

# QUAIL PARK MEMORY CARE RESIDENCES

4515, 4519 + 4525 41ST AVENUE SW, SEATTLE, WA



## SECOND EARLY DESIGN GUIDANCE

DPD# 3016935

MARCH 5, 2015

JOHN LAPE ARCHITECT  
520 SW 6th Avenue, Portland, OR 97204  
503.243.2837  
[www.jl-architecture.com](http://www.jl-architecture.com)

# SITE INFORMATION

## PROJECT DESCRIPTION

### TABLE OF CONTENTS

#### SITE INFORMATION

Project Description	2
Urban Analysis	3
Zoning Code Summary	4
Site Analysis	5
Urban Design Analysis	6-7
Site Conditions	8-9
Arborist Information	10
Existing Site - Survey	11
Street Montage	12-15

#### EDG

Design Options from First EDG	16
Board Guidance	17

#### DESIGN GUIDELINES

Relevant Guideline Priorities	18-19
-------------------------------	-------

#### DESIGN OPTION 4

EDG 2 Proposal	20-21
Front Facade Sketch	22
Plaza Commons Sketch	23
Sections & Elevations	24
Conceptual Lighting Plan	25

#### LANDSCAPE

Street Level Plan	26
Planting List	27

#### RESPONSE TO BOARD COMMENTS

Response to Board Comments	28
----------------------------	----

#### SHADOW STUDIES

Option 4 Shadow Studies	29
-------------------------	----

#### PRECEDENT STUDIES

Quail Park Projects	30
John Lape Projects	31
Urban Memory Care Projects	32

**ADDRESS:** 4515, 4519 + 4525 41ST Avenue SW  
Seattle, WA 98116

**DPD PROJECT #:** 3016935

**TAX PARCEL #:** 095200 - 6660, 6680, 6700

**OWNER:** BCK Investments LLC

**LAND-USE CONSULTANT:** Nicholson Kovalchick Architects

**ARCHITECT:** John Lape Architecture

### PROJECT PROGRAM

Number of Residential Units:	Approximately 45
Number of Parking Stalls:	Approximately 9
Total Area Footprint:	14,729 SF
Total Area:	36,618 SF + 9,127 SF 1st Floor outside of FAR area

### DEVELOPMENT OBJECTIVES

- 45 dementia residential units with a capacity for 63 residents
- Three mostly autonomous, self-sustained floors dictated by half-acre site and the necessity of preventing disorientation resulting from residents moving vertically
- Unit size and number on each floor pre-determined by care and staffing needs to provide an enhanced level of care to each group of residents
- A generous amount of centrally located common space on each floor to encourage a sense of community including the following:
  - o Dining Area
  - o Sitting Lounge
  - o Theater
  - o Activity Space
  - o Small outdoor space
- Outdoor, landscaped terrace to allow for controlled wandering and outdoor activities
- Administrative spaces, central laundry, and kitchen facilities on separate floor.
- A single entry that is isolated from the resident floors off of 41st Avenue should be directly adjacent to visitor parking and administrative spaces and easily accessible to emergency vehicles
- On-site parking reserved for visitors/staff

### EXISTING SITE

The project site consists of three parcels (095200- 6660, 6680 + 6700) in the West Seattle area located on 41st Avenue SW between SW Oregon Street and SW Alaska Street with a total area of 20,125 sf. The project includes the demolition of three single-family structures, two garages and rockeries and retaining walls currently located on the parcels. The existing grade is sloping substantially, approximately twenty feet from the southwest corner at the alley (333') down to the southeast corner of the property near the street (313').

### ZONING AND OVERLAY DESIGNATION

- Zoning: LR 3 within the West Seattle Junction Hub Urban Village and is a Frequent Transit Corridor
- West of site zoning: NC3-65
- East of site zoning: LR 2

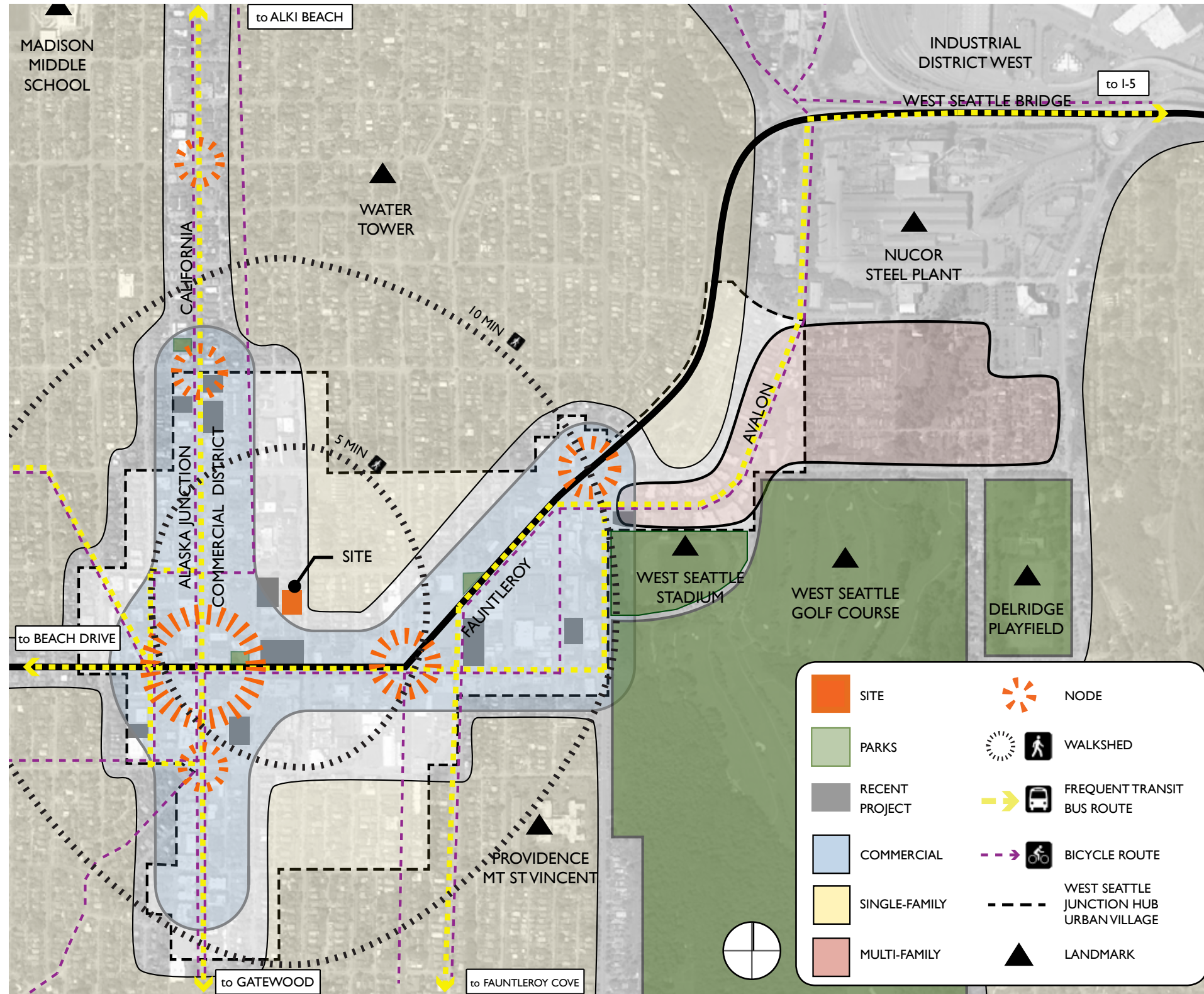
### NEIGHBORHOOD DEVELOPMENT

By being located within the West Seattle Junction Hub Urban Village and adjacent to commercial areas along both California Ave SW and SW Alaska Street, the site is very pedestrian friendly. This area is a transition between a lowrise zone with single family and townhomes surrounding it predominately to the north and east. There are several churches and schools in the immediate vicinity along with a large assisted living and skilled nursing facility a half mile away. The site abuts an NC zone to the west which has an eclectic mix of small office buildings, larger multi-family apartments and single family homes. Some of the single family homes within the immediate area are targeted for demolition due to the higher density development zones in which they are now located. Relatively new 6 & 7-story mixed-use buildings, such as Capco Plaza/QFC and Mural Apartments, are within a few blocks and Oregon 42 which is directly west across the alley.



# SITE INFORMATION

## URBAN ANALYSIS



### OPPORTUNITIES & CONSTRAINTS

Located in a transitional zone between the commercial uses prevalent on SW Alaska Street and California Avenue SW, which are several blocks away, and the less dense, mostly single-family and small multi-family to the east

- The program of the project contributes to the residential fabric while providing a buffer to the retail and larger multi-family complexes nearby.
- Proximity to a thriving neighborhood creates an excellent opportunity for providing a home to people in need of dementia care without displacement from the local area.

Substantial amount of elevation change from the street to the alley with approximately 20' in grade change over 115' at the south end of the property, which is a 17%+ slope.

- The topography affords the opportunity to create a transition between the height of the midrise buildings to the west and the one and two-story residences to the east.
- The topography does not support parking access from the alley with a 32' drop from the alley to the basement parking level, where parking can be enclosed within the building
- Impractical to park on top or within a structure in wood-frame, lowrise residential construction.

Grades along 41st are relatively flat making street-level access possible and desirable.

- Zoning code limits may push the finish floor of the parking and main entry approximately 2'-0" below average street level.
- Parking access is located at the lowest street elevation to make entry directly off 41st possible
- Difference in grade between street elevation and first floor elevation at parking entrance is 1'-0," reducing presence of ramp outside of building.

# SITE INFORMATION

## ZONING CODE SUMMARY

ADDRESS: 4515, 4519 + 4525 41ST AVE SW, SEATTLE WA  
 PARCELS: 095200 - 6660, 6680, 6700  
 ZONING: LR-3  
 OVERLAYS: West Seattle Junction Hub Urban Village  
 LOT AREA: 20,125 SF

### 23.45.504 PERMITTED USES (LR3)

Permitted outright:

- Residential
- Medical Service Uses other than permitted ground floor commercial uses

### 23.45.574 ASSISTED LIVING FACILITIES (MULTI-FAMILY)

These facilities are subject to the development standards for apartments for the zone they are located, except that density limits and amenity area requirements do not apply because the nearest use definition is assisted living

Communal Area (exterior or interior) -

- Min. 5% of total floor area in assisted living units or 25% of lot area
- Service areas are not communal areas
- Min. of 400 sf of required communal area shall be outdoor area with a min. dimension of 10 feet.
- Provide adequate seating

A facility kitchen that serves the entire assisted living facility is required.

### 23.45.514 STRUCTURE HEIGHT (LR3)

Allowed Maximum Base Height: 40'-0"

Maximum height w/ 4' increase for partially below-grade floor:

- 4' additional allowed for parapets: 44'-0"
- 16' additional allowed for stair & elevator penthouses: 60'-0"

4' height increase is contingent on maximum 4' exterior height limit of partially below-grade story

### 23.45.510 FLOOR AREA RATIO (LR3)

Apartments: 1.5 - 2.0

- To qualify for the higher FAR limit, the project must meet the standards of subsection 23.45.510.C:

- Green Building performance standards
- If lot abuts an alley and it is used for access, improvements to the alley shall be required
- Parking, if provided, must be totally enclosed
- Parking, if provided, must be accessed from the alley, unless one or more of the conditions in subsection 23.45.536.C.2 are met (Condition b.2 of 23.45.536.C.2 is met in that topography makes alley access infeasible)

### 23.86.006 STRUCTURE HEIGHT MEASUREMENT

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

### 23.45.518.A SETBACK REQUIREMENTS (LR3)

- Front (along 41st Ave SW): 5 feet minimum
- Rear (along alleyway): 10 feet
- Side: 7 feet average, 5 feet minimum

### 23.45.524 LANDSCAPING STANDARDS (LR3)

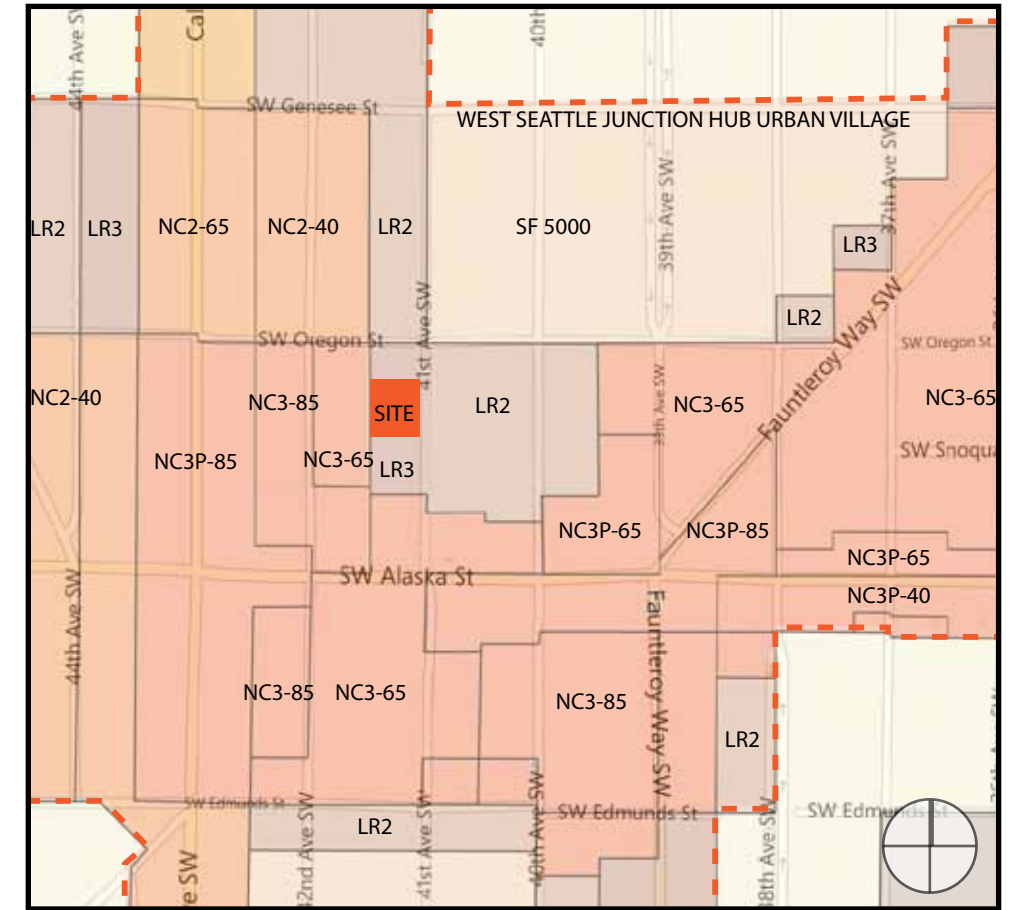
- Green factor score minimum 0.6 required.
- Street trees are required when any development is proposed. Existing street trees shall be retained unless the Director of Transportation approves their removal.

