3303 + 3257 HARBOR AVENUE SW

3016555 + 3016556
Design Review: Early Design Guidance
Meeting Date: 06 March 2014

PUBLIC47ARCHITECTS

HARBOR AVENUE SOUTHWEST APARTMENTS

Design Review: Early Design Guidance Meeting
Meeting Date: March 06, 2014

The proposed project is a singular apartment development located on two separate properties. The proposal is to develop the two vacant properties with approximately 87-95 residential apartment units and 6 live-work units. The project aspires to provide high-quality apartments and a design that is sympathetic to the scale of the adjacent residential neighborhood.

Zoning	**C1-40**
Overlay	**None**
Height	**40 feet**
Parking Required	**0.5 stalls / unit for # 3016555 (Frequent Transit Service)**
	1.0 stalls / unit for # 3016556
Parking Provided	**Approximately 40 parking spaces for # 3016555**
	Approximately 44 parking spaces for # 3016556

DEVELOPMENT OBJECTIVES

Transit Corridor Development

Project provides opportunity to support responsible development within a city-designated Frequent Transit Corridor.

The City's Transit Master Plan (TMP) is set to influence the updating of the City's Comprehensive Plan for the community vision to 2030 and beyond. There are many factors in the TMP that connect transportation and development, with the chief goal being an increase in density proximate to transportation and a reduced dependency on private automobile use.

- The south project site meets criteria for Frequent Transit Service, with less than ¼ mile proximity to Route 21.
- Support the City's vision of sustainability and social equity that is to be accomplished largely through accommodating growth in a compact urban form that reduces dependence on private automobile use for transportation. (Seattle Transit Master Plan – Section 3-1)
- Zoning, building use, and building type adjacent to the project supports multi-modal transportation.

Integrated Public Amenity

Project integrates public amenity space for the neighborhood through improving adjacent right-of-ways and connectivity.

Working with the Seattle Department of Transportation, this project has the opportunity to create public amenity spaces within two adjacent right-of-ways: SW City View St, which runs east-west between each subject property, and SW Porter Way, which runs along the northernmost edge of the north subject property. These public amenity spaces would provide pedestrian connections between Harbor Ave NW and the neighborhood west of 30th Ave SW by creating public stairways within the ROW.

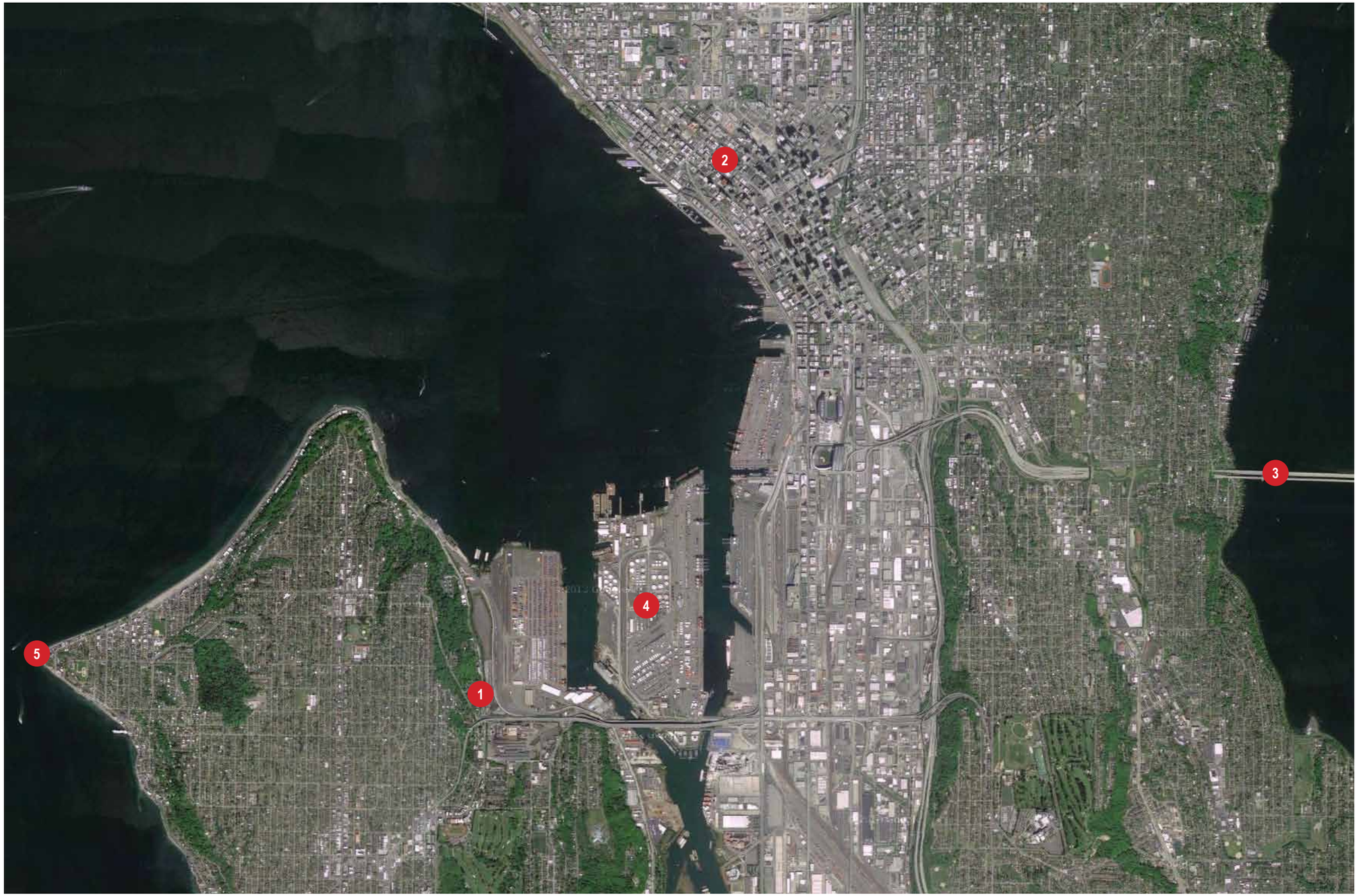
- The public stair along SW City View St will be more generous in scale. This stairway will create open public space along the path as well as provide the space required to navigate the steep grade at this section. The design of this public stairway will reflect the qualities presented in the "Urban Public Stairways" section of this packet. This public stair may also provide public access to amenities created by the project.
- The public stair along SW Porter Way will be more utilitarian in both design and function. The descent along this ROW is less steep and can serve as a direct connector stairway. The design of this public stairway will reflect the qualities presented in the "Residential Public Stairways" section of this packet.

Livable Urban Density

Project increases livable urban density within the City by its location, amenities, and transportation network.

Creating urban density at the project location is important to support existing and future commercial development on Harbor Avenue SW and Avalon Way SW, and near proximity to the Frequent Transit Corridor. There are multiple strategies to incorporate into the project to support the desired density level:

- Providing commercial space for residents and the greater neighborhood.
- Incorporating desirable amenities for residents and the greater neighborhood.
- Achieving long-term residency through high-quality construction and the creation of new high quality on-site open space.



1. **Project Sites**
2. Downtown Seattle
3. Interstate 90
4. Harbor Island
5. Alki Point

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AERIAL PHOTOGRAPH - REGIONAL CONTEXT

URBAN DESIGN ANALYSIS

Vicinity Context

The Harbor Avenue SW corridor is an eclectic, active section of West Seattle, transitioning from a maritime industrial context to connect to recreational activities, residential neighborhoods, and waterfront destinations. As one approaches West Seattle from the east, there are primarily industrial properties to either side of the West Seattle Bridge – to the south is the Nucor Steel Seattle, Inc facility and to the north is the Port of Seattle Terminal 5. Harbor Ave SW has a dual-function as the beginning of the Alki Trail, and the subject properties are located on the west side of the street, shortly north of the bridge. Just passed the subject properties, the Alki Trail becomes a dedicated path separated from Harbor Ave SW. Harbor Ave SW continues with a mix of residential and commercial structures on the west side of the street. It eventually becomes a waterfront road, with connections to Belvidere Park, Seacrest Park and the King County Water Taxi, Don Armeni Boat Ramp, and eventually becomes Alki Avenue SW at the north end of West Seattle, which then continues to Alki Beach Park.

1. **3257 and 3303 (Subject Properties)**
2. 3818 30th Avenue SW (Condominiums)
3. Port of Seattle - Terminal 5
4. Nucor Steel Seattle, Inc.
5. Hiawatha Playfield
6. Belvidere Park
7. Harbor Island
8. Salty's Waterfront Seafood Grill
9. Seacrest Park / King County Water Taxi
10. Don Armeni Boat Ramp
11. Hamilton Viewpoint Park
12. Alki Trail

AERIAL PHOTOGRAPH - VICINITY CONTEXT

URBAN DESIGN ANALYSIS

Orientation - North Property
3257 Harbor Ave SW
The subject property is bound by Harbor Ave SW to the east, SW City View St to the south, 30th Avenue SW to the west, and Porter Way SW to the north.
The vacant lot slopes down from 30th Avenue SW to Harbor Avenue SW, facing Port of Seattle - Terminal 5. The upper portion of the site, adjacent to 30th Ave SW, faces a street that is predominantly single-family residential.

Orientation - South Property
3303 Harbor Ave SW
The subject property is bound by Harbor Ave SW to the east, an adjacent multi-family building to the south, 30th Avenue SW to the west, and SW City View St to the north.
The vacant lot slopes down from 30th Avenue SW to Harbor Avenue SW, facing Port of Seattle - Terminal 5. The upper portion of the site, adjacent to 30th Ave SW, faces a street that is predominantly single-family residential.

N **AERIAL PHOTOGRAPH - "9-BLOCK" CONTEXT**

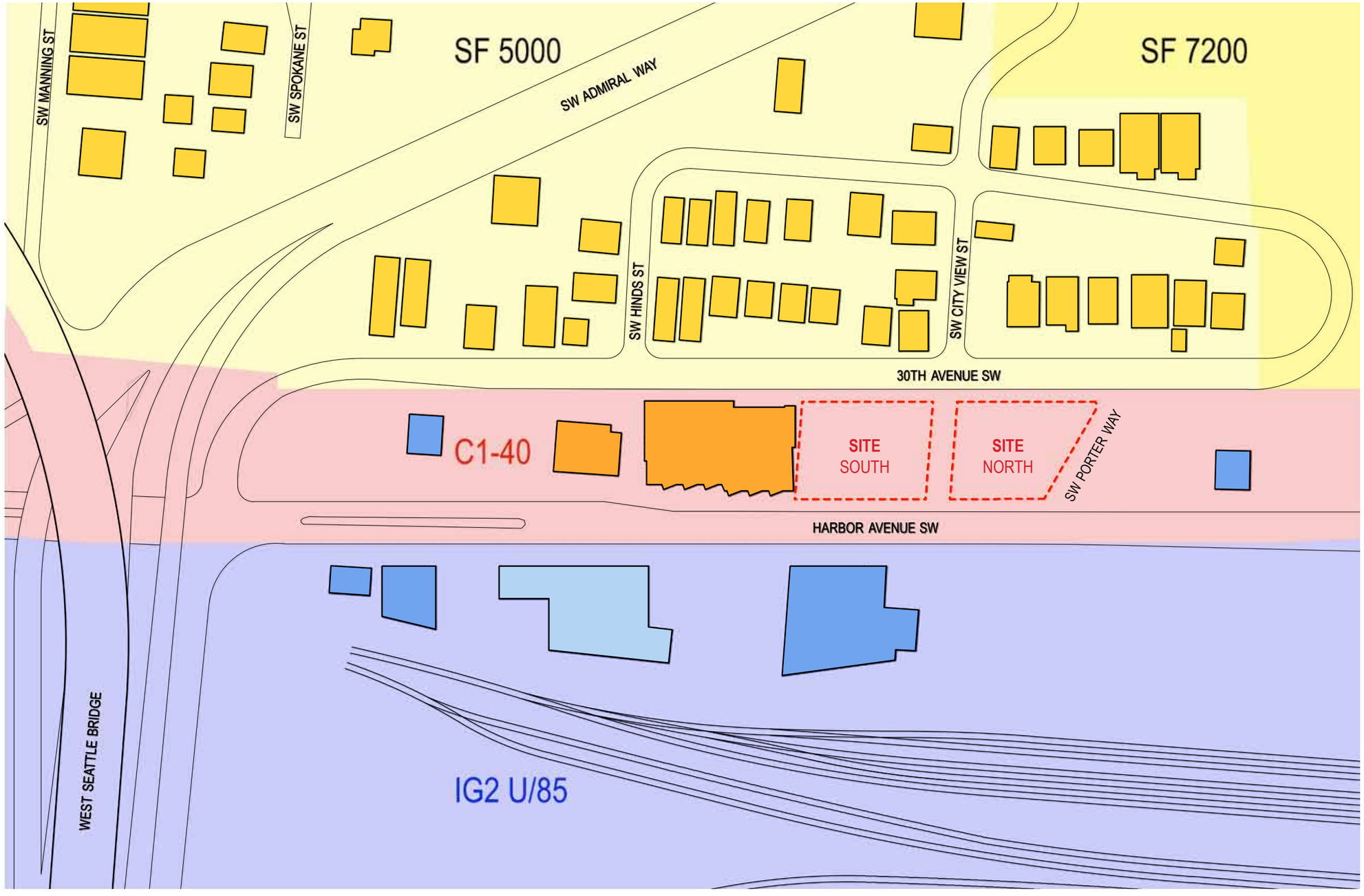
URBAN DESIGN ANALYSIS

Zoning

The subject property is zoned C1-40. The zoning directly to the east is IG2 U/85 and directly to the west is SF5000. The existing zoning has led to the creation of a neighborhood with variation of building type, scale, and use. Industrial, commercial, multi-family, and single-family residential buildings are all proximate to one another.

Uses

The subject properties are both currently vacant, unimproved parcels. This use map demonstrates the variety and distribution of uses near the sites. To the west are single-family homes and townhouses. Directly south is a multifamily building which is 4-5 stories above grade along Harbor Avenue SW and 3.5 stories above grade along 30th Avenue SW. To the east are commercial and mixed-use buildings, with maritime industrial beyond.



Building Use Legend

- Multi Family
- Single Family
- Commercial
- Mixed-Use

ZONING & USE MAP

URBAN DESIGN ANALYSIS

Transportation

The mix of zoning, along with proximity to Harbor Avenue and Frequent Transit Service, create a network of multiple modes of transportation. As the diagram indicates, a mix of cars, buses, bicycles, and pedestrians share the roadways and sidewalks, and industrial rail is nearby.

1. **Project Site - South**
2. **Project Site - North**
3. Dedicated Bike Path
4. Bike Path and Sidewalk
5. Pedestrian Connector Stairs
6. West Seattle Bridge
7. SW Admiral Way
8. Harbor Avenue SW
9. SW Avalon Way
10. Industrial Rail

Transportation Legend

- Vehicle
- Public Transit
- Bicycle
- Pedestrian
- Railroad

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MODES OF TRANSPORTATION

URBAN DESIGN ANALYSIS

Harbor Avenue SW

The main street meets the West Seattle Bridge and continues as SW Avalon Way to the south. The street runs north to Seacrest Park and the King County Water Taxi and continues until it becomes Alki Ave SW at the northernmost point of West Seattle. A combination of mixed-use and commercial buildings characterize Harbor Avenue SW adjacent to the project sites. The scale and age of these buildings varies as well. Commercial buildings on the east side of Harbor Avenue SW include Kitty Harbor and Cycle University. Next there is newer mixed-use building with live-work units along the street level and 3-4 stories of residential units above. There is then a warehouse occupied by Elliot Bay Distributing Co (opposite the south subject property) followed by a parking lot used by GT Towing Services (opposite the north subject property). The west side of Harbor Avenue SW includes the Woodmasters Construction building, followed by Harbor Place Condominiums and then the subject properties, divided by the SW City View ROW. The next building is occupied by the Fifth Dimension Scuba company. Just north of this structure is a four-story mixed-use structure.

