MILLER HULL

Rhodes Architecture + Light

YMSA USA DESIGN REVIEW RECOMMENDATION MEETING

1307 HARBOR AVENUE SW PROJECT #3015628 21 JANUARY 2016

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DEVELOPMENT OBJECTIVE

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features.
The site is located in West Seattle on a parcel that fronts both Harbor Avenue SW to the east and California Way SW to the west, just north of the Water Taxi terminal. Part of the project site includes the site of the former Alki Tavern. The buildings on the site consist of 1-2 story wood frame commercial and multi-family structures that are in poor to fair condition. The site is relatively flat along the Harbor Avenue SW frontage at an elevation of approximately 14.0' and is bordered to the east by a steep forested slope up to California Way SW. Across California Way SW to the east, the sloping hillside continues to an elevation of approximately 250.0'. There is one single family structure built in the 1920's that fronts California Way SW. Half of this existing structure is built in the right of way.

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood-Specific Guidelines
The project site is comprised of multiple parcels of land. The three northern lots fall within a MR Multi-family zone and the five lots to the south fall within a NC2-65 zone. There is a small sliver of land at the northwest corner of the site that falls within the SF 7200 Single Family zone. The MR zoned lots fall under the Alki Area Parking Overlay (23.54.015B). The project does not fall within any specific neighborhood design guidelines so will follow the newly adopted city-wide guidelines. The east edge of the site falls with in an archeological buffer zone. The east edge of the site falls within a designated Environmental Critical Area for steep slopes. California Way SW and Harbor Avenue SW are designated scenic routes.

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views a, community landmarks, etc.
At the north end of Alki in the vicinity of this project, the developed uses remain largely residential with a smattering of mixed use and commercial uses. To the east, is the Don Armeni Boat Ramp, and recreational bike and pedestrian pathways that lead to Alki's beaches and commercial district farther to the east. Adjacent zoning is MR Multifamily Residential to the north, NC2-65 Neighborhood Commercial to the south and SF 7200 Single Family. There are significant city, water and mountain views to the northeast, east and southeast. Views to the west are largely of forested hillside.

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residential units (approx.), amount of commercial square footage (approx.) and number of parking stalls (approx.). Please also include potential requests for departure from development standards.
Development Objectives:
- 66,250 square foot mixed-use structure containing approximately:
  - 15 residential apartments, totaling about 24,100 square feet
  - 13,800 square feet of commercial office space
  - 8,000 square feet of light manufacturing
  - 2,500 square feet of ground floor retail
  - 2,800 square feet of restaurant
  - 41 parking spaces below grade, totaling approximately 6,500 square feet

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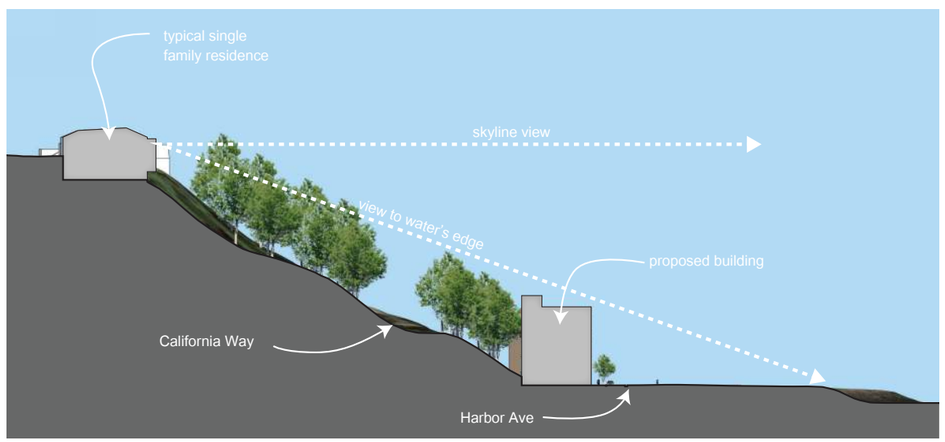
SITE ENVIRONMENT

The project site has a long north-south orientation, and the steep slope of the hillside limits the buildable area to a long, narrow strip along the eastern edge of the site. The resulting building shape is one with a long eastern exposure, capable of harnessing early morning sun during heating months while employing internal blinds to reflect heat gain in cooling months. The west façade of the building facing the hillside will benefit from the existing heavy deciduous and evergreen tree canopy which will block the majority of late afternoon solar exposure in summer. In winter, when the nearby trees have lost their leaves, the project will benefit from afternoon sun.

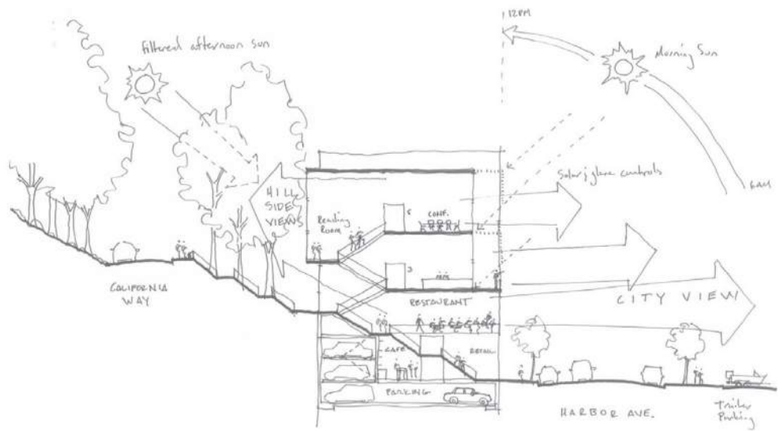
By limiting the development on the hillside, existing trees and habitats will be preserved on the undeveloped west portion of the property. Both landscape and building design will integrate with existing on-site natural habitats along the by incorporating similar elements such as plantings and boulders. The project includes a two-story water feature which will be a continuous waterfall that will mute the sounds of street traffic and create a natural northwest forest stream ambience.

Due to the project's proximity to Elliott Bay, there is the possibility that natural through ventilation could be used to cool parts of the building. All occupiable spaces in the building will have operable windows and large door openings on both the east and west facades to promote passive ventilation when appropriate.

The site's unique location also affords the possibility of linking California Way SW with Harbor Avenue SW via a public stairway. The existing single-family residence (which currently encroaches into the public right of way on California Way SW) will be demolished. This previously developed uphill lot will be restored with native habitat and a publicly accessible route will be created down the hillside, bringing the public through the forested hillside site and giving access to the waterfront and enabling multi-level commercial uses.



SITE SECTION



EARLY SECTIONAL CONCEPT SKETCH

SE 1/4 SEC 2, TWP 24N, RGE 3E, W.M.

SITE NOTES

SITE ADDRESS:
1307, 1311, 1321 & 1323 HARBOR AVENUE SW
SEATTLE, WASHINGTON

TAX ACCOUNT NO.:
927220-2645--22
927220-2660--22
927220-2665--22
927220-2670--22
927220-2675--22
927220-2680--22

ZONING:
MR (MIDRISE): LOTS 3, 4 & 5
NC2-65 (NEIGHBORHOOD COMMERCIAL) LOTS 6, 7, 8, 9, & 10

ZONING AGENCY:
CITY OF SEATTLE
DEPARTMENT OF PLANNING AND DEVELOPMENT
700 5TH AVENUE, SUITE 2000
SEATTLE, WA 98104
(206) 684-8600

SETBACKS:
CURRENT SETBACK REQUIREMENTS SUBJECT TO SITE PLAN REVIEW. CURRENT SETBACKS MAY DIFFER FROM THOSE IN EFFECT DURING DESIGN/CONSTRUCTION OF EXISTING IMPROVEMENTS.

THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY BY THE GOVERNING JURISDICTION INDICATES THAT STRUCTURES ON THIS PROPERTY COMPLIED WITH MINIMUM SETBACK AND HEIGHT REQUIREMENTS FOLLOWING CONSTRUCTION.

FLOOD ZONE:
THIS SITE APPEARS ON NATIONAL FLOOD INSURANCE RATE MAP, DATED MAY 16, 1995, COMMUNITY PANEL NO. 530330G610F, AND IS SITUATED IN ZONE "X", AREA DETERMINED TO BE OUTSIDE 500 YEAR FLOOD PLAIN.

HORIZONTAL DATUM: NAD 83/91

VERTICAL DATUM: NAVD 1988
ELEVATIONS ARE BASED ON NAVD-1988 DATUM.
TBM NO. 25011 - "X" IN E. CAP BOLT AMERICAN DARLING ON HYDRANT ON W. SIDE OF HARBOR AVE. S.W. 80'± N. OF FAIRMONT AVE. S.W.
ELEVATION = 18.16

VERIFIED BY:
SNV-5196 "BRASS DISC STAMPED 5196 0.3 FEET WEST OF THE BACK OF WALK ON THE EAST SIDE OF HARBOR AVENUE WEST AT THE PROJECTED EAST-WEST CENTERLINE OF S.W. MARYLAND PLACE"
ELEVATION = 16.215 FEET

AREA:
SITE AS SHOWN CONTAINS 21,014 SQUARE FEET OR 0.4824 ACRES, MORE OR LESS.

PARKING SPACE COUNT:
PARKING SPACES TOTAL 0 INCLUDING 0 HANDICAP ACCESSIBLE SPACES.

SUBSTRUCTURES:
BURIED UTILITIES ARE SHOWN AS INDICATED ON RECORDS MAPS FURNISHED BY OTHERS AND VERIFIED WHERE POSSIBLE BY FEATURES LOCATED IN THE FIELD. WE ASSUME NO LIABILITY FOR THE ACCURACY OF THOSE RECORDS. FOR THE FINAL LOCATION OF EXISTING UTILITIES IN AREAS CRITICAL TO DESIGN CONTACT THE UTILITY OWNER/AGENCY.

TELECOMMUNICATIONS/FIBER OPTIC DISCLAIMER:
RECORDS OF UNDERGROUND TELECOMMUNICATIONS AND/OR FIBER OPTIC LINES ARE NOT ALWAYS AVAILABLE TO THE PUBLIC. BRH HAS NOT CONTACTED EACH OF THE MANY COMPANIES, IN THE COURSE OF THIS SURVEY, WHICH COULD HAVE UNDERGROUND LINES WITHIN ADJACENT RIGHTS-OF-WAY. THEREFORE, BRH DOES NOT ACCEPT RESPONSIBILITY FOR THE EXISTENCE OF UNDERGROUND TELECOMMUNICATIONS/FIBER OPTIC LINES WHICH ARE NOT MADE PUBLIC RECORD WITH THE LOCAL JURISDICTION. AS ALWAYS, CALL 1-800-424-5555 BEFORE CONSTRUCTION.

DESCRIPTION:

PARCEL A:
LOTS 3 AND 4, BLOCK 22, FIRST PLAT OF WEST SEATTLE BY THE WEST SEATTLE LAND AND IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 3 OF PLATS, PAGE 2, IN KING COUNTY, WASHINGTON.

TITLE REPORT REFERENCE:
THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN, FURNISHED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NO. 1358134, DATED FEBRUARY 15, 2013. THE EASEMENTS SHOWN OR NOTED HEREON RELATE TO THIS COMMITMENT.

NOTE: EASEMENTS CREATED OR RESCINDED AFTER THIS DATE ARE NOT SHOWN OR NOTED HEREON.

TITLE REPORT SCHEDULE B EXCEPTIONS:
ITEMS CIRCLED ARE SHOWN ON MAP.

5. MATTERS DISCLOSED BY SURVEY RECORDED UNDER RECORDING NUMBER 201108029000002, AS FOLLOWS:
   ROOF EAVES EXTENDING OVER THE SOUTH PROPERTY LINE.

DESCRIPTION:

PARCEL B:
THE EASTERLY 62 FEET OF LOT 5, ALL OF LOTS 6, 7, 8, 9 AND LOT 10, BLOCK 22, FIRST PLAT OF WEST SEATTLE BY THE WEST SEATTLE LAND AND IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 3 OF PLATS, PAGE(S) 2, IN KING COUNTY, WASHINGTON;

TOGETHER WITH LOT 10, BLOCK 451, SEATTLE TIDELANDS EXTENSION NUMBER 1, AS SHOWN ON THE OFFICIAL MAP ON FILE IN THE OFFICE OF THE COMMISSIONER OF PUBLIC LANDS AT OLYMPIA, WASHINGTON.

TITLE REPORT REFERENCE:
THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN, FURNISHED BY CHICAGO TITLE COMPANY, COMMITMENT NO. 1344073, DATED DECEMBER 24, 2012. THE EASEMENTS SHOWN OR NOTED HEREON RELATE TO THIS COMMITMENT.

NOTE: EASEMENTS CREATED OR RESCINDED AFTER THIS DATE ARE NOT SHOWN OR NOTED HEREON.

TITLE REPORT SCHEDULE B EXCEPTIONS:
ITEMS CIRCLED ARE SHOWN ON MAP.

1. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
   PURPOSE: WATER SERVICE PIPE
   AREA AFFECTED: THE DESCRIPTION CONTAINED THEREIN IS NOT SUFFICIENT TO DETERMINE ITS EXACT LOCATION WITHIN THE PROPERTY HEREIN DESCRIBED.

   RECORDED: OCTOBER 26, 1972
   RECORDING NUMBER: 7210260552

   AFFECTS: THE EASTERLY 62 FEET OF LOT 5, BLOCK 22.

2. RIGHT TO MAKE NECESSARY SLOPES FOR CUTS OR FILLS, AS RESERVED IN ORDINANCE NUMBER 32882.

DESCRIPTION:

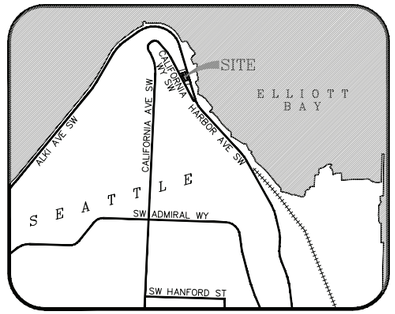
PARCEL C:
LOT 5, BLOCK 22, FIRST PLAT OF WEST SEATTLE, BY THE WEST SEATTLE LAND AND IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 3 OF PLATS, PAGE(S) 2, RECORDS OF KING COUNTY, WASHINGTON, EXCEPT THE EAST 62 FEET THEREOF.

TITLE REPORT REFERENCE:
THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN, FURNISHED BY CHICAGO TITLE COMPANY, COMMITMENT NO. 0005208-04, DATED NOVEMBER 14, 2013.

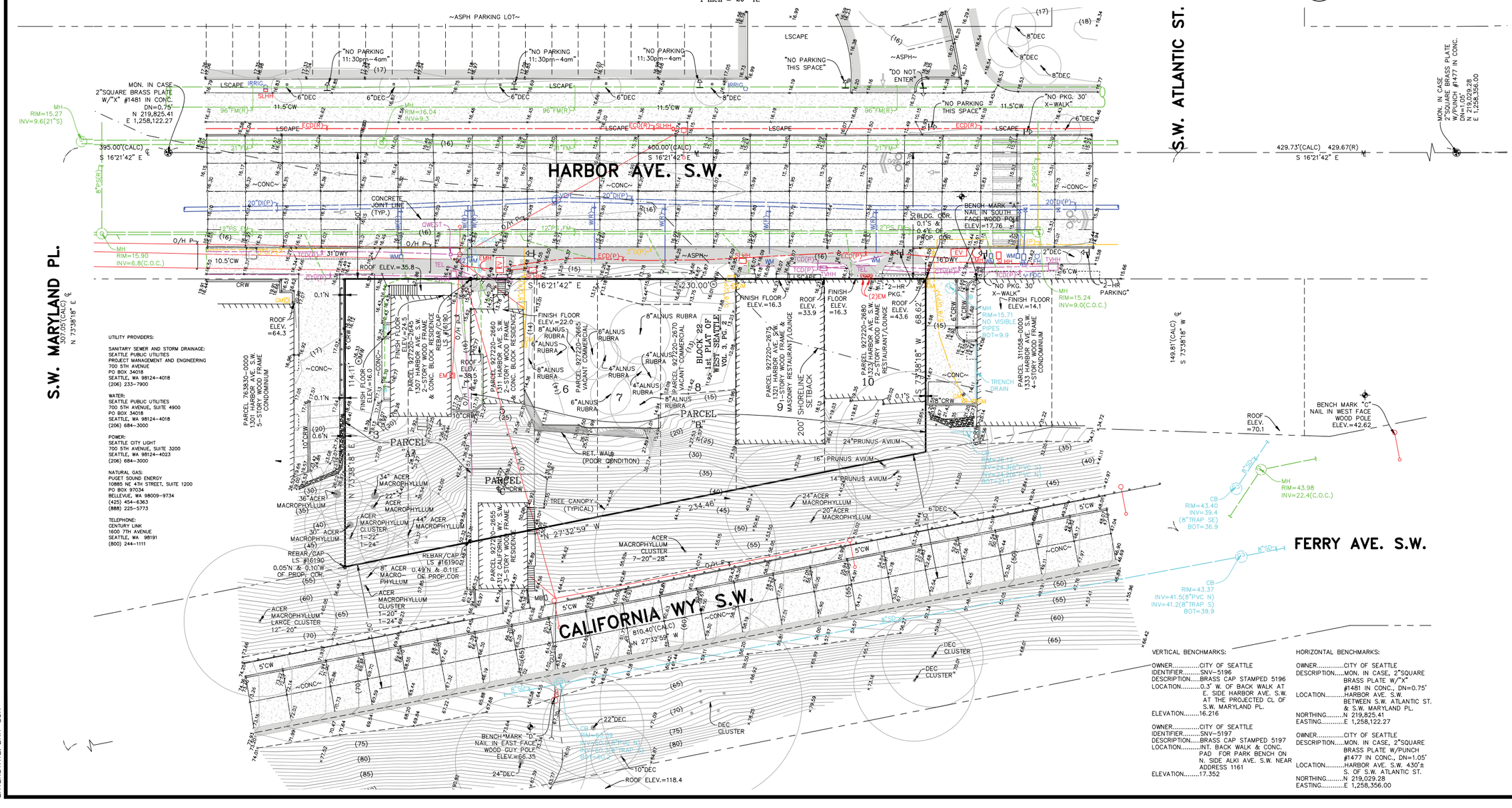
LEGEND

ADS	PLASTIC PIPE	CS	CONC. STAIRS	INV	INVERT ELEVATION	SD	SERVICE DRAIN (STORM)
	AREA DRAIN		H/C PARKING SPACE		FIRE DEPT. CONNECTION (FDC)	SD/SSCO	STORM/SEWER CLEANOUT
ABAN/RET	ABANDONED/RETIRED	CON	CONIFEROUS TREE		LIGHT POLE (METAL)	SSS	SANITARY SIDE SEWER (RECORD)
	ASPHALT (ASPH)	DEC	DECIDUOUS TREE		LIGHT POLE (WOOD)		SIGN/STREET NAME SIGN
	BENCH MARK	DWY	DRIVEWAY		LIGHT POLE (ORNAMENTAL)	TBM	TEMPORARY BENCHMARK
	BRICK SURFACE	ECD	ELECTRICAL CONDUIT (BURIED)	LSCAPE	LANDSCAPE PLANTER	TCD	TELEPHONE CONDUIT (BURIED)
	BUILDING LINE	℄/M	CENTERLINE/MONUMENT LINE		MANHOLE	TV	TELEPHONE VAULT
BC	BUILDING CORNER	EHH	ELECTRICAL HANDHOLE	O/H P&T	OVERHEAD POWER/TELEPHONE	TMH	TELEPHONE MANHOLE
	BOLLARD	EM	ELECTRICAL METER	PL	PROPERTY LINE	TS	TELEPHONE SENTRY
	CANOPY	EMH	ELECTRICAL MANHOLE	(P)	PAINTED UTILITY LOCATION		TRAFFIC FLOW DIRECTION
	CATCH BASIN (CB)	EV/ET	ELECTRICAL VAULT/TRANSFORMER	PPS	PARKING PAY STATION	TOE	TOE OF SLOPE
CW/BW	CONCRETE/BRICK WALK		FOUND MONUMENT IN CASE		POST-INDICATOR VALVE	TOP	TOP OF BANK
CRW	CONCRETE RETAINING WALL	FH	FIRE HYDRANT	PS/PSS	COMBINED/SANITARY SEWER	UPO	UTILITY POLE (WOOD)
CC/XC	CONCRETE/EXTRUDED CURB	FM	FORCE MAIN	PSD	PIPE STORM DRAIN	WV	WATER VAULT
CP/IP	CONC./IRON PIPE	G	GAS MAIN		PRIVATE CATCH BASIN	W	WATER MAIN
	CHAIN LINK FENCE (CLF)	GM	GAS METER		GRAVEL SURFACE	WM	WATER METER
CTV	CABLE TV	GV	GAS VAULT		ROCKERY	WV	WATER VALVE
COL	COLUMN		GUY ANCHOR	RE	ROOF ELEVATION		WATER GATE VALVE/ CHAMBER
				SCL/CL	SEATTLE CITY LIGHT HANDHOLE		

(IN FEET)
1 inch = 20 ft.



VICINITY MAP
NO SCALE



VERTICAL BENCHMARKS:

OWNER.....CITY OF SEATTLE
IDENTIFIER.....SNV-5196
DESCRIPTION.....BRASS CAP STAMPED 5196
LOCATION.....0.3' W. OF BACK WALK AT E. SIDE HARBOR AVE. S.W. AT THE PROJECTED CL OF S.W. MARYLAND PL.
ELEVATION.....16.216

OWNER.....CITY OF SEATTLE
IDENTIFIER.....SNV-5197
DESCRIPTION.....BRASS CAP STAMPED 5197
LOCATION.....INT. BACK WALK & CONC. PAD FOR PARK BENCH ON N. SIDE ALKI AVE. S.W. NEAR ADDRESS 1161
ELEVATION.....17.352

HORIZONTAL BENCHMARKS:

OWNER.....CITY OF SEATTLE
DESCRIPTION.....MON. IN CASE, 2"SQUARE BRASS PLATE W/"X" #1481 IN CONC., DN=0.75'
LOCATION.....HARBOR AVE. S.W. BETWEEN S.W. ATLANTIC ST. & S.W. MARYLAND PL.
NORTHING.....N 219,825.41
EASTING.....E 1,258,122.27

OWNER.....CITY OF SEATTLE
DESCRIPTION.....MON. IN CASE, 2"SQUARE BRASS PLATE W/PUNCH #1477 IN CONC., DN=1.05'
LOCATION.....HARBOR AVE. S.W. 430'± S. OF S.W. ATLANTIC ST.
NORTHING.....N 219,029.28
EASTING.....E 1,258,356.00

BUSH, ROED & HITCHINGS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
2009 MINOR AVE. EAST
SEATTLE, Washington
98102-3513
(206) 323-4144
1-800-935-0508
FAX (206) 323-8555
WEBSITE: BRHINC.COM

NO	REVISION	DATE
3	UPDATED TREE INFORMATION	3/24/14
2	ADDED PARCEL C	2/20/14
1	TREE SPECIES	9/4/13

BOUNDARY & TOPOGRAPHIC SURVEY
RHODES ARCHITECTURE & LIGHT
HARBOR AVE. S.W. & CALIFORNIA WY. S.W.
SEATTLE KING COUNTY WASHINGTON

drawn by	checked by
JAL/MWH	JJM
scale	date
1"=20'	9/04/13

Job no. 2013025.00

sheet 1 of 1

2013025.00 1 of 1
U:\LDD\2013025\DWG\XS-SUR.dwg
LAYERSTATE: BRH-SUR

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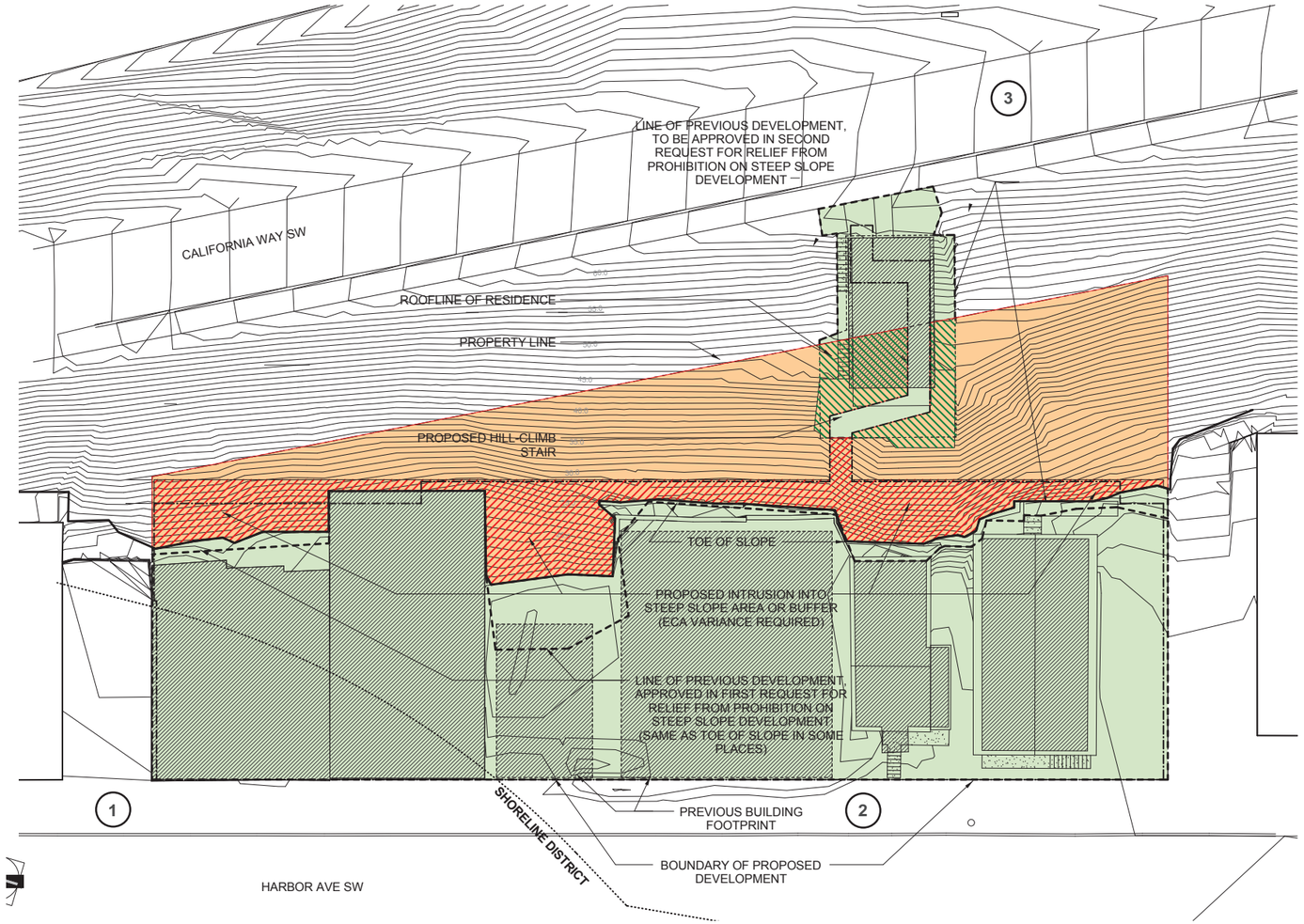


SITE CONSTRAINTS

The property is 230 feet in length from the north end to the south and tapers from approximately 114 feet wide on the north end to 68 feet wide on the south end. There are a variety of buildings currently on the site; three single-family residences, each between 2 and 3 stories tall and 2 commercial buildings, between 1 and 2 stories tall. All of these buildings will be demolished. Adjacent to the project site are two condominiums: the Harbor Landing Condominiums (4 stories, 10 units) to the south and the Sea Bird Condominiums (4 stories, 50 units) to the north.