### 23.45.536 REQUIRED PARKING (LR3)

- Automobile Parking: No parking is required for lots within urban villages, if the residential use is located within 1,320 feet of a street with frequent transit service.
- Parking must be located within 800 feet or on the lot on the side, rear or beneath the structure
- Parking access from an alley is required if an alley is present, except as otherwise expressly required in subsection 23.45.536.C. As expressed by subsection 23.45.536.C.2.b.2, access to parking shall be from the street if the topography makes alley access infeasible as determined by the Director.
- Bicycle parking: 1 space per every 20 residents for congregate residential use

### 23.54.035 LOADING BERTHS

- For 10,000 to 60,000 sf, one loading berth is required for medium demand use. The loading berth shall be 10'x35' with a minimum vertical clearance of 14'.



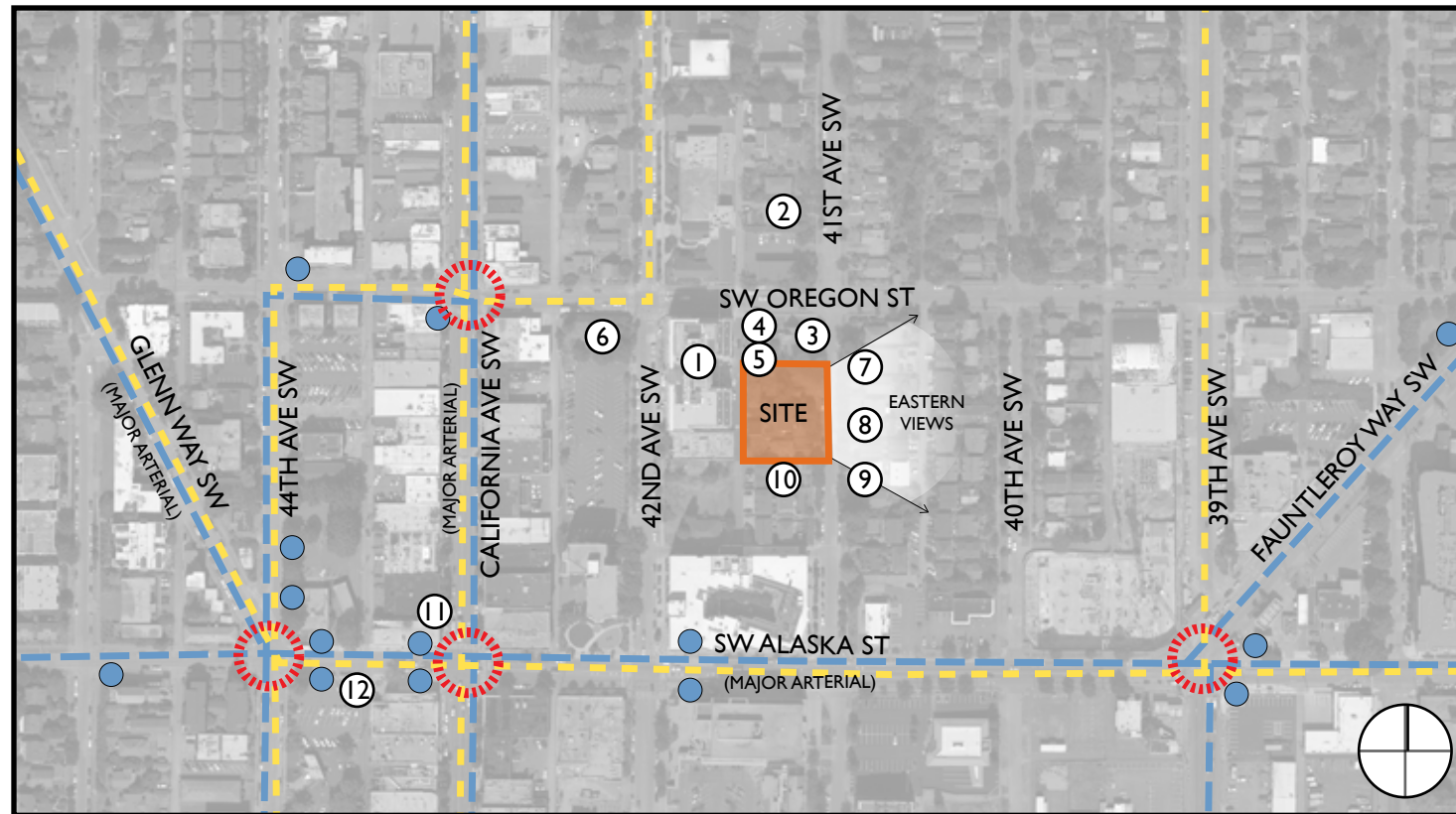
DPD ZONING MAP

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

- More than 26-50 dwelling units: 375 sf minimum area is required for shared storage space.
- For developments with 9 dwelling units or more, the minimum horizontal dimension of required storage space is 12 feet
- If located outdoors, the storage space shall be screened from public view and designed to minimize light and glare impacts.
- The storage space shall be located to minimize noise and odor impacts on building occupants and beyond the lot lines of the lot.
- Estimated requirement: 375 sf

# SITE INFORMATION

## SITE ANALYSIS



### SITE-INFORMED CONCEPT STRATEGY

The site is located on the east side of the natural geological ridge that forms the spine of the West Seattle peninsula which provides the opportunity for territorial views above the second level of any new development on the site. There will be no view looking west but there will be views looking out east to the Cascade Mountains, downtown Seattle and Mt Rainier. The modulation of the courtyard layout makes it possible to maximize the availability of views to the east in both the communal, active spaces as well as the units.

### TOPOGRAPHY

The site significantly slopes down from the alley to 41st Ave to the east with the high point of the site at approx. 333' at the SW corner down to approx. 313' at the SE corner of the site. The alley slopes to the north approx. 2.4' down to 330.6' and 41st Ave SW slopes down from 314.25' at the NE corner to 313' at the SE corner.

### WIND/SOLAR/VIEWS

The predominant site orientation is east facing with good solar access to the east and south with late afternoon shadowing from the west. Seattle's prevailing winds come from the SSW providing the site with some buffering from the west. As noted the primary views are to the east extending from downtown Seattle to Mt. Rainier.

The site is located two blocks east of California Ave and a half block north of Alaska, two major arterials and commercial strips.

### KEY

	PROJECT SITE
	NEIGHBORHOOD GATEWAY
	BUS STOP
	BUS ROUTE
	BIKE ROUTE



① OREGON42 APARTMENTS



② TOWNHOMES - 4447 41ST AVE SW (UNDER CONSTRUCTION)



③ 4 ROWHOUSES - 4101 SW OREGON (IMAGE FROM NEIMANTABER.COM)



④ NORTH DUPLEX - 4107 SW OREGON (IMAGE FROM S+H WORKS)



⑤ SOUTH DUPLEX - 4107 SW OREGON (IMAGE FROM S+H WORKS)



⑥ CAPELOUTO 42ND (PROPOSED)



⑦ DUPLEXES - 4502 41ST AVE SW



⑧ SINGLE FAMILY - 4314 41ST AVE SW



⑨ DUPLEXES - 4526 41ST AVE SW



⑩ SINGLE FAMILY W/ APTS BEHIND



⑪ THE JUNCTION



⑫ WEST SEATTLE FARMER'S MARKET

# SITE INFORMATION

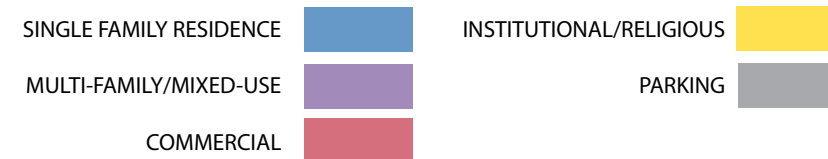
## URBAN DESIGN ANALYSIS

### URBAN FORM

As has been noted, the project lies in a transitional zone of older single family homes and contemporary apartment development. To reflect the direction of new development in the immediate area, the project is more in line with contemporary forms.

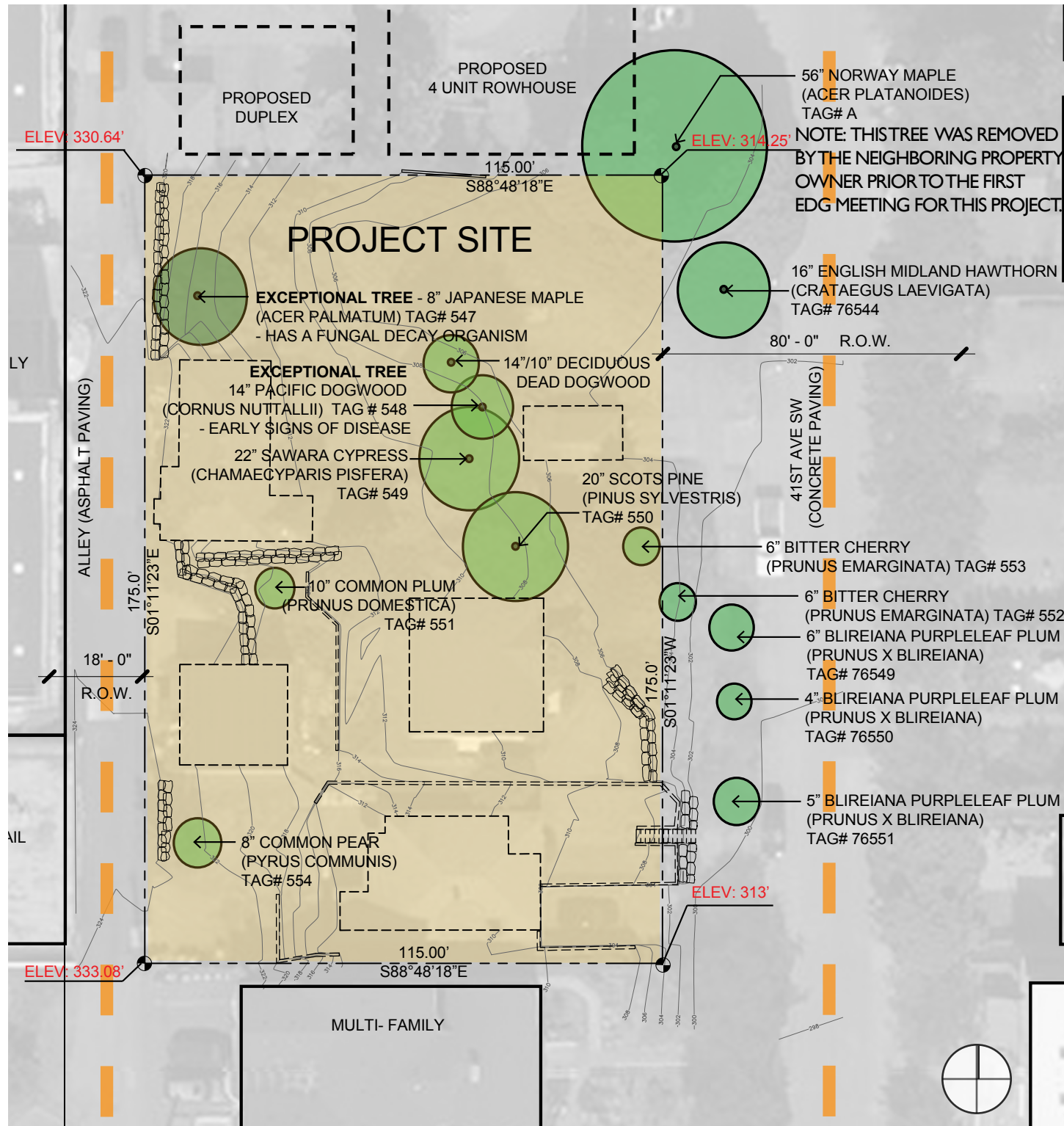
While the project has a more urban presence, the form of the structure, broken into two flanking wings, creates a massing that fits more comfortably within the neighborhood. In an attempt to reduce the mass that faces the less dense residential neighborhood to the east, an entry plaza and 2nd level terrace is situated between 2 wings of the building. While the entire first level of the project aligns closely with the sidewalk, a 34' wide by 13' deep plaza provides some modulation at the street front, enhancing the public right of way with depth and adequate space for landscaping and streetscape elements. Breaking down the bulk of the building at the street front creates a rhythm to the massing and allows the building to take on a more minimal presence from the street. Between the wings, the building steps back to follow the slope of the site, further reducing the perception of height and mass. In addition, the exterior walls that face the properties to each side of the project are softened with modulation and broken roof lines.

