



## EARLY DESIGN GUIDANCE

4722 Fauntleroy Way SW  
Seattle, WA 98116

July 20, 2017 | SDCI #3026790

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^ Nearby the project site



^ Great ice cream!



^ West Seattle coffee spot



^ View of Downtown from West Seattle



^ Port of Seattle between Downtown Seattle and West Seattle



^ Use of modulation and patterns to add visual interest



^ Active outdoor spaces



^ Fenestration patterns



^ Integration of upper and lower massing forms



^ Use of color, materials and textures



^ Reduce larger massing into smaller forms



^ Active building entries, use of overhangs, canopies

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Featured projects shown designed or developed by members of the project team

# SECTION 1

## PROJECT VISION

### SUMMARY

The vision for this development is to create a residential community that seamlessly blends into the established West Seattle neighborhood as a timeless and elegant design that provides a comfortable place for residents and visitors.

### GOALS

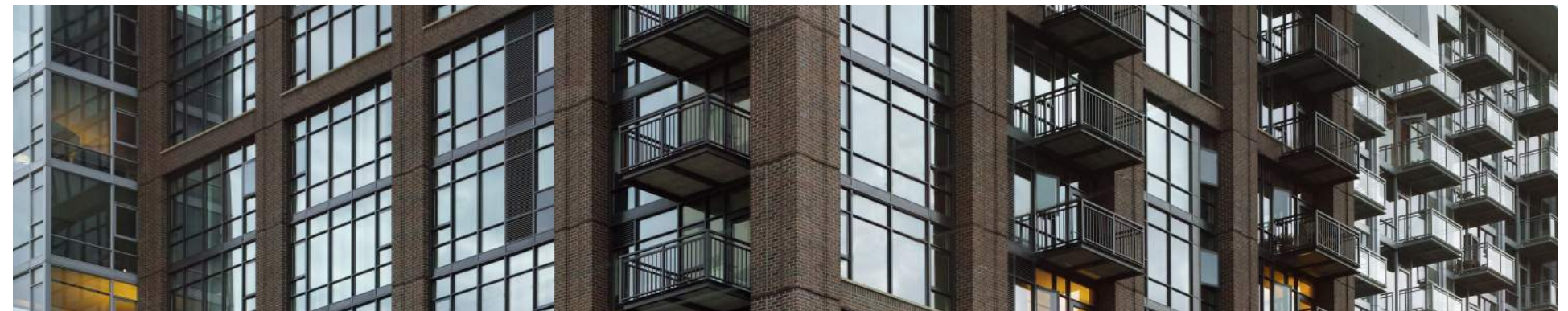
Enhance the neighborhood by infilling under utilized sites and activating the urban edge along Fauntleroy. Improve the pedestrian experience with carefully detailed, human scale architectural details at the street level and building entrances.

Respond to the unique needs of West Seattle residents by providing appropriate landscape buffers to improve the pedestrian experience. Both neighbors and tenants will benefit from a greater sense of security and safety because of eyes on the street.

Create an enduring building with an architectural design that incorporates high-quality, durable materials and references relevant context.



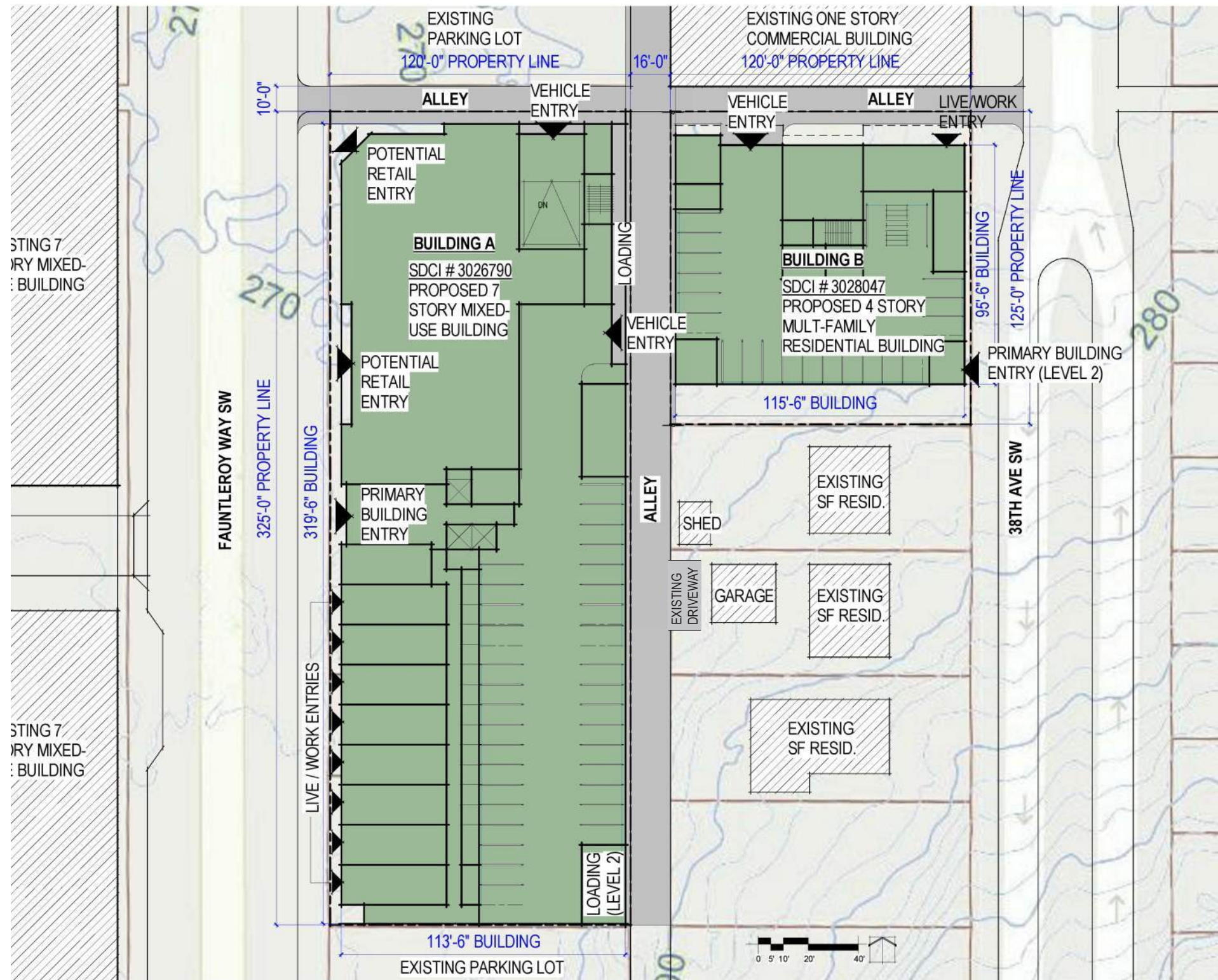
^ Example of enhanced pedestrian street with landscape buffers and activated spaces



^ Example of high quality durable building materials



^ Example of buffers separating private and public spaces



PROJECT INFORMATION

- Site Area APPROX 39,000 SF
- Residential Units APPROX 250
- Parking Stalls APPROX 250

PROJECT OBJECTIVES

West Seattle Apartments is a proposed multi story residential building located on a mid-block site fronting Fauntleroy Way SW between SW Alaska St and SW Edmunds St. The site is proposed to be developed concurrently with a smaller site across the alley to the east, address 4721 38th Ave SW.

This project is designed to serve the expanding West Seattle neighborhood by creating a residential community of high quality design. The project will be responsive to the unique needs of its residents and will enhance the neighborhood with excellent walkability and an enriched streetscape design.

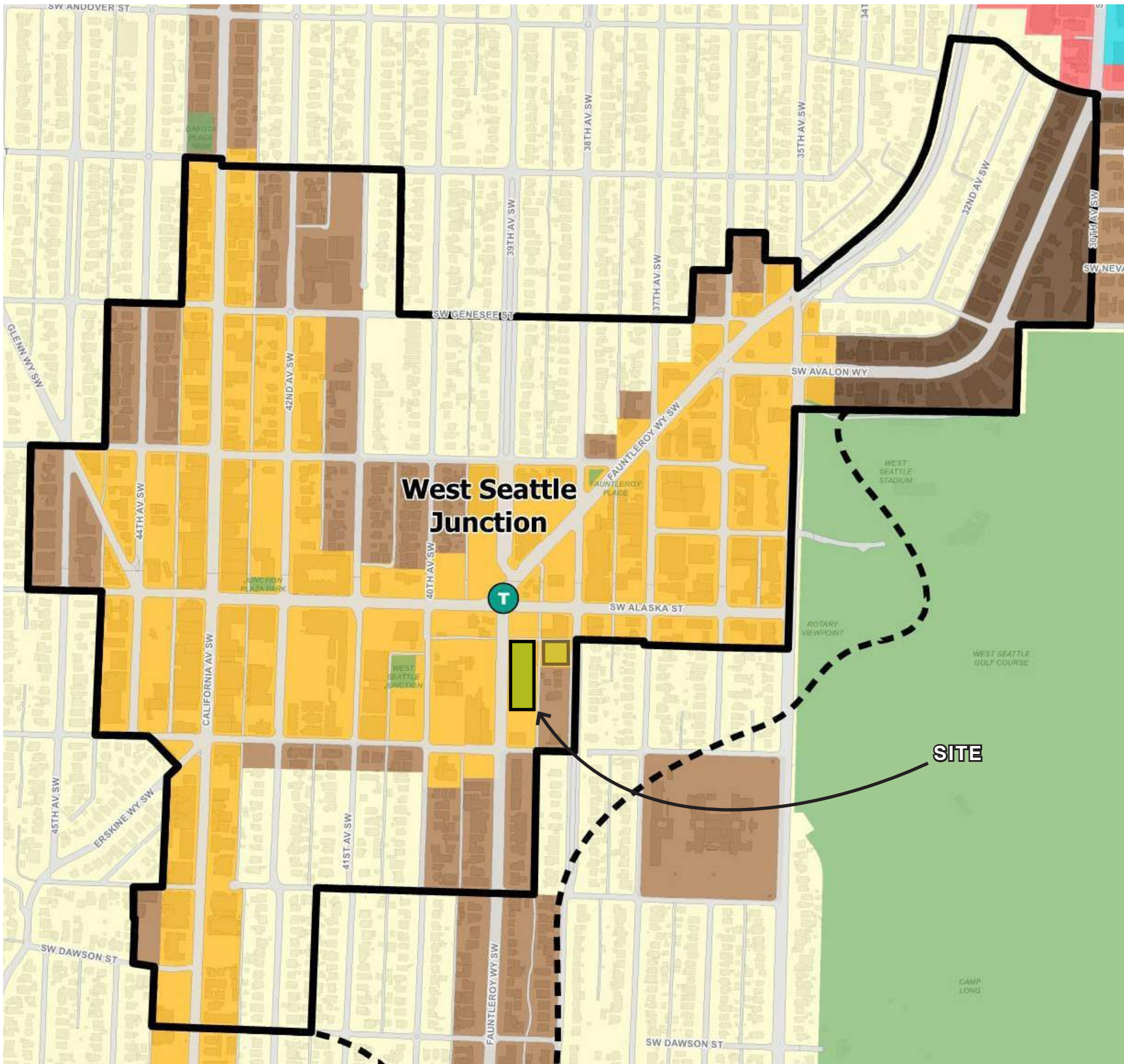
The project site area is approximately 39,000 SF. The proposed building is comprised of 5 wood frame levels over 2 levels of above grade concrete podium and 2 levels of concrete below grade for parking. The main entrance located on Fauntleroy Ave SW will provide direct residential access into the building. The project will have approximately 250 apartment units with approximately 250 parking stalls.

Through its scale, modulation and material selection, the proposed building will reflect characteristics of the area's recent & historical development, offering a vibrant, enduring asset to the community.

# SECTION 2

## CONTEXT STUDY

- NC1, NC2, NC3
- C1, C2
- HR, MR, MR/RC
- CITY OWNED OPEN SPACE
- LR1, LR2, LR3
- IG1, IG2
- IB, IC
- SF5000 / 7200 / 9600
  
- HUB / RES. URBAN VILLAGE
- POTENTIAL EXPANSION AREA
- T - FREQUENT TRANSIT STOP
  
- PROJECT SITE



^ Graphic Source: City of Seattle



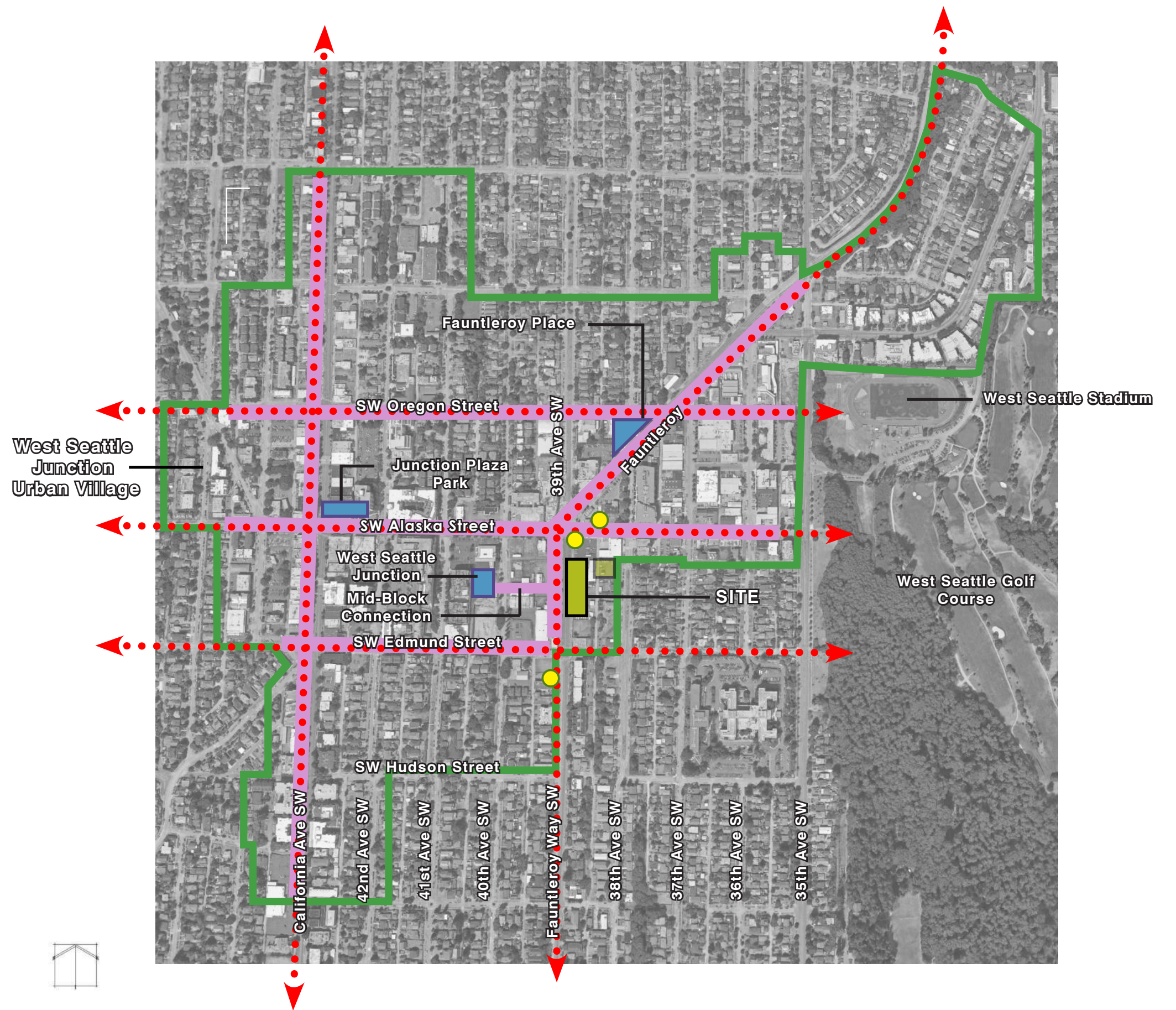
-  - PROJECT SITE
-  - GREEN SPACE
-  - WEST SEATTLE URBAN VILLAGE
-  - PEDESTRIAN AREAS
-  - ARTERIALS
-  - FREQUENT TRANSIT STOP

Walk Score: 88

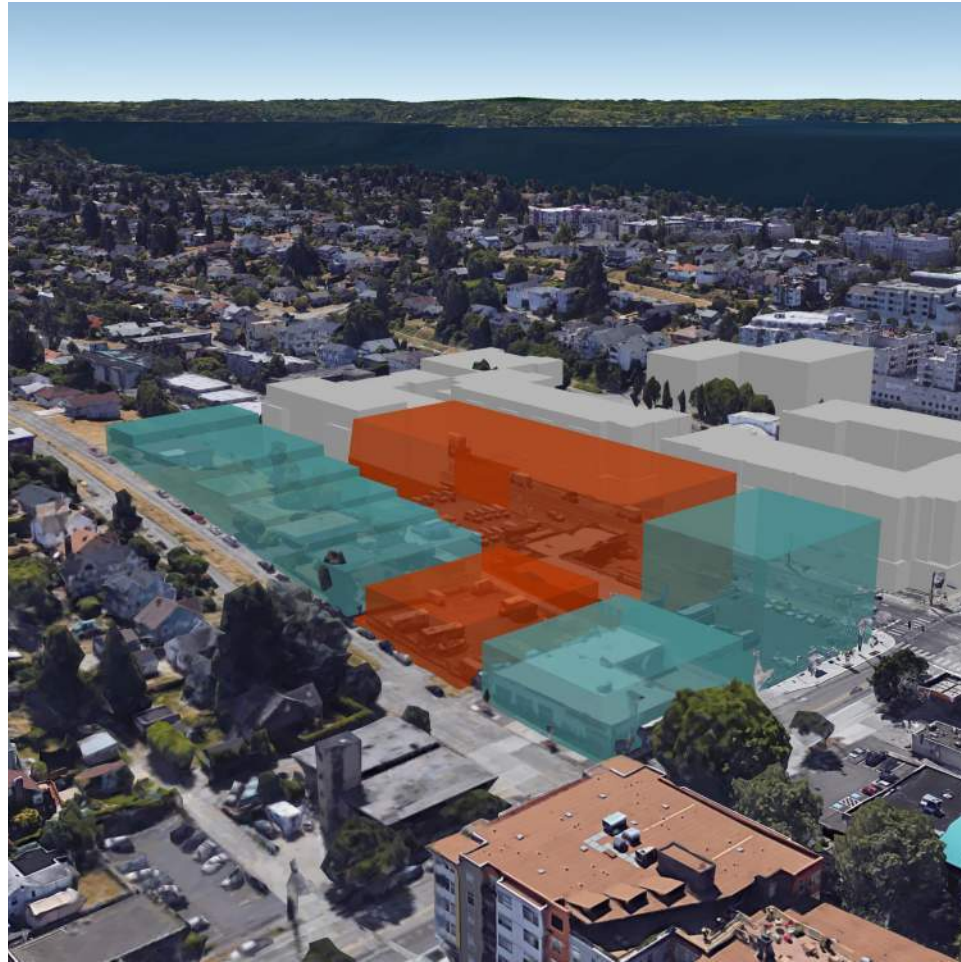
Transit Score: 53

Bike Score: 55

Source: [www.walkscore.com](http://www.walkscore.com)







PROJECT SITE - FACING SW



PROJECT SITE - FACING NE



PROJECT SITE - FACING SE

| NEIGHBORHOOD CONTEXT



A. PROJECT SITE TODAY - Parking Lot / RV Rental



B. 3901 SW Alaska Street - Shell Gas Station



C. 4754 Fautleroy Way SW - Multi-Family (FUTURE)



D. ADDRESS: 3900 SW Alaska Street  
BUILDING/USE: LA Fitness / Multi-Family Housing



E. ADDRESS: 4755 Fautleroy Way SW  
BUILDING/USE: Multi-family Housing (Under Construction)



F. ADDRESS: 4755 Fautleroy Way SW  
BUILDING/USE: Multi-family Housing (Under Construction)



G. ADDRESS: 3801 SW Alaska Street  
BUILDING/USE: Les Schwab's Tire Center



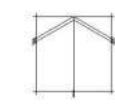
H. ADDRESS: 3715 SW Alaska Street  
BUILDING/USE: Fire Station (Under Construction)

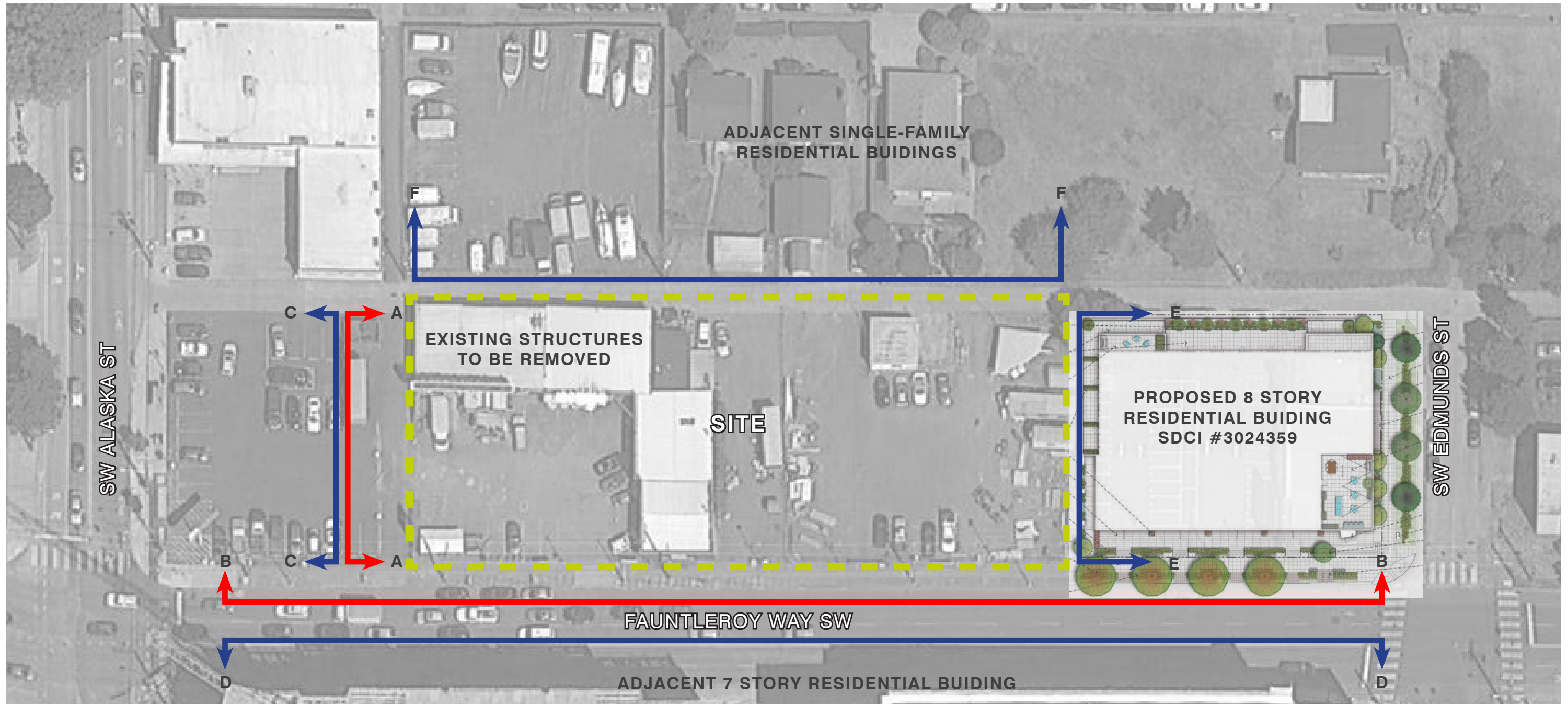


J. ADDRESS: 4545 Fautleroy Way SW  
BUILDING/USE: Trader Joe's

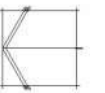


- RESIDENTIAL (SINGLE & TWO FAMILY)
- MULTI-FAMILY RESIDENTIAL
- RETAIL
- COMMUNITY USE
- INDUSTRIAL & OFFICE
- PROJECT SITE





- ELEVATION OF PROJECT SITE
- LOOKING ACROSS STREET FROM PROJECT SITE





^ Aerial - View of site from Fauntleroy Way SW, looking East towards 38th Avenue SW



^ Aerial - View of site from 38th Avenue SW, looking West towards Fauntleroy Way SW

\*Note: Recent construction in the area not pictured

| STREETScape PHOTO MONTAGES

AA

PROJECT SITE



^ North Elevation - Street montage from alley to Fauntleroy Way SW, along SW Alaska Street

BB

PROJECT SITE



FUTURE 8 STORY MIXED-USE  
(ELEVATION BASED ON DESIGN  
RECOMMENDATION PACKET DATED  
4/6/17, SDCI #3024359)

^ West Elevation - Street montage from SW Alaska Street to SW Edmunds Street, along Fauntleroy Way SW

CC ACROSS FROM PROJECT SITE



^ North Elevation - Street montage from alley to Fauntleroy Way SW, along SW Alaska Street

DD ACROSS FROM PROJECT SITE



^ West Elevation - Street montage from SW Alaska Street to SW Edmunds Street, along Fauntleroy Way SW

| STREETScape PHOTO MONTAGES

EE ACROSS FROM PROJECT SITE



^ South Elevation - View of project to be constructed on south property

FF ACROSS FROM PROJECT SITE



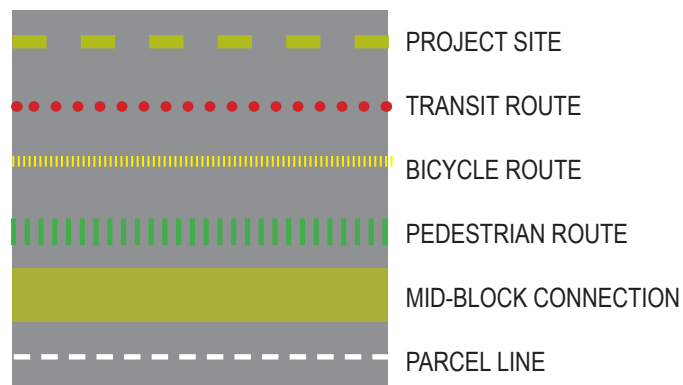
^ East Elevation - Alley montage



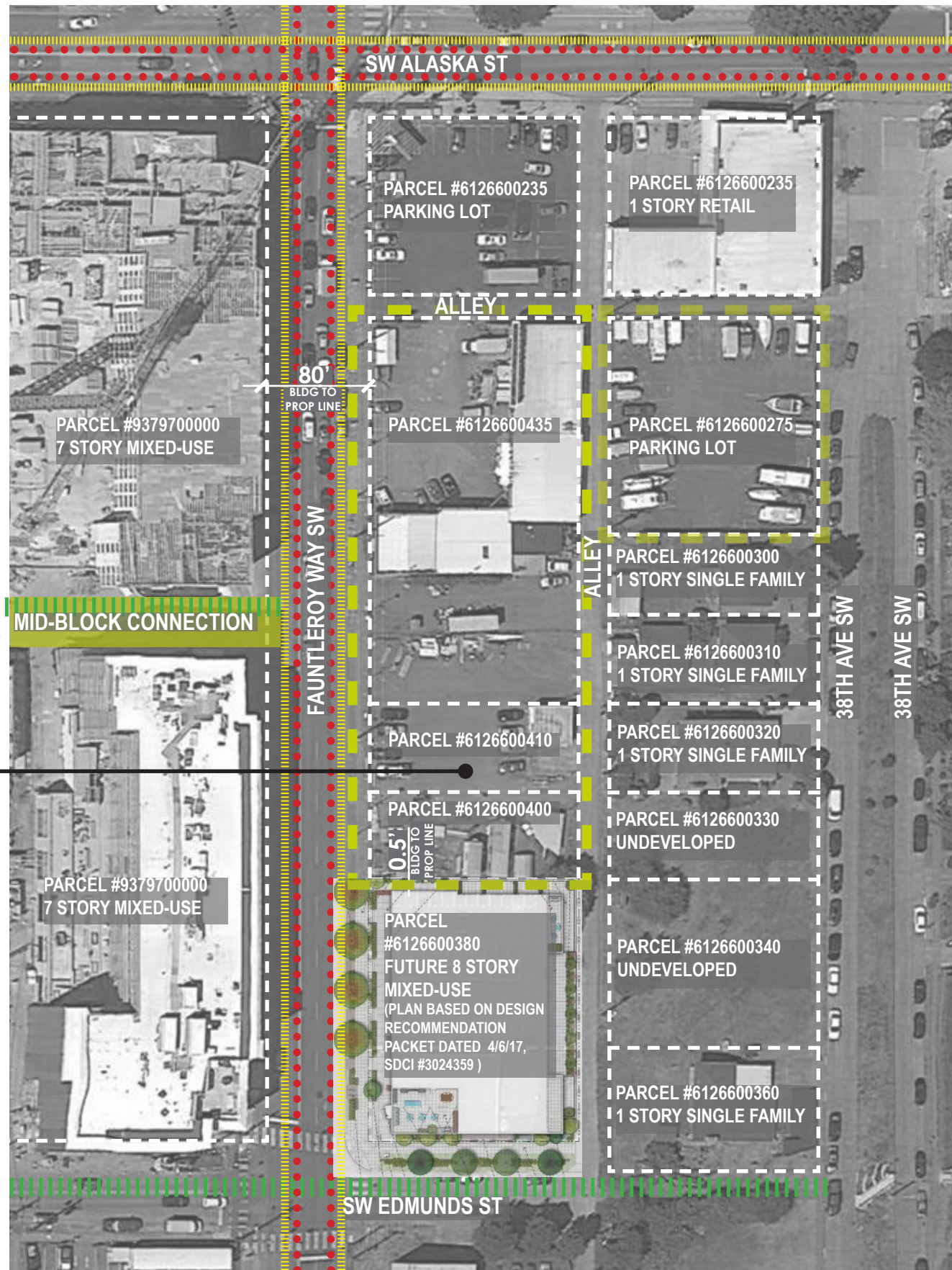
EXISTING PROJECT SITE INFORMATION

- Address: 4712 Fauntleroy Way SW
- Parcel Number: 6126600435
- Lot Area: 27,000 SF
- Existing Building: 1 Story Wood Frame
- Existing Use: Service / Retail
  
- Address: 4736 Fauntleroy Way SW
- Parcel Number: 6126600410
- Lot Area: 4,800 SF
- Existing Building: 1 Story Wood Frame
- Existing Use: Garage / Storage
  
- Address: 4740 Fauntleroy Way SW
- Parcel Number: 6126600400
- Lot Area: 7,200 SF
- Existing Building: 1 Story Wood Frame
- Existing Use: Office (construction staging)

**PROJECT SITE**  
4722 FAUNTLEROY WAY SW



TO FUTURE  
WEST SEATTLE  
JUNCTION PARK



# | ZONING SUMMARY



^ Graphic Source: City of Seattle GIS

CODE: CITY OF SEATTLE ZONING CODE  
 ZONE: NC3-85  
 OVERLAY: WEST SEATTLE JUNCTION HUB URBAN VILLAGE  
 LOT AREA: 39,000 SF

## 23.47A.004- PERMITTED & PROHIBITED USES

- All uses are permitted outright, prohibited, or permitted as a conditional use according to Table A for 23.47A.004 and this Section 23.47A.004, except as may be otherwise provided pursuant to subtitle III, Division 3, Overlay Districts, of this Title 23.