SHORELINE DISTRICT

The southern three lots fall partially within the boundary of the Shoreline District, which is designated Urban Stable (US) in this location. The maximum building height in the US Environment is 30 feet. Therefore, portions of the building above 30 feet in height must be set back outside the Shoreline District. In addition, a view corridor of 35% of the width of the portion of the lots within the Shoreline District is also required, unless modified under SMC 23.60.162.

ECA STEEP SLOPE

Much of the western portion of the site is an ECA steep slope. We will be requesting a variance to encroach into not more than 30% of the slope. This will allow for a 62 foot wide building footprint with 5 feet of buffer behind the building for construction of the site wall and in order to establish proper drainage. This is the minimum viable building footprint that will allow for functional below grade parking. Existing retaining walls on site will be removed, as they are in poor condition and not up to the standards of the current code.

The line of previous development was determined through a Request for Relief from Prohibition on Steep Slope Development in September of 2013. Site development without a steep slope variance must be east of this line. We will be requesting a second Request for Relief which will propose an additional line of previous development along the hillside where the existing single-family residence has been constructed.

1 EXISTING COMMERCIAL STRUCTURES ON SITE

2 CAVED-IN SIDEWALK ALONG HARBOR AVE

3 UPHILL SINGLE-FAMILY RESIDENCE

FAR AND BUILDING ENVELOPE

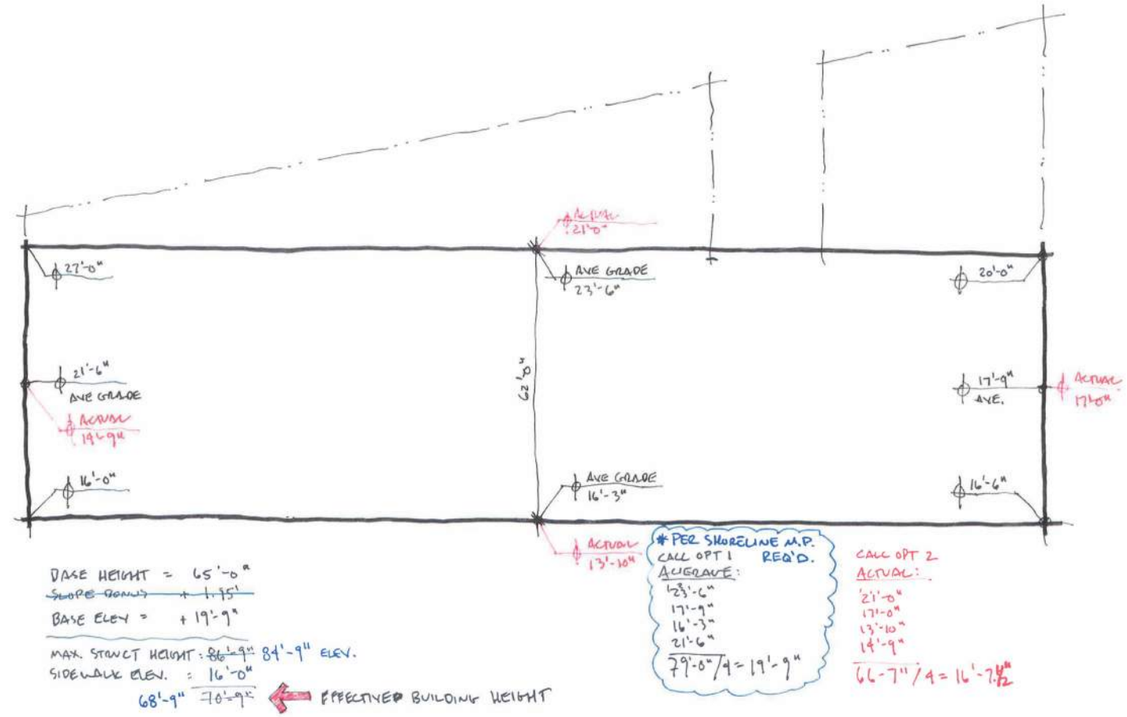
To establish the allowable height of the proposed structure, the 'average grade level' per SMC 23.60.952 was determined, as depicted in the adjacent plan diagram. This establishes the base elevation at the 19'-9" datum, approximately 3'-6" above the sidewalk elevation, as depicted in the elevation diagram.

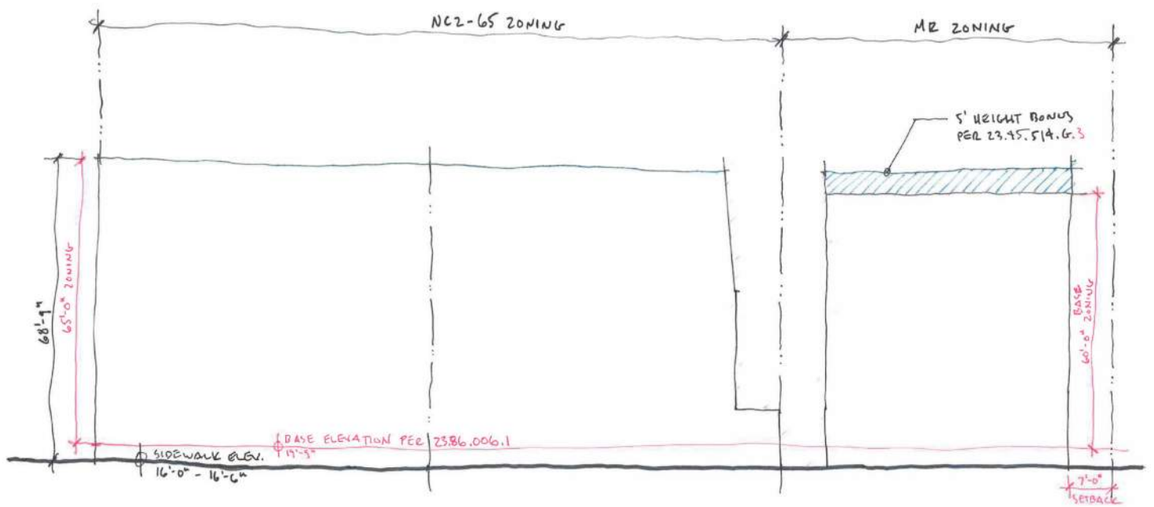
Per SMC 23.45.514.G.3, the base height limit of 60'-0" in the MR zones may be increased five feet to match the adjacent NC2-65 zone (ref elevation diagram).

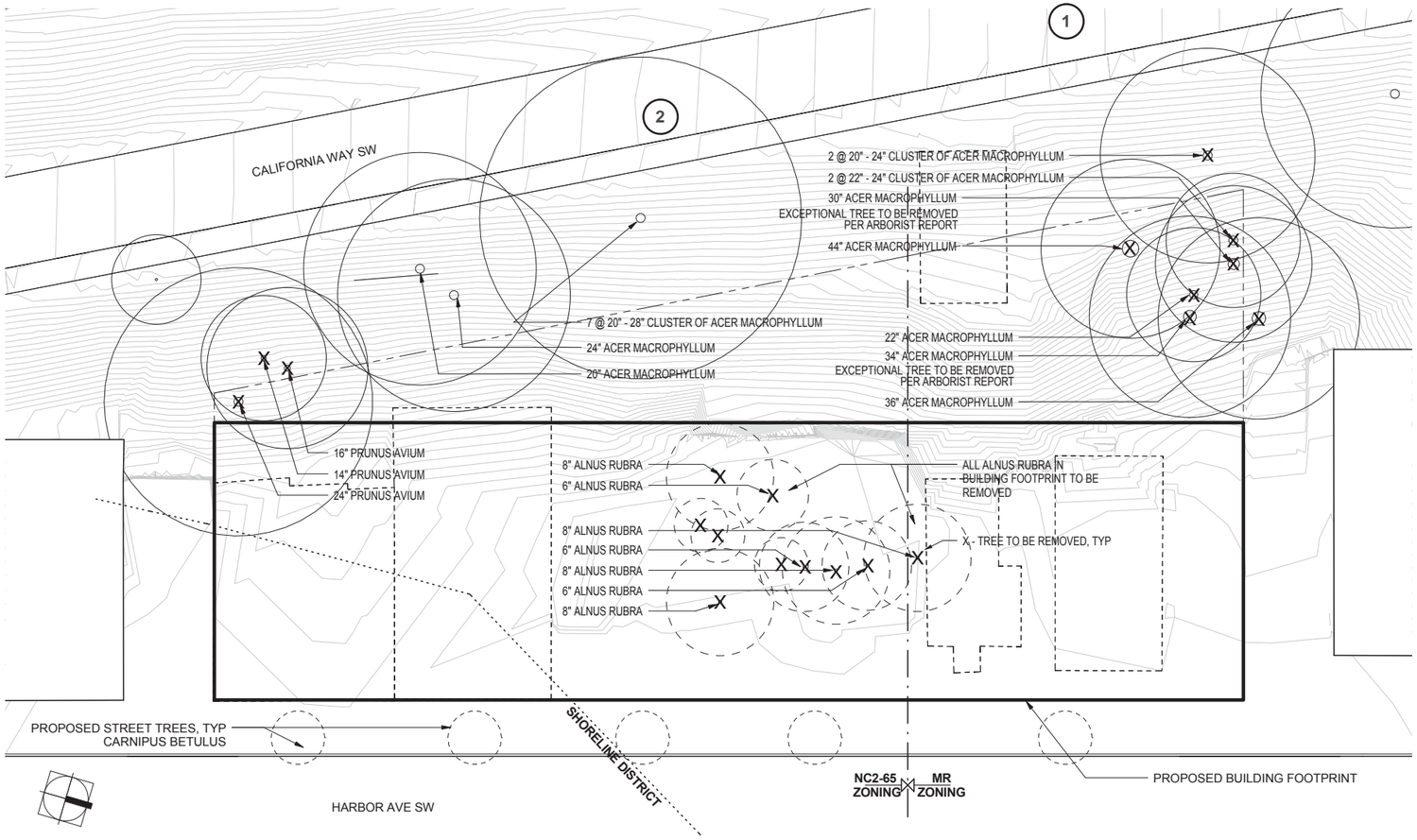
In combination, these provisions allow for a building with an effective height of approximately 70'-3" above sidewalk elevation on Harbor Avenue SW.

The split site zoning for this site requires two different floor area ratio (FAR) calculations. For the southern portion of the site in the commercial NC2-65 zone, the allowable FAR is 4.75. For the northern portion of the site in the residential MR zone, the FAR is required to be lower at 3.2.

In none of the massing options developed for Early Design Guidance review were the allowable FARs achievable. The western portion of the site is impacted by the ECA steep slope; the southeastern portion, by the Shoreline District.







TREES, LANDSCAPE, AND OPEN SPACE

The project does not propose to remove any exceptional tree clusters. There are numerous tree species on the project site and within the right of way along California Way SW. The hillside is predominantly populated by groupings of tall, dense Big leaf Maple trees (Acer macrophyllum) with a few Wild Cherry trees (Prunus avium) existing along the southern portion of the site. The sheer size of these trees and the density of their canopies allow them to effectively screen the roof of the proposed building from residences further up the hill.

There are also a number of much smaller Red Alder trees (Alnus rubra) in the lower, flatter part of the site. These fall within the building footprint and will be removed. Pyramidal European Hornbeams (Carpinus betulus) will be planted along Harbor Avenue SW between the sidewalk and the curb and will be accompanied by other, smaller plantings.

1 DENSE TREE GROWTH UPHILL OF SITE

2 TREES GROWING IN BASEMENT OF FORMER EMBERS NIGHTCLUB

AERIAL VIEW FROM HILLTOP RESIDENCE
The project's roofline is concealed from above by the dense mass of trees which cover the steep slope of the hillside. This is view 5 on the map on page 11.

TRANSIT & ACCESS

The project site is directly adjacent to a Metro Bus stop near the southeast corner. A couple of “blocks” to the south is the water taxi dock.

California Way SW and Harbor Avenue SW are designated Scenic Routes. The upper portion of California Way SW that wraps Hamilton Viewpoint Park is the portion of the roadway that opens up to territorial views over the treetops. Near the project site, the lower portion of California Way SW is largely bordered by tall trees with only peek-a-boo slots to the city and water view beyond.

WATER TAXI

PARKS FORESTS & BEACHES

The project is located near the north tip of West Seattle, close to the east end of the Alki Beach area. The string of local public amenities begins with Luna Park Beach at the north which blends into Seacrest Park at the Don Armeni Boat Ramp directly across from the project site. This long stretch of parks and beaches along the waterfront attracts walkers, runners, fishers, and kayakers, making the area a highly visited destination for residents and tourists alike, especially in summer months. The project, given its adjacency to these public destinations, has the opportunity to support passers-by and park-goers by providing robust ground level commercial uses like retail shops and dining establishments.

There is also a significant amount of wooded area within the vicinity of the project site, primarily along the steep hillside which wraps around West Seattle. The western portion of the project site, starting at the toe of the slope, is similarly forested, providing opportunities for a design concept that integrates with the existing landscape. A little further west of the site is California Way SW, which bisects the hillside as it winds its way to the toward Hamilton Viewpoint Park. At the top edge of the hill are a handful of single-family houses, at roughly 200.0’ above sea level, well above the grade of the project site.


DON ARMENI BOAT LAUNCH


HAMILTON PARK


HAMILTON PARK

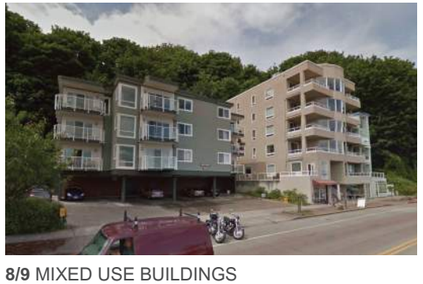

SEACREST PARK

SURROUNDING USES

At the north end of Alki, the developed uses in the vicinity of the project site remain largely residential with a smattering of mixed use and commercial uses. The waterfront side of Harbor Avenue SW is home to community uses such as beaches, parks, and public spaces like the Don Armeni Boat Ramp. The upland side of Harbor Avenue SW is predominately lined with multi-family residences with very few commercial uses at ground level. There are a handful of small eating establishments further south along Harbor Avenue SW, but for the most part the northern end of the peninsula is without commercial uses. The location of the site for this project is ideally suited for a mixed-use structure, and the proposed building will contain a large retail space (or spaces) as well as a two-story restaurant.

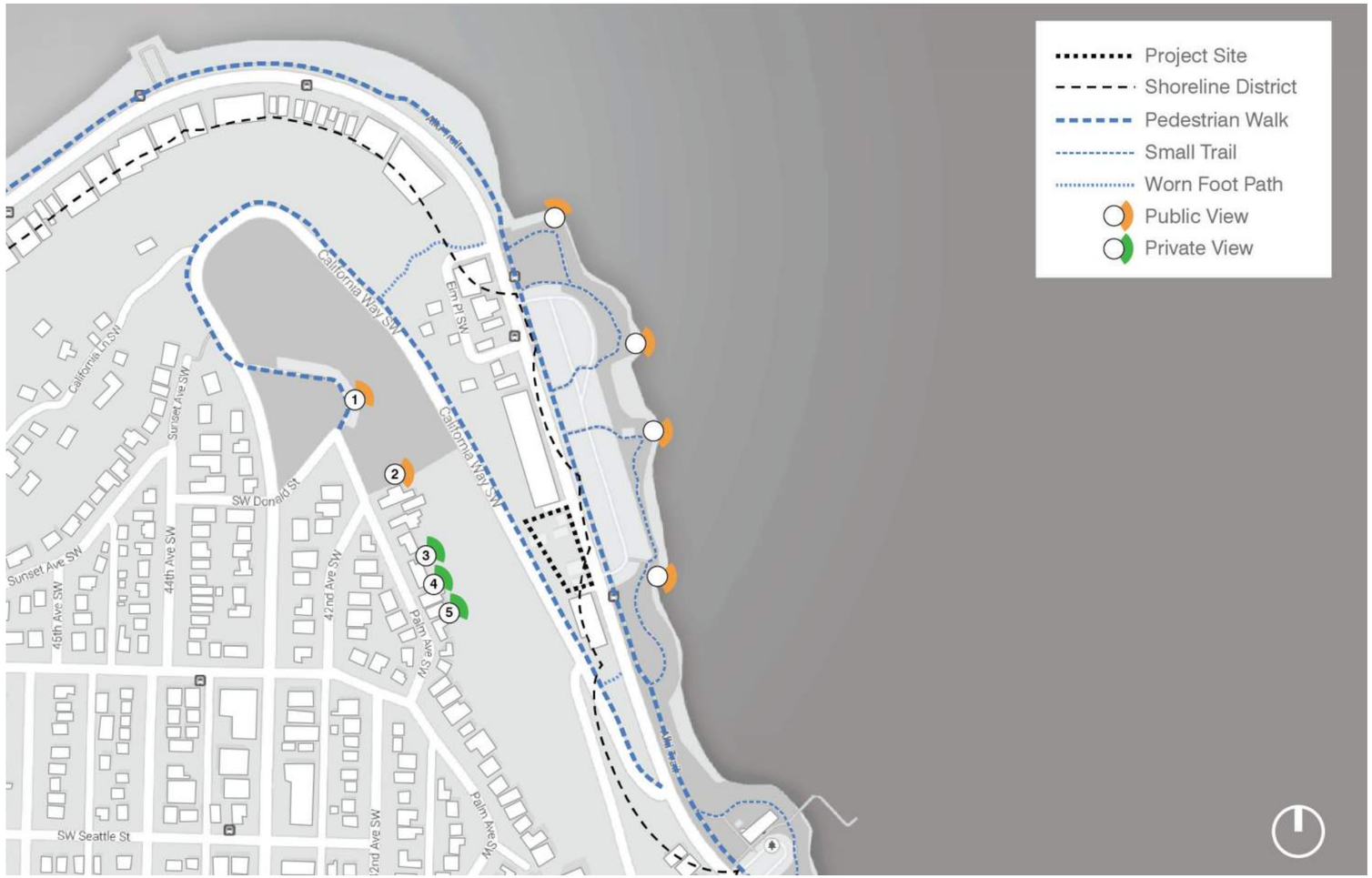
1 Alii-Kai Condominiums - 16 units, 5 stories
2 Wahkiakum Condominiums - 7 units, 8 stories
3 Single Family
4 Sea-Bird Condominiums - 50 units, 4 stories
5 Mixed Use
    Harbor Landing Condominium, 10 units, upper 3 stories
    Alki Dental, ground floor
6 Marination Station Restaurant
7 Alki Kayak Tours
8 Mixed Use
    Seacrest Place Condominiums - 3 units
    Alki Juice & Java - Now closed, ground floor
    Angel Nails - Nail salon, ground floor
9 Bayview Condominiums - 9 units
10 Markus Place Condominium - 5 units


4 SEA BIRD CONDOMINIUMS


8/9 MIXED USE BUILDINGS

6 MARINATION MA KAI


5 HARBOR LANDING CONDOMINIUMS



PEDESTRIAN ROUTES & PUBLIC LIFE

The area surrounding the project site has the potential to offer plenty to pedestrians. Currently, the site has a walk score of 32, OK - Car Dependent. The Alki Trail rounds the tip of West Seattle, connecting Seacrest Park with Luna Park and beyond. A number of smaller trails exist throughout Seacrest Park, tying together a handful of scenic overlooks. California Way SW provides a less formalized route for walkers and cyclists looking to move between the waterfront and the upper residential area of West Seattle. At the top of the hill, Hamilton Park provides a wide-angle view of the Seattle skyline, Elliot Bay, and the Olympic Mountains beyond.

SHORTCUTS

For pedestrians looking to shortcut California Way's gradual slope down the hillside, there exist two worn foot paths down the hillside:

- a short foot path exists at the southern end of California Way SW, where walkers have cut the corner of the hillside's large switchback and
- a much steeper, longer trail has been carved through a vegetated part of the slope further north, near Marshall Reserve.

These foot paths are quite steep, and, under inclement weather conditions, can be somewhat treacherous. While they are decidedly not pedestrian friendly, they do seem to suggest that a more accessible connection, such as an outdoor public stairway between California Way SW and Harbor Avenue SW, would be desirable.

GROUND LEVEL COMMERCIAL

A few commercial amenities exist at ground level for pedestrians travelling along Harbor Avenue SW, but for the most part the west side of the road with its back against the hill is home to large multi-family housing blocks. Ground floor retail and restaurants, with appropriately scaled commercial bases, could make the area more walkable and accommodating for pedestrians.

VIEW FROM HAMILTON PARK
This is view 1 from the map above.

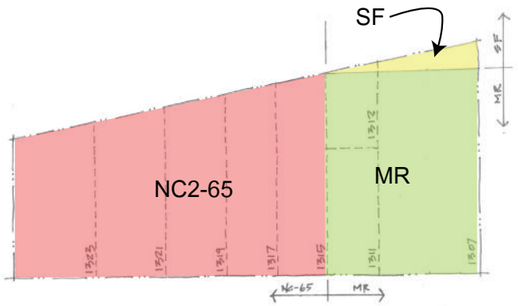
ALKI TRAIL

WORN FOOTPATH

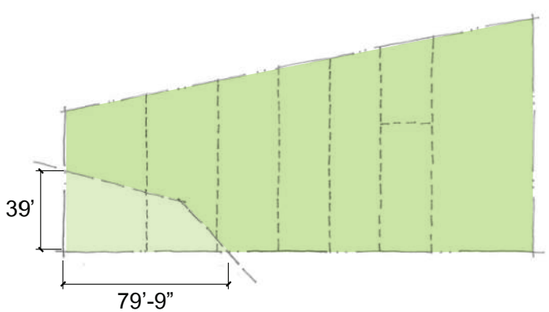
ZONING

The project site is comprised of multiple parcels of land. The three northern lots fall within a MR Multi-family zone and the five lots to the south fall within a NC2-65 zone. There is a small sliver of land at the northwest corner of the site that falls within the SF 7200 Single Family zone. The southeast corner of the site is in the city's shoreline district and the MR portion of the site falls under the Alki Area Parking Overlay (23.54.015B). The project does not fall within any specific neighborhood design guidelines so will follow the newly adopted city-wide guidelines. The site falls within an archaeological buffer zone. The west edge of the site falls within a designated Environmental Critical Area for steep slopes. California Way SW and Harbor Avenue SW are designated scenic routes.

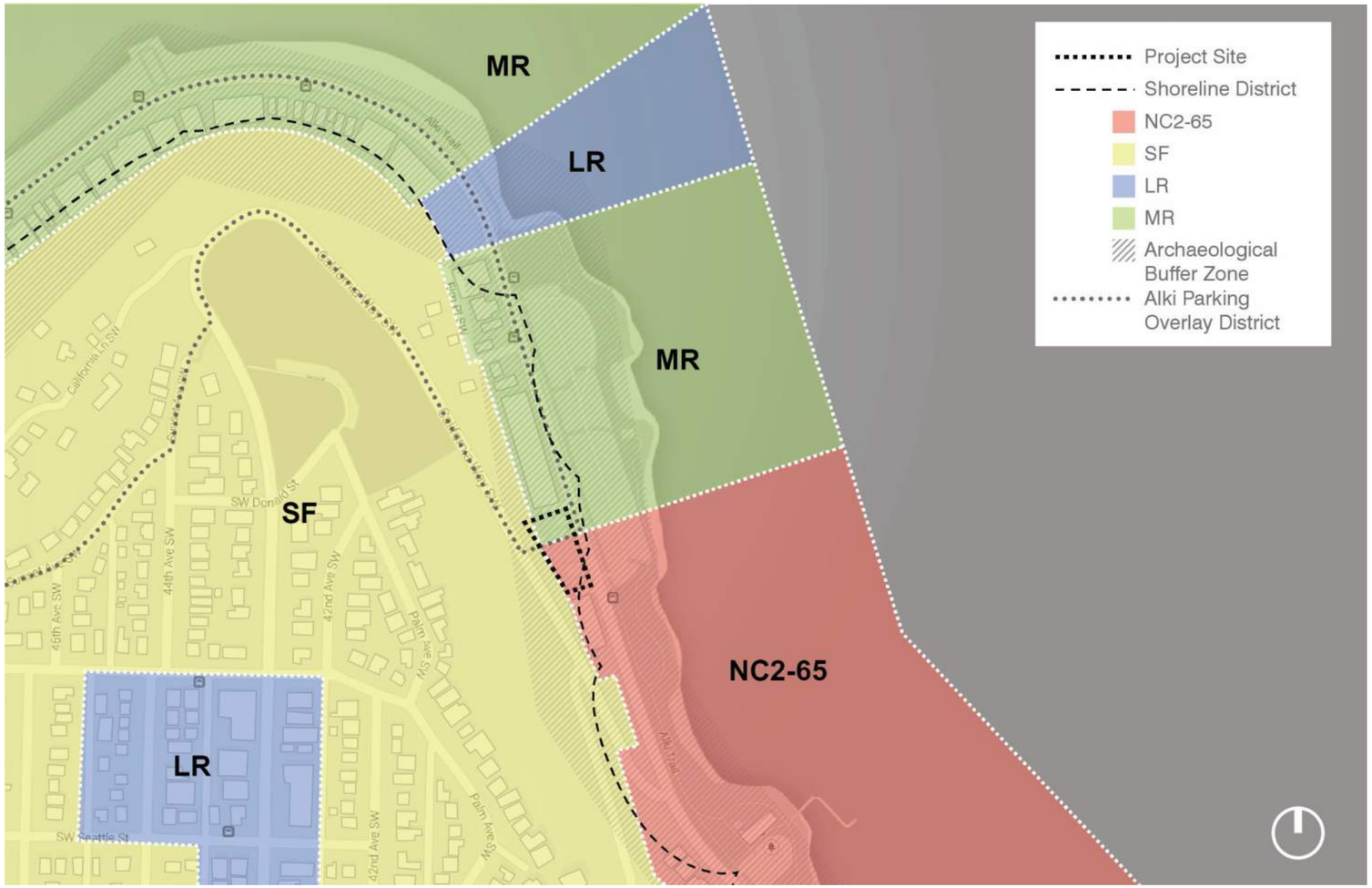
At the north end of Alki, the developed uses in the vicinity of this project remain largely residential with a smattering of mixed use and commercial uses. Adjacent zoning is MR Multi-family Residential to the north, NC2-65 Neighborhood Commercial to the south and SF 7200 Single Family to the west.