With active spaces in the building extending to the edge of the streetscape, a street presence is established with more visual interaction. The entry is located directly adjacent to the sidewalk, fostering a sense of connection to the public realm. In addition, the adjoining plaza provides an amenity to the adjacent public walkway that enhances the site's sense of place on the street.



# SITE INFORMATION

## SITE PLAN & EXISTING TREE REMOVAL



BASE OF EXCEPTIONAL JAPANESE MAPLE TREE #547 - WHITE ARROW POINTS TO DEAD LEAD.



LOOKING WEST INTO SITE FROM 41ST AVE SW



TREE #547 - EXCEPTIONAL JAPANESE MAPLE

### EXISTING TREE INFORMATION

An Arborist's report was prepared for the existing site trees as well as five trees within the Right-of-Way. Two trees on site were identified as exceptional by the City's definition. The exceptional tree located at the northwest corner of the site is a multi-stemmed Japanese maple in fair condition. Large dead parts were observed as well as the presence of a fungal decay organism. The tree is also overwhelmed by invasives. The second exceptional tree, located more central to the site is a Pacific dogwood, a native species susceptible to Dogwood anthracnose. An adjacent dead tree is also a Pacific dogwood. Early signs of the anthracnose was visible in the exceptional tree, primarily foliar necrosis, a decaying of the leaves. The City arborist, Seth Amrhein has visited the site and has noted that the Japanese remains viable, but the dogwood is quite ill.

Bill Ames, the arborist for SDOT also visited the site to review the conditions of the trees within the Right-of-Way (ROW). Based on his observations and review of the proposed site development plan, Mr. Ames agreed that removal of all five subject trees will be appropriate.

At EDG I, the board supported the removal of the two exceptional trees, a Japanese Maple and a Pacific Dogwood, because the proposed massing and siting of the project will create a better platform for meeting both the Seattle city wide Design Guidelines as well as the West Seattle Junction Neighborhood Design Guidelines. The resultant massing and siting will provide a more coherent massing and articulation along 41st Avenue SW with better connectivity to the public sidewalk as encouraged in guidelines CS2-B2, CS2-C2, CS2-1 (WSJNDG), DC2-A2, and DC2-B1. Open space and replacement trees will be provided along 41st Avenue SW as encourage by PL1-A1 and PL1-A2. This open space will provide a secure and private transition as encourage by guideline PL3-A1c & PL3-B1.

# SITE INFORMATION

## SITE CONDITIONS

### STREETS/ALLEY PATHWAYS

The site is located mid-block along 41st Avenue SW, a quiet tree lined neighborhood street. It is bounded by California Ave SW, the main business corridor through the Alaska Junction two blocks to the west, SW Oregon Street to the north, a busy thoroughfare to the north and SW Alaska Street to the south, a major arterial linking the north/south commercial strip with the east/west commercial strip along SW Alaska.

### ARCHITECTURAL STYLE

The architectural style is mixed reflecting the era in which they were constructed. They range from single story cottage type houses to contemporary multifamily buildings of small duplexes and townhouses to large scale mixed-use apartment buildings. Materials are just as eclectic, from traditional clapboard siding to modern metal and composite panels.



① 4 ROWHOUSES - 4101 SW OREGON (IMAGE FROM NEIMANTABER.COM)



② NORTH DUPLEX - 4107 SW OREGON (IMAGE FROM S+H WORKS)



