

+ **northwest studio**  
architects urban designers

+  **berger**  
PARTNERSHIP

## **SWEENEY BLOCKS**

4440 FAUNTLEROY AVE SW, SEATTLE WA 98126  
SDCI Project #3035693-LU | RECOMMENDATION | Meeting Date: November 18, 2021





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# Project Information

## Description

The project is an 8 story multi-family mixed use building with below grade parking.

## Project Data

ZONE: NC3-75(M)

GROSS BUILDING AREA: 323,237 SF

RETAIL SF: 13,246 SF

UNITS: 222

PARKING: 150 SPACES

## Contacts

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# Project Goals

## 1. Neighborhood Anchor

The project site is located at the intersection of Avalon and Fauntleroy marking the gateway to the West Seattle Triangle Neighborhood. This evolving and eclectic area will be home to a future light-rail station. The project comprised of two sites, hopes to establish a new retail core along 36th, creating a neighborhood anchor for current and future residents, commuters, and shoppers.



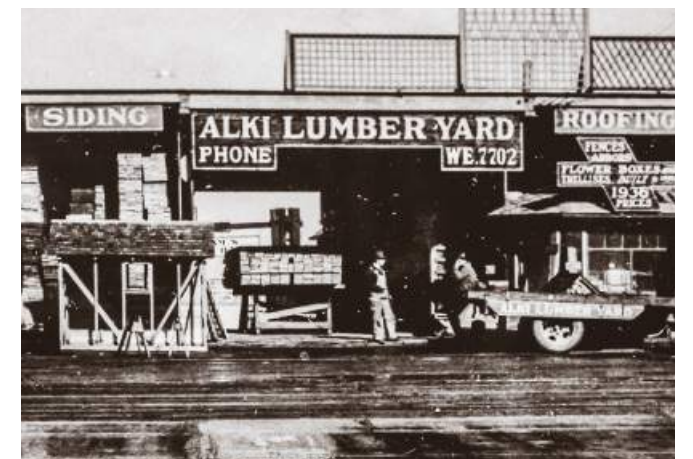
## 2. Activate the Streetscape

The project seeks to establish a pattern of development along 36th that promotes an active and welcoming pedestrian experience. The unusual 80ft right of way provides ample opportunity for creative sidewalk use and enhanced retail engagement.