SITE ZONING AREAS
NC2-65 = 13,012 SF
MR = 7445 SF
SF 7200 = 565 SF



SHORELINE DISTRICT



ZONING CODE ANALYSIS

MH project #1321

Seattle Zoning Code Analysis

March 21, 2014

DPD Project Nos. : 3015628, 6374794
Project Addresses: 1315, 1317, 1319, 1321, 1323 Harbor Avenue S.W.
Zoning: NC2-65' (Neighborhood Commercial)
Total Lot Area: 13,012 square feet

Project Address: 1311Harbor Avenue S.W.
Zoning: MR (Multi-family)
Total Lot Area: 1550 square feet

Project Addresses: 1307 Harbor Avenue S.W.
1312 California Way S.W.
Zoning: Split Zoning: MR (Multi-family) / SF7200 (Single Family)
Total Lot Area: MR=5895 square feet, SF7200 = 565 Square feet

general		
zoning adjacent to site	north east south west	MR (Multi-family) N/A (Puget Sound) NC2-65' (Neighborhood Commercial) SF7200 (Single Family)
zoning overlays		Alki Area Parking Overlay Archeological Buffer Area California Way SW and Harbor Avenue SW - designated Scenic Routes
critical areas		Shoreline Setback ECA - Steep Slope / Liquefaction Zone
code section	subject	code language
23.45	Multi-Family (MR)	
23.45.504	Permitted and prohibited uses	Residential, permitted Ground Floor Commercial, permitted subject to 23.45.504.E
23.45.504.E.2	Ground Floor Commercial use	The following uses are permitted per 23.45.532: Business support services; General sales and services; Offices; Restaurants, etc.
23.45.510	Floor area ratio (FAR) limits	Base FAR = 3.2 • Allowable = Site area in MR, 7445sf x 3.2 = 23,824sf • Proposed = 19,435sf, FAR = 2.6
23.45.514.B	Structure Height	Base height limit = 60 feet
23.45.514.G.3	Height increase	In MR zones, the base height limit is increased by 5 feet if the number of stories…does not exceed six, and…(3.) the lot is split between a MR zone and an NC zone, and the base structure height allowed in the NC-zoned portion is 65 feet or more.
23.45.514.J.5	Rooftop features	The following may extend 15 feet above the applicable height limit…if the combined total coverage does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes screened mechanical equipment: Stair penthouses; mechanical equipment; penthouse pavilions for the common use of residents; greenhouses and solariums…
23.45.514.J.8	Protect solar access	Locate rooftop features at least 10 feet from the north edge of the roof, or provide shadow diagrams….
23.45.518.B	Setbacks and Separations	Front and side setback from street lot lines: - 7 foot average setback; 5 foot minimum setback No setback is required if a courtyard abuts the street and the courtyard has: - A minimum width equal to 30 percent of the width of the abutting street frontage or 20 feet, whichever is greater; - A minimum depth of 20 feet…from the lot line Side Setback from interior lot line: - Portion of structure 42 feet or less: 7 foot average, 5 foot minimum - Above 42 feet: 10 foot average setback; 7 foot minimum **DEPARTURE REQUIRED**
23.45.518.J	Structures in required setbacks	4. underground structures are permitted in any setback
23.45.522.C	Amenity Area	Amount of amenity area in MR is equal to 5 percent of the total gross floor area of a structure in residential use.
23.45.522.D	Amenity Area	2. Enclosed amenity area. b. In MR zones no more than 50 percent of the amenity area may be enclosed, and this enclosed area shall be provided as common amenity area.
23.45.522.D	General Requirements	1. All units shall have access to a common or private amenity area 2. no more than 50 percent of the amenity area may be enclosed 5. no common amenity area shall be less than 250 square feet in area, minimum horizontal dimension of 10 feet and shall have seating, exterior lighting, weather protection, etc. . . .
23.45.524	Landscaping standards	A.2. Green Factor of 0.5 or better required… B.1. Street trees required…
23.45.532.A.1	Standards for ground floor commercial uses in MR and HR zones	On sloping lots, the commercial use may be located at more than one level within the structure as long as the floor area in commercial use does not exceed the area of the structure's footprint.
23.45.532.A.2	Ground floor Commercial	The maximum size of use of any one business establishment is 4000 square feet…
23.45.532.A.3	Ground floor Commercial	Vents for venting of odors…and other similar devises, shall be at least 10 feet above finished sidewalk grade, and directed away from ….from residential uses within 50 feet of the vent.
23.45.534	Light and glare standards	To prevent vehicle lights from affecting adjacent properties, driveways and parking areas for more than two vehicles shall be screened…by a fence or wall between 5 feet and 6 feet in height.
23.45.536A	Parking location, access, and screening	Off-street parking spaces are required per Chapter 23.54, Quantity and design standards for access and off-street parking.
23.45.536B	Location of parking	2. Surface parking may be located anywhere on a lot except: a. between a principal structure and a street lot line; b. in the required front setback or side street side setback; and c. within 7 feet of any street lot line. 3. Parking in a structure. Parking may be located in a structure or under a structure, provided that no portion of a garage that is higher than 4 feet above existing or finished grade, whichever is lower, shall be closer to a street lot line than any part of the first floor of the structure in which it is located; 4. On a through lot, parking may be located between the structure and one front lot line. The front setback in which the parking may be located will be determined by the Director based on the prevailing character and setback patterns of the block.

23.45.536D	Screening of parking	D. Screening of parking 1. Parking shall be screened from direct street view by the street facing facade of a structure, by garage doors, or by a fence or wall. 2. Screening by a fence or wall. If screening is provided by a fence or wall, the fence or wall shall not be located within any required sight triangle, and shall meet the following conditions: a. the fence or wall shall be at least 3 feet tall measured from the elevation of the curb, or from the elevation of the street if no curb is present. If the elevation of the ground at the base of the fence or wall is higher than the finished elevation of the parking surface, the difference in elevation may be measured as a portion of the required height of the screen, so long as the fence or wall is a minimum of 3 feet in height. If located in a setback, the fence or wall shall meet the requirements of subsection 23.45.518.J.7. b. the fence or wall shall be set back at least 3 feet from the lot line. 3. Screening by garage doors. If parking is provided in a garage in or attached to a principal structure and garage door(s) face a street, the garage door(s) may be no more than 75 square feet in area. E. Other provisions. Garage doors in LR zones and MR zones facing the street shall be set back at least 15 feet from the street lot line, and shall be no closer to the street lot line than the street-facing facade of the structure. **DEPARTURE REQUIRED**
23.47A	Commercial	
23.47A.004	Permitted and prohibited uses	C.2.b Restaurants = permitted, limited to 25k sf C.5 Laboratories, Research and development, permitted, 25k sf C.8 Offices, permitted to 25k sf C.10 Sales and Services, general, permitted to 25k sf G.1 Manufacturing, light, permitted to 10k sf J.1 Residential, permitted
23.47A.005	Street-level uses	In all NC zones, residential uses may occupy no more than 20% of the street-level street-facing façade.
23.47A.008	Street-level development standards	Blank segments of the street-facing facade may not exceed 20’ 60% of the façade between 2-8’ above the sidewalk shall be transparent Non-residential use @ street level. Minimum of 13'-0" floor to floor. Height / depth provisions: Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing façade.
23.47A.012	Structure height	Base height limit = 65 feet
23.47A.012.C.4	Rooftop features	…may extend up to 15 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height does not exceed 20 percent of the roof area, or 25 percent…if the total includes stair or elevator penthouses or screened mechanical equipment: b. mechanical equipment f. stair and elevator penthouses
23.47A.012.C.7	Setbacks	Rooftop features listed here shall be located at least 10 feet from the north edge of roof… b. planters; c. clerestories; d. greenhouses and solariums; g. play equipment
23.47A.013	Floor area ratio	Per Table A, total permitted for all uses within a mixed-use structure: Base FAR = 4.75 • Allowable FAR = 13,012sf * 4.75 = 61,807sf • Proposed = 44,006sf, FAR = 3.4
23.47A.015	View Corridors	On lots that are partially within the Shoreline District, a view corridor shall be required for the entire lot if the portion of the lot in the Shoreline District is required to provide a view corridor under the Seattle Shoreline Master Program.
23.47A.16	Landscaping and screening standards	Green factor of 0.30 or greater required. Street trees required.

23.47A.16.D.1	Landscaping req. for surface parking	20 – 50 spaces require 18SF / parking space 1. Each landscaped area shall be no smaller than 100 square feet and must be enclosed by permanent curbs or structural barriers. 2. No part of a landscaped area shall be less than 4 feet in width or length except those parts of landscaped areas created by turning radii or angles of parking spaces. 3. No parking space shall be more than 60 feet from a required landscaped area. b. One tree is required for every ten parking spaces. c. Screening 1) Three-foot-high screening is required along street lot lines. 2) Surface parking abutting or across an alley from a lot in a residential zone must have 6-foot-high screening along the abutting lot line and a 5-foot-deep landscaped area inside the screening (see Exhibit A for 23.47A.016.
23.47A.16.E	Parking screening	Breaks in required screening are permitted to provide pedestrian and vehicular access. Breaks in required screening for vehicular access shall not exceed the width of permitted curb cuts.
23.47A.022	Light and glare standards	Exterior Lighting must be shielded and directed away from adjacent uses.
23.47A.024	Amenity area	Required in an amount equal to 5 percent of total gross floor area in residential use. • Residential area = 13,995sf * 0.05 = 700sf Amenity Areas shall meet the following standards: 2. amenity areas shall not be enclosed 4. 10 foot min dim and total area not less than 250sf
23.47A.030	Required parking and loading	Parking per 23.54.015 and loading per 23.54.035.
23.47A.032B	Location of Parking	a. Parking shall not be located between a structure and a street lot line (Exhibit A for 23.47A.032). b. Within a structure, street-level parking shall be separated from street-level, street-facing facades by another permitted use. This requirement does not apply to access to parking meeting the standards of subsection 23.47A.032.A. c. Parking to the side of a structure shall not exceed 60 feet of street frontage (Exhibit B for 23.47A.032). **DEPARTURE REQUIRED**
23.47A.032.G	Parking Screening	Parking shall be screened according to the provisions of Section 23.47A.016.
23.54.030	Parking space standards	
23.54.030.B.1.b	Residential Uses	When more than five parking spaces are provided, a minimum of 60 percent must be striped for medium vehicles. 40 percent may be striped for any size…
23.54.030.B.1.d		The minimum vehicle clearance shall be at least 6 feet 9 inches on at least one floor, and there shall be at least one direct entrance from the street that is at least 6 feet 9 inches in height for all parking garages accessory to non-residential uses and live-work units and for all principal use parking garages.
23.54.030.B.2.c	Nonresidential uses	When 20 or more parking spaces are provided, a minimum of 35 percent shall be striped for small vehicles…maximum of 65 percent shall be striped for small…minimum of 35 percent shall be striped for large vehicles.

23.54.030.B.2.d	Minimum vehicle clearance	Shall be at least 6 feet 9 inches on at least one floor…
23.54.030.C	Backing distances	Ingres and egress from all parking spaces shall be provided without backing more than 50 feet.
23.54.030.D	Driveways	Driveway requirements for residential and nonresidential uses are described below. When a driveway is used for both residential and nonresidential parking, it shall meet the standards for nonresidential uses described in subsection 23.54.030.D.2
23.54.030.D.1.c	Width	Driveways of any length that serve more than 30 parking spaces shall be at least 10 feet wide for one-way traffic and at least 20 feet wide for two-way traffic.
23.54.030.D.2.a.2	Width	For one-way is 12 feet, two way 22 feet, maximum width shall be 25 feet.
	Slope	Not to exceed 15%
23.54.030.E	Aisles	90 degrees to spaces, stall length 19 = 24 foot aisle; 16 foot stall length = 22 foot aisle; 15 foot stall length = 20 foot aisle.
23.54.030.F	Curb cuts	We would be allowed up to 3 curb cuts per table A
	Max width	23 feet on arterials
23.54.030.G	Site triangle	Driveways less than 22 feet wide, triangle required on both sides…..driveways more than 22 feet wide, triangle required on exit side only. **DEPARTURE REQUIRED**
23.54.040	Solid waste and recyclable materials storage and access	
23.54.040.B	Storage Requirement	Mixed use development that contains both residential and nonresidential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for nonresidential development. In mixed use developments, storage space for garbage may be shared between residential and nonresidential uses, but separate spaces for recycling shall be provided. 16 – 25 dwelling units = 225sf 15,001-50,000sf nonresid. = 175sf/2 = 88sf + 225sf = 314sf required.
23.60	Shoreline Master Plan	
23.60.022	Compliance – Partial Shoreline Lot	The use and development standards of this chapter apply only to that part of the development that occurs within the Shoreline District unless the underlying zoning requires the entire development to comply with all or part of this chapter.
23.60.162	View Corridors	23.60.162 View corridors. A. View corridors shall be provided for uses and developments in the Shoreline District as required in the development standards of the environment in which the use or development is located. B. When a view corridor is required the following provisions shall apply: 1. A view corridor or corridors of not less than the percentage of the width of the lot indicated in the development standards for the applicable shoreline environment shall be provided and maintained. 2. Structures may be located in view corridors if the slope of the lot permits full, unobstructed view of the water over the structures. 3. Unless provided otherwise in this chapter, parking for motor vehicles shall not be located in view corridors except when: a. The parking is required parking for a water-dependent or a water-related use and no reasonable alternative exists; or b. The area of the lot where the parking would be located is four (4) or more feet below street level. 4. Removal of existing landscaping shall not be required. C. The Director may waive or modify the view corridor requirements if it is determined that the intent to preserve views cannot be met by a strict application of the requirements or one (1) of the following conditions applies:

		1. There is no available clear view of the water from the street; 2. Existing development or topography effectively blocks any possible views from the street; or 3. The shape of the lot or topography is unusual or irregular. D. In making the determination of whether to modify the requirement, the Director shall consider the following factors: 1. The direction of predominant views of the water; 2. The extent of existing public view corridors, such as parks or street ends in the immediate vicinity; 3. The availability of actual views of the water and the potential of the lot for providing those views from the street; 4. The percent of the lot which would be devoted to view corridor if the requirements were strictly applied; 5. Extreme irregularity in the shape of the lot or the shoreline topography which precludes effective application of the requirements; and 6. The purpose of the shoreline environment in which the development is located, to determine whether the primary objective of the environment is water-dependent uses or public access views.
23.60.636	View Corridors	A. A view corridor or corridors of not less than thirty-five (35) percent of the width of the lot shall be provided... 79'9" frontage * 35% = 27'11" required view corridor.
23.60.632	Height	A. Maximum Height. The maximum heights in the US Environment shall be as follows, as modified in subsections B through E of this section: 1. The maximum height on upland lots along Harbor Avenue Southwest between California Way Southwest and Southwest Bronson Way shall be sixty-five (65) feet. D. Rooftop Features. 1. Open rails, planters, skylights, clerestories, monitors, greenhouses, parapets, and firewalls may extend four (4) feet above the maximum height limit with unlimited rooftop coverage. 2. Stair and elevator penthouses and mechanical equipment may extend up to fifteen (15) feet above the maximum height limit, so long as the combined total coverage of all features listed in this subsection does not exceed twenty (20) percent of the roof area or twenty-five (25) percent of the roof area if the total includes screened mechanical equipment:
23.60.954	View Corridor Measurement	When a view corridor is required, it shall be provided according to the development standards set forth in Section 23.60.162 using the following measurement techniques: A. The width of the view corridor or corridors shall be determined by calculating the required percent of the width of the lot at the street or upland lot line; B. The view corridor or corridors shall be in the direction of the predominant view of the water and, when topographically possible, generally parallel to existing view corridors; C. When a lot is bounded by more than one (1) street, the Director shall determine which street front shall be used for the view corridor calculation; the determination shall be based on consideration of the relative amounts of traffic on each of the streets, the direction of the predominant view of the water and the availability of actual views of the water.

SITE OPPORTUNITIES AND CONSTRAINTS

OPPORTUNITIES & ADVANTAGES

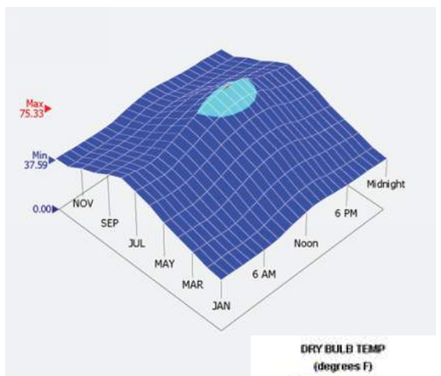
- Upper building levels will have significant eastern views out over the water and western views of forested hillside.
- Narrow site enables many spaces to enjoy both east and west views.
- Good solar access to the east. Harness morning sun to warm the building during heating months.
- Limited heat gain from narrow south elevation and shaded west elevation.
- Existing residence in public right of way along California Avenue to be removed. Native landscape to be restored.
- Potential for the development of a significant public stair climb amenity thru the site connecting Harbor Avenue SW and California Way SW
- Easy access to pedestrian / bike pathways to and around Alki beaches
- Project retail and restaurants will enliven the pedestrian experience along Harbor Avenue SW.
- Good proximity to the water taxi dock and bus stop.
- Shoreline setback creates view and deck opportunities at the SE corner of the building

CONSTRAINTS

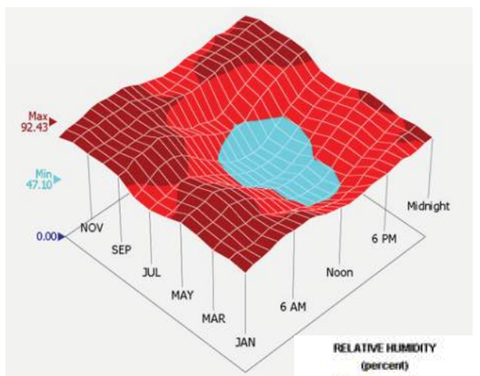
- Steep slope to the west limits buildable area.
- Parking at Don Armeni Boat Ramp detracts from views
- Shoreline setback limits maximizing allowable F.A.R.
- Harbor Avenue SW is busy thoroughfare that creates noise
- California Way SW is a busy street favoring vehicles over pedestrians.

SEATTLE WEATHER DATA

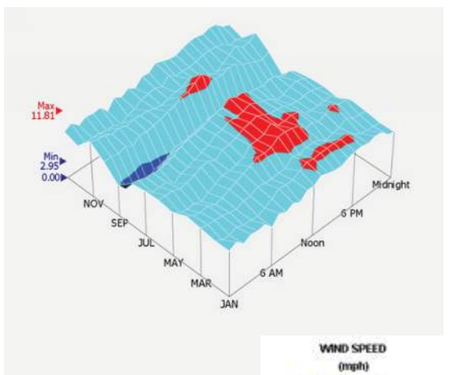
- Afternoons, June thru October most favorable for natural ventilation
- Peak seasonal temperatures tend to occur in August late in the afternoon.
- Part of the reason for Seattle's moderate climate is because the highest humidity levels occur in the cooler months. The hotter months tend to have lower humidity.



TEMPERATURE



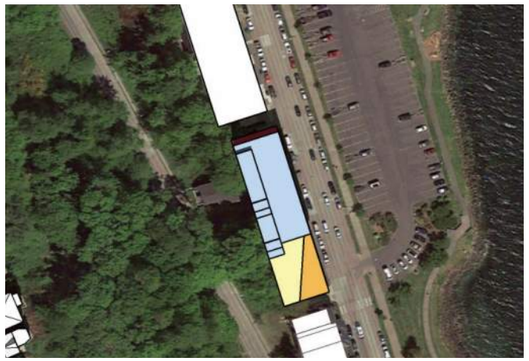
HUMIDITY



WIND SPEED

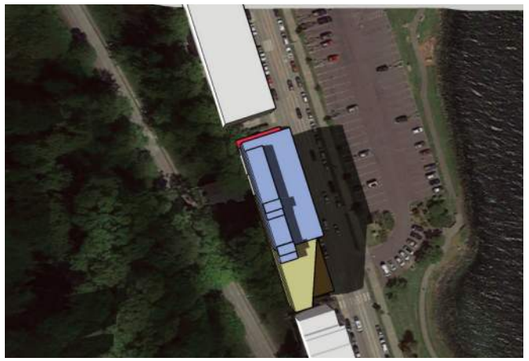
BUILDING SHADOW ANALYSIS

Narrative referring to ‘Shadows on Open Spaces’ SML 25.09.678.Q



SUMMER SOLSTICE 12:00PM

2:00PM



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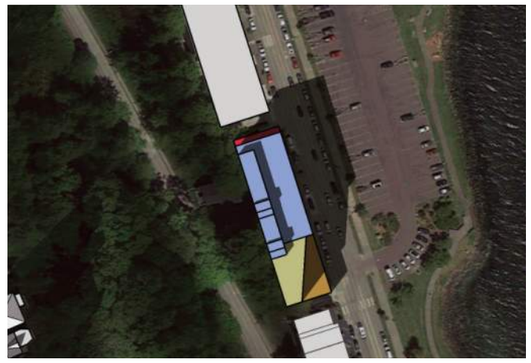
EQUINOX 12:00PM



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WINTER SOLSTICE 12:00PM

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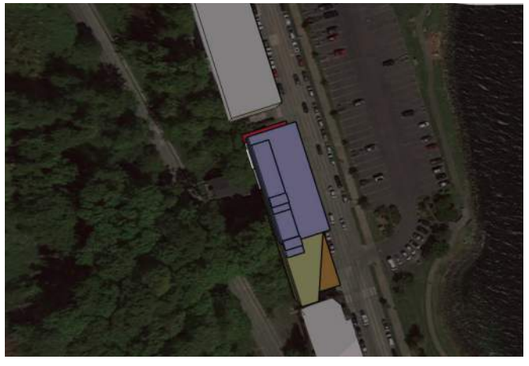

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SITE PANORAMAS

VIEW FROM HILLTOP RESIDENCE
This is view 3 on the map on page 11.

VIEW FROM HILLTOP RESIDENCE
This is view 4 on the map on page 11.

CALIFORNIA WAY SW

VIEW LOOKING EAST TOWARDS PROJECT SITE

PROJECT SITE

VIEW LOOKING WEST AWAY FROM PROJECT SITE

PROJECT SITE

HARBOR AVENUE SW

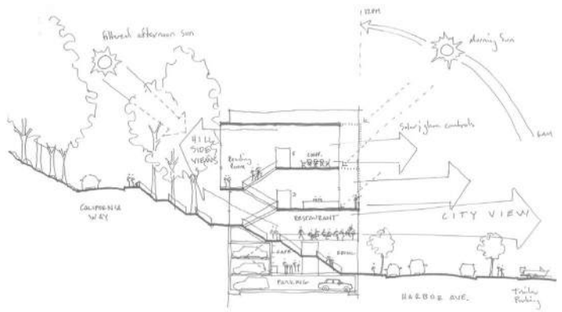
VIEW LOOKING WEST TOWARDS PROJECT SITE

PROJECT SITE

VIEW LOOKING EAST AWAY FROM PROJECT SITE

PROJECT SITE

SKYLINE AND HILLSIDE
Creating connections between the two, both for building occupants and passers-by, is a major focus of the design concept.



EARLY CONCEPT SKETCH

EXISTING BUILDINGS ON HARBOR AVENUE SW
The pedestrian experience along Harbor Avenue SW will be improved with the addition of retail storefronts, repaved sidewalk, and new street plantings.

CONTEXT AND SITE

CS1. NATURAL SYSTEMS AND SITE FEATURES

B. SUNLIGHT AND NATURAL VENTILATION

- The long north south orientation of the site and steeply sloping hillside encroachment from the west limit the buildable area to a long north south bar with eastern exposure.
- The project will utilize this eastern exposure to its benefit and harness early morning sun to warm the building in heating months. In cooling months internal blinds will be employed to reflect heat gain.
- The west façade of the building will benefit from the existing heavy deciduous tree canopy which will block the majority of late afternoon solar exposure in summer. In winter, with the leaves down the project will benefit from any afternoon sun.
- To take advantage of the project's proximity to Elliott Bay the design recognizes the potential for natural through ventilation. All occupiable spaces in the building will have operable windows and large door openings on both the east and west facades to promote passive ventilation when appropriate.

C. TOPOGRAPHY

- The project is embracing the hillside and includes a publicly accessible stair-climb connecting California Way SW to Harbor Avenue SW through a large breezeway through the building. To take advantage of topography, a broad publicly accessible stair climbs up through the breezeway providing access to second floor commercial space.

D. PLANTS AND HABITAT

- Preserving existing trees and habitat on the undeveloped west portion of the property.
- In limited areas, previously disturbed by construction, plantings will be restored with native species.

E. WATER

- A two-story high water feature in the breezeway will be a continuous waterfall which will mute the sounds of street traffic and act as a natural northwest forest stream ambiance

CS2. URBAN PATTERN AND FORM

A. LOCATION IN THE CITY AND THE NEIGHBORHOOD

1. SENSE OF PLACE

- The design team early on recognized the importance of the lush, verdant hillside as a compliment to broad city skyline views. The design team believes that in order to establish a true sense of place on this site, one should be able to appreciate both the forest and city simultaneously. To that end, all office and residential uses have a dual exposure. All public spaces have a strong to connection to both hillside and skyline as well. The breezeway and stair-climb literally bring the hillside—and the public experience of the hillside—right through the building to Harbor Avenue.
- The process of descending the stair and moving through the building with ever expanding skyline views provides a dramatic and memorable passage from the forest to the water's edge.
- The design team wanted the project to be an experience not just an object.
- The owner wanted to welcome the neighbors, not exclude them.

