEGMENT WIDTH =	44.72'
43% BLANK FACADE	



BLANK FACADE - SOUTH ELEVATION (5)

NON-RESIDENTIAL TRANSPARENCY CALCULATION
SOUTH ELEVATION - SW ALASKA STREET

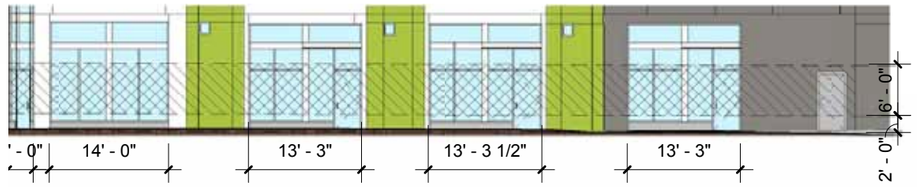
TOTAL FACADE AREA	217.5 SF
TOTAL TRANSPARENT FACADE	91.5 SF
42% TRANSPARENT	



NON-RESIDENTIAL TRANSPARENCY - SOUTH ELEVATION (1.1)

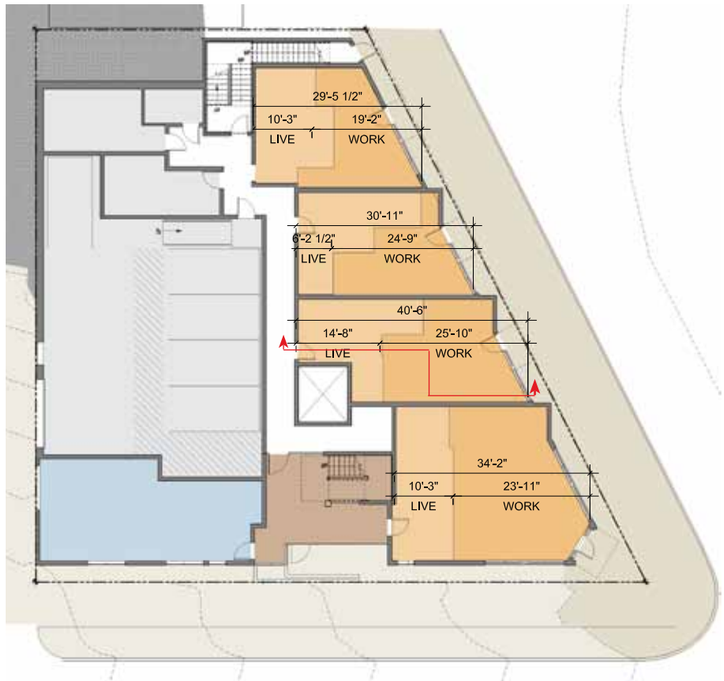
NON-RESIDENTIAL TRANSPARENCY CALCULATION
EAST ELEVATION - GLENN WAY SW

TOTAL FACADE AREA	597 SF
TOTAL TRANSPARENT FACADE	345 SF
58% TRANSPARENT	

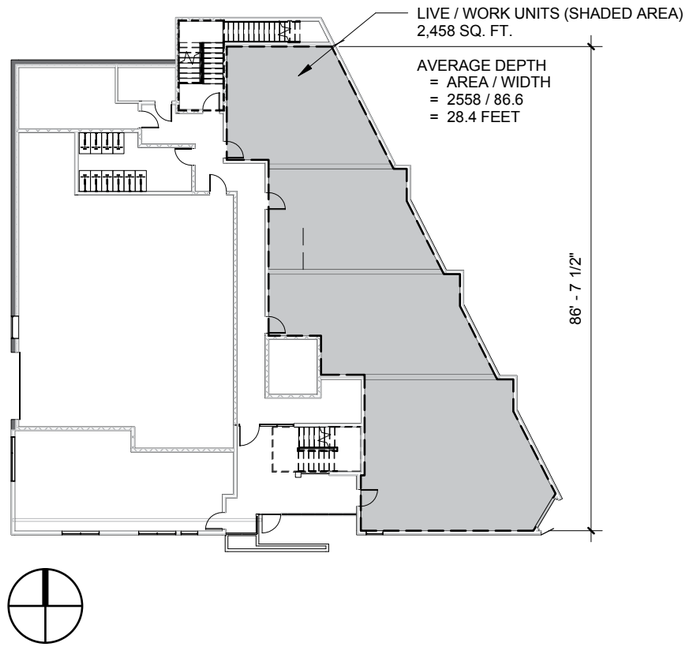


NON-RESIDENTIAL TRANSPARENCY - EAST ELEVATION (1.2)

