



## EARLY DESIGN GUIDANCE

MAY 18, 2015

4730 32ND AVENUE SOUTH

DPD #3019613









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# EARLY DESIGN GUIDANCE

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Development Objectives + Program:

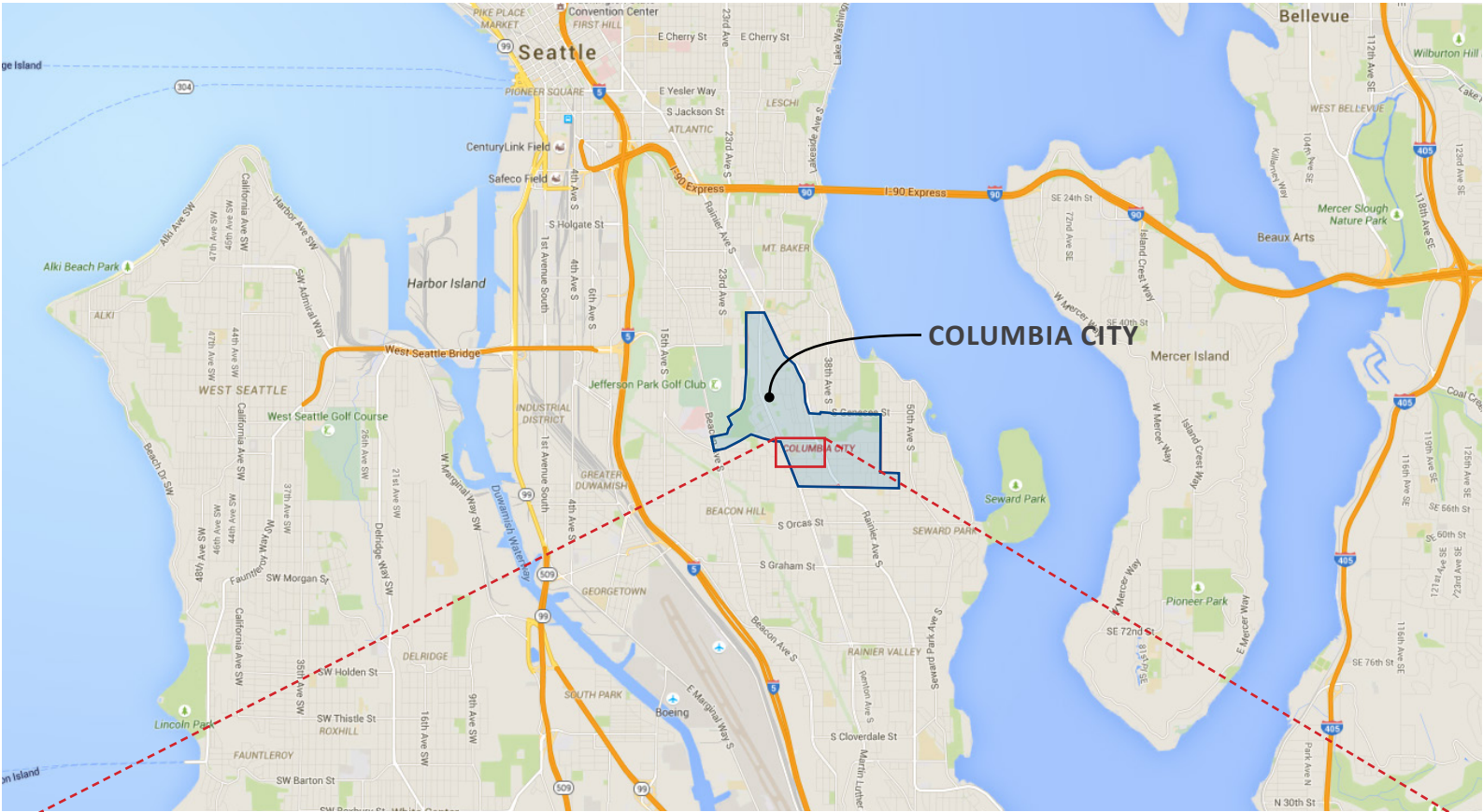
SUMMARY:	
STORIES:	4
# OF UNITS:	156
# OF PARKING STALLS:	145, .9 parking ratio
GROSS FLOOR AREA:	194,957SF

CityLine II establishes the second phase of the Wolff Development Company project currently under construction immediately south of this site. This project brings additional new investment to the neighborhood and continues to realize the longstanding vision of more pedestrian oriented and transit friendly development in the community in response to the light rail station to the west. The project will provide new market rate rental housing and be built to meet sustainable LEED green building standards.

The surrounding context includes the historic Columbia City neighborhood commercial district to the east, the CityLine Phase I project to the south, older single family homes (within L3 zoning) across 32nd Avenue South to the west, and single family homes across South Alaska Street to the north. The older single family homes to the west are expected to transition to higher density development over time. The houses across South Alaska Street face upon the north south avenues, not the busier arterial, and sit on a slight hill above the street.

The project site is characterized by its corner location at 32nd Avenue South and South Alaska Street. 32nd Avenue South is a residential street and South Alaska Street is a minor arterial. South Alaska Street also serves as the primary northern pedestrian connection between the Columbia City Historic District and the northern entrance of the Sound Transit’s Light rail station at MLK Boulevard. The site is relatively level with the corner of 32nd and Alaska, and remains level as Alaska Street descends approximately 17’ to the east.