2. ARCHITECTURAL PRESENCE

- The design team recognized the potential for a unique architectural presence on this site. The street is lined with buildings on one side only, with an undeniable orientation towards the city skyline. The city block does not exist in its typical form here: the neighborhood is more a string of pearls along the water's edge than a gridded urban or suburban layout.
- The project strives to maintain a strong street edge and urban character on either side of the breezeway hill climb. Upper floor restaurant and office spaces are setback from the primary façade to allow for landscape screening and facade modulation.
- The project will also utilize high quality materials. Cast in place concrete walls. Integral color fiber cement rain screen siding and aluminum storefront are proposed wherever the lower three floors of the project engage with the street edge. The upper level block of apartments will be clad in prefinished metal panel and high performance, triple glazed fiberglass window system.

B. ADJACENT SITES, STREETS, AND OPEN SPACES

1. SITE CHARACTERISTICS

- While the design team is not able to take advantage of the triangular shape of the site due to ECA steep slope regulations, we have been able to take advantage of the two hundred foot shoreline setback mandated by the Shoreline Master Plan. This setback applies to portions of buildings thirty feet or more above grade within the setback area. This setback pushes the upper four floors back approximately forty feet at the south property line and extends to the north approximately eighty feet. The triangular setback provides an opportunity for a large roof deck that takes advantage of the view and, when connected to the breezeway via a third floor setback, effectively splits the project massing into two corresponding yet offset bars. These bars remain flush to the property line while the rest of the building is set back.

2. CONNECTION TO THE STREET

- Harbor Avenue is a fairly high-speed arterial with one northbound and one southbound vehicular lane with bike 'sharrows' painted in both directions and parallel parking on both sides of the street. The Don Armeni Boat Ramp and Park are located east of Harbor Avenue and the typical sidewalk has been replaced with the ten foot wide Alki Trail bike and pedestrian path. A crosswalk is located just south of our site and the Dan Armeni parking lot where the park green space connects with the Alki Trail.
- While the Alki Trail and waterfront are considered by the design team to be attractive amenities, the boat ramp parking and high-speed nature of Harbor Drive are not. These two factors drove the desire to: one, lift the restaurant to the second floor, and two, provide the third floor landscaped setback for offices.
- The sidewalk in front of the project site was originally a six foot wide concrete surface separated from the property line by a two foot planting strip and the curb by a four foot planting strip. Subsequent to the fire and demolition of the 'Embers' nightclub in 2003, the sidewalk and supporting soils have slid into what was the basement of the building. For this reason a temporary asphalt sidewalk has been poured out at the face of curb

and chain link fence built to keep pedestrians from falling into the site. The project will restore the grade within the right of way and restore the sidewalk per SDOT standards in its intended location with planting strip in front of the building with street trees per city arborist.

- While retail storefronts provide a strong connection to the street for the majority of the ground plane, the strongest connection to the street occurs where the breezeway breaks the building massing, bringing the hillside and pedestrian hill climb through to the sidewalk.
- There are numerous landscaped decks on multiple levels from which occupants can engage the street and the view.

3. CHARACTER OF OPEN SPACE

- We have two primary types of open space on the project. Public open space is within and adjacent to the breezeway hill climb. These spaces are heavily influenced by the character of the forested hillside and transition into restaurant outdoor open spaces which are very much oriented toward the skyline views. The second type of open space in the project are private residential and office amenity spaces. These areas are carefully screened and separated from the public areas with a combination of parapets, screen walls and landscaping.

C. RELATIONSHIP TO THE BLOCK

2. MID-BLOCK SITES

- The project draws inspiration and proportion from the long linear character of adjacent buildings but then reduces the scale and composes the resulting forms, or 'bars,' in a dynamic way.

D. HEIGHT, BULK, AND SCALE

I. EXISTING DEVELOPMENT AND ZONING

- Review of the height, bulk and scale of neighboring buildings reveals a real variety of scales, from numerous single family bungalows and beach shacks, to large apartment,condominium and multi-use buildings.
- The one unifying characteristic, due no doubt to the extraordinary views and proximity to water, is a ubiquity of decks.
- The hillside behind rises approximately two hundred feet, so zoning heights are well below the height necessary to impact views from the single-family zoned neighborhood above.

2. EXISTING SITE FEATURES

- The site is split into a relatively flat, lower rectangular area of approximately 230 feet in length and 62 feet in width (corresponding to the proposed footprint of the project) and an uplands portion of the site which is in a triangular configuration extending up the hill to the California Way SW right of way. The grades on the lower portion are at a relatively level elevation of 16 feet along the Harbor Avenue SW property line and up about one story to an elevation of approximately 24 feet against the hillside. The steeply sloping upland triangular portion of the site slopes at about a 1:1 slope to elevation 32 at the southwest corner and elevation 53 feet at the northwest corner.
- Due to limitations regarding building on the ECA steep slope portion of the site, the entirety of the massing has been located on the lower flat portion of the site. The heavily wooded hillside helps to screen the lowlands development from the residential above.
- The flat portion of the site has two single family bungalows at the north end of the site and two two-story commercial structures at the south end. Additionally, there is a single family nonconforming structure that is built about half into the upland portion of the site and half into the California Way SW right of way. There are a small number of related retaining walls in disrepair. All structures will be demolished.

3. ZONE TRANSITIONS

- The project site is comprised of multiple parcels of land. The four northern parcels fall within a MR Multi-family zone and the five parcels to the south fall within a NC-2 65 zone. The most significant difference between zones is with regard to required yards. In the MR zone front, side and rear yards are required while the NC-2 zone does not. Allowable height in the MR zone is 60 feet but can be extended to 65 feet per 23.45.514.G.3, which makes it equal to the NC zone.
- The result is that, with the exception of allowable use and required yards, the zoning is effectively the same. Front yard exceptions are provided for the code and will be described further below.

4. MASSING CHOICES

- In the MR zone we are providing a 10 foot side yard setback (3 feet wider than the required 7 foot minimum below 42'-0"). We are requesting a departure from the provision that 'no structures can be built in the required yard' in order to provide enclosure of the garage access ramp. This will additionally allow us to structurally carry the upper floors and to provide a landscaped roof garden to visually screen the garage ramp and buffer the sounds vehicles of entering and exiting the garage. While the neighboring building to the north does have windows on the upper floors, the ground floor yard is utilized only for a driveway and garage door.

5. RESPECT FOR ADJACENT SITES

- We are not proposing any windows or balconies other than for bedroom uses on the north façade, and are proposing a landscaped roof planted to screen the garage ramp and access to the trash and recycling dumpster area.
- The proposed relationship to the south neighbor is simply a 30-foot high wall,approximately the existing condition, with the bulk of the height held to rear third of the property line.
- The proposed 30-foot high podium picks up on and carries the cornice line of the building to our south through the site.
- The rhythm of the storefront bays has been derived from the bay spacing on the neighbor to the south.

CS3. ARCHITECTURAL CHARACTER AND CONTEXT

A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

I. FITTING OLD AND NEW TOGETHER

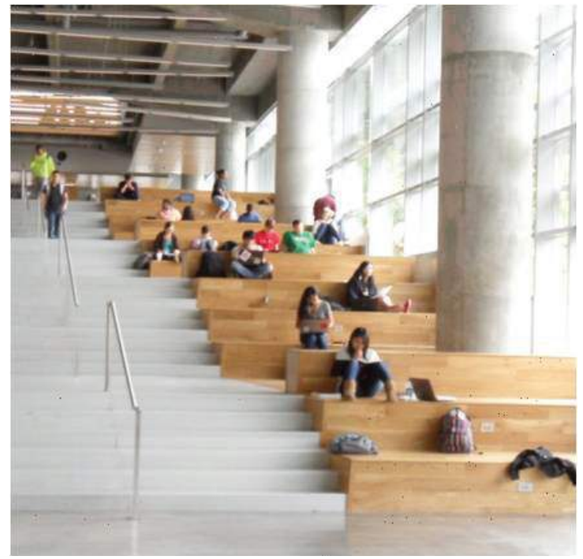
- Existing structures on site—two flat roof commercial buildings to the south and three pitched roofs, at approximately 4:12 pitch, to the north.

2. CONTEMPORARY DESIGN

- The design team early on placed a priority on contemporary design that drew formal influence and a sense of scale from the context.

3. ESTABLISHED NEIGHBORHOODS

- The design team undertook a thorough analysis of the neighborhood context, including existing structures, uses, businesses, public transportation, zoning, and more. That research (much of which is presented in this document) has played a significant role in



PUBLIC STAIR INSPIRATION
A grand public stair with integrated seating will be a place for building passers-by to stop for a break, for patrons of the building's restaurant to sit, and for building occupants and residents to get together.

EARLY BREEZEWAY CONCEPT SKETCH
A breezeway and public stair connecting California Way SW to Harbor Avenue SW will create pedestrian-friendly open spaces and allow for new views of both skyline and forested hillside.

FORMER ALKI TAVERN

HILLSIDE VIEWING PLATFORM INSPIRATION
Along the stair which will ascend the hillside an enlarged landing or platform will be created where pedestrians can stop and take in new perspectives of the surrounding hillside and views back to the sound.

shaping the proposed building and its strategy for integrating into the local community.

4. EVOLVING NEIGHBORHOODS

- The downtown Seattle waterfront is undergoing unparalleled change and reinvention. Seattle is poised to become one of the great waterfronts cities in the world. We see the West Seattle waterfront becoming an increasingly important component of the greater Seattle waterfront renaissance. To that end, the buildings there need to reflect the international stature that Seattle represents in the Pacific Rim of nations.

B. LOCAL HISTORY AND CULTURE

1. PLACEMAKING

- Careful research into the history of the site yielded very little beyond the popularity of the Alki Tavern.

PUBLIC LIFE

PL1. OPEN SPACE CONNECTIVITY

A. NETWORK OF OPEN SPACES

1. ENHANCING OPEN SPACE

- The design team came to focus on the need for a through block connection.
- By allowing pedestrians that want to walk from the top of West Seattle to Alki point to shortcut through the proposed breezeway and hill-climb, 1600 feet of this journey, or about 5 minutes walk time, are shaved from taking the long way around on the street.
- Better connection between Hamilton Viewpoint Park and the Alki Trail and Duwamish Head overlook pier.
- Just south of the Harbor Landing Condominiums can be found a well-worn footpath that pedestrians use to shortcut the last few hundred feet of California Way SW, but it is steep and slippery when wet.

2. ADDING TO PUBLIC LIFE

- The design team decided early on that we did not want to build an impenetrable fortress but rather a building that welcomed the public in, a building that was receptive and engaging, providing public uses such as retail, restaurants and coffee shops that would make the building an attractive place to be not only for the tenants and occupants of the building but the community as a whole.
- The breezeway hill climb adds to Seattle's rich network of 85 outdoor public stairways that people seek out for adventure and exercise.
- This project strives to be a contributing member of the community.

B. WALKWAYS AND CONNECTIONS

1. PEDESTRIAN INFRASTRUCTURE

- See discussion above.

2. PEDESTRIAN VOLUMES

- We are proposing a 6 foot wide stair along the upper portion of the hill climb, equal to the sidewalk along California Way SW, and a much wider stair incorporated through the breezeway space with seating steps incorporated into it and circulation steps equal to the width of the sidewalk on Harbor Avenue SW.

3. PEDESTRIAN AMENITIES

- We have carefully separated the service entry points of the building from the public pedestrian breezeway hill-climb. Office uses on the upper levels will require more deliveries. This entrance has been pushed to south end of the building so that service calls do not detract from the quality of the pedestrian environment. The vehicular entry has been separated from the breezeway by a coffee shop retail space. The trash and recycling dumpster path has been pushed as far from the breezeway as possible.
- The breezeway hill-climb will have carefully designed lighting to ensure safety and visibility at night, and a water feature to buffer road noise and careful landscape integration with the hillside forest.

PL2. WALKABILITY

A. ACCESSIBILITY

2. ACCESS CHALLENGES

- There are a number of worn footpaths along the hillside between the two roads, evidence of a desire to shortcut the long switchback of California Way SW.
- The public breezeway and hillside stair have the potential to create a major pedestrian-friendly through-block connection between California Way SW and Harbor Avenue SW.
- A public passage through the building and up the hillside would not only provide ample seating, covered areas, and unique views of hillside and skyline, but would also contribute to Seattle's growing network of grand, publicly accessible waterfront stairs.

B. SAFETY AND SECURITY

1. EYES ON THE STREET

- The design team decided early on that the building would have a public-oriented street presence. Ground level uses include a large retail establishment, a cafe, and a restaurant. The entrances to these uses are all adjacent to the breezeway, while the office entrance and parking garage door are pushed to the north and south ends of the site.
- Aggregating most of the commercial uses and public entries at the breezeway creates a public zone in that area and enhances a sense of shared space that is watched over by the commercial tenants and their patrons.

2. LIGHTING FOR SAFETY

- The breezeway and public hillside stair will be illuminated to designate the entry into the building, to allow for safe egress in case of fire, and to create a safe environment for pedestrians.

3. STREET LEVEL TRANSPARENCY

- Large glass storefronts along Harbor Avenue SW wrap into the breezeway, providing views into retail and restaurant spaces while also creating a safe environment by allowing for views in the opposite direction.

C. WEATHER PROTECTION

1. LOCATIONS AND COVERAGE

- Recessed entries are provided at all commercial uses as well as at apartment and office lobbies.
- The breezeway is unconditioned and open to the elements, but nevertheless provides a sizable amount of covered space that is freely accessible by the public.

DESIGN CONCEPT

DC1. PROJECT USES AND ACTIVITIES

A. ARRANGEMENT OF INTERIOR USES

1. VISIBILITY

- The program components have been arranged throughout the building so that those dependent on public access are located along the sidewalk or vertically distributed along the breezeway. Along the Harbor Avenue sidewalk we have commercial retail spaces. At the breezeway, the south half remains at grade and serves as the apartment lobby and elevator access. The north half of the breezeway is a monumental stair that provides access to the restaurant space at level two and to the hill climb stair which leads up to California way beyond. The monumental stair is split evenly between circulation stair and seating steps to promote lingering and help define the breezeway as ‘a place’ and outdoor room to serve the interior adjacent spaces.
- South of the breezeway we have located another small retail storefront that is envisioned as a coffee shop. Breezeway seating steps wrap around become a resource for the coffee patrons. The stair was located on the north side of the breezeway to receive the maximum amount of morning sun.

2. GATHERING PLACES

- As discussed above, the breezeway serves as the primary gathering space for the project and offers a great alternative shortcut to the California Way SW switchback path.
- All commercial spaces in the building will benefit from close adjacency to the Alki trail and the hikers, bikers, runners, strollers and walkers; the Don Armeni Boat ramp and associated fishing and boating traffic; the water taxi and the divers that frequent Seacrest Park. We see the project becoming an integral component of the outdoor, active lifestyle associated with the West Seattle waterfront offering support and services.

3. FLEXIBILITY

- The two overlying zones offer challenges with regard to commercial in a residential zone. A key goal of the applicant owner has been a flexible core and shell building that can be easily modified over time to accommodate different uses.

B. VEHICULAR ACCESS AND CIRCULATION

1. ACCESS LOCATION AND DESIGN

- Access to the parking garage from California Way was considered but eliminated due to the significant grade change. The project includes two garage entries from Harbor Avenue, one at the north and one at the south.

2. FACILITIES FOR ALTERNATIVE TRANSPORTATION

- While shared vehicles were considered none are anticipated at this time. Charging stations could be added to the project in the future. Ample bicycle parking will be provided in a dedicated bicycle storage room off the lobby and bicycle racks on the sidewalk in front of the building.

C. PARKING AND SERVICE USES

1. BELOW-GRADE PARKING

- All parking is located on the ground floor of the buildings and screened as much as possible with other uses contained within the architecture. Approximately half of the parking is configured as stacked parking with mechanical lifts

2. VISUAL IMPACTS

- We have minimized the visual impact of the parking garage entry as much as possible.
- We are requesting a side yard setback departure in order to better screen views into the garage from neighbors to the north with a combination of structure and landscaped planters on a roof deck.
- The structure and planters will also serve to mitigate any noise and headlight glare associated with the garage and ramp.

4. SERVICE USES

- No loading docks are required per code.
- Trash and recycling dumpsters will be wheeled out through the parking garage entry to Harbor Avenue for collection. A solid panel on sliding barn door hardware will seal the dumpster area off from view when not in use. The door is located within the entry to the parking garage, so as not to be visible on the main street façade.

DC2. ARCHITECTURAL CONCEPT

A. MASSING

1. SITE CHARACTERISTICS AND USES

- Priority was given to the public hill-climb and breezeway connection through the site. The apartment block was therefore lifted up as high as possible to allow street and breezeway-related functions to take advantage of adjacencies with one another. The apartments furthermore, benefit from separation from street noise, boat launch and other commercial activities.
- Retail storefronts obviously want to be on the sidewalk and locating manufacturing and other office uses directly above provide the opportunity for internal connections if so desired in the future.

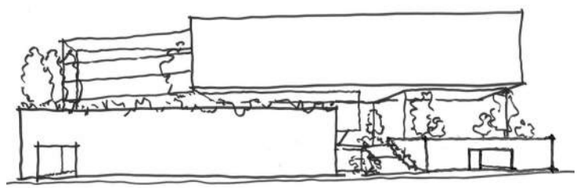
2. REDUCING PERCEIVED MASS

- The overall mass of the project has been reduced by breaking the overall volume into two dominant masses with a smaller third mass encompassing the parking garage and building services. All other areas are setback seven feet or more.
- The third floor roof deck on the south end further accentuates this recess by opening to the sky while the breezeway in the center punches all the way through the volume opening to the earth and bringing the hill-climb and landscape elements through.

B. ARCHITECTURAL AND FAÇADE COMPOSITION

1. FAÇADE COMPOSITION

- As described above, the design team has worked to maintain a well-proportioned façade on the waterside of the project. But no less important are the west hillside façade and end elevations. The hillside elevation will be mostly screened when the deciduous trees are leafed out but will be mostly visible in winter. Cantilevered exterior circulation balconies stretch most of the length of the façade but plans were adjusted to keep the balconies just short of full length. Compositionally this allows the strong verticals to bookend the façade. Keeping wind-driven rain from the balconies is accomplished with a perforated corrugated metal screen wall with a free open area of approximately 50%. This translucency will provide a veil-like quality. During daylight hours, the screen will appear somewhat opaque but at night, when lit from within, will glow and appear translucent. The corrugated profile



EARLY MASSING CONCEPT SKETCH
The building is composed of two primary volumes or “bars”. A residential bar above and to the north and a commercial bar below and to the south. The design of each bar picks up on the rhythm of the structural bay spacing of their respective neighbors.

RESTAURANT INSPIRATION
The restaurant will be woody, warm and inviting, with views out to the water and accessible from the breezeway.

PROTOTYPING
The building will house offices and garment prototyping studios.

BUILDING TRANSPARENCY INSPIRATION
The breezeway (along with other architectural moments throughout the building) can frame views out over the water by creating transparency at certain key moments.

brings a texture and grain to the screen wall breaking down the overall scale.
- The south façade of the project will actually be fairly visible when traveling north on California Way and has an elegant, slender profile due to the shoreline setback at the third floor roof terrace.
- The north façade is the most restrained due to the fact it will be the least visible due to the angle of California Way and height and bulk of the condominium building to the north Windows further break down the scale and provide relief at the apartments. No windows are proposed into commercial spaces except at the NE corner of the restaurant. Landscaping is proposed to screen the parking garage access ramp from the upper levels of the building to the north and enliven the north elevation at level two.

2. BLANK WALLS
- As described above, the design team has worked to minimize the occurrence of blank walls.

C. SECONDARY ARCHITECTURAL FEATURES
I. VISUAL DEPTH AND INTEREST
- As described above, the breezeway, third floor roof deck and recessed portions of the façade are all working toward the goal of visual depth and interest.
- Additionally, surface textures are planned. The cast-in-place concrete walls will have carefully coordinated form tie holes and form lines that will add scale and detail to these portions of the façade. The fiber cement panels have been carefully laid out so that full panels are used whenever possible. Exposed fasteners and open joints bring another level of scale, detail and pattern. The storefront glazing will include exposed pressure plates and fasteners which add a much needed layer of interest and detail to the typical two-inch aluminum storefront. We will also be exploring the idea of accentuating the operable windows within the storefront with complimentary colors or finishes to the base storefront.
- A bridge at level three between the office area and the restaurant mezzanine serves to further activate the breezeway.
- Warm-colored materials such as wood, or finely detailed finish materials, will be included in key places to add visual interest and draw visitors thru the public areas. One potential location is the main entry wall at the second level restaurant.

3. FIT WITH NEIGHBORING BUILDINGS
- As described on the previous page, the horizontal bars are derived from the proportions of building to the north and south. See concept sketch on previous page.

DC3. OPEN SPACE CONCEPT

A. BUILDING-OPEN SPACE RELATIONSHIP
I. INTERIOR/EXTERIOR FIT
- One of our highest priorities on this project has been the strength of the interior-exterior relationship and an embrace of the site.

B. OPEN SPACE USES AND ACTIVITIES
I. MEETING USER NEEDS
- We are providing a broad stair, not only for circulation, but with integral seating steps so that the breezeway becomes a place for people to gather.
- Along the hill-climb stair, landings and a view platform provide sequential views through the breezeway to the city skyline and Elliott Bay.
- Roof terraces will landscaped and provide seating and weather protection in certain areas.

2. MATCHING USES TO CONDITIONS
- The main stair in the breezeway was located on the north wall to maximize the amount of direct sun it will receive.

3. CONNECTIONS TO OTHER OPEN SPACE
- The hill climb stair and breezeway connect the waterfront parks and trails with the parks, trails and open space on top of the hill.
- The outdoor restaurant seating at level 2 was located adjacent to the breezeway to directly connect with the café and outdoor seating on level 1.

4. MULTIFAMILY OPEN SPACE
- The multifamily open space at the roof terrace will be located adjacent to an enclosed pavilion for year-round uses. A portion of the outdoor space will be partially covered for three season use and the remaining portion left uncovered to be used as weather permits. Planting boxes will provide residents with the opportunity to garden, BBQs and outdoor furniture provide opportunities to gather and relax.

C. DESIGN
2. AMENITIES AND FEATURES
- There will be a vertical water feature in the breezeway to help mitigate traffic sounds.

3. SUPPORT NATURAL AREAS
- The hill-climb and breezeway were envisioned so that building occupants, as well pedestrians, could better experience the natural hillside areas without harming the sensitive slope.

A. BUILDING MATERIALS
I. EXTERIOR FINISH MATERIALS
- Exterior materials are envisioned to be durable, authentic and attractive--cast-in-place concrete where the buildings comes out of the earth, aluminum storefront windows, metal panel siding, wood siding at focal walls, and varied paving patterns at street level walkways and the vehicle driveway.

2. AVOIDING GLARE
- We are requesting a side yard departure so that we can shield the adjacent multifamily building to the north from the glare from vehicles entering and exiting the garage.