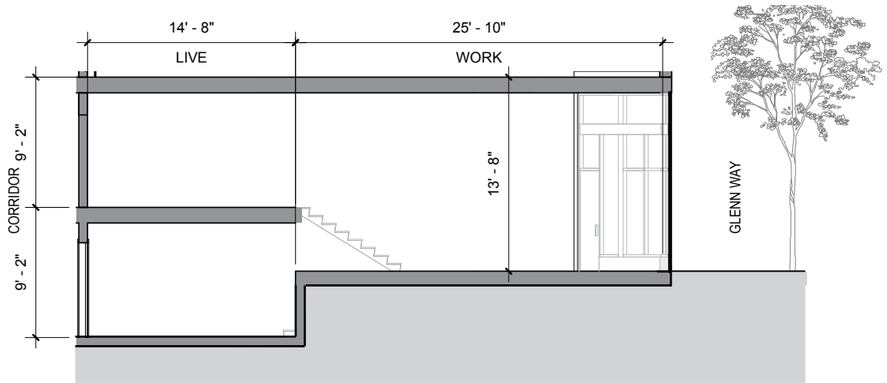
DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	DEPARTURE AMOUNT	REASON FOR DEPARTURE	DESIGN REVIEW GUIDELINES
#1.1 SMC 23.47A.008.B.3 Non-Residential Street-Level Requirements - Transparency (SW Alaska Street)	60% Of the street-facing facade between 2' and 8' above the sidewalk shall be transparent	42% Of the street facing facade on SW Alaska Street is transparent	There is a difference of 18% from the required 60% transparency that is not transparent along Alaska St.	Due to the steep slope of Alaska Street, the extent of the large storefront is not fully captured within the measurement framework. The live-work portion of the elevation along alaska street includes a high level of transparency, provided by an 11'-8" high storefront that wraps the corner. The transparent facade is placed primarily at the commercial "work" portion of the unit, while the residential "live" portion has a smaller window. The intent of the requirement for non-residential uses is to provide "commercial transparency" (d-11) and is fulfilled in the "work" portion. The less transparent facade in the "live" portion of the facade gives the residents privacy and security (a-6). The focus of the transparency at the corner reinforces the encouragement of pedestrian activity at the corner (a-10).	A-6 Transition A-10 Corner Lots D-11 Commercial Transparency
#1.2 SMC 23.47A.008.B.3 Non-Residential Street-Level Requirements - Transparency (Glenn Way)	60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent	58% of the street-facing facade on Glenn Way is transparent	There is a difference of 2% from the required 60% transparency that is not transparent along Glenn Way.	The live-work units have a pattern of very high transparency alternating with opaque wall that is consistent with the architectural concept of the commercial massing juxtapositioned with the sawtooth massing (c-2). By providing a high degree of transparency at a large expanse of the unit, the "work" portion is open to view (d-11). The opaque portion of the facade allows the resident an area of the unit that is less visible to passersby, providing "security and privacy." (A-6)	A-6 Transition C-2 Architectural Concept & Consistency D-11 Commercial Transparency
#5 SMC 23.47A.008.A.2 Street Level Development Stds - Blank Facade (SW Alaska Street)	Blank segments of the street-facing facade between 2 ft and 8 ft above the sidewalk may not exceed 20 ft in width. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.	All blank segments are less than 20 ft in length, except one segment on SW Alaska St is approximately 23 ft. The total of all blank facades on SW Alaska St is 43%.	3 ft greater length of blank facade on SW Alaska St than the required maximum of 20 ft. 3% greater length of all blank facades on SW Alaska St than the required maximum of 40 percent.	SW Alaska street has a varied pattern of facade material elements, including a large courtyard opening, proportioned materials, and carefully placed windows. The method of calculation for a blank facade requires that the measurement is taken at 5' above sidewalk grade. Because SW Alaska St has a substantial slope, the window sills are higher than normal at the lowest portion of the slope. So that although there are windows in that portion of the facade, they are not included in the calculation. Lowering the windowsills just to fit within the 5'-0" mark would have the effect of putting the floor level of the unit at eyelevel with passers-by. Instead, the sills are above the floor level giving the residents "an effective transition between the public and private realm" (a-4) with "security and privacy" (a-6). The portion of facade below the window will have landscaping to provide a pleasant experience for pedestrians and enhance the streetscape (a-2, e-2).	A-2 Streetscape A-4 Human Activity A-6 Transition E-2 Landscaping