The architectural style of the buildings are not well-defined, though the materials primarily used include both metal and wood siding.


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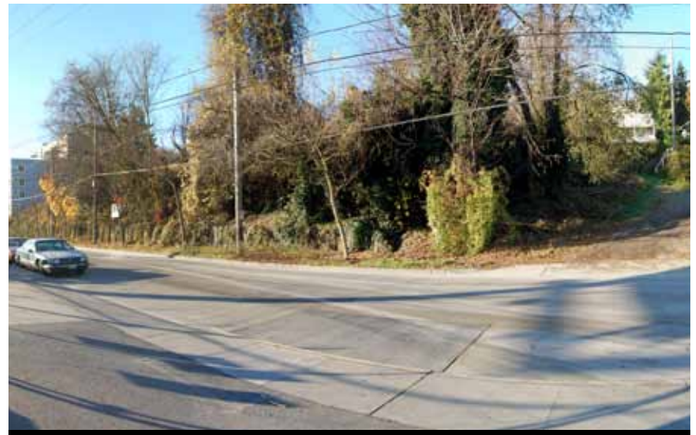
3 Subject Properties

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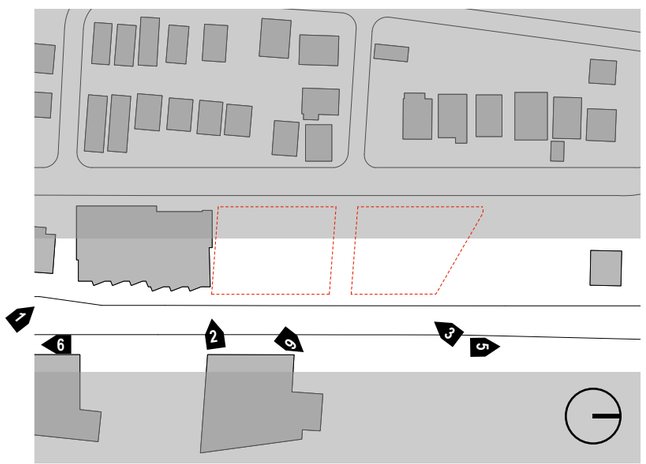


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1 Harbor Ave SW (Looking North)
2 Harbor Place Condominium
3 3257 and 3303 Harbor Ave SW (Subject Properties)
4 Luna Park (Avalon Way SW)
5 Harbor Ave SW (Start of Alki Trail)
6 Mixed-Use Building on Harbor Ave SW
7 Cycle University Retail Shop
8 Kitty Harbor w/ Cranes and Seattle beyond
9 Elliot Bay Distributing Co, Inc. Warehouse

URBAN DESIGN ANALYSIS

30th Avenue SW

This street acts as a divider between the C1-40 zoning of the project sites and the SF5000 zoning to the west. Therefore, west of the street is a pocket neighborhood, characterized by single-family homes and townhomes of different ages and scales. The street slightly gains elevation from the south, crowns near the intersection with SW City View St, and then descends toward the north end of the street before curving to the west and becoming 31st Avenue SW. Near the south end of the street is a commercial structure sitting within a mostly open lot. To the north, the most significant structure on the east side of the street is the Harbor Place condominium, a 45+ unit multi-family project constructed in 1999. The elevation of this building has a dominant presence along the street. To the north of this structure are the subject properties, divided by the SW City View ROW and bound on the north end by the SW Porter Way ROW.


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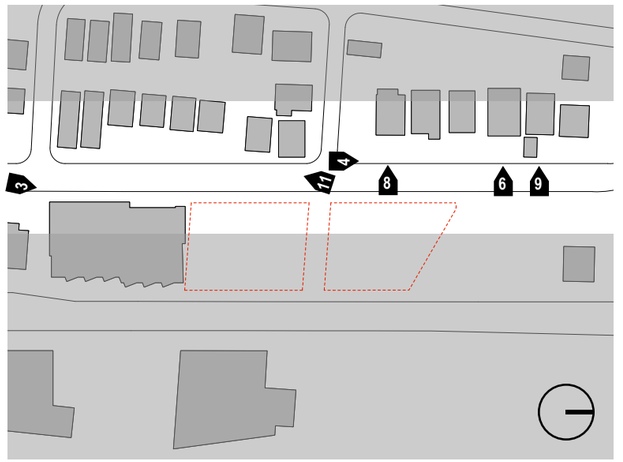

1 Woodmasters Construction w/ Cranes beyond
2 30th Ave SW (Looking North)
3 Harbor Place Condominium
4 30th Ave SW (Looking North from SW City View St)
5 Single-Family Residence on 30th Ave SW
6 Single-Family Residence on 30th Ave SW
7 Single-Family Residence on 30th Ave SW
8 Single-Family Residence at NW corner of 30th Ave SW and SW City View St
9 Single-Family Residence on 30th Ave SW
10 Single-Family Residence on 30th Ave SW
11 Single-Family Residence at SW corner of 30th Ave SW and SW City View St

URBAN DESIGN ANALYSIS

Urban Public Stairways

Seattle's hilly topography has fostered the creation of urban spaces that also function as pedestrian only stairways to navigate through the city. Some of these spaces are developed within the public right-of-way, while some are created within private developments. A few notable examples of larger-scaled urban public stairways include the Harbor Steps, the 2200 Westlake development, and the Pike Place Hill Climb. These stairways are characterized by a generous width of stairway with adjacent plaza spaces and nearby commercial establishments like shops and restaurants.

There are also public stairways that move pedestrians more vertically from downtown Seattle to the waterfront. Examples of this stair typology include secondary stairways at Pike Place Market and the Lenora Street Walk. These stairs are characterized by a more direct vertical circulation path to move pedestrians down a significant change in elevation and may include small resting or outlook spaces.

This collection of urban public stairway examples serve as precedents for the public stairway element along the SW City View St ROW, which divides the two subject properties to be developed with this project. The stairway would be a public amenity for the entire neighborhood, provide a more direct pedestrian path between 30th Avenue SW and Harbor Ave SW, and potentially provide access to commercial spaces associated with the project development.


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1 Harbor Steps (Main Stair)
2 Harbor Steps (South Spur)
3 2200 Westlake (Adjacent to Whole Foods)
4 Pike Place Hill Climb (Lower)
5 Pike Place Hill Climb (Western Avenue)
6 Pike Place Hill Climb (Upper)
7 Pier 66
8 Olympic Sculpture Park (SAM)
9 Pike Place - Detached Stair
10 Lenora Street Walk

URBAN DESIGN ANALYSIS

Residential Public Stairways

Similar to the urban areas, Seattle's hilly topography necessitates certain public right-of-ways to be developed as pedestrian only stairs. These stairways often occur within residential neighborhoods, or connect residential areas to main arterial roadways. Although this type of residential stairway can be found throughout any Seattle neighborhood, examples shown include stairways from the following Seattle neighborhoods: West Seattle, Fremont, and Queen Anne. These stairs are more utilitarian, and are usually characterized by concrete steps of a moderate width, bound by concrete curbs and metal handrails.

This type of stairway is a precedent for how the design of the SW Porter Way right-of way may be approached. This would serve as another pedestrian connector between 30th Avenue SW and Harbor Ave SW.


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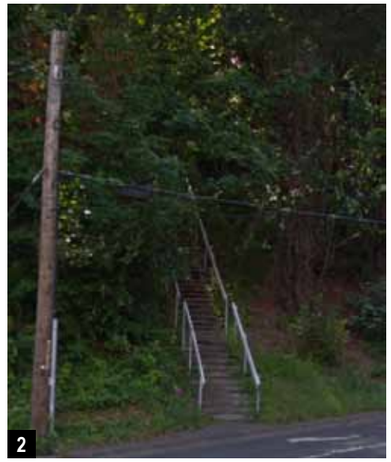
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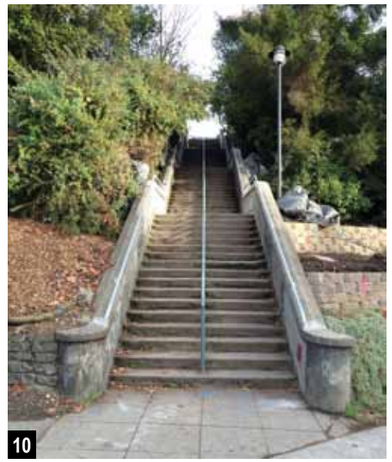
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1 30th Ave SW and SW Admiral Way
2 SW Spokane St and SW Admiral Way
3 Comstock St and Aurora Ave N
4 Comstock St and Aurora Ave N
5 Galer St and Aurora Ave N
6 Dayton Ave and N 40th St
7 Dayton Ave and N Bowdoin Pl
8 Dexter Ave N and Fulton St
9 2nd Ave W and Highland Dr
10 Queen Anne Ave N and W Galer St
11 2nd Ave N and Highland Dr
12 2nd Ave N and Prospect St
13 7th Ave W and W Howe St
14 8th Ave W and W Garfield St
15 9th Ave W and W Garfield St

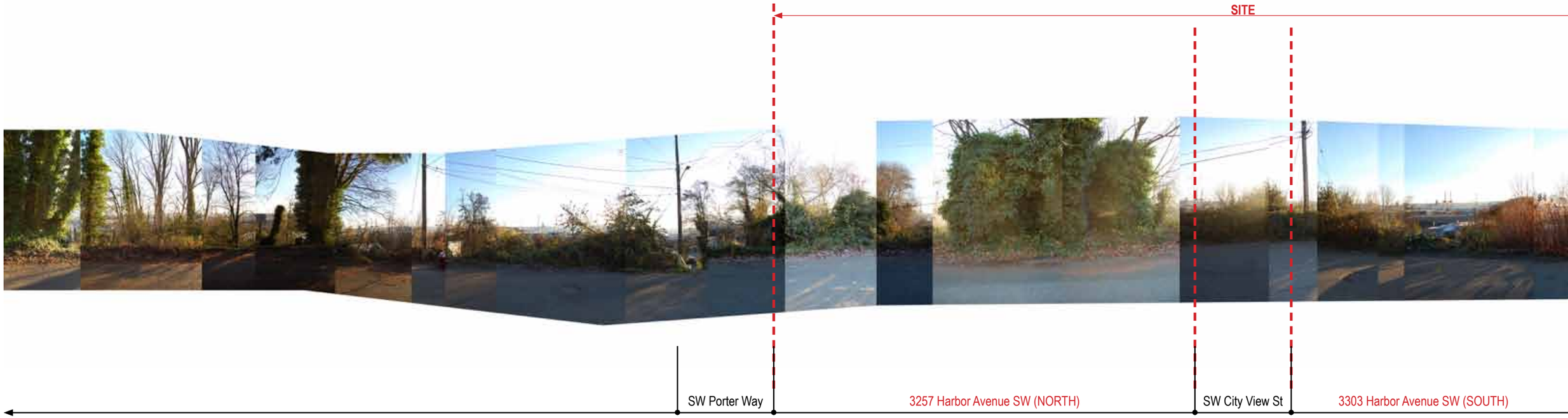
HARBOR AVENUE SOUTHWEST PHOTO-MONTAGE LOOKING WEST

HARBOR AVENUE SOUTHWEST PHOTO-MONTAGE LOOKING EAST

SITE

3303 Harbor Avenue SW (SOUTH) | SW City View St | 3257 Harbor Avenue SW (NORTH) | SW Porter Way

Mixed-Use Building | Cycle University | Kitty Harbor



30TH AVENUE SOUTHWEST PHOTO-MONTAGE LOOKING EAST

30TH AVENUE SOUTHWEST PHOTO-MONTAGE LOOKING WEST

Harbor Place (Condominiums)

Woodmasters Construction LLC

Single-Family Residential

SW City View St

Single-Family Residential

SITE ANALYSIS

Zoning Summary - North Property

Address	3257 Harbor Avenue SW
Site Area	10,686-sf
Zoning	C1-40
Overlay	No Overlay
FAR	3.25 (mix of residential and nonresidential uses) = 34,730-sf
Amenity	5% total gross floor area in residential use
Height	40’
Green Factor	0.3
Parking	1.0 spaces / unit required

Zoning Summary - South Property

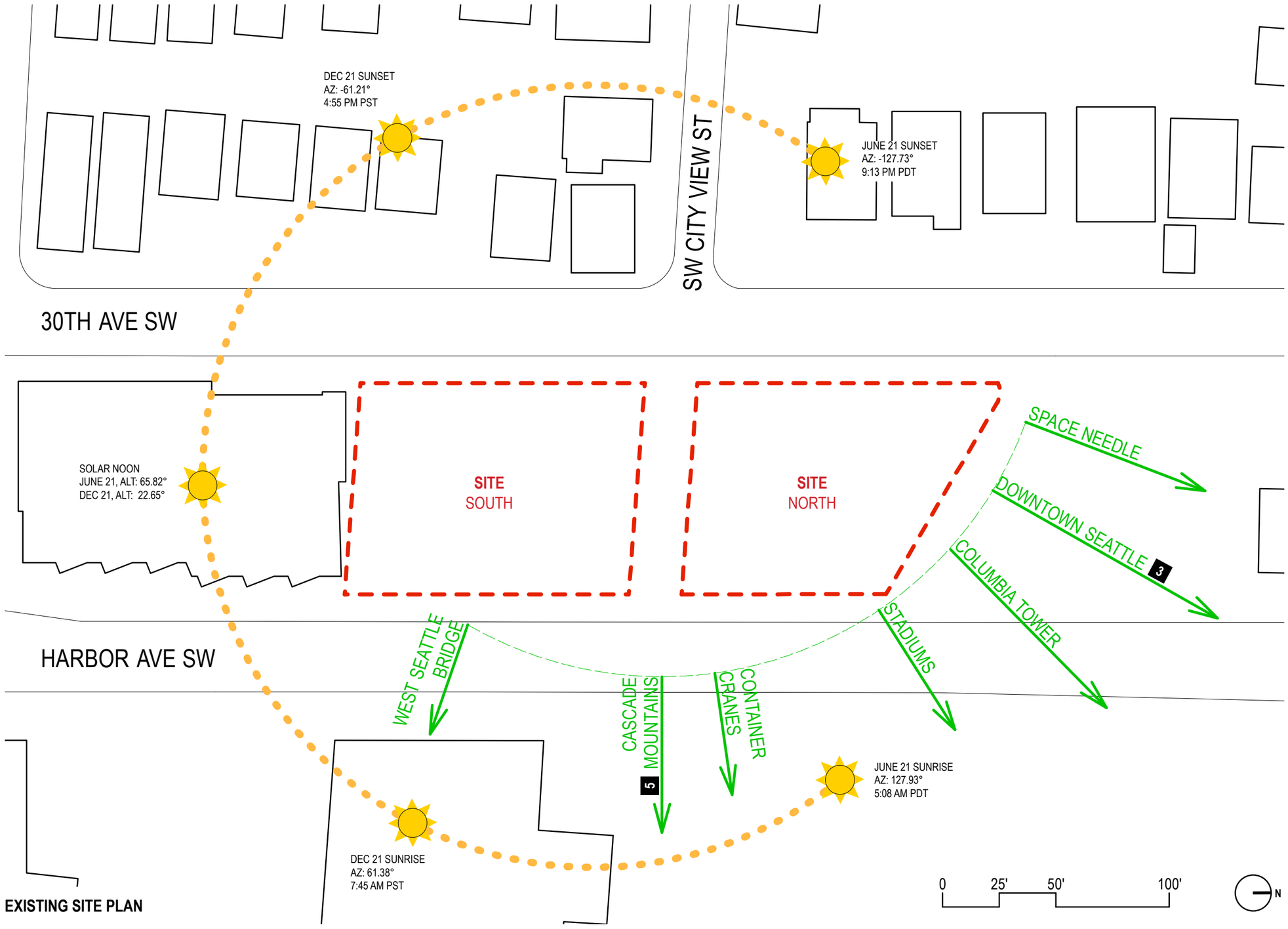
Address	3303 Harbor Avenue SW
Site Area	11,750-sf
Zoning	C1-40
Overlay	No Overlay
FAR	3.25 (mix of residential and nonresidential uses) = 38,188-sf
Amenity	5% total gross floor area in residential use
Height	40’
Green Factor	0.3
Parking	0.5 spaces / unit required (nearby transit corridor)

Solar Access
Good access to morning and evening sun exposure
Good access to mid-day sun in summer

Building Access
Pedestrian entry from Harbor Ave SW at two locations and from 30th Ave SW at two or more locations to maintain pedestrian scale.
Vehicular access from Harbor Ave SW at two locations

Power Lines
(E) High voltage power line along Harbor Ave SW requires proper clearance
Single high voltage line on SW City View and 30th Ave SW likely to be relocated as part of street improvements

Massing
Building should be configured to minimize impact on existing single-family homes west of 30th Ave SW
Building should be configured to have a more prominent presence along Harbor Ave SW
Outdoor space between buildings is an opportunity for landscaped courtyard or plaza



EXISTING SITE PLAN

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SITE ANALYSIS

Topography
The subject properties have relatively steep topography.
As opposed to “stepping up” the hillside, the neighborhood context is more critical for these sites. Therefore, the buildings should take advantage of topography and immediate context by being scaled up at the downhill side (commercial/industrial context) and scaled down at the uphill side (residential context).