③ VIEW SOUTH DOWN 41ST AVENUE SW



④ VIEW OF THE NORTH PARCEL ON THE SITE



⑤ VIEW NORTHWEST ALONG 41ST AVENUE SW



⑥ VIEW NORTHWEST ALONG 41ST AVENUE SW ALONG SITE



# SITE INFORMATION

## SITE CONDITIONS



⑦ LOOKING WEST UP SW OREGON ST



⑧ LOOKING NW ALONG 41ST



⑨ LOOKING NORTHEAST FROM 41ST AVE SW TOWARDS EXISTING TOWNHOMES



⑩ LOOKING SOUTHEAST TOWARDS EXISTING MULTI-FAMILY



⑪ LOOKING NORTH UP ALLEY



⑫ LOOKING SOUTH DOWN ALLEY



⑬ LOOKING NW ALONG 42ND



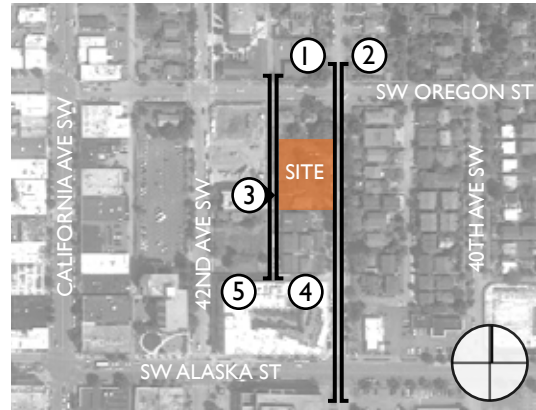
⑭ LOOKING NW ALONG 42ND



⑮ LOOKING SOUTH DOWN THE ALLEY FROM SW OREGON ST

# SITE INFORMATION

## STREET MONTAGE



MONTAGE KEY MAP

PROJECT SITE



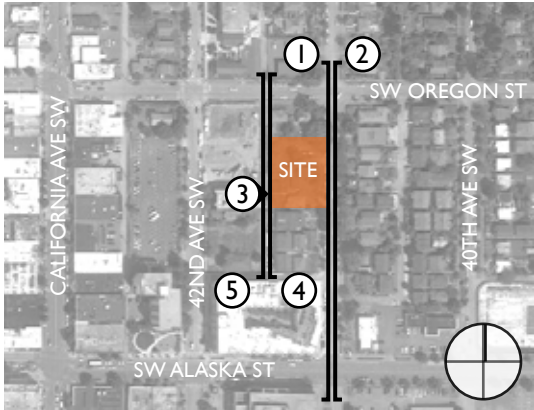
① LOOKING WEST ALONG 41ST AVENUE SW



② LOOKING EAST ALONG 41ST AVENUE SW

# SITE INFORMATION

## STREET MONTAGE



MONTAGE KEY MAP



③ LOOKING EAST FROM ALLEY THROUGH SITE

### PROJECT SITE



④ LOOKING EAST ALONG THE ALLEY

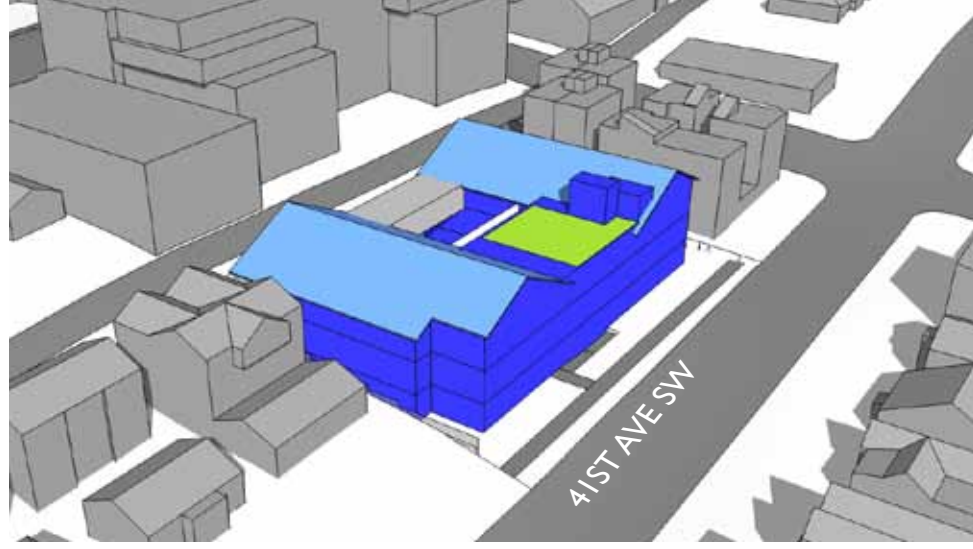


⑤ LOOKING WEST ALONG THE ALLEY

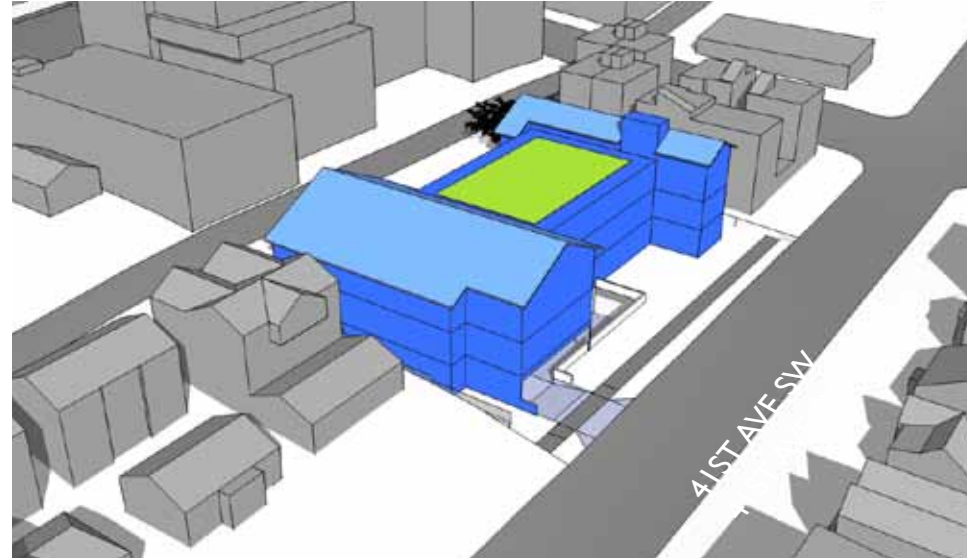
# EDG I

## DESIGN OPTIONS FROM THE FIRST EDG MEETING

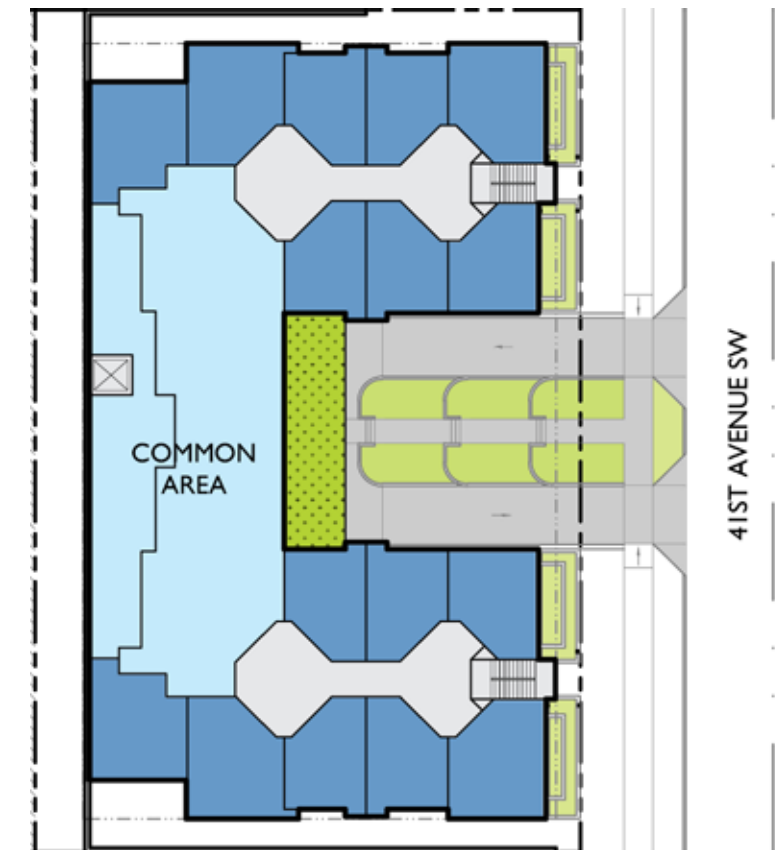
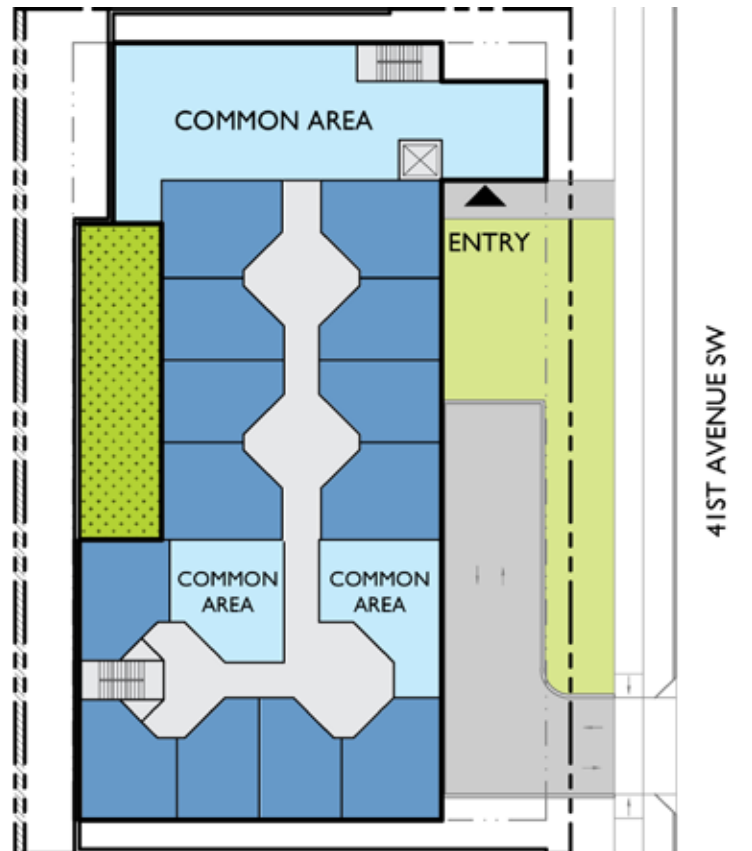
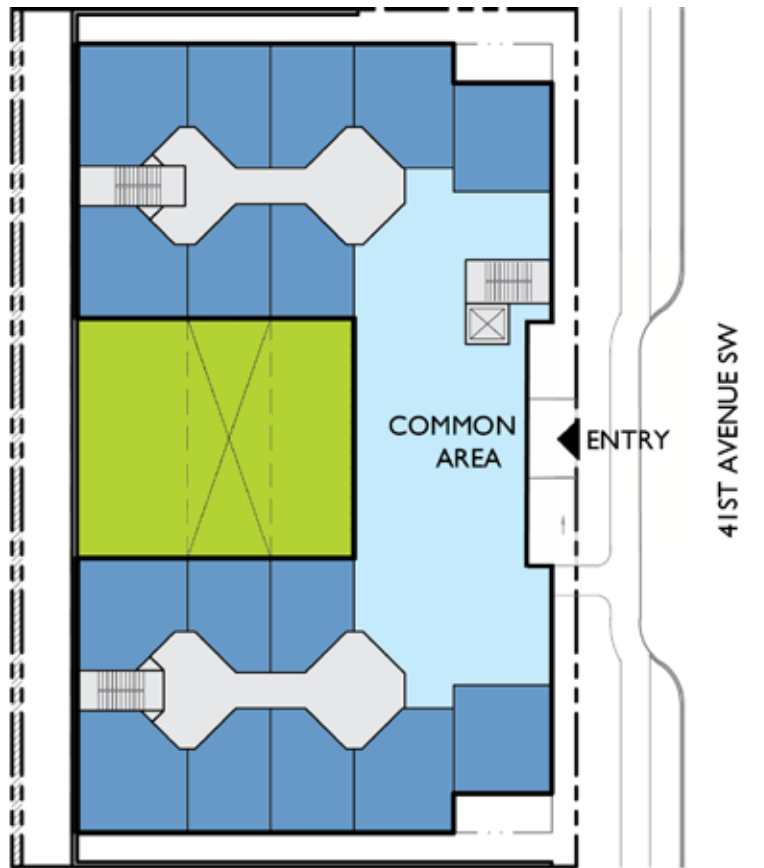
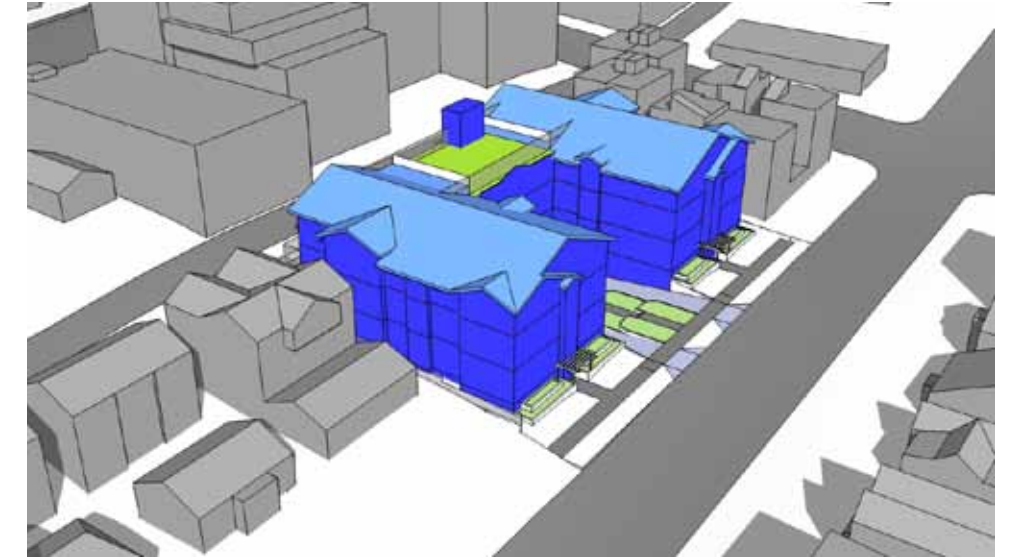
OPTION 1 - CODE COMPLIANT



OPTION 2



OPTION 3 - PREFERRED



### 1. RELATION OF ENTRY AND STREET

- Bring the primary entrance closer to the street
- Raise the entry closer to the street elevation
- Ensure the entry is safe, convenient, and welcoming
- Utilize the natural topography of the site
- Re-evaluate the location of automobile approach and parking
- Access is acceptable off of 41st
- Bring parking garage entrance closer to street
- Identify and accommodate service needs
- Provide for bicyclists and pedestrians
- Enhance the sense of place

### 2. MID-BLOCK SITE RELATIONSHIP

- Study the massing and scale of surrounding and future development
- Study historic and contemporary design precedents
- Avoid a suburban design solution; embrace the urban setting
- Incorporate cues from nearby development
- Include more character and different forms
- Ensure the privacy of neighbors
- Evaluate lighting concerns for adjacent properties
- Consider how the facades will affect adjacent residences

### 3. FACADE ARTICULATION

- Incorporate articulation, modulation, materials, and detailing to breakup the visual mass of the building
- Provide more detail of scale and texture
- Provide details of the facade composition including materials
- Demonstrate how the project enhances and fits into a contemporary context
- Utilize high quality materials

### 4. CONNECTIVITY

- Provide visual connectivity between the street and the building
- Provide connectivity between open space and public realm
- Include easy to understand signage
- Ensure the entry is distinct, inviting, and connected to the street
- Provide detailed information for the open space amenity areas

### 5. UNIQUE NATURE OF TENANTS

- Provide security elements that add to the neighborhood
- Incorporate security concepts into the design
- Consider alternative uses to visually activate 41st Ave SW
- Relate interior uses to the street



CONCEPT STREET FACADE SKETCH FROM THE FIRST EDG MEETING SHOWING THE MOTOR COURT AND RECESSED ENTRY ASSOCIATED WITH THE PREVIOUSLY PREFERRED OPTION 3.

# DESIGN GUIDELINES

## EDG I - DESIGN GUIDANCE RESPONSES

### CONTEXT AND SITE

#### CSI - NATURAL SYSTEMS AND SITE FEATURES

##### **CSI-B2. Sunlight and Natural Ventilation / Daylight and Shading**

The revised design no longer includes uses at the lowest level in the northwest and southwest corners of the site. The first occupied spaces in these corners occur at Level 2 which is one level below the alley thus maximizing day-lighting into these outdoor spaces.

##### **CSI-C1 & C2. Topography / Land Form / Elevation Changes**

The revised design massing reduces excavation extensively along the alley frontage to the west. The building proposes to step the excavation down the sloped site as illustrated in the building sections. The previously proposed entry court is no longer part of the design thus eliminating the concern for excavating down to the main building entry. The current proposed building entry is closer to the sidewalk and is covered with the outdoor common resident recreation space thus providing a stepped appearance to the overall structure.

##### **CSI-D-1. Plants and Habitat / On Site Features**

Removal of exceptional trees is still proposal to allow better massing and siting of the structure and better meet the design guidelines. New on site trees and a feature tree is proposed adjacent to the primary pedestrian entry as a replacement for the removed trees.

### CONTEXT AND SITE

#### CS2 - URBAN PATTERN AND FORM

##### **CS2-A1 & A2. Presence in the Neighborhood**

This project is not located within the commercial core zone, instead it is a medium scaled section of the neighborhood bordering both higher and lower density neighborhoods. The street is residential in nature and is not a designated Pedestrian Connector. The project endeavors to create a significant architectural presence and sense of place, establishing a physical context, through the use of strong building forms, relationship to the street edge, and distinct materials.

##### **CS2-B2 Connection to the Street**

The previously proposed motor court has been eliminated from the design. The primary pedestrian entry is now located closer to the sidewalk frontage while automobile access is separately located to the south of the pedestrian entry. The limited active uses within the building program are now located adjacent to the street-level sidewalk frontage.

##### **CS2-C2. Mid-Block Sites &**

##### **CS2-D5. Respect for Adjacent Sites**

Due to the program of the project, all facades of the structure will include windows. These windows will be residentially scale and proportioned and will primarily serve private sleeping rooms. Windows are more prevalent on the south and north elevations and will be treated with internal window coverings. Once the design of the building evolves, special care will be taken to minimize alignment of windows with windows of the abutting developments.

Low level security light will occur along the alley and 41st Avenue SW. Minimal lighting is proposed in the setbacks between abutting properties to the north and south.

##### **CS2-III-iv Break Up Visual Mass (West Seattle Supplemental Guidance)**

The massing of the building has change considerably since the first EDG meeting primarily due to the change in the relationship of the main pedestrian entry and the removal of the motor court. The currently proposed design incorporates articulation via simplified modulation (more urban), fine grain textured exterior materials, a horizontal band, and an upper roof articulated cornice that will further breakup the simple massing into facade elements. The east facing courtyard break in the overall building is still a component of the design as discussed during the first EDG.

### CONTEXT AND SITE

#### CS3 - ARCHITECTURAL CONTEXT AND CHARACTER

##### **CS3-B2. Historical / Cultural References**

The project is broken into two flanking wings around a central courtyard. This gesture is common in both historic and contemporary buildings with historic examples occurring in West Seattle. Breaking the massing into two apparent structures creates a scale more in keeping with the context of the neighborhood. The use of fine grained textural material at the exterior will help establish a reference to historic structures in this developing neighborhood.

The proposed architectural character is a mix of traditional elements and materials with contemporary detail elements and materials. The design seeks to blend traditional detailing and building materials with contemporary forms and proportions.

##### **CS3-I Architectural Context (West Seattle Supplemental Guidance)**

See responses to CS2-A2 & CS3-B2 above.

### PUBLIC LIFE

#### PL1 - CONNECTIVITY

##### **PL1-B3. Walkways and Connections / Pedestrian Amenities**

With the removal of the previously proposed motor court and relocation of the primary pedestrian building entry, the proposed building relates much more to the adjacent sidewalk. The limited active program uses are now located along the sidewalk separated by a small transitional outdoor space. The main pedestrian entry is now located just off the sidewalk and includes visual cues that emphasize the main entry. The currently proposed automobile entry access point is de-emphasized much more than the design as presented during the first EDG.

#### PL2 - WALKABILITY

##### **PL2-A2. Accessibility / Access Challenges**

Pedestrian access to the site and building are now proposed directly from the adjacent sidewalk. Visitors can easily access the main entry via a small stairway or accessible ramp that leads from the sidewalk directly to the entry door. Vehicular access is separated to the south from the pedestrian entry and is easily navigable with minimal impact to sidewalk related pedestrians.

##### **PL2-B. Safety and Security**

The safety and security of this particular demographic is paramount to the success of the project. The entry will have a recognizable and welcoming feel, however, it will also be well controlled. External security of the project will be provided by both low level security lighting and eyes on the street. The project will increase the amount of windows facing the street and alley thus increasing the amount of eyes of the street; also the 24 hour nursing stations associated with each floor are now located overlooking 41st Avenue SW in the southern projecting wing.

##### **PL2-D. Wayfinding**

Wayfinding is less of an issue now that the revised design proposes to located the main pedestrian entry closer to the sidewalk. This entry will be recognizable due to design cue that will mark the entry one of which will be minimal signage elements that will mark the name of the building, address and entry process. Vehicular access is now separated and much more de-emphasized and will also require a minimal amount of signage that will direct visitors to the parking area.

#### PL3 - STREET-LEVEL INTERACTION

##### **PL3-A. Entries**

As stated in the previous responses and illustrated in the revised proposed design, the primary pedestrian entry is now located closer to the sidewalk and by nature is much more inviting and recognizable.

### **PL3-B. Residential Edges**

Due to the vulnerable nature of the residents of this building type, special design considerations are necessary. The majority of these safety and security design considerations are interior to the project. The project includes outdoor spaces which are above grade, within the central courtyard, and will be enclosed with tall glass railings that will prohibit residents from wandering from the building. Tall walls are not proposed surrounding the building as part of the general security solution. There are a few residential units located in the southwest and northwest corners of the property that will include windows and will in turn include recessed areas that are below grade. These areas are not accessible to the residents and will be enclosed with retaining walls to support the adjacent property and alley; the upper portion of these walls will include fall protection to prohibit accidental falls into the excavation light wells.