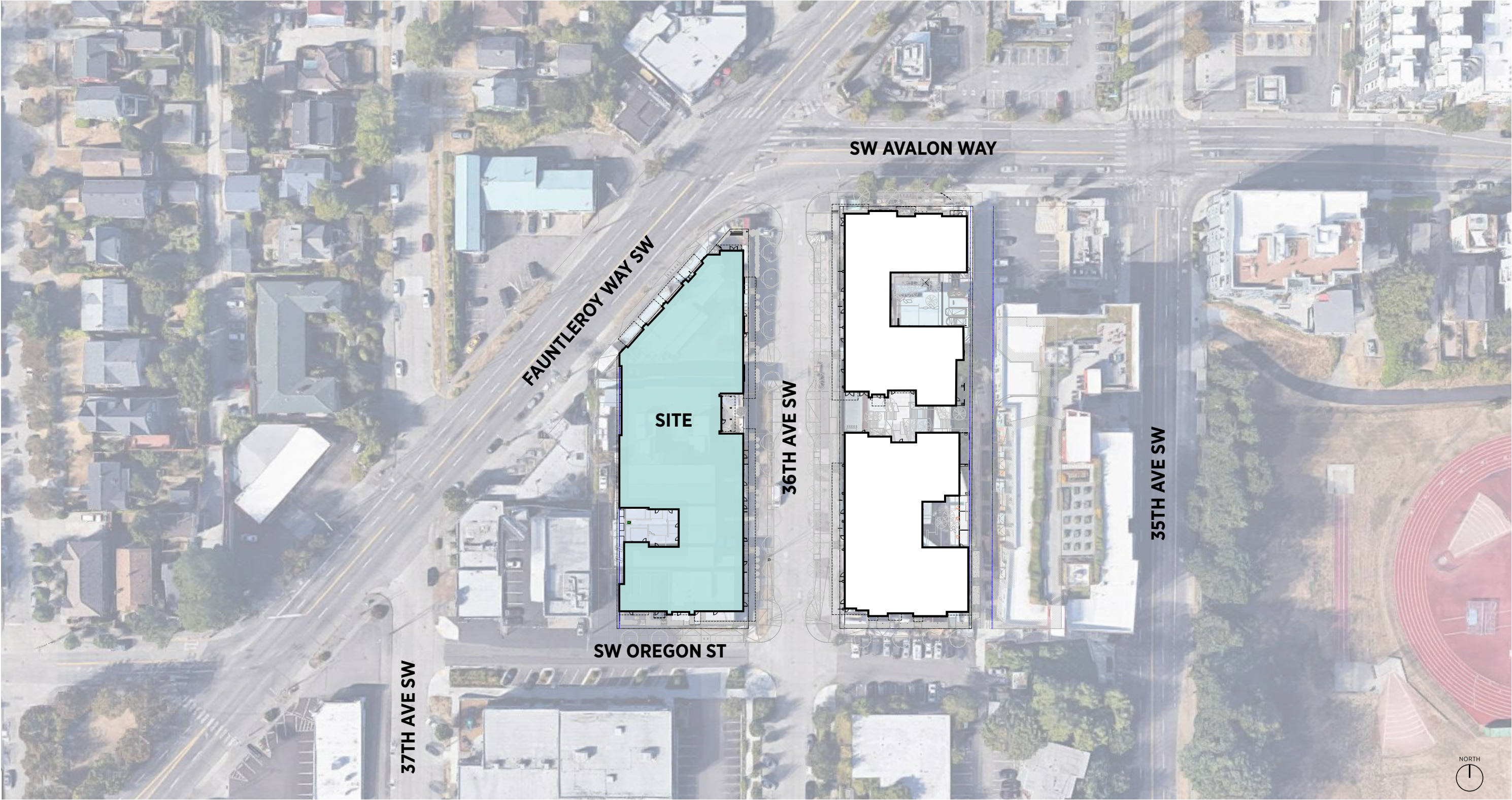


## 3. Honor the Past, Plan for the Future

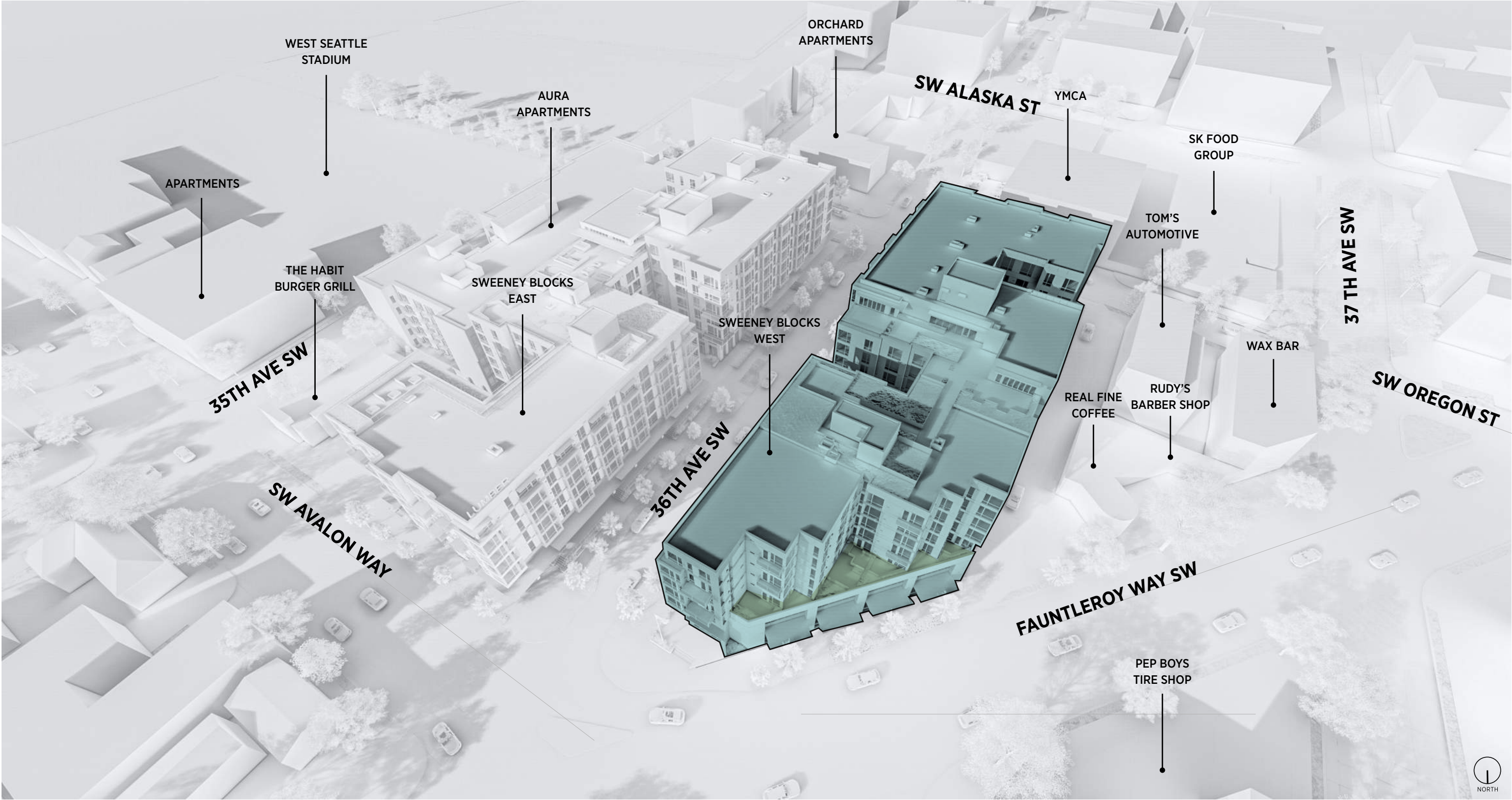
The current site is part of the Alki Lumber Yard, a local family-owned business with roots in West Seattle since 1921. The Sweeney family's long-term vision for the site includes a heritage retail presence for Alki Lumber, along with ample space for curated neighborhood retail and residential capacity for 500+ neighbors. The Sweeney family sees this project as both a link to the past and a commitment to the future.