Engagement of existing Unimproved SDOT right-of-ways
SW City View St is an unimproved right-of-way that bisects the two subject properties. Additionally SW Porter Way follows the northern property line of the north subject property. The unimproved section of SW City View St has a grade of approximately 42.9%. The unimproved section of SW Porter Way has a grade of approximately 25.7%. Due to the steep topography, it is likely that neither right-of-way is appropriate for vehicular traffic - per www.seattle.gov/transportation/steepest.htm, the steepest paved roadway in Seattle is 26.04% and located on E Roy St between 25th Ave N and 26th Ave N. Therefore, the project has an opportunity to engage these right-of-ways to provide pedestrian public access and stairways as an amenity for the neighborhood.

Views
There are opportunities for a variety of views – trees, sky, mountains, industrial / cranes, city, neighborhood.
Buildings should be configured to take advantage of each of these view types.
Buildings should be configured to provide granularity and maintain view corridors from along 30th Ave SW.

1 View: Neighborhood
2 View: Seattle Sky
3 View: City of Seattle
4 Topography: Slope at North property
5 View: Industrial / Crane

SITE ANALYSIS

Bridging between Industrial and Residential

One of the most unique potentials of the subject properties is how the zoning classification suggests the building serve as a bridge between the maritime industrial context to the east, and the residential context to the west. The buildings have an opportunity to establish an economic presence along Harbor Ave SW while at the same time supporting the residential character along 30th Ave SW. The dichotomy between these differing contexts also can be presented within the detailing and materiality of the buildings. However, it is critical that the buildings have cohesive design intent, and the challenge is configuring and detailing the building to be complimentary to the residential and industrial context while retaining its own, consistent identity.

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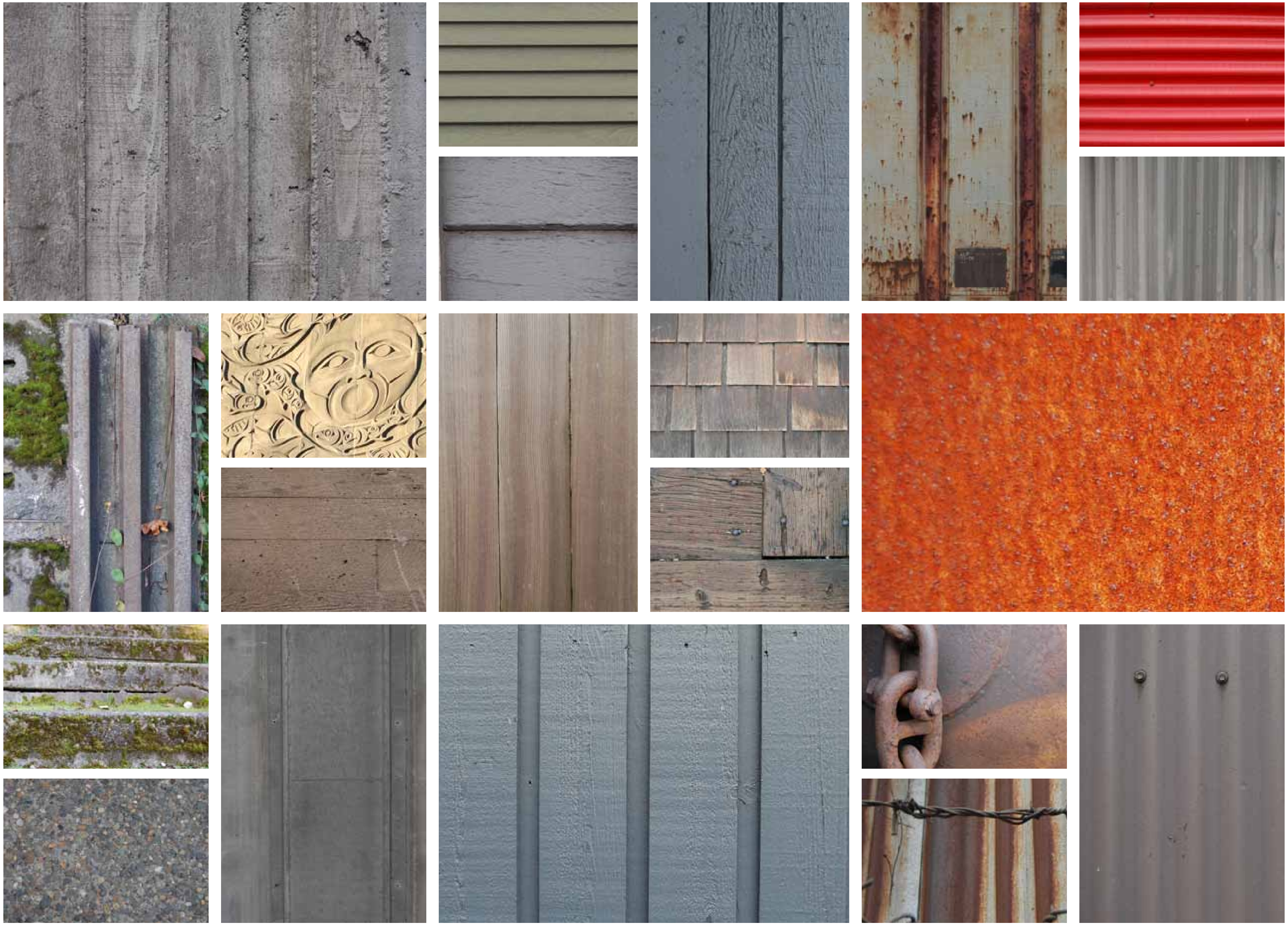
1 Residential: Neighborhood Context
2 Residential: Single-Family Home
3 Residential: Single-Family Home Character
4 Bridging: Harbor Ave SW Street Context
5 Bridging: Commercial along Harbor Ave SW
6 Bridging: Bike Shop along Harbor Ave SW
7 Industrial: Nucor Steel Seattle, Inc
8 Industrial: Nucor Steel Seattle, Inc
9 Industrial: Concrete wall w/ Crane beyond



SITE ANALYSIS

Materials

A combination of building materials, colors, and textures in the surrounding area. Although the quality and detailing vary drastically, the primary materials are concrete, wood, and metal.

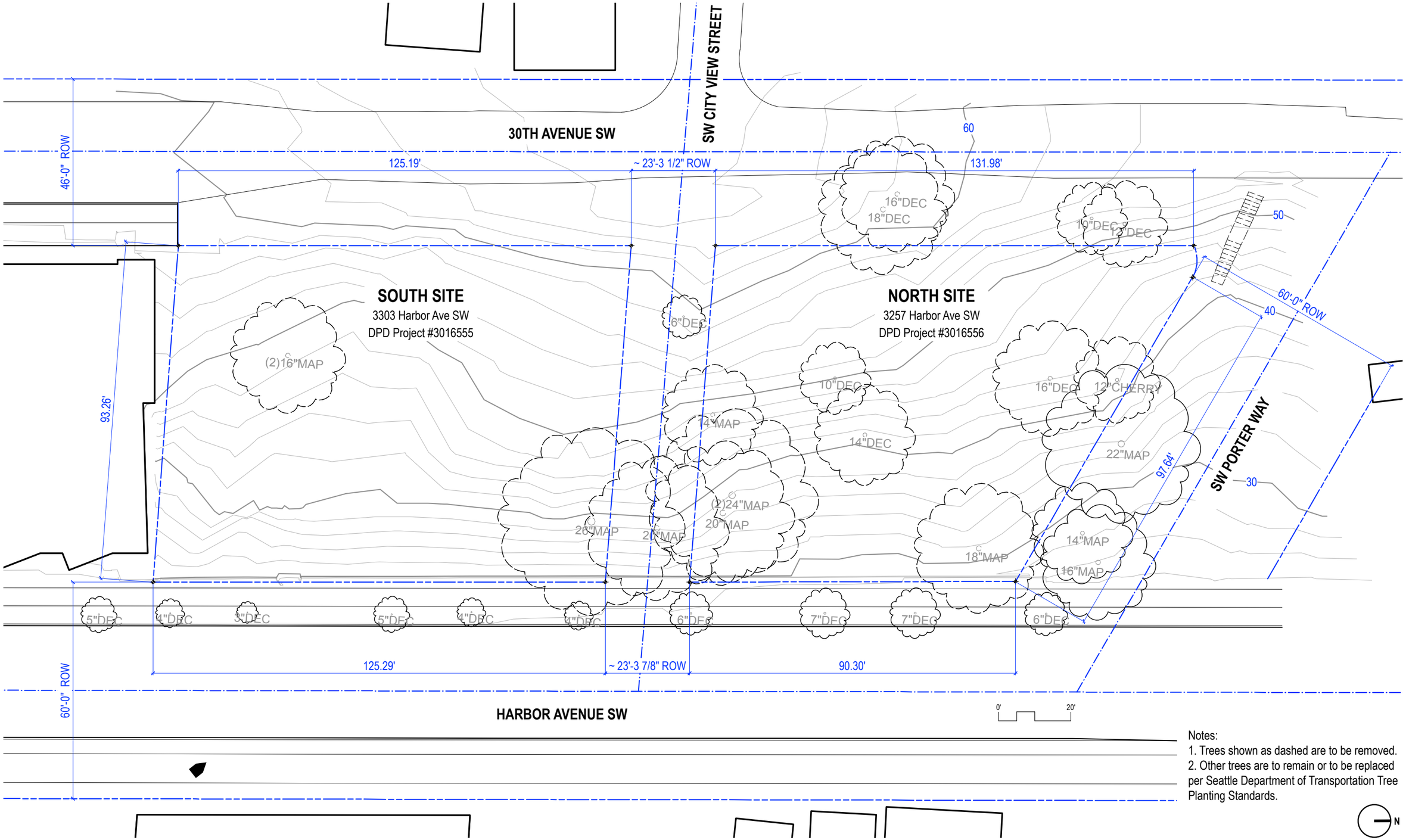
The various instances of concrete include foundations and retaining walls. There is an existing retaining wall that runs the length of the subject properties, and is characterized by a vertical ribbed pattern detailing and a ruinous, weathered texture.

There are a variety of uses of metal in the surrounding area as well. A single-family residence exhibits a self-weathering metal. A multifamily building utilizes a painted metal cladding. There are examples of painted metal cladding in both horizontal and vertical orientation. Additionally the white and orange painted cranes and multicolored shipping containers are a dominant feature within the surrounding context.

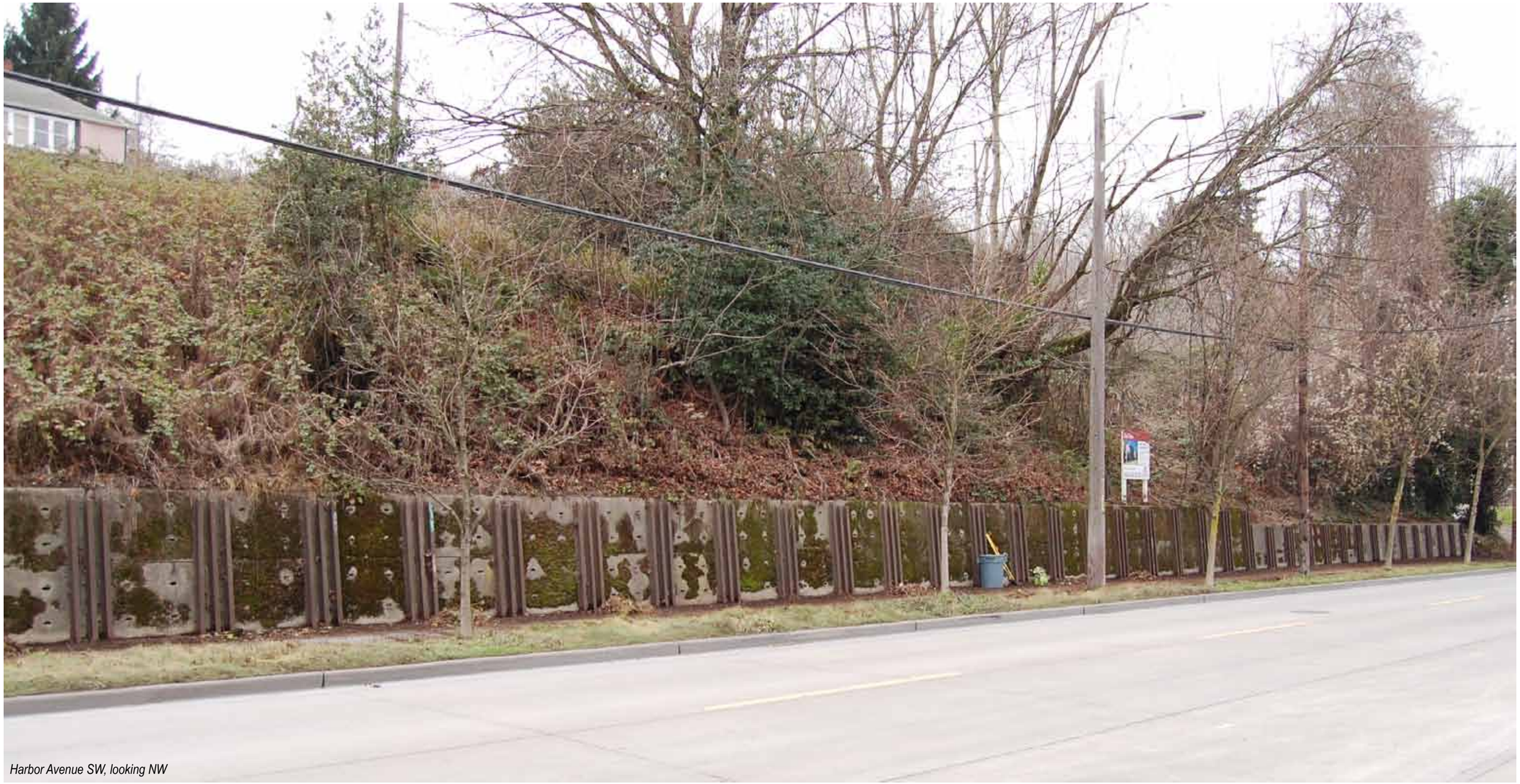
Wood is used in a variety of ways - there is exposed, weathered cedar siding as well as painted wood. Various siding details are evident, including horizontal lap siding, shingles, and vertical wood siding

The nearby Luna Park building is primarily a brick structure.