## 23.47A.005- STREET LEVEL USES

- Residential uses at street level
  - In all NC and C zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade in the following circumstances or locations:
    - Within a zone that has a height limit of 85 feet or higher, except as provided in subsection 23.47A.005.C.2

## 23.47A.008- STREET LEVEL DEVELOPMENT STANDARDS

- Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.
- Non-residential street level requirements:
  - Transparency: Sixty percent of street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.
  - Depth: Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet.
  - Height: Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.
- Where residential uses are located along a street-level street-facing facade the following requirements apply unless exempted by subsection 23.47A.008.G:
  - At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry; and
  - The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.
- When a live-work unit is located on a street-level street-facing facade, the provisions of subsections 23.47A.008.A and 23.47A.008.B, and the following requirements, apply:
  - The portion of each such live-work unit in which business is conducted must be located between the principal street and the residential portion of the live-work unit. The non-residential portions of the unit shall extend the width of the street-level street-facing facade, shall extend a minimum depth of 15 feet, and shall not contain any of the primary features of the residential (live) portion of the live-work unit.
  - Each live-work unit must include an exterior sign with the name of the business. Signage shall be clearly associated with the unit and visible to pedestrians outside of the building.
  - The owner of each live-work unit must keep a copy of the current business license associated with the business located in that unit on file.

## 23.47A.012- STRUCTURE HEIGHT

- 85 foot height limit.
- Rooftop elements: there are numerous additional height allowances for rooftop elements, appurtenances, or features in Section 23.47A.012.C.4.
- Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.

### PROPOSED USES:

- J.1 Residential: Permitted
- C.10.a Retail Sales: Permitted
- Live / Work: Permitted per 23.47A.004.G
- K.1 Storage: Permitted up to 25,000 SF

### PROPOSED STREET LEVEL USES

- RETAIL
- RESIDENTIAL LOBBY (LESS THAN 20%)
- LIVE / WORK

### STREET LEVEL INFO:

- The residential building lobby is proposed to be located at street level on Fauntleroy Way SW.
- No street-level residential units are proposed.
- Street-level street-facing live-work units are proposed along Fauntleroy Way SW

PROPOSED HEIGHT: Approx. 76 feet

23.47A.013- FLOOR AREA RATIO

- Per Table A, the maximum permitted FAR is:
  2. 4.5 for any single use within a mixed use structure.
  3. 6.0 for all uses on lot occupied by a mix of uses.

23.47A.014- SETBACK REQUIREMENTS

- B. Setback requirements for lots abutting or across the alley from residential zones.
  3. For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone (per Exhibit C for 23.47A.014)
  4. One-half of the width of an abutting alley may be counted as part of the required setback.

23.47A.016- LANDSCAPING AND SCREENING STANDARDS

- A. Landscaping that achieves a Green Factor score of 0.3 or greater, pursuant to Section 23.86.019, is required for any lot with:
  1. development containing more than four new dwelling units or a congregate residence
- B. 1. Street trees are required when any development is proposed, except as provided in subsection 23.47A.016.B.2 and Section 23.53.015.

23.47A.024- AMENITY AREA

- A. Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use, except as otherwise specifically provided in this Chapter 23.47A. Gross floor area, for the purposes of this subsection, excludes areas used for mechanical equipment and accessory parking.
- B. Required amenity areas shall meet the following standards, as applicable:
  1. All residents shall have access to at least one common or private amenity area;
  2. Amenity areas shall not be enclosed;
  3. Parking areas, vehicular access easements, and driveways do not count as amenity areas.
  4. Common amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 square feet in size;
  5. Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.

23.47A.032- PARKING LOCATION AND ACCESS

- A.1.a. Access to parking shall be from the alley if the lot abuts an alley improved to the standards of subsection 23.53.030.C.

23.54.015- REQUIRED PARKING

- Per Table A, the minimum required parking for non-residential uses is:
  - B.10 Sales and services, general: 1 space for each 500 square feet.
  - D. Live-work units: 0 spaces for units with 1,500 square feet or less.
- Per Table B, the minimum required parking for residential uses is:
  - L. All residential uses within urban centers: No minimum requirement.

23.54.040- SOLID WASTE & RECYCLABLE MATERIALS STORAGE & ACCESS

- F. 2.a. Direct access shall be provided from the alley or street to containers.

ALLOWABLE FAR:

- SINGLE USE: 39,000 SF  
X 4.5 = 175,500 SF
- COMBINED USE: 39,000 SF  
X 6.0 = 234,000 SF

SETBACKS:

- Adjacent property to the east (across the alley) is zoned LR2.

PROPOSED AMENITY AREAS:

- Podium level courtyard(s)
- Roof terrace

PROPOSED PARKING:

Proposed residential parking access from east-west alley.

Proposed commercial parking access from the north-south alley.

- RETAIL:  
Min. 1.0 stalls per 500 SF
- LIVE-WORK: Approx. 0.8 stalls per unit
- RESIDENTIAL: Approx. 0.8 stalls per unit

TRASH PICK UP:

All trash/recycling pick-up to be off of alley.

# SECTION 3

## MASSING OPTIONS



**OPTION A - "OPEN CORNERS"**



**OPTION B - "ALIGNED BLOCKS"**



**OPTION C - "SHIFTING STACKS"**

**PREFERRED DESIGN**

## | OPTION A - "OPEN CORNERS"

### PROPOSAL

This concept focuses on creating a clean, contemporary form. The corners of the building step back in plan, which aligns with an upper level setback. This creates a strong middle, base and top to the building which relates in form to the Whittaker across the street. The horizontal dimension of the bays is similar in scale to the bar form of the proposed adjacent building to the south.

In plan, a single large courtyard at the second level faces east, reducing the mass of the building adjacent to the residential zone. A two story base along Fauntleroy Way SW relates to the neighboring structures and continues the established commercial street presence.

On the street level, live-work units are located towards the south, relating to the live-work spaces proposed on the adjacent property. The primary building entry is centrally located, aligning with the new through-block passage across Fauntleroy Way SW. This entry also separates the live-work spaces from a larger commercial spaces to the north, anchoring the NW corner of the building.

Residential parking is accessed off the north alley, and commercial parking is accessed off the east alley.

### PROS

- Clear delineation between commercial base and residential building above
- All parking is located off street and below grade
- Increased weather protection on Fauntleroy Way SW
- Single large courtyard created contiguous open space.

### CONS

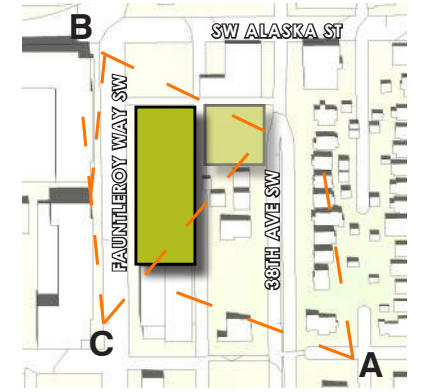
- Bulk of building fronts Fauntleroy Way SW, creating a visually large mass.
- Scale and mass of building appears more commercial, less residential in nature.
- Upper mass is not integrated into lower mass.
- Active courtyard space adjacent to residential zone.



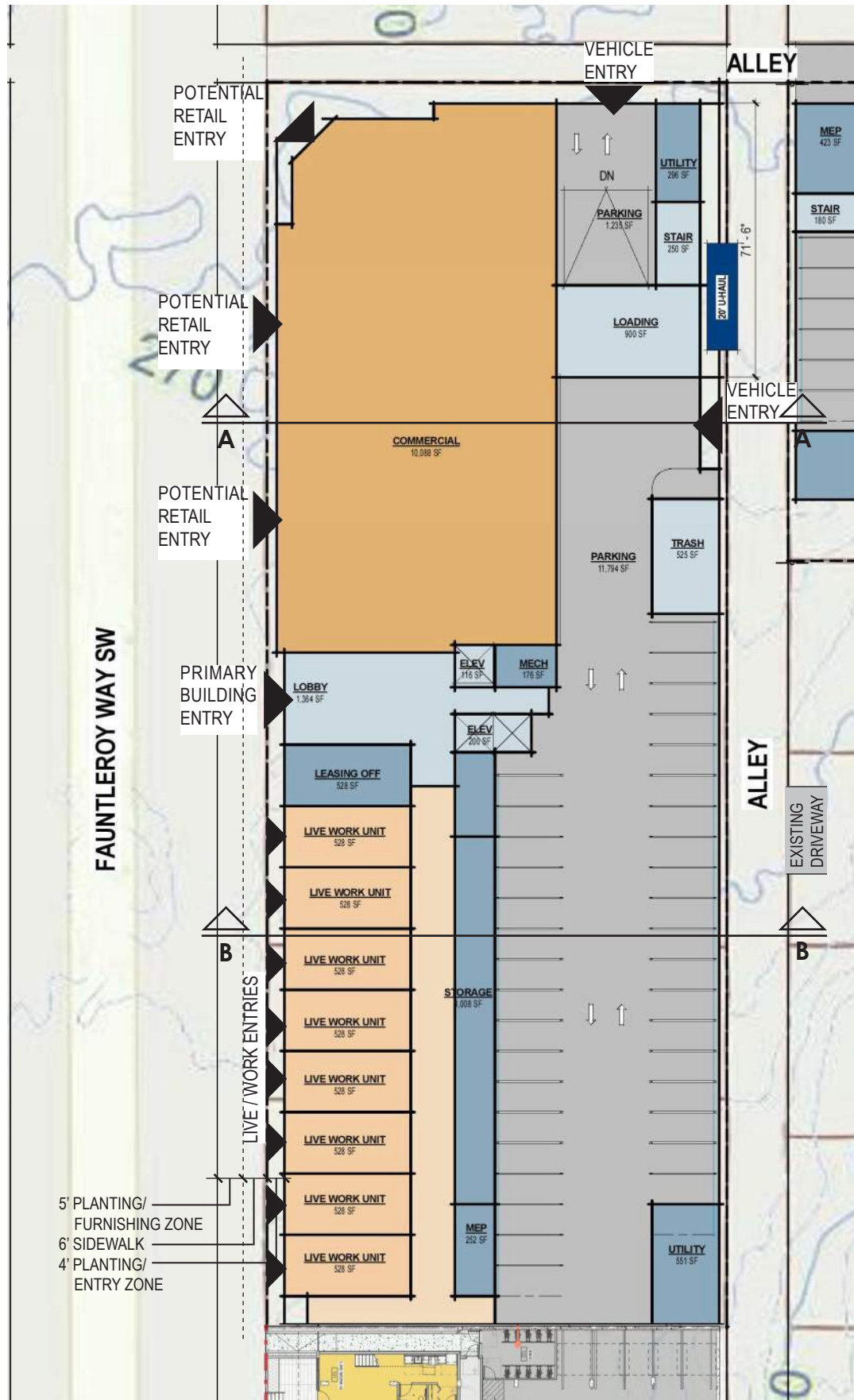
^ VIEW B - Standing on Fauntleroy Avenue looking South



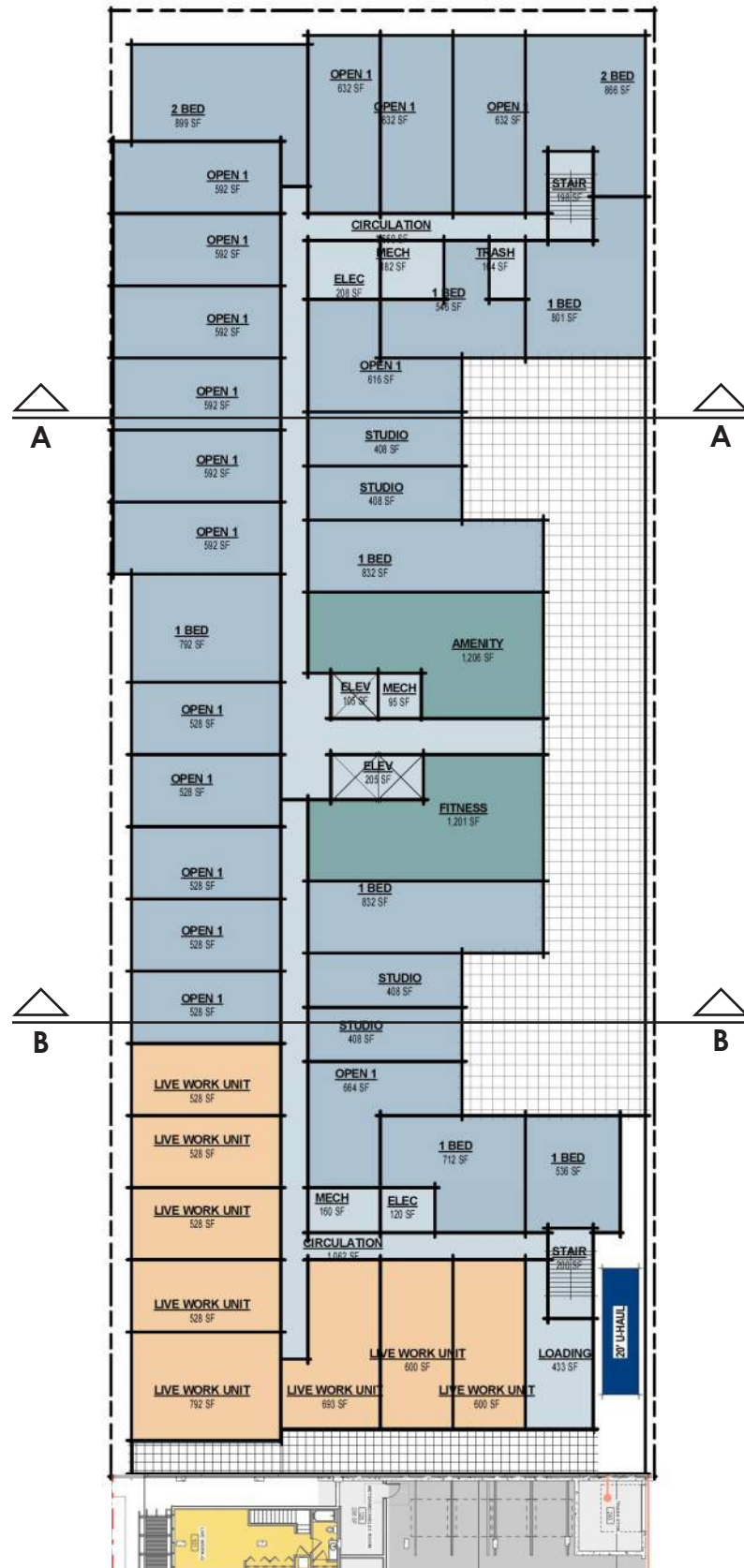
^ VIEW C - Standing on Fautleroy Avenue looking North



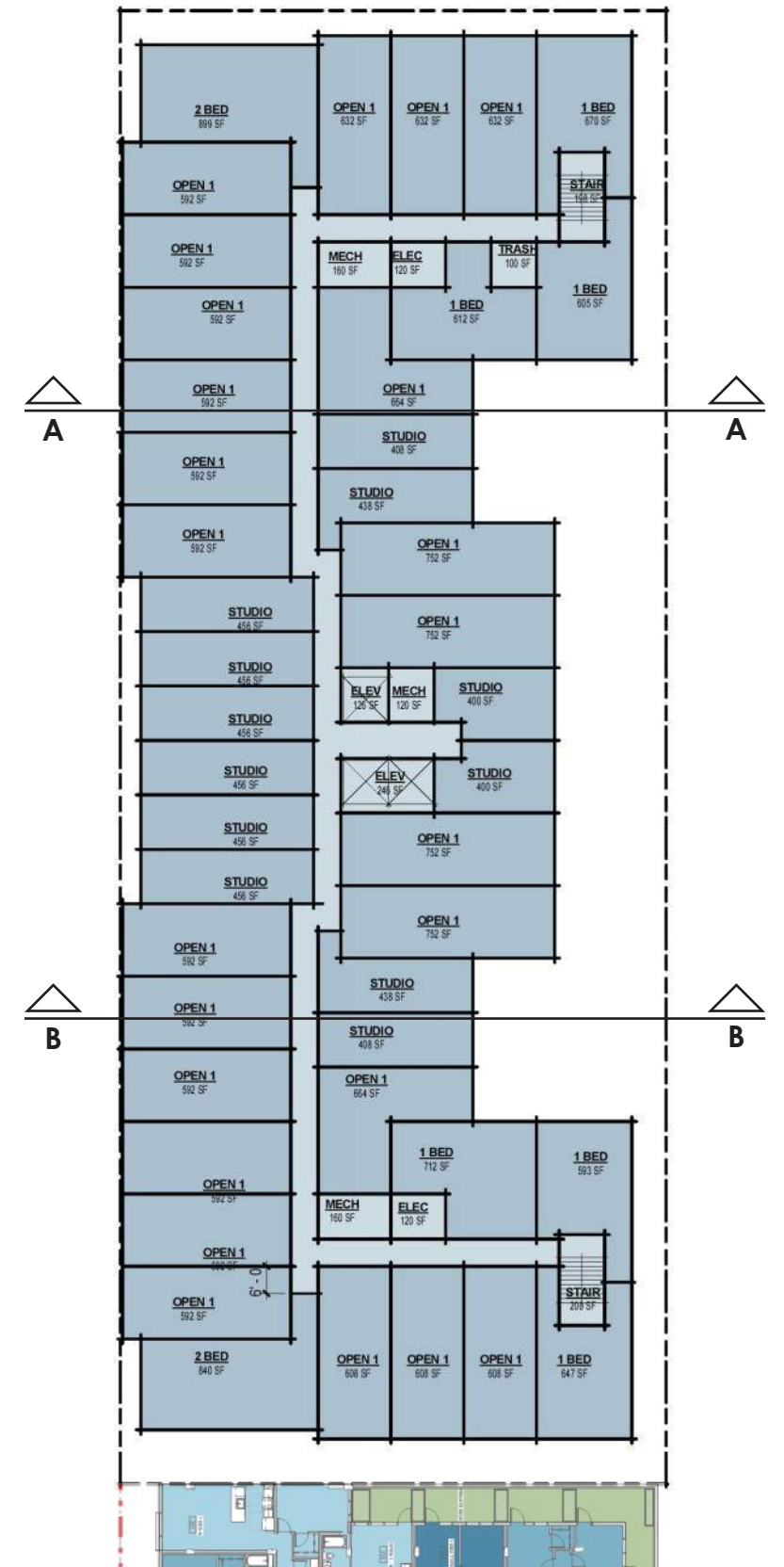
OPTION A - "OPEN CORNERS"



STREET LEVEL PLAN

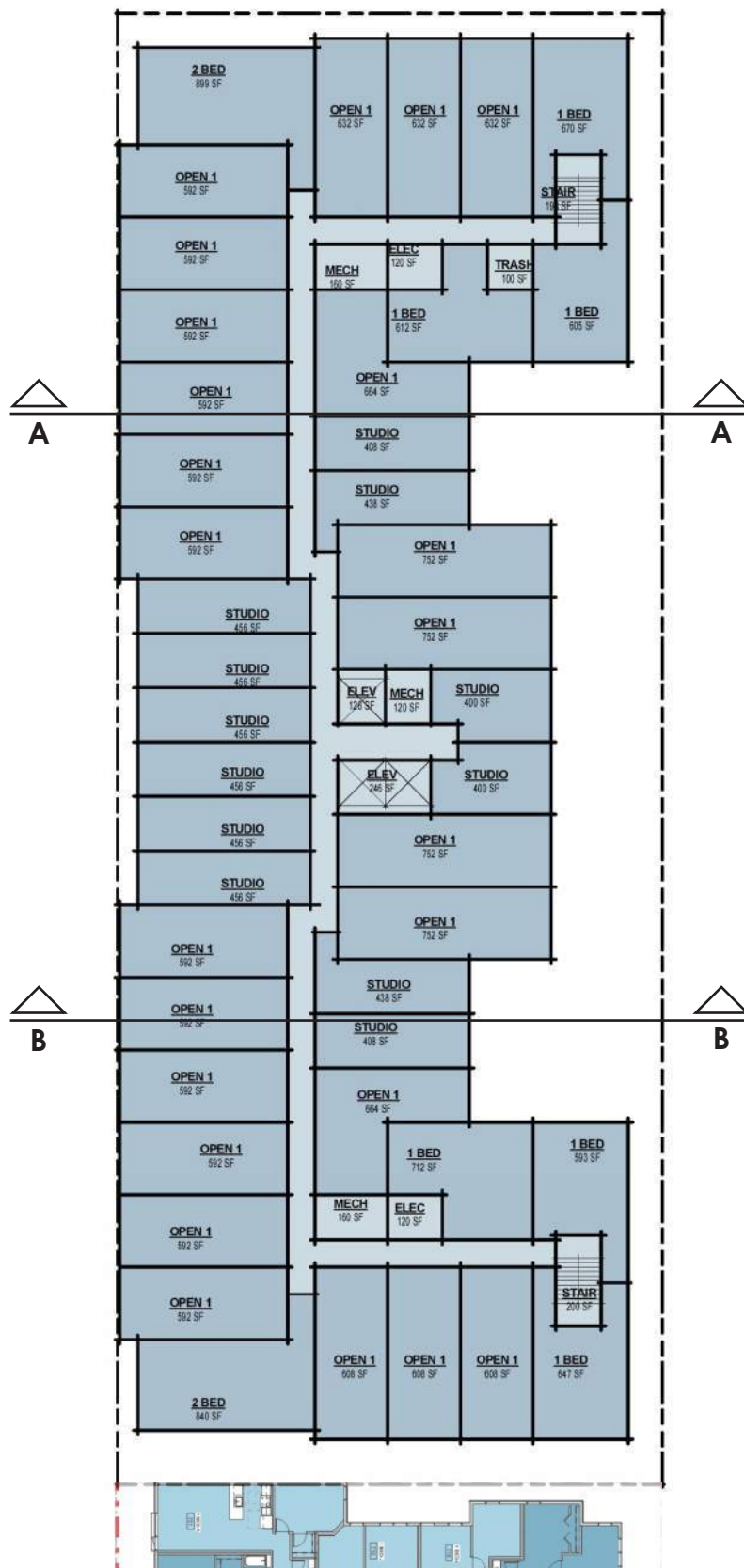


SECOND LEVEL PLAN

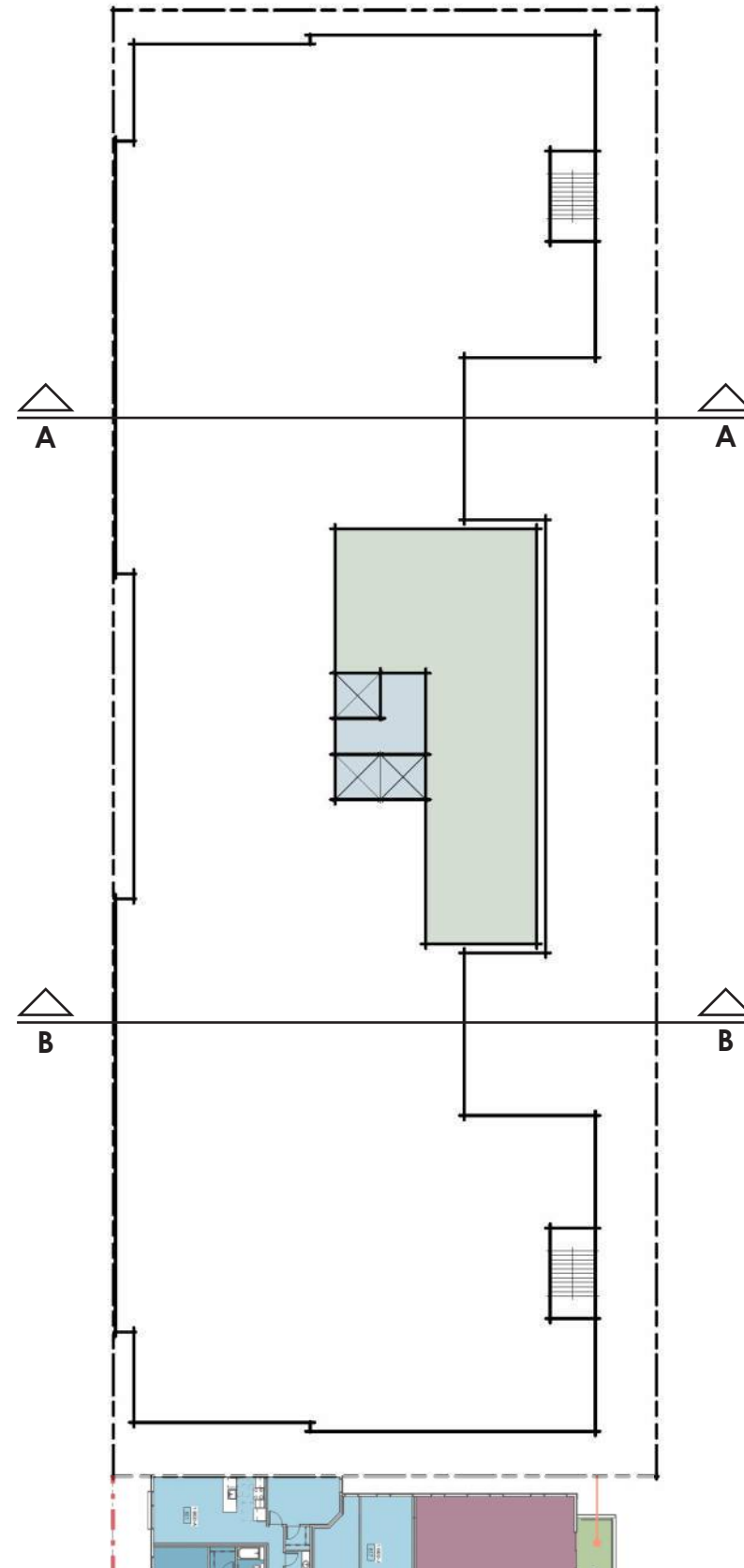


THIRD LEVEL PLAN

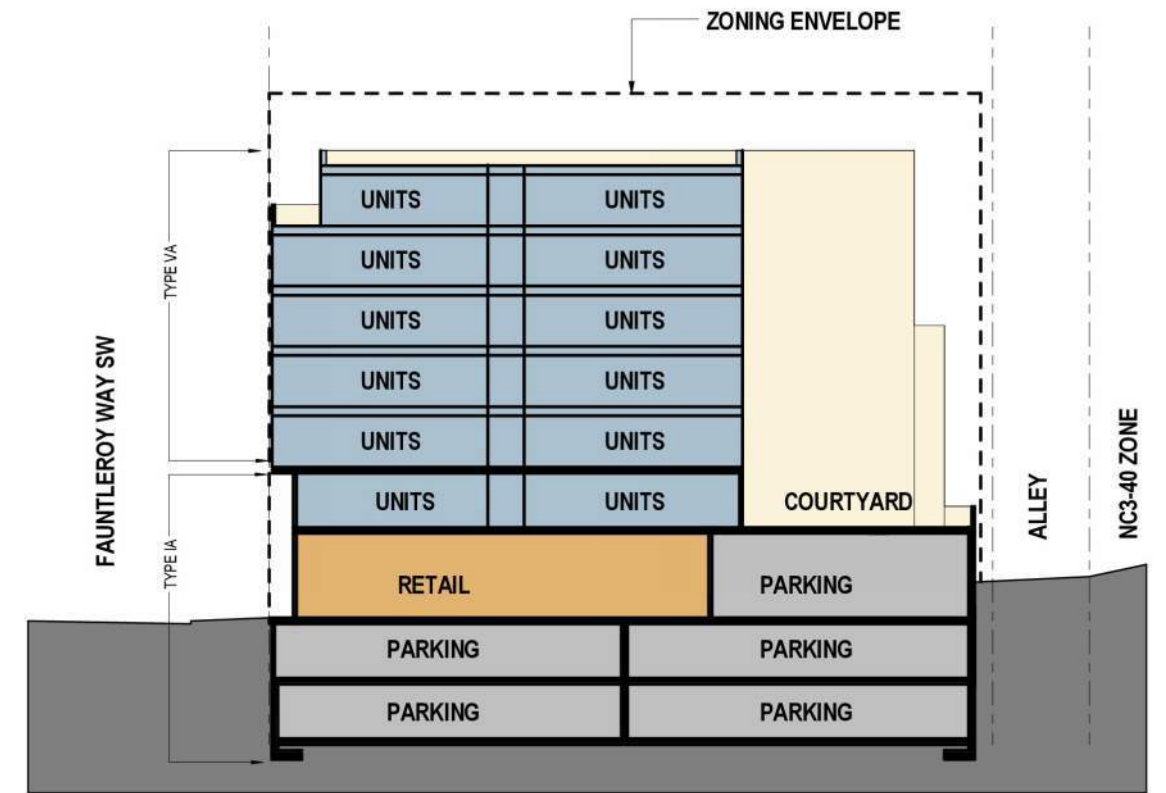




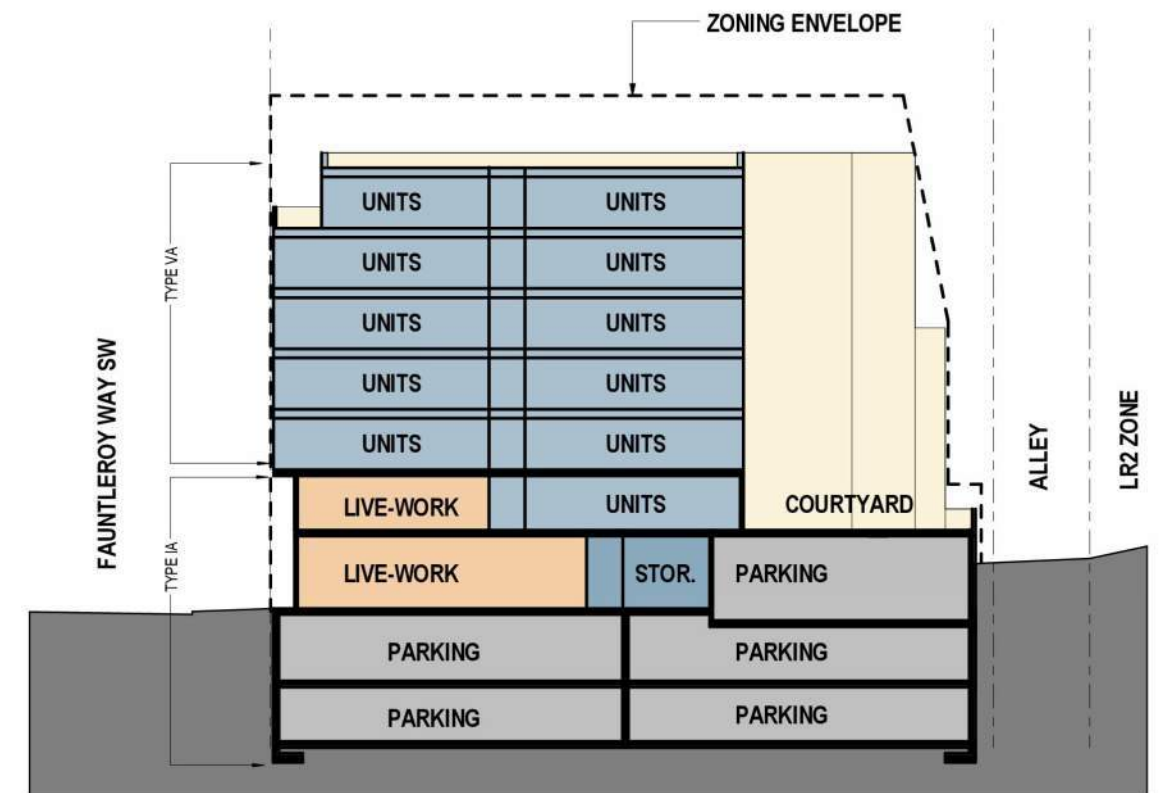
TYPICAL UPPER LEVEL PLAN



ROOF LEVEL PLAN



SECTION A



SECTION B

## | OPTION B - "ALIGNED BLOCKS"

### PROPOSAL

This concept includes a two story base along Fauntleroy Way SW that relates to the neighboring structures and continues the established commercial street presence. Taking advantage of site topography, the base is buried into the hillside along the back alley, reducing the perceived height facing the residential neighborhood.