The project seeks to develop 156 apartments with 145 underground parking spaces. All the underground parking will be accessed from an existing driveway on the north side shared with the Phase I project. The project also intends to provide at least one bike parking space per unit. The design proposes six townhouses, each with individual front doors and stoops along 32nd Avenue South to reinforce the pattern established by Phase I and complement the current scale of development across the street. Public curb parking will be provided along 32nd Avenue South. Along the busier Alaska Street arterial the project will transition to four stories set back behind 13’ of landscape buffer. The design provides triple the required setback required along 32nd Avenue South and almost twice the required setback along South Alaska Street.







Columbia Park



Newer Multifamily Housing



A mix of styles. Newer townhomes and older single family homes on the same block



Many multifamily housing options with access to downtown Seattle via light rail



A vibrant neighborhood core



Phase I of the CityLine project, directly to the south



Multifamily housing options



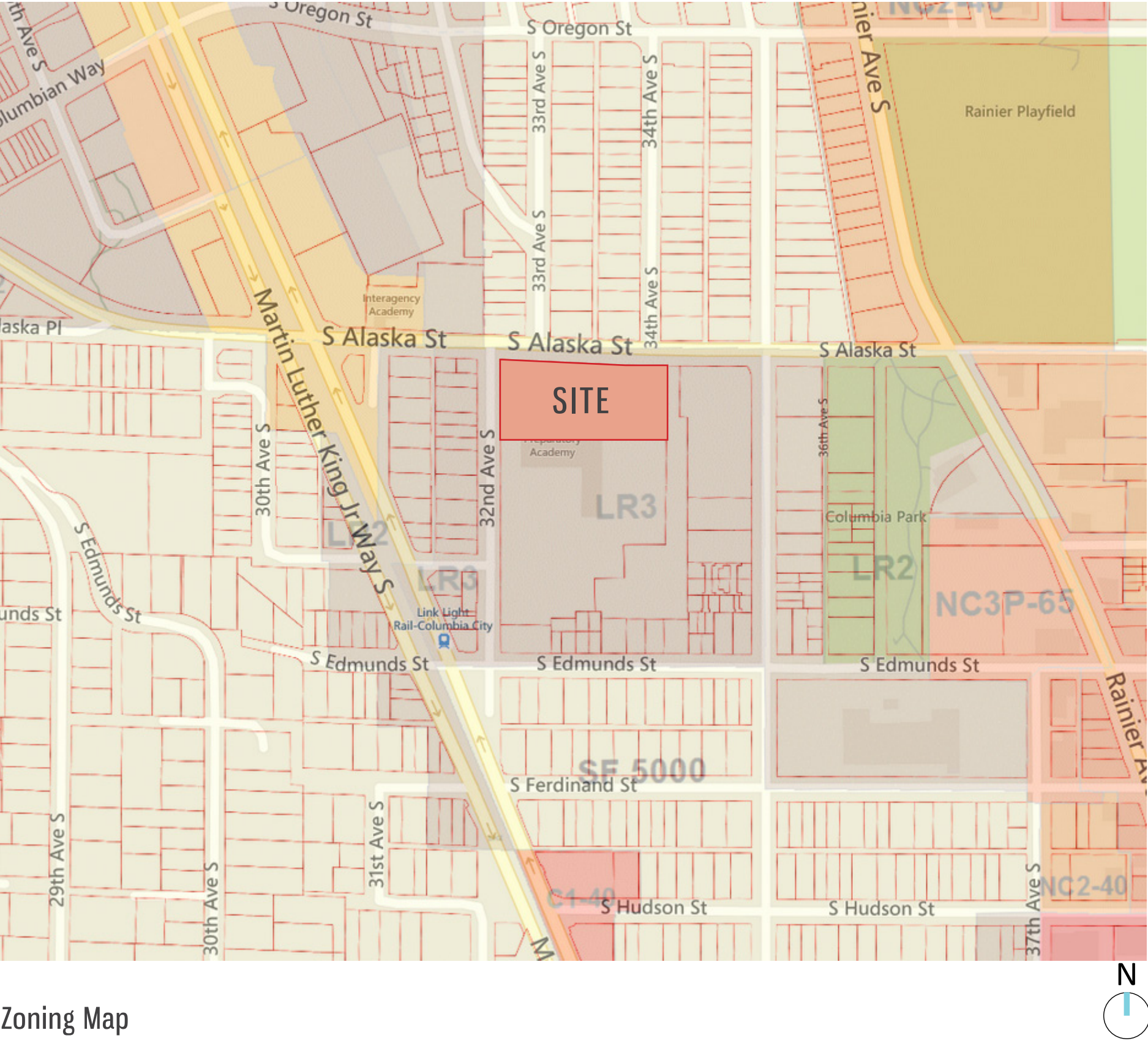
Access to downtown via light rail



Older single-family housing



SITE ANALYSIS

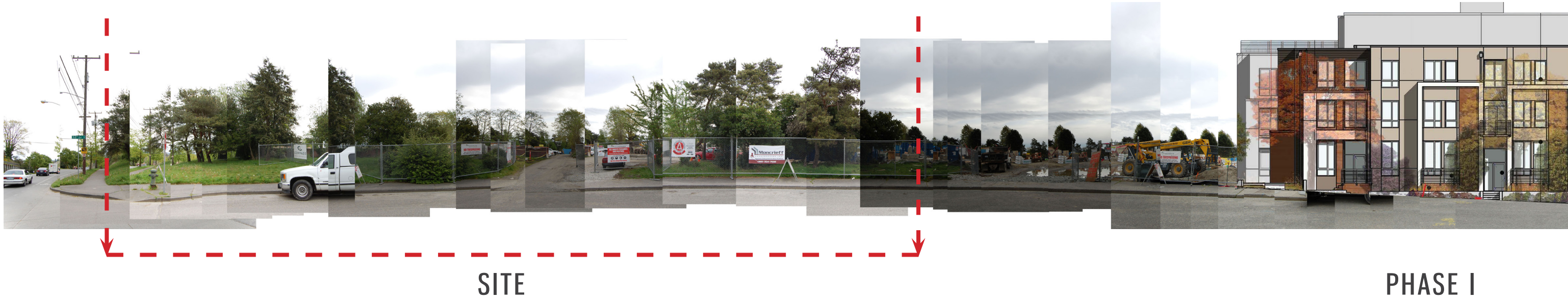


Zoning Map









1

32nd Avenue South, Facing East, Between S Alaska St and S Edmunds St







2

South Alaska Street, facing South, between 32nd Avenue South and 35th Avenue South







FACING SITE

3

32nd Avenue South, Facing West, Between S Alaska St and S Edmunds St







FACING SITE

4

South Alaska Street, facing North, between 32nd Avenue South and 35th Avenue South







CityLine Phase I: sets up pattern for denser housing and a well-held street edge



Other newer multifamily housing projects (Angeline Apartments pictured here) set a new pattern for neighborhood density



High quality materials and interesting building massing to break down building scale



Private patios integrated with public hardscape with landscape



Pedestrian friendly paths at through-block access





CS1.B Sunlight and Natural Ventilation



CS1.C Topography



CS2.C Relationship to the Block

## CONTEXT AND SITE

### TITLE

### 2013 SEATTLE DESIGN GUIDELINES

#### ► KEY GUIDELINES

### PROJECT RESPONSE

**CS1. Natural Systems and Site Features:** Use natural systems and features of the site and its surroundings as a starting point for project design.

- A. Energy Use
- B. Sunlight and Natural Ventilation
- C. Topography
- D. Plants and Habitat
- E. Water

**CS2. Urban Pattern and Form:** Strengthen the most desirable forms characteristics and patterns of the street block faces and open spaces of the surrounding area.

- A. Location in the City and Neighborhood
- B. Adjacent Sites, Streets, and Open Spaces
- C. Relationship to the Block
- D. Height, Bulk, and Scale

**CS3. Architectural Context and character:** Contribute to the architectural character of the neighborhood.

- A. Emphasizing Positive Neighborhood Attributes
- B. Local History and Culture