EXISTING TOPOGRAPHY AND SITE CONDITIONS



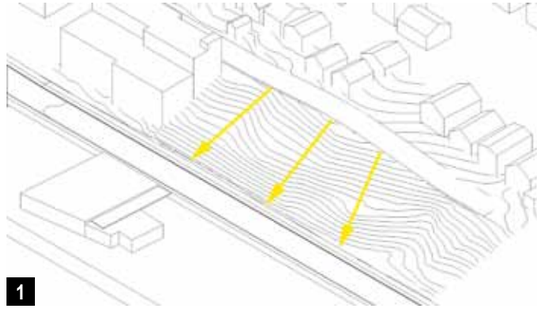
Notes:
1. Trees shown as dashed are to be removed.
2. Other trees are to remain or to be replaced per Seattle Department of Transportation Tree Planting Standards.



Harbor Avenue SW, looking NW

FORMAL DEVELOPMENT FOR ALTERNATIVE SCHEMES

SITE INVENTORY



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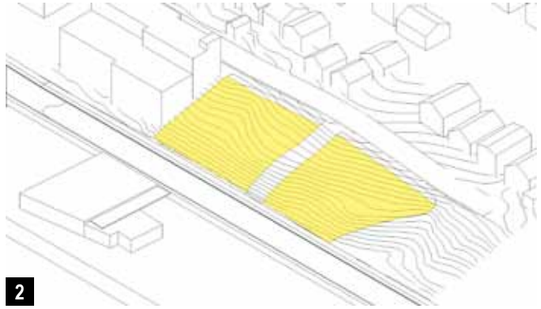
Sloped Topography



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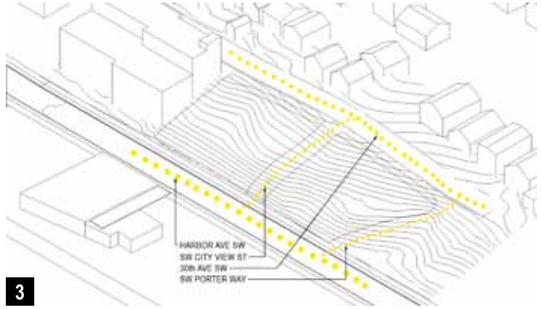
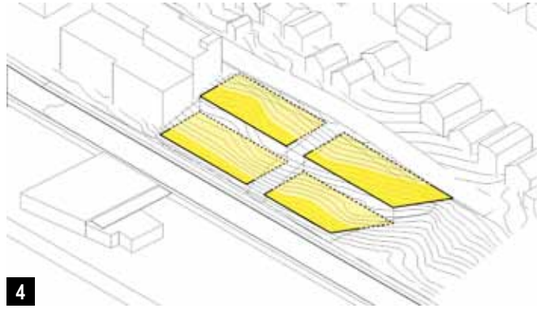
Two separate properties

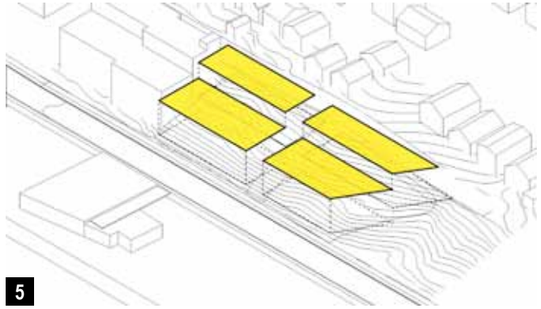


3
Adjacent right-of-ways

ALTERNATIVE 01 DEVELOPMENT



4
Height limit determined by separate sections due to topography



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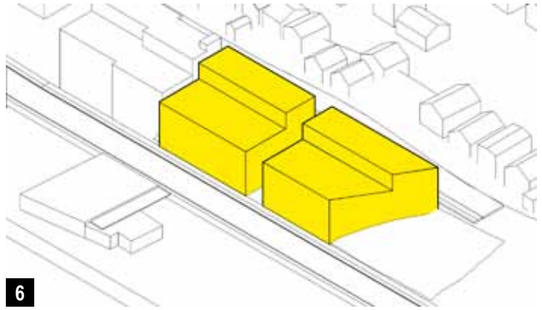
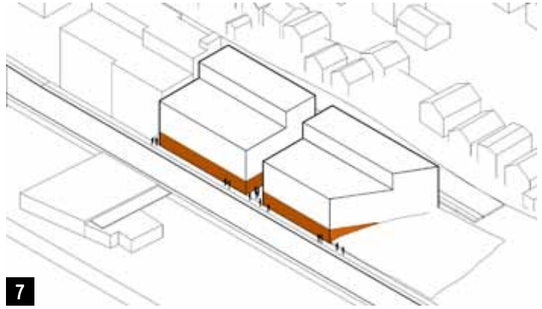
40'-0" height limit

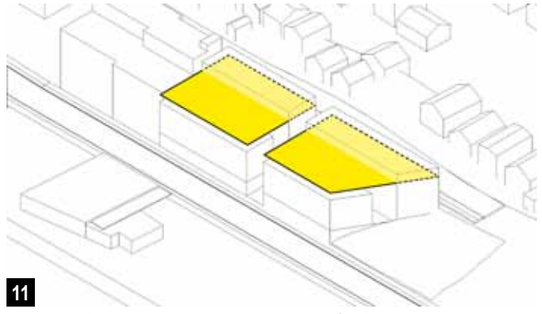


6
Allowable building volume per zoning regulations



7
Establish Live/Work and Parking Garage as building base

ALTERNATIVE 02 DEVELOPMENT



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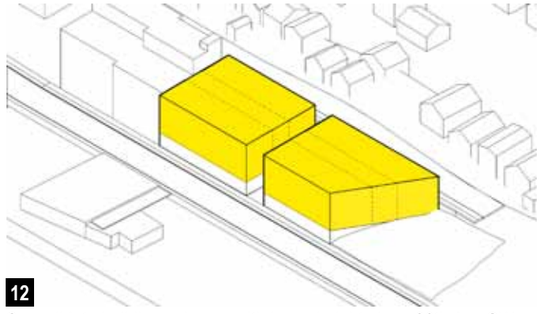
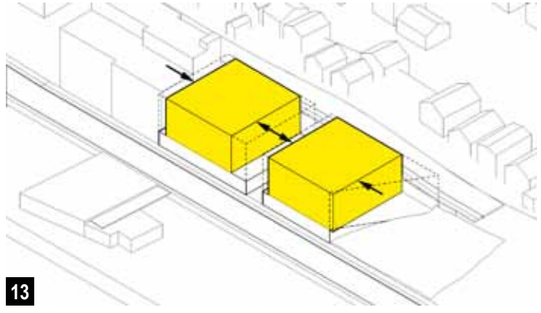
Height limit determined by average grade of entire site



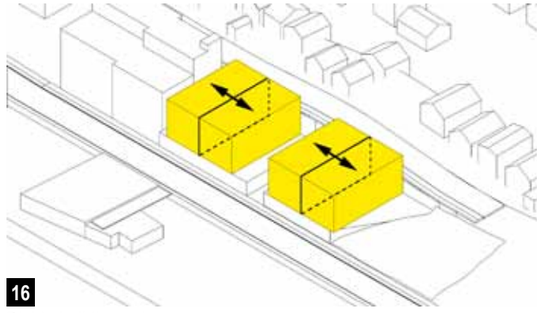
12
Consolidate building volumes with lower height along 30th Ave SW



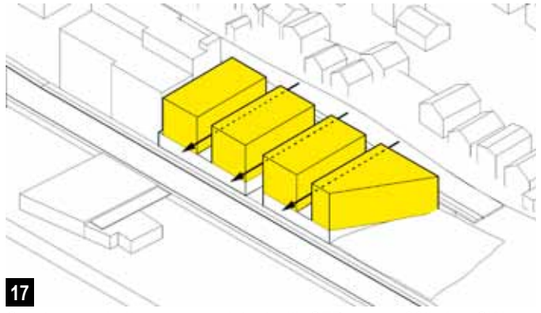
13
Provide generous open space between buildings

14
Insert residential and public courtyards between volumes

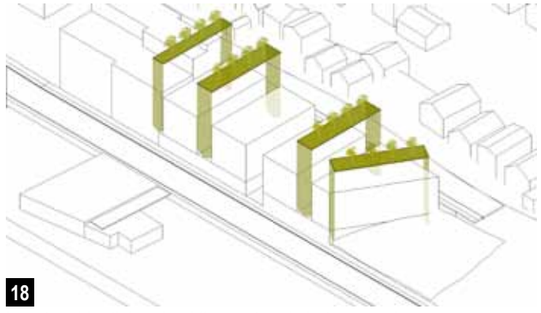
ALTERNATIVE 03 DEVELOPMENT



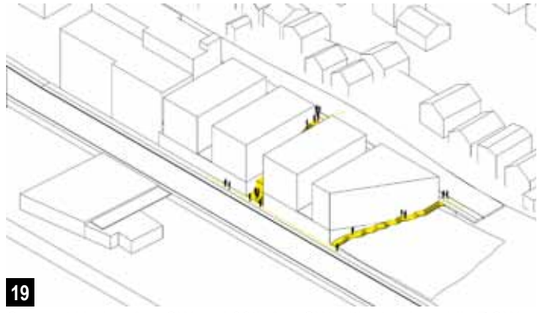
16
Divide building volumes



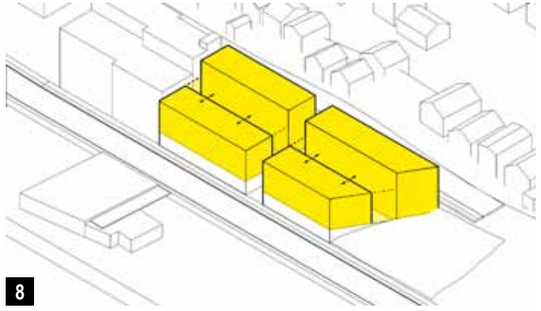
17
Create granularity more consistent with SFR across 30th Ave SW



18
Insert residential and public courtyards between volumes

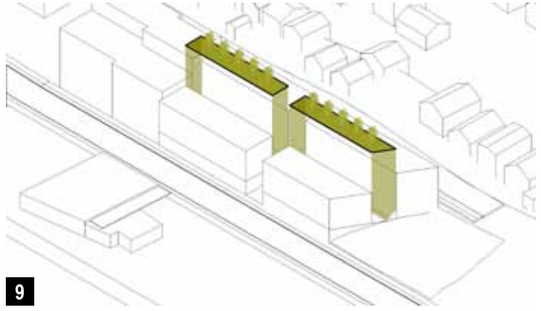


19
Connect Harbor Ave SW and 30th Ave SW with stair in public ROW



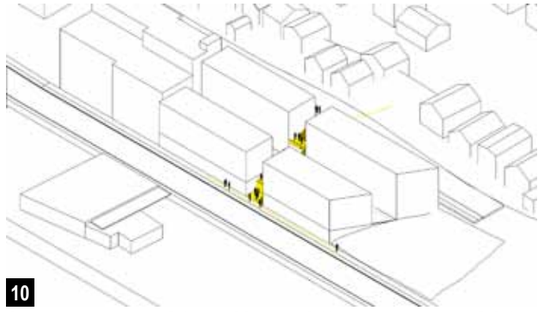
8

Separate volume to create units with light and air from two sides



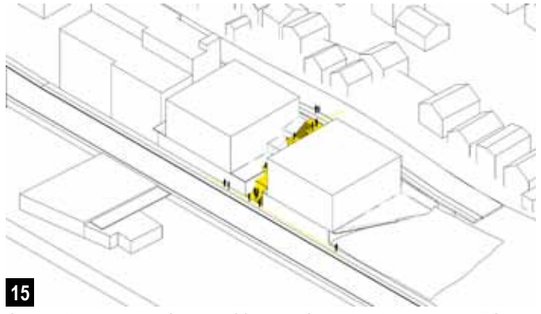
9

Insert residential courtyard between building volumes



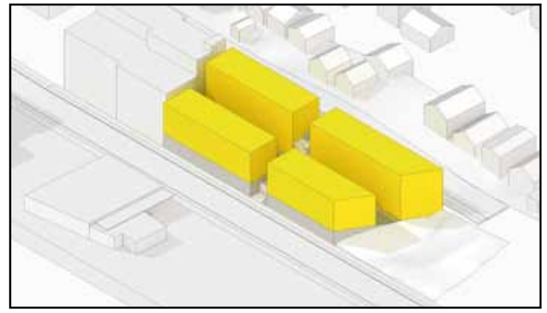
10

Connect Harbor Ave SW and 30th Ave SW with stair in public ROW



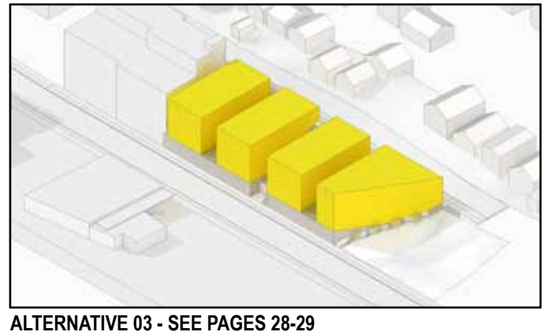
15

Connect Harbor Ave SW and 30th Ave SW with stair in public ROW



ALTERNATIVE 01 - SEE PAGES 24-25

ALTERNATIVE 02 - SEE PAGES 26-27



ALTERNATIVE 03 - SEE PAGES 28-29

ALTERNATIVE 1 (CODE COMPLIANT SCHEME)

Description

Alternative 1 utilizes a height limit calculation that divides the property into mulitple sections, due to the sloping lot, to generate the building form. This method results in a building that is approximately 3-4 stories along 30th Ave SW and Harbor Ave SW. The center area between each bar is removed to create a courtyard space and enables the units to have access to daylight from at least two sides. Residential access occurs from either street and vehicular access to below grade parking is from 30th Ave SW.