2.1 DEPTH OF UNIT



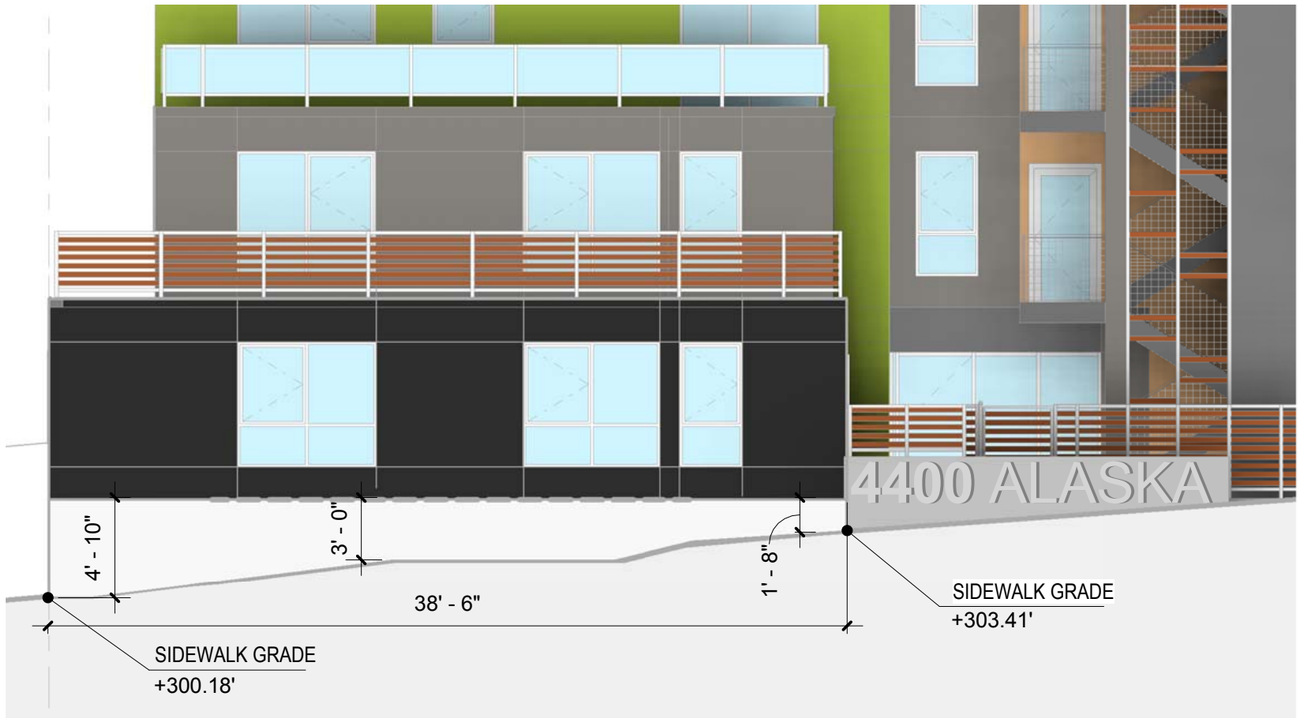
AVERAGE DEPTH



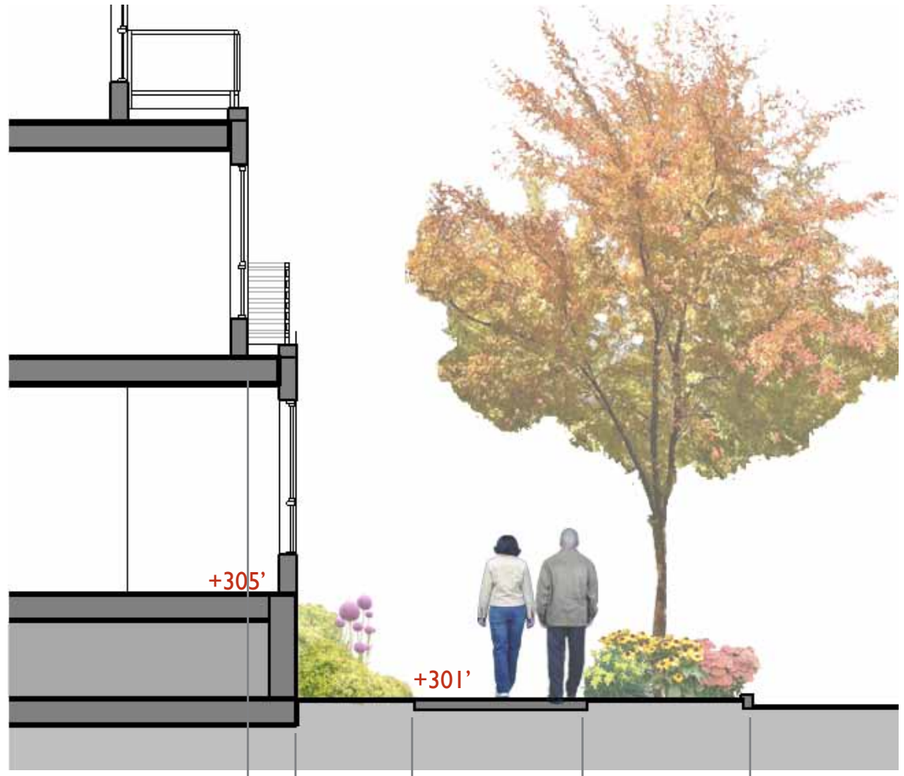
2.2 NON-RESIDENTIAL HEIGHT

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	DEPARTURE AMOUNT	REASON FOR DEPARTURE	DESIGN REVIEW GUIDELINES
#2.1 SMC 23.47A.008.B.3 Non-Residential Street-Level Requirements - Height And Depth (Depth)	Non-residential uses shall extend an average of at least 30' and a minimum of 15' depth.	Non-residential uses extend approximately an average of 28' and a minimum of 18'-9"	2'-0" Less than required 30'-0" average depth	A small reduction in the average depth of the units allows the building to achieve a highly modulated facade that is in context with nearby scale and rhythm (c-1). The modulated facade is part of the architectural concept that juxtaposes a sawtooth pattern with a transparent commercial massing (c-2). Additionally, pulling back the non-residential uses from the sidewalk allows for landscaping elements to be located between the live/work entry and the public sidewalk (e-2). The minimum depth of the proposed plan is exceeded by 3'-8", meeting the intent of the requirement to provide a viable commercial space.	C-1 Architectural Context C-2 Architectural Concept And Consistency E-2 Landscaping
DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	DEPARTURE AMOUNT	REASON FOR DEPARTURE	DESIGN REVIEW GUIDELINES
#2.2 SMC 23.47A.008.B.3.B Non-Residential Street-Level Requirements - Height And Depth (Height)	Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet	Non-residential uses have a floor-to-floor height of at least 13' in the area designated for "work." The depth of this area in each unit is: 19'-2", 24'-9", 25'-10", and 23'-11".	Approximately 11 ft, 5 ft, 4 ft, and 6 ft less depth than the required 30 ft depth for 13 ft minimum flr-to flr ht. The rear "live" loft portion of the units has 9'-2" flr-to-flr ht.	At least 13' minimum floor-to-floor height is provided for the majority of the unit in the "work" area, creating an open area that is transparent to the street as commercial space (d-11) with a scale that has proportion consistent with commercial use (c-3). The portion of the unit that has a lesser floor-to-floor height is the "live" portion, split into a lower and upper level with an open loft with guardrail, so that there is an open, high ceiling to the full depth of the unit, further enforcing the commercial scale (c-3). The split-level "live" portion of the unit has a smaller floor-to-floor height that differentiates it from the "work" portion, giving the residents "security and privacy" (a-6) and providing an "effective transition between the public and private realm" (a-4).	A-4 Human Activity A-6 Transition C-3 Human Scale D-11 Commercial