Above-ground building forms will be sculpted to maximize solar exposure by opening courtyards to the South as much as possible (CS1.B.2). The form of the building takes advantage of the plateau-like shape of land in several ways. First, the primary vehicle entrance is located conveniently off of an adjacent 'alley', directly into the garage level. As the existing topography rises to the west, this creates an ideal location for patios set above the sidewalk, and providing eyes on the street. Finally, the main pedestrian entries are located where the topography matches the sidewalk level creating great ease of access (CS1.C.1). Landscape planting is incorporated into building design to contribute to a better pedestrian experience along 32nd Ave S. Street trees along 32nd Ave S reinforce the rhythm of the townhouses. Locating replacement native trees for removed vegetation at locations enjoyable by the public allows the incorporation of landscape elements into building design, reinforcing a good streetscape (CS1.D.1).

The project is designed to help set a new tone for the neighborhood as a more dense, transit oriented place. Though it is a 'full block' project, the building is broken up and articulated above ground level to avoid a monolithic presence. Detail at the human scale and façade modulation help add rhythm and variety (CS2.C.3, CS2.D.1, CS3.A.4).





PL1.A Network of Open Spaces



PL3.A Entries



PL4.B Planning Ahead for Bicyclists

PUBLIC LIFE

TITLE

2013 SEATTLE DESIGN GUIDELINES  
▶ KEY GUIDELINES

PROJECT RESPONSE

**PL1. Connectivity:** Complement and contribute to the network of open spaces around the site and the connections among them.

- ▶ A. Network of Open Spaces
- ▶ B. Walkways and Connections
- C. Outdoor Uses and Activities

**PL2. Walkability:** Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

- ▶ A. Accessibility
- B. Safety and Security
- C. Weather Protection
- D. Wayfinding

**PL3. Street-Level Interaction:** Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

- ▶ A. Entries
- B. Retail Edges
- C. Residential Edges

**PL4. Active Transportation:** Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

- ▶ A. Entry Locations and Relationships
- ▶ B. Planning Ahead for Bicyclists
- ▶ C. Planning Ahead for Transit

The building’s west courtyard will be designed to create a midblock passthrough connecting the sidewalk level to a pedestrian mews through the site, enhancing a connection to Phase 1 of the project (PL1.A). Both entrance lobbies for the above-ground structures will be clearly delineated, located with visual access from S Alaska St and the pedestrian mews (PL1.B). Both buildings’ lobby entrances will be located at a level that allows direct sidewalk access for those with mobility limitations (PL2.A.1). These entrances will be set back from the path, and emphasized with landscaping and overhead canopies as a semi-private space (PL3.A.1.c). Individual front porch entrances for Townhouses along 32nd Ave will be scaled for a more intimate and personal experience, contributing to the street edge appropriately with landscaping and vertical modulation, continuing the rhythm set up in Phase 1 (PL3.A.1.d). The primary vehicle entry will be located off the ‘alley’ from S Alaska St, providing a safe and convenient access point for both cars and bicycles (PL4.A). Bicycle storage facilities will be located just off this main entrance to maximize their convenience (PL4.B.2). Close-by bus and rail transit connections are well served by the pedestrian entrances located at sidewalk-level on S Alaska St (PL4.C.3).