5 levels of wood framed Type-V construction form the repeating rhythmic stacks of residential units, fronting Fauntleroy at full height, but stepping down towards lower density zone - further reducing the perceived height. Void spaces between the vertical masses form outdoor courtyards along the east side, creating active spaces and visual interest.

On the street level, live-work units are located towards the south, relating to the live-work spaces proposed on the adjacent property. The primary building entry is centrally located, aligning with the new through-block passage across Fauntleroy Way SW. This entry also separates the live-work spaces from a larger commercial spaces to the north, anchoring the NW corner of the building.

### PROS

- Decreased vertical exposure on the east façade, reduces the perceived scale of the building from the residential zone.
- Smaller courtyards and a larger roof terrace provides views while increasing privacy for the neighboring residential zone
- Increased commercial exposure on Fauntleroy Way SW
- Increased modulation on the street facing façade, reducing this otherwise very large mass into 3 distinct smaller forms.
- All parking is located off street and below grade
- Increased weather protection on Fauntleroy Way SW

### CONS

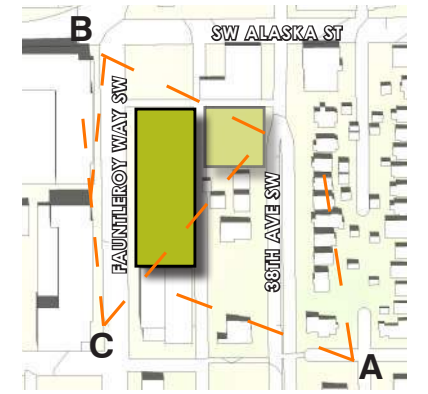
- East facing courtyards reduce privacy towards residential zone
- Bulk of building mass fronts Fauntleroy.
- Framed element is strong on north facade, but otherwise less obvious from other viewpoints.



^ VIEW B - Standing on Fauntleroy Avenue looking South

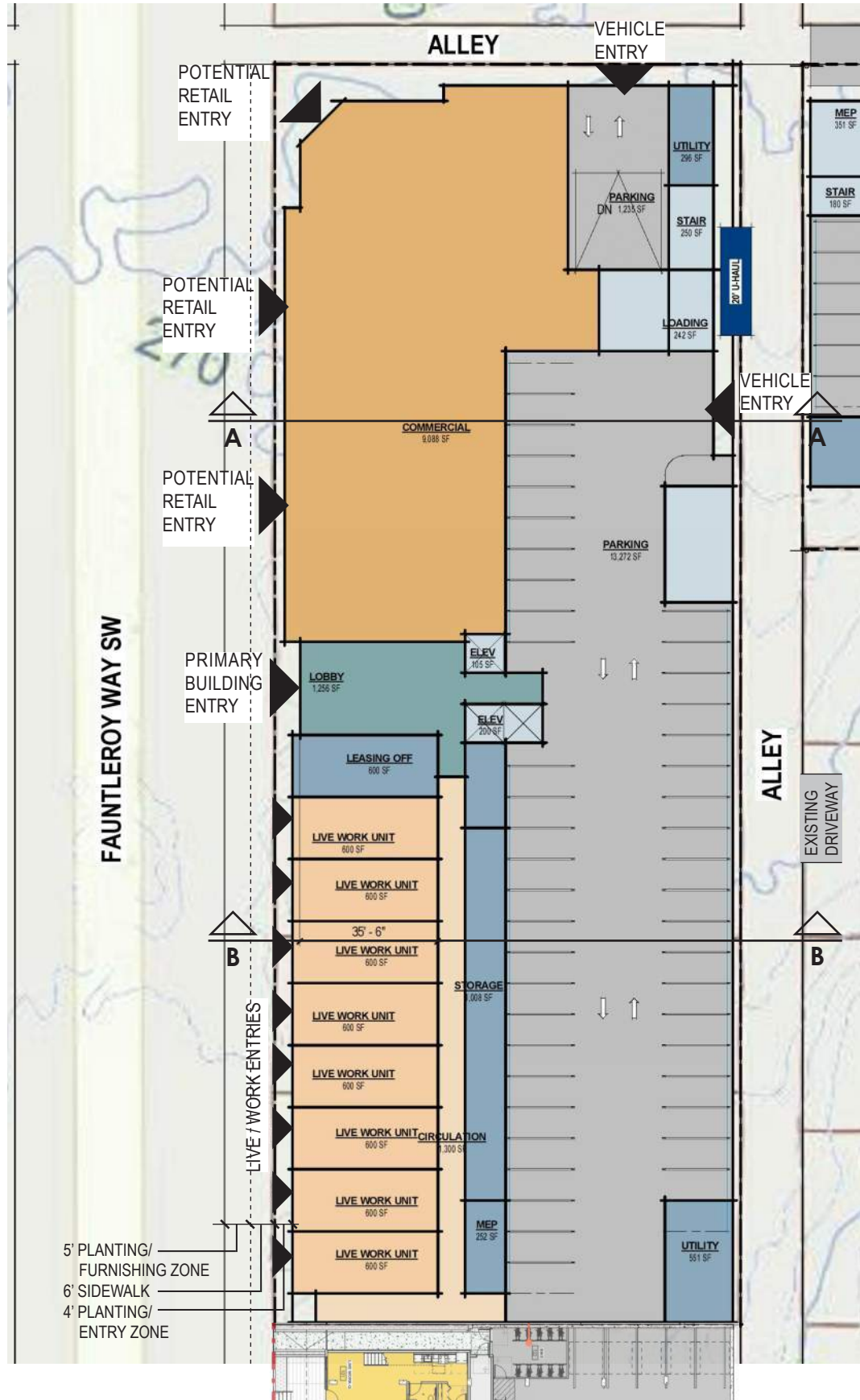


^ VIEW C - Standing on Fautleroy Avenue looking North

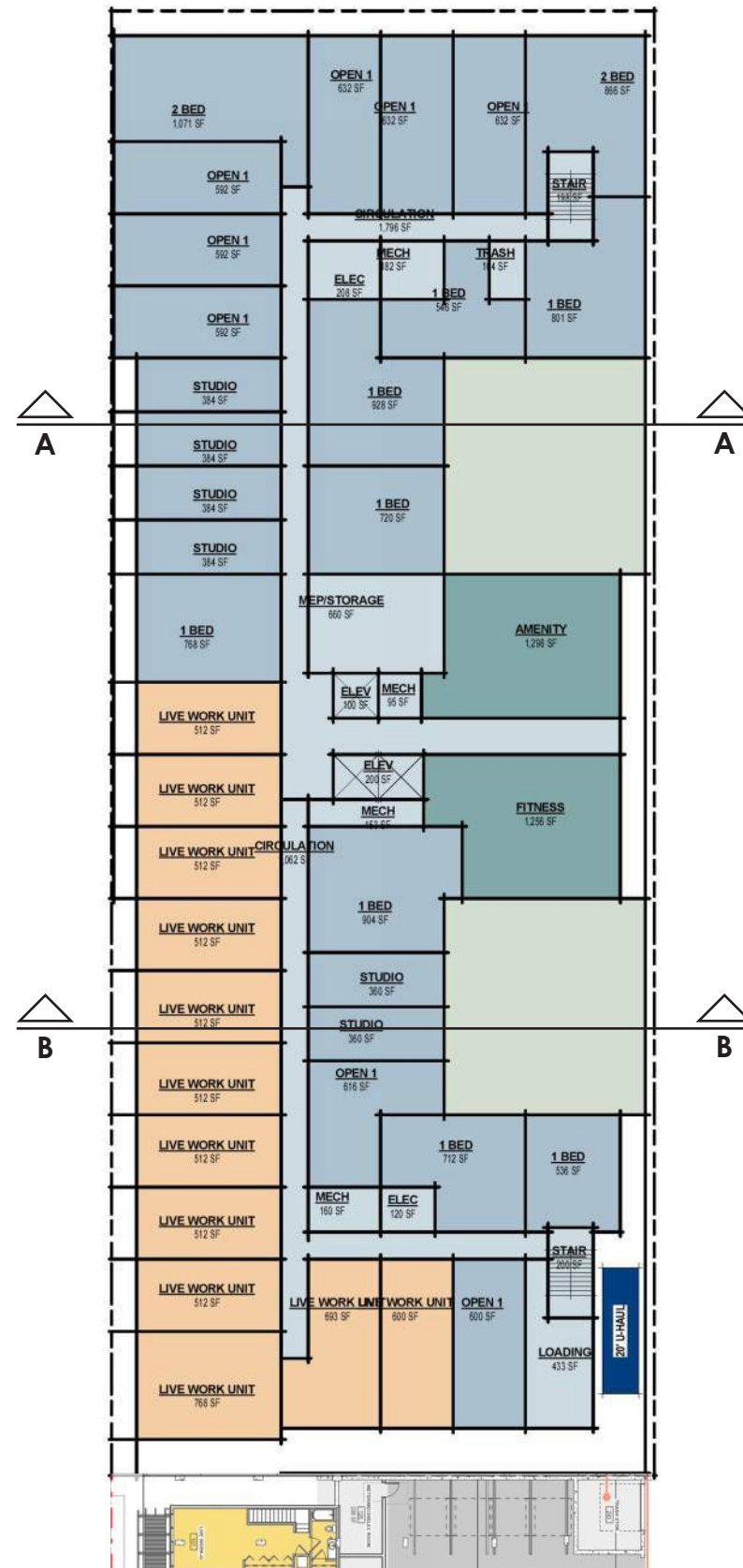


^ VIEW A - Aerial axon looking at East side of project

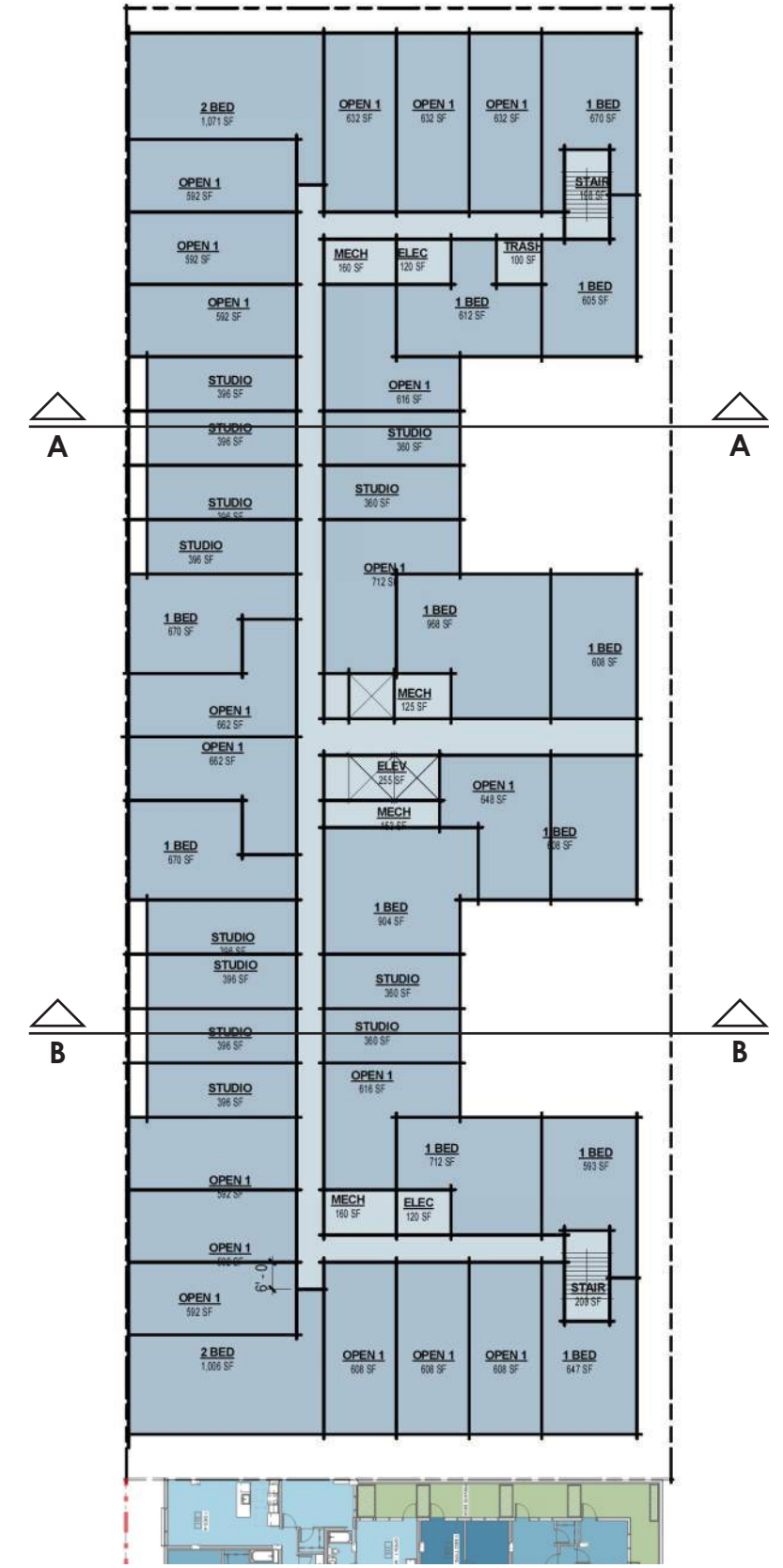
OPTION B - "ALIGNED BLOCKS"



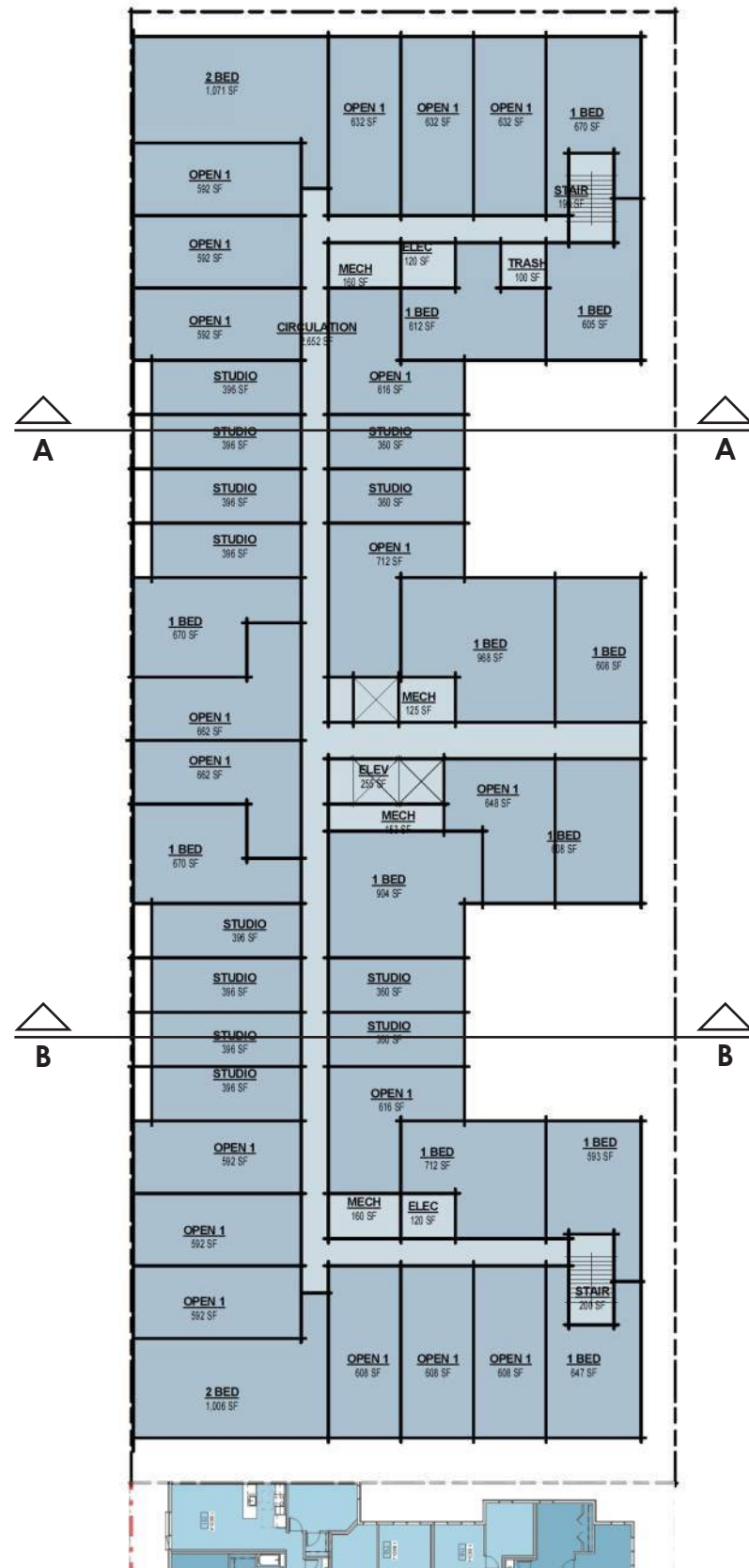
STREET LEVEL PLAN



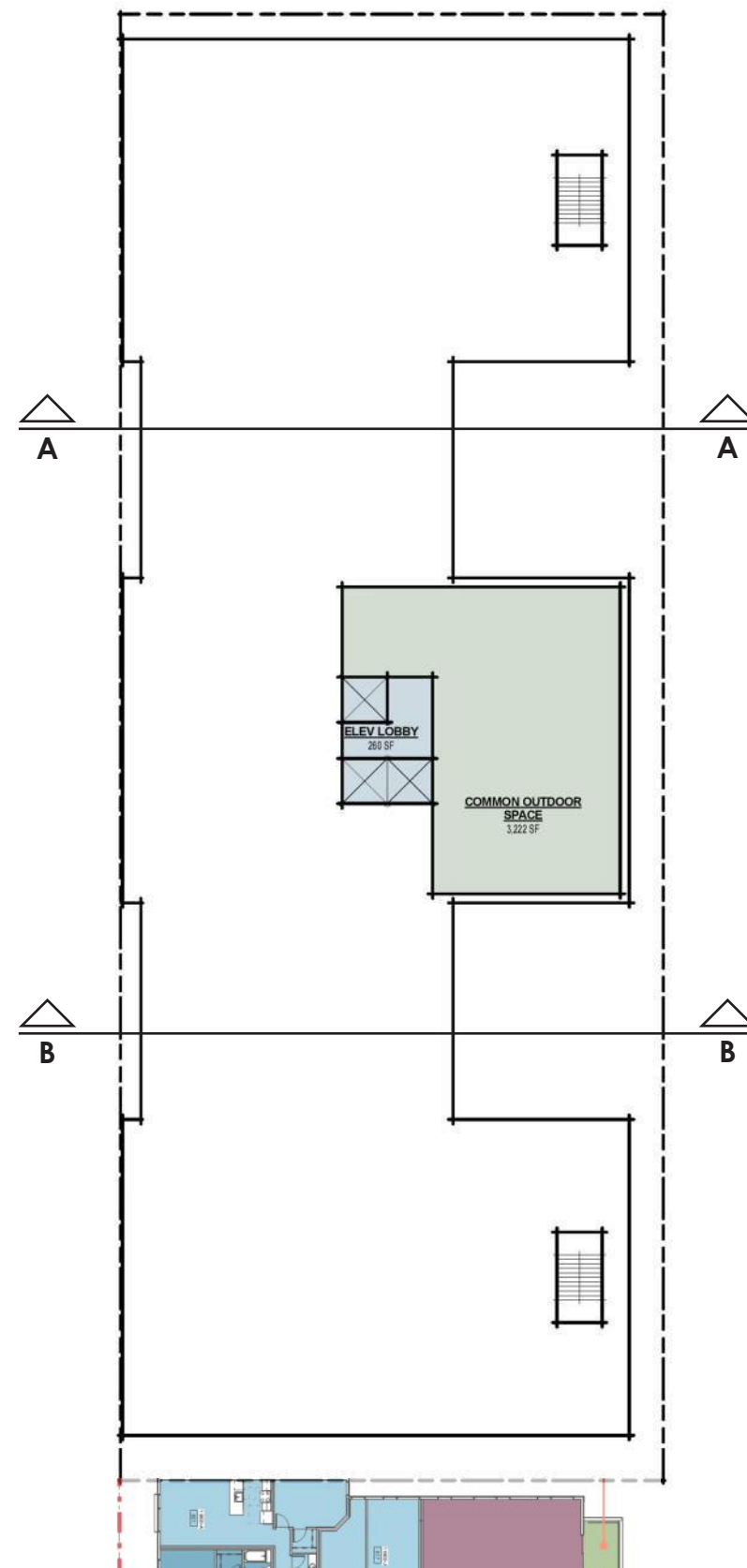
SECOND LEVEL PLAN



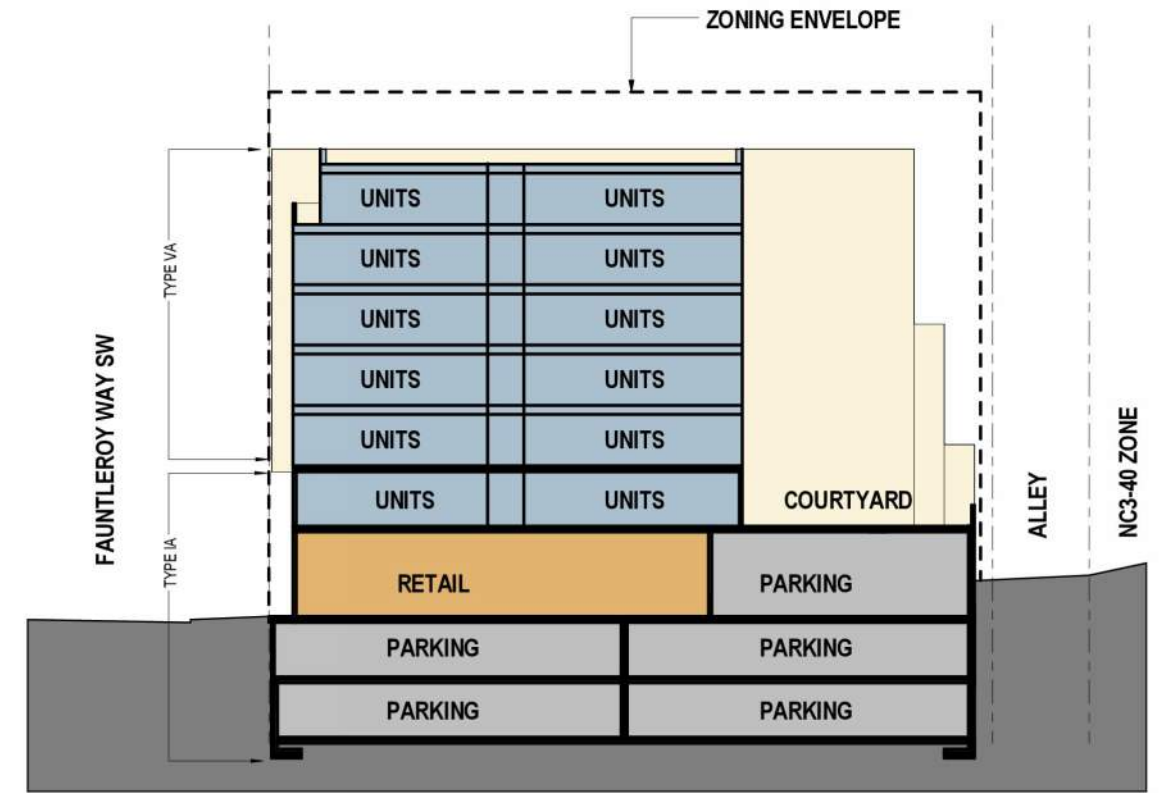
THIRD LEVEL PLAN



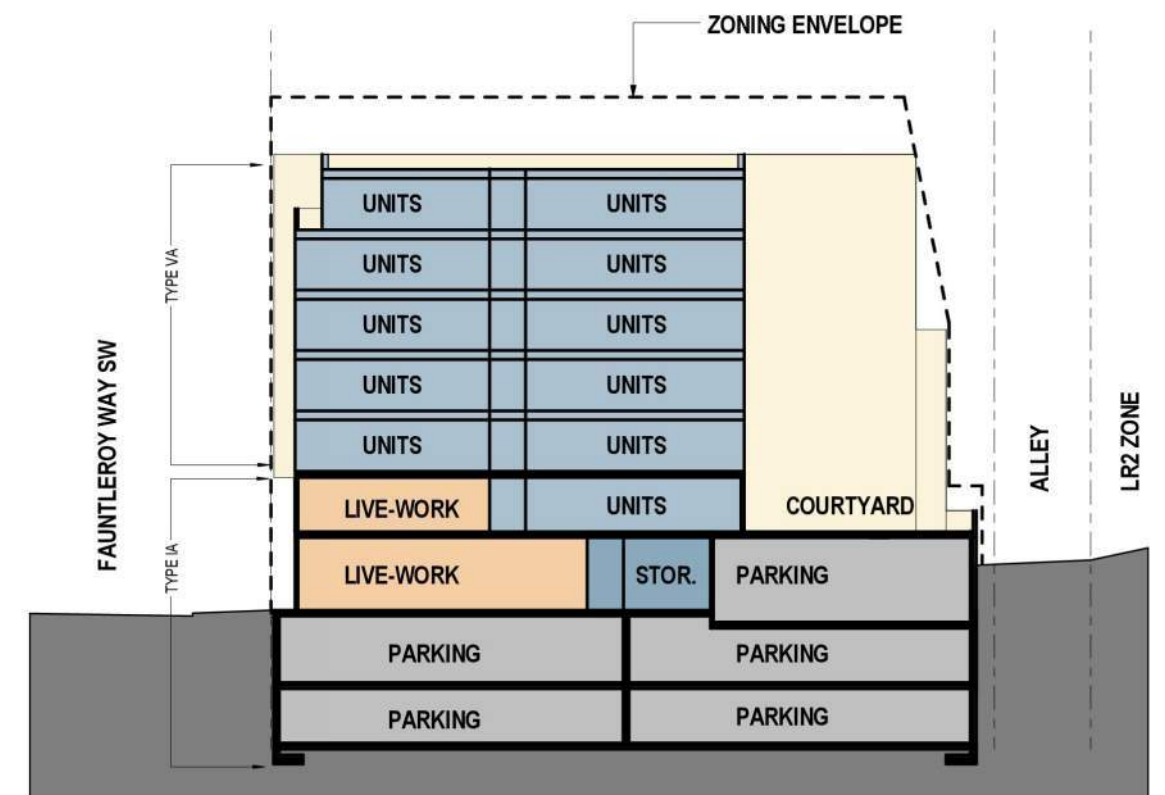
TYPICAL UPPER LEVEL PLAN



ROOF LEVEL PLAN



SECTION A



SECTION B

## | OPTION C - "SHIFTING STACKS" - PREFERRED

### PROPOSAL

This concept takes the rhythmic stacks from option B and shifts the connecting masses to increase the building modulation and improve certain aspects of the design. The design and layout of the two story base is maintained, while the upper level plans have been modified to offset the void spaces between the vertical masses. This allows for the outdoor courtyards to occur on both the east and west sides, taking advantage of differing sunlight opportunities, while reducing the building mass along the street. The east courtyard is located next to the adjacent linked parcel, increasing privacy to the residential zones.

Although a larger mass is now located towards the east residential zone, it is held back to align with the stepped terraces along this side.

In lieu of the frame element, the repeating masses appear as more 3-dimensional objects, with recesses carved out to create opportunities for balconies and increased modulation.

Residential parking is accessed off the north alley, and commercial parking is accessed off the east alley.