Program

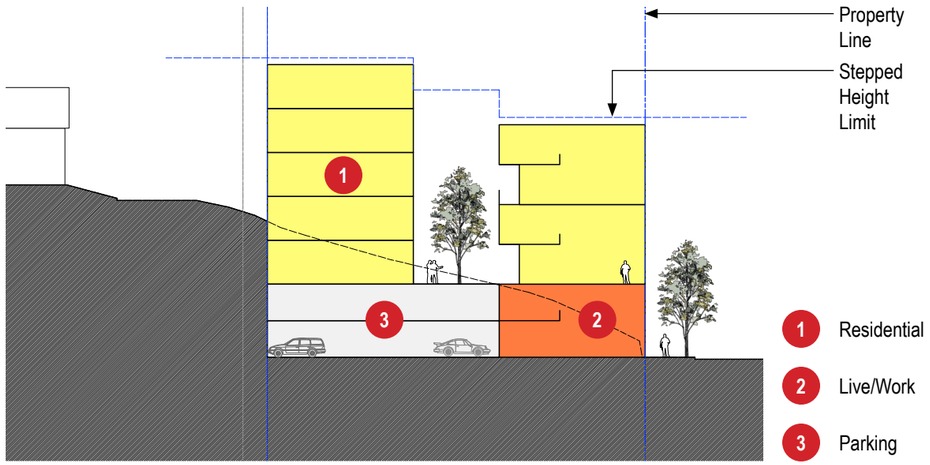
- 42 - 49 apartment units in South Building (3303 Harbor Ave SW)
- 5 live-work units in South Building (3303 Harbor Ave SW)
- Approximately 35 parking spaces below grade in South Building
- 38 - 43 apartment units in North Building (3257 Harbor Ave SW)
- 3 live-work units in South Building (3303 Harbor Ave SW)
- Approximately 44 parking spaces below grade in North Building

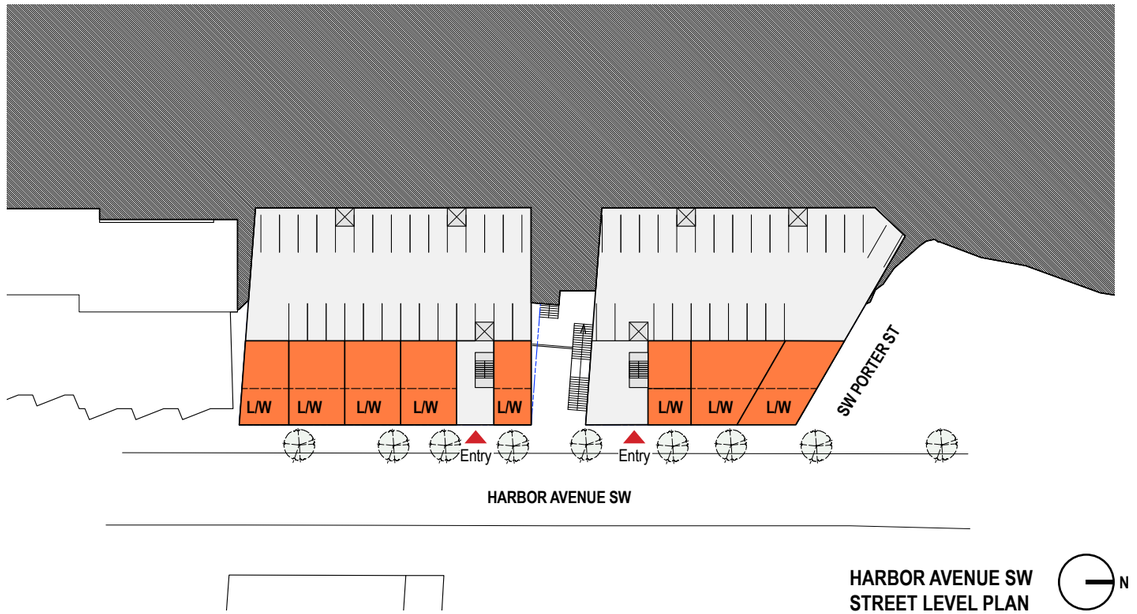
Advantages

- Creates generous courtyards which connect to SW City View St right-of-way stairway improvements
- Follows established formal precedent by Harbor Place Condominium
- Code-compliant scheme does not require development standard departures

Challenges

- Height along 30th Ave SW is less compatible with adjacent single-family homes
- Street façade length along 30th Ave SW is less compatible with adjacent single-family homes
- Parking access along 30th Ave SW is incompatible with the quiet, pedestrian character of 30th Ave SW
- Courtyard space runs N-S is shaded two times per day

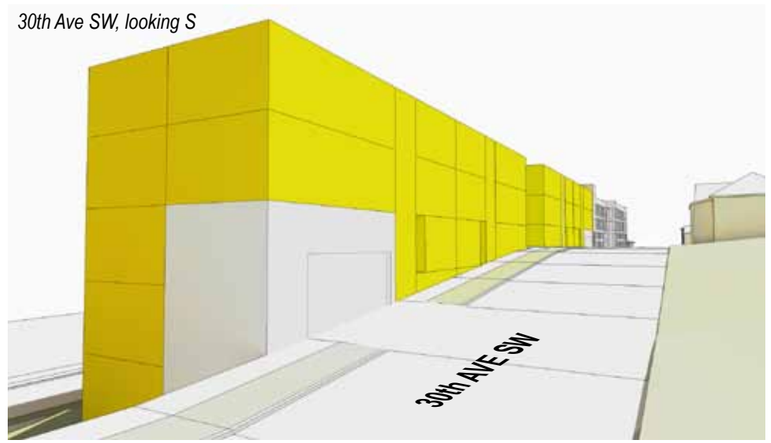


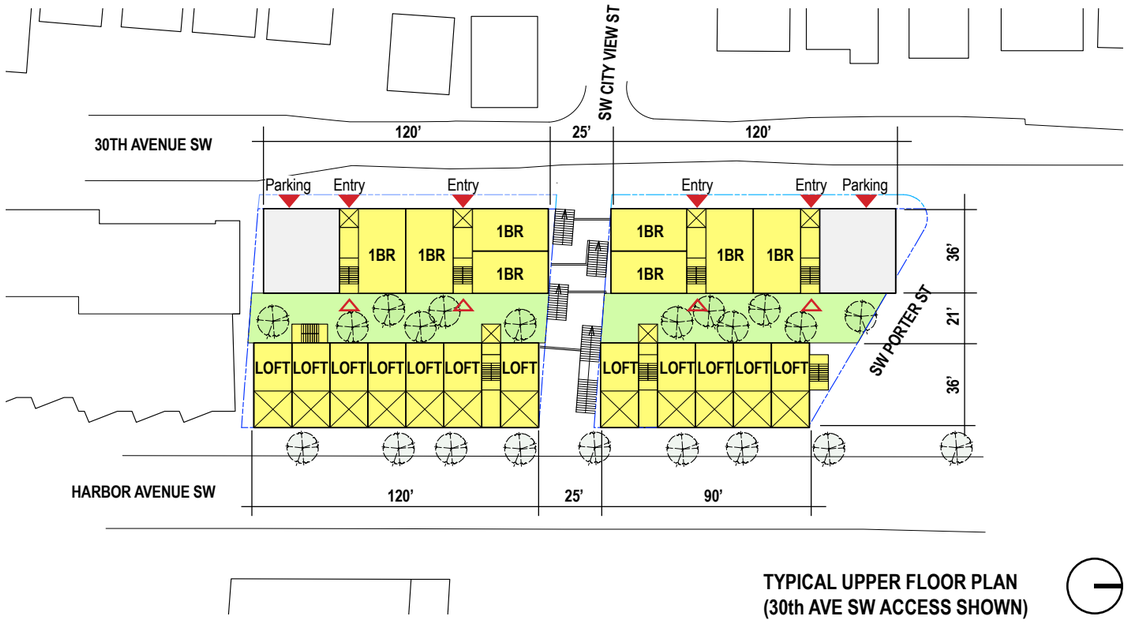


Aerial view, looking E

30th Ave SW, looking N

30th Ave SW, looking S





TYPICAL UPPER FLOOR PLAN
(30th AVE SW ACCESS SHOWN)

N

Harbor Ave SW, looking SW

ALTERNATIVE 2

Description

Alternative 2 utilizes a height limit calculation based on the measurement of a single average grade for the entire site. This method results in a building with lower height along 30th Ave SW and taller height along Harbor Ave SW, relative to the height calculation used for Alternative 1. Rather than having a courtyard running N-S, this alternative consolidates the mass, providing more open space between structures. Residential access occurs from either street and vehicular access to below grade parking is accessed from Harbor Ave SW.

Program

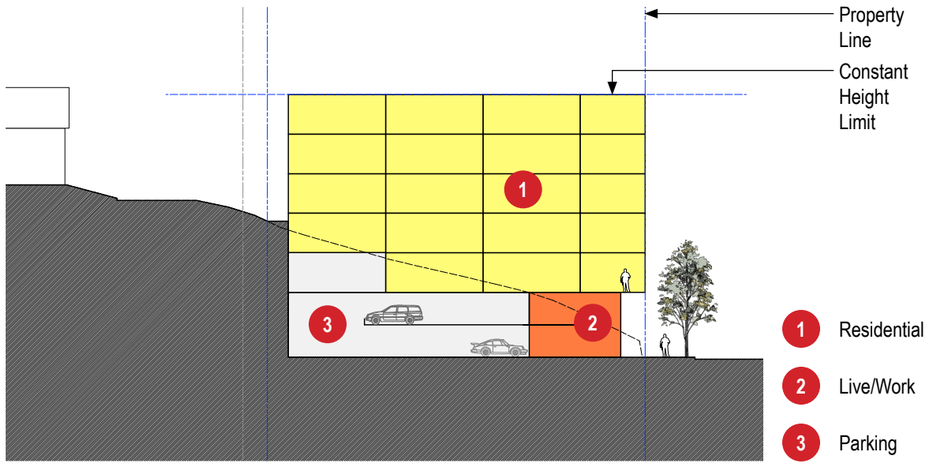
- 42 – 48 apartment units in South Building (3303 Harbor Ave SW)
- 4 live-work units in South Building (3303 Harbor Ave SW)
- Approximately 40 parking spaces below grade in South Building
- 42 - 48 apartment units in North Building (3257 Harbor Ave SW)
- 2 live-work units in South Building (3303 Harbor Ave SW)
- Approximately 42 parking spaces below grade in North Building

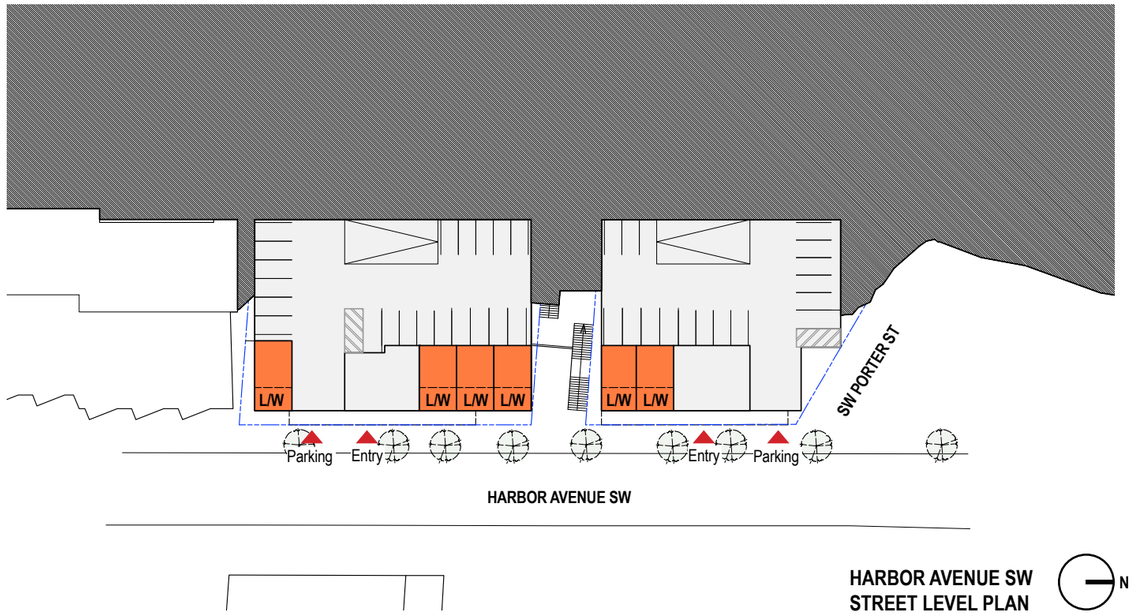
Advantages

- Reduced height along 30th Ave SW is more compatible with adjacent single-family homes
- Increased height along Harbor Ave SW is more compatible with context and zoning along this street
- Additional space between structures creates opportunities for increased exposure for sunlight into the courtyards
- The consolidated structures reduce the quantity of elevators and stairs
- The consolidated structures reduce the area of building envelope

Challenges

- The consolidated structures become relatively bulky and less compatible with adjacent single-family homes
- North building does not respond to the unique geometry of the site