DC1.B Vehicular Access and Circulation



DC2.C Secondary Architectural Features



DC4.D Trees, Landscape, and Hardscape Materials

## DESIGN CONCEPT

### TITLE

### 2013 SEATTLE DESIGN GUIDELINES

### PROJECT RESPONSE

#### ► KEY GUIDELINES

**DC1. Project Uses and Activities:** Optimize the arrangement of uses and activities on site.

- A. Arrangement of Interior Uses
- B. Vehicular Access and Circulation
- C. Parking and Service Uses

**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.

- A. Massing
- B. Architectural and Façade Composition
- C. Secondary Architectural Features
- D. Scale and Texture
- E. Form and Function

**DC3. Open Space Concept:** Integrate open space design with the design of the building so that each complements the other.

- A. Building-Open Space Relationship
- B. Open Spaces Uses and Activities
- C. Design

**DC4. Exterior Elements and Finishes:** Use appropriate and high quality elements and finishes for the building and its open spaces.

- A. Building Materials
- B. Signage
- C. Lighting
- D. Trees, Landscape, and Hardscape Materials
- E. Project Assembly and Lifespan

The existing 'alley', used for access to Phase I of the project, will be shared as vehicular access for Phase II ([DC1.B.1](#)). This access will serve a below-grade parking area and service entry, which will reduce the visible impact of parking for the project ([DC1.C.1,4](#)). The above-grade structures are split into two buildings, which help to reduce the perceived mass of the project. Modulation of the building envelope is planned to help further break down massing and create rhythm and interest ([DC2.A.1,2](#), [DC2.C.1](#)). The rhythm of the townhouses continues a pattern set by Phase I of the project; Schemes 2 and 3 do this best, allowing for an unbroken and well held street edge. Trees and planting along 32nd Ave S are designed to continue a theme set in Phase I and unify the block into one streetscape ([DC2.C.3.a,c](#)). Common courtyard spaces will be designed as a combination of hardscape and planting, giving an inviting path through mid-block in the case of the west courtyard, lined by screened private patios ([DC4.D.2](#)).





1: VIEW FROM 34TH AVE AND S ALASKA ST LOOKING WEST



2: VIEW FROM 32ND AVE S AND S ALASKA ST LOOKING EAST



3: VIEW FROM S ALASKA ST LOOKING SOUTH TOWARDS ENTRY



SITE PLAN



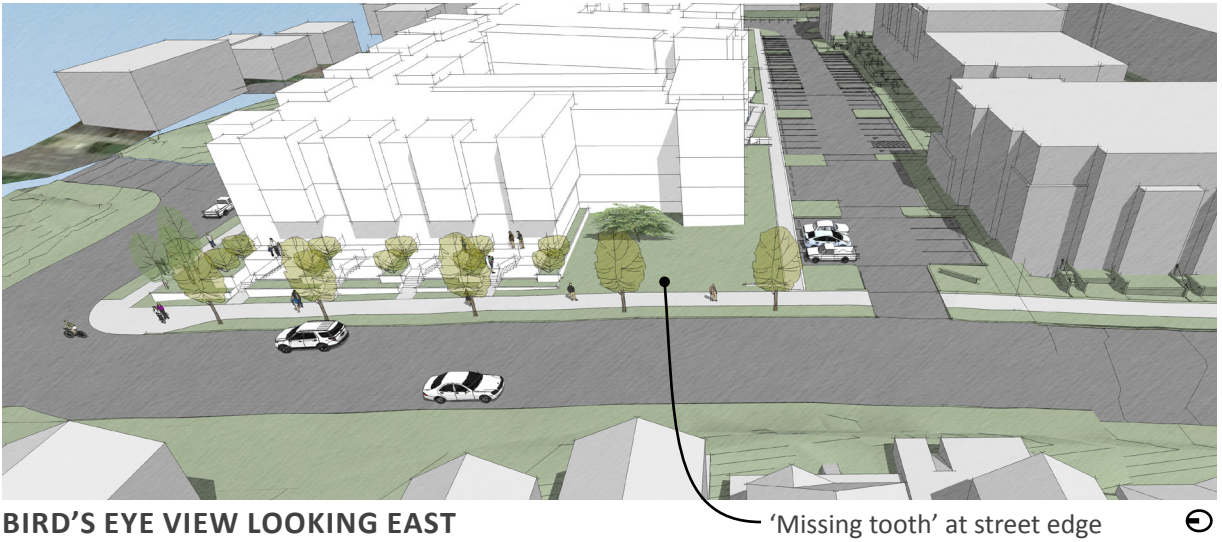
OPPORTUNITIES:

- Preserves one tree classified as ‘exceptional’ by trunk diameter calculation

CHALLENGES:

- Results in a building with poorer architectural presence (CS2 A.2)
- Results in a building that holds the 32nd Ave S street edge poorly (CS2 C.2)
- Results in a monolithic full-block building along S Alaska St (CS2 C.3, DC2 A.2)
- Results in a building that does not contribute to the broader network of open spaces throughout the neighborhood, since the eastern courtyard is closed on the north side. (PL1 A.1)
- Saves one uncared-for existing tree rather than designing the streetscape thoughtfully and purposefully to increase its character and function (CS2 B.2)









1: VIEW FROM 34TH AVE AND S ALASKA ST LOOKING WEST



2: VIEW FROM 32ND AVE S AND S ALASKA ST LOOKING EAST



3: VIEW FROM S ALASKA ST LOOKING SOUTH TOWARDS ENTRY



SITE PLAN



OPPORTUNITIES:

- Breaks down scale of building from the North
- Opens west court through mid-block to Alaska St

CHALLENGES:

- North facing courtyard will capture noise from South Alaska St
- North facing courtyard will be out of the sun for the majority of the time, creating a colder, darker space
- East lobby hidden from the street
- Removes one 'exceptional' tree.