Site Overview

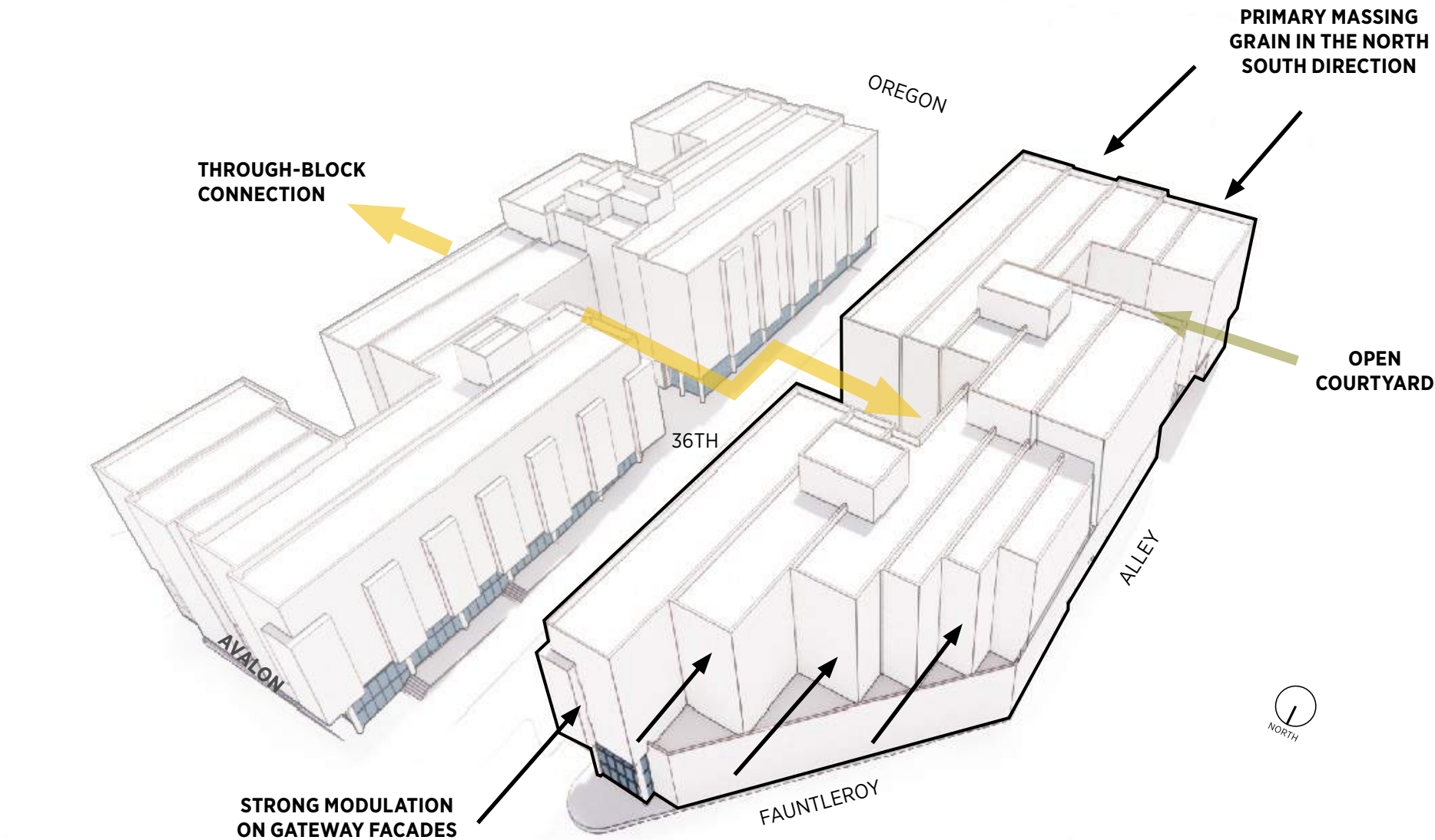


Site Overview

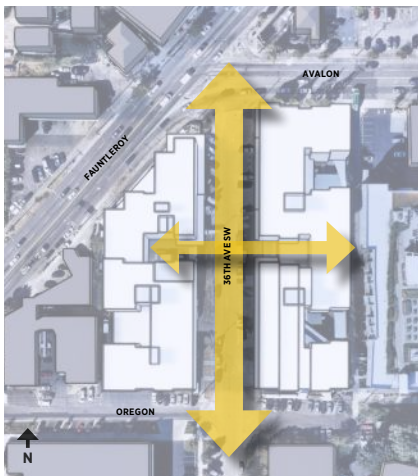


# EDG Concept Overview

The history and current use of the site provided inspiration for the massing, materials and even some of the detailing of the architecture and landscape design. At EDG, the board signaled support for the preferred massing option. The building concept is loosely based on the stacked lumber form - with long horizontal facades running north-south in contrast with more irregular massing and materials on the end facades.