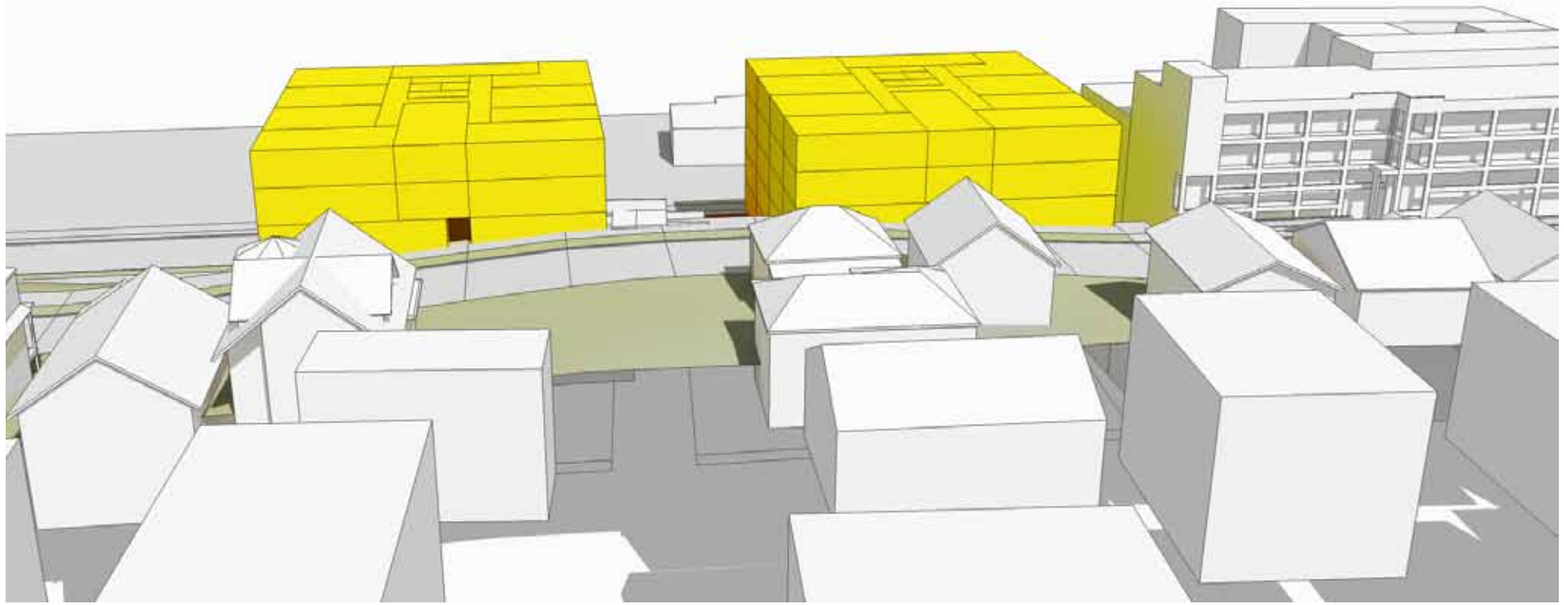




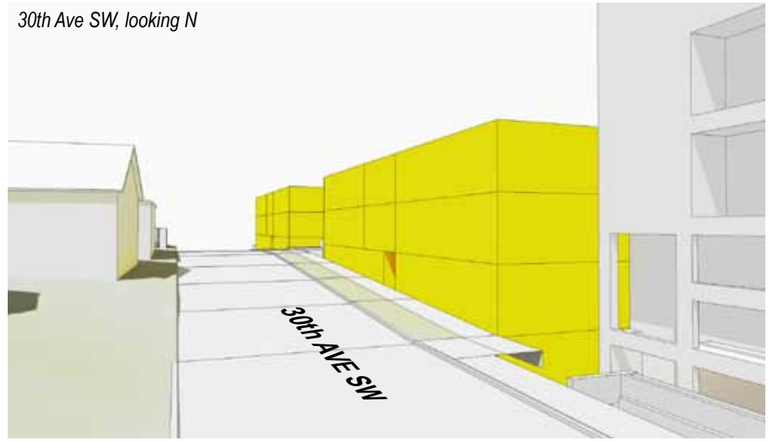
HARBOR AVENUE SW
STREET LEVEL PLAN

N

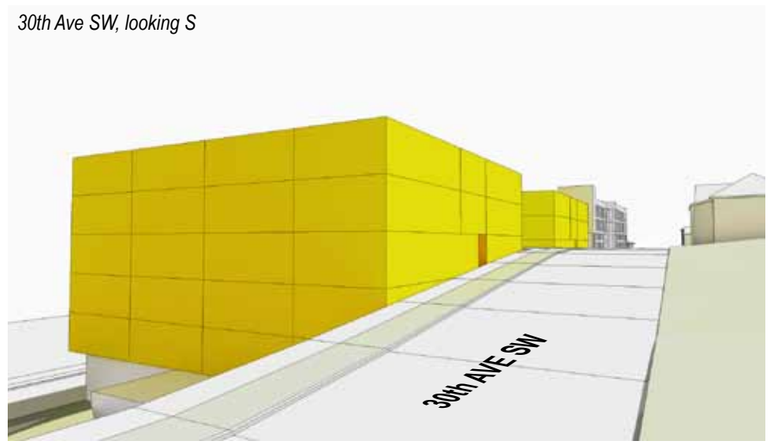
Aerial view, looking E

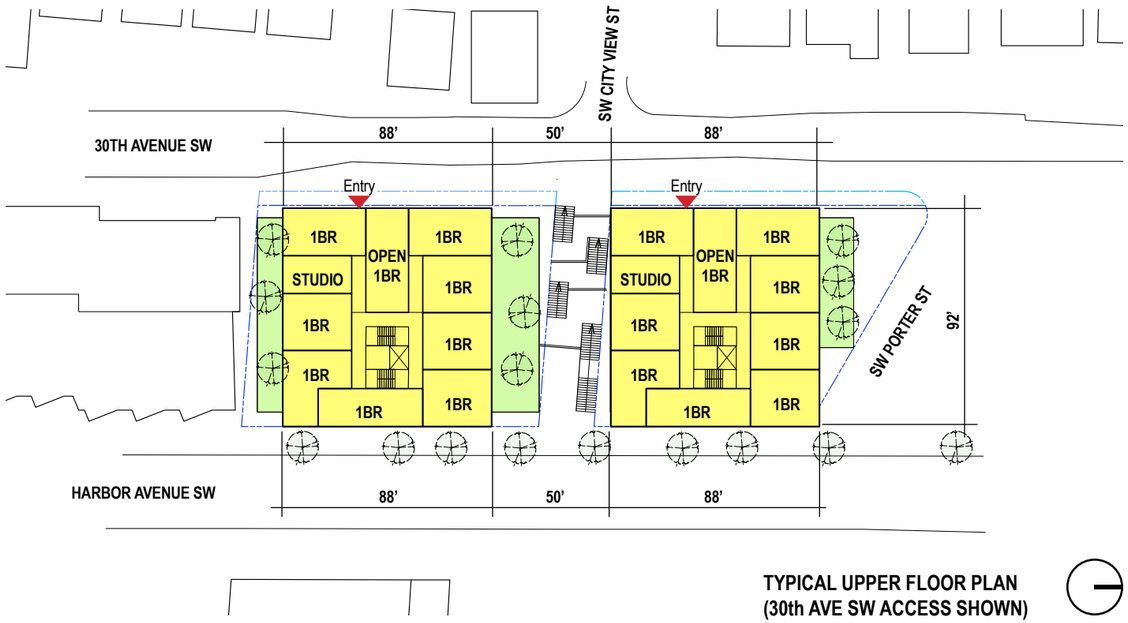


30th Ave SW, looking N



30th Ave SW, looking S





TYPICAL UPPER FLOOR PLAN
(30th AVE SW ACCESS SHOWN)

N

Harbor Ave SW, looking SW

ALTERNATIVE 3 (PREFERRED SCHEME)

Description

Alternative 3 also utilizes a height limit calculation based on the measurement of a single average grade for the entire site. This method results in a building with lower height along 30th Ave SW and taller height along Harbor Ave SW, relative to the height calculation used for Alternative 1. The two structures from Alternative 2 are each split in the E-W direction, and shift to create a residential courtyard for each property. Residential access occurs from either street and vehicular access to below grade parking is accessed from Harbor Ave SW.

Program

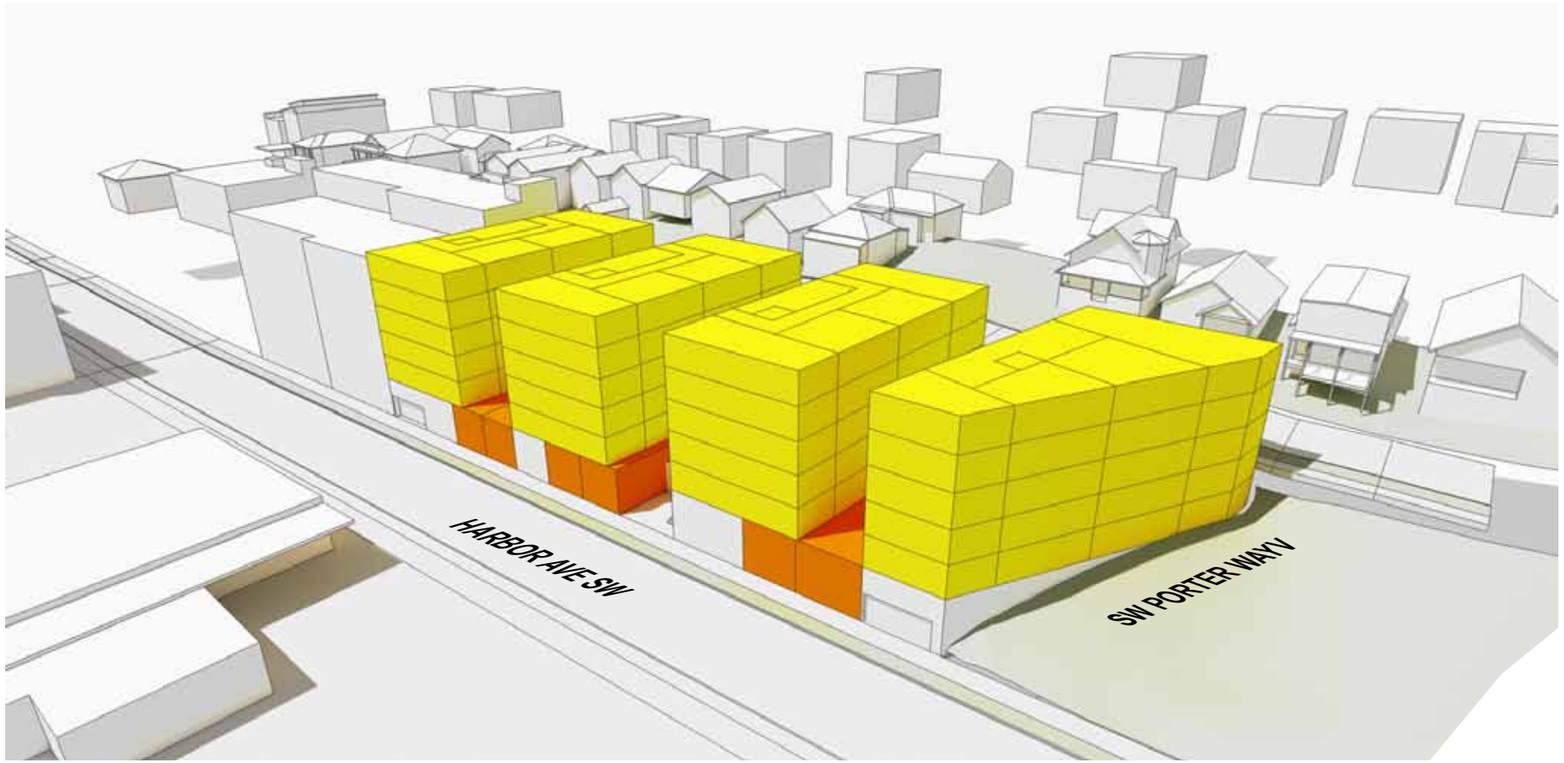
- 47 apartment units in South Building (3303 Harbor Ave SW)
- 4 live-work units in South Building (3303 Harbor Ave SW)
- Approximately 40 parking spaces below grade in South Building
- 44 apartment units in North Building (3257 Harbor Ave SW)
- 2 live-work units in South Building (3303 Harbor Ave SW)
- Approximately 44 parking spaces below grade in North Building

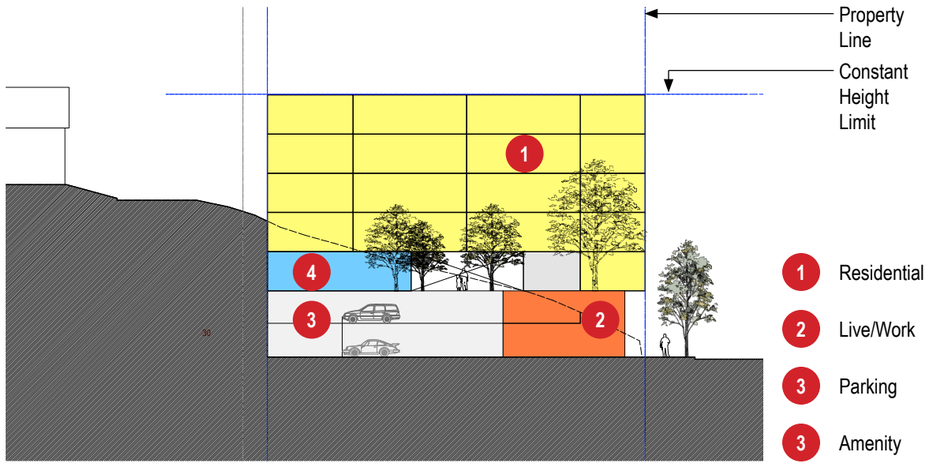
Advantages

- Reduced height along 30th Ave SW is more compatible with adjacent single-family homes
- Increased height along Harbor Ave SW is more compatible with context and zoning along this street
- The divided structures are more compatible with the granularity of adjacent single-family homes along 30th Ave SW
- Courtyard spaces in the E-W direction receive sunlight two times per day and provide views through the site

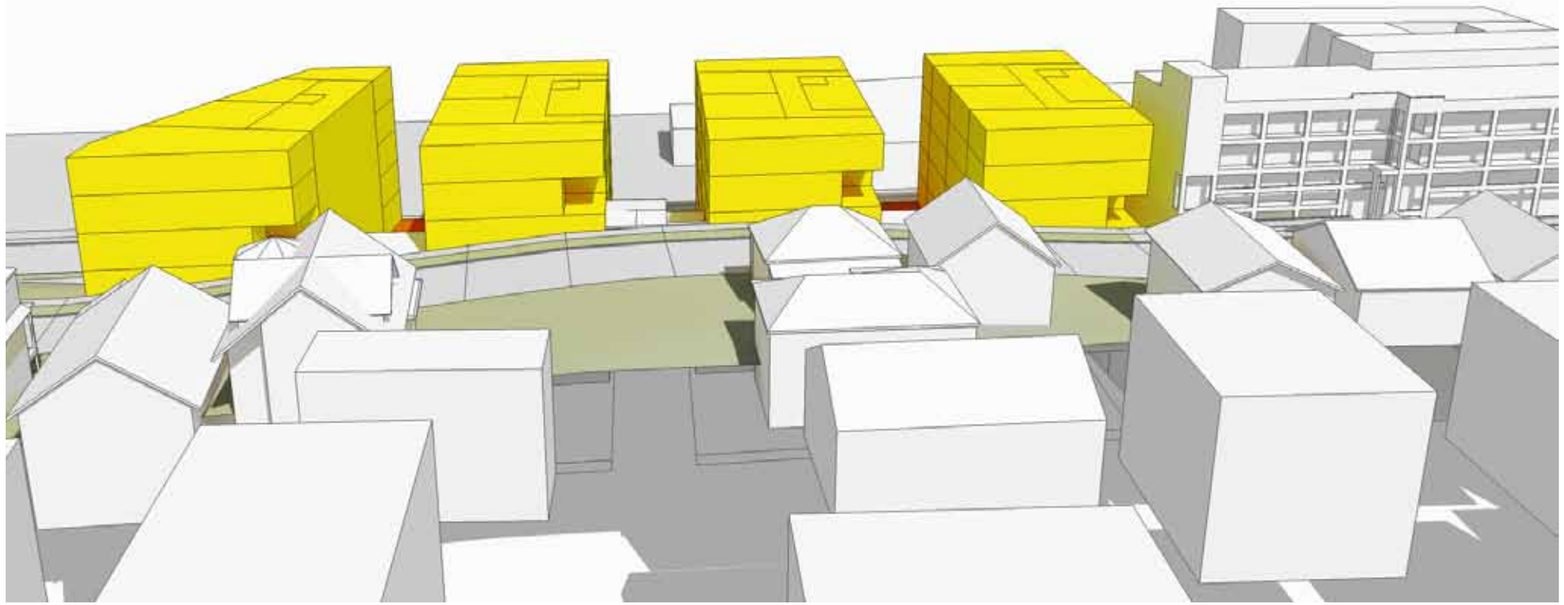
Challenges

- The divided structures increase the area of building envelope
- Multiple structures increase the number of elevators and quantity of vertical circulation