- KEY**
- RESIDENTIAL
  - CIRCULATION
  - SUPPORT
  - MECH

2 TYPICAL RESIDENTIAL LEVEL PLAN  
1" = 60'-0"



BIRD'S EYE VIEW LOOKING SOUTH



1 GROUND LEVEL PLAN  
1" = 60'-0"



BIRD'S EYE VIEW LOOKING EAST  
(SIMILAR FOR BUILDING MASSING OPTIONS 2 & 3)

Completed street edge



BUILDING MASSING - OPTION 3 - PREFERRED



1: VIEW FROM 34TH AVE AND S ALASKA ST LOOKING WEST



2: VIEW FROM 32ND AVE S AND S ALASKA ST LOOKING EAST



3: VIEW FROM S ALASKA ST LOOKING SOUTH TOWARDS ENTRY



SITE PLAN



OPPORTUNITIES:

- South facing courtyards have better solar access
- Patios along S Alaska St provide eyes on the street
- West courtyard ties to Phase One of project
- Larger side yards than required by code
- 3 story townhouses with raised stoops fits into 32nd Ave S environment
- Opportunity for specimin tree locations.

CHALLENGES:

- Removes one 'exceptional' tree.





- KEY**
- RESIDENTIAL
  - CIRCULATION
  - SUPPORT
  - MECH



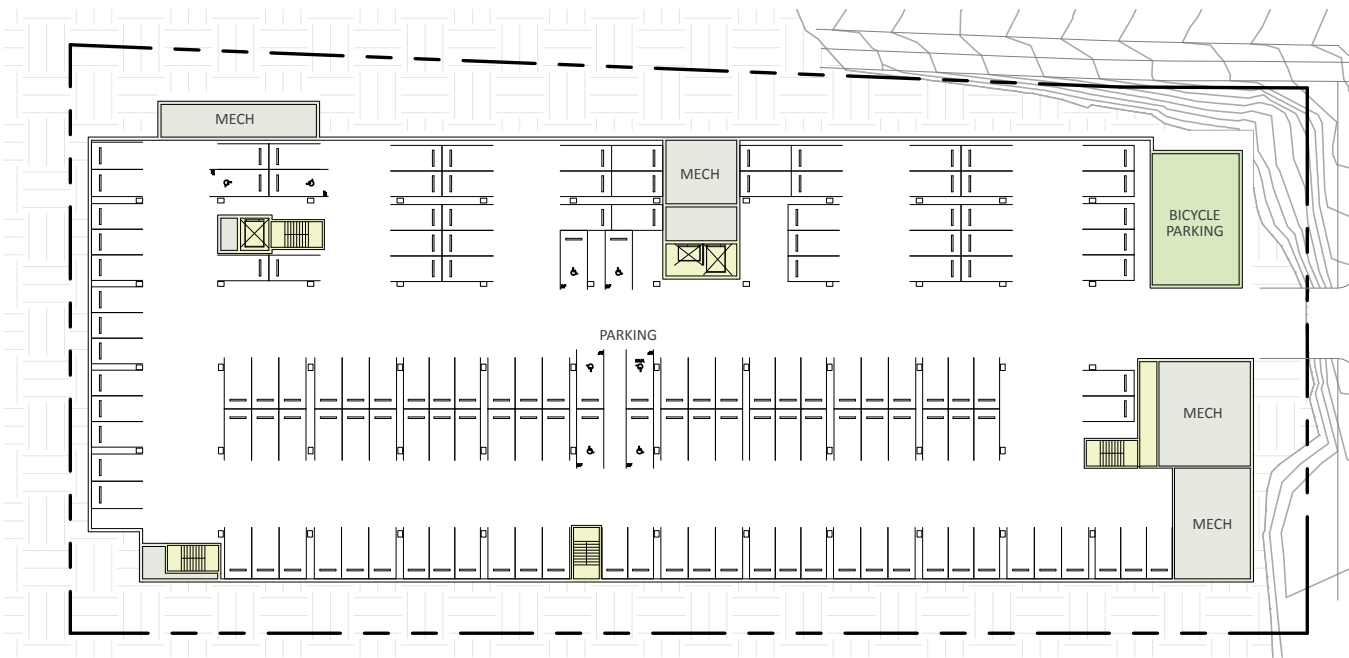
3 TYPICAL RESIDENTIAL LEVEL PLAN  
1" = 60'-0"