### **PL3-B4. Interaction**

Due to the program of the project, all facades of the structure will include windows. These windows will be residentially scale and proportioned and will primarily serve private sleeping rooms. Windows are more prevalent on the south and north elevations and will be treated with internal window coverings. Once the design of the building evolves, special care will be taken to minimize alignment of windows with windows of the abutting developments.

### **PL4 - ACTIVE TRANSPORTATION**

#### **PL4-A. Entry Locations and Relationships**

The pedestrian entry is particularly important. The project proposes locating the entry adjacent to all anticipated transportation methods with a clear and inviting doorway.

#### **PL4-B. Planning Ahead for Bicyclists**

Bicycle parking is proposed in the at grade parking area for the project and shares the same access point as vehicles.

#### **PL4-C. Planning Ahead for Transit**

The site is within walking distance of transit stops and frequent transit corridors along SW Alaska Street one half block to the south and California Ave SW two blocks to the west.

### **DESIGN CONCEPT**

#### **DC1 - PROJECT USES AND ACTIVITIES**

##### **DC1-A. Arrangement of Interior Uses**

The primary pedestrian entry is now located closer to the sidewalk frontage while automobile access is separately located to the south of the pedestrian entry. The limited active uses within the building program are now located adjacent to the street-level sidewalk frontage.

##### **DC1-B. Vehicular Access and Circulation**

The revised proposed design massing no longer includes the previously proposed motor court and the primary pedestrian building entry, has been moved closer to the sidewalk. The pedestrian and vehicular access points are now separated from each other and are clearly recognizable. Due to this major shift in the design, a large portion of the design outcome is no longer dedicated to the arrival of automobiles. The project no longer includes on-site emergency vehicle access; emergency vehicles parking will occur in the right-of-way.

##### **DC1-C. Parking and Service Uses**

Parking is to be accessed directly off of 41st Avenue SW while service access will occur in the alley. A single curb cuts provides ingress and egress traffic flow from 41st. Distinct surface paving and generous sight lines will provide safe interaction with pedestrians and vehicular traffic. Drop-off for clients and family members as well as emergency vehicles will occur on the street in a designated load zone pending approvals from SDOT. Bicycles will be parked in the garage. Utility and service vehicles will access the facility via the alley. Trash and recycling will be stored in the alley setback and accessed from the alley; trash areas will be both screened and covered.

#### **DC2 - ARCHITECTURAL CONCEPT**

##### **DC2-A, B, C, D & E. Massing, Facade Composition, Secondary Architectural Features, Scale & Texture, Form & Function.**

The currently proposed design incorporates articulation via simplified modulation, fine grain textured exterior materials, a horizontal band, and an upper roof articulated cornice that will further breakup the simple massing into facade elements.

The project is broken into two flanking wings around a central courtyard. Breaking the massing into two apparent structures creates a scale more in keeping with the context of the neighborhood. The proposed architectural character is a mix of traditional elements and materials with contemporary detail elements and materials.

#### **DC3 - OPEN SPACE CONCEPT**

##### **DC3-A. Open Space Uses and Activities**

The primary communal outdoor activity area above the ground floor will include a paved terraced plaza area with potted landscaping and seating for gathering, a barbecue, walking paths and an AstroTurf putting green. Upper level communal terraces overlooking the courtyard provide secure but interactive outdoor amenity space for the tenants. For the safety of the residents staff must accompany them for all outdoor activities. The edges will be further secured through the use of tall glass railings.

#### **DC4 - EXTERIOR ELEMENTS AND FINISHES**

##### **DC4-A. Exterior Elements and Finishes**

To reflect the more residential character of the neighborhood, residential scaled and fine grain textured materials are proposed. The proposed exterior materials include brick, cementitious siding, metal trim detailing, vinyl windows, and limited exposed concrete.

##### **DC4-B. Signage**

Minimal signage is proposed for the building due to the use of the building. Signage will be located and sized appropriately to the need and for the neighborhood.

##### **DC4-C. Lighting**

Lighting for the project will be limited to low level security light along 41st Avenue SW and the adjacent alley. Accent lighting will occur at the main pedestrian entry and the common outdoor resident areas. All exterior lighting elements will provide adequate low level lighting and will be located to minimize glare on surrounding properties.

##### **DC4-D. Landscaping and Hardscape Materials**

Landscaping will be used to soften the transition of the building to the sidewalk and to enhance the entry sequence. Plants will accent the building design, create enduring green spaces and be appropriate to particular locations around the site, taking into account solar access, soil conditions and adjacent patterns of use. Hardscape at exterior paths and drives will provide color, texture and pattern to clearly define from pedestrian paths and gathering areas for safe interaction. Special attention will be given to the entry with the planting of a feature tree.

# DESIGN OPTION 4

## (EDG #2 NEW PREFERRED SCHEME) DESCRIPTION + SECTIONS

### DISTINGUISHING FEATURES

- Parking access directly from 41st Ave and drive aisle concealed in building
- Welcoming plaza and primary entry located adjacent to sidewalk
- Active spaces at grade, bordering streetscape
- Large amount of modulation on street facade with ground level pediment
- U-shaped massing on upper floors allows for large, landscaped terrace fronting the street
- 45 residential units with 63 beds and 9 parking stalls

### OBJECTIVES

- Improve connectivity of entry to streetscape
- Create inviting and easily identifiable entry
- Activate streetscape with visual connections to activity within building and open space
- Utilize contemporary design
- Terrace building to work with the site slope, not against it
- Replace existing Japanese Maple to location closer to streetscape

### RESPONSE

- Building raised up 30," bringing entry closer to street elevation, providing more daylight to NW/SW units, and reducing ramp to only 1' of drop to parking
- Main entry located in close proximity to sidewalk and articulated with a visual cue
- Street-level plaza and outdoor common area 8' above streetscape provide visual connectivity to visitor and resident activity
- Quasi-public spaces brought down and along 41st to activate street (Entry + Reception, Salon, Conference Room, Offices, Break Room, Community Kitchen, as well as Med Rooms above)
- Simpler modulations and flat roofs utilized to express contemporary forms
- Ground level shifted to front of site to step the building with the slope; roof forms at top of slope raised and wings lowered to step the roof with the slope.
- New 20' canopy tree centrally located adjacent to building entry to replace exceptional tree located along alley