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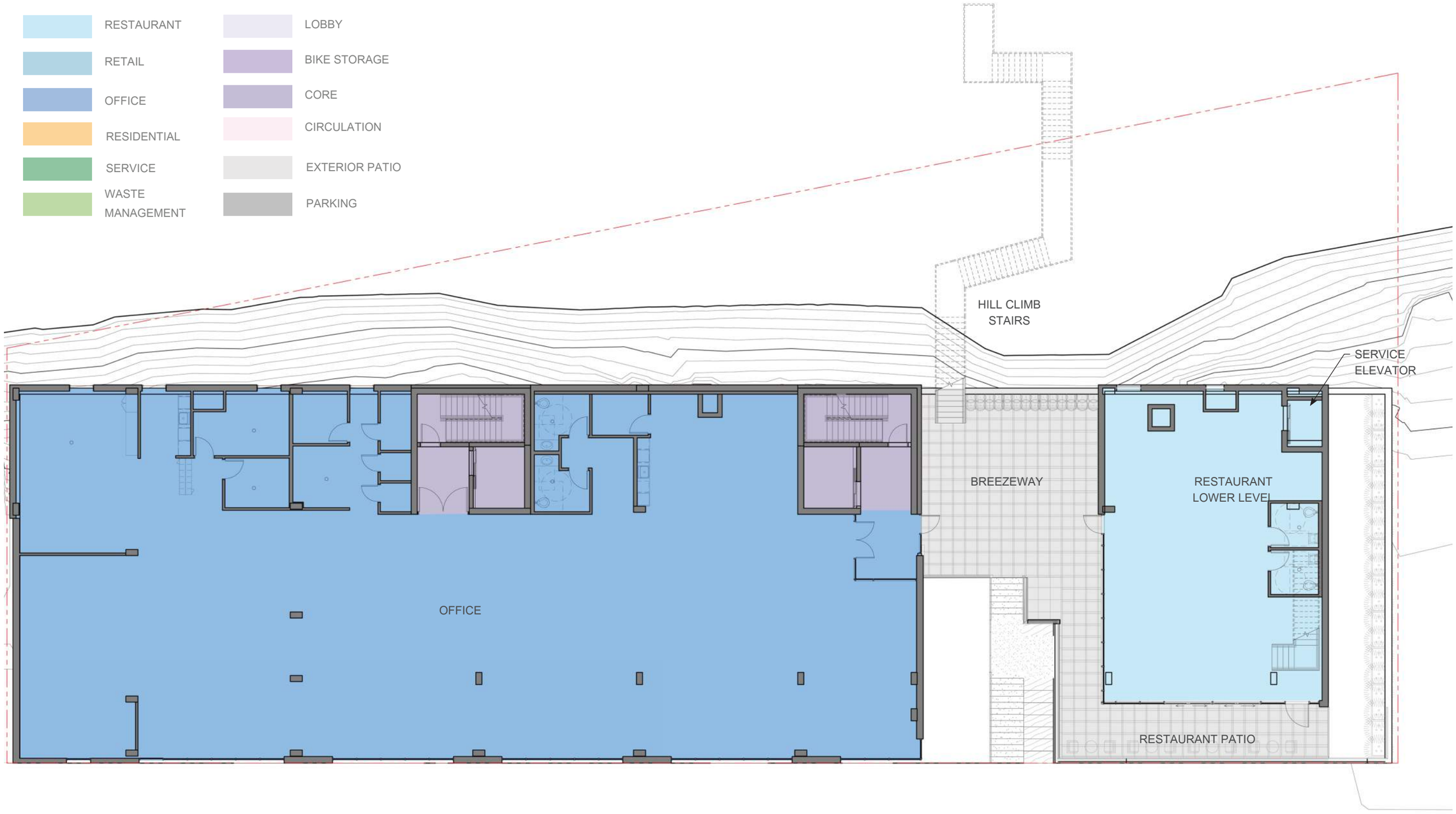
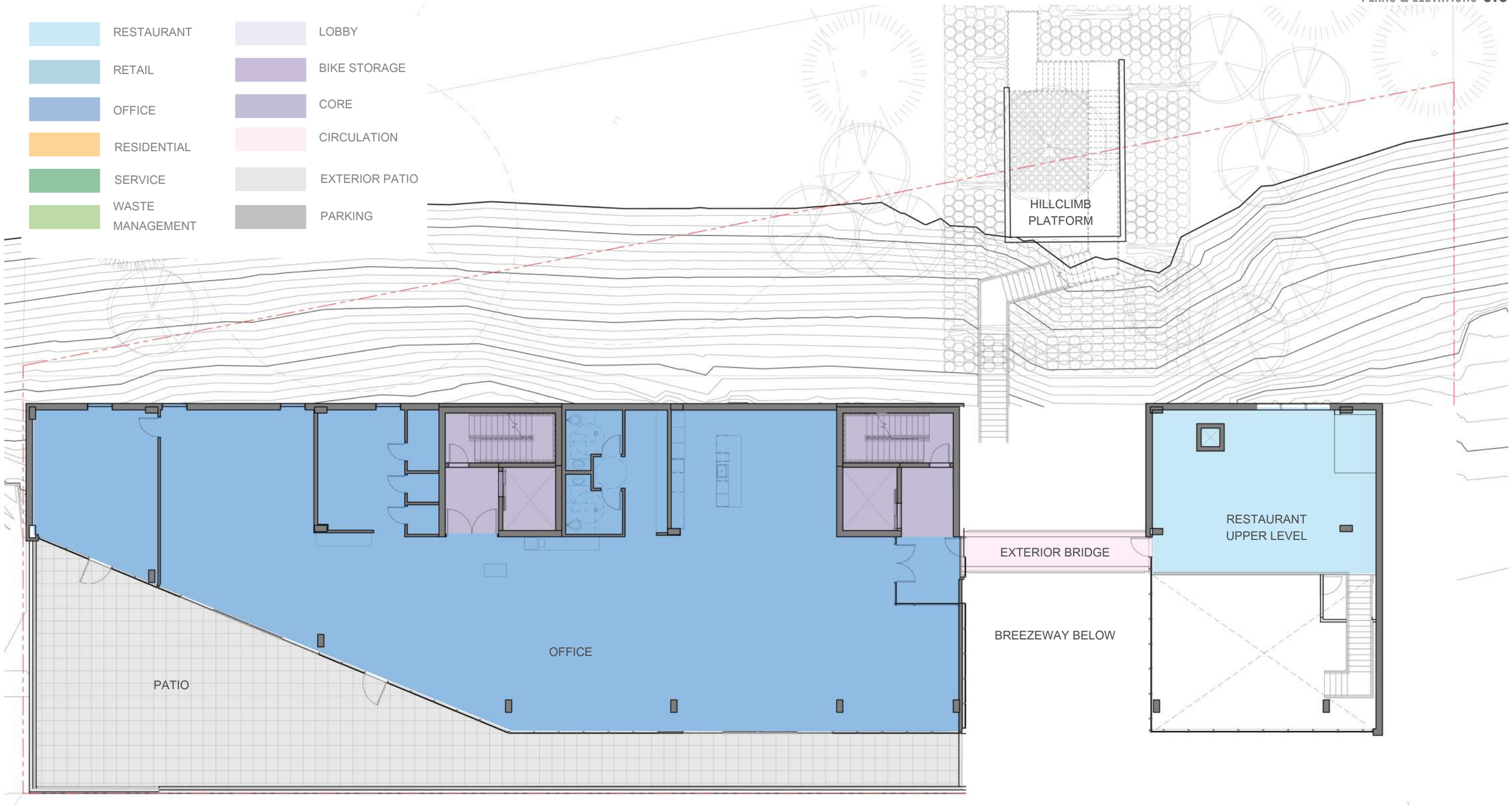
RESTAURANT
RETAIL
OFFICE
RESIDENTIAL
SERVICE
WASTE MANAGEMENT
LOBBY
BIKE STORAGE
CORE
CIRCULATION
EXTERIOR PATIO
PARKING

LEVEL 1

RESTAURANT
RETAIL
OFFICE
RESIDENTIAL
SERVICE
WASTE MANAGEMENT
LOBBY
BIKE STORAGE
CORE
CIRCULATION
EXTERIOR PATIO
PARKING



LEVEL 2


RESTAURANT
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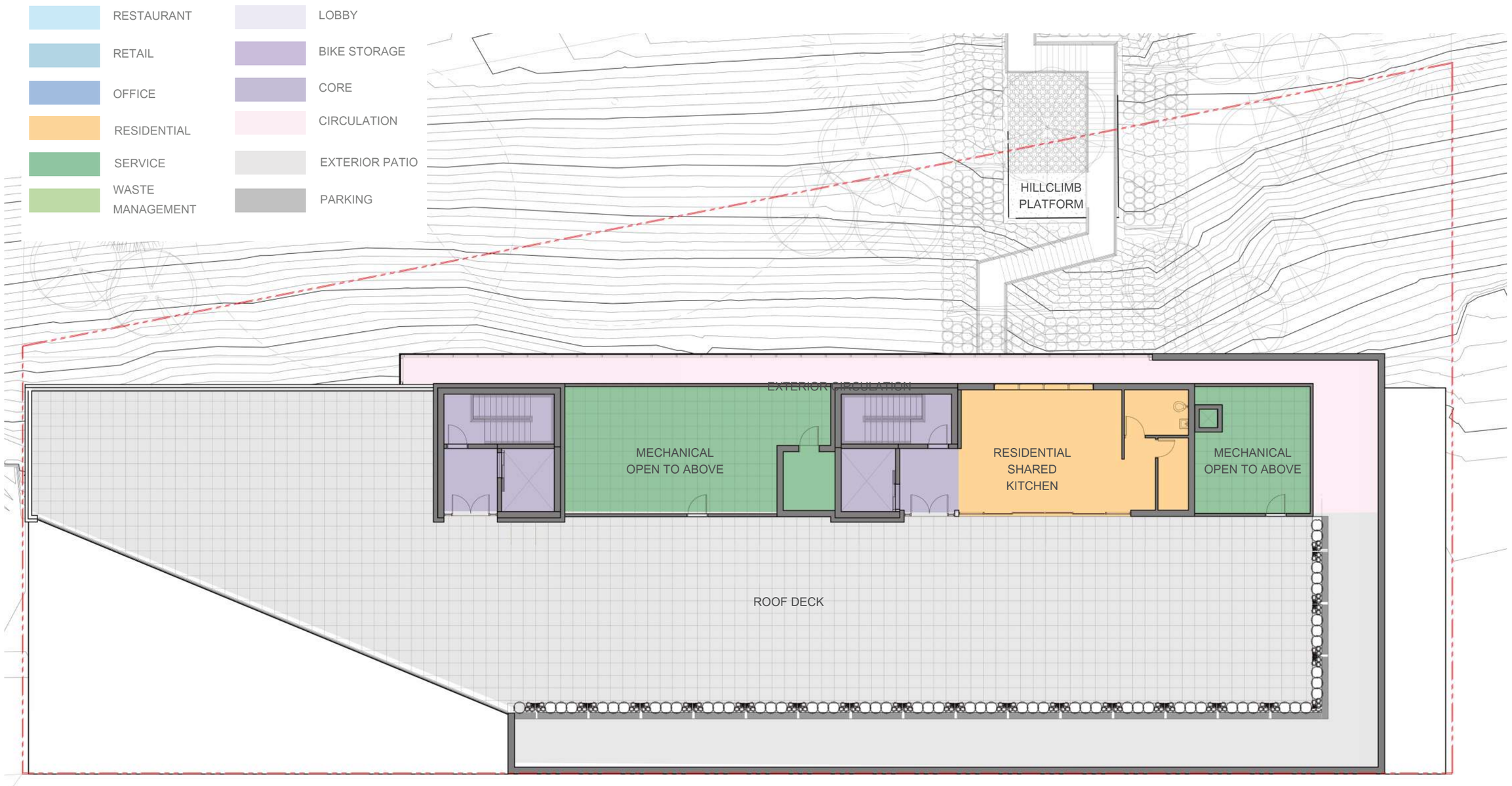
RESIDENTIAL
SERVICE
WASTE MANAGEMENT
LOBBY
BIKE STORAGE
CORE
CIRCULATION
EXTERIOR PATIO
PARKING
HILLCLIMB PLATFORM
RESTAURANT UPPER LEVEL
EXTERIOR BRIDGE
BREEZEWAY BELOW
OFFICE
PATIO

LEVEL 3

RESTAURANT
RETAIL
OFFICE
RESIDENTIAL
SERVICE
WASTE MANAGEMENT
LOBBY
BIKE STORAGE
CORE
CIRCULATION
EXTERIOR PATIO
PARKING

LEVEL 4 - 6 (TYP.)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CORE
CIRCULATION
EXTERIOR PATIO
PARKING
HILLCLIMB PLATFORM
EXTERIOR CIRCULATION
MECHANICAL OPEN TO ABOVE
RESIDENTIAL SHARED KITCHEN
MECHANICAL OPEN TO ABOVE
ROOF DECK

ROOF LEVEL

RESTAURANT
RETAIL
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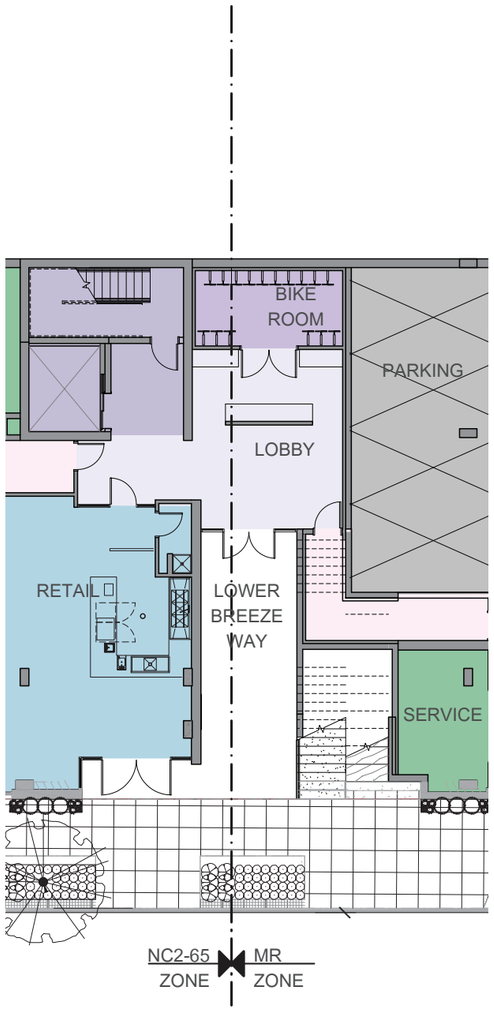
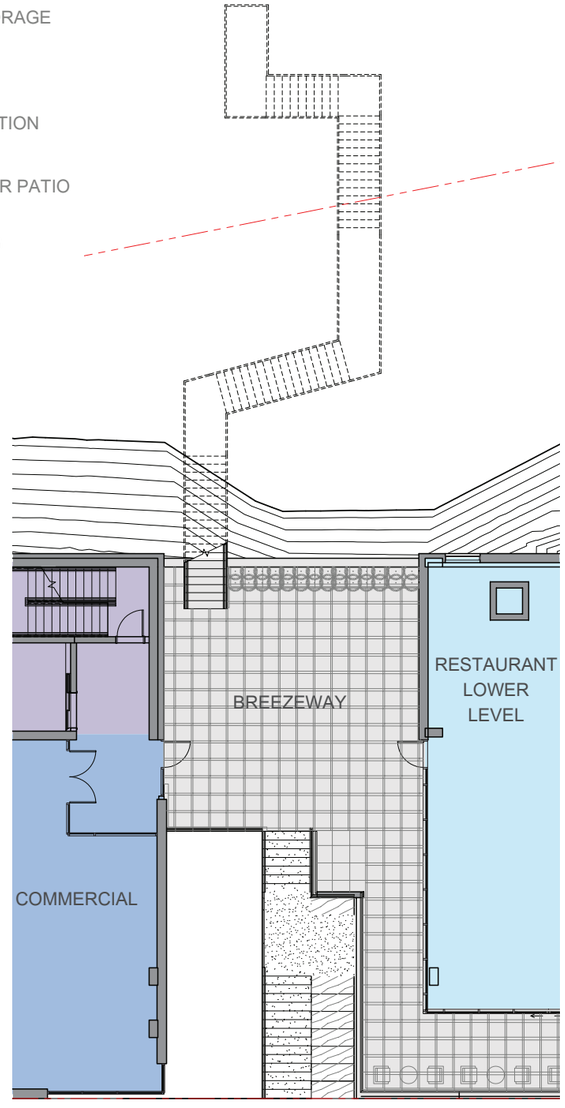
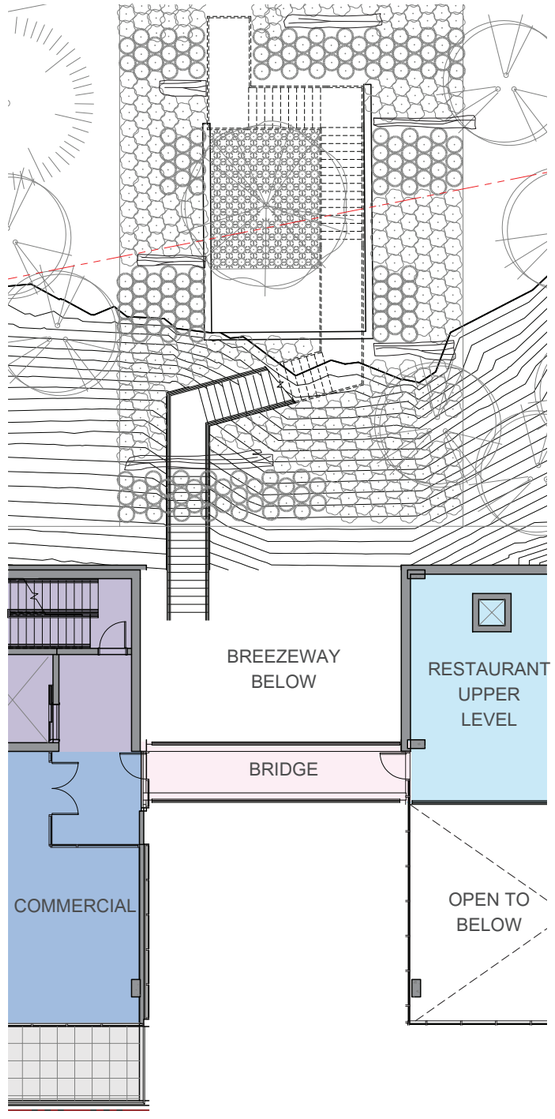


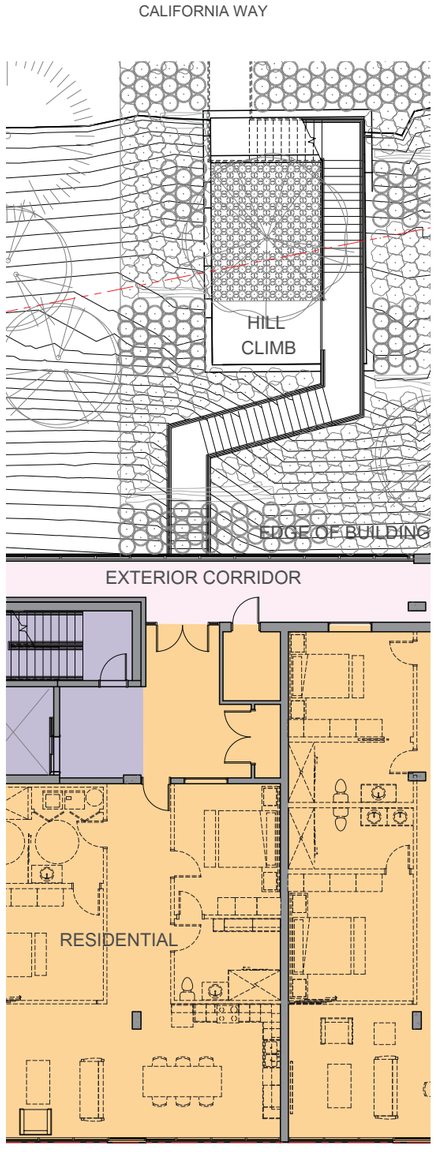
BREEZEWAY AT LEVEL 1



BREEZEWAY AT LEVEL 2



BREEZEWAY AT LEVEL 3

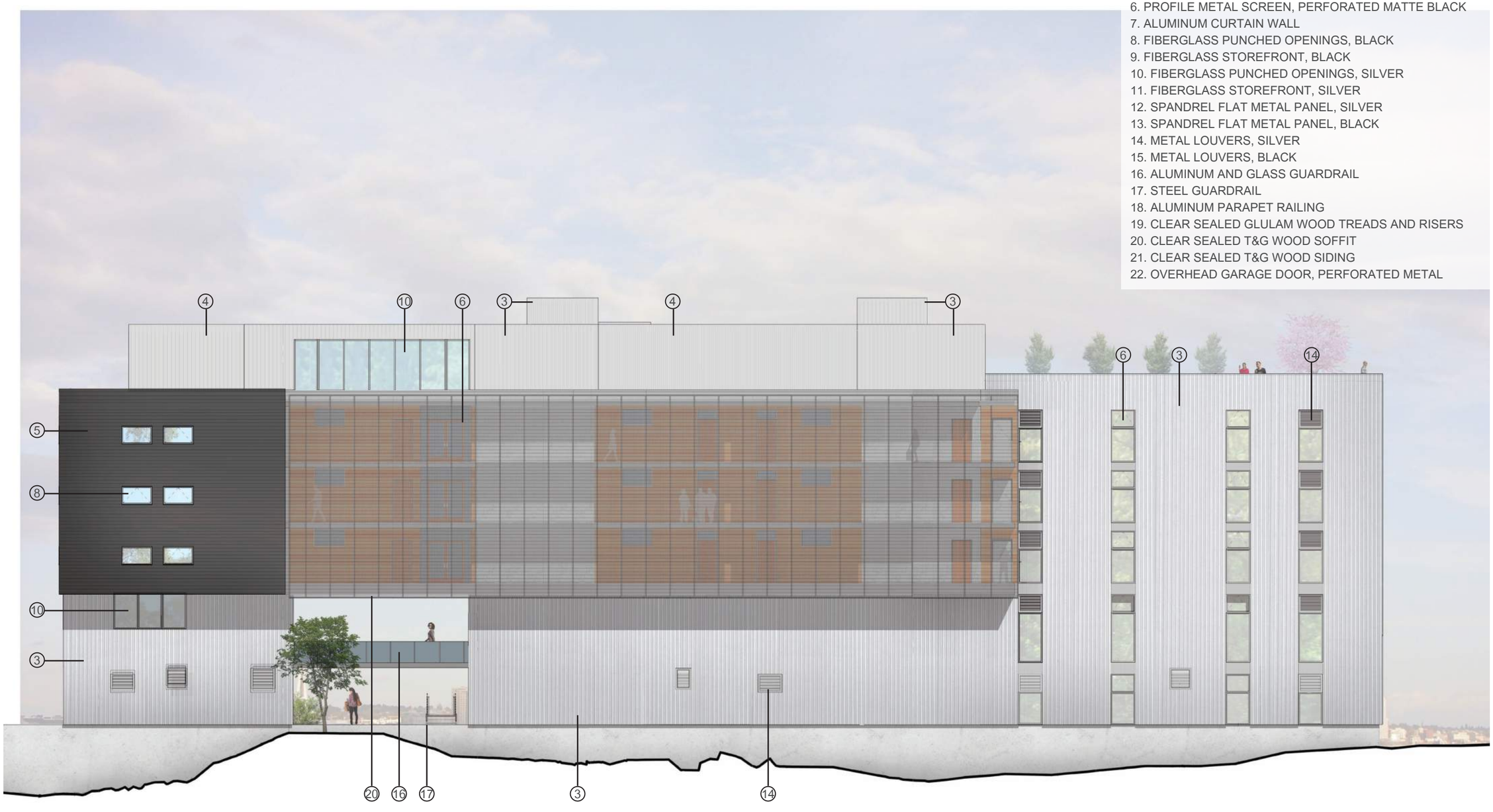


HILLCLIMB STAIR AT CALIFORNIA WAY

1. CAST IN PLACE CONCRETE
2. LIGHT GREY INTEGRAL COLOR FIBER CEMENT PANEL
3. CORRUGATED METAL PANEL, SOLID ZINCALUME
4. CORRUGATED METAL PANEL, PERFORATED ZINCALUME
5. PROFILE METAL PANEL, SOLID MATTE BLACK
6. PROFILE METAL SCREEN, PERFORATED MATTE BLACK
7. ALUMINUM CURTAIN WALL
8. FIBERGLASS PUNCHED OPENINGS, BLACK
9. FIBERGLASS STOREFRONT, BLACK
10. FIBERGLASS PUNCHED OPENINGS, SILVER
11. FIBERGLASS STOREFRONT, SILVER
12. SPANDREL FLAT METAL PANEL, SILVER
13. SPANDREL FLAT METAL PANEL, BLACK
14. METAL LOUVERS, SILVER
15. METAL LOUVERS, BLACK
16. ALUMINUM AND GLASS GUARDRAIL
17. STEEL GUARDRAIL
18. ALUMINUM PARAPET RAILING
19. CLEAR SEALED GLULAM WOOD TREADS AND RISERS
20. CLEAR SEALED T&G WOOD SOFFIT
21. CLEAR SEALED T&G WOOD SIDING
22. OVERHEAD GARAGE DOOR, PERFORATED METAL

EAST ELEVATION: HARBOR AVENUE

1. CAST IN PLACE CONCRETE
2. LIGHT GREY INTEGRAL COLOR FIBER CEMENT PANEL
3. CORRUGATED METAL PANEL, SOLID ZINCALUME
4. CORRUGATED METAL PANEL, PERFORATED ZINCALUME
5. PROFILE METAL PANEL, SOLID MATTE BLACK
6. PROFILE METAL SCREEN, PERFORATED MATTE BLACK
7. ALUMINUM CURTAIN WALL
8. FIBERGLASS PUNCHED OPENINGS, BLACK
9. FIBERGLASS STOREFRONT, BLACK
10. FIBERGLASS PUNCHED OPENINGS, SILVER
11. FIBERGLASS STOREFRONT, SILVER
12. SPANDREL FLAT METAL PANEL, SILVER
13. SPANDREL FLAT METAL PANEL, BLACK
14. METAL LOUVERS, SILVER
15. METAL LOUVERS, BLACK
16. ALUMINUM AND GLASS GUARDRAIL
17. STEEL GUARDRAIL
18. ALUMINUM PARAPET RAILING
19. CLEAR SEALED GLULAM WOOD TREADS AND RISERS
20. CLEAR SEALED T&G WOOD SOFFIT
21. CLEAR SEALED T&G WOOD SIDING
22. OVERHEAD GARAGE DOOR, PERFORATED METAL



1. CAST IN PLACE CONCRETE
2. LIGHT GREY INTEGRAL COLOR FIBER CEMENT PANEL
3. CORRUGATED METAL PANEL, SOLID ZINCALUME
4. CORRUGATED METAL PANEL, PERFORATED ZINCALUME
5. PROFILE METAL PANEL, SOLID MATTE BLACK
6. PROFILE METAL SCREEN, PERFORATED MATTE BLACK
7. ALUMINUM CURTAIN WALL
8. FIBERGLASS PUNCHED OPENINGS, BLACK
9. FIBERGLASS STOREFRONT, BLACK
10. FIBERGLASS PUNCHED OPENINGS, SILVER
11. FIBERGLASS STOREFRONT, SILVER
12. SPANDREL FLAT METAL PANEL, SILVER
13. SPANDREL FLAT METAL PANEL, BLACK
14. METAL LOUVERS, SILVER
15. METAL LOUVERS, BLACK
16. ALUMINUM AND GLASS GUARDRAIL
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18. ALUMINUM PARAPET RAILING
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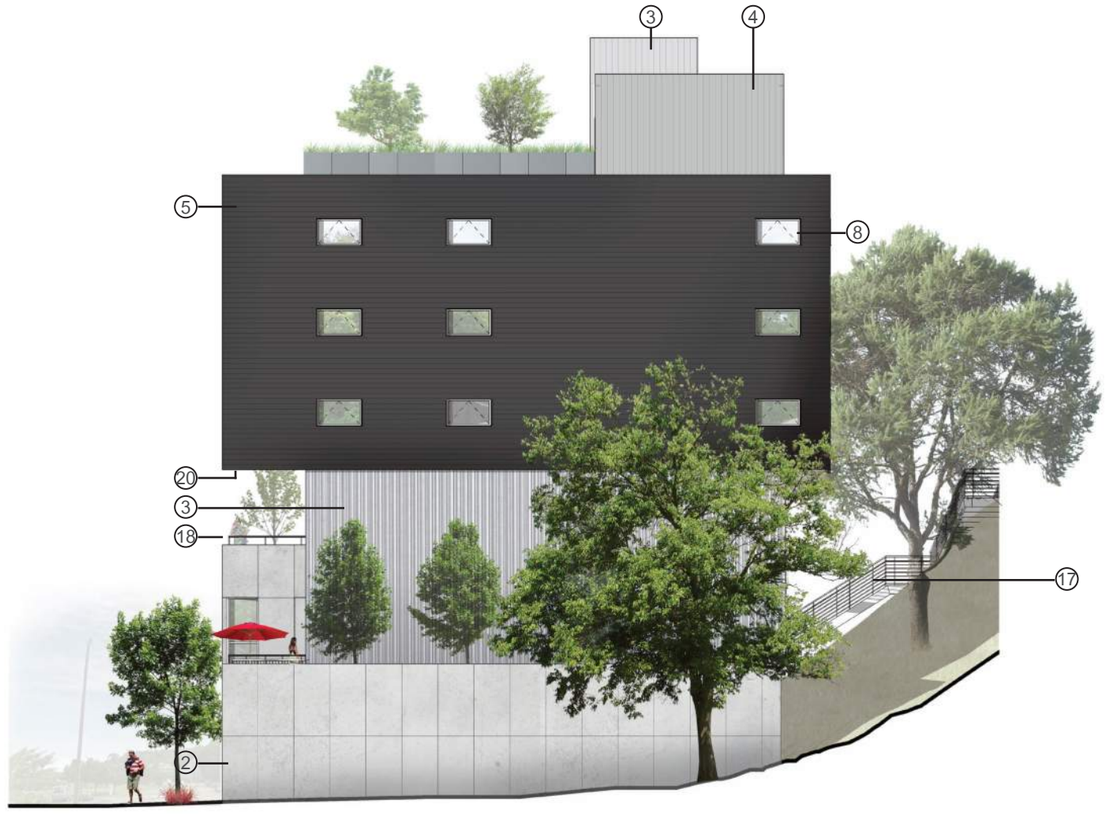
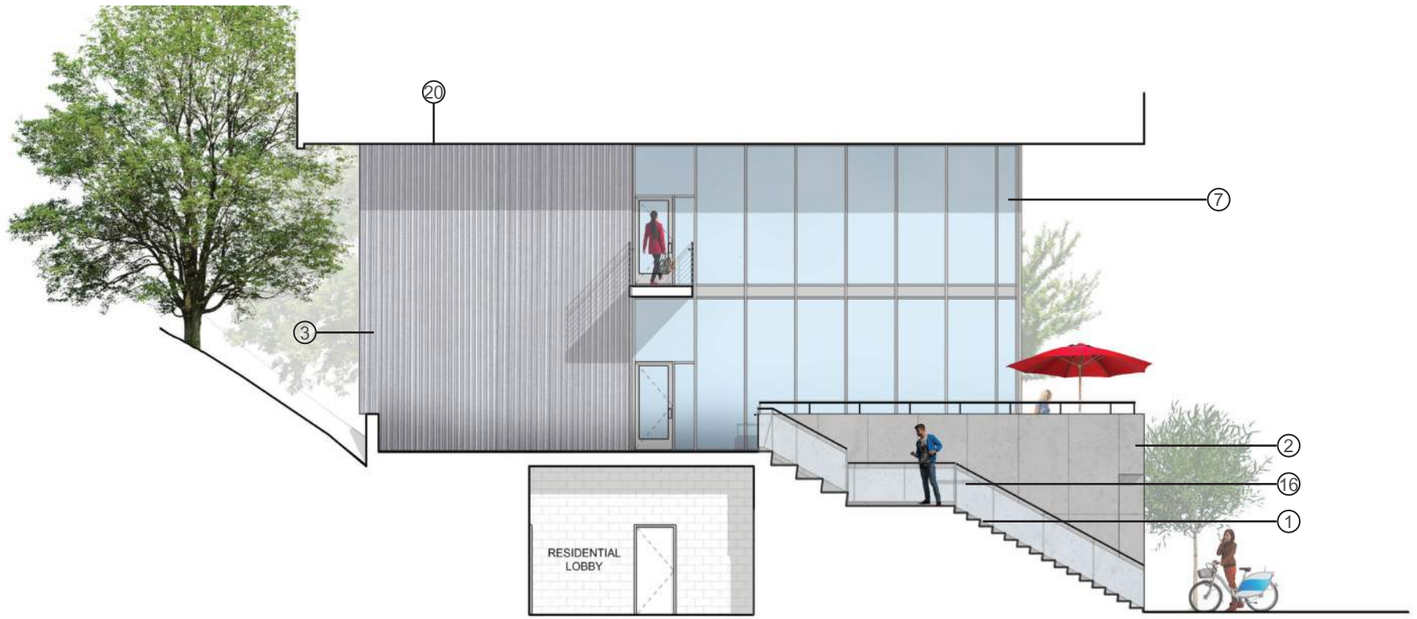
21. CLEAR SEALED T&G WOOD SIDING
22. OVERHEAD GARAGE DOOR, PERFORATED METAL