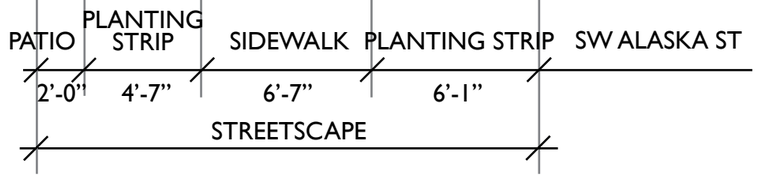
DEPARTURE #3 - RESIDENTIAL UNIT RELATIONSHIP TO SIDEWALK



3 SOUTH ELEVATION OF RESIDENTIAL UNIT

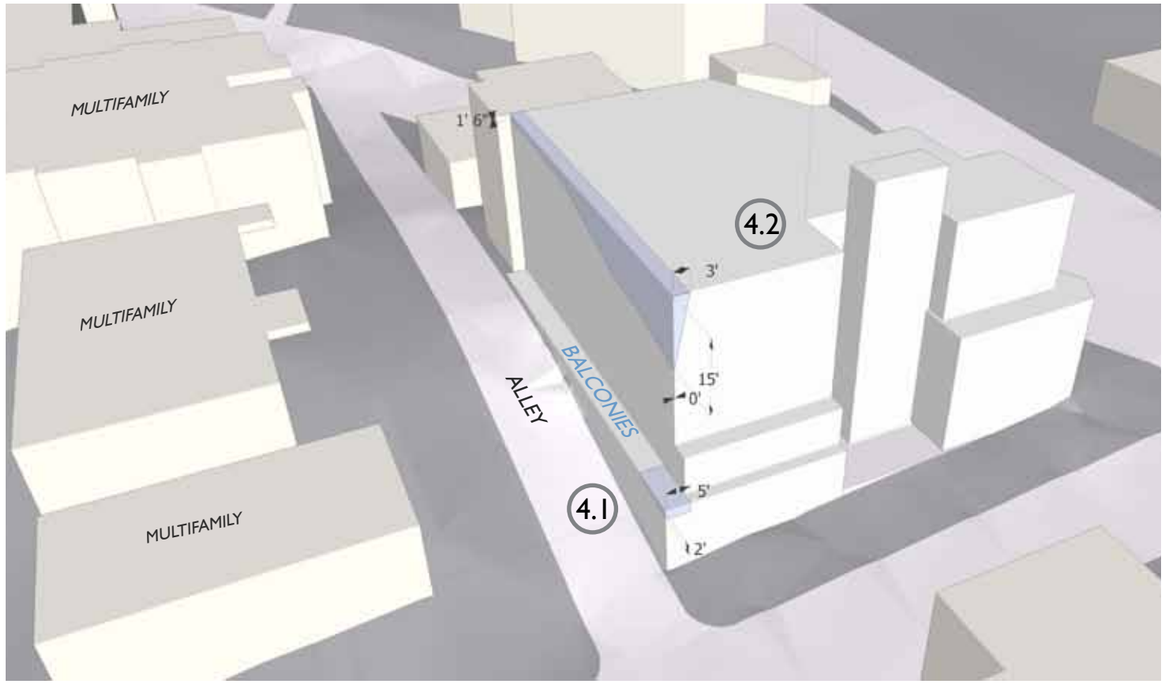


PATIO SECTION ON ALASKA

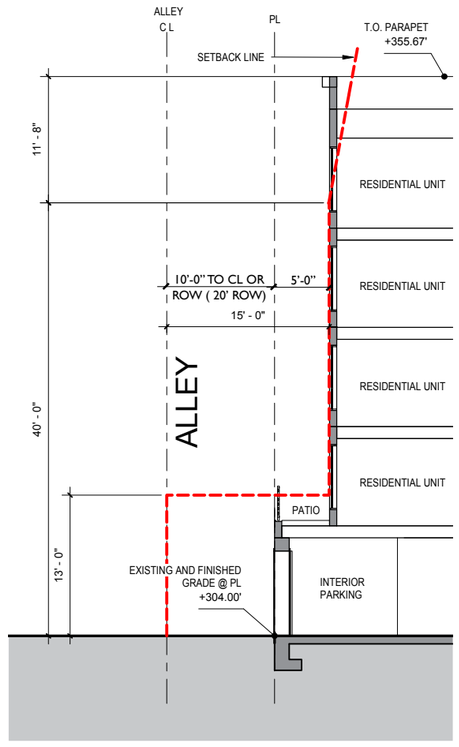


DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	DEPARTURE AMOUNT	REASON FOR DEPARTURE	DESIGN REVIEW GUIDELINES
#3 SMC 23.47A.12 Residential Street Level Development Standards For Height Increase	Street level, street facing units must be 4' above or 4' below sidewalk grade, or set back at least 10' from the sidewalk.	The residential unit on SW Alaska St is 4'-0" or greater above sidewalk grade for approximately 12' width and less than 4'-0" above sidewalk grade for approximately 23' width. The residential unit averages 3'-4" above sidewalk grade. The entry is from the courtyard.	An average of 0'-8" over the entire width of the unit is less than required 4'-0" above grade . The portion of the unit less than 4'-0" above grade is 23' wide.	The ground level residential unit meets the intent of the zoning requirement is to separate the private residence from the public sidewalk for "an effective transition between the public and private