## PATHWAYS



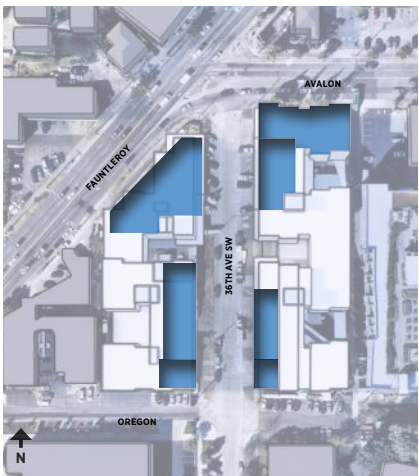
An open plaza is provides a terminus to the through-block connection.

## OPEN SPACE



A continuous 4' setback is provided along 36th. Courtyards are opened up to provide visual access to light and views.

## RETAIL



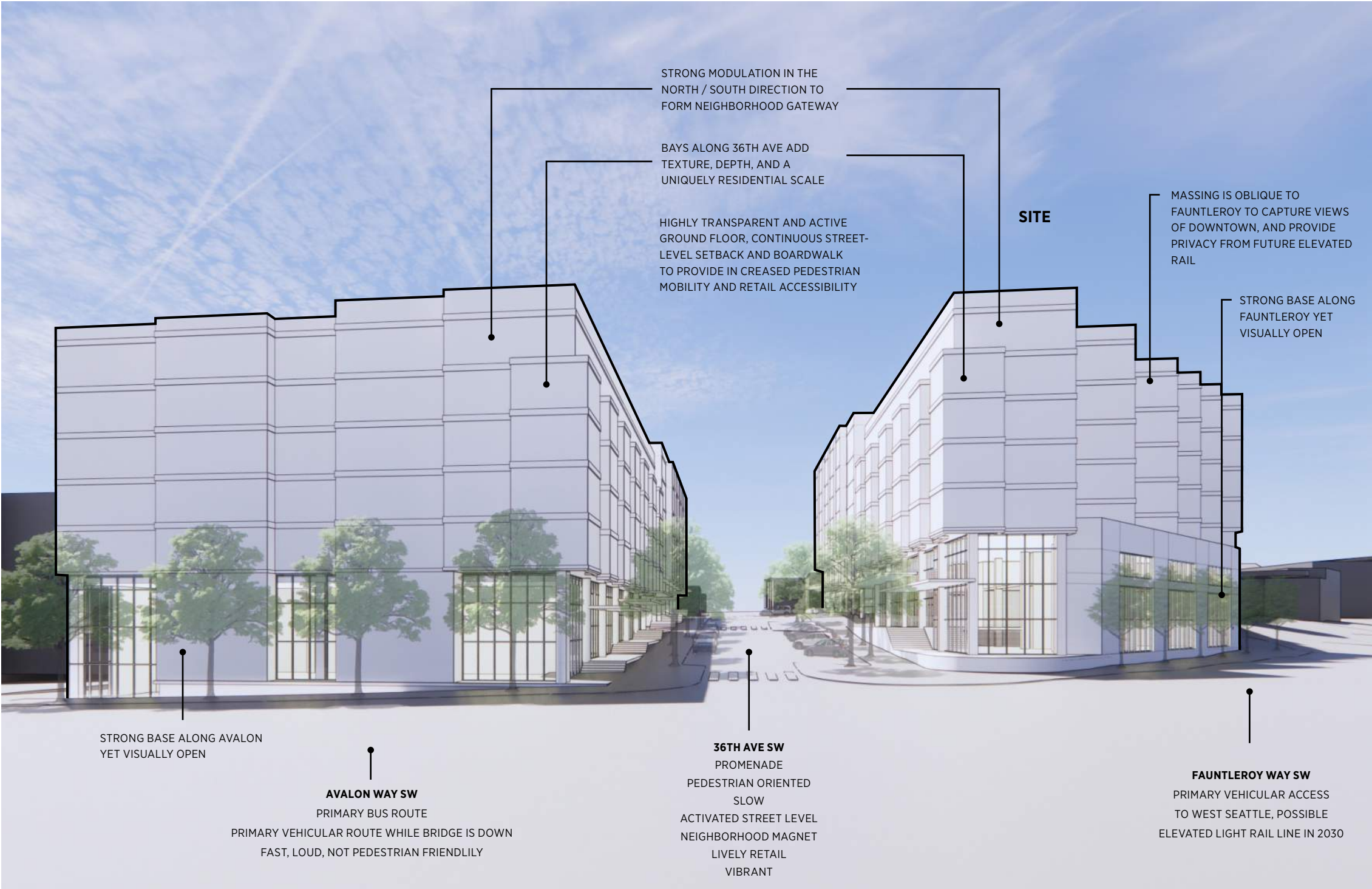
Retail is located the entire length of 36th except at the mid block where residential entries are located.