NORTH ELEVATION

SOUTH ELEVATION

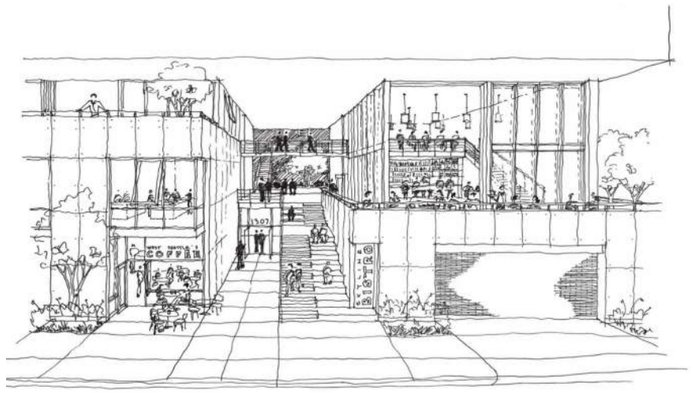


2 BREEZEWAY ELEVATION LOOKING NORTH
3/16" = 1'-0"

BREEZEWAY: LOOKING NORTH

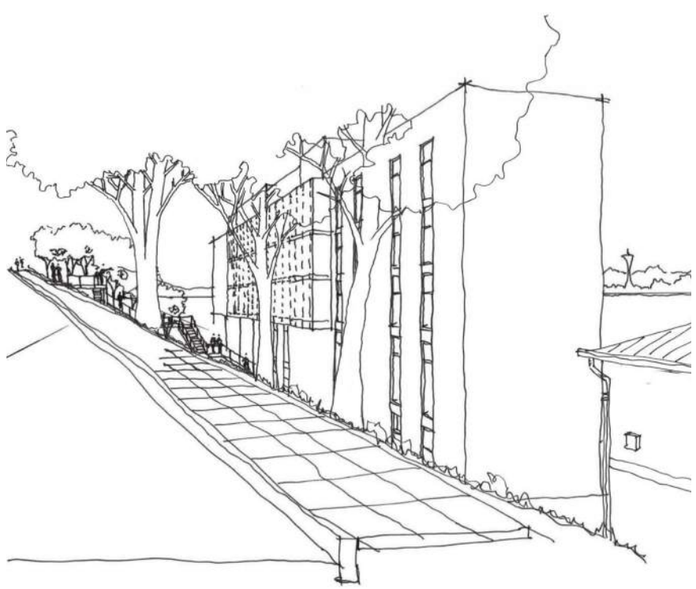
BREEZEWAY: LOOKING SOUTH

1. CAST IN PLACE CONCRETE
2. LIGHT GREY INTEGRAL COLOR FIBER CEMENT PANEL
3. CORRUGATED METAL PANEL, SOLID ZINCALUME
4. CORRUGATED METAL PANEL, PERFORATED ZINCALUME
5. PROFILE METAL PANEL, SOLID MATTE BLACK
6. PROFILE METAL SCREEN, PERFORATED MATTE BLACK
7. ALUMINUM CURTAIN WALL
8. FIBERGLASS PUNCHED OPENINGS, BLACK
9. FIBERGLASS STOREFRONT, BLACK
10. FIBERGLASS PUNCHED OPENINGS, SILVER
11. FIBERGLASS STOREFRONT, SILVER
12. SPANDREL FLAT METAL PANEL, SILVER
13. SPANDREL FLAT METAL PANEL, BLACK
14. METAL LOUVERS, SILVER
15. METAL LOUVERS, BLACK
16. ALUMINUM AND GLASS GUARDRAIL
17. STEEL GUARDRAIL
18. ALUMINUM PARAPET RAILING
19. CLEAR SEALED GLULAM WOOD TREADS AND RISERS
20. CLEAR SEALED T&G WOOD SOFFIT
21. CLEAR SEALED T&G WOOD SIDING
22. OVERHEAD GARAGE DOOR, PERFORATED METAL



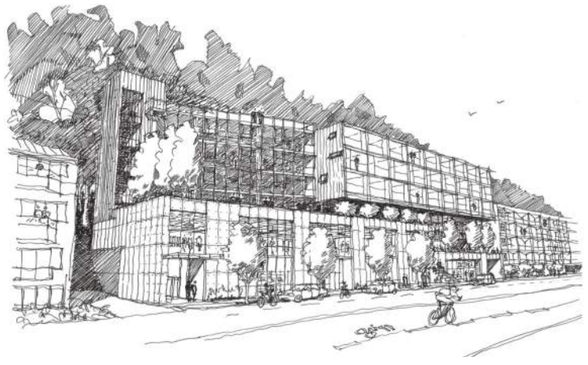
CONCEPT DESIGN: BREEZEWAY FROM HARBOR AVENUE

BUILDING AT PERMIT SUBMITTAL: BREEZEWAY FROM HARBOR AVENUE



CONCEPT DESIGN: BUILDING FROM CALIFORNIA WAY

BUILDING AT PERMIT SUBMITTAL: HILLSIDE STAIRS TO BREEZEWAY



CONCEPT DESIGN: BUILDING FROM HARBOR AVENUE

BUILDING AT PERMIT SUBMITTAL: BUILDING ALONG HARBOR AVENUE

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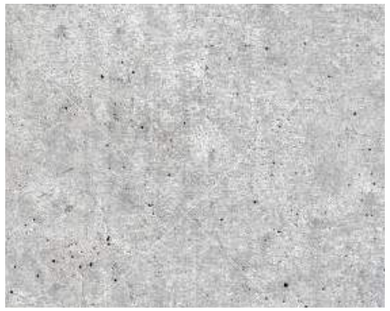
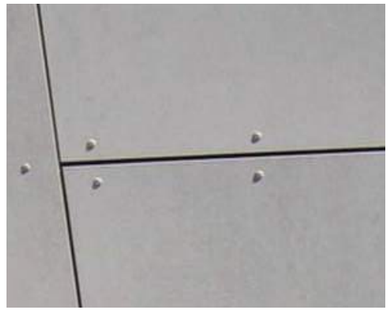
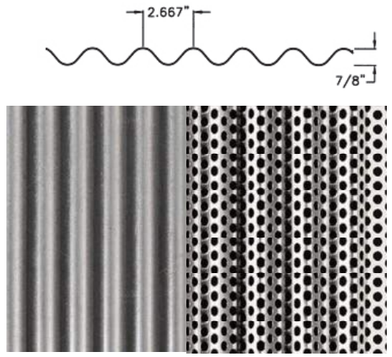


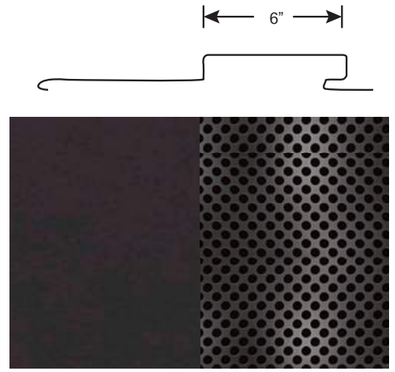
1. CAST IN PLACE CONCRETE



2. LIGHT GREY FIBER CEMENT PANEL
CEMBONIT 967 GRANITE



3. SOLID METAL PANEL, ZINCALUME
4. PERFORATED METAL PANEL,
ZINCALUME



5. SOLID MATTE BLACK METAL PROFILE PANELS
6. PERFORATED MATTE BLACK METAL SCREEN
PROFILE PANELS

7. ALUMINUM CURTAIN WALL
CLEAR ANODIZED ALUMINUM FRAME

8. BLACK FIBERGLASS PUNCHED OPENINGS
9. BLACK FIBERGLASS STOREFRONT

10. SILVER FIBERGLASS PUNCHED OPENINGS
11. SILVER FIBERGLASS STOREFRONT

12. SILVER METAL SPANDREL PANELS
POWDER COATED GREY METAL, EXT

13. BLACK FLAT METAL SPANDREL PANEL
AEP SPAN MATTE BLACK METAL PANEL

LOUVERS TO MATCH FIBERGLASS OPENINGS
14.SILVER
15.BLACK

16. CLEAR ANODIZED ALUMINUM
AND GLASS RAILING

17. STEEL RAILING

18. ALUMINUM PARAPET
RAILING

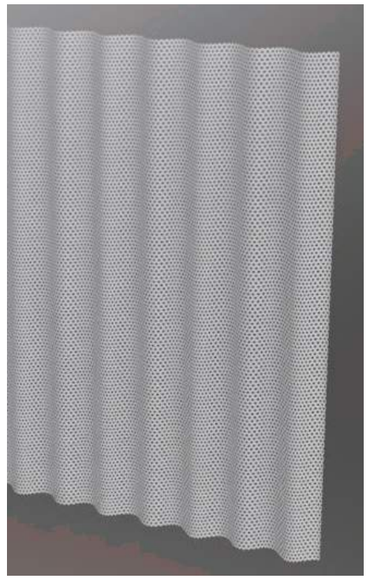
19. CLEAR SEALED GLULAM WOOD
TREADS AND RISERS

3/4" T+G WESTERN RED CEDAR
20. CLEAR SEALED T&G WOOD SOFFIT
21. CLEAR SEALED T&G WOOD SIDING

22. OVERHEAD GARAGE DOOR, PERFORATED
RYTEC SPIRAL VT, GAL STL FRAME, ALUM SLATS

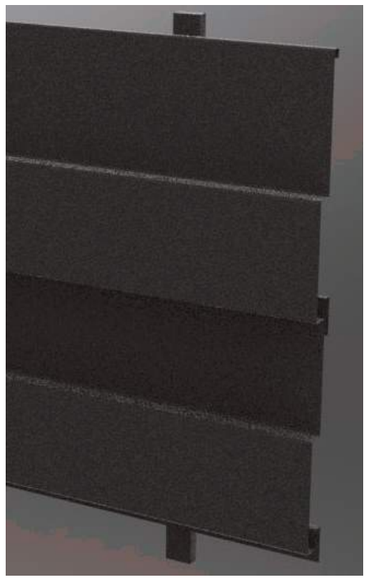
3/4. CORRUGATED PANELS

SOLID



PERFORATED

5/6. PROFILE PANEL



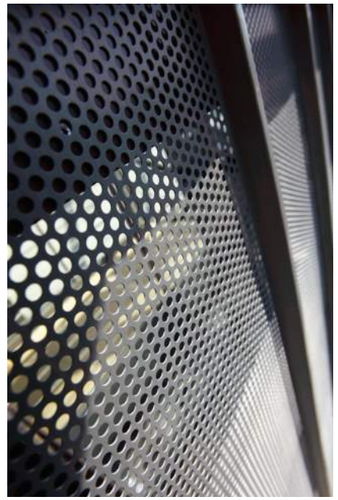
SOLID

PERFORATED

MATERIAL INSPIRATION

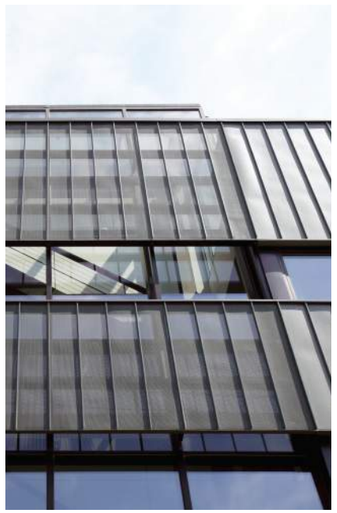
CEDAR ACCENT

PERFORATED SCREEN WALL



PERFORATED DETAIL

PERFORATED SCREEN WITH CEDAR ACCENT



PERFORATED AND SOLID PANELS

WINDOW AND SCREEN

PERFORATED SCREEN SECTION

PERFORATED AND SOLID PANELS

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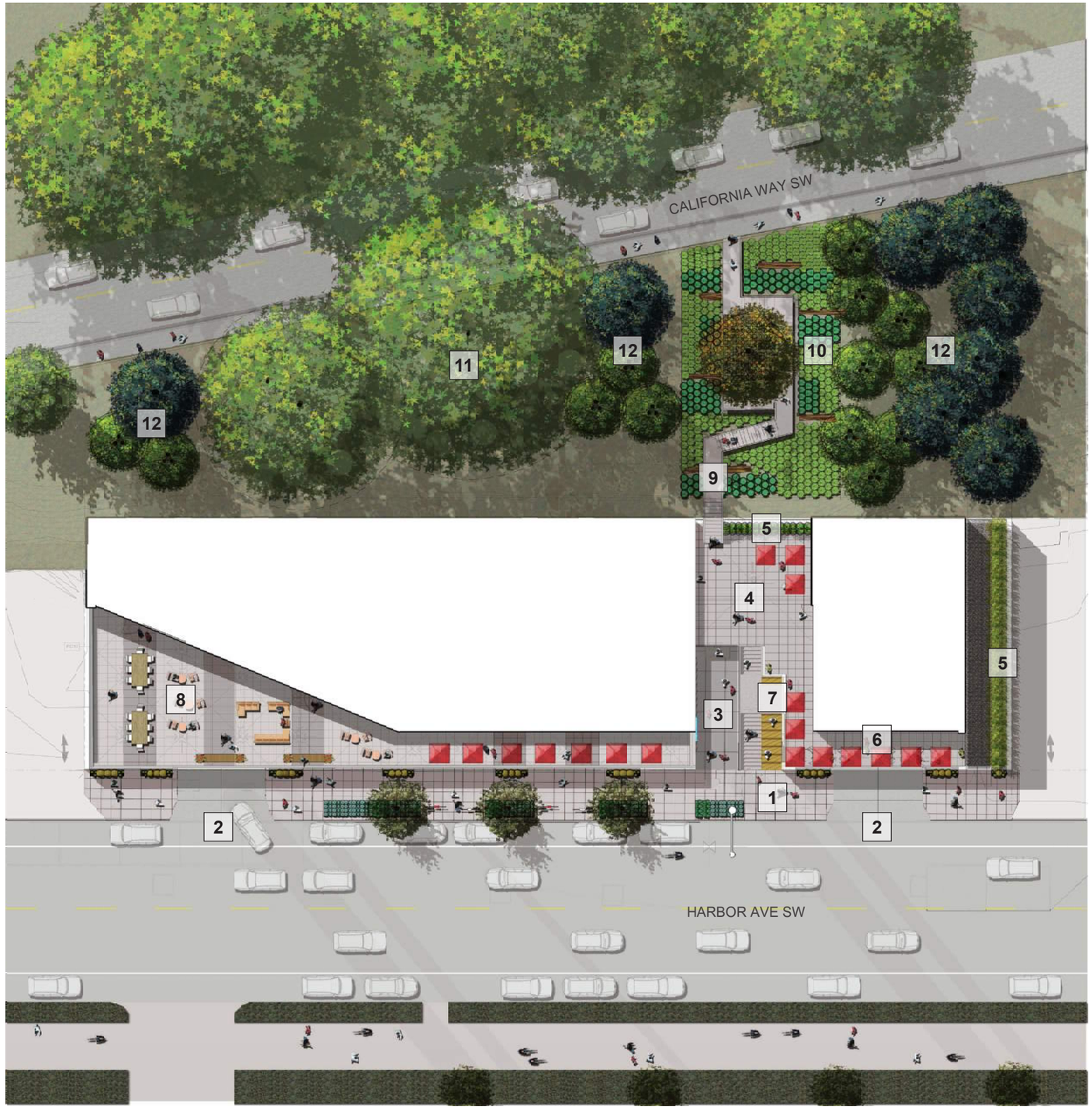


LANDSCAPE DESIGN CONCEPT

The Harbor Avenue Campus includes streetscape design, an arrival water feature integrated with the architecture, a rooftop terrace with amazing views towards the Seattle skyline, and a public pedestrian staircase with access through the site to provide a direct connection from upper West Seattle to the pedestrian trail system along Alki. The hillside adjacent to the public staircase has been restored with the removal of invasive plant species and the integration of native plants, nurse logs and vertical tree snags.

LEGEND

1. Pedestrian Oriented Street Frontage
2. Parking Garage Entrance
3. Arrival Court & Water Feature
4. Level 2 Terrace
5. Raised Planters
6. Restaurant Seating
7. Wood Seat Steps
8. Level 3 Terrace
9. Public Pedestrian Corridor
10. Hillside Restoration Planting
11. Existing Trees To Remain
12. Proposed Hillside Trees

LANDSCAPE DESIGN CONCEPTS

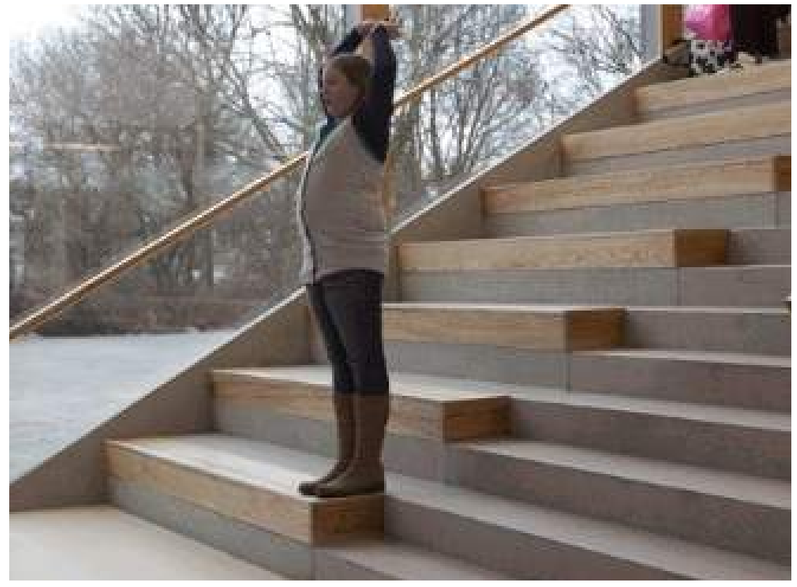
NURSE LOG - HILLSIDE RESTORATION

UMBRELLA SEATING

TERRACE SEATING

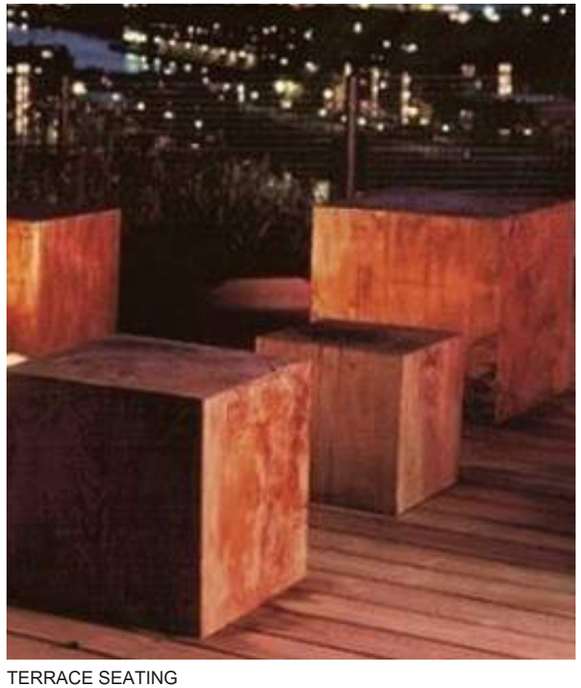
HILLSIDE RESTORATION

COR-TEN POTS



WOOD SEAT STEPS ADJACENT TO CONCRETE STAIRCASE

TERRACE SEATING & ORNAMENTAL GRASSES



TERRACE SEATING

EMERSON BIKE RACK BY LANDSCAPE FORMS

SIGNAGE CONCEPTS

1. CRAFTSMANSHIP
2. MATERIALITY
3. COLOR & EXCITEMENT

SIGNAGE LOCATIONS

- **A** RESTAURANT SIGNAGE LOCATION
- **B** RESIDENTIAL ENTRANCE SIGNAGE
- **C** STORE FRONT SIGNAGE
- **D** RETAIL SIGNAGE, TBD
- **E** TENANT SIGNAGE, TBD
- **F** PARKING SIGNAGE, TBD

SIGNAGE DESIGN CONCEPTS

1 CRAFTSMANSHIP

MIXED MATERIALS

CUT STEEL PLATE

MILL CUT WOOD

CUT STEEL PLATE

2 MATERIALITY

WEATHERED STEEL

RAW METAL AND WOOD

MILLED ALUMINUM

STEEL, WOOD AND CONCRETE

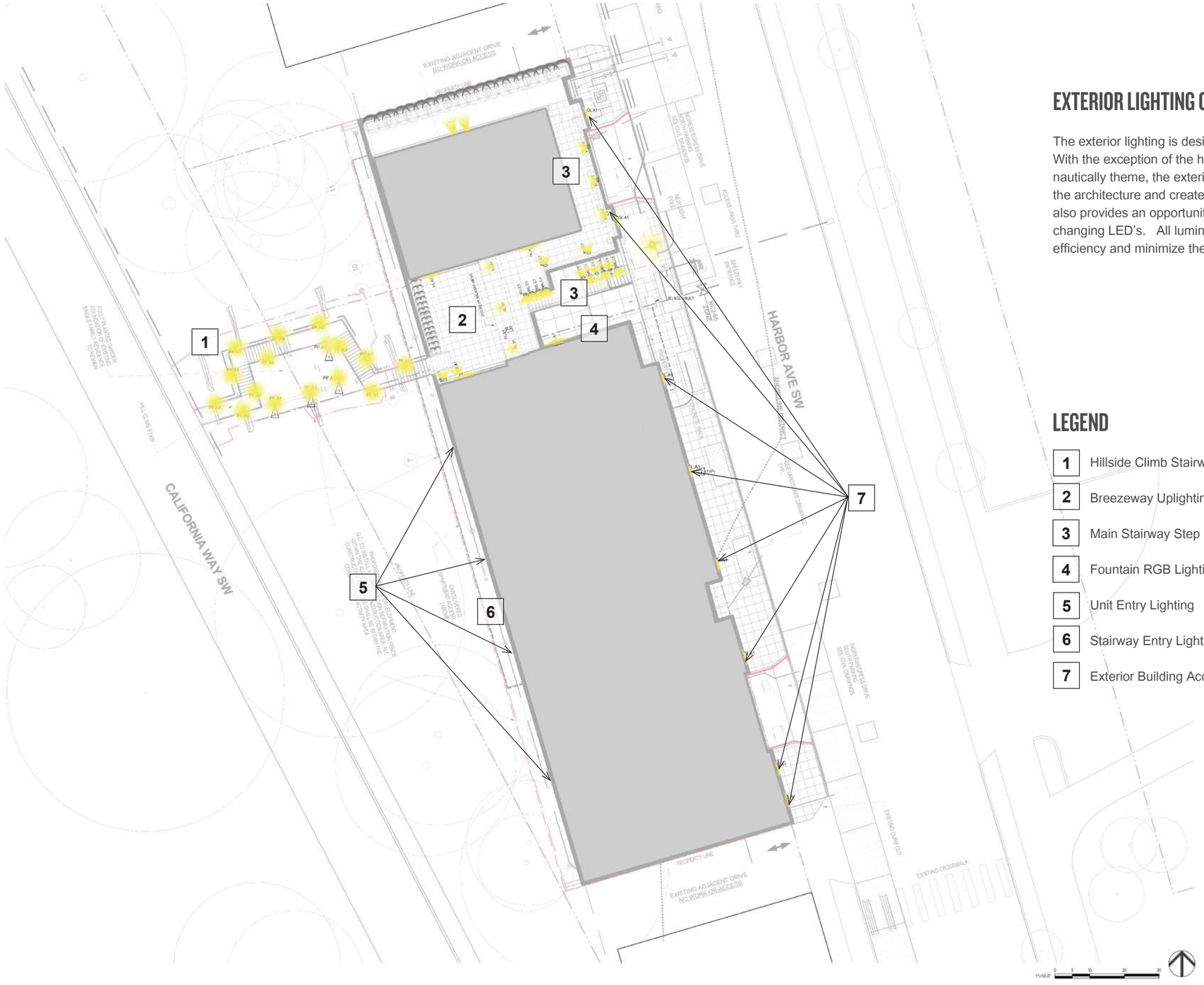
3 EXCITEMENT & COLOR

INFILL COLOR

GRAPHIC SURFACES AND COLOR

LARGE LETTERING

LIGHT AND COLOR



EXTERIOR LIGHTING CONCEPT

The exterior lighting is designed for simplicity, energy efficiency and maintainability. With the exception of the hill climb lighting, which is utilitarian with a slightly nautically theme, the exterior lighting relies on illuminated surfaces to accentuate the architecture and create opportunities for dramatic silhouettes. The water feature also provides an opportunity to create a colorful focal point through the use of color changing LED's. All luminaires will utilize LED technology to maximize energy efficiency and minimize the need for maintenance.