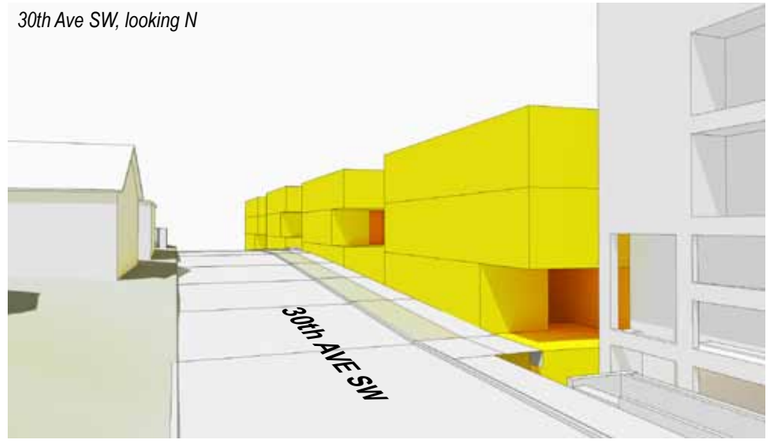




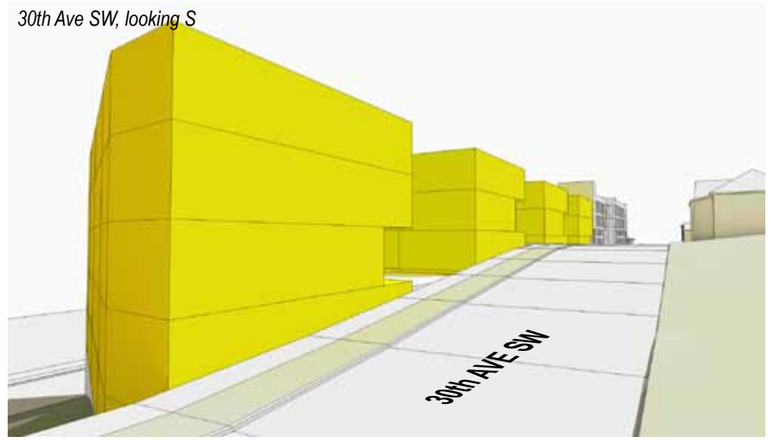
Aerial view, looking E

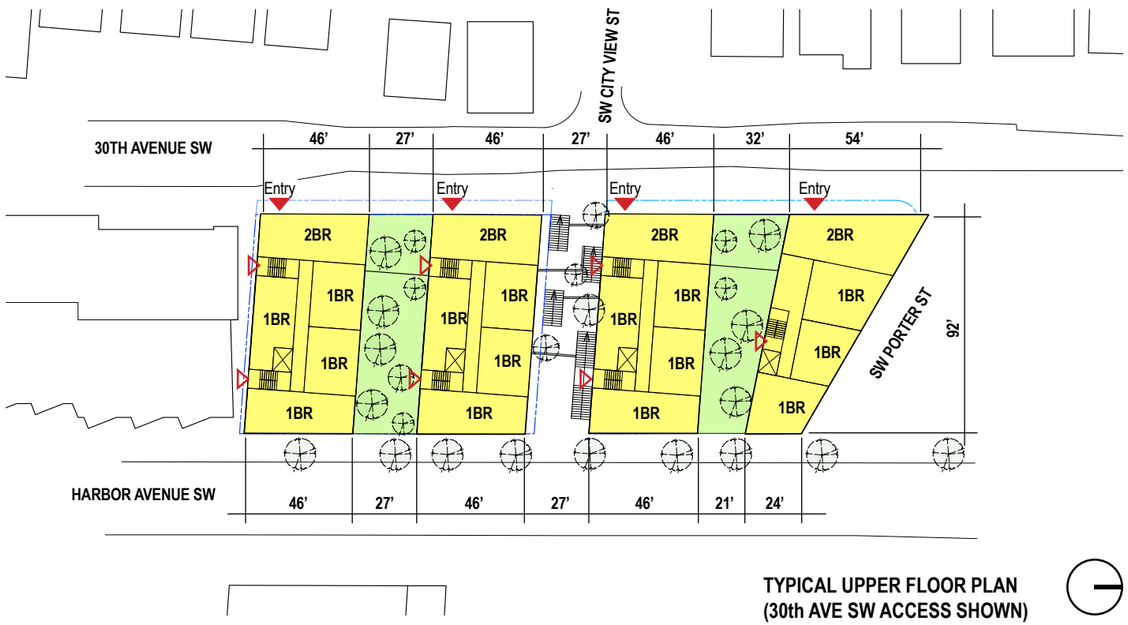


30th Ave SW, looking N



30th Ave SW, looking S

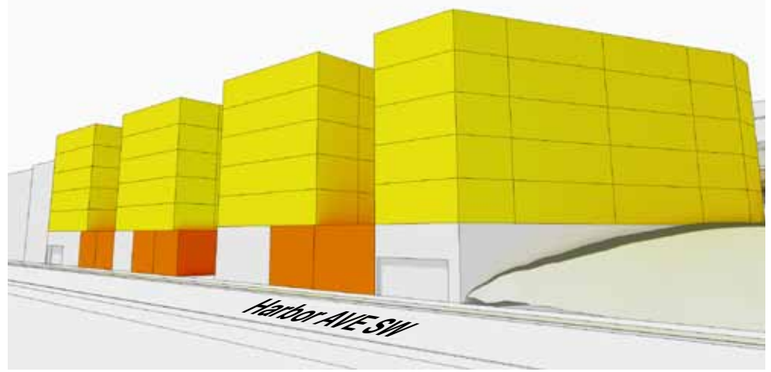




TYPICAL UPPER FLOOR PLAN
(30th AVE SW ACCESS SHOWN)

N

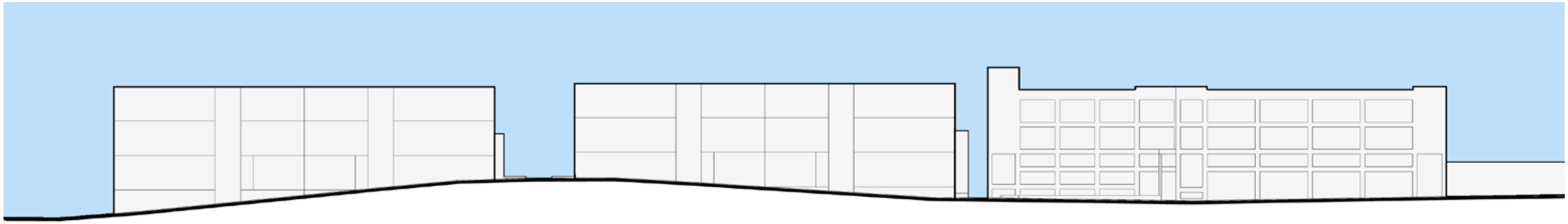
Harbor Ave SW, looking SW



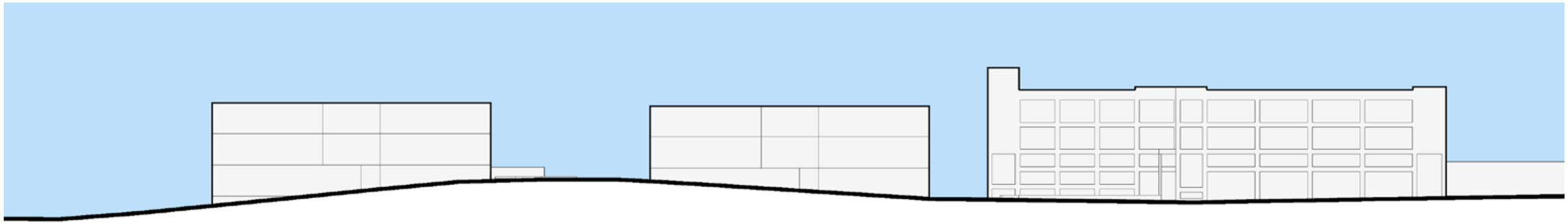
COMPARISON OF ALTERNATIVES

Description

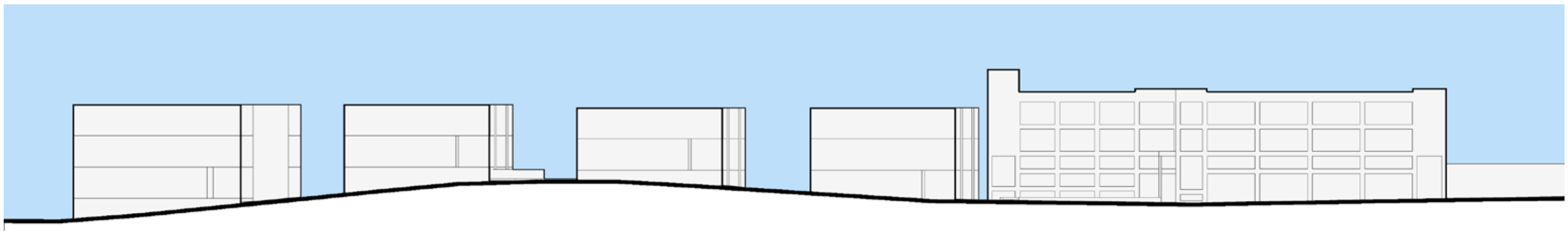
Alternative 1 has a consistent street wall presence along 30th Ave SW. Alternative 2, which consolidates the building form begins to have more spatial relief along 30th Ave SW. Alternative 3, the preferred scheme, divides the structures to create a rhythm and granularity that responds better to the single family homes along 30th Ave SW, providing move views through the site.



Alternative 1 (Code-Compliant Scheme)



Alternative 2



Alternative 3 (Preferred Scheme)

COMPARISON OF ALTERNATIVES

June 21 Shading Studies

Solar studies reveal that a building with a continuous street wall (Alternative 1) has a relatively negative shading effect on both 30th Avenue SW and Harbor Ave SW. This shading pattern may decrease the desire for pedestrian activity and is not recommended. While there is some shading relief when the buildings become more consolidated (Alternative 2) it is clear the resultant rhythm of sun a shade from dividing the structures (Alternative 3) has much less shading impact and improves solar access along the adjacent streets.

	Alternative 1 (Code Compliant Scheme)	Alternative 2	Alternative 3 (Preferred Scheme)
10 AM (SOLAR TIME)			
SOLAR NOON			
2PM (SOLAR TIME)			

DESIGN GUIDELINES

A-1 Responding to Site Characteristics
The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

RESPONSE:
Both sites have similar sloping topographies, though the most critical site characteristics are generated by differing contexts along Harbor Ave SW to the east and 30th Ave SW to the west. Harbor Ave SW is a main street with a mix of commercial, industrial, and multifamily structures. 30th Ave SW is primarily single-family residential with a multifamily structure just south of the subject properties. The preferred alternative uses all-site height calculation that minimizes building height along 30th Ave SW and has the taller mass along Harbor Ave SW, rather than stepping-up the hillside, as would be permissible by code. In addition, the preferred massing breaks up the building volume to provide relief and east-west views through the project site, and to engage the proposed new hill-climb public stair on SW City View.

A-2 Streetscape Compatibility
The siting of the buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right of way.

RESPONSE:
The desirable spatial characteristics of the 30th Ave SW right-of-way are emphasized by the granularity and scale of the single-family homes. To respond to this context, the preferred alternative breaks up the massing of the building such that there is open space created between shorter street elevations along 30th Ave SW. The buildings are also sited to provide commercial continuity along Harbor Avenue.

A-3 Entrances Visible from the Street
Entries should be clearly identifiable and visible from the street.

RESPONSE:
The proposed new mixed-use buildings will provide articulated, well-defined entries along adjacent ROW's, Harbor Ave SW and 30th Ave SW, as well as from the improved SW City View. Additionally, in the preferred scheme there will be entries associated with the residential courtyards from the more public second level, which is accessed off the new City View hill-climb public stair.

A-4 Human Activity
New development should be sited and designed to encourage human activity on the street.

RESPONSE:
The preferred alternative includes an active, hill-climb public stair between the two subject properties, along the currently unimproved SW City View right-of-way. In addition, select commercial spaces along Harbor Ave SW have the opportunity to turn the corners to engage the SW City View public stair. Generally, the live-work units will encourage commercial human activity along Harbor Ave SW and the character of 30th Ave SW will encourage residential human activity along that street while the new stair will strengthen connections through the site.

A-5 Respect for Adjacent Sites
Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and out-door activities of residents in adjacent buildings.

RESPONSE:
The preferred massing alternative for the new buildings limits both height and street facade length along 30th Ave SW to offer visual relief and acknowledge of the granularity of the single-family homes. Another benefit to this approach is that the new buildings impact on morning daylight will be minimized. Care will be taken to prevent adjacent windows between the new development and the existing multifamily building to the south.

A-6 Transition between Residence and Street
For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

RESPONSE:
30th Ave SW: Building entries will have a gracious transitions from outside to inside, and will be elevated to differentiate public sidewalk and semi-public covered space prior to entering the building.
Harbor Ave SW: Residential lobby entries will be clearly defined and distinct from the live-work units along Harbor Ave SW.


Design Cue: A-1 Industrial Character

Design Cue: A-2 Scale of Residential Pocket Neighborhood


Design Cue: A-4 Pedestrian Stairway Connections

A-7 Residential Open Space
Residential projects should be sited to maximize opportunities for creating usable attractive, well-integrated open space.

RESPONSE:
The preferred alternative is configured to create ample shared outdoor spaces between buildings, as well as making deliberate connections to the new SW City View right-of-way public stair. The outdoor spaces and/or courtyards within the project will include landscaping and benches to encourage residents to utilize the open space, and they will be visually accessible from the new public stair.

A-8 Parking and Vehicle Access
Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

RESPONSE:
The south property is adjacent to a Frequent Transit Service, reducing the parking requirement on the parcel to just 0.5 stalls per unit, but the preferred alternative includes approximately 0.85 stalls per unit for both parcels. Additional parking is included to minimize the impact of parking issues for the adjacent single-family zoning west of 30th Ave SW. The north property does not meet Frequent Transit Service criteria and includes 1 parking stall per unit. In the preferred scheme, parking garage access is restricted to Harbor Ave SW, and each property will have its own parking garage entrance.

B-1 Height, Bulk and Scale Compatibility
Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less intensive zones. Projects on the edges should be developed in a manner that creates a step in perceived height, bulk and scale between anticipated development potential of the adjacent zones.

RESPONSE:
The project is located in a C1-40 zone but is adjacent to an SF 5000 across 30th Avenue SW. The preferred alternative utilizes a height limit calculation that results in reduced height along 30th Avenue SW and continues a constant height to Harbor Ave SW. Additionally; the massing of the preferred alternative reduces the bulk of the project by articulating the project into (4) perceived buildings along 30th Avenue SW. This strategy results in buildings which are scaled more closely to the single-family homes and creates view corridors east toward the maritime industrial views.

C-2 Architectural Concept and Consistency
Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

RESPONSE:
The proposed design creates a rhythm of multiple well-proportioned buildings that create interstitial spaces for the new hillclimb stair and common courtyards. This concept affords the opportunity to relate to the residential scale of the neighborhood to the west, while also meeting the development objectives.

C-3 Human Scale
The design of new buildings should incorporate architectural features, elements and details to achieve good human scale.

RESPONSE:
The preferred alternative incorporates a public right-of-way stair as a continuation of SW City View, connecting the neighborhood to the west of 30th Avenue SW to Harbor Avenue SW. In addition to addressing the scale and bulk of the project, by visibly dividing the project into (4) buildings, (2) additional plaza/courtyard spaces are created between buildings.

C-4 Exterior Finish Materials
Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

RESPONSE:
Exterior materials will draw inspiration from the adjacent contexts, and be compatible with surrounding colors, textures, and patterns. The buildings will be well-detailed, high quality, and durable.

C-5 Structured Parking Entrances
The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

RESPONSE:
In the preferred scheme, access to the new parking garages will be from Harbor Ave SW and not from 30th Avenue SW.


Design Cue: B-1 Existing Harbor Avenue Building

D-1 Pedestrian Open Spaces and Entrances
Convenient and attractive access to the building's entry should be provided to ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

RESPONSE:
As mentioned in item C-3 Human Scale, the preferred alternative creates multiple open spaces for pedestrian activity. There will be (1) public plaza and (2) separate residential plazas. The preferred alternative will have residential access to each building off 30th Avenue SW by a covered entry area.

E-2 Landscaping to Enhance the Building and/or Site
Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

RESPONSE:
The preferred alternative has landscaped courtyards/plazas between each building. The landscape and hardscape will compliment the vocabulary of the buildings and integrate planting to promote the development of a single, cohesive design.


Design Cue: C-4 Materials and Textures

DESIGN GUIDELINES

CONTEXT AND SITE

CS1 Natural Systems and Features

Use natural systems and features of the site and its surroundings as a starting point for project design.

RESPONSE:
The preferred massing breaks up the building volume into four long and narrow buildings in order to maximize solar access and opportunities for natural ventilation in the residential units. This configuration offers many corner units and units oriented parallel to the window wall with generous exposure to light and air. The massing also creates a sequence of exterior spaces that step with the hillside as landscaped courtyards with plants and natural habitat.

CS2 Urban Pattern and Form

Strengthen the most desirable forms, characteristics and patterns of the streets, block faces and open spaces in the surrounding area.

RESPONSE:
The height, bulk, and scale of the preferred massing responds to the different edge conditions and topography: the single-family neighborhood to the west, and the industrial/commercial character of Harbor Ave. The preferred alternative uses an all-site height calculation that minimizes the height along 30th Avenue SW, and creates the taller mass along the lower part of the site, facing Harbor Ave SW. The project also furthers the existing network of pedestrian connections up and down the hill, by improving SW City View into a hill-climb stair, which connects the uphill neighborhood to Harbor Ave SW. On a larger urban scale, the project also creates a continuous, active street edge along Harbor Ave SW while providing a rhythm of buildings and open spaces.

CS3 Architectural Context and Character

Contribute to the architectural character of the neighborhood.

RESPONSE:
The preferred alternative strives to fit into the evolving character of the neighborhood, by responding to, and connecting between, the markedly different zones and uses found on the east and west sides of the site and providing a continuous, punctuated street edge along Harbor Ave SW.

PUBLIC LIFE

PL1 Connectivity

Complement and contribute to the network of open spaces around the site and the connections among them.

RESPONSE:
The project is designed to extend the pattern of walkways up the hillside and connect adjacent neighborhoods. The new hill-climb stair will become an active addition the city and allow access from the residential neighborhoods to the commercial areas on Harbor Ave SW and vice versa. The project also positions flexible commercial spaces along Harbor Ave SW to contribute to an active public realm in and around the project site, furthering the development of the Harbor Ave SW business area. Visual connections through the site are also afforded with the preferred massing, which presents a porous edge to 30th Ave SW.