### PROS

- Retains advantages of Option B, including decreased vertical exposure of east facade, smaller courtyards, larger roof terrace, increased modulation.
- Reduction of courtyards facing adjacent residential zone
- Smaller courtyards and a larger roof terrace provides views while increasing privacy for the neighboring residential zone
- Increased commercial exposure on Fauntleroy Way SW
- Increased modulation on the street facing façade, reducing this otherwise very large mass into 3 distinct smaller forms.
- All parking is located off street and below grade
- Increased weather protection on Fauntleroy Way SW

### CONS

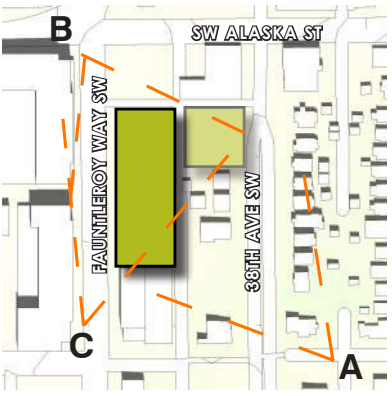
- Decreased sunlight for the lower level terrace
- Decreased depth of amenity terrace on roof

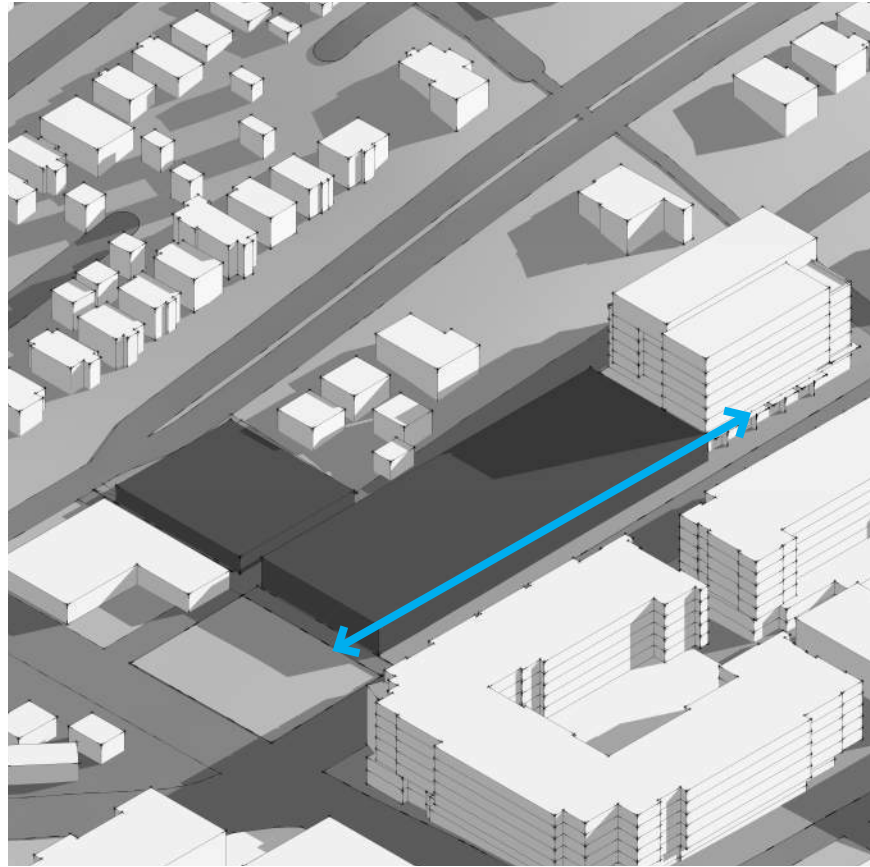


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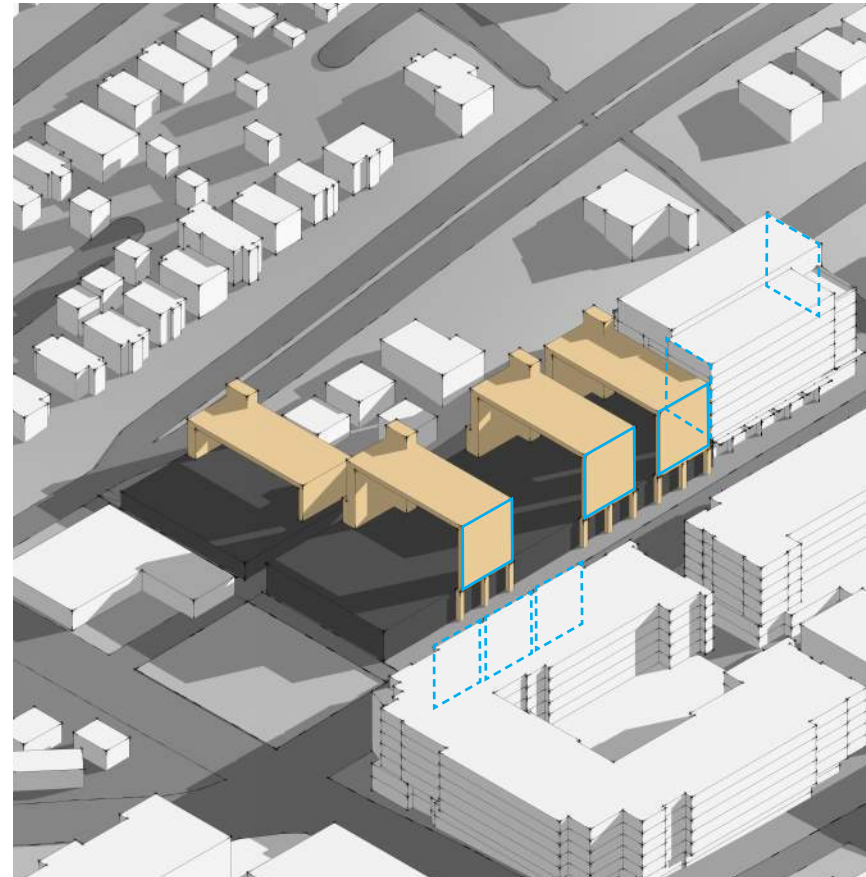


^ VIEW C - Standing on Fautleroy Avenue looking North





TWO STORY BASE



THE TALL ONES

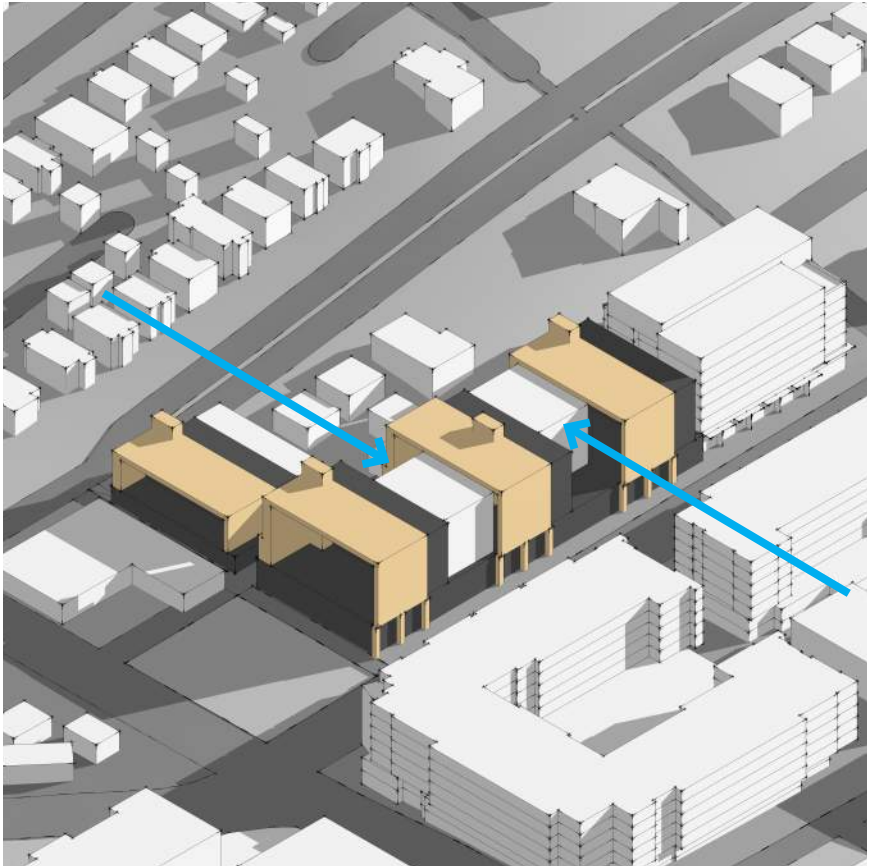


INFILL RELIEF

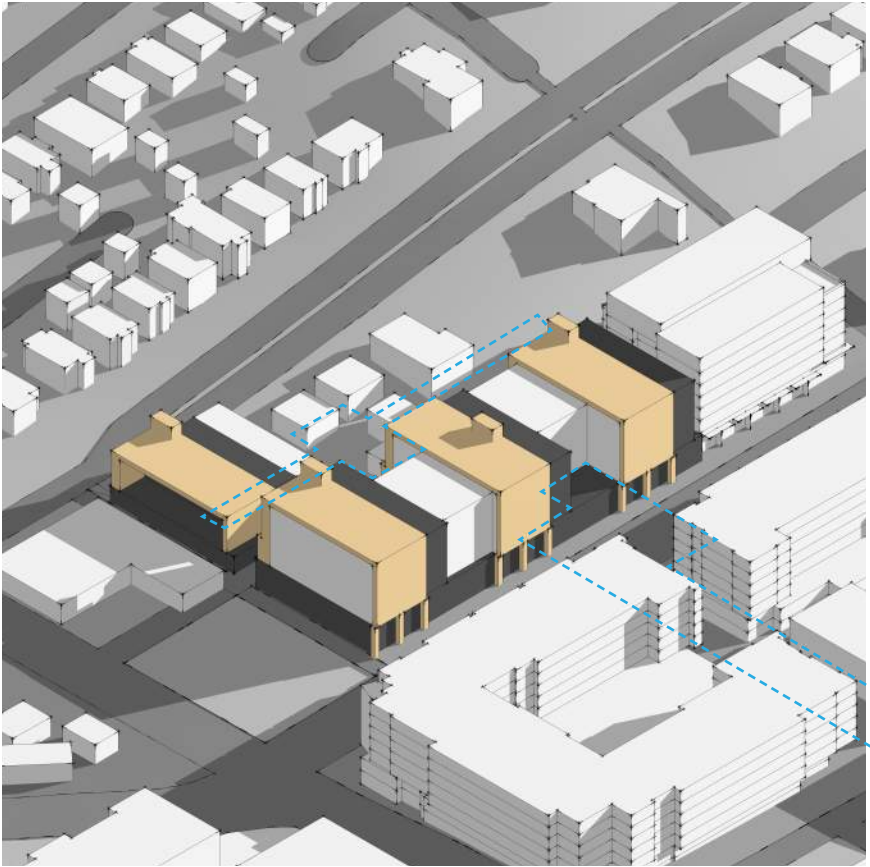




SKINNY STACKS

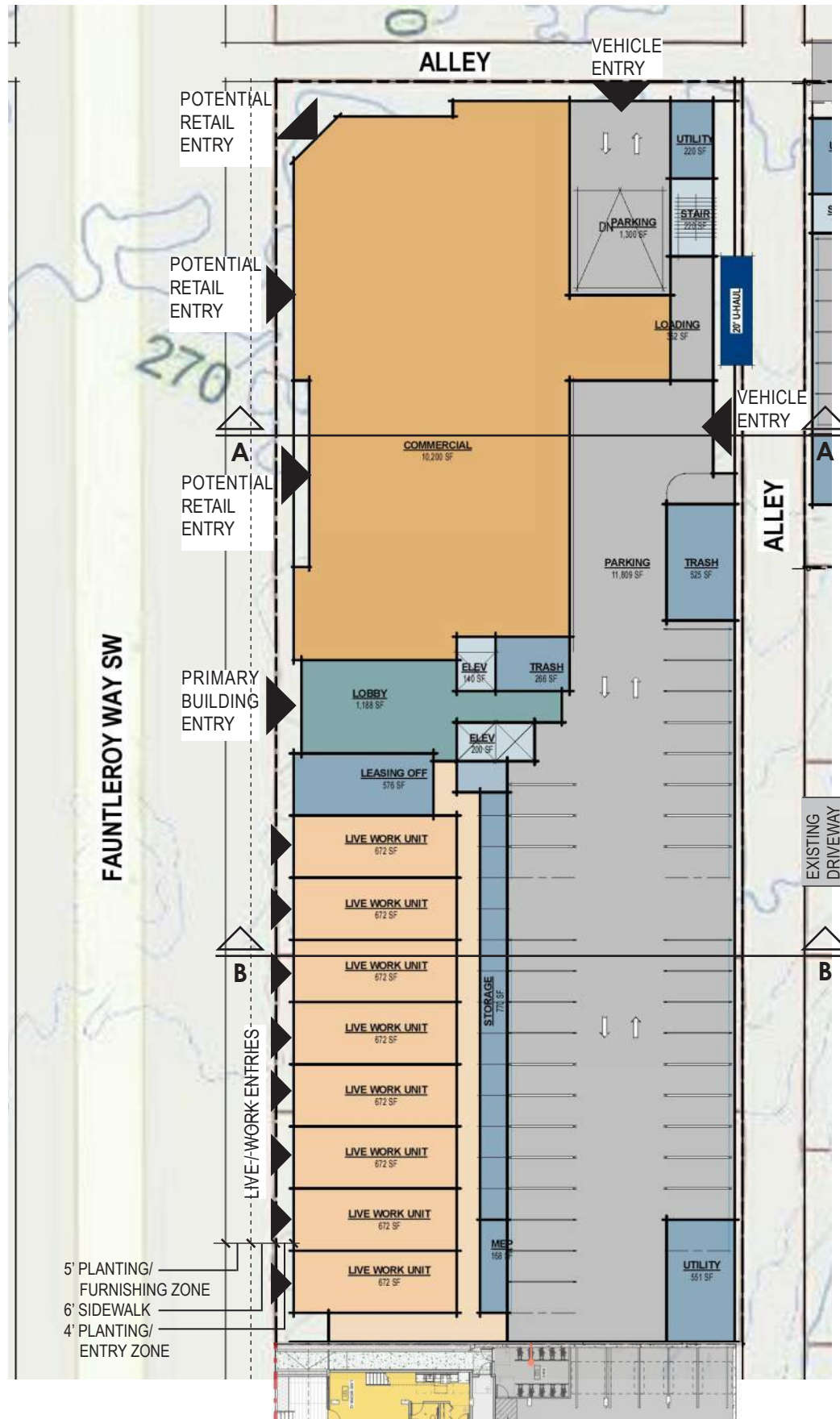


THE SHIFT

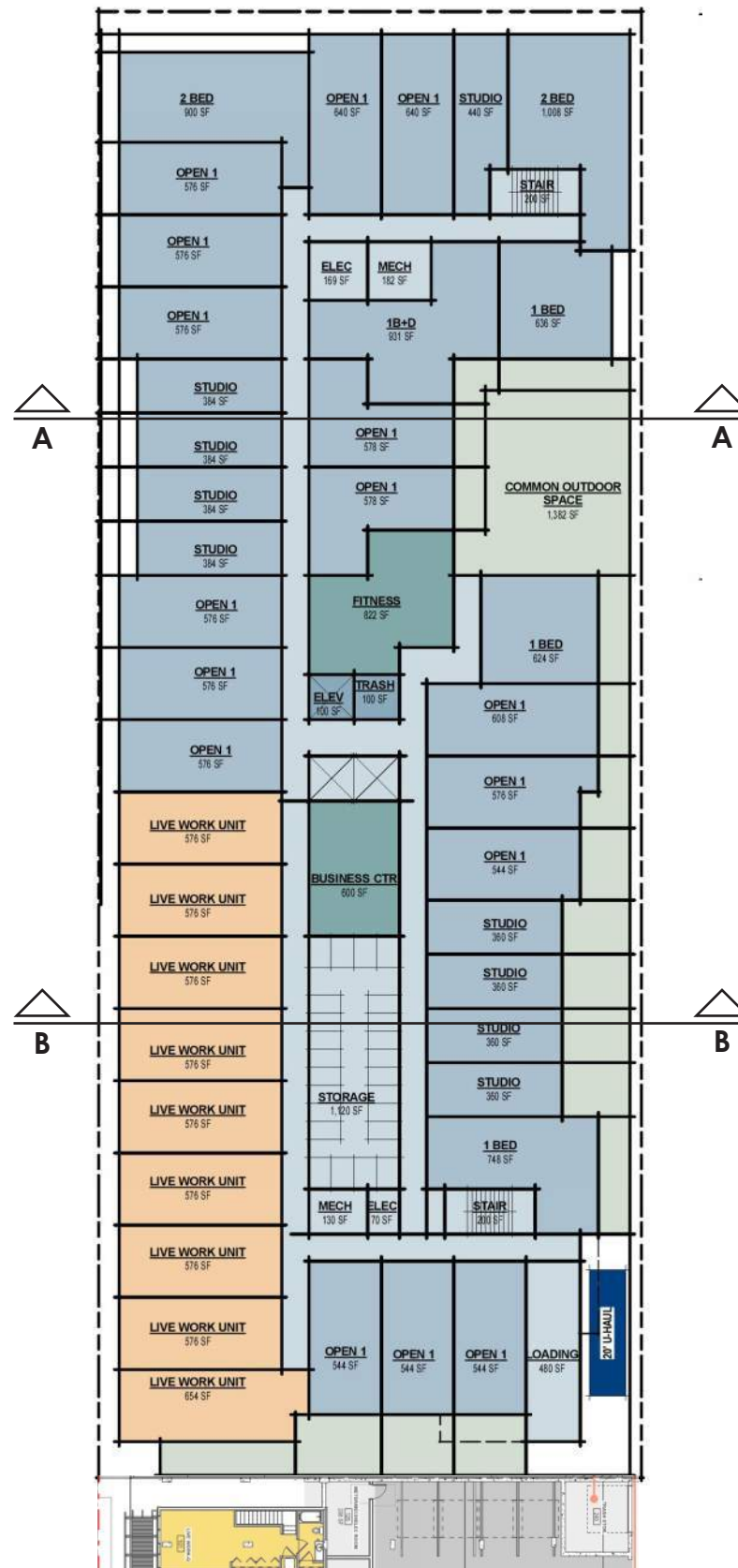


THE RESPONSE

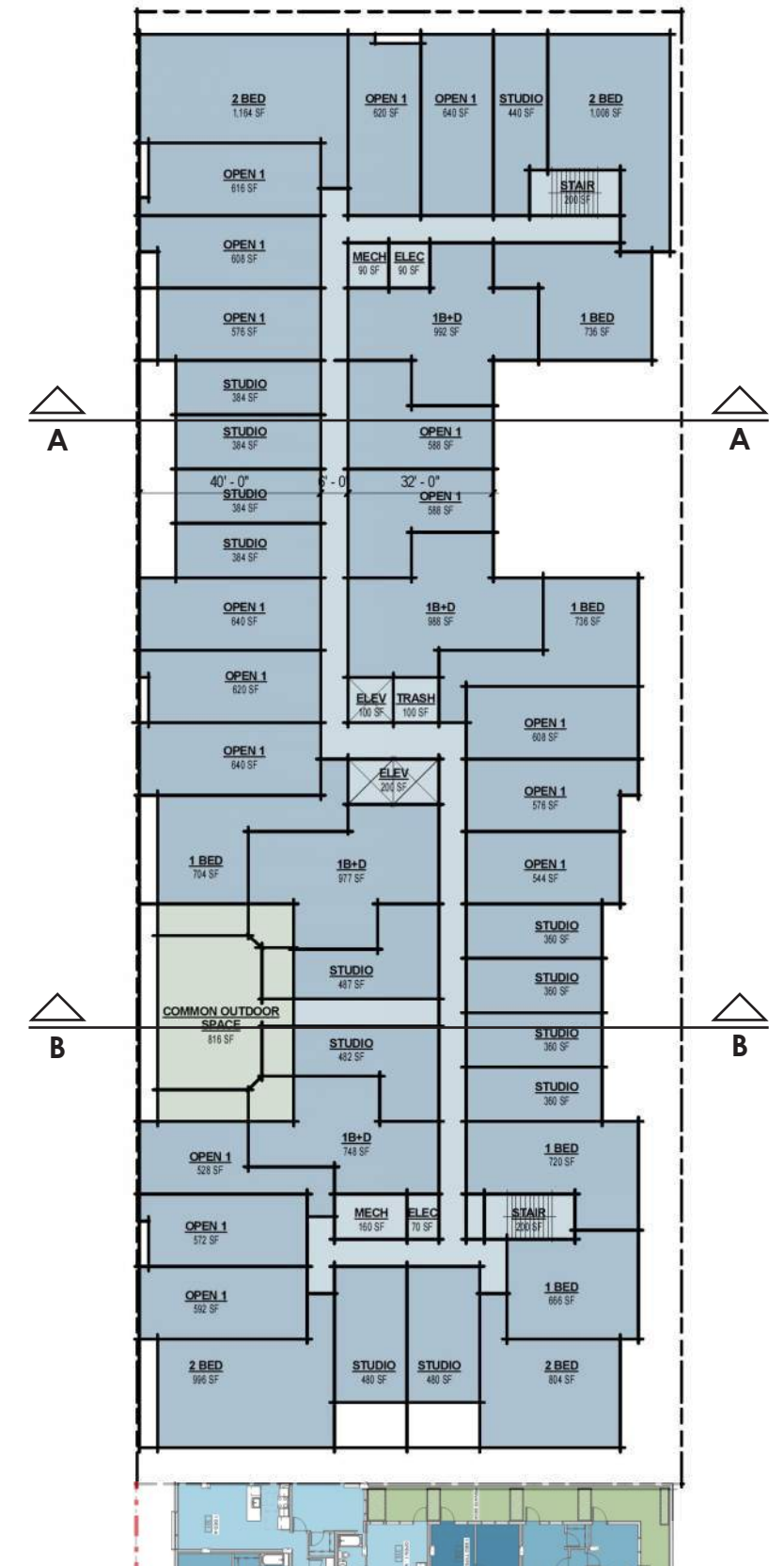
OPTION C - "SHIFTING STACKS" - PREFERRED