### KEY

	AMENITY		UNITS
	ACCESSIBLE AMENITY		UTILITY/CORE
	COMMON AREA		PARKING

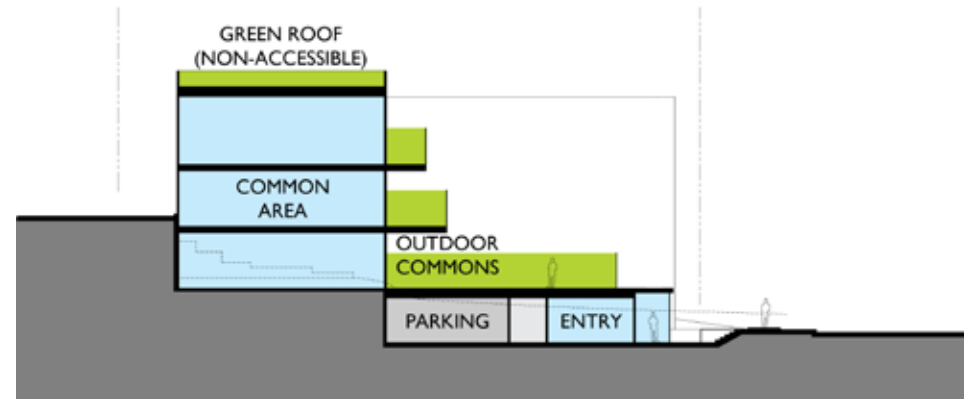
JOHN LAPE ARCHITECTURE



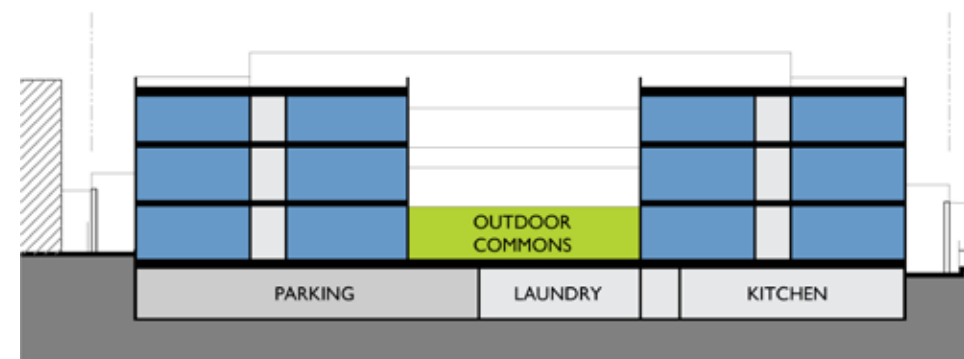
STREETVIEW: ACROSS SW OREGON ST AND 41ST AVE SW INTERSECTION



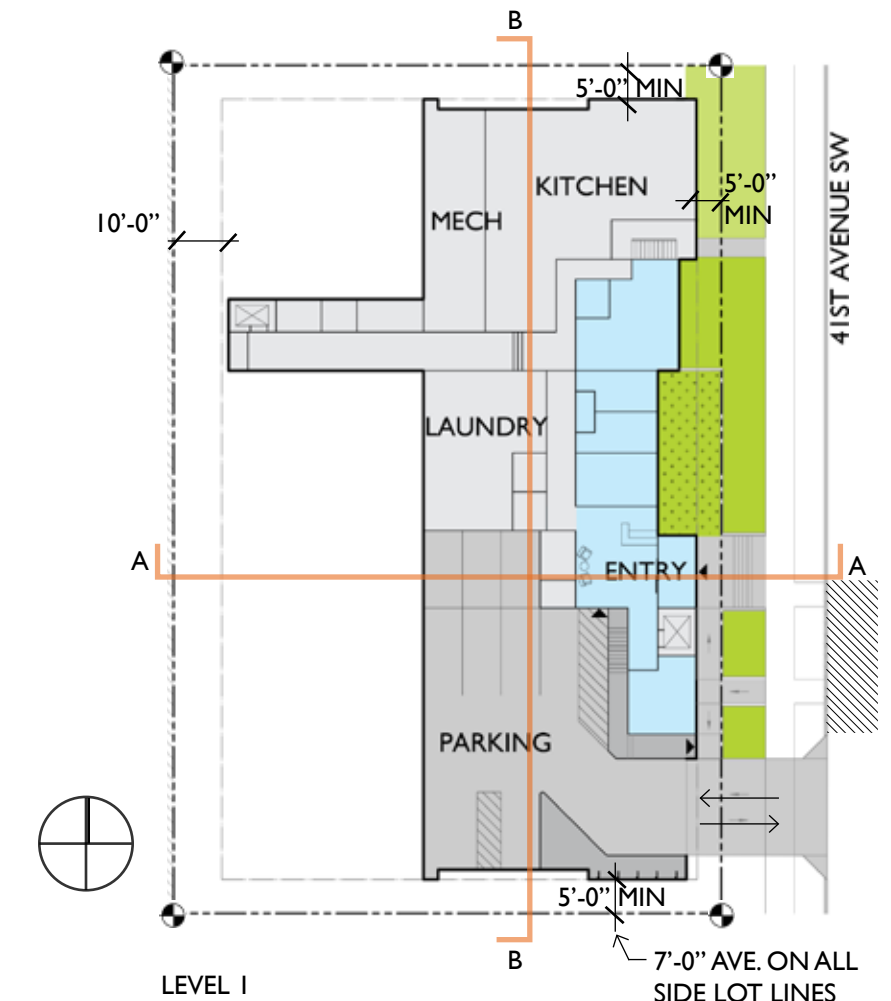
STREETVIEW: NORTHWEST ALONG 41ST AVE SW



SECTION A



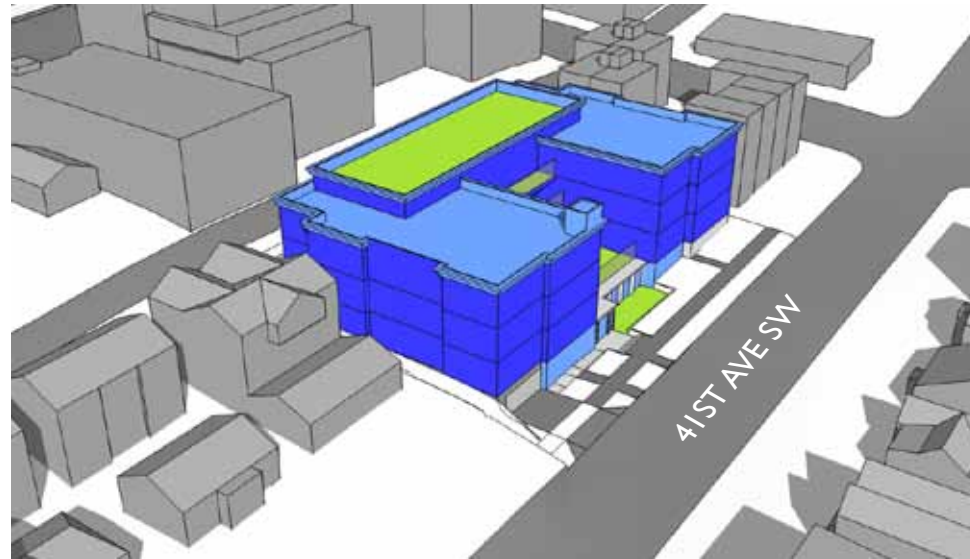
SECTION B





# DESIGN OPTION 4

(EDG #2 NEW PREFERRED SCHEME) PLANS + PERSPECTIVES



AERIAL VIEW: LOOKING NORTHWEST TOWARDS THE SITE



AERIAL VIEW: LOOKING SOUTHEAST TOWARDS THE SITE



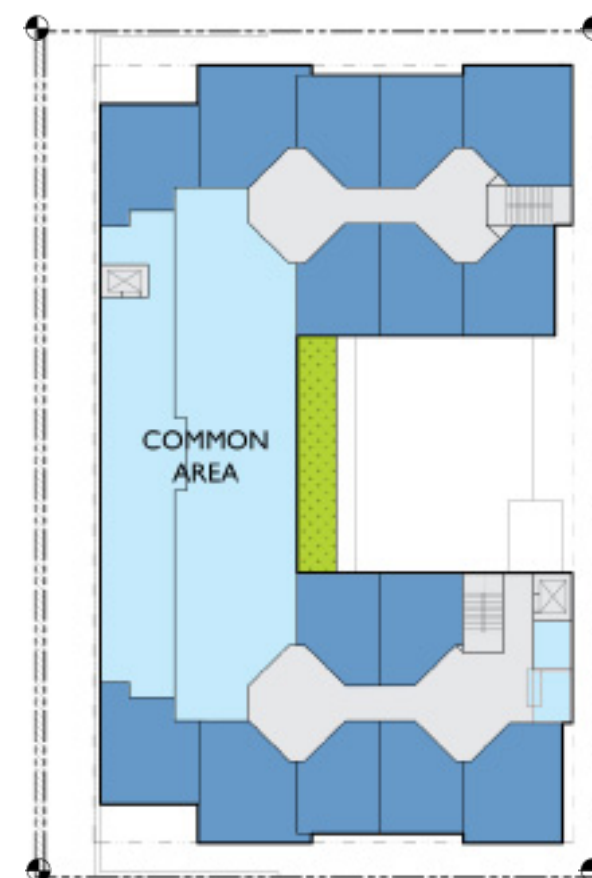
AERIAL VIEW: LOOKING SOUTHWEST TOWARDS THE SITE



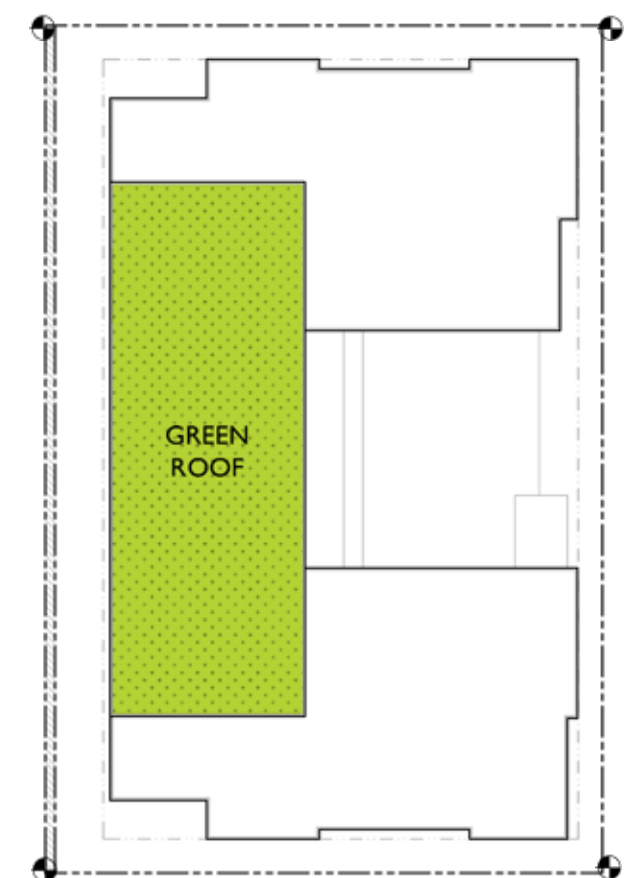
LEVEL 2



LEVEL 3



LEVEL 4



ROOF

# DESIGN OPTION 4

CONCEPTUAL DESIGN SKETCH OF THE NEW PREFERRED DESIGN



# DESIGN OPTION 4

## CONCEPT DESIGN BUILDING SECTION THROUGH THE LEVEL 2 COURTYARD AND ENTRY SEQUENCE



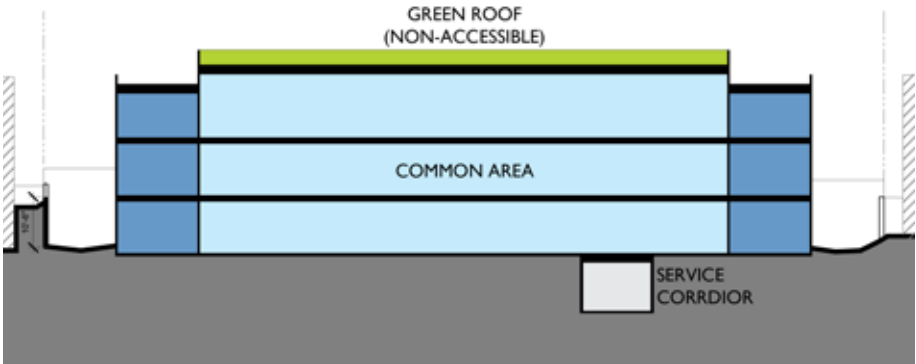
# DESIGN OPTION 4

## SECTIONS AND ELEVATIONS

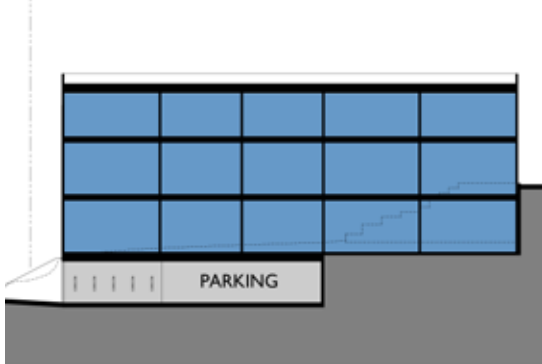
### PRIVACY STUDY

An examination of the existing neighboring structures has been started by the design team. A detailed window diagram showing the relationship of neighboring windows with the windows on this project will be provided once the design for this project has been further resolved. The purpose at this stage is to identify potential privacy issues that may occur with the construction of the proposed care facility. The intent of the project is to minimize direct alignments between the existing neighborhood fabric and the new project.

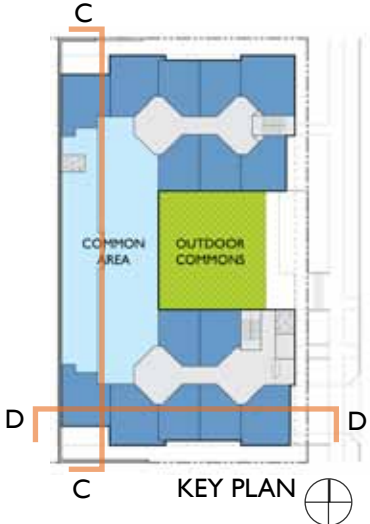
The north and south elevations shown here represent the initial fenestration pattern concept.