PL2 Walkability

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

RESPONSE:
The project is designed to be very pedestrian-friendly, with an active and transparent commercial front along Harbor Ave SW, a residential scale sequence of individual building entries along 30th Ave SW, and the creation of a new pedestrian hill-climb stair that bisects the project and activates the hillside. The upper building volumes cantilever over the commercial building base, providing weather protection for pedestrians along Harbor Ave SW. The project strives to promote walkable routes within, around, and through the site.

PL3 Street-Level Interaction

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

RESPONSE:
There are three types of residential entries proposed for the project, each relates to the adjacent conditions and provides a clear, identifiable, welcoming, and secure building entrance. Along 30th Ave SW, there are recessed residential stoops that step with the topography and relate to the scale of the single-family residences across the street. The residential lobbies along Harbor Ave SW provide a common collection point for mail and offer relief from Harbor Ave SW, while the entrances off the hill-climb stair serve to transition from the public realm to the semi-public areas in the building while activating the courtyards and amenity spaces. The commercial spaces along Harbor Ave are both flexible and highly transparent, activating that edge and linking to the new public stair. The commercial spaces will also provide opportunities for interaction with residents and neighbors, located at the bottom of the new hill-climb stair, which is intended to become a new pedestrian hub.

PL4 Active Transportation

Incorporate design features that facilitate active forms of transportation such as walking, bicycling and use of transit.

RESPONSE:
The project is close to a Frequent Transit Service corridor that connects the site to downtown Seattle. Secure bike storage will be located in several locations to allow easy access to the bike route along Harbor Ave SW to Alki, or into downtown Seattle.

Design Cue: CS2 - Strong Street Edge


Design Cue: PL1 - Sidewalk Activity and Public Stair Connections


Design Cue: PL3 - Pedestrian Entry

DESIGN CONCEPT

DC1 Project Use and Activities

Optimize the arrangement of uses and activities on the site.

RESPONSE:

The project integrates a mix of uses, including parking, commercial spaces, residential units, and residential amenity areas. The commercial spaces along Harbor Ave SW are highly visible to the public, and continue the pattern of commercial activity along this street while the residential uses have been located in upper positions on the site and are configured to take advantage of views and promote gathering. The residential amenity areas are located at the courtyard level, accessed from the buildings themselves, and the new hill-climb stair. Parking is provided below grade, and the project seeks a design departure for the parking entrance off Harbor Ave SW to minimize the impact of the parking on the adjacent residential neighborhood. In addition, the commercial spaces are positioned between Harbor Ave SW and the vehicle parking, to further decrease the presence of the parking.

DC2 Architectural Concept

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

RESPONSE:

The proposed design introduces a rhythm of multiple, well-proportioned buildings that create interstitial spaces for the new hill-climb stair and a series of common residential courtyards with residential amenity spaces. This concept affords the opportunity to relate to the residential scale of the neighborhood to the west, while also meeting the development objectives, and reducing the perceived mass of the buildings. There will be no blank walls as part of this project and series of individual buildings provides east-west porosity and active exterior spaces between.

DC3 Open Space Concept

Integrate open space design with the design of the building so that each complements the other.

RESPONSE:

Please see response to DC2 – Architectural Concept & CS2 - Urban Pattern and Form. The proposed design creates a linked network of exterior spaces that provide active landscaped open space and integrate the new hill-climb stair into the composition of the site and city.

DC4 Exterior Elements and Finishes

Use appropriate and high quality elements and finishes for the building and its open space.

RESPONSE:

The buildings will be well-detailed, high quality, and durable. Exterior materials will draw inspiration from the adjacent industrial and residential context, and be compatible with surrounding colors, textures, and patterns. Low-level lighting will be used to provide a safe and attractive courtyard and building entry sequence, while avoiding glare into the units or adjacent properties. Landscaping will include draught-tolerant plants and substantial trees in the courtyards.

COURTYARD LEVEL PLAN

Design Cue: PL2 - Weather Protection along Harbor Ave SE

Design Cue: DC1/DC3 - Outdoor Courtyards and Amenity Spaces

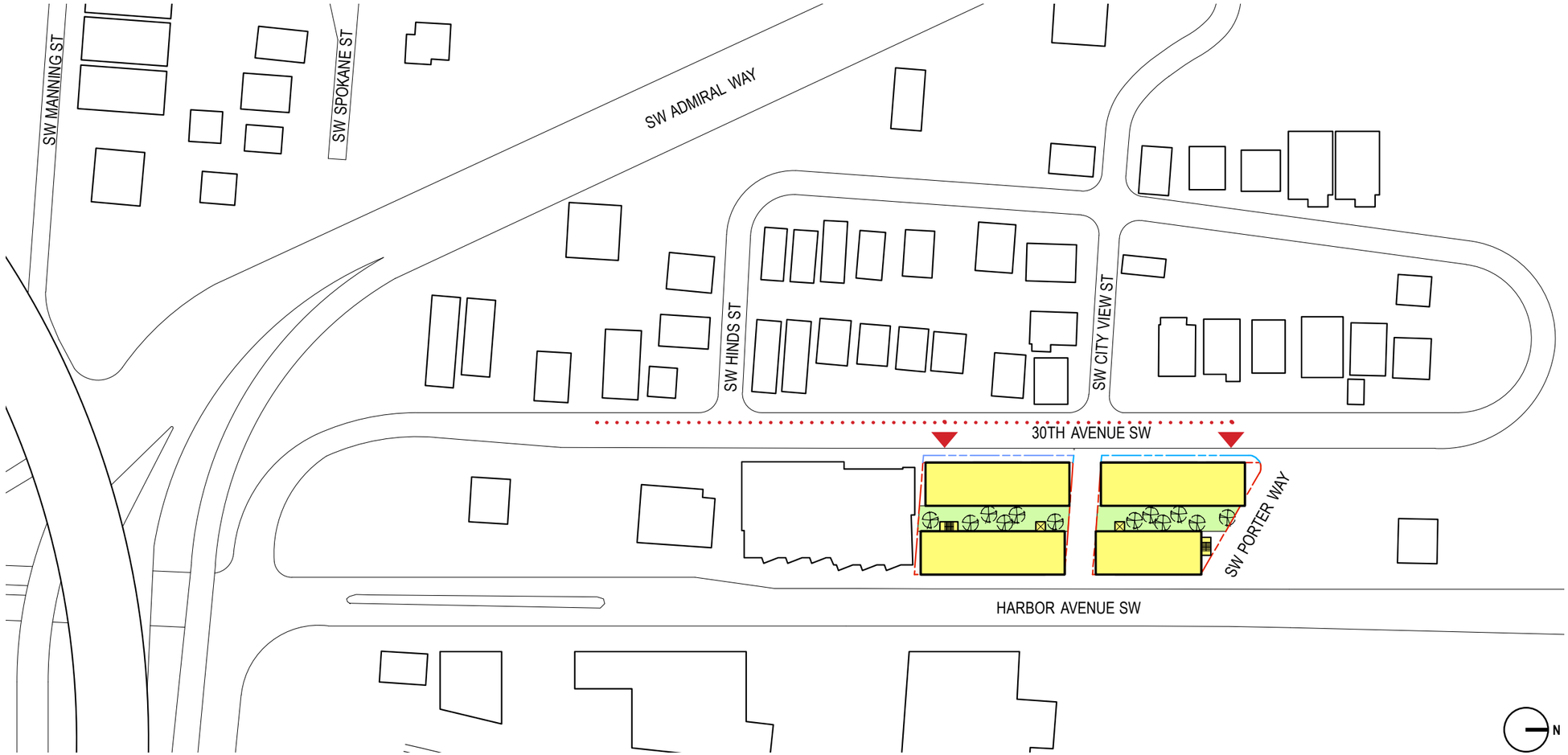
Design Cue: DC1/DC3 - Open Space connects Building Courtyards and Entries

POTENTIAL DEPARTURES

Departure Request #1: 23.47A.032 Parking Location and Access

Applicable Code Sections:
Per 23.47A.032.A.3
Structures in C zones with residential uses and structures in C zones across the street from residential zones shall meet the requirements for parking access for NC zones as provided in subsection 23.47A.032.A.1.
Per 23.47A.032.A.1.c
If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C
Per 23.47A.032.C
When a lot fronts on two or more streets, the Director will determine which of the streets will be considered the front lot line, for purposes of this section only. In making a determination, the Director will consider the following criteria:
1. The extent to which each street's pedestrian-oriented character or commercial continuity would be disrupted by curb cuts, driveways or parking adjacent to the street;
2. The potential for pedestrian and automobile conflicts; and
3. The relative traffic capacity of each street as an indicator of the street's role as a principle commercial street

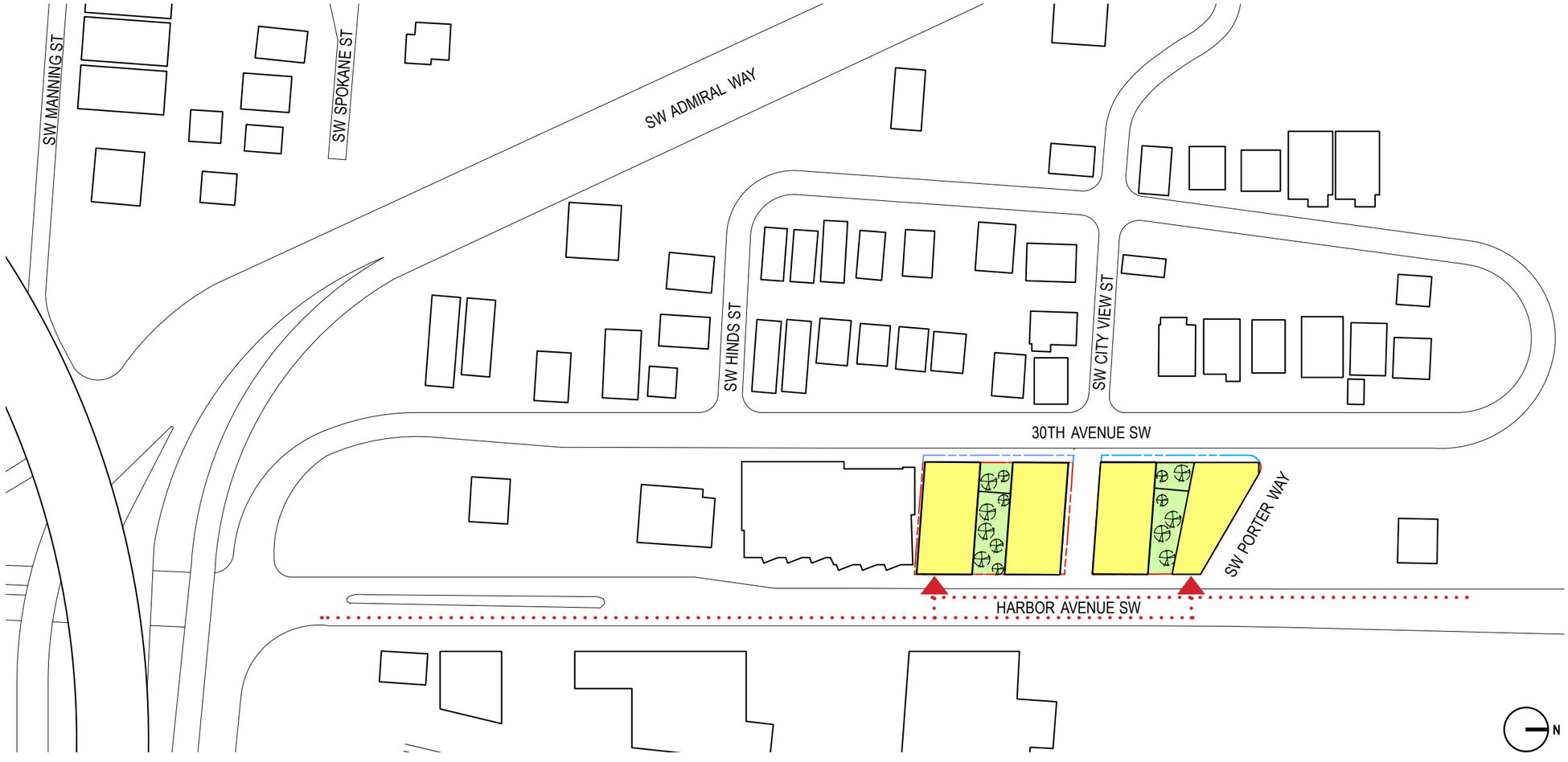
Standard:
Parking is to be accessed from 30th Ave SW - There is no accessible alley and Harbor Ave SW is the assumed to be the front street, making 30th Ave SW the accessible side street



COMPLIANT ALTERNATIVE:
PARKING ACCESS OFF 30TH AVE SW AS THE SECONDARY STREET
(ASSUMED HARBOR AVE SW IS FRONT STREET)

Proposed:
Allow parking to be accessed from Harbor Ave SW for:
1. 3257 Harbor Ave SW - DPD Project #3016555
2. 3303 Harbor Ave SW - DPD Project #3016556

Rationale:
The character of 30th Ave SW is predominantly Single-Family-Home oriented, with minimal vehicle traffic and pedestrian activity in a roadway with limited sidewalks. This would create significant potential for pedestrian and automobile conflicts. Pursuant to Design Guideline A-8, parking access from 30th Ave SW would disrupt the pedestrian environment and safety of the adjacent neighborhood. Pursuant to Design Guideline A-5, establishing pedestrian-only access to the projects along 30th Ave SW will minimize disruption of the activities of residents in the adjacent neighborhood. Additionally, since the traffic capacity of Harbor Ave SW is much greater, it is more suitable to facilitate parking access into the proposed projects' garage areas.



PROPOSED ALTERNATIVE:
PARKING ACCESS OFF HARBOR AVE SW

EXAMPLES OF PAST WORK

Anhalt Apartment Renovation and Addition
Seattle, WA
Currently under construction

Converted from an apartment building to office space for Group Health in the 1960's, the historic 1930's Anhalt building will be restored back to its original residential use and a new apartment building will be constructed on the northern third of the property. The building has been nominated for landmark designation with a focus on preserving the exterior and the distinctive circular stair tower. The interior will be reconfigured to accommodate 24 apartment units. The new building will house 15 apartment units configured around a courtyard located between the old and new structures. Parking for 18 vehicles will be provided below grade and accessed from the alley. The development is participating in an Energy Code Demonstration Project for testing an outcome-based approach to energy code compliance designed to encourage the re-use and retrofit of existing buildings.

SCCA Patient House
Seattle, WA

Housing out-of-town oncology patients and their caregivers during cancer treatment at the Seattle Cancer Care Alliance, this project presents a unique urban building type, developed in close collaboration with doctors, former patients, caregivers, and the SCCA. The intent of the building is to provide a home-away-from-home – an affordable, safe, and non-institutional housing option for patients and their caregivers. Conceptually, the building strives to create space that will have a healing influence by reducing stress and facilitating interaction between patients and caregivers. This Architecture 2030 project is also LEED™ Gold Certified.

EXAMPLES OF PAST WORK

Bradner Gardens
Seattle, WA

This project explores an environmentally regenerative architecture that goes beyond breaking even, and gives back. The net energy-producing community building has a butterfly roof shaped to collect rainwater and solar energy, and features an 8.8kW photovoltaic array that is integrated into the roof with inexpensive, functional detailing. The building also supports the active, local gardeners by providing a community meeting and horticulture resource room, restrooms, kitchen, and tool storage.

Pike Place Market Heritage Center
Seattle, WA

The design of this project was the Master's thesis of Scot Carr, who also built the pavilion including all the custom steel fabrications and display systems following graduation. The unique character of buildings in the Pike Place Market inspired the design – specifically the use of simple and durable materials, the casual relationship between interior and exterior spaces, and the embrace of the diurnal cycles of market buildings opening and closing. These concepts are integrated into a simple, yet refined pavilion where every detail is considered.