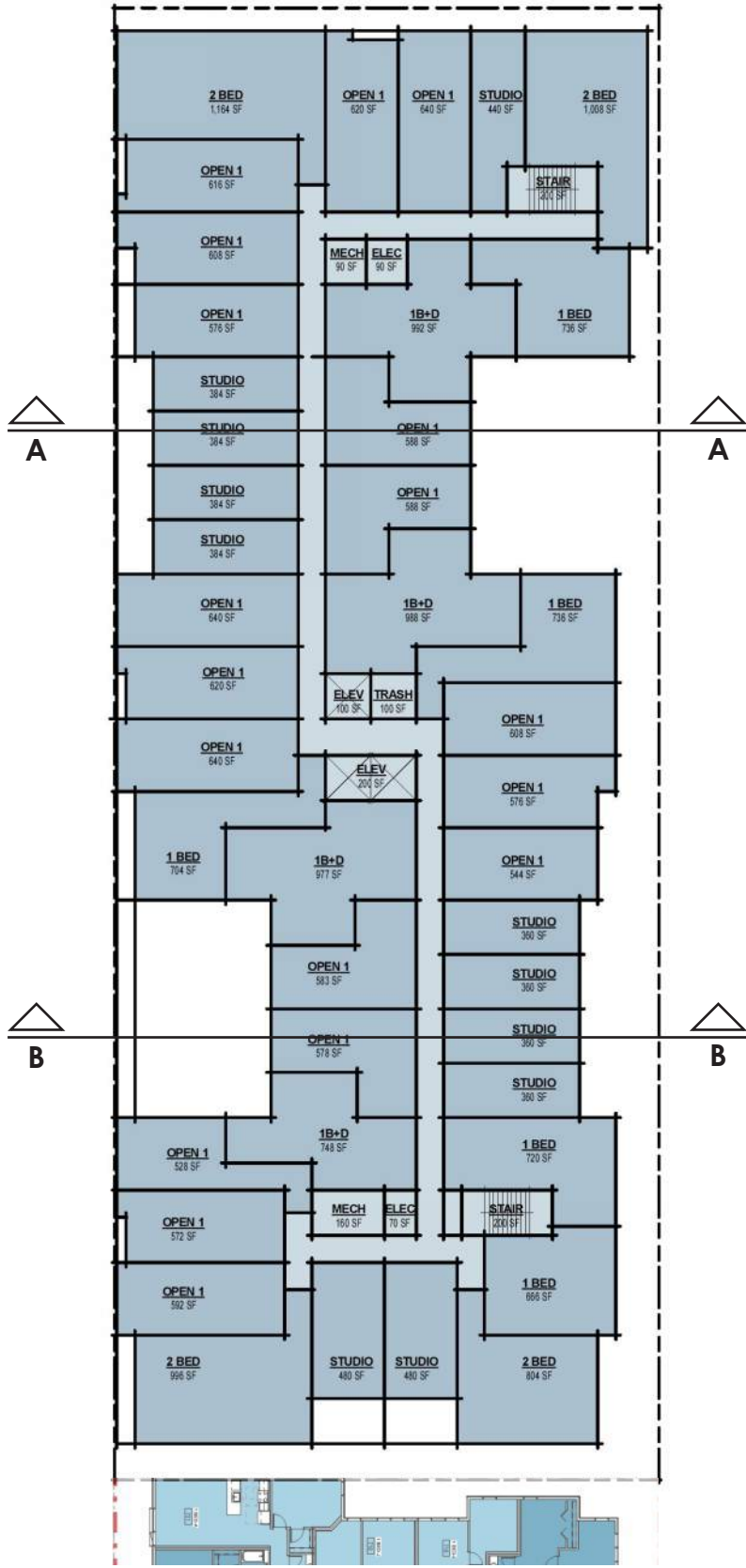
STREET LEVEL PLAN



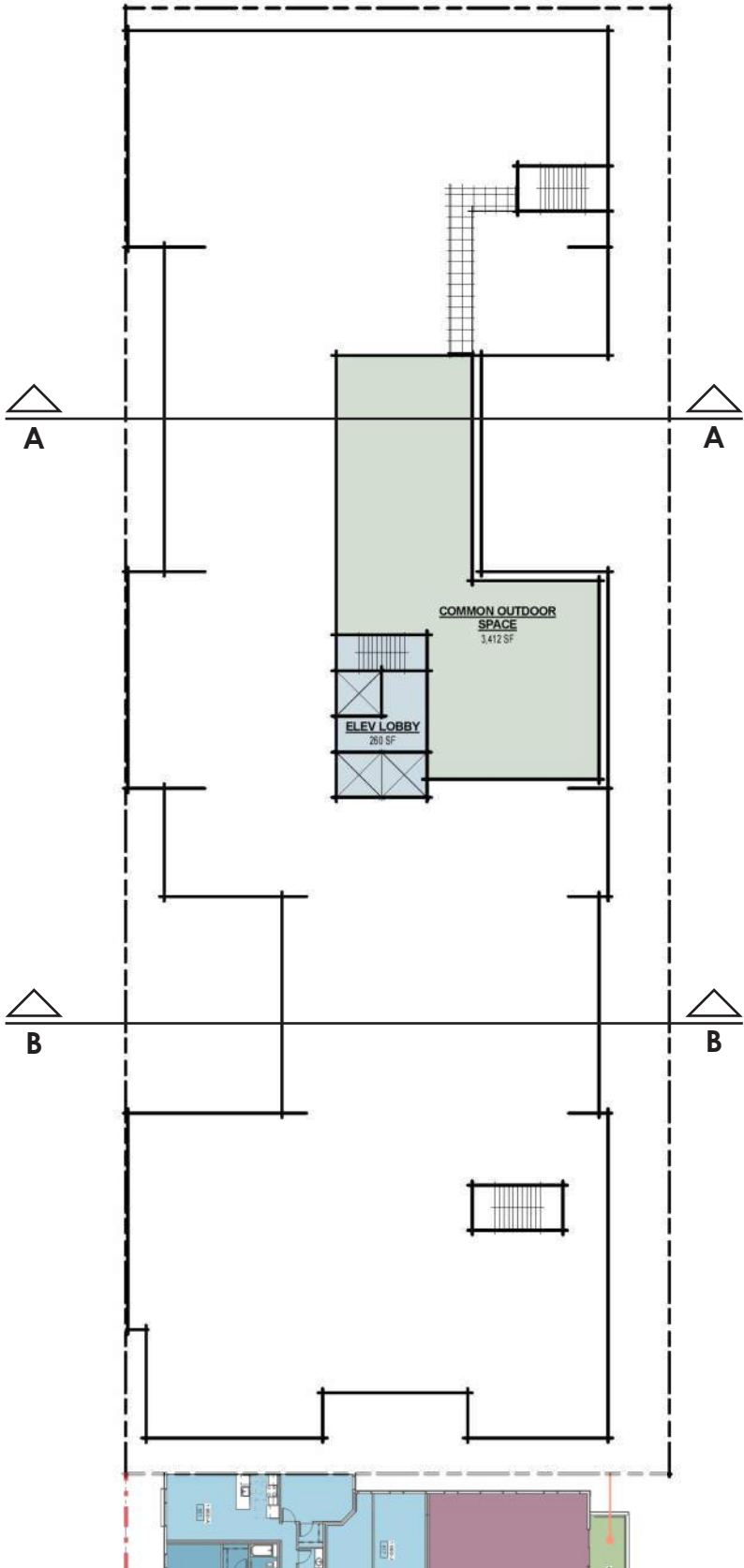
SECOND LEVEL PLAN



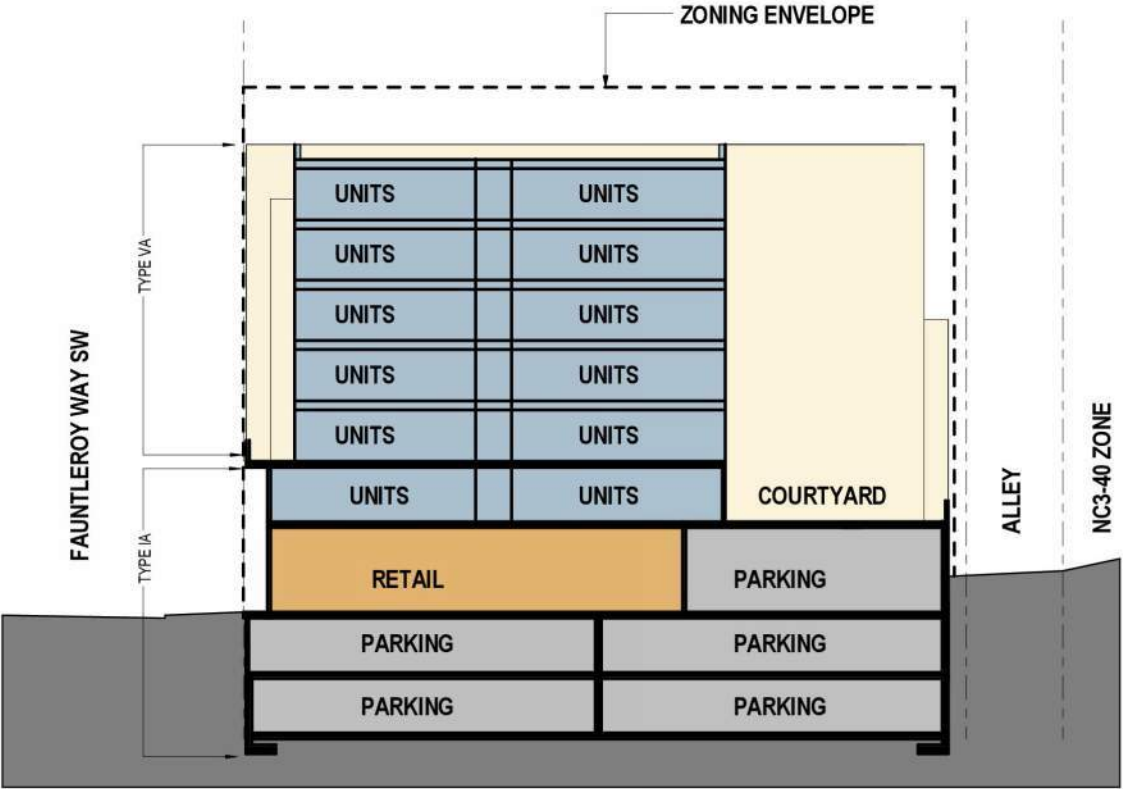
THIRD LEVEL PLAN



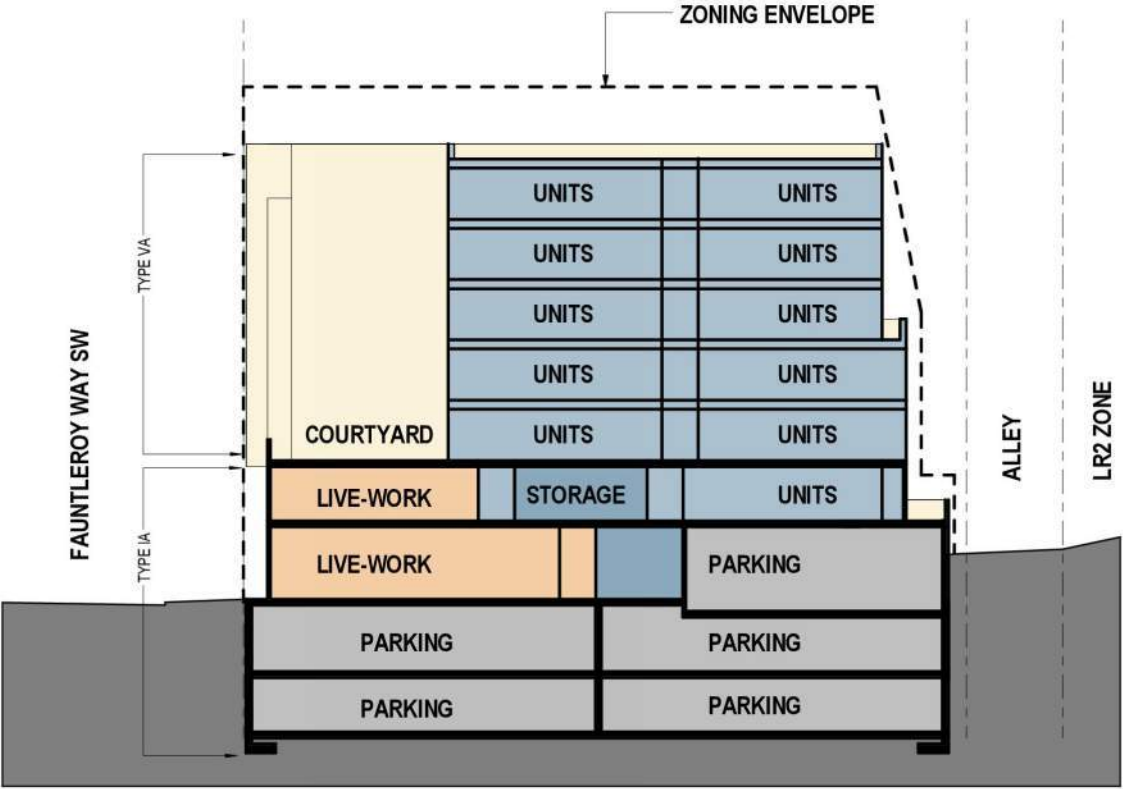
TYPICAL UPPER LEVEL PLAN



ROOF LEVEL PLAN

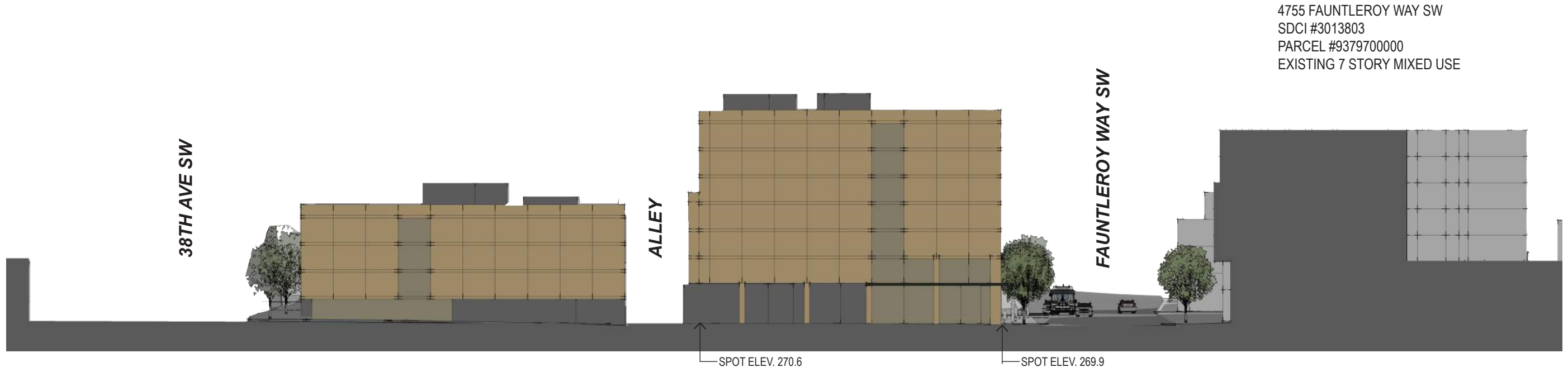


SECTION A

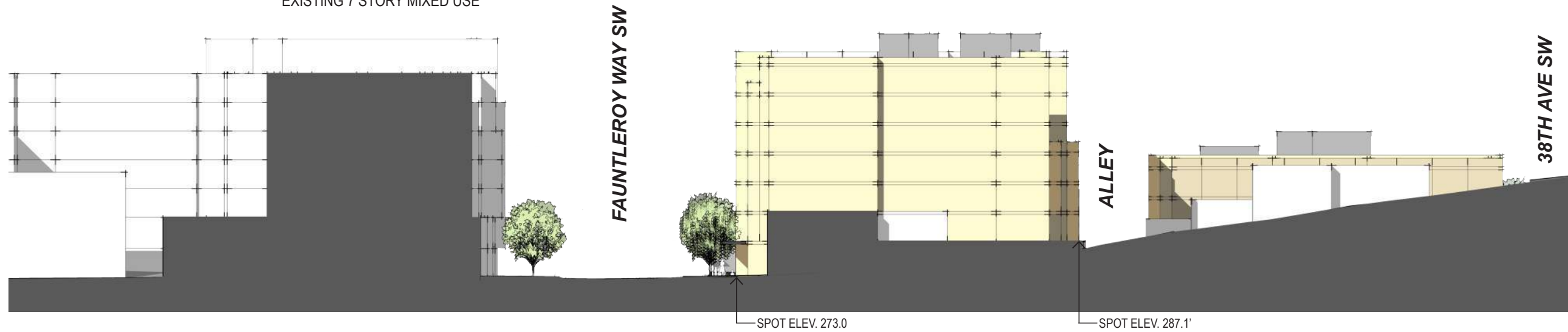


SECTION B

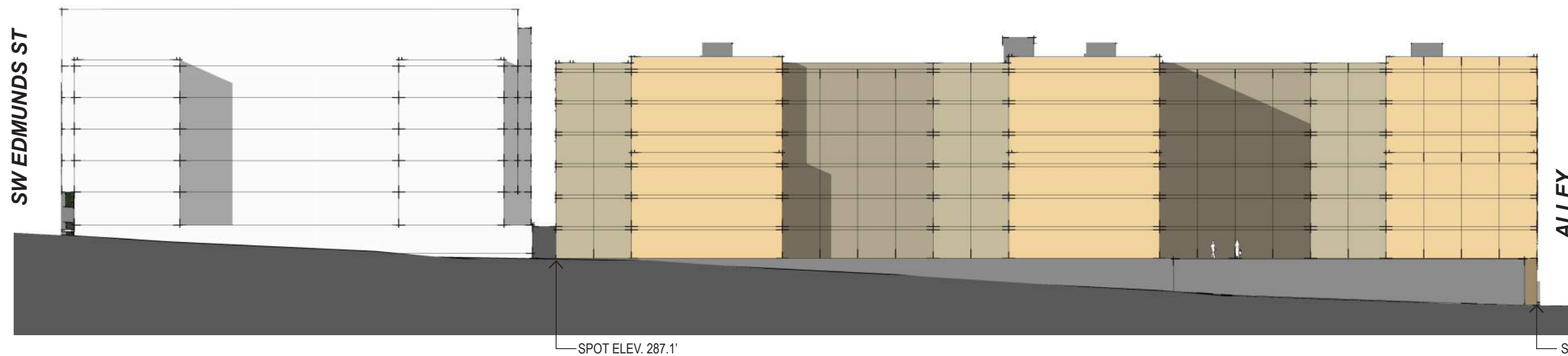
| OPTION C - "SHIFTING STACKS" - PREFERRED



4755 FAUNTLEROY WAY SW  
 SDCI #3013803  
 PARCEL #9379700000  
 EXISTING 7 STORY MIXED USE



4754 FAUNTLEROY WAY SW  
 SDCI #3024359  
 PARCEL #6126600380  
 FUTURE 8 STORY MIXED-USE  
 (BASED ON DESIGN RECOMMENDATION  
 PACKET DATED 04/06/2017)



4700 FAUNTLEROY WAY SW  
 PARCEL #6126600235  
 EXISTING PARKING LOT  
 (ZONING ENVELOPE SHOWN)



| SUN STUDY - EXISTING

SPRING EQUINOX



MARCH 20TH - 10 AM



MARCH 20TH - 12 PM



MARCH 20TH - 2 PM

SUMMER SOLSTICE



JUNE 21ST - 10 AM



JUNE 21ST - 12 PM



JUNE 21ST - 2 PM

WINTER SOLTICE



DECEMBER 21ST - 10 AM



DECEMBER 21ST - 12 PM



DECEMBER 21ST - 2 PM

SPRING EQUINOX



MARCH 20TH - 10 AM



MARCH 20TH - 12 PM



MARCH 20TH - 2 PM

SUMMER SOLSTICE



JUNE 21ST - 10 AM



JUNE 21ST - 12 PM



JUNE 21ST - 2 PM

WINTER SOLSTICE



DECEMBER 21ST - 10 AM



DECEMBER 21ST - 12 PM

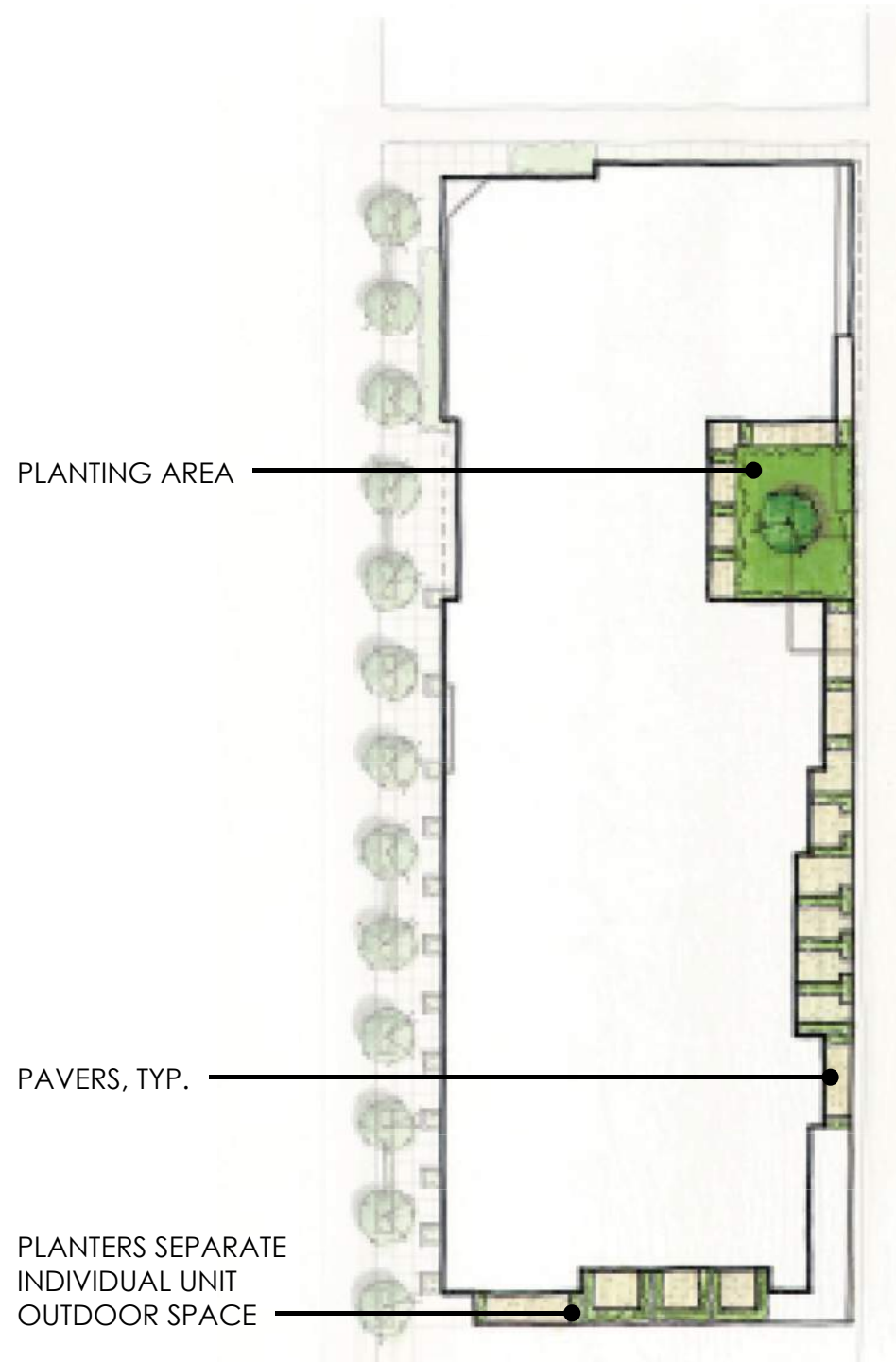


DECEMBER 21ST - 2 PM

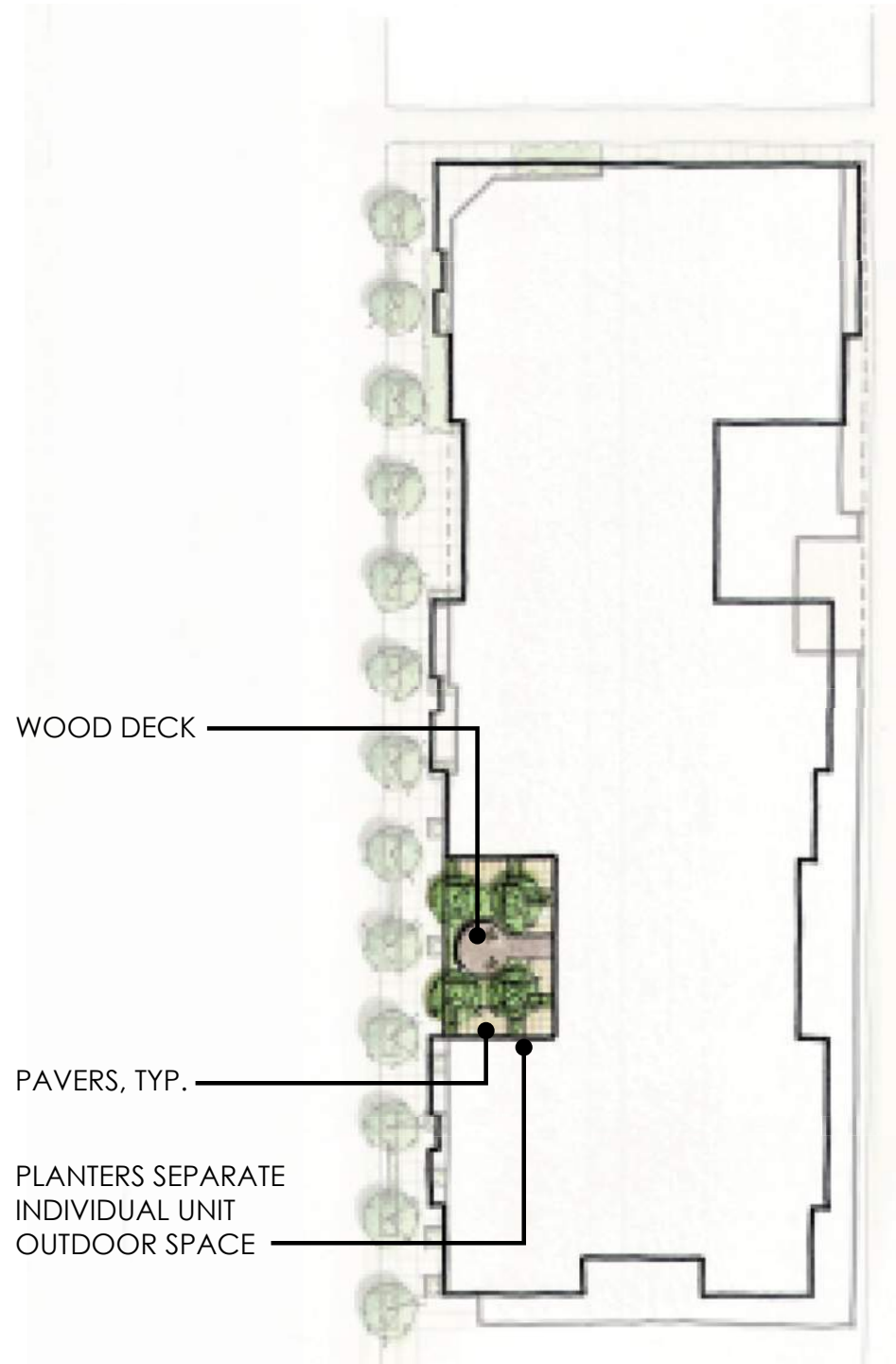
# SECTION 4 LANDSCAPE DESIGN



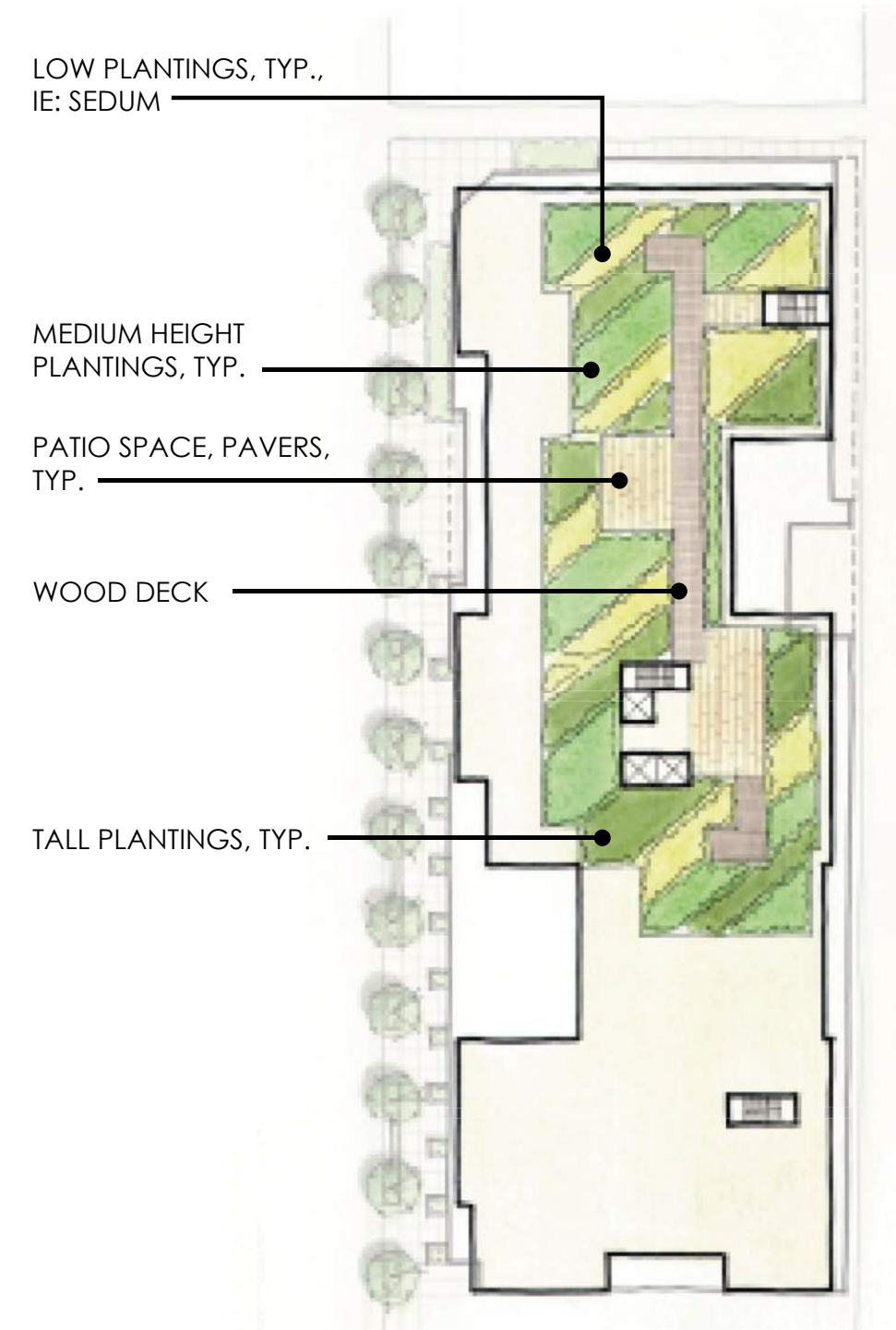




SECOND LEVEL COURTYARD



THIRD LEVEL COURTYARD



ROOF LEVEL

# SECTION 5

## SEATTLE DESIGN GUIDELINES

### CS2 - URBAN PATTERN AND FORM

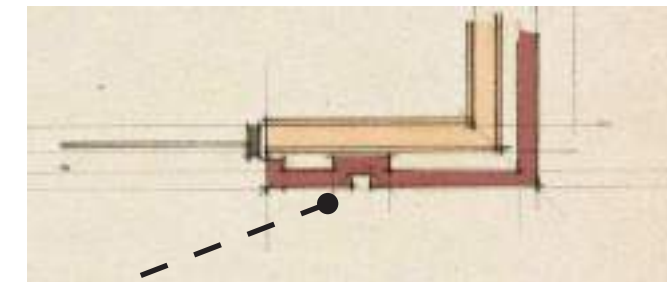
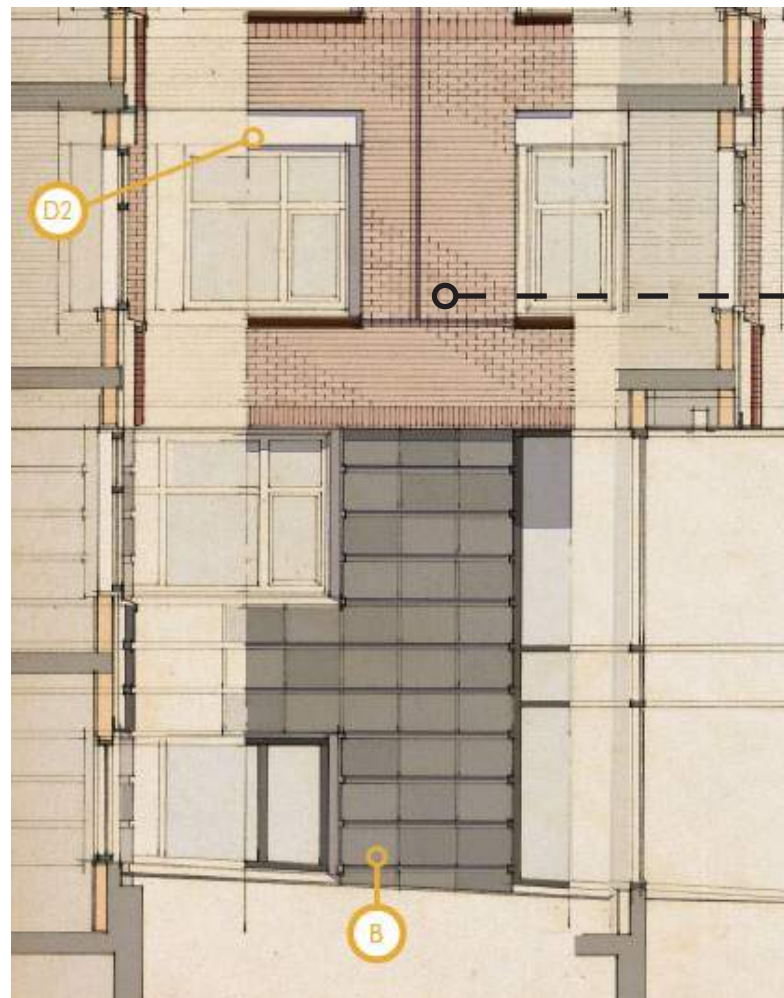
#### CS2.I - Streetscape Compatibility (WSJ Supplemental Guidance):

A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction's mixed use areas (as previously defined)...

i. Reduce the scale of the street wall with well organized commercial and residential bays and entries, and reinforce this with placement of street trees, drop lighting on buildings, benches and planters.

#### CS2.I.ii. - RESPONSE:

A greater setback is provided along the streetscape at the lower two levels, reducing the scale and giving more room for pedestrians. Overhead canopies, street trees and defined pedestrian building entries further enhance the pedestrian experience at the street. These elements will provide interest at eye level and elements of color through the use of lighting and landscaping. The slightly recessed lobby area and canopy provides an opportunity for pedestrian friendly signage as well as weather protection.



^ Brick reveal detail to break down facade and add sense of human scale

^ Example of brick detailing from previous project

CS2.C - Relationship to Block | 2. Mid-Block Sites:

Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means.

CS2.C.2. - RESPONSE:

The site consists of a long mid-block street frontage sandwiched between two smaller corner lots. Rather than create a single large mass, the proposed project instead picks up the scale of the smaller proposed project to the south, creating a rhythm of smaller mass forms that relates to southern site as well as the anticipated future project to the north. The second story datum line created by the proposed project to the south will be picked up, continuing the two-story commercial base along the street frontage.

CS2.D - Height, Bulk, Scale | 3. Zone Transitions:

For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

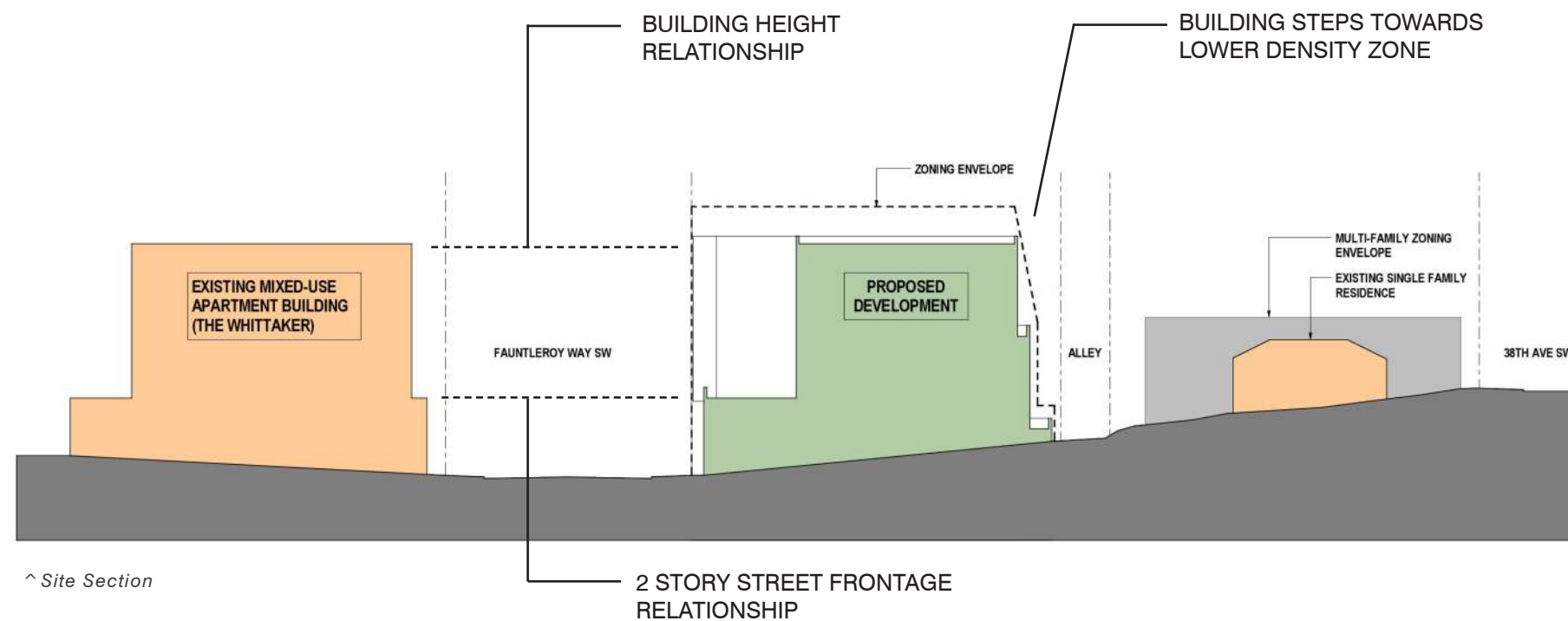
CS2.D.3. - RESPONSE:

The proposed mass of the building is greatest along Fauntleroy, relating to both adjacent sites and the building across the street, all sharing the same zone. Along the east side, the mass is broken both horizontally and vertically, reducing the height and bulk to help transition toward the less intensive LR2 zone across the alley. The composition of the rear façade is carefully articulated, as it will have a visible presence over the LR2 zone from the hillside climbing to the southeast.

SIMILAR SCALE MASSING



^ Mid-Block Diagram



^ Site Section

# | SEATTLE DESIGN GUIDELINES

## CS2.III - Height, Bulk and Scale (WSJ Supplemental Guidance):

iii. New buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the façade— particularly important for long buildings—into sections and character consistent with traditional, multi-bay commercial buildings prevalent in the neighborhood’s commercial core.

### PL2. I. - RESPONSE:

In addition to the massing choices described in CS2.D.3, the long building façade is broken into 3 smaller masses keeping in scale with adjacent development, with further modulation providing a visual interest and to create a character consistent with the neighborhood.

## PL2 - Walkability

### PL2.C - Weather Protection | 1. Locations and Coverage:

Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops. Address changes in topography as needed to provide continuous coverage the full length of the building, where possible.

### PL2.I - Human Scale (WSJ Supplemental Guidance):

Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

i. Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.

### PL2.C.1 & PL2.I.i. - RESPONSE:

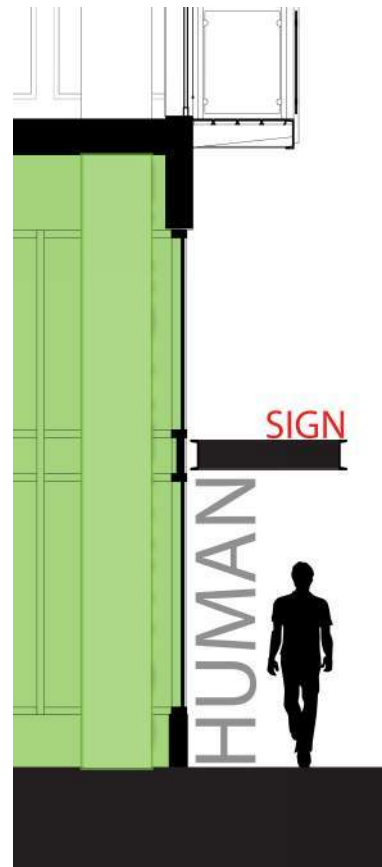
Canopies are provided along the street façade providing weather protection for pedestrians utilizing the sidewalk or using the residential or commercial building entries. The size and location of the canopies are appropriate for human scale and to provide adequate weather protection for pedestrians.