LEGEND

1. Hillside Climb Stairway Lighting
2. Breezeway Uplighting
3. Main Stairway Step Lighting
4. Fountain RGB Lighting
5. Unit Entry Lighting
6. Stairway Entry Lighting
7. Exterior Building Accent Lighting

LIGHTING DESIGN CONCEPTS & FIXTURES

1 CONCEPT IMAGE: HILL CLIMB LIGHTING

CONCEPT RENDERING: PATHWAY LIGHTING ALONG HILL CLIMB

PROJECT RENDERING: LIT PATHWAY FROM CALIFORNIA STREET

PRIMARY FIXTURE

2 PROJECT RENDERING: UPLIGHTING, BREEZEWAY

PRIMARY FIXTURE

3 CONCEPT IMAGES: MAIN STAIRWAY STEP LIGHTING AND PATIO LIGHTING

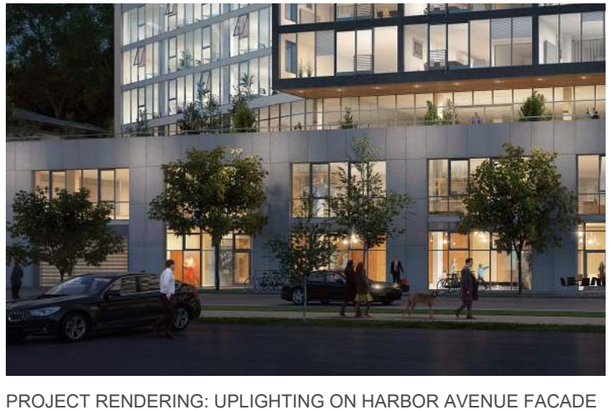
PRIMARY FIXTURE

4 FOUNTAIN RGB LIGHT

5 UNIT ENTRY FIXTURE

6 STAIRWAY ENTRY FIXTURE

7 CONCEPT IMAGE: EXTERIOR BUILDING ACCENT LIGHTING



PROJECT RENDERING: UPLIGHTING ON HARBOR AVENUE FACADE

PRIMARY FIXTURE

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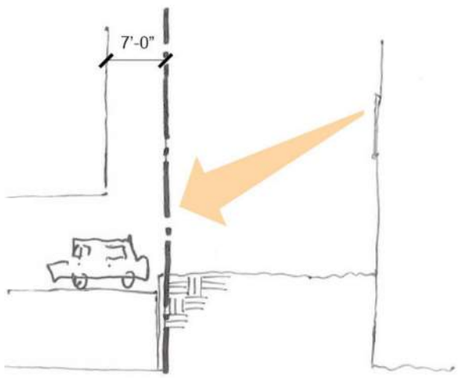
	Zoning Code Reference	Requirement	Departure	Board Response at EDG
1	Side Yard Setback SMC 23.45.518B M Zones Min. Setbacks per Table B Setback Location: North Side *Occurs in Multifamily Residential Zone*	For Portions Of Structures 42' High Or Less - 7 Foot Avg Setback; 5 Foot Min Setback	Provide Wall Along Property Line To Height Of 16'-4" And Planted Deck Above Northern Parking Garage Entrance.	The Board Indicated Preliminary Support For The Proposed Departure.
2	FRONT YARD SETBACK: SMC 23.45.518B MR Zone Min. Setback per Table B. . *Occurs in Multifamily Residential Zone*	7 Foot Avg Setback, 5 Foot Min Setback. No Setback Is Required If A Courtyard Abuts The Street Per Exhibit A For 23.45.518 And The Courtyard Has: 1. A Minimum Width Equal To 30% Of The Width Of The Abutting Street Frontage Or 20 Feet, Whichever Is Greater And 2 A Minimum Depth Of 20 Feet Measured From The Abutting Street Lot Line.	In Lieu Of Courtyard Open To The Sky, The Project Proposes To Provide A 3-Story High Breezeway Through The Entire Structure Depth (62 Feet) Which Would Be Open To The Public And Provide Access Hillclimb Stair Between California Way Sw And Harbor Avenue Sw.	The Board Indicated Preliminary Support For The Departure, Depending On The Proposed Design Of The Breezeway / Hill Climb.
3	SITE TRIANGLE: SMC 23.54.030 G *Occurs in Multifamily Residential Zone*	Two-Way Driveways, 22 Feet Wide Or More Require A Sight Triangle On The Exit Side Of The Drive	To Allow A Combination Of Safety Features (Including Pedestrian And Drive Warning Lights, Safety Mirrors, And Paving Changes At The Driveway) In Lieu Of Required Sight Triangle, Similar To The Exception Used In Downtown, Industrial And Commercial 1 & 2 Zones.	The Board Indicated Preliminary Support For The Departure But The Design Of The Driveway Ramp Should Include A Level Landing Area For Vehicles Before They Enter The Sidewalk And Design The Edge Of The Garage To Create Pedestrian Safety. (Note: Parking Layout Has Changed Since Edg Proposal, Although The Garage Door Location Along Harbor Avenue Remains The Same).
4	SCREENING OF PARKING: 23.45.536D *Occurs in Multifamily Residential Zone*	Garage Door Size: Max. 75Sf Garage Door Area In “Mr” Zones	Provide A Garage Door That Satisfies The Screening Requirements While Also Allowing Enough Garage Door Area To Service A 2-Way, On-Grade Parking Area, And A Shared Solid Waste/ Recyclable Materials Room. Total Area Of Proposed Garage Door Is 263.8Sf.	The Board Has Not Reviewed This Proposed Departure.
5	SCREENING OF PARKING: 23.45.536D; *Occurs in Multifamily Residential Zone*	Minimum 15 Foot Setback Of Garage Doors In A “Mr” Zone.	Provide A Garage Door Along The Western Building Face Fronting Harbor Avenue And Allow A Combination Of Safety Features (Including Pedestrian And Drive Warning Lights, Safety Mirrors, And Paving Changes At The Driveway) In Lieu Of Required 15Ft. Garage Door Setback.	The Board Has Not Reviewed This Proposed Departure, Although The Premilimary Design That That They Indicated Prelimary Approval For Did Show Both Garage Doors As Flush With The Building Face.
6	COMMERCIAL PARKING LOCATION: SMC 23.47A.032.B.1.b	Within A Structure, Street-Level Parking Shall Be Separated From Street-Level, Street Facing Facades By Another Permitted Use.	Allow Street Level Parking Directly Behind Street Facing Façade.	The Board Has Not Reviewed This Proposed Departure.

	Zoning Code Reference	Requirement	Departure	Justification for Proposed Design Based on Design Guidelines	Referenced Design Guidelines
1	Side Yard Setback SMC 23.45.518B M Zones Min. Setbacks per Table B Setback Location: North Side *Occurs in Multifamily Residential Zone*	For Portions Of Structures 42' High Or Less - 7 Foot Avg Setback; 5 Foot Min Setback	Provide Wall Along Property Line To Height Of 16'-4" And Planted Deck Above Northern Parking Garage Entrance.	Side Yard Setback The proposed design better achieves the goals of the Design Guidelines in a number of ways: 1. Screens views of the parking area, dumpsters and utility meters from our neighbors to the north. (CS2-D-5 Respect for Adjacent Sites). 2. Screens glare from vehicles head lights from our neighbors to the north. (DC4-C-2 Avoiding Glare). 3. Provides a better urban presence along Harbor Drive than an open drive with surface parking and building services. (DC1-C-4 Service Uses). 4. The structure within the setback helps break down the scale of the north end of the building (DC2-A-2 Reducing Perceived Mass) and the landscaping provided on the roof complements the geometry of the architecture and improves views for neighbors and pedestrians along California Way above (DC2-C-3 Fit with Neighboring Buildings).	CS2-D-5. Respect For Adjacent Sites; Dc4-C-2. Avoiding Glare; Dc1-C-4. Service Uses; DC2-A-2. Reducing Perceived Mass; Dc2-C-3. Fit With Neighboring Buildings;



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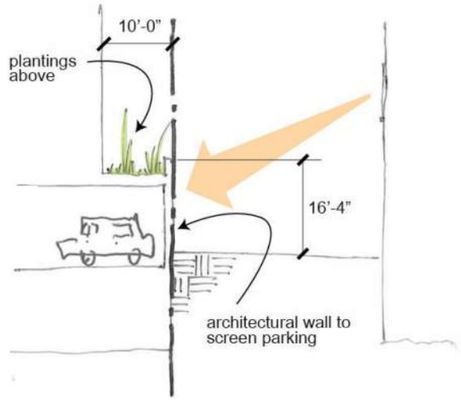
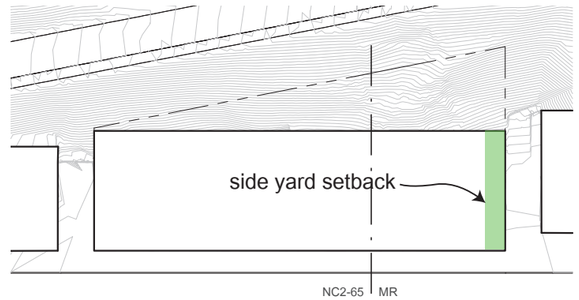
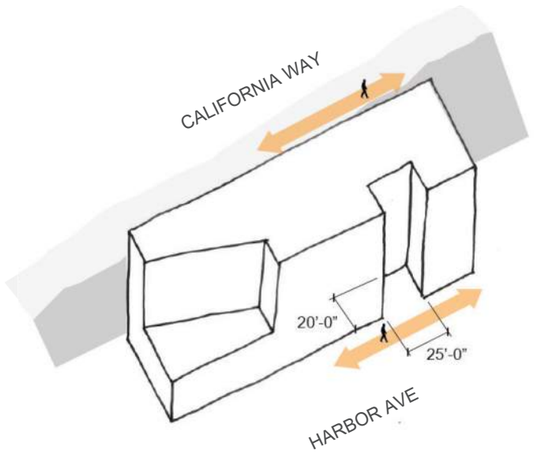


PROPOSED DEPARTURE



LOCATION OF SIDE YARD ON SITE

	Zoning Code Reference	Requirement	Departure	Justification for Proposed Design Based on Design Guidelines	Referenced Design Guidelines
2	FRONT YARD SETBACK: SMC 23.45.518B MR Zone Min. Setback per Table B. . *Occurs in Multifamily Residential Zone*	7 Foot Avg Setback, 5 Foot Min Setback. No Setback Is Required If A Courtyard Abuts The Street Per Exhibit A For 23.45.518 And The Courtyard Has: 1. A Minimum Width Equal To 30% Of The Width Of The Abutting Street Frontage Or 20 Feet, Whichever Is Greater And 2 A Minimum Depth Of 20 Feet Measured From The Abutting Street Lot Line.	In Lieu Of Courtyard Open To The Sky, The Project Proposes To Provide A 3-Story High Breezeway Through The Entire Structure Depth (62 Feet) Which Would Be Open To The Public And Provide Access Hillclimb Stair Between California Way Sw And Harbor Avenue Sw.	Front Yard Setback The proposed design better achieves the goals of the Design Guidelines in a number of ways: 1. The breezeway and hill climb stair embrace the natural topography of the site and let it drive not only the experience of the project but the overall design of the massing. (CS1-C-1 Land Form and CS1-C-2 Elevation Changes). 2. Instead of a courtyard that is simply open to the sky, the breezeway better connects the natural habitat on the hillside of the project with the view side. (CS1-D-1 On-Site Features, CS1-D-2 Off-Site Features, DC3-C-3 Support Natural Areas). 3. The breezeway and hill climb stairway create a distinct sense of place and by incorporating the foundations of the old house create a rich historical narrative that further adds to the sense of place and creation of a unique identity. (CS2-A-1 Sense of Place, CS2-A-2 Architectural Presence, PL2-C-3 People-Friendly Spaces and DC1-A-2 Gathering Places). 4. The hill climb stair connects and strengthens two public pedestrian paths via an on-site pedestrian path and provides areas for rest, appreciation of the natural habitats and views of the urban skyline. (PL1-B-1 Pedestrian Infrastructure, PL1-B-3 Pedestrian Amenities and PL2-A-2 Access Challenges). 5. The breezeway and hill climb stair create an obvious and central gathering space for the project and the space is large enough that we can accommodate multiple building entry points for different users. Restaurant users will take the main hill climb stair to the second floor restaurant. Building residents will slip past the main hill climb stair to access the secure lobby. Office users can use either the main breezeway entry as a 'front door' or use a second entrance adjacent to the south garage. Retail spaces can be accessed direct from the Harbor Drive sidewalk. (PL3-A-1 Design Objectives, PL3-A-2 Common Entries and PL3-A-4 Ensemble of Elements). 6. The breezeway and hill climb stair help to break down the mass of the project (DC2-A-1 Site Characteristics and Uses and DC2-A-2 Reducing Perceived Mass).	CS1-C-1. Land Form; CS1-C-2. Elevation Changes; CS1-D-1. On-Site Features; CS1-D-2. Off-Site Features; DC3-C-3 Support Natural Areas; CS2-A-1. Sense Of Place; Architectural Presence; PL2-C-3 People-Friendly Spaces; DC1-A-2 Gathering Places; PL1-B-1. Pedestrian Infrastructure; Pl1-B-3. Pedestrian Amenities; Pl2-A-2. Access Challenges; PL3-A-1 Design Objectives; PL3-A-2 Common Entries; PL3-A-4 Ensemble of Element; DC2-A-1 Site Characteristics and Uses; DC2-A-2 Reducing Perceived Mass



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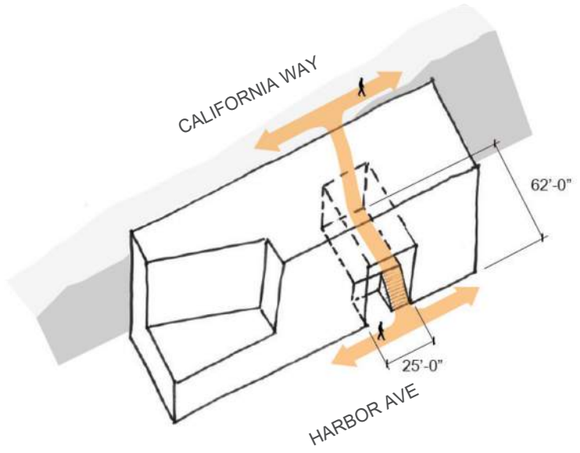
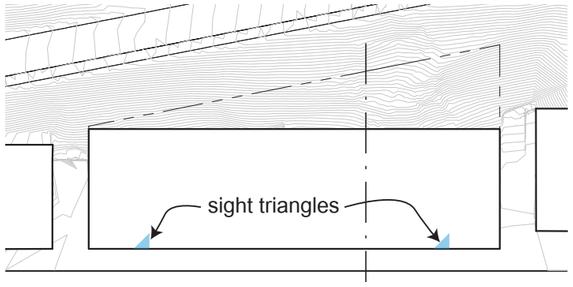


PROPOSED DEPARTURE

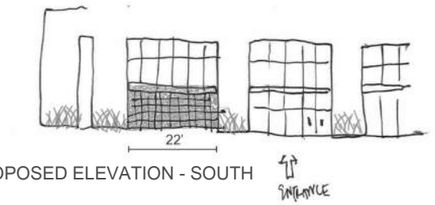
9.0 DEPARTURE SUMMARY

Zoning Code Reference	Requirement	Departure	Justification for Proposed Design Based on Design Guidelines	Referenced Design Guidelines
SITE TRIANGLE: SMC 23.54.030 G *Occurs in Multifamily Residential Zone*	Two-Way Driveways, 22 Feet Wide Or More Require A Sight Triangle On The Exit Side Of The Drive	To Allow A Combination Of Safety Features (Including Pedestrian And Drive Warning Lights, Safety Mirrors, And Paving Changes At The Driveway) In Lieu Of Required Sight Triangle, Similar To The Exception Used In Downtown, Industrial And Commercial 1 & 2 Zones.	Site Triangle (SMC 23.54.030.G): 10' wide site triangles on exit side of 2-way driveways The proposed design better achieves the goals of the Design Guidelines in a number of ways: 1. Reduced the perceived width of the garage entry opening from 32 to 22 feet. 2. Reduced the number of recessed areas along the street frontage for increased safety of pedestrians as we limit the number of 'hiding' and 'sleeping' places. 3. Due to the steeping sloping site the project only has one street frontage with the ability to provide service access, so the site really doesn't have a 'back door' or 'service' side. Keeping the garage doors at the face of the building on the property line allows us to fully screen and enclose the access doors to the trash and recycling room, the door to the water meter room and the restaurant service elevator, which helps to minimize the number of service doors and to clean up the street façade. (DC1-C-4 Service Uses and DC2-B-1 Façade Composition). 4. The proposed design includes high quality garage doors with an anodized aluminum finish and perforations to provide a sense of visual penetrability yet adequate screening of use. (PL2-B-3 Street Level Transparency and DC2-B-2 Blank Walls). 5. The proposed design includes warning lights, safety mirrors and paving changes to improve pedestrian safety. (DC4-C-1 Functions).	Dc1-C-4. Service Uses; Dc2-B-1. Façade Composition; Pl2-B-3. Street-Level Transparency; Dc2-B-2. Blank Walls; Dc4-C-1. Functions;

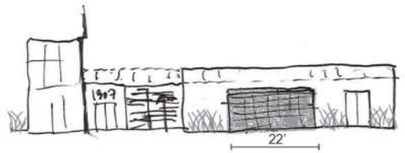
3



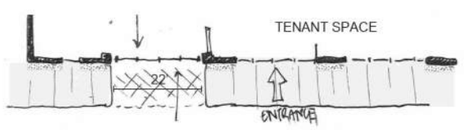
PLAN AND ELEVATION
Parking entrance utilizing mirrors, warning lights, and paving change. More opportunities for pedestrians to engage with retail storefront.



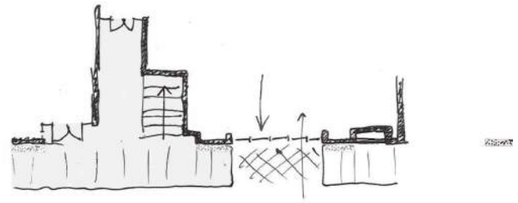
PROPOSED ELEVATION - SOUTH



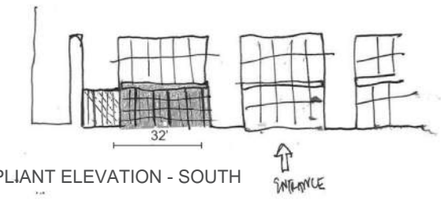
PROPOSED ELEVATION - NORTH



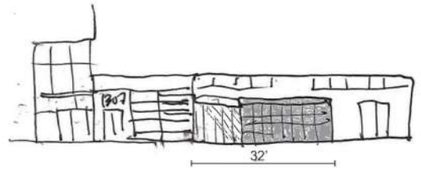
PROPOSED PLAN - SOUTH



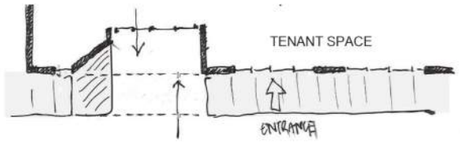
PROPOSED PLAN - NORTH



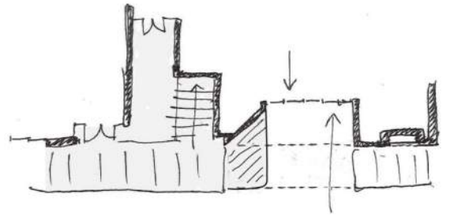
COMPLIANT ELEVATION - SOUTH



COMPLIANT ELEVATION - NORTH



COMPLIANT PLAN - SOUTH



COMPLIANT PLAN - NORTH

PLAN AND ELEVATION
Large parking entrance is less pedestrian friendly.

	Zoning Code Reference	Requirement	Departure	Justification for Proposed Design Based on Design Guidelines	Referenced Design Guidelines
4	SCREENING OF PARKING: 23.45.536D *Occurs in Multifamily Residential Zone*	Garage Door Size: Max. 75Sf Garage Door Area In “Mr” Zones	Provide A Garage Door That Satisfies The Screening Requirements While Also Allowing Enough Garage Door Area To Service A 2-Way, On-Grade Parking Area, And A Shared Solid Waste/ Recyclable Materials Room. Total Area Of Proposed Garage Door Is 263.8Sf.	Screening of Parking (SMC 23.45.536D): GARAGE DOOR SIZE The proposed design better achieves the goals of the Design Guidelines in a number of ways: 1. The larger garage door in the MR zone is more practical from a day to day use perspective and will better accommodate services uses which will include dumpsters that need to be wheeled in and out on a weekly basis. (DC1-C-4) 2. The Larger door size is more complimentary of the overall massing of the project (DC2-B-1 Façade Composition). 3. Separate entry and exit doors do not result in an overall reduction of the door area on the street façade, merely an increase in the number of doors which results in increased cost, resources, energy use and long term flexibility of the building.	Dc1-C-4. Service Uses; Dc2-B-1. Façade Composition;

PROPOSED GARAGE DOOR CONFIGURATION

CODE COMPLIANT GARAGE DOOR CONFIGURATION

Zoning Code Reference	Requirement	Departure	Justification for Proposed Design Based on Design Guidelines	Referenced Design Guidelines
SCREENING OF PARKING: 23.45.536D; *Occurs in Multifamily Residential Zone*	Minimum 15 Foot Setback Of Garage Doors In A "Mr" Zone.	Provide A Garage Door Along The Western Building Face Fronting Harbor Avenue And Allow A Combination Of Safety Features (Including Pedestrian And Drive Warning Lights, Safety Mirrors, And Paving Changes At The Driveway) In Lieu Of Required 15Ft. Garage Door Setback.	Screening of Parking (SMC 23.45.536D): GARAGE DOOR SETBACK The proposed design better achieves the goals of the Design Guidelines in a number of ways: 1. Better holds the street edge and improves pedestrian safety by reducing the number of places to 'hide or sleep'. (PL2-B-1 Eyes on the Street). 2. Perforated Aluminum garage doors provide visual penetrability while providing adequate screening of parking and garage. (PL2-B-3 Street-Level Transparency). 3. Due to the steeping sloping site the project only has one street frontage with the ability to provide service access, so the site really doesn't have a 'back door' or 'service' side. Keeping the garage doors at the face of the building on the property line allows us to fully screen and enclose the access doors to the trash and recycling room, the door to the water meter room and the restaurant service elevator, which helps to minimize the number of service doors and to clean up the street façade. (DC1-C-4 Service Uses and DC2-B-1 Façade Composition).	PI2-B-1. Eyes On The Street; PL2-B-3 Street-Level Transparency; DC1-C-4 Service Uses; DC2-B-1 Façade Composition

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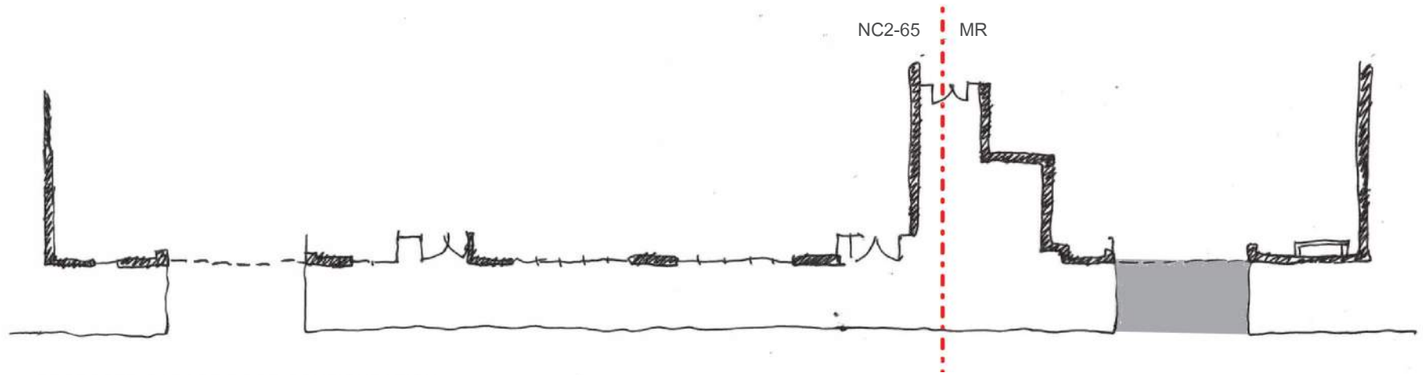
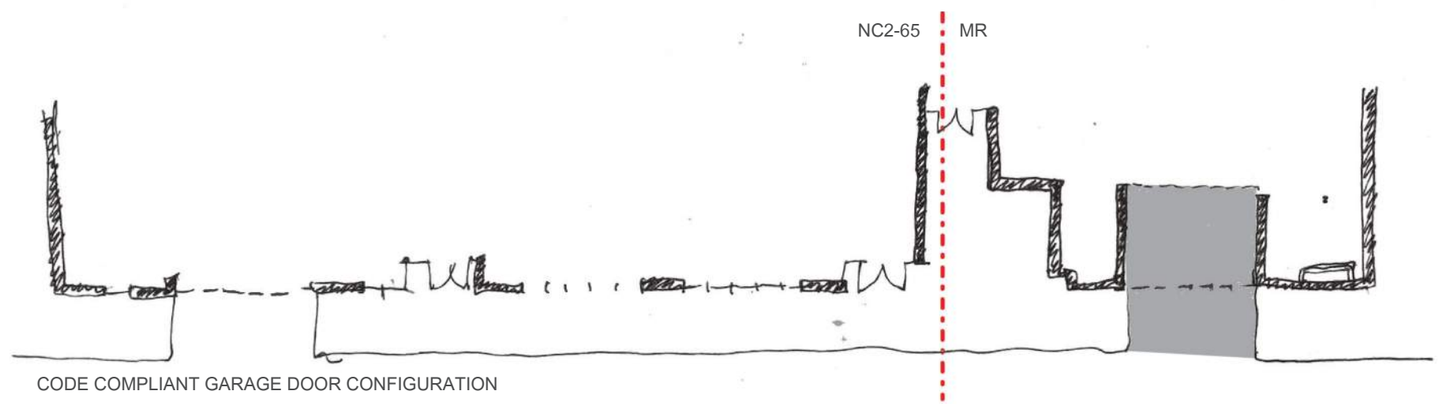