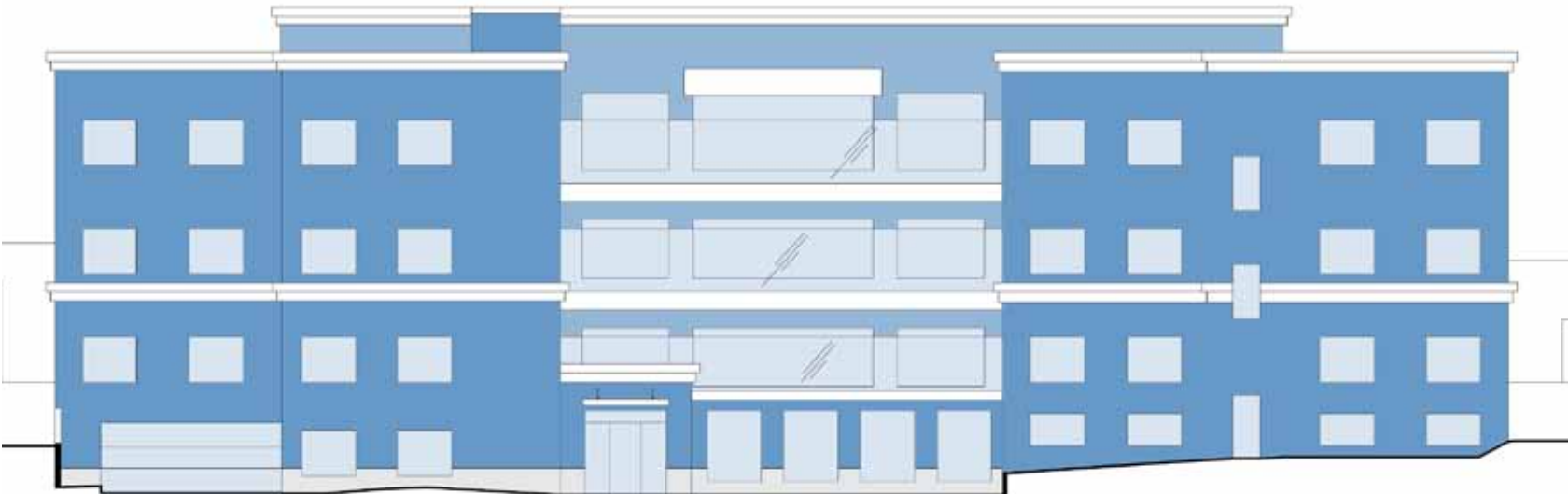
SECTION C



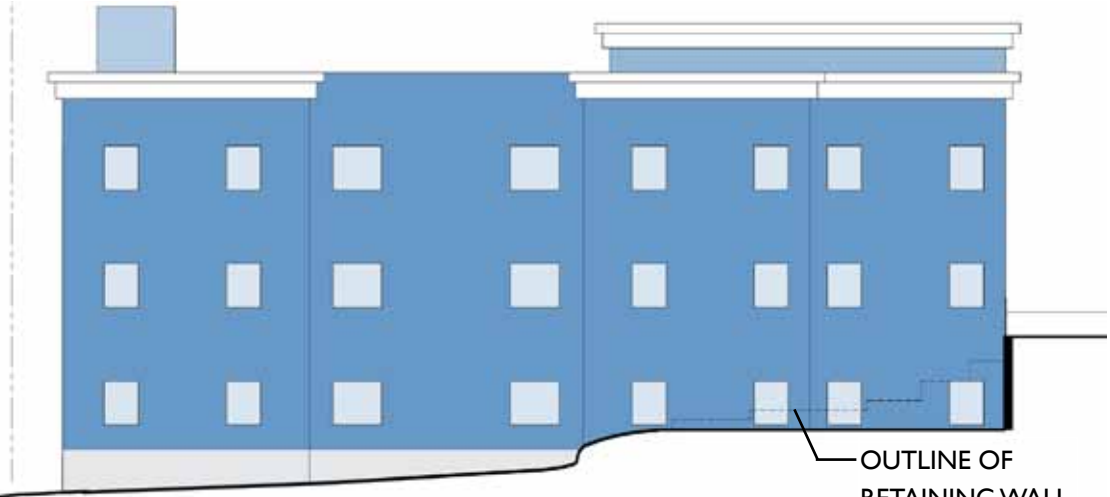
SECTION D



KEY PLAN

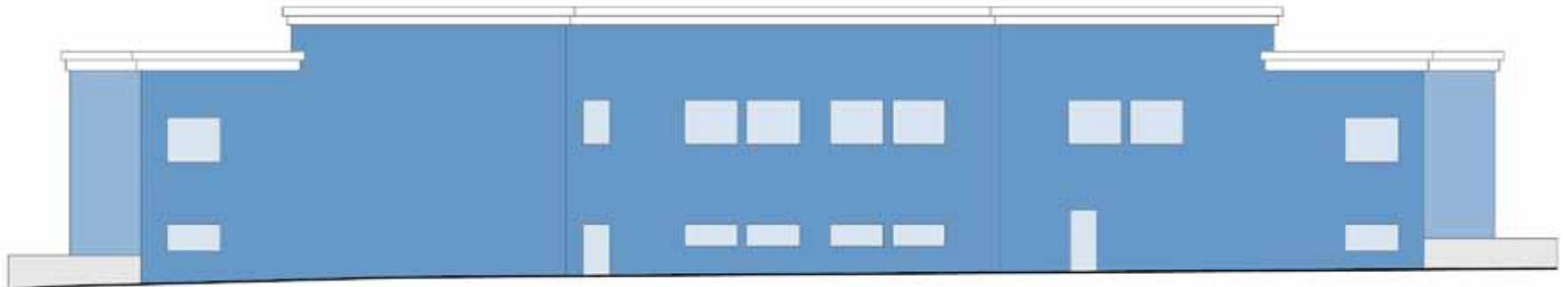


EAST ELEVATION

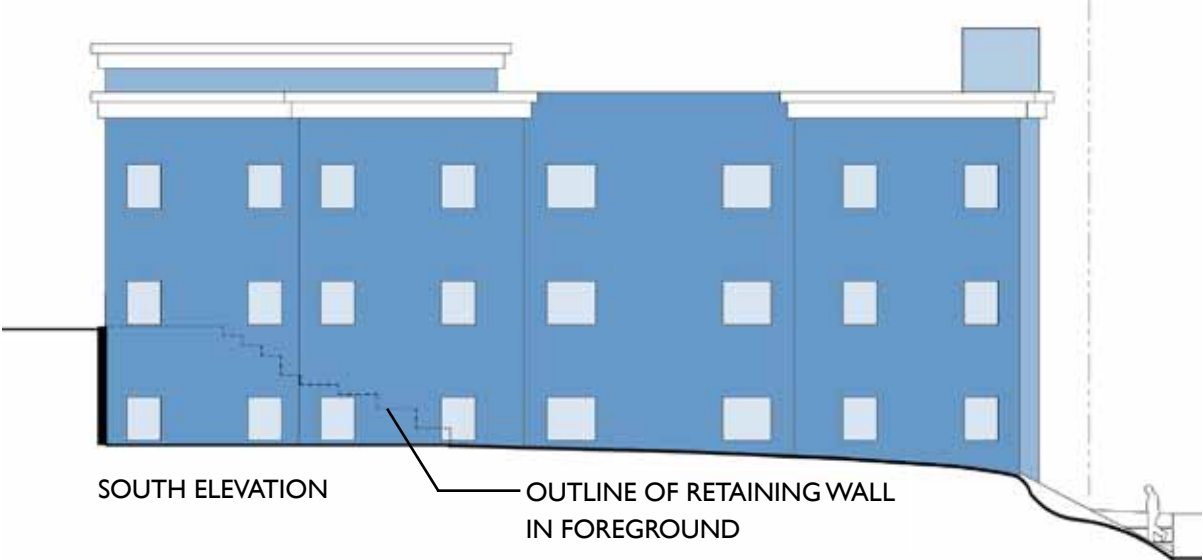


NORTH ELEVATION

OUTLINE OF RETAINING WALL IN FOREGROUND



WEST ELEVATION



SOUTH ELEVATION

OUTLINE OF RETAINING WALL IN FOREGROUND

# DESIGN OPTION 4

## CONCEPTUAL LIGHTING PLAN

### LIGHTING PLAN GOALS

- Minimize light pollution to neighbors to the north and south
- Provide even levels of safety lighting in the alley
- Encourage a safe and secure building
- Minimize dark areas in landscaped beds
- Provide soft lighting for residents in outdoor common areas
- Provide security lighting around building
- Provide well lit entries
- Encourage positive use of semi public plaza area
- Ensure good pathway lighting
- Demarcate entry
- Provide well lit garage entry/ sidewalk crossing
- Provide attractive focus for residents at night
- Highlight landscaped areas

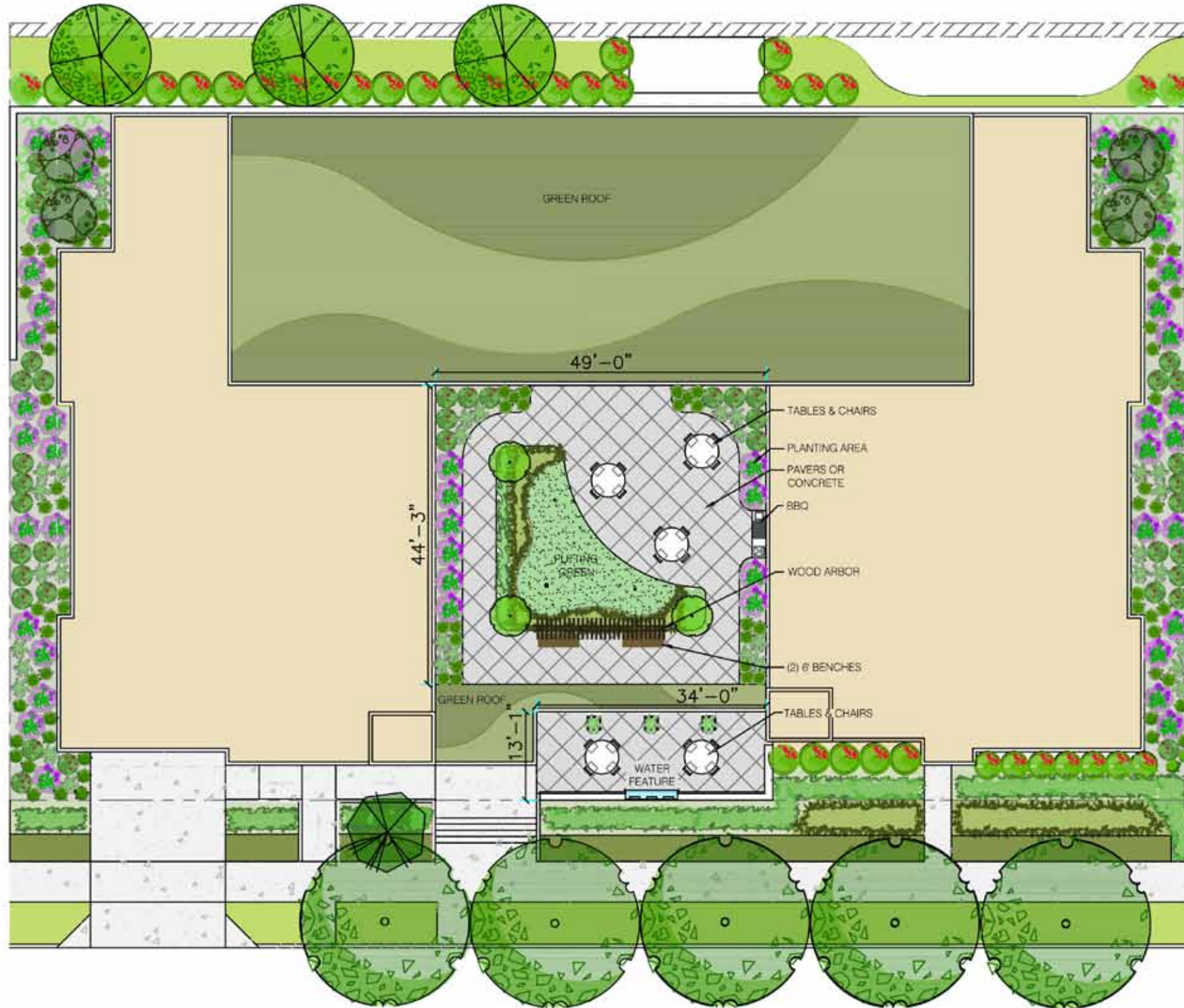
### LIGHTING PLAN STRATEGIES

- Minimize fixtures on north and south
- Utilize downward pointing lights along alley
- Provide low level lighting in landscape beds
- Provide adequate lighting at entries
- Provide pathway lighting
- Provide well lit plaza
- Uplight trees in common areas



# LANDSCAPE

## CONCEPTUAL LANDSCAPE PLAN & MATERIAL LIST



### PLANT SYMBOLS & SUGGESTED PLANT LIST

SYMBOL	TYPE
	STREET TREES: Cimmaron Ash Turkish Filbert Scarlet Sentinel Maple
	COLUMNAR TREES: Columnar Norway Maple Pyramidal European Hornbeam Dawyc Purple Beech
	SPECIMEN JAPANESE MAPLE
	SMALL TREES: Japanese Stewartia Paperbark Maple
	MULTI-STEMMED TREES: Serviceberry Vine Maple
	LARGE EVERGREEN SHRUBS: Pacific Wax Myrtle, English Yew Compact Strawberry Tree
	LOW SHRUBS: Rose Creek Abelia, Nandina, Evergreen Euonymous
	NW NATIVE PLANTING: Evergreen Huckleberry, Kinnikinnick, Oregon Grape, Rhododendron, Salal, Sword Fern
	GROUNDCOVER: Beach Strawberry, Japanese Spurge, Wintercreeper Euonymus, Sweet Box
	ORNAMENTAL GRASS: Dwarf Fountain Grass, Blue Oat Grass
	VINES: Boston Ivy
	GREEN ROOF PLANTS: Blue Fescue, Oregon Stonecrop Pacific Stonecrop
	OTHER: Concrete Pavers, Mutual Materials Vancouver Bay, 24"x 24", Gray

COMBINATION LANDSCAPE PLAN SHOWING AT GRADE LANDSCAPING, LEVEL 2 COURTYARD & ROOF



BLUE FOUNTAIN GRASS



BLUE OAT GRASS



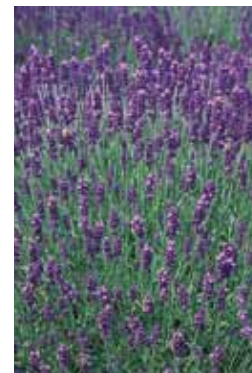
PACIFIC STRAWBERRY



VARIGATED EUONYMUS



LAMBS EAR



LAVENDULA



SAGE



NANDINA



BOXWOOD



ARCTOSTAPHYLOS UVA-URSI



DEER FERN



MAHONIA COMPACTA



POLYSTICHUM MUNITUM



SALAL



WILD GINGER



CA WAX MYRTLE



SWEET BOX



ENGLISH YEW



EVERGREEN HUCKLEBERRY



OAK LEAF HYDRANGAEA



ABELIA



DWARF ROSEMARY



RHODODENDRON



HEAUCHERA PIROS



BOSTON IVY



DAWYCK PURPLE BEECH



SERVICEBERRY TREE



COMPACT STRAWBERRY TREE



VINE MAPLE



JAPANESE STEWARTIA



PAPERBARK MAPLE



COLUMNAR NORWAY MAPLE



PYRAMIDAL EUROPEAN HORNBEAM

STREET TREES



TURKISH FILBERT



SCARLET SENTINEL MAPLE



CIMMORON ASH

# RESPONSE TO BOARD COMMENTS

## BOARD GUIDANCE FROM THE FIRST EDG (DEC 4, 2014)

### 1. RELATIONSHIP OF ENTRY AND STREET

The Board encouraged a more urban entry to the building, requested a reduction in grade difference between the sidewalk and the entry, and requested that the entry be located closer to the street.

The current proposal reduces the grade difference, locates the entry close to the street, and provides a people friendly entry transition courtyard. The automobile access is separated from the pedestrian entry while services access is still proposed in the alley. A variety of at grade active spaces at the front of the building provides visual connectivity to the sidewalk and street.



### 2. MID-BLOCK SITE: BUILDING RELATES TO CONTEXT

The Board suggested further study of the massing and scale of surrounding and future development. The Board further suggested investigating both contemporary and historic examples of similar building types.

Controlled access residential buildings in urban settings include hotels, certain apartment / condominium structures, and senior living facilities. These examples provide a variety of access solutions including exterior motor courts, porte cocheres, or interior motor courts. These entries are often covered, prominent and very secure. In more urban environments, access may be directly from the sidewalk with vehicular curb drop-off and a separated automobile entry.

In response to the Board's comment, the current design pulls the primary pedestrian entry closer to the sidewalk, with automobile drop-off occurring slightly south and separate from the pedestrian entry.

41st Avenue SW has historically been a residential street although more recently the street has been evolving to become more contemporary with increased density. The older structures on the street are traditional and residential in nature while the newer buildings reflect a contemporary style with flat roofs, simpler massing, and bolder forms.

In response to the Board's comment, the design of the building has been changed from a more traditional residential appearance (gabled roof forms, projecting bays, and overhanging eaves) to a more contemporary appearance (flat roofs, limited modulation, and more sidewalk presence) to be more compatible with the more recently constructed projects in the neighborhood. Note that the North and South facades include some modulation which will provide visual relief to current and projected neighboring structures.



### 3. FACADE ARTICULATION AND MODULATION

The proposed design utilizes simpler modulation and textural exterior materials to reflect the residential nature of the project. The projecting street facing upper facades of the project are similar in width to adjacent new and older structures along the street. The visual mass of the building is similar with newer projects in the neighborhood although the proposed massing is diminished through the use of horizontal banding, small scale windows, and an articulated cornice.

### 4. CONNECTIVITY

The Board emphasized the importance of visual and physical connectivity. The revised design proposal has made the following efforts to increase the connection between the project and the street:

- The auto court has been eliminated and replaced with a semi-public courtyard.
- The primary pedestrian entrance has been relocated closer to the sidewalk. Visual cues emphasizing the main entry include an increased amount of windows and transparency, overhead weather protection, decorative lighting, and pedestrian scaled building signage.
- Ground level residential spaces have been eliminated and replaced with activity spaces such as the main entry lobby, administrative offices, a meeting room, and a small beauty salon.
- The outdoor common resident area has been moved down to the second floor of the structure and moved further east creating a larger outdoor space with direct visual connection to the street.
- Upper level outdoor areas are oriented to the street.
- The previous double curb cut has been replaced with a single access drive.
- The upper level activity space and circulation have pull east providing better connectivity of interior uses to the street.

### 5 SPECIAL NATURE OF TENANTS

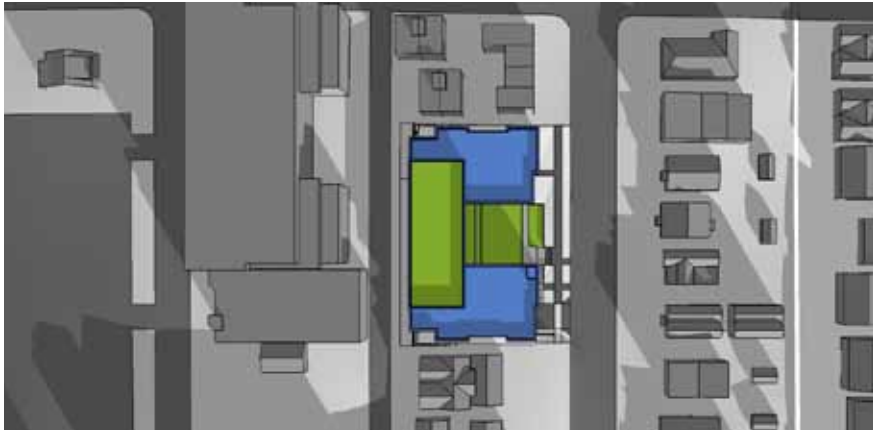
Due to the unique nature of residents for this project, publicly oriented activity uses are very limited. The design proposes to arrange these limited active spaces and closer to the street to encourage an active, positive relationship to the street.