BIRD'S EYE VIEW LOOKING SOUTH



2 GROUND LEVEL PLAN  
1" = 60'-0"



1 PARKING LEVEL PLAN (SIMILAR, ALL SCHEMES)  
1" = 60'-0"





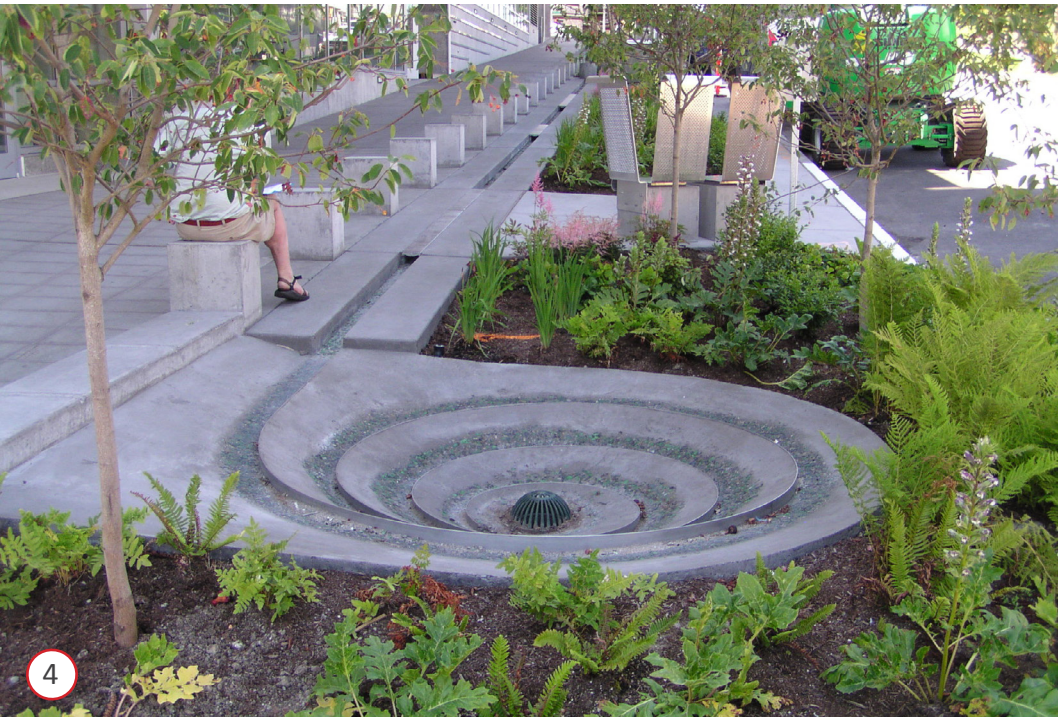
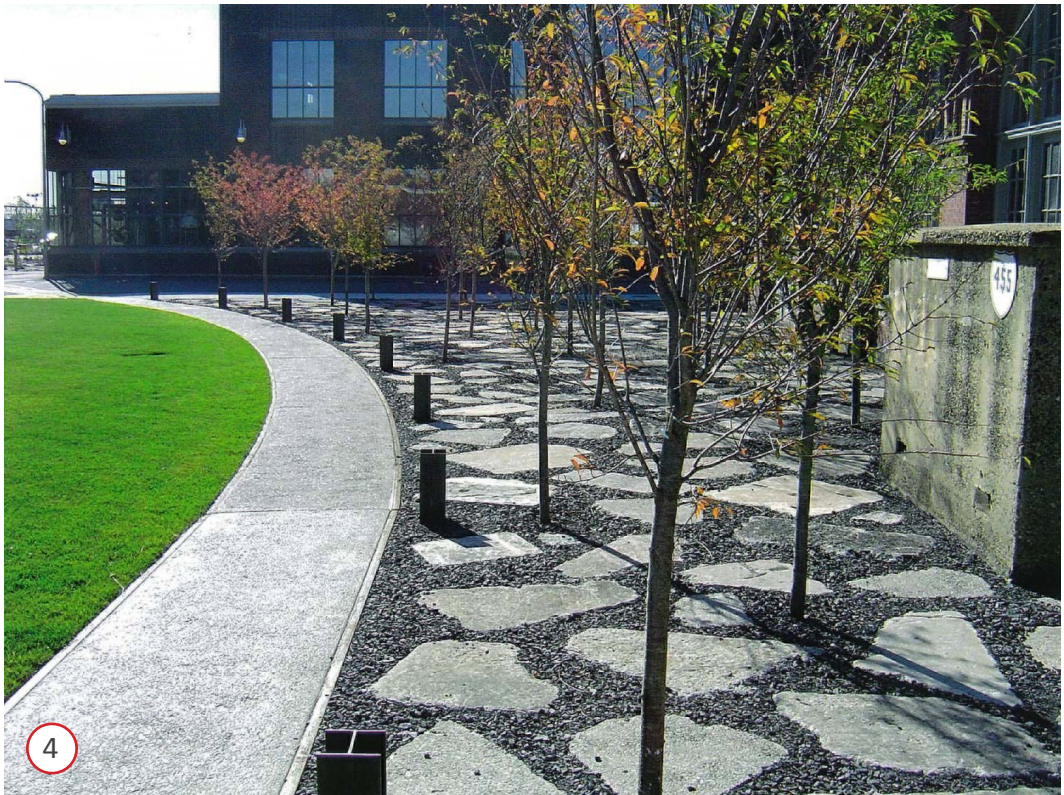
LANDSCAPE CONCEPT