realm" (a-4) and for "security and privacy" (a-6) by providing a notable height difference between the sidewalk and floor level that averages 3'-4" above grade to as high as 4'-10" above grade over the course of a steep slope. The board indicated a favorable response toward this departure request. Raising the unit so that the entire unit is 4'-0" or higher above the sidewalk would disrupt the scale and massing of the building, while placing the unit slightly below the 4'-0" height as shown is in keeping with the scale and proportion of the building (b-1, c-1). The experience of the pedestrian at the sidewalk along the unit is separation from the private realm of the unit that is accomplished through both the height difference and a landscaping buffer (c-3). The entry of the unit is at the level of the prominent courtyard entry.	A-4 Human Activity A-6 Transition B-1 Height, Bulk & Scale C-2 Architectural Concept & Consistency C-3 Human Scale

DEPARTURE #4.1 & 4.2 - SETBACK REQUIREMENTS AT ALLEY



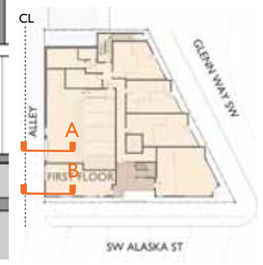
SETBACK STUDY OF SOUTHWEST CORNER



ALLEY SECTION - A

ALLEY SECTION - B

FOR ADDITIONAL CONTEXT INFO. AT THE ALLEY, SEE "ALLEY RELATIONSHIP," PAGES 36-37.



DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	DEPARTURE AMOUNT	REASON FOR DEPARTURE	DESIGN REVIEW GUIDELINES
#4.1 SMC 23.47A.014 Setback Requirements (From 13' To 40' Above Grade)	0' setback from 0' to 13' above grade 15' setback from 13' to max 40' above grade +2' setback (graduated from 0' to 2') for each additional 10' of structure (1/2 The width of an abuting alley may be counted as part of the required setback)	A 10' setback from the alley centerline is proposed for a portion of the building between 13'-40' above grade. The portion totals 13 sf at the sw corner of the building at the lowest point in alley grade.	5'-0" Less than required 15'-0" setback from alley centerline for a 13 sf area at the SW corner of the bldg at the lowest point in alley grade.	The alley slopes approximately 14' from north to south. At the lowest point of the alley grade, a 13 sf portion of the building encroaches in the 15' setback between 13'-0" and 15'-0" above grade. The small encroachment is due to placing the residential unit at a height nearly 4'-0" above the sidewalk, which gives that unit "security and privacy" (a-6) and "an effective transition between the public and private realm" (a-4). The small encroachment also provides the opportunity for a series of setbacks consistent with the building proportions and scale (c-2, c-3) and that gives the corner a scale that is appropriate to the pedestrian (a-4, b-1). Additionally, this setback has a balcony that has scaled architectural wood railing detailing consistent with the architectural concept (c-2, c-4).	A-4 Human Activity A-6 Transition B-1 Height, Bulk, & Scale C-2 Architectural Concept & Consistency C-3 Human Scale C-4 Exterior Finish Mat'ls
DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	DEPARTURE AMOUNT	REASON FOR DEPARTURE	DESIGN REVIEW GUIDELINES
#4.2 SMC 23.47A.014 Setback Requirements (Greater Than 40' Above Grade)	0' Setback from 0' to 13' above grade 15' setback from 13' to max 40' above grade +2' setback (graduated from 0' to 2') for each additional 10' of structure (1/2 The width of an abuting alley may be counted as part of the required setback)	Structure height from 40' to 55' has a 15' setback from the alley centerline.	0'-0" to 3'-0" less than the required setback of 15'-0" to 18'-0" between 40' to 55' above grade for an area of 556 sf.	The alley slopes approximately 14' from north to south. A 556 sf portion of the alley facing facade encroaches into the 15'-18' setback above the 40' height line primarily at the lowest portion of the alley. A tradeoff of greater setback occurs for 614 sf of facade that has a setback 5' greater than what is required at the highest portion of the alley. By creating a consistent setback for levels 2-5 of the facade, the building achieves a consistency of form that works with the overall concept, including creating a consistent roofline that wraps around the south facade and around the southwest corner (c-2). The level 1 massing provides a counterpoint to the upper massing with a series of setbacks consistent with the building proportions and scale (c-2, c-3) and that gives the corner a scale that is appropriate to the pedestrian (a-4, b-1). Additionally, this setback has a balcony that has scaled architectural wood railing detailing consistent with the architectural concept (c-2, c-4).	A-4 Human Activity B-1 Height, Bulk, & Scale C-2 Architectural Concept & Consistency C-3 Human Scale C-4 Exterior Finish Mat'ls

MATERIAL INSPIRATION FROM WEST SEATTLE'S JUNCTION


SOUTH ELEVATION
WEST ELEVATION
MATERIALS PALETTE
nk NICHOLSON KOVALCHICK ARCHITECTS

SOUTH ELEVATION

MATERIALS PALETTE

CLEAR ANODIZED STOREFRONT

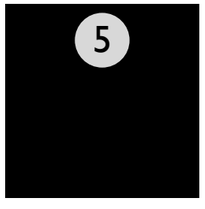
WHITE VINYL WINDOW SYSTEM

FIBER CEMENT PANEL

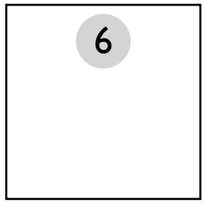
METAL COMPOSITE PANEL

FIBER CEMENT PANEL #1: FUSION GREEN

FIBER CEMENT PANEL #2: DOVETAIL GREY



METAL COMPOSITE PANEL #1: MATTE BLACK



METAL COM. PANEL #2: WHITE

MATERIALS PALETTE

CEDAR ACCENT PANEL

EXPOSED ARCHITECTURAL CONCRETE

WOOD SLAT RAIL SYSTEM

GLASS RAIL SYSTEM

STAIR ENCLOSURE - RANDOM CEDAR SLATS

GREEN WALL SYSTEM

EAST ELEVATION

RECENT ISOLA HOMES PROJECTS

HARBOR WORK/LIVE

DAKOTA

CHELAN RESORT SUITES

TRIAD 12TH

VIEW 222

H2O APARTMENTS - LEED-H GOLD

BROADSTONE KOI - LEED-NC CERTIFIED

ARTHOUSE

APERTURE - BUILT GREEN 3-STAR TARGET