## RESIDENTIAL ACCESS

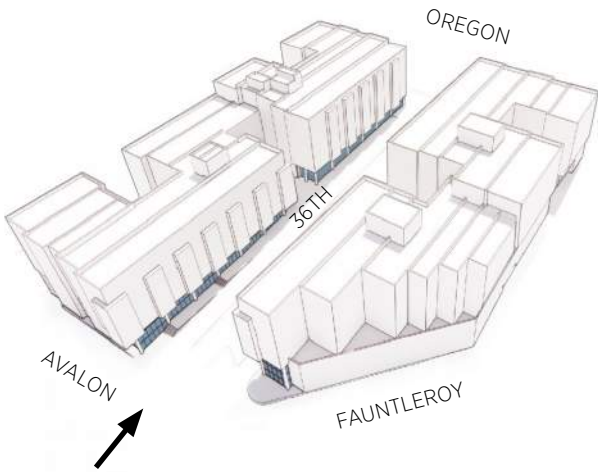


Residential entires and amenities are located mid-block.

# EDG Concept Overview



In the view, both sides of the 36th are shown for context.

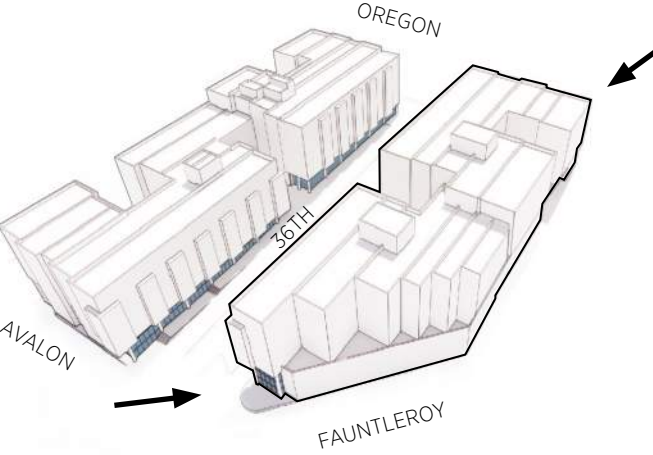


EDG RESPONSE

EDG Summary

ITEM	BOARD COMMENTS	RESPONSE	DESIGN GUIDELINES
1. MASSING	a. The Board supported the applicant’s preferred massing, Option 3, and discussed how Option 3’s massing could be improved.	a. The design team has continued to develop the preferred massing concept with the Board’s guidance.	(CS1.A, CS2.III, CS3.A.4, DC2.A.2, CS2.I, CS2.II)
	b. The Board, while they supported the applicant moving forward with Option 3, requested the applicant create a difference between this site and the site to the east. The Board encouraged the applicant to further the design so that this building design stand on its own and not replicates or mimics too closely the design of the proposed building immediately east of the site.	b. The design team has worked to differentiate the buildings with the following additions & changes:  1. Significantly different corner and mid-block massing. 2. Introduction of the entry pavilion 3. Unique materials palette and window configurations. 4. Unique retail treatment along Fauntleroy.	(CS3.I.ii)
2. STREET LEVEL DESIGN	a. The Board requested the applicant further develop the street level design to create a highly pedestrian friendly street level.	a. The design team has worked with SDOT to prioritize pedestrian use and mobility.	(PL1.B, DC3.A)
	b. Agreeing with public comment, the Board was supportive of the ‘boardwalk’ concept, however, the Board requested an accessibility study be included at the Recommendation phase to demonstrate how the ‘boardwalk’ concept will be accessible to everyone.	b. The design team engaged an accessibility consultant and has adopted their recommendations to make the boardwalk and streetscape accessible and welcoming, from curb to front door.	(PL2.A)
	c. The Board encouraged the applicant to introduce more building modulation at street level, expanding the street canopy, and landscaping at the street level and along the west side of the building.	c. The 36th street level design has been revised to include more depth, texture, and landscaping elements. The west side of the building has been revised to include planting at the parapet and street level. Added modulation, canopies, signage, lighting and detailing bring depth and interest to the Fauntleroy street level facade.	(PL1.A.2, PL2.C, PL2.I, PL2.II)
	d. Along the south building facade facing Oregon Street, the Board expressed concerns about a lack of an entry sequence from the sidewalk to the unit doors.	d. The design team has revised the south facade, increasing the depth of the modulation, adding balconies, and providing landscape screening for the unit entries. Creating a welcoming and safe entry sequence is the priority.	(PL3.A, PL3.B.1)