Example - Activated Corner, Building Entry Lobby



Example Project - Color, texture, modulation



Example - Signage & Canopies Promote Human Scale





^ Example project - smaller massing at upper levels



^ Example project - canopies and features of visual interest

DC2 - Architectural Concept

DC2.A - Massing | 2. Reducing Perceived Mass:

Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

DC2.A.2 - RESPONSE:

The design concept reduces the building's overall mass into three smaller repeating elements, which are similar in scale and character, to create a rhythm along the long street frontage. These elements are further modulated through the use of recesses and balconies, creating an interesting pattern and composition of the building at both a larger scale (as perceived from a distance), and at a smaller pedestrian scale. This repeating pattern also produces visual interest for vehicular passengers travelling along Fauntleroy.

# SECTION 6

## MASSING OPTION SUMMARY



**OPTION A - "OPEN CORNERS"**

**PROS:**

- Clear break between commercial base & residential above
- All parking is located off street and below grade
- Increased weather protection on Fauntleroy Way SW
- Single large courtyard creates contiguous open space.

**CONS:**

- Bulk of building fronts Fauntleroy Way SW
- Scale and mass of building appears more commercial, less residential in nature.
- Upper mass is not integrated into lower mass.
- Active courtyard space adjacent to residential zone.



**OPTION B - "ALIGNED BLOCKS"**

**PROS:**

- Decreased vertical exposure on the east façade, reduces the perceived scale of the building from the residential zone.
- Smaller courtyards and a larger roof terrace provides views while increasing privacy for the neighboring residential zone
- Increased commercial exposure on Fauntleroy Way SW
- Increased modulation on the street facing façade, reducing this otherwise very large mass into 3 distinct smaller forms.
- All parking is located off street and below grade
- Increased weather protection on Fauntleroy Way SW

**CONS:**

- East facing courtyards reduce privacy for residential zone
- Bulk of building mass fronts Fauntleroy.
- Framed element is strong on north facade, but otherwise less obvious from other viewpoints.



**OPTION C - "SHIFTING STACKS"  
PREFERRED DESIGN**

**PROS:**

- Retains advantages of Option B, including decreased vertical exposure of east facade, smaller courtyards, larger roof terrace, increased modulation.
- Reduction of courtyards facing adjacent residential zone
- Smaller courtyards and a larger roof terrace provides views while increasing privacy for the neighboring residential zone
- Increased commercial exposure on Fauntleroy Way SW
- Increased modulation on the street facing façade, reducing this otherwise very large mass into 3 distinct smaller forms.
- All parking is located off street and below grade
- Increased weather protection on Fauntleroy Way SW

**CONS:**

- Decreased sunlight for the lower level terrace
- Decreased depth of amenity terrace on roof





## EARLY DESIGN GUIDANCE

4721 38th Ave SW  
Seattle, WA 98116

July 20, 2017 | SDCI #3028047



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^ Nearby the project site



^ Great ice cream!



^ West Seattle coffee spot



^ View of Downtown from West Seattle



^ Port of Seattle between Downtown Seattle and West Seattle



^ Use of modulation and patterns to add visual interest



^ Active outdoor spaces



^ Fenestration patterns



^ Integration of upper and lower massing forms



^ Use of color, materials and textures



^ Reduce larger massing into smaller forms



^ Active building entries, use of overhangs, canopies

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206.682.7562

Featured projects shown designed or developed by members of the project team

# SECTION 1

## PROJECT VISION

The vision for this development is to create a residential community that seamlessly blends into the established West Seattle neighborhood as a timeless and elegant design that provides a comfortable place for residents and visitors.



^ Example of enhanced pedestrian street with landscape buffers and activated spaces

### Enhance the Neighborhood

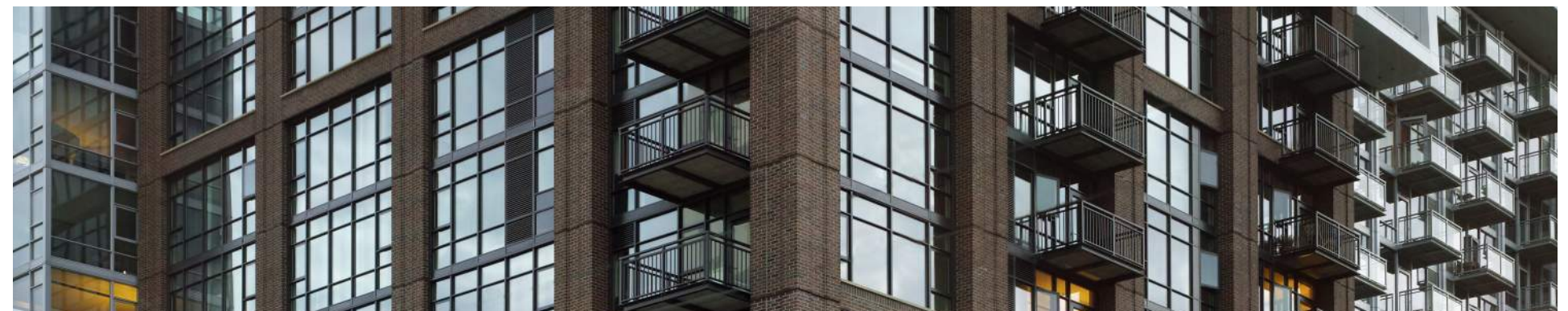
- Complete the Urban Fabric by infilling under utilized sites
- Define the urban edge by reinforcing the street
- Improve pedestrian amenity with landscape buffers
- Increase safety with eyes on the Street

### Enduring Building

- Architectural design that references context
- Incorporate high quality, durable materials

### Responsive to Unique needs of West Seattle Apartment Residents

- Create appropriate buffers for street level occupants
- Provide security & safety at exterior, access & interior spaces



^ Example of high quality durable building materials



^ Example of buffers separating private and public spaces

PROJECT INFORMATION

- Site Area APPROX 15,000 SF
- Residential Units APPROX 50
- Parking Stalls APPROX 30

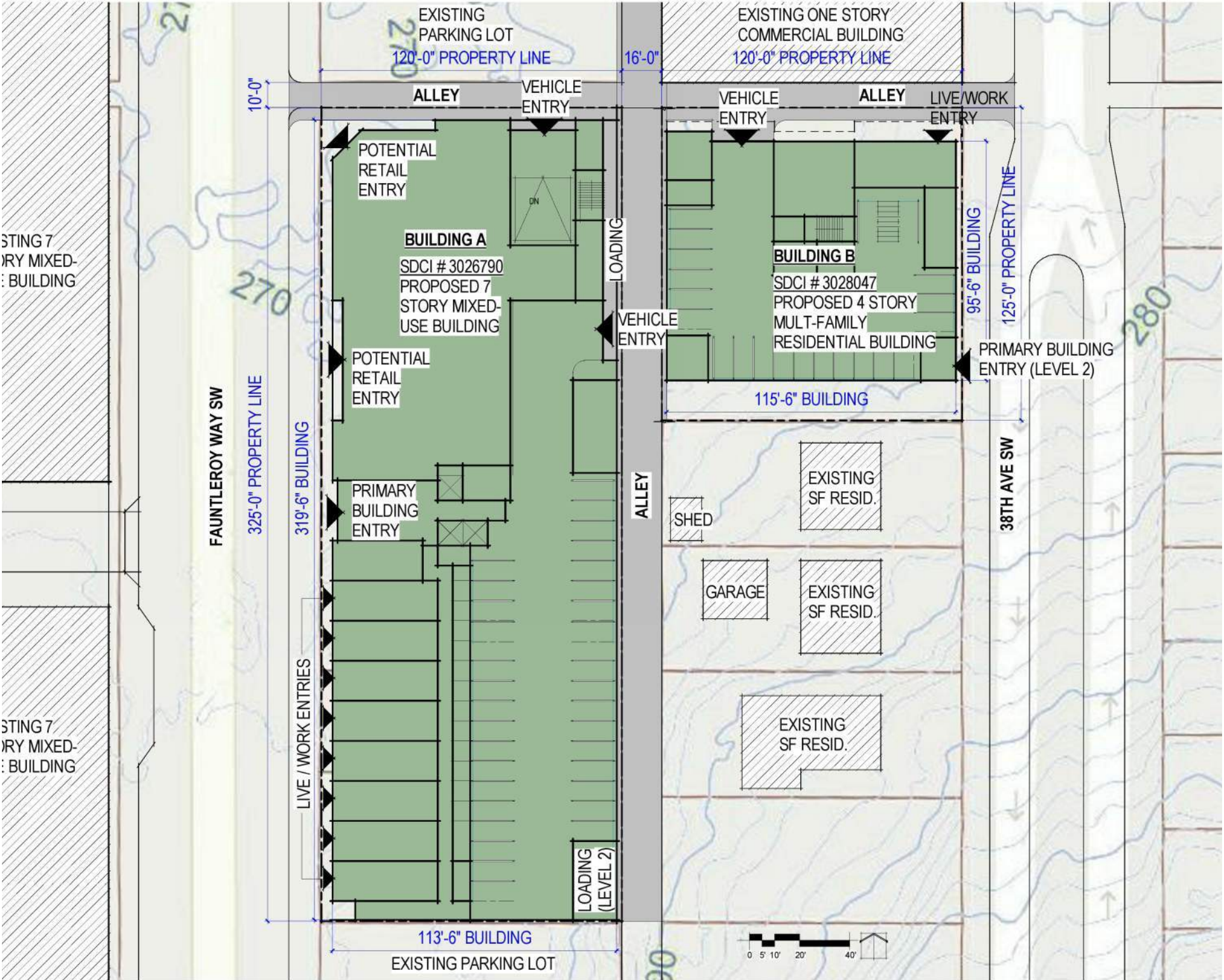
PROJECT OBJECTIVES

West Seattle Apartments is a proposed multi story residential building located on a mid-block site fronting 38th Ave SW between SW Alaska St and SW Edmunds St. The site is proposed to be developed concurrently with a large site across the alley to the west, address 4722 Fauntleroy Way SW.

This project is designed to serve the expanding West Seattle neighborhood by creating a residential community of high quality enduring design and increased density. The project will be responsive to the unique needs of its residents and will enhance the neighborhood with excellent walkability and an enriched streetscape design.

The project site area is approximately 15,000 SF. The proposed building is comprised of 3 wood frame levels over 1 level of above grade concrete construction for parking. The project will have approximately 50 apartment units with approximately 30 parking stalls.

The building design is intended to be a reflection and continuation of the neighboring project to the west, but at a smaller scale to act as a transition to the single family zone across 38th Ave SW, and consistent with the zoning. The proposed building will reflect characteristics of the area's recent & historical development, offering a vibrant, enduring asset to the community.



# SECTION 2

## CONTEXT STUDY

- NC1, NC2, NC3
- C1, C2
- HR, MR, MR/RC
- CITY OWNED OPEN SPACE
- LR1, LR2, LR3
- IG1, IG2
- IB, IC
- SF5000 / 7200 / 9600

- HUB / RES. URBAN VILLAGE
- POTENTIAL EXPANSION AREA
- T - FREQUENT TRANSIT STOP

- PROJECT SITE





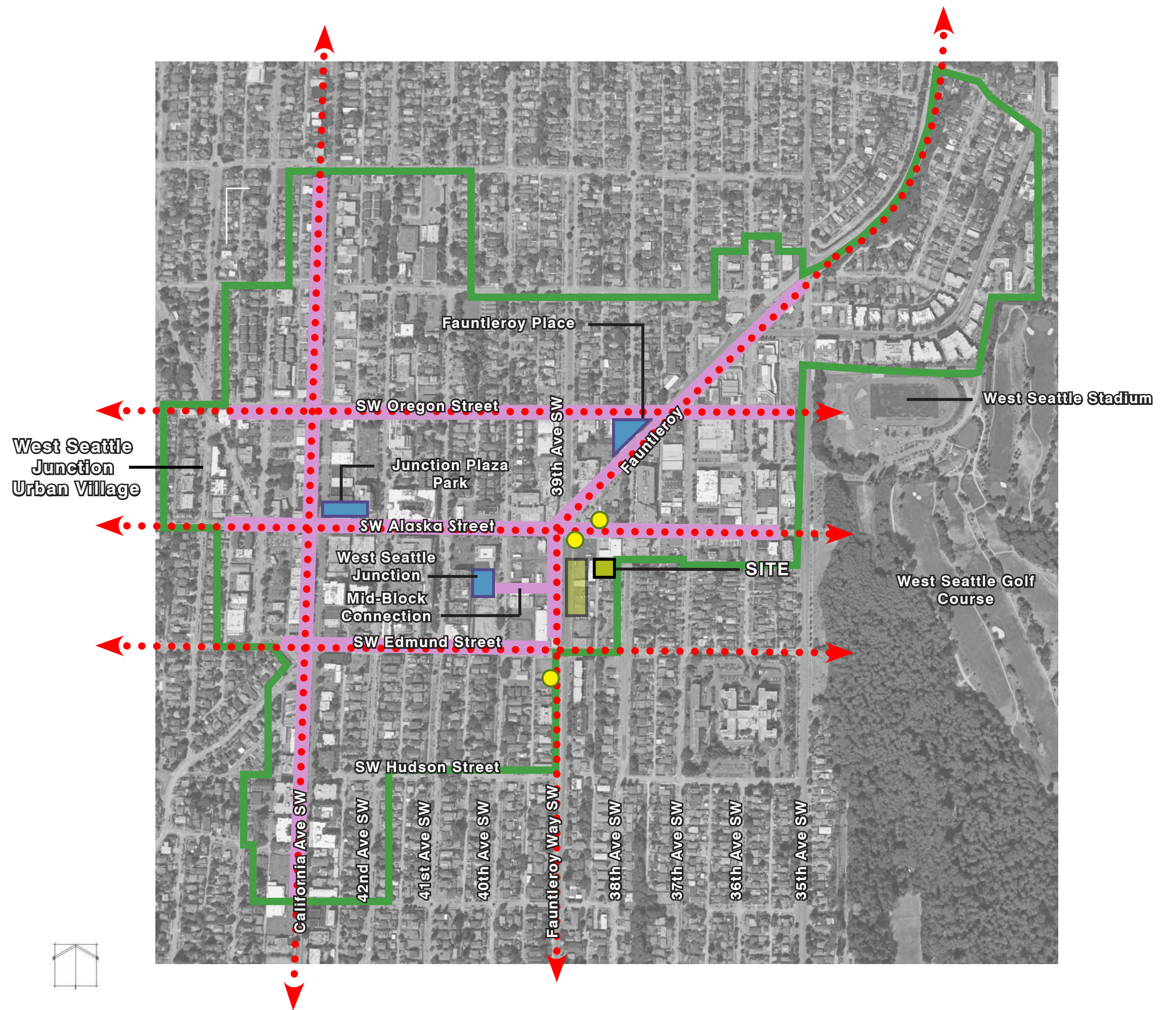
- PROJECT SITE
- GREEN SPACE
- WEST SEATTLE URBAN VILLAGE
- PEDESTRIAN AREAS
- ARTERIALS
- FREQUENT TRANSIT STOP

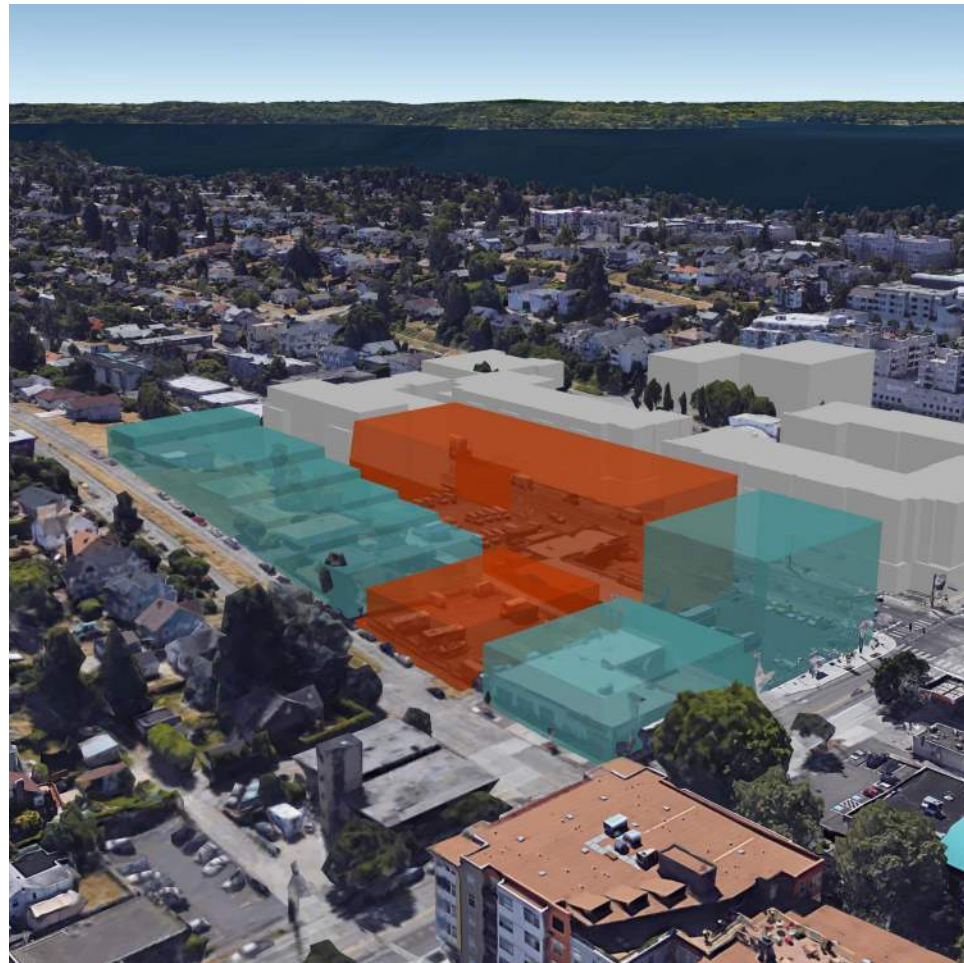
Walk Score: 88

Transit Score: 53

Bike Score: 55

Source: [www.walkscore.com](http://www.walkscore.com)





SITE FACING SW



SITE FACING NE



SITE FACING SE



| IMMEDIATE SITE CONDITIONS



A. ADDRESS: PROJECT SITE TODAY -  
BUILDING/USE: Parking Lot / RV Rental



B. ADDRESS:  
BUILDING/USE: Shell Gas Station



C. ADDRESS:  
BUILDING/USE: LA Fitness



D. ADDRESS:  
BUILDING/USE: Single Family Housing



E. ADDRESS:  
BUILDING/USE: Multi-family Housing (Under Construction)



G. ADDRESS:  
BUILDING/USE: Les Schwab's Tire Center



H. ADDRESS:  
BUILDING/USE: Fire Station (Under Construction)



J. ADDRESS:  
BUILDING/USE: Trader Joe's



- RESIDENTIAL (SINGLE & TWO FAMILY)
- MULTI-FAMILY RESIDENTIAL
- RETAIL
- COMMUNITY USE
- INDUSTRIAL & OFFICE
- PROJECT SITE



AERIAL MONTAGE - SW EDMUNDS ST TO SW ALASKA ST ALONG 38TH AVE SW



STREETSCAPE MONTAGE - SW EDMUNDS ST TO SW ALASKA ST ALONG 38TH AVE SW



ADJACENT SINGLE FAMILY RESIDENCES

PROJECT SITE

ADJACENT COMMERCIAL BUILDING

STREETSCAPE MONTAGE - SW ALASKA ST TO SW EDMUNDS ST ALONG ALLEY



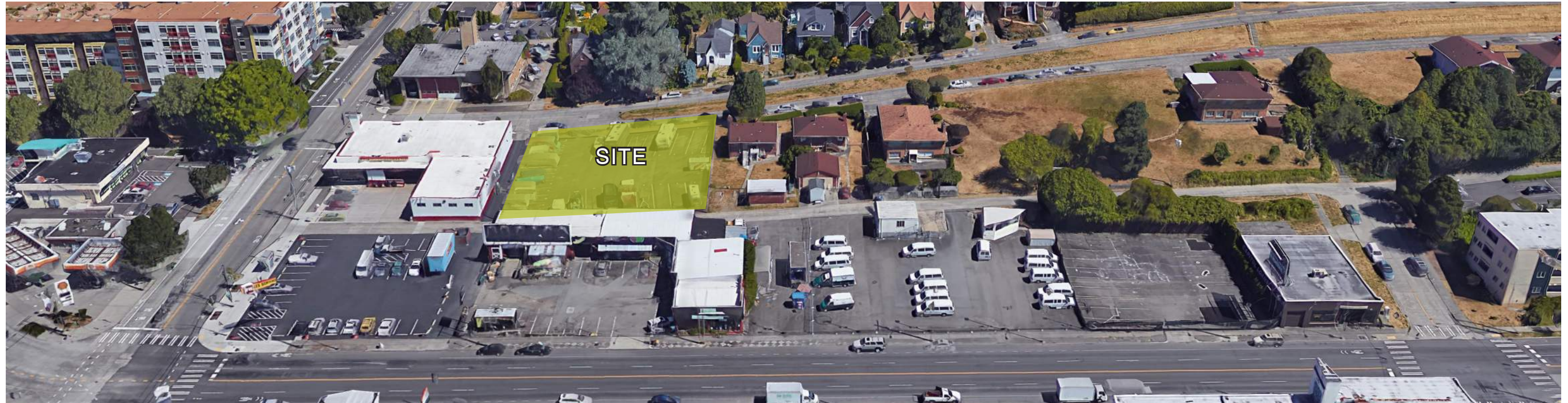
ADJACENT COMMERCIAL BUILDING

PROJECT SITE

ADJACENT SINGLE FAMILY RESIDENCES

AERIAL MONTAGE - SW ALASKA ST TO SW EDMUNDS ST ALONG ALLEY

| AERIAL IMAGES OF PROJECT SITE



BIRD'S EYE VIEW OF SITE FROM FAUNTLEROY WAY SW - LOOKING EAST TOWARDS 38TH AVE SW



BIRD'S EYE VIEW OF SITE FROM 38TH AVE SW - LOOKING WEST TOWARDS FAUNTLEROY WAY SW

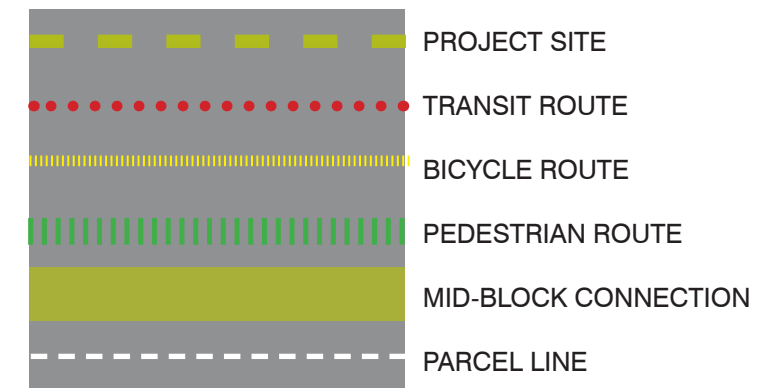
\*Note: Recent construction in the area not pictured

Existing Project Site Information

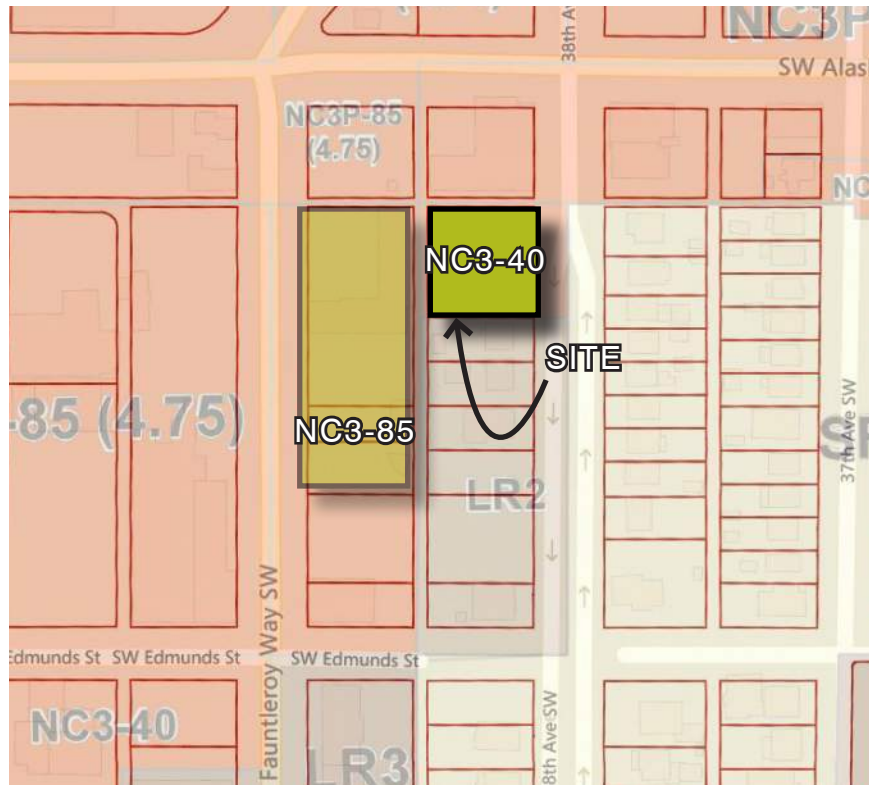
- Address: 4721 38th Ave SW
- Parcel Number: 6126600275
- Lot Area: 15,000 SF
- Existing Building: None
- Existing Use: Parking Lot

**PROJECT SITE**  
4722 FAUNTLEROY WAY SW

TO FUTURE WEST SEATTLE JUNCTION PARK



# | ZONING SUMMARY



^ Graphic Source: City of Seattle GIS

CODE: CITY OF SEATTLE ZONING CODE  
 ZONE: NC3-40  
 OVERLAY: WEST SEATTLE JUNCTION HUB URBAN VILLAGE  
 LOT AREA: 15,000 SF

## 23.47A.004- PERMITTED & PROHIBITED USES

- All uses are permitted outright, prohibited, or permitted as a conditional use according to Table A for 23.47A.004 and this Section 23.47A.004, except as may be otherwise provided pursuant to subtitle III, Division 3, Overlay Districts, of this Title 23.

## 23.47A.005- STREET LEVEL USES

- Residential uses at street level
  - In all NC and C zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade in the following circumstances or locations:
    - Within a zone that has a height limit of 85 feet or higher, except as provided in subsection 23.47A.005.C.2

## 23.47A.008- STREET LEVEL DEVELOPMENT STANDARDS

- Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.
- Non-residential street level requirements:
  - Transparency: Sixty percent of street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.
  - Depth: Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet.
  - Height: Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.
- Where residential uses are located along a street-level street-facing facade the following requirements apply unless exempted by subsection 23.47A.008.G:
  - At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry; and
  - The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.
- When a live-work unit is located on a street-level street-facing facade, the provisions of subsections 23.47A.008.A and 23.47A.008.B, and the following requirements, apply:
  - The portion of each such live-work unit in which business is conducted must be located between the principal street and the residential portion of the live-work unit. The non-residential portions of the unit shall extend the width of the street-level street-facing facade, shall extend a minimum depth of 15 feet, and shall not contain any of the primary features of the residential (live) portion of the live-work unit.
  - Each live-work unit must include an exterior sign with the name of the business. Signage shall be clearly associated with the unit and visible to pedestrians outside of the building.
  - The owner of each live-work unit must keep a copy of the current business license associated with the business located in that unit on file.

## 23.47A.012- STRUCTURE HEIGHT

- 85 foot height limit.
- Rooftop elements: there are numerous additional height allowances for rooftop elements, appurtenances, or features in Section 23.47A.012.C.4.
- Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.

## PROPOSED USES:

- J.1 Residential: Permitted
- C.10.a Retail Sales: Permitted
- Live / Work: Permitted per 23.47A.004.G
- K.1 Storage: Permitted up to 25,000 SF

## PROPOSED STREET LEVEL USES

- RESIDENTIAL LOBBY (LESS THAN 20%)
- RESIDENTIAL UNITS (4 FEET MIN ABOVE SIDEWALK)
- LIVE / WORK

## STREET LEVEL INFO:

- Proposed street-level residential units to be 4 feet min. above sidewalk.
- Street-level, street-facing live-work units are proposed along 38th Avenue SW

PROPOSED HEIGHT: Approx. 44 feet

23.47A.013- FLOOR AREA RATIO

- Per Table A, the maximum permitted FAR is:
  2. 4.5 for any single use within a mixed use structure.
  3. 6.0 for all uses on lot occupied by a mix of uses.

23.47A.014- SETBACK REQUIREMENTS

- B. Setback requirements for lots abutting or across the alley from residential zones.
  3. For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone (per Exhibit C for 23.47A.014)
  4. One-half of the width of an abutting alley may be counted as part of the required setback.

23.47A.016- LANDSCAPING AND SCREENING STANDARDS

- A. Landscaping that achieves a Green Factor score of 0.3 or greater, pursuant to Section 23.86.019, is required for any lot with:
  1. development containing more than four new dwelling units or a congregate residence
- B. 1. Street trees are required when any development is proposed, except as provided in subsection 23.47A.016.B.2 and Section 23.53.015.

23.47A.024- AMENITY AREA

- A. Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use, except as otherwise specifically provided in this Chapter 23.47A. Gross floor area, for the purposes of this subsection, excludes areas used for mechanical equipment and accessory parking.
- B. Required amenity areas shall meet the following standards, as applicable:
  1. All residents shall have access to at least one common or private amenity area;
  2. Amenity areas shall not be enclosed;
  3. Parking areas, vehicular access easements, and driveways do not count as amenity areas.
  4. Common amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 square feet in size;
  5. Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.

23.47A.032- PARKING LOCATION AND ACCESS

- A.1.a. Access to parking shall be from the alley if the lot abuts an alley improved to the standards of subsection 23.53.030.C.

23.54.015- REQUIRED PARKING

- Per Table A, the minimum required parking for non-residential uses is:
  - B.10 Sales and services, general: 1 space for each 500 square feet.
  - D. Live-work units: 0 spaces for units with 1,500 square feet or less.
- Per Table B, the minimum required parking for residential uses is:
  - L. All residential uses within urban centers: No minimum requirement.

23.54.040- SOLID WASTE & RECYCLABLE MATERIALS STORAGE & ACCESS

- F. 2.a. Direct access shall be provided from the alley or street to containers.

ALLOWABLE FAR:

- SINGLE USE: 15,000 SF  
X 3.0 = 45,000 SF
- COMBINED USE: 15,000 SF  
X 3.25 = 48,750 SF

SETBACKS:

- Adjacent property to the south is zoned LR2.

PROPOSED AMENITY AREAS:

- At grade, along south side

PROPOSED PARKING:

Proposed residential parking access from east-west alley.

- RESIDENTIAL: Approx. 0.3 stalls per unit
- LIVE-WORK: Approx. 0.3 stalls per unit

TRASH PICK UP:

All trash/recycling pick-up to be off of alley.



# SECTION 3

## MASSING OPTIONS



**OPTION A - "OPEN CORNERS"**



**OPTION B - "PROUD CORNERS"**



**OPTION C - "SHIFTING STACKS"**

**PREFERRED DESIGN**

## | OPTION A - "OPEN CORNERS"

### PROPOSAL:

This concept focuses on creating a more clean and contemporary overall form. The corners of the building step back in plan, similar to the proposed open corners concept on the adjacent site.