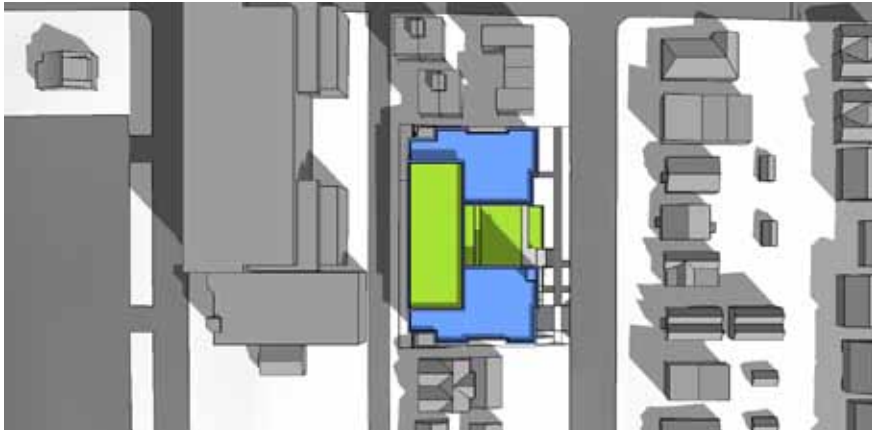


# SHADOW STUDIES

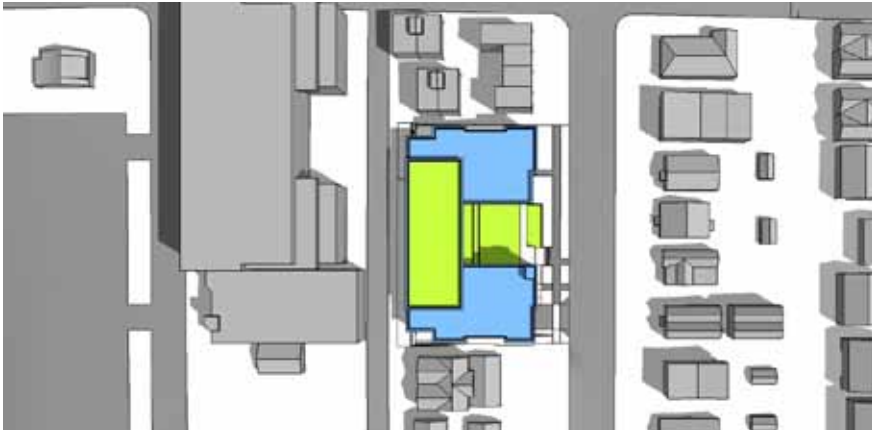
OPTION 4



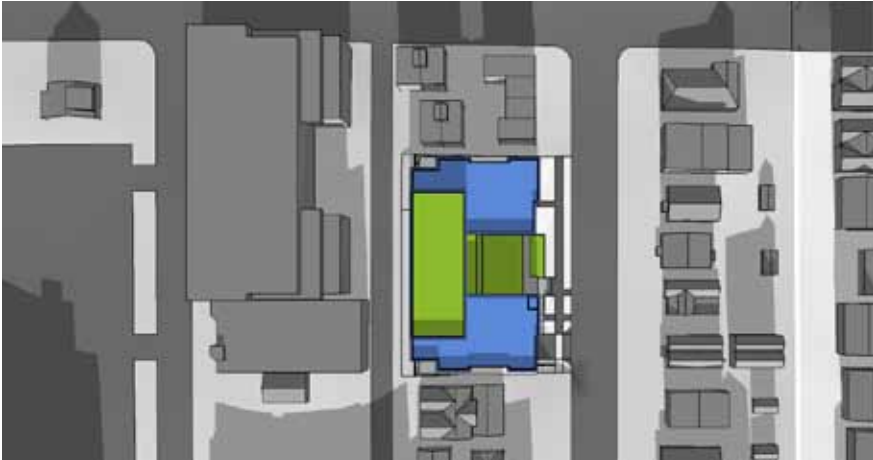
DECEMBER 21, 9AM



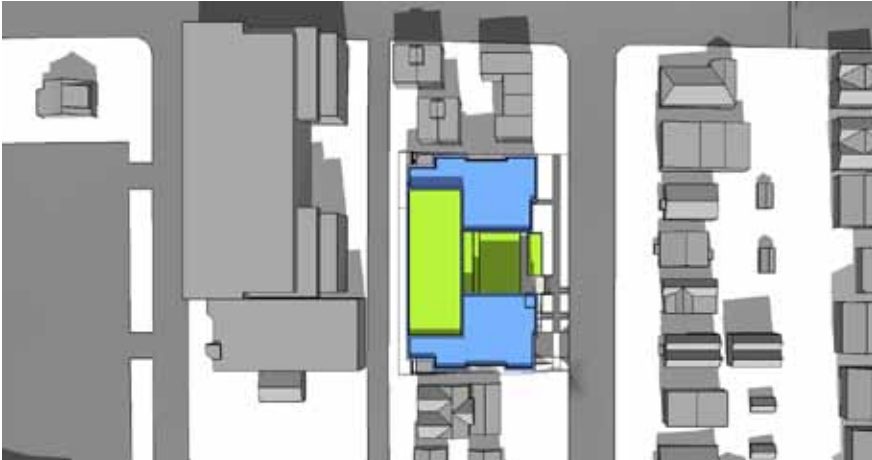
MARCH 21, 9AM



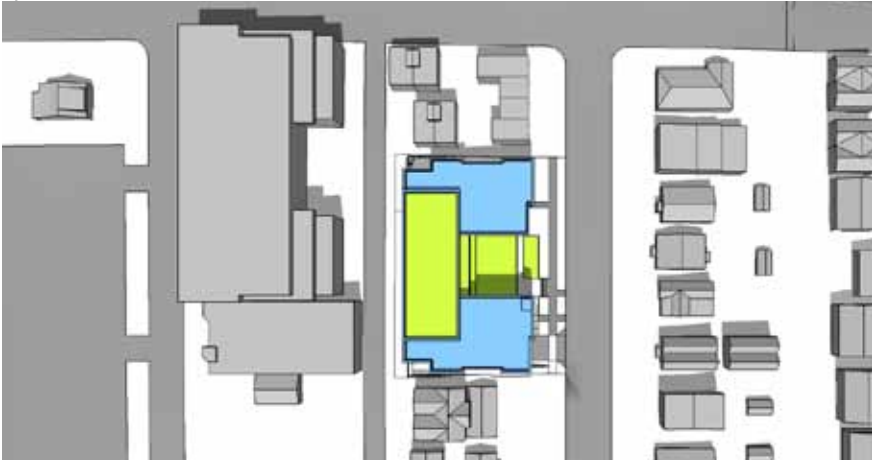
JUNE 21, 9AM



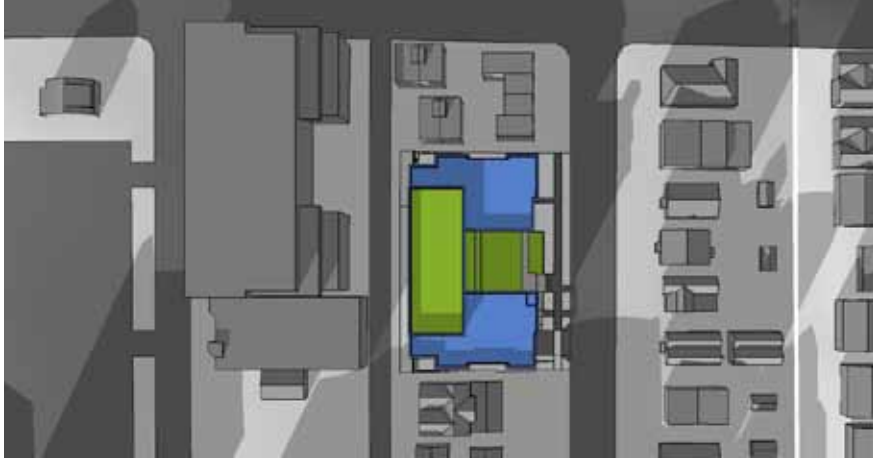
DECEMBER 21, NOON



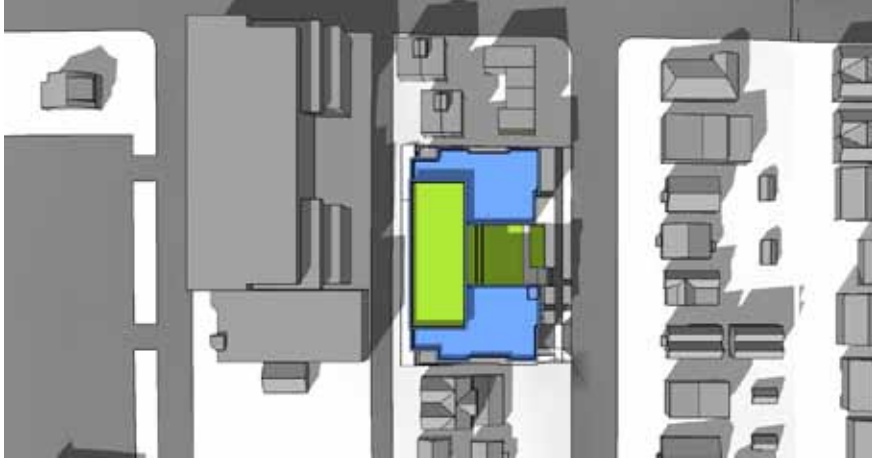
MARCH 21, NOON



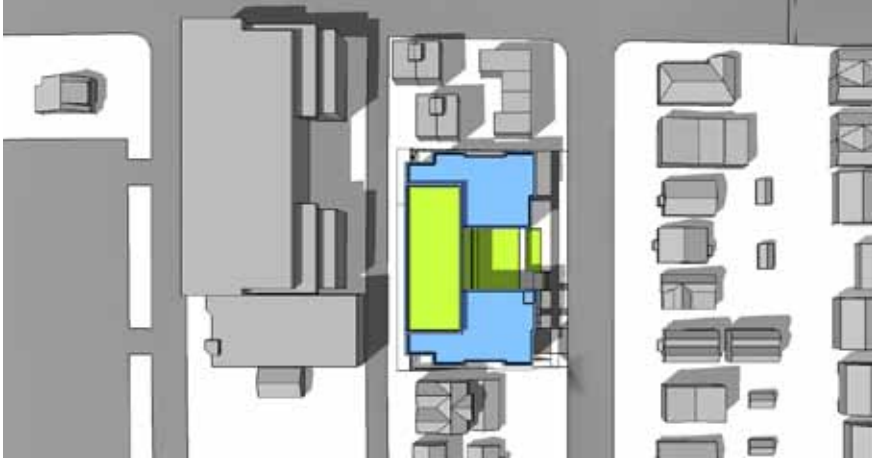
JUNE 21, NOON



DECEMBER 21, 3 PM



MARCH 21, 3 PM



JUNE 21, 3 PM

# PRECEDENT STUDIES

## QUAIL PARK PROJECTS



QUAIL PARK MEMORY CARE - KLAMATH FALLS, OR



OCEANSIDE ASSISTED LIVING - HAULA, HAWAII



QUAIL PARK MEMORY CARE RESIDENCES - (IN CONSTRUCTION, DESIGNED BY LAPE)- KLAMATH FALLS, OR



QUAIL PARK MEMORY CARE - VISALIA, CA



QUAIL PARK - EUGENE, OR



OCEANSIDE ASSISTED LIVING - HAULA, HAWAII

# PRECEDENT STUDIES

LAPE PROJECTS



COURTYARD VILLAGE. GRESHAM, OREGON.



JOSHUA SPRINGS SENIOR LIVING COMMUNITY. BULLHEAD CITY, ARIZONA.



MEADOW LARK ALF. YREKA, CALIFORNIA.



COURTYARD VILLAGE AT RALEIGH HILLS. BEAVERTON, OREGON.



EMERALD POINTE. KEIZER, OREGON.



SEAVIEW SENIOR LIVING. BROOKINGS, OREGON.

# PRECEDENT STUDIES

## URBAN MEMORY CARE PROJECTS

### DISTINGUISHING FEATURES

- Use of brick on all or part of building
- Establishing podium on lower levels of building
- Cornice at parapet defines roofline
- Visible main entry
- Covered entry or vestibule utilized
- Common areas or public spaces provided at street front
- Successful sense of home established with form, details, and materials which bear resemblance to a residential style.



EMERITUS - ARLINGTON, WA



IDA CULVER HOUSE - BROADVIEW - SEATTLE, WA



QUEEN ANNE MANOR - SEATTLE, WA



FEENEY MANOR - MINNEAPOLIS, MN



GARDENS AT TOWN SQUARE - BELLEVUE, WA



SUNRISE AT LINCOLN PARK - LINCOLN PARK, CHICAGO



AEGIS ON MADISON - SEATTLE, WA