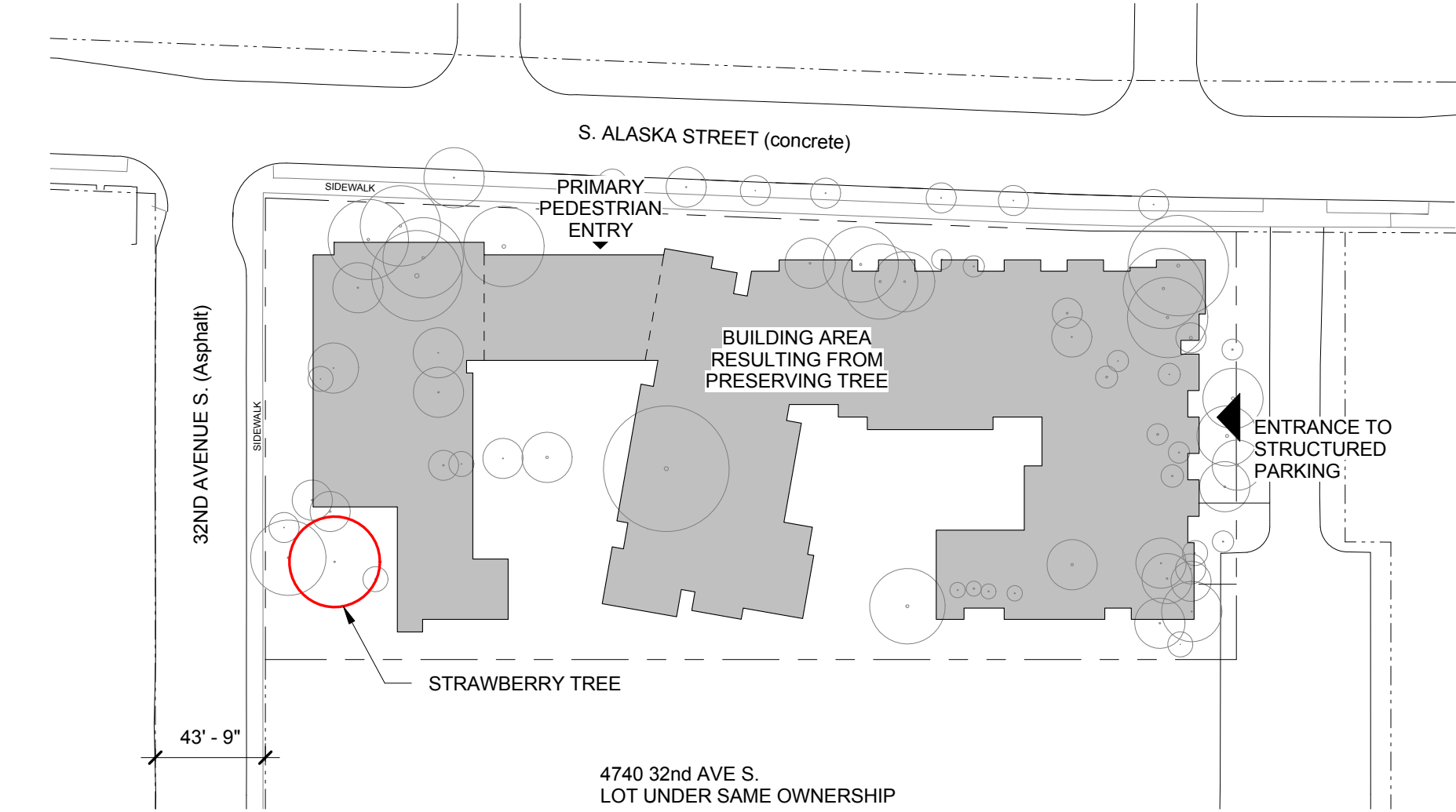
SITE PLAN











1 SITE PLAN  
1" = 60'-0"



Tree #133, Arbutus unedo

DEPARTURE ONE: ‘EXCEPTIONAL’ TREE REPLACEMENT

Although tree #133 meets the minimum trunk diameter requirements to qualify as an exceptional tree, its location and overall quality (see photo) does not provide significant public benefit. Therefore, we propose several contributions in lieu of preservation that would provide a greater public benefit and allow the overall project to better accomplish the objectives of the Design Guidelines.

- 1. Include two additional trees at the corner of 32nd Ave S and S Alaska St to mark the corner of the block with greenery. These would compliment the street trees included in the approved Phase I SIP.
- 2. Provide generous caliber trees to mark the entrances to the above-ground structures at the proposed through-block connection.

These replacements would result in a better project in terms of Architectural Presence (CS2 A.2.), strongly contributing to the street edge, and enhancing the character of open space (CS2. B.2 & 3.). Allowing a replacement, the resulting building mass would create much better open spaces (PL1 A.1.) by allowing the mass to split, creating a possibility for pedestrian permeability of the site. (PL1 A.2.), and reducing perceived mass (DC2 A.2.)

ARBORIST SUMMARY

**Species:** Strawberry Tree (Arbutus Unedo), not listed on native or non-native preservation lists

**Size:** 14” DBH (diameter at 4.5’ above base)

**Risk Rating:** Low

**Preservation Value:** Common Species with minimal character

**Defects/comments:** This specimen (#133) has a wide spreading and low crown with decay in the lower trunk

**Assessment:** Tree is not in poor enough condition or a hazard enough to safety to clearly justify removal per SMC 25.11.050 B. Consequently, approval for removal would need to be made by the City relative to required criteria.