Taking advantage of site topography, the base is buried into the hillside along the south, reducing the perceived height facing the residential neighborhood.

On the street level, a single live-work unit anchors the northeast corner at the lowest level, activating the streetfront at the lowest corner. The building entry occurs on the 2nd level, fronting 38th Ave SW at the southeast corner, while residential units front the street above the sidewalk.

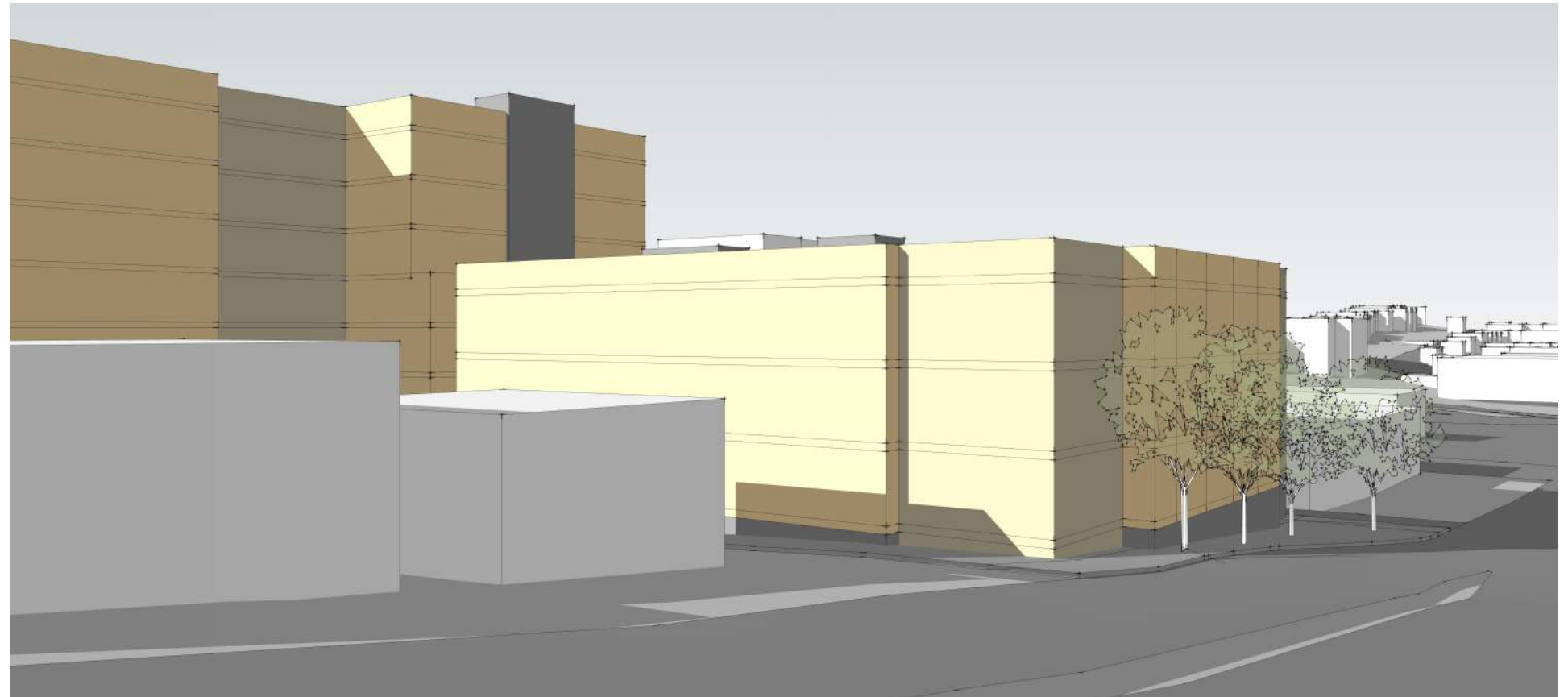
Residential parking is accessed off the north alley.

### PROS:

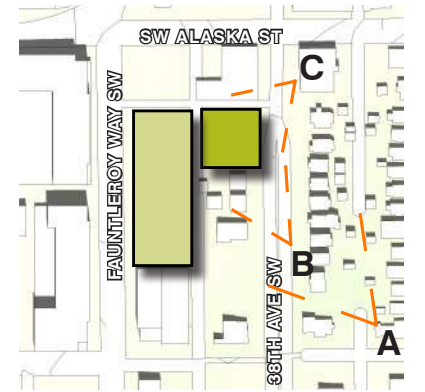
- Building entry fronts 38th Ave. SW
- All parking is located off street and below grade
- Massing relates to adjacent "open corners" scheme
- Live/work unit is separated from other residential units

### CONS:

- Scale and mass of building appears more commercial, less residential in nature.



^ VIEW B - Standing across 38th Avenue SW, looking North-West

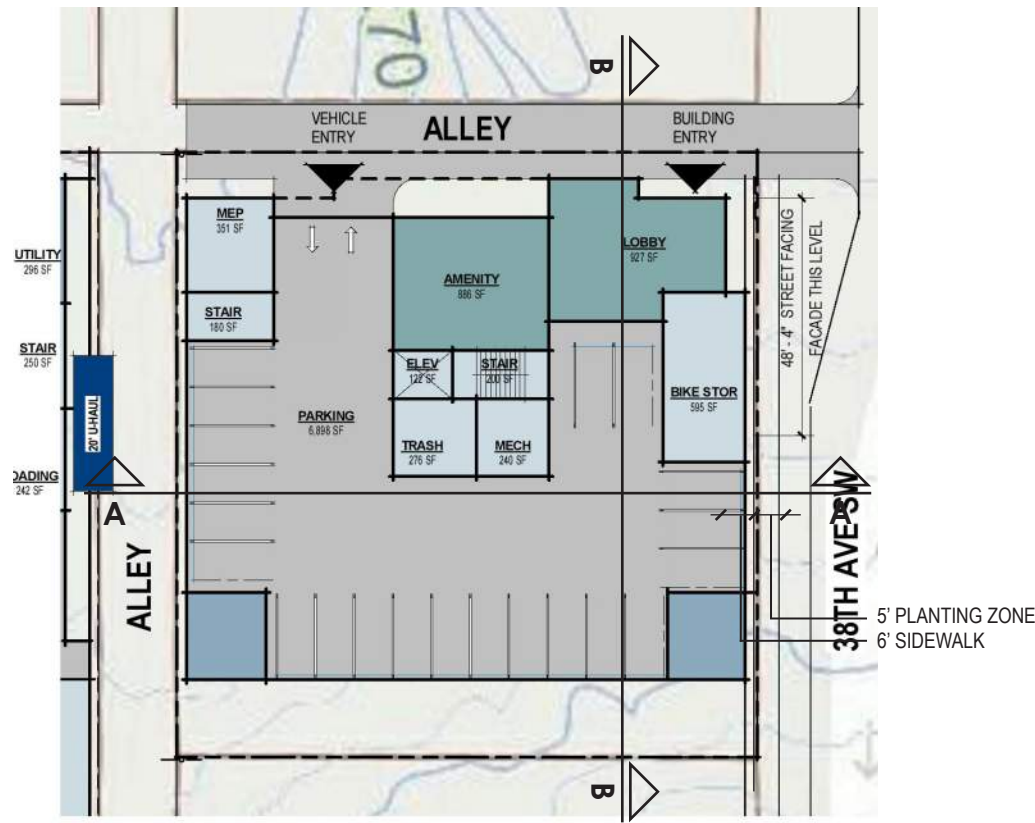


^ VIEW C - Standing on 38th Avenue SW, looking South-West towards alley

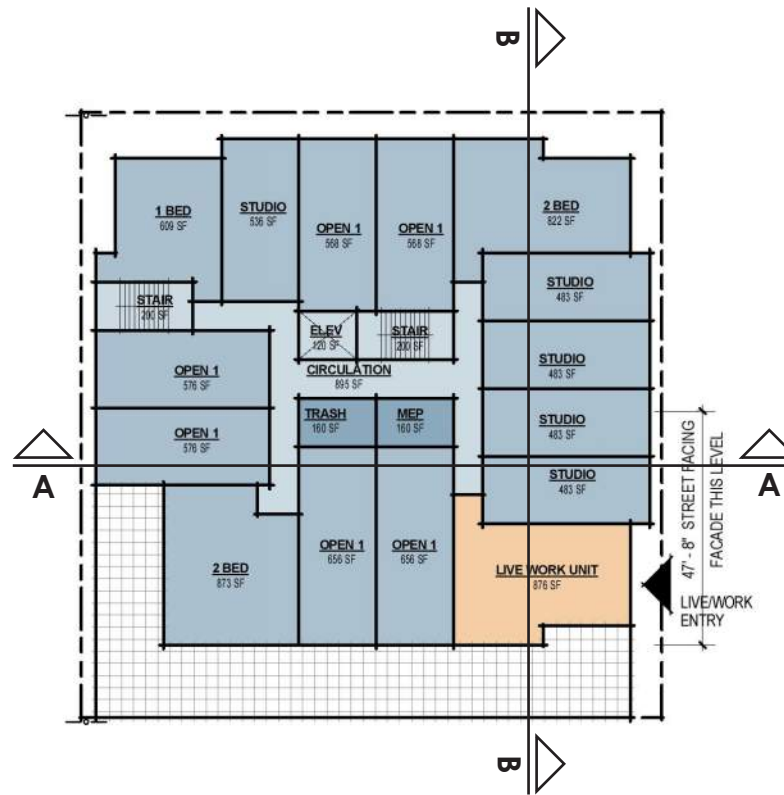


^ VIEW A - Isometric looking North-West

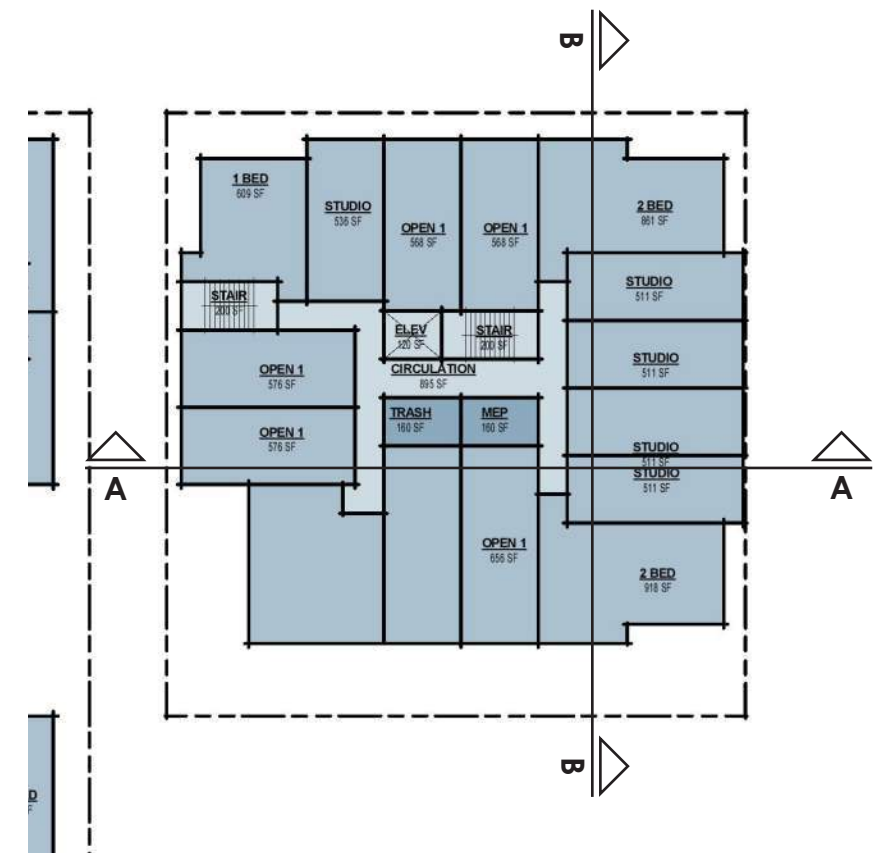
| OPTION A - "OPEN CORNERS"



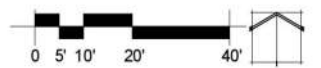
Street Level Plan

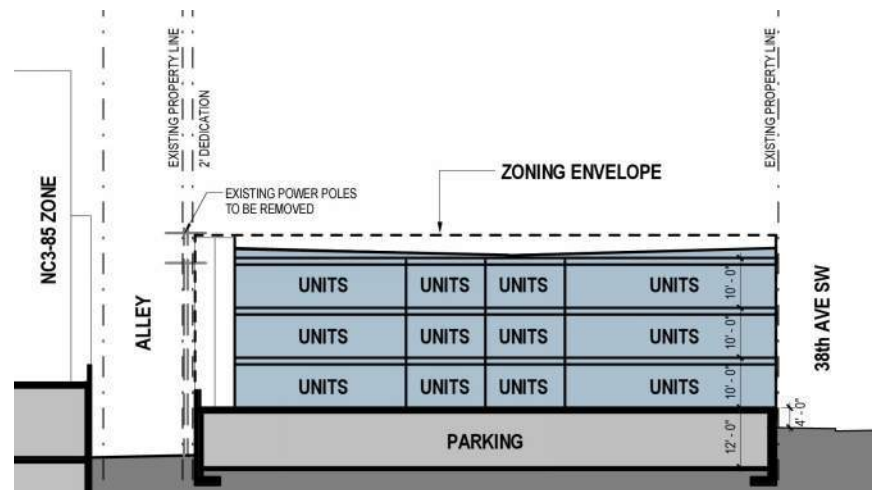


Level 2 Plan

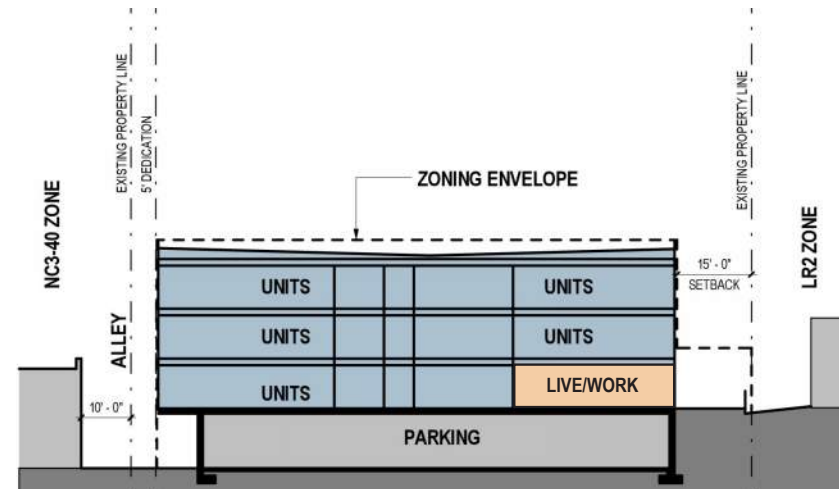


Levels 3 & 4 Plan





Section A



Section B

## | OPTION B - "PROUD CORNERS"

### PROPOSAL:

This concept features proud corners with recessed bay linking them on all four sides. This approach illustrates a massing option that is independent of the adjacent project.

3 levels of wood framed Type-V construction are located over a single concrete level of parking that also contains the building entry. The lowest level is recessed along the north side, allowing for an exterior passage to the building entry located at grade fronting the alley on the north side of the building.

Taking advantage of site topography, the base is buried into the hillside along the south, reducing the perceived height facing the residential neighborhood.

On the street level, a single live-work unit anchors the southeast corner at the second level, providing a street facing entrance. The building entry fronts 38th Ave SW at the southeast corner, while residential units front the street above the sidewalk.

Residential parking is accessed off the north alley.

### PROS:

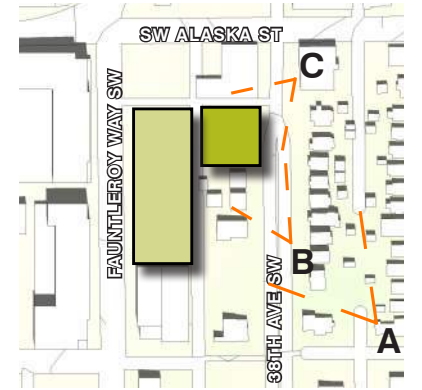
- All parking is located off street and below grade
- Recessed central bays provide opportunities for deeper balconies
- Live/work unit is separated from other residential units

### CONS:

- Northeast corner of the building is not activated.
- Building entry is facing the alley.
- Proud corners increase the perceived mass of the building.
- Does not relate to adjacent development.



^ VIEW B - Standing across 38th Avenue SW, looking North-West



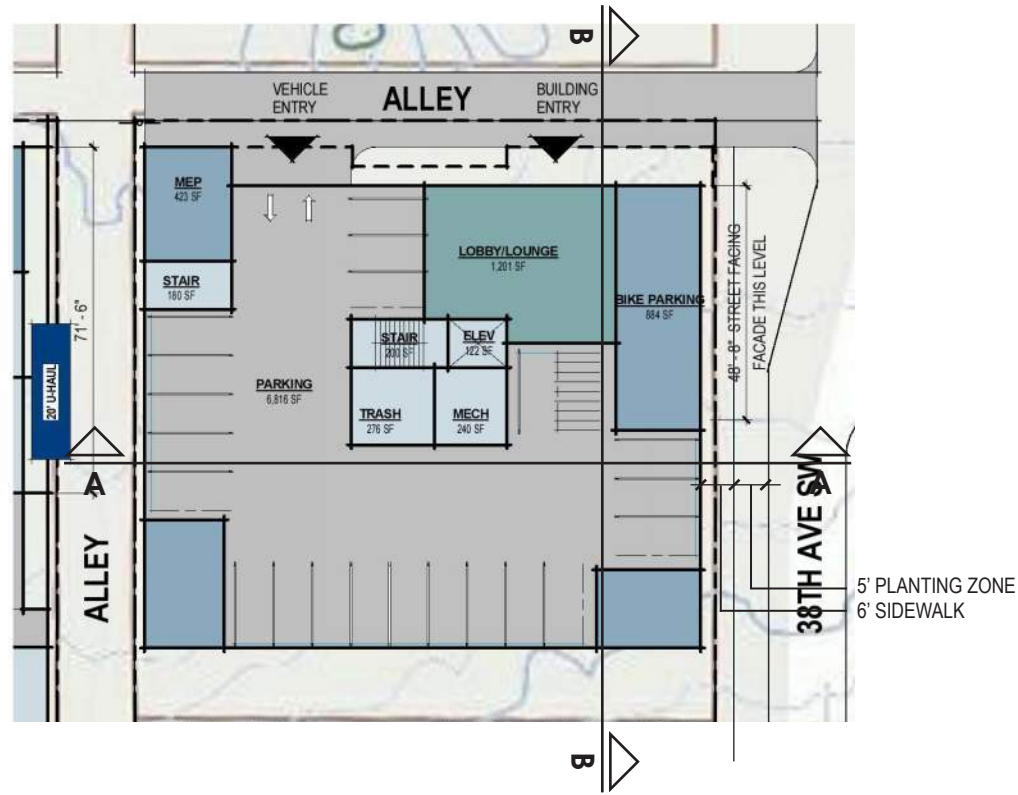
^ VIEW C - Standing on 38th Avenue SW, looking South-West towards alley



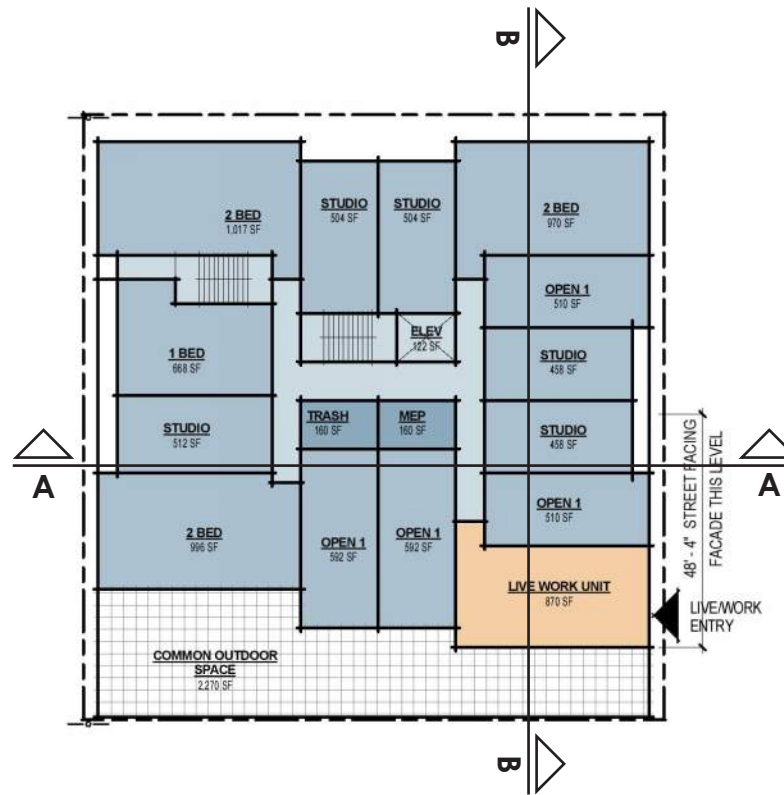
^ VIEW A - Isometric looking North-West



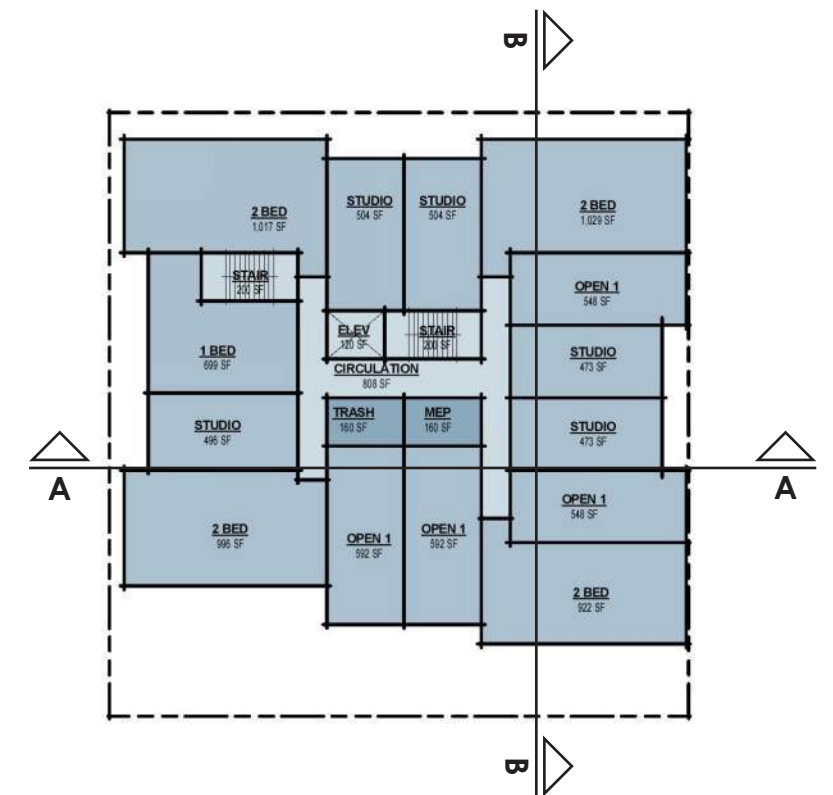
| OPTION B - "PROUD CORNERS"



Street Level Plan

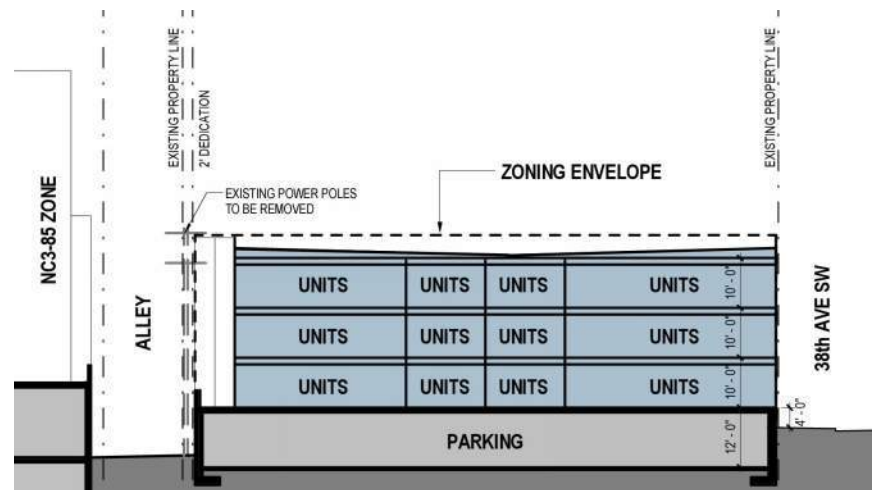


Level 2 Plan

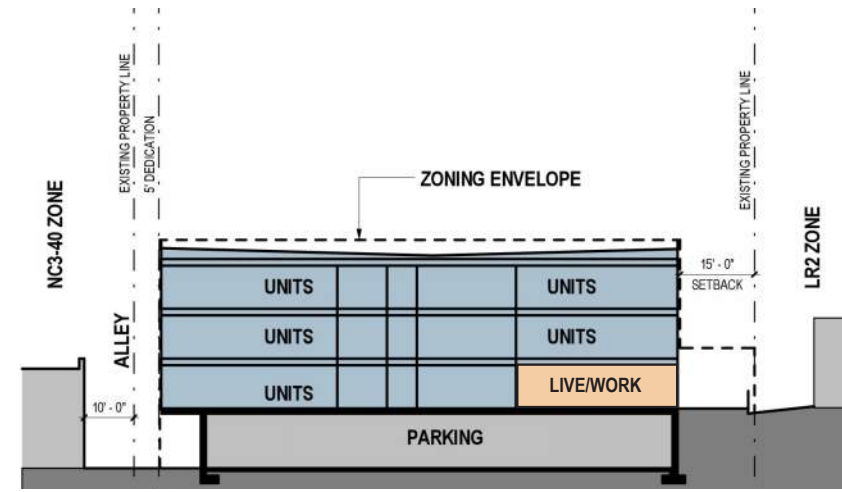


Levels 3 & 4 Plan





Section A



Section B

## | OPTION C - "SHIFTING STACKS" - PREFERRED

### PROPOSAL:

The preferred option continues the "shifting stacks" concept from the adjacent site, forming a stepped down massing transition from the 85' zone west of the site to the single family zone east across 38th Ave. SW. A single instance of the repeating 3 part mass is used, creating an asymmetrical building that also responds to different zones north and south.

The building entry is located at the lowest level near the northeast corner, separating it from the residential levels above and activating the street level.

On the second level, a single live-work unit fronts the sidewalk as grade climbs to meet this level towards the south.

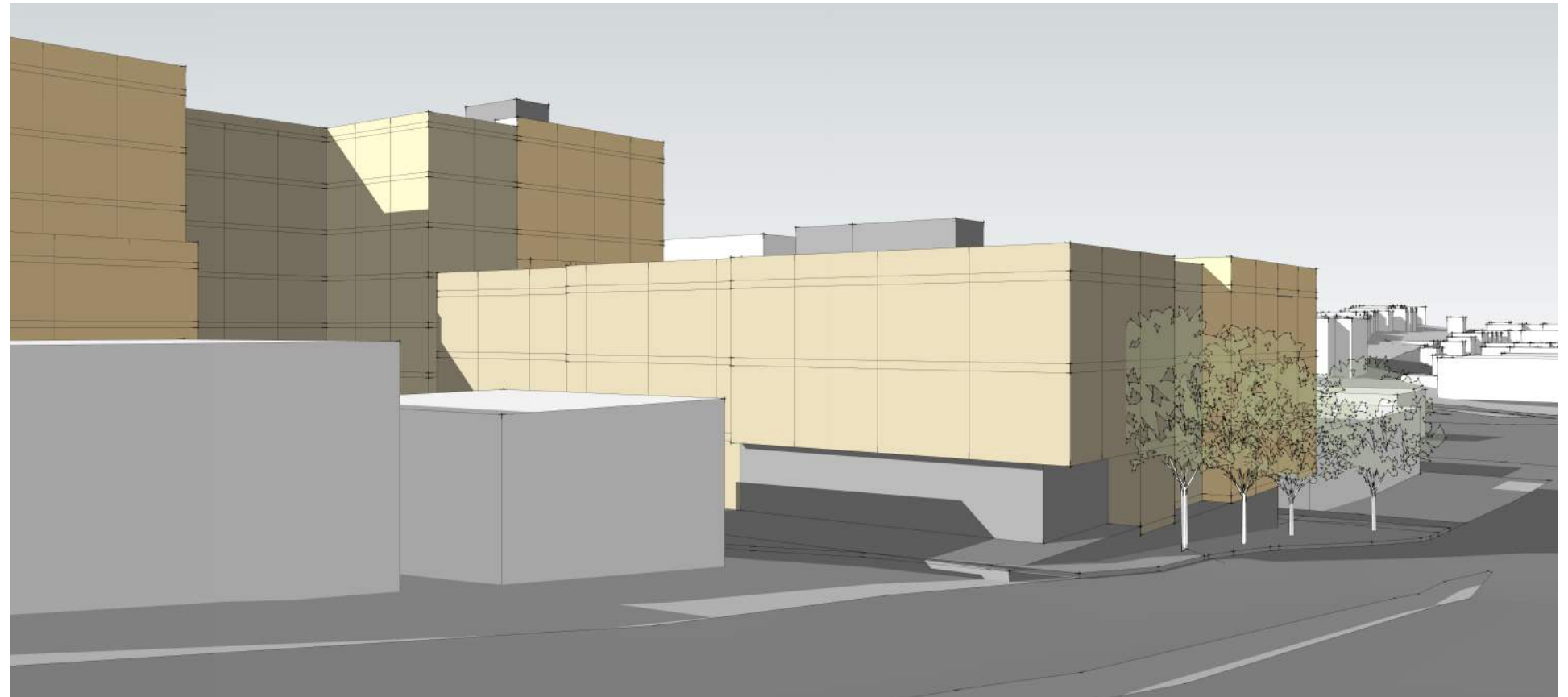
Residential parking is accessed off the north alley.

### PROS:

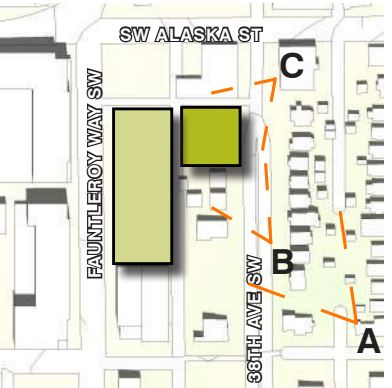
- All parking is located off street and below grade
- Massing relates to adjacent "rhythmic stacks" scheme
- Building entry fronts 38th Ave SW, but is on lowest level separate from the residential units
- Asymmetrical massing creates more interest and relates better to the 4 different zones adjacent to the property.