PROPOSED GARAGE DOOR CONFIGURATION



CODE COMPLIANT GARAGE DOOR CONFIGURATION

Zoning Code Reference	Requirement	Departure	Justification for Proposed Design Based on Design Guidelines	Referenced Design Guidelines
COMMERCIAL PARKING LOCATION: SMC 23.47A.032.B.1.b	Within A Structure, Street-Level Parking Shall Be Separated From Street-Level, Street Facing Facades By Another Permitted Use.	Allow Street Level Parking Directly Behind Street Facing Façade.	Commercial Parking Location (SMC 23.47A.032.B.1.b): The proposed design better achieves the goals of the Design Guidelines in a number of ways: 1. The Design team, over the course of two years, has investigated underground parking initially at two levels, then reduced to one level but ultimately, due to the height of the water table combined with the sheer volume of water that would have to be removed from the site (45 gallons per minute at one story below grade and 250 gallons per minute at two levels below grade), construction of below grade space has proven economically unfeasible on this site. The use of European mechanical parking lifts, reduction in ground floor commercial area has enabled to project to satisfy parking requirements without the need for dewatering during construction. We have been able to maintain the initial massing from option-D that resonated with the Design Review Board and public response at the Early Design Guidance meeting with the only significant addition of a second garage door and curb cut. (PL3-A-1 Design Objectives, PL3-A-4 Ensemble of Elements, DC2-B-2 Blank Walls, DC2-C-3 Fit with Neighboring Buildings). 2. Rather than one large garage that would have performed more efficiently from a cost perspective and only required a single garage door and curb cut, the design team felt that two smaller garages could be more easily accommodated along the street frontage and minimize the interruption of pedestrian interaction with the project. (PL3-A-1 Design Objectives, PL3-A-2 Common Entries, PL3-A-4 Ensemble of Elements). 3. While the design team was able to accommodate a permitted use on the north side of the NC garage drive (Office Lobby) our required parking number combined with groundwater economics eliminated that opportunity on the south side of the driveway. The proposed street elevation design maintains the rhythm of the rest of the building façade, maintains the use of high quality materials, attention to human scale and overall design sensibility. (DC2-B-1 Façade Composition).	PL3-A-1 Design Objectives; PL3-A-4 Ensemble of Elements; DC2-B-2 Blank Walls; DC2-C-3 Fit with Neighboring Buildings; PL3-A-2 Common Entries; DC2-B-1 Façade Composition

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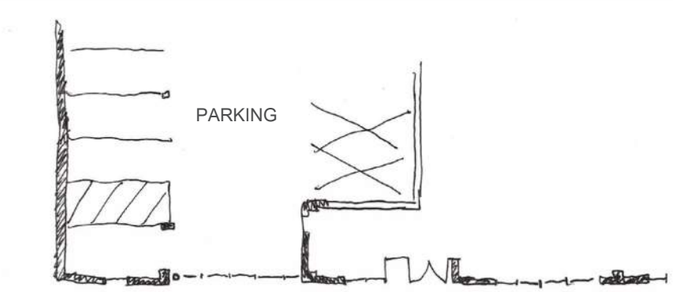
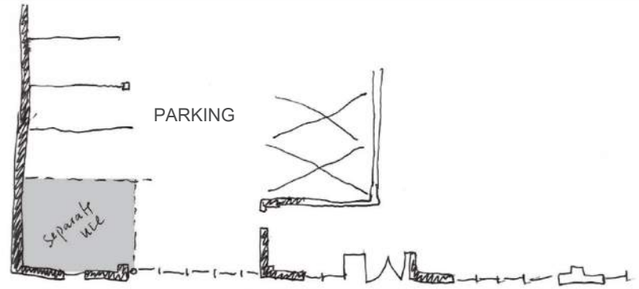
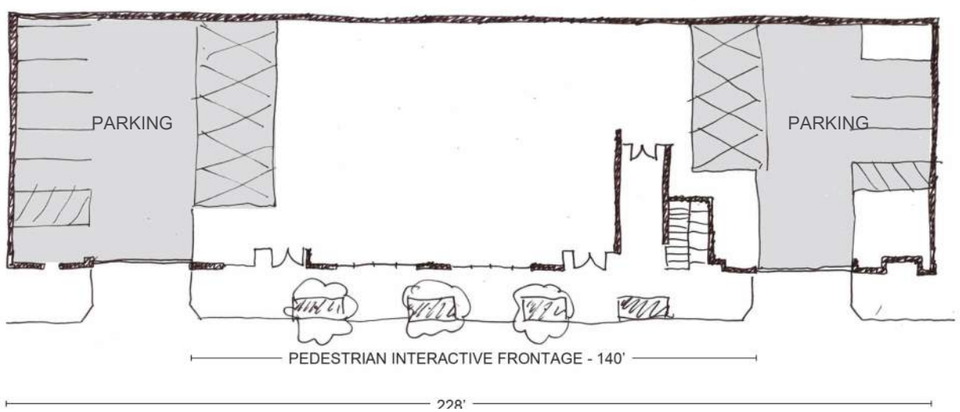


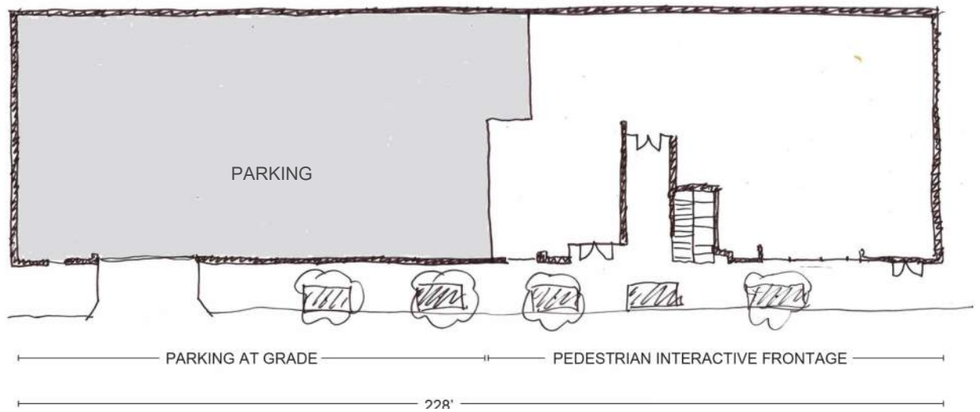
PROPOSED GARAGE AT GRADE PARKING LOCATION, SOUTH



CODE COMPLIANT AT GRADE PARKING LOCATION, SOUTH



PROPOSED TWO GARAGE CONFIGURATION, SEE JUSTIFICATION #2



SINGLE GARAGE CONFIGURATION, SEE JUSTIFICATION #2

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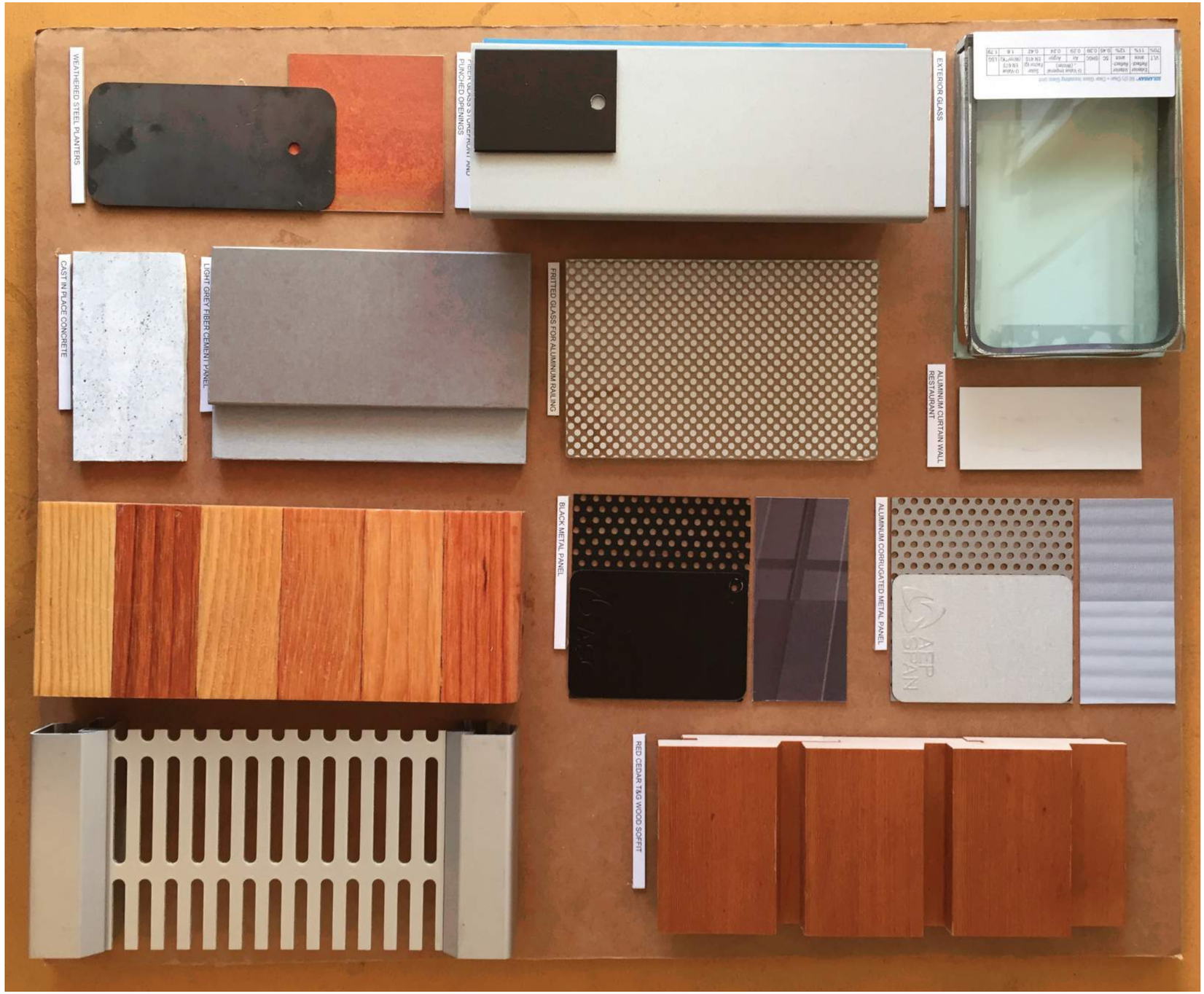


PHYSICAL MATERIAL BOARD

For review at Design Recommendation Meeting

TREE ASSESSMENT

YMSA USA LLC
1307 Harbor Ave SW
Seattle, WA 98116

PREPARED FOR:
Tim Rhodes for:
YMSA USA LLC
1307 Harbor Ave SW
Seattle, WA 98116

May 15, 2014

PREPARED BY:
Katy Bigelow
PNW ISA member # PN-6039AT
PNW Certified Tree Risk Assessor # 199
Registered Consulting Arborist® #490

Katy Bigelow
206.351.1375
arboristkaty@gmail.com

May 15, 2014

ATTN: Tim Rhodes
YMSA USA LLC
1307 Harbor Ave SW
Seattle, WA 98116

Dear Mr. Rhodes:

Thank you for having me evaluate trees at a proposed commercial development site for YMSA USA LLC. To evaluate the trees addressed in this letter I combined my field experience and education with current accepted practices as defined by the American National Standards Institute (ANSI) and the International Society of Arboriculture (ISA).

The tools I use to make an assessment are limited to a rubber mallet, binoculars, compass, laser pointer, hand brush, shovel and hand trowel unless otherwise noted. A visual tree assessment and other methods are only conclusive for the day of inspection and do not guarantee that conditions will remain the same in the future.

Specifically I was asked to:

1. Evaluate existing trees outside of the proposed building footprint for health and risk,
2. Confirm tree species and diameter identified and located on a survey to be provided,
3. Identify any trees on property as Heritage Trees per Seattle's Director's Rule 16-2008.

I completed my site visit on May 9, 2014. The site is a very steep slope sparsely populated with Bigleaf maple (*Acer macrophyllum*) and Bitter cherry (*Prunus emarginata*) trees. The understory is nearly completely comprised of invasive groundcovers including English ivy, clematis, Himalayan blackberry, poison oak and nettle. Patches of horsetail indicated moist soil areas.

I identified six trees on the north west part of the property using black and white flagging tape and metal tags numbering 1591 through 1596 stapled to the trunk on the west side of the trees. To the best of my judgment from the survey, five of these trees are on the YMSA property and one is located in the right of way.

Three other maples and one clump of cherry trees also grow west of the proposed site and are mainly growing in the right of way. They are approximately located on the Site Map provided by the Miller Hull Partnership on 4/29/2914 and were not tagged in the field. At least some of the cherry stems directly west of the proposed southwest building corner may be on YMSA

property but the exact property corner was unmarked in the field. Specific observations about all the trees noted on the Site Map can be found in the supporting information as a separate attachment to this report.

1) Tagged trees on property: These five mature Bigleaf maple trees grow on the north part of the parcel midway down the steep slope and were tagged 1591-1595. They all have partially exposed and slightly bowed bases indicating soils movement down slope over time. Many of the trees had defects in their lower trunks with rot extending into the lower base of the trees.

While this group of trees currently functions well as a grove, removing one or part of any of the trees will quickly change the dynamics of how they react to wind or other environmental events. Most of their individual canopies are majorly asymmetrical and exposed as solitary trees, would likely quickly loose branches or possibly experience trunk break out.

I also believe that the trees location to the proposed building site is close enough that disturbance would occur to some of the trees critical root zones and/or will necessitate severe (over) pruning of the trees for building clearance.

2) Maples growing in the right of way – Three mature Bigleaf maples grow near the top of the slope and one grows near the northwest property corner (numbered on the site sketch as Trees 2, 3 and 4 and tagged in the field as 1596). It is unclear how close development will be to Trees 2-4. At the time of my site visit all the trees were in fair condition except Tree 1596 which is in poor condition. As is the case above, any change occurring to any single tree (removal, pruning, root disturbance, failure) has the potential to affect all the trees in this group.

- Closely monitor the trees in this group and provide tree protection before and during the development process.
- If development plans change in scope to include work within the drip lines of these trees, branch pruning, root pruning, extremely close monitoring or removal may need to occur. Reassess the development plan relative to the trees location to specify a work. Contact Seattle Department of Transportation to obtain a tree work permit.
- If the development plan remains as specified, prune the dead wood from all three trees and complete any other structural pruning work to ensure the work area is safe from falling or hazardous branches or other tree parts. Contact Seattle Department of Transportation to obtain a tree work permit.
- All tree work should be completed according to ANSI 300 pruning standards.

3) Clump of bitter cherry trees – This clump of eleven trees grows straddling the right of way and the subject property. Ivy, clematis and poison oak grow up many of their canopies. They are mostly in fair to good condition. All of their canopies lean and grow towards the southeast. This grove does not qualify as an exceptional grove of trees.

If the building footprint remains as specified, many of the trees may have to be removed to avoid their canopies touching the new building. This also means that many of the stems' critical root areas will be likely be disturbed during the development process.

- Determine the exact location of the right of way to determine the action needed for specific stems.
- If the development plan remains as specified, Contact Seattle Department of Transportation to obtain a tree work permit if trees in the right of way need pruning or removal.

Currently the risk rating for these trees is low since there is no target in the event of a partial or total tree failure. However, this will significantly change when the location of the new building and project footprint is determined in the field and building commences. The target can be best determined once these locations are known.

The DPD Director's rule 16-2008 discusses the designation for Exceptional trees within the City of Seattle. Trees 3, 4, 1591 and 1593 meet these criteria (Bigleaf maple 2 feet six inches in circumference = 30 inches in diameter total or greater).

Trees 3 and 4 grow in the right of way. They are currently in fair condition but are in need of pruning to reduce structural defects and to remove dead wood if target locations or the height of the building reaches within or close to their drip lines. I strongly suggest following the recommendations in 2) to address them during the development process.

Tree 1591 grows on the subject property. It has had a large co-dominant trunk cut off on the south side of the trunk at approximately six feet up the trunk. The open wound now has rot starting to extend into the main trunk. The base of its trunk is perched above grade and there are defects in the architecture of its lower trunk. Although it meets the requirements as an exceptional tree due to its diameter, this is not a good candidate for retention as a solitary tree.

I used the currently evolving ISA hazard rating method to determine the relative level of risk this tree poses. While this method could be considered somewhat subjective to the assessor's opinion, conclusions are based on visible signs and symptoms of decline or hazard. Specific recommendations for this trees management are based on my professional opinion of how it would affect a target in the event of a whole or partial tree failure.

Although this risk rating method has recently evolved, since the target areas have yet to be specified, I used the ISA twelve point risk rating scale as the way to determine relative risk. The 2/3 Size of Part indicates varying branch or trunk sizes with the potential to break out.

Tree 1591 prior to development

2	+	2/3	+	2	=	6/7
Failure Potential		Size of Part (Branches/trunks)		Target Rating (Hillside)		Hazard Rating

Tree assessment– YMSA USA LLC
1307 Harbor Ave SW, Seattle, WA 98116
5/13/15

Possible risk of Tree 1591 after development

3		2/3		4		9/10
Failure Potential	+	Size of Part	+	Target Rating	=	Hazard Rating

Failure potential: 1-5 points (1 - low, 2 - moderate, 3 - moderately high, 4 - high, 5 - severe)
Size of part: 1-3 points (1 - </= 4", 2 = 4"- 20", 3 = >20")
Target rating: 1-4 points (: 1 – low, 2 – moderate, 3 – moderately high, 4 – high)
(View the attachment Risk Rating and Action Thresholds for recommendations for all hazard rating scores).

After development commences and the target is defined the hazard rating increases. It is my opinion that this tree is not a good candidate for retention.

Tree 1593 grows very close to the proposed building footprint. Its canopy is nearly one sided and grows leaning east. It is likely that root disturbance or over pruning would need to occur during development. I strongly suggest following the recommendations in 2) to address it during development if it is retained. It is my opinion that this tree is not a good candidate for retention.

The other trees in this northern group are in declining condition and/or have many defects in their lower trunks making them poor candidates for retention as solitary trees. Removing any single trees in this localized group would leave the rest exposed to new environmental conditions which could increase the possibility of an ever larger break out from trunk areas, not just falling or breaking branches. When the project footprint is marked in the field, recommendations for trees in this group can be finalized.

Finally, it is my professional opinion that the invasive species that grow as understory up trees on the property and in the right of way can be removed by hand or very sensitively with mechanical machinery without unduly disturbing soils. Immediately placing wood chips or straw on bare soil and replanting the area can avoid erosion after clearing.

Species that can be used to revegatate the site or right of way include:
Vine Maple (*Acer circinatum*), Paper Birch (*Betula papyrifera*) Weeping Alaska Cedar (*Chamaecyparis nootkatensis*) and Hookers Willow (*Salix hookeriana)*. Red or yellow-twig dogwood are good shrubs as well as any other of our native shrub species.

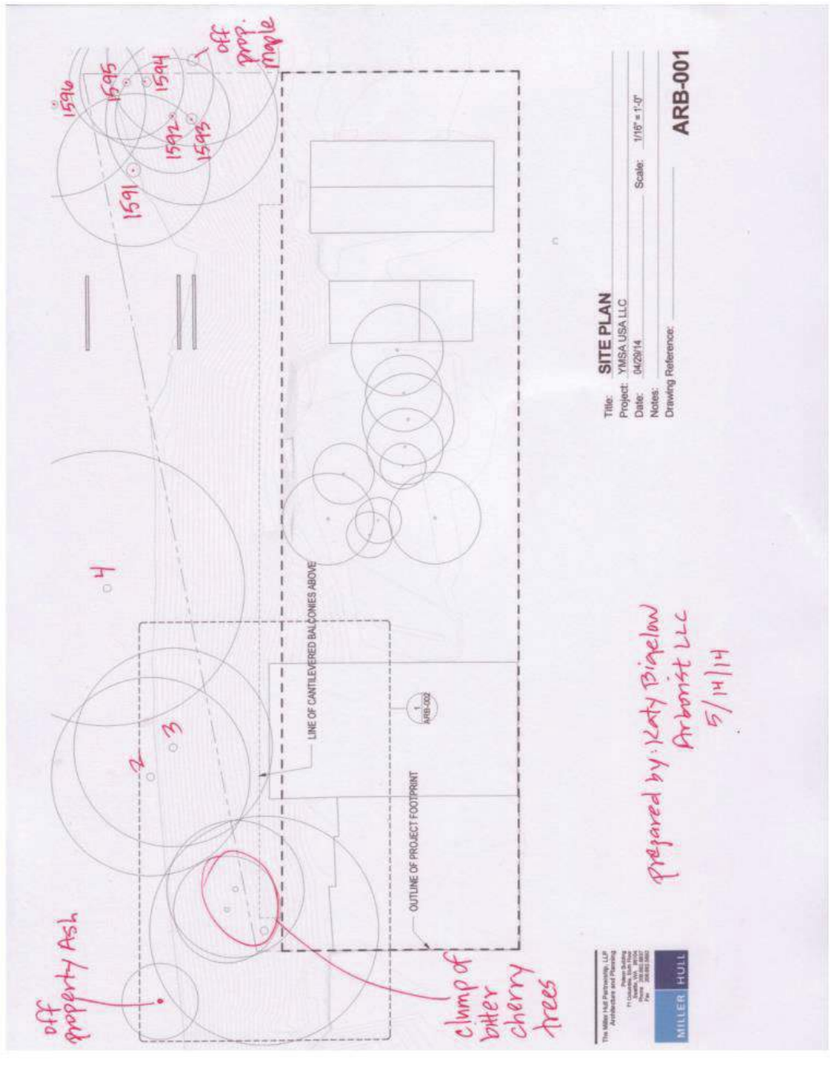
Thank you very much for calling me for your arboricultural concerns.

Katy Bigelow
PNW ISA member # PN-3069AT
PNW Certified Tree Risk Assessor # 199
Registered Consulting Arborist® #490

EMAIL ATTACHMENT: Youngone YMSA PDF 5-14 – field observations

Tree assessment– YMSA USA LLC
1307 Harbor Ave SW, Seattle, WA 98116
5/13/15

Site Sketch



Risk Rating and Action Thresholds

Risk Rating	Risk Category	Interpretation & Implications
3	Low 1	*Insignificant – no concern at all.*
4	Low 2	*Insignificant – very minor issues*
5	Low 3	*Insignificant – minor issues not of concern for many years yet*
6	Moderate 1	*Some issues but nothing that is likely to cause any problems for another 10 years or more*
7	Moderate 2	*Well defined issues – retain and monitor. Not expected to be a problem for at least another 5 – 10 years*
8	Moderate 3	*Well-defined issues – retain and monitor. Not expected to be a problem for at least another 1 – 5 years.*
9	High 1	*The assessed issues have now become very clear. The tree can still reasonable be retained as it is not likely to fall apart right away, but it must now be monitored annually.*
10	High 2	*The assessed issues have now become very clear. The probability of failure is now getting serious, or the target rating and/or site context have changed such that mitigation measures should now be on a schedule with a clearly defined timeline for action.*
11	High 3	*The tree or a part of it has reached a stage where it could fail at any time. Action to mitigate the risk is required within weeks rather than months.*
12	Extreme	*This tree, or part of it, is in the process of failing. Immediate action is required. All other less significant tree work should be suspended, and roads or work areas should be closed off until the risk issues have been mitigated.*

Options for Mitigation of Risk Trees include:
Remove the risk altogether if possible by cutting off one or more branches, removing dead wood, or possibly removing the entire tree. Extreme risk situations should be closed off until the risk is abated.
Modify the risk of failure probability. In some cases it may be possible to reduce the probability of failure by adding mechanical support in the form of cables braces or props.
Modify the risk rating by moving the target. Risk ratings can sometimes be lowered by moving the target so that there is a much lower probability of the defective part striking anything. Moving the target should generally be seen as an interim measure.
Retain and monitor. This approach is used where some defects have been noted but they are not yet serious and the present risk level is only moderate.

Reference:
Dunster & Associates Environmental Consultants Ltd. Assessing Trees in Urban Areas and the Urban-Rural Interface, US Release 1.0. Silverton: Pacific Northwest Chapter ISA, 2006

Assumptions, Limiting Conditions and General Waiver

I, Katy Bigelow, certify that:

I have personally inspected the tree(s) and or the property referred to in this report;

I have no current or prospective financial or other interest in the vegetation or the property which is the subject of this report and have no personal interest or bias in favor of or against any of the involved parties or their respective position(s), if any;

The analysis, opinions and conclusions stated herein are the product of my independent professional judgment and based on current scientific procedures and facts, and the foregoing report was prepared according to commercially reasonable and generally accepted arboricultural standards and practices for the Pacific Northwest and Puget Sound areas;

The information included in this report covers only those trees that were examined and reflects the condition of the trees as of the time and date of inspection;

This report and the opinions expressed herein are not intended, nor should they be construed, as any type of warranty or guarantee regarding the condition of the subject trees in the future;

Covenants, Conditions, and Restrictions ("CC&Rs") may restrict the number, type and height of vegetation on the subject property, and I have made no investigation regarding whether the property is subject to such CC&Rs; and

To the best of my knowledge and belief, all statements and information in this report are true and correct and information provided by others is assumed to be true and correct.

I am not an attorney or engineer. This report does not cover these areas of expertise and represents advice only of arboricultural nature. Without limiting the generality of the preceding sentence, it is specifically understood that nothing contained in this report is intended as legal advice, or advice or opinions regarding soil stability or zoning laws, and this report should not be relied upon to take the place of such advice.

Katy Bigelow
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PNW Certified Tree Risk Assessor # 199
Registered Consulting Arborist® #490