## DEPARTURE TWO: REAR YARD SETBACK

### 23.45.518.A: SETBACKS FOR LR ZONES

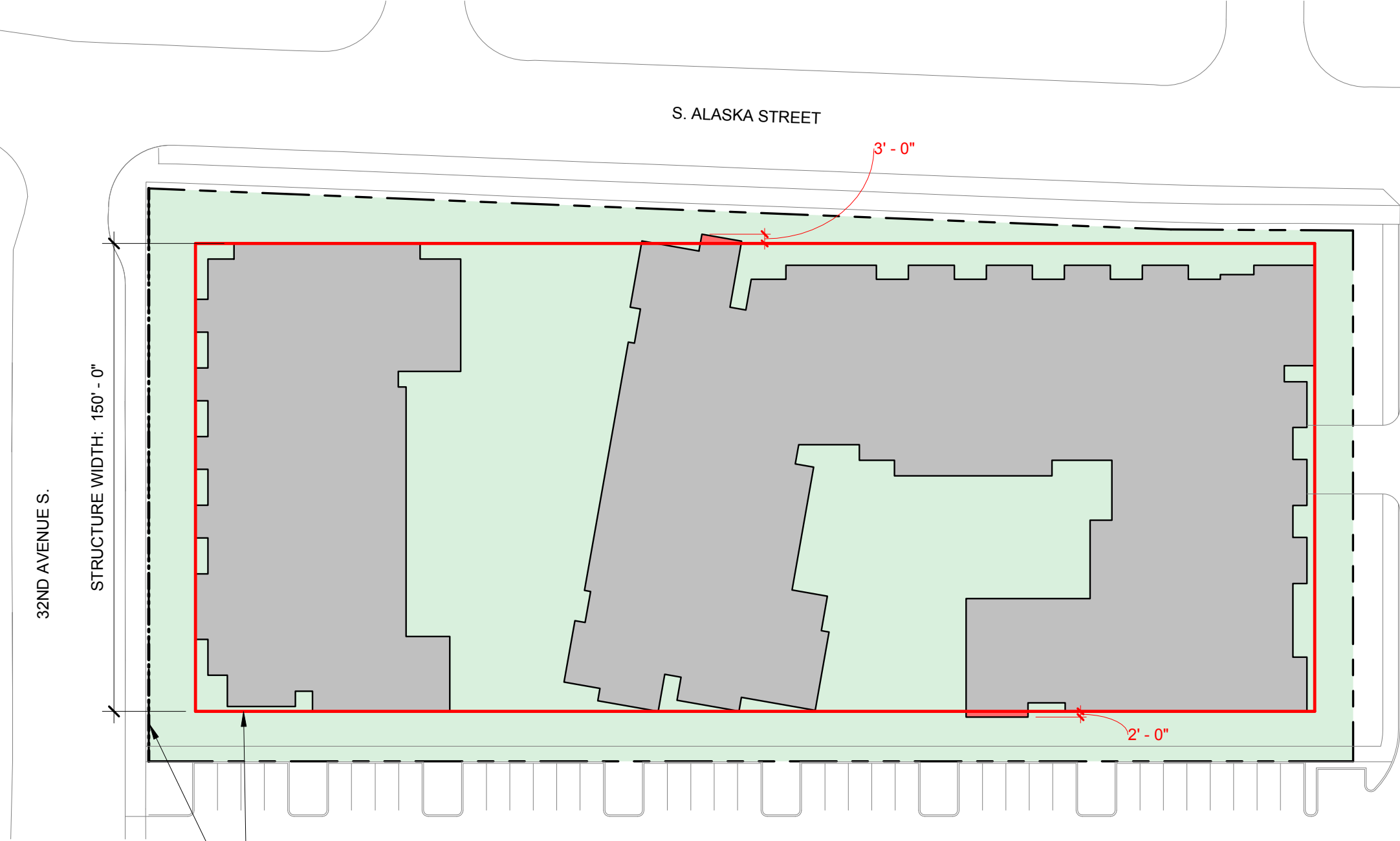
The design team is seeking a departure to allow for the portion of the adjacent site, used as vehicular access to both sites, to serve as an 'alley way' in terms of setback requirements. Since there is an easement planned with the adjacent property (under same ownership), the function is identical to a public alleyway for accessing the property. Therefore we seek a departure to treat it as such, and propose a rear yard setback of 12' 3", which is in excess of the 10' required under the alley-way rear yard setback provision.



## 1 DEPARTURE 1 - REAR YARD SETBACK

1" = 40'-0"





SMALLEST RECTANGLE ENCLOSING THE PRINCIPAL STRUCTURE

FRONT LOT LINE

- 23.45.527 - Structure width and façade length limits in LR zones
- A. Structure width in LR3 zones inside Urban Villages, Urban Centers, or Station Area Overlay Districts: 150'
- 23.86.014 - Structure width measurement
- A. Structure width is measured as follows:
- 1. Draw the smallest rectangle that encloses the principal structure.
  - 2. Structure width is the length of the side of that rectangle most closely parallel to the front lot line ...

DEPARTURE THREE: STRUCTURE WIDTH

23.45.527: STRUCTURE WIDTH AND FACADE LENGTH LIMITS IN LR ZONES

The design team is seeking a departure to allow for a very limited area of the above ground structure of the building to expand outside the boundary of the 150' building width limit. The design team proposes generous setbacks at both north and south property lines, far exceeding those required as a buffer to this requested departure. The additional feet in width required would create a more interesting and varied building mass, but would not be perceptible as wider than 150' from a pedestrian's point of view.

1 DEPARTURE 2 - STRUCTURE WIDTH

1" = 40'-0"