### CONS:

- Larger perceived mass towards north may be less desirable



^ VIEW B - Standing across 38th Avenue SW, looking North-West

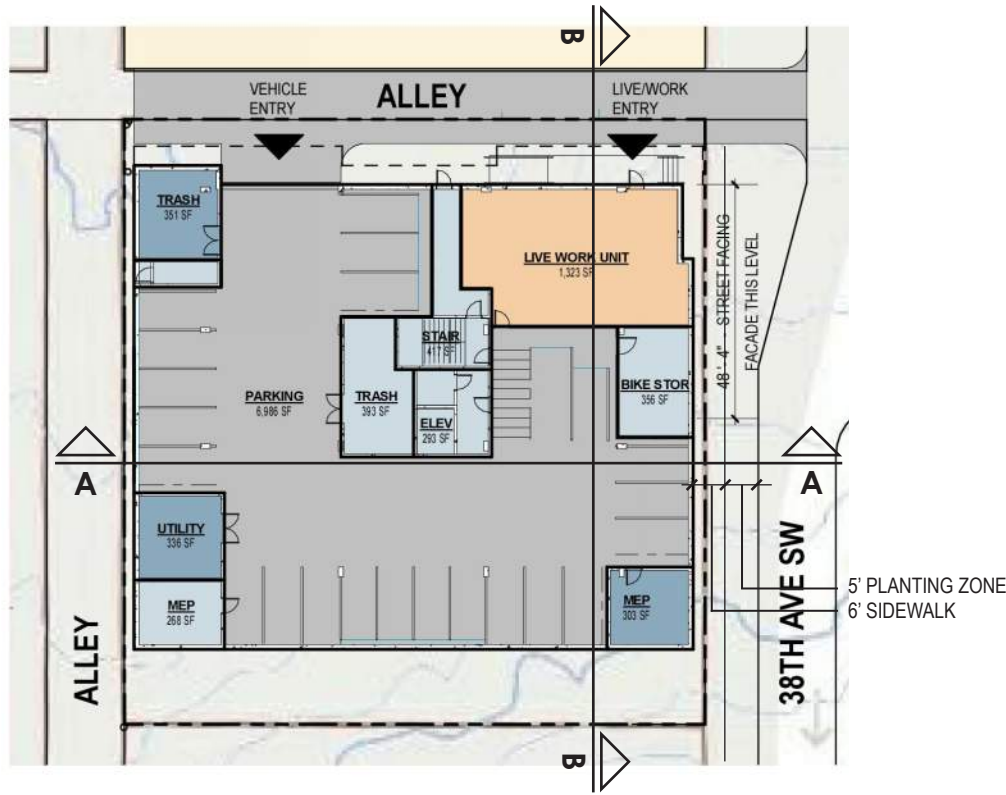


^ VIEW C - Standing on 38th Avenue SW, looking South-West towards alley

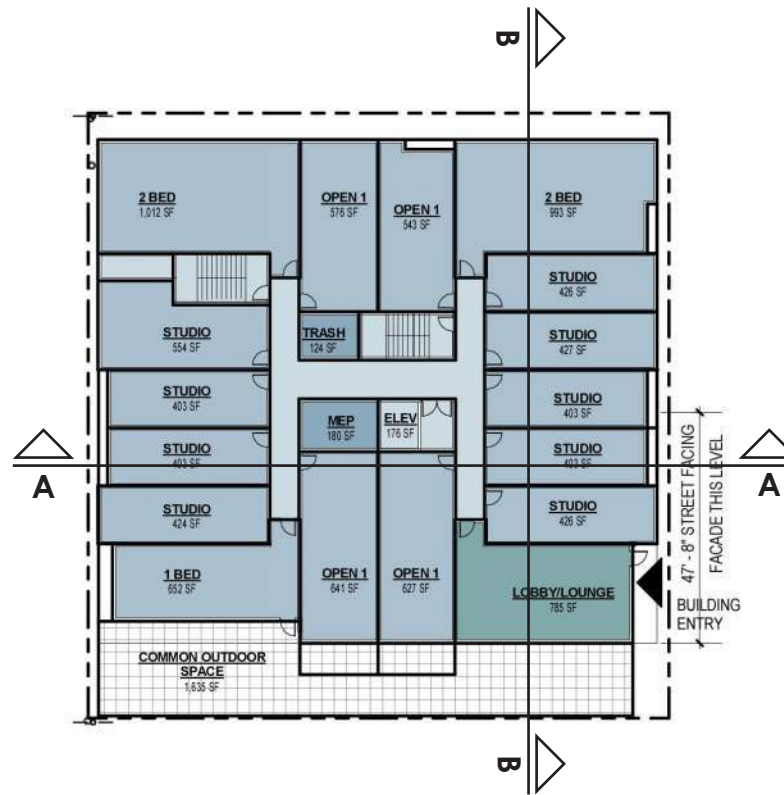


^ VIEW A - Isometric looking North-West

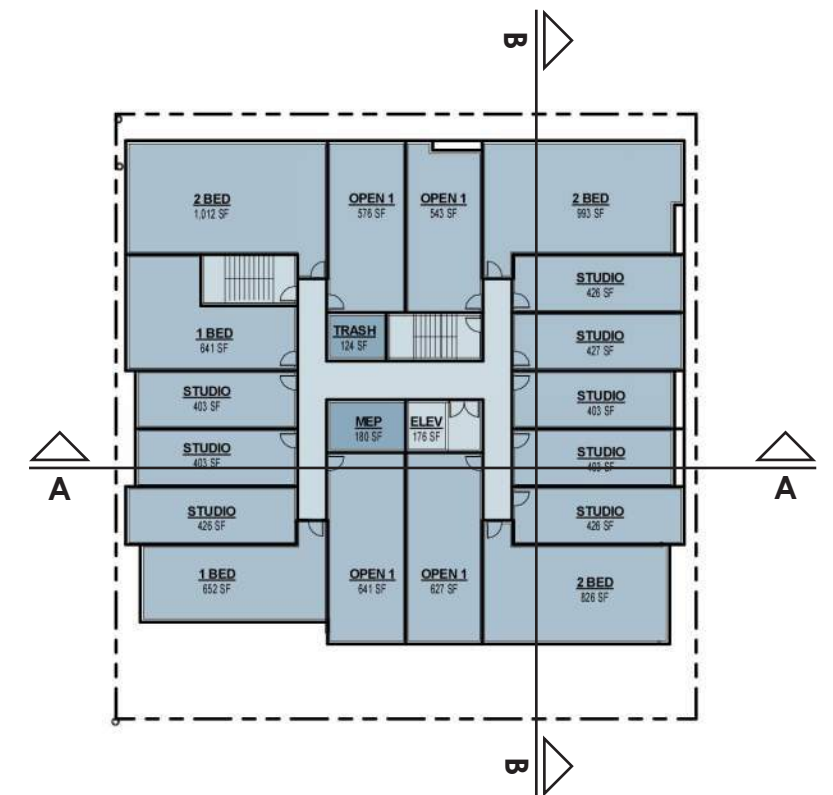
| OPTION C - "SHIFTING STACKS" - PREFERRED



Street Level Plan

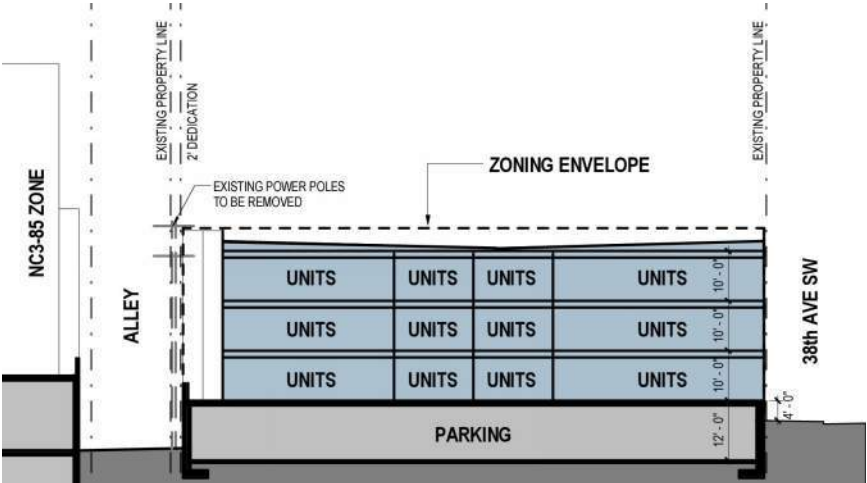


Level 2 Plan

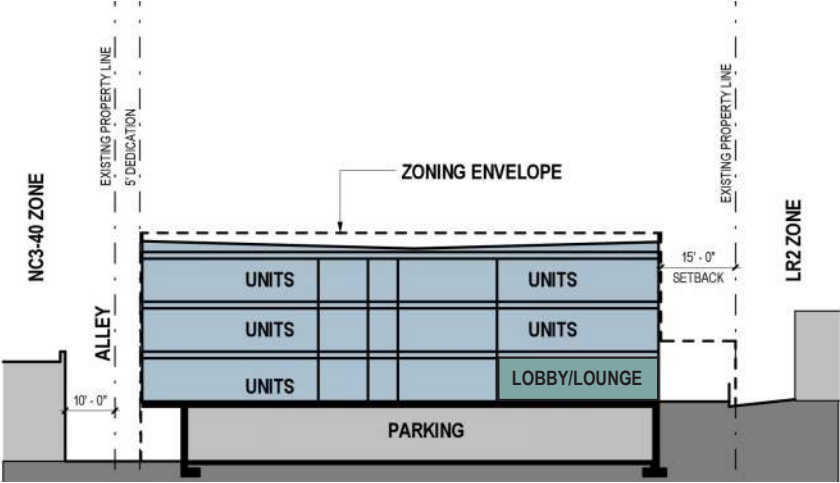


Levels 3 & 4 Plan



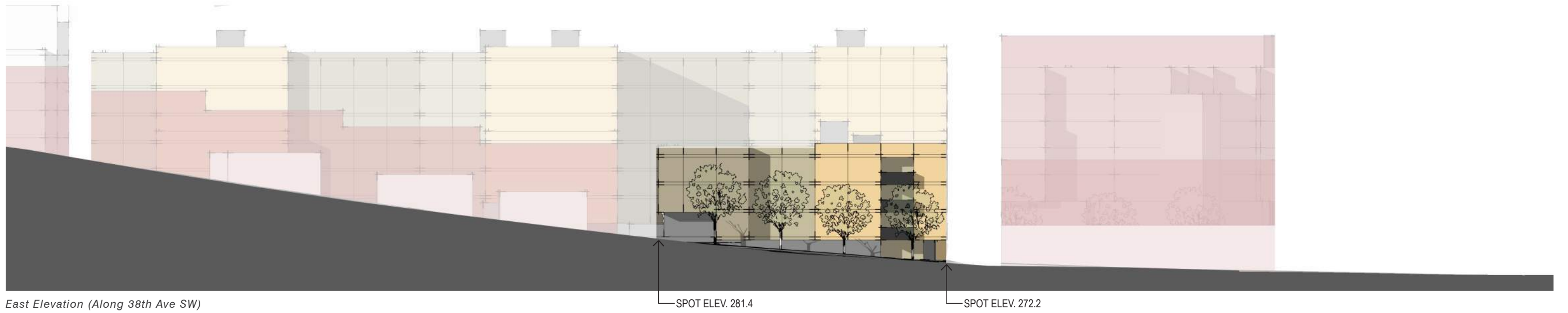


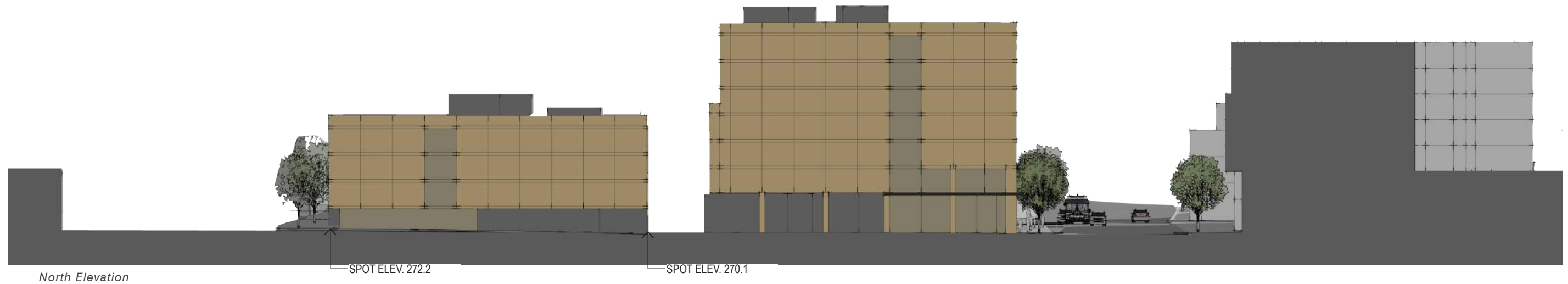
Section A



Section B

| SITE SECTIONS





North Elevation

SPOT ELEV. 272.2

SPOT ELEV. 270.1



South Elevation  
ENCORE architects

SPOT ELEV. 274.5

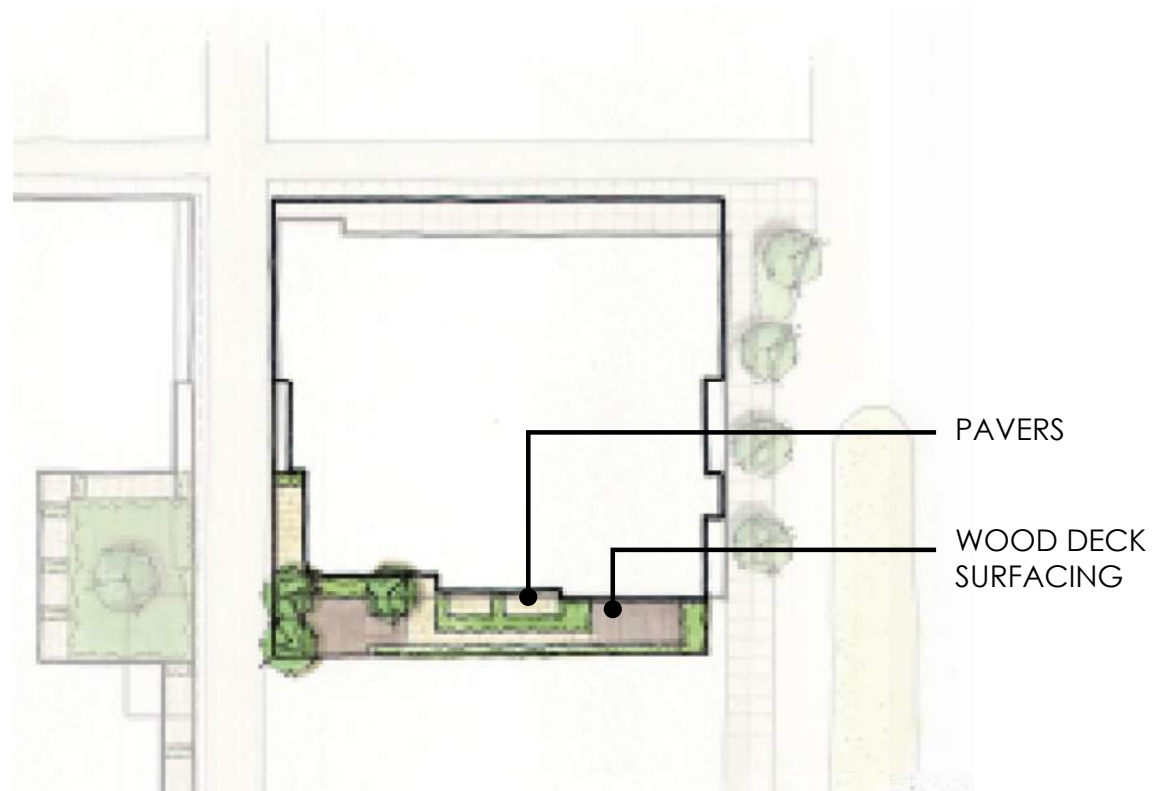
SPOT ELEV. 281.4



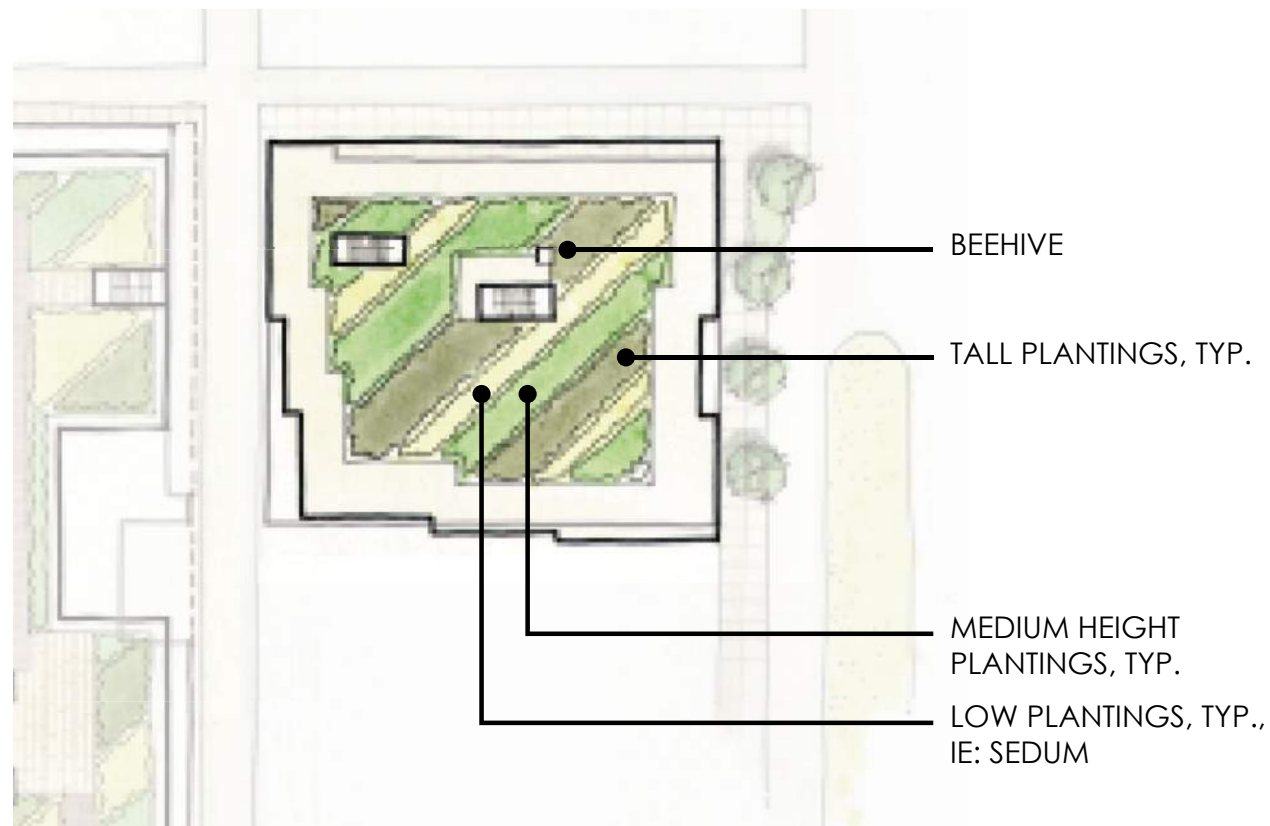
# SECTION 4 LANDSCAPE DESIGN



STREET LEVEL



SECOND LEVEL AMENITY SPACE



ROOF LEVEL

| SUN STUDY - EXISTING

SPRING EQUINOX



MARCH 20TH - 10 AM



MARCH 20TH - 12 PM



MARCH 20TH - 2 PM

SUMMER SOLSTICE



JUNE 21ST - 10 AM



JUNE 21ST - 12 PM



JUNE 21ST - 2 PM

WINTER SOLTICE



DECEMBER 21ST - 10 AM



DECEMBER 21ST - 12 PM



DECEMBER 21ST - 2 PM

SPRING EQUINOX



MARCH 20TH - 10 AM



MARCH 20TH - 12 PM



MARCH 20TH - 2 PM

SUMMER SOLSTICE



JUNE 21ST - 10 AM



JUNE 21ST - 12 PM



JUNE 21ST - 2 PM

WINTER SOLSTICE



DECEMBER 21ST - 10 AM



DECEMBER 21ST - 12 PM



DECEMBER 21ST - 2 PM

# SECTION 5

## SEATTLE DESIGN GUIDELINES

### CS2.1 - Streetscape Compatibility (WSJ Supplemental Guidance):

A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction's mixed use areas (as previously defined)...

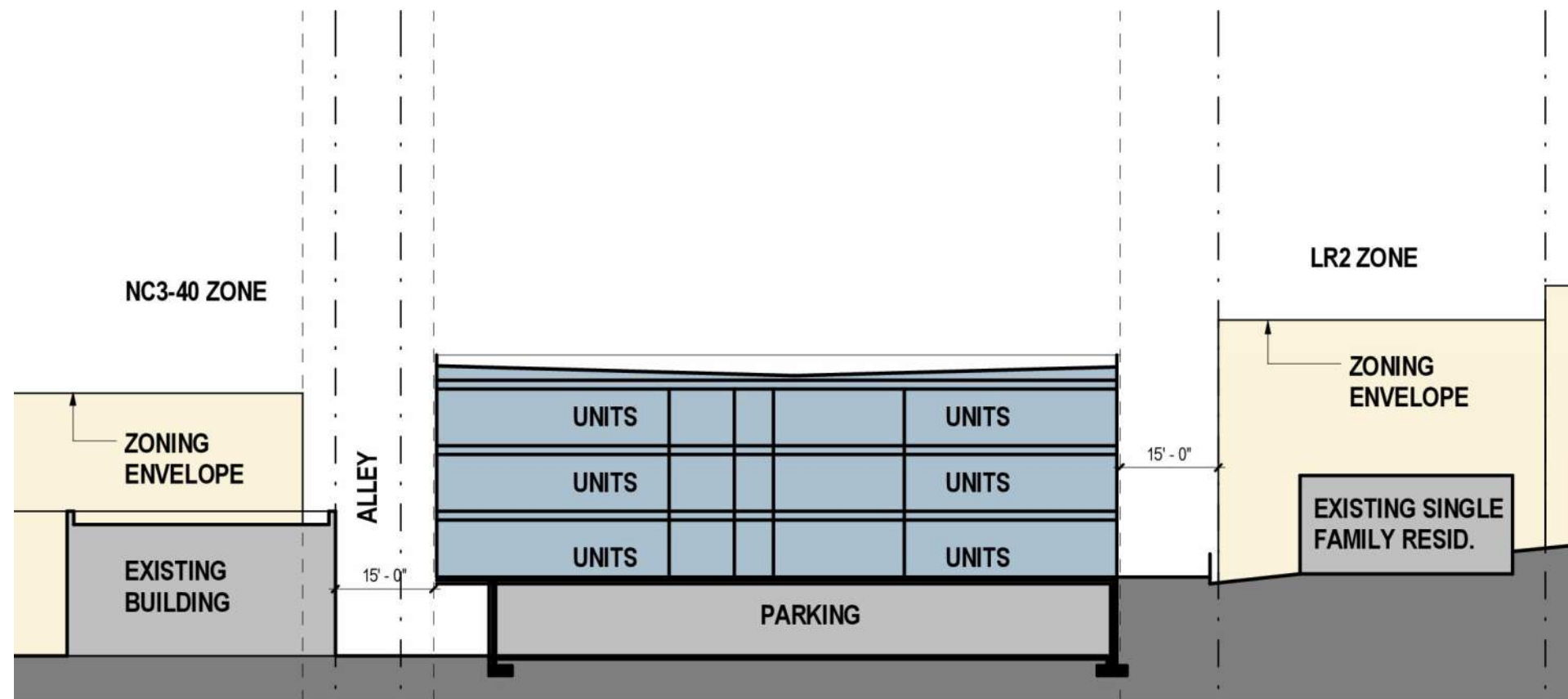
- i. Reduce the scale of the street wall with well organized commercial and residential bays and entries, and reinforce this with placement of street trees, drop lighting on buildings, benches and planters.

#### CS2.1.ii. - RESPONSE:

The preferred scheme includes activated corners fronting 38th Ave SW, in the form of the building entry and a live-work unit. The remaining frontage consists of residential units located above the sidewalk, providing an opportunity for landscaping along the sidewalk.



Example - Pedestrian Oriented Streetscape



Site Section

**CS2 - URBAN PATTERN AND FORM**

**CS2.D - Height, Bulk, Scale | 3. Zone Transitions:**

For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

**CS2.D.3. - RESPONSE:**

The project is located adjacent to 4 different zones on each of the 4 sides of the site. The proposed mass of the preferred scheme relates to each of these zones by using asymmetrical massing to create stepped forms in both height and in plan. The building is also set back 15' from the only directly adjacent property not separated by a street or alley. The building is also designed to relate to the proposed building to the west in both materials and form.

# | SEATTLE DESIGN GUIDELINES

## CS2.III - Height, Bulk and Scale (WSJ Supplemental Guidance):

iii. New buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the façade— particularly important for long buildings—into sections and character consistent with traditional, multi-bay commercial buildings prevalent in the neighborhood’s commercial core.

### PL2. I. - RESPONSE:

In addition to the massing choices described in CS2.D.3, the building façade is broken into a stepped series of masses relating to the adjacent building, providing visual interest and opportunities for integrated balconies.



Example - Signage & Canopies Promote Human Scale

## PL2 - Walkability

### PL2.C - Weather Protection | 1. Locations and Coverage:

Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops. Address changes in topography as needed to provide continuous coverage the full length of the building, where possible.

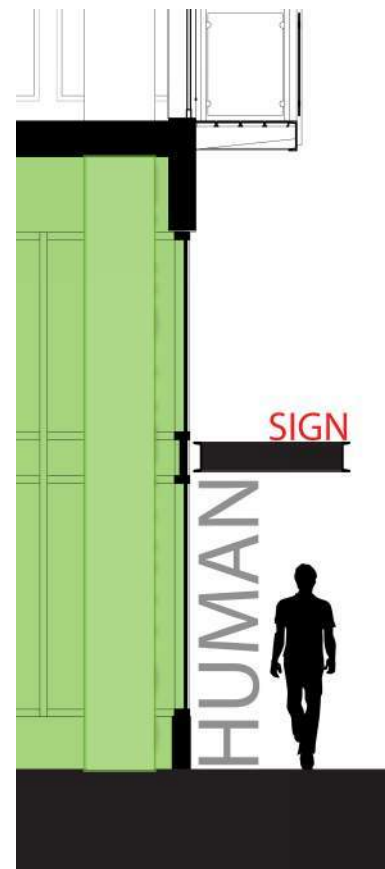
### PL2.I - Human Scale (WSJ Supplemental Guidance):

Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

i. Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.

### PL2.C.1 & PL2.I.i. - RESPONSE:

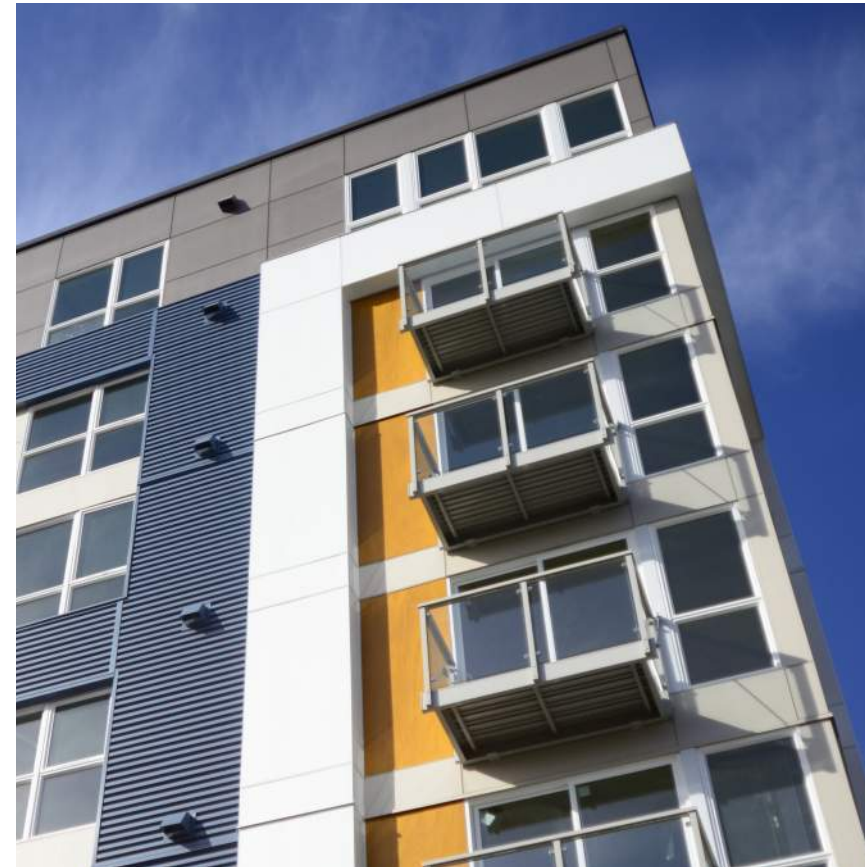
Overhead canopies will be provided at the building entries, providing human scale elements and adding visual interest. Juliet balconies along the street facade will also provide character and interest.



Example - Signage & Canopies Promote Human Scale



Example Project - Stepped Massing, Recessed Elements and Balconies



Example Project - Color, texture, modulation

## DC2 - Architectural Concept

### DC2.A - Massing | 2. Reducing Perceived Mass:

Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

#### DC2.A.2 - RESPONSE:

The design concept reduces the building's overall mass into three asymmetrical elements, which serve to reduce the scale of the building from north to south. Additional recesses and balconies create further modulation for an interesting pattern and composition at both larger and smaller scales.

### DC2.II - Human Scale (WSJ Supplemental Guidance):

i. Pedestrian-Oriented Facades: Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

#### DC2.II.i - RESPONSE:

The design concept will include canopies, balconies and landscaping elements to provide interest at a human scale. Building entries at the street level facade also provides a more active function and scale to orient pedestrians



Example - Activated Corner, Building Entry Lobby



# SECTION 6

## MASSING OPTION SUMMARY



**OPTION A - "OPEN CORNERS"**



**OPTION B - "PROUD CORNERS"**



**OPTION C - "SHIFTING STACKS"**

### PREFERRED DESIGN

**PROS:**

- Building entry fronts 38th Ave. SW
- All parking is located off street and below grade
- Massing relates to adjacent "open corners" scheme
- Live/work unit is separated from other residential units

**CONS:**

- Scale and mass of building appears more commercial, less residential in nature.

**PROS:**

- All parking is located off street and below grade
- Recessed central bays provide opportunities for deeper balconies
- Live/work unit is separated from other residential units

**CONS:**

- Northeast corner of the building is not activated.
- Building entry is facing the alley.
- Proud corners increase the perceived mass of the building.
- Does not relate to adjacent development.

**PROS:**

- All parking is located off street and below grade
- Massing relates to adjacent "Shifting Stacks" scheme
- Building entry fronts 38th Ave SW, but is on lowest level separate from the residential units
- Asymmetrical massing creates more interest and relates better to the 4 different zones adjacent to the property.

**CONS:**

- Larger perceived mass towards north may be less desirable