	e. The Board requested the applicant provide further studies at the Recommendation phase to detail how the gateway feature at the north end of the building could be refined and further developed.	e. The north corner of the site has been designed with a unique gateway feature and a dedicated landscape zone that welcomes residents, pedestrians and shoppers while providing a buffer from the traffic of Fauntleroy.	(PL2.I, PL2.II)
	f. Echoing public comment, the Board was inclined to support the upgraded 36th Avenue SW street design presented to them at the meeting, understanding that the final review and approval lies with SDOT.	f. The design team has been having ongoing discussions with SDOT. We have adopted their recommendations to prioritize accessibility and equity. Reduction of the street width gives more space for pedestrian use and landscape features.	(PL1.A.2, PL4.C.1)
	g. The Board had concerns with the blank wall condition for the east facing wall between the lobbies at the through block connection.	g. An entry pavilion has been introduced in the courtyard between the two primary massing elements. The pavilion creates a provides a strong contrast with the retail storefront along 36th and creates a prominent residential entry.	(DC2.B.2, PL1.A.2)
3. ALLEY	a. The Board expressed concerns with the building’s interface with the alley side (west side) of the site.	a. The units are above the alley. To provide further privacy, the window sills have been raised in this location.	(PL1.A.2, CS3.A.4, DC2.I.ii)
4. MATERIALS	a. The Board supported the material concept shown and requested the final material design create a distinct difference between the two buildings.	a. The material palettes of the two buildings are different but related, giving the block a diverse, yet cohesive feel.	(DC4.A.1)
	b. The Board also requested street level details that demonstrate the fenestration patterns and window type, canopy, the ‘boardwalk’, the soffit treatment of retail canopies and sign treatments.	b. The design team has developed the street level design that provides interest and diversity while still creating a legible street rhythm.	(DC4.A.1)

EDG Summary



EDG RESPONSE

Massing

BOARD GUIDANCE

- a. The Board supported the applicant’s preferred massing, Option 3, and discussed how Option 3’s massing could be improved.
- b. The Board, while they supported the applicant moving forward with Option 3, requested the applicant create a difference between this site and the site to the east. The Board encouraged the applicant to further the design so that this building design stand on its own and not replicates or mimics too closely the design of the proposed building immediately east of the site.

RESPONSE

While the West building shares a similar root concept with the East building, the sites are quite different. The design team has worked to differentiate the West building with the following series massing changes and additive elements that respond to specific site conditions:

- 1. Stepped massing at the courtyard corner
- 2. Unique street edge along Fauntleroy
- 3. Unique residential entry pavilion
- 4. Specialized treatment of the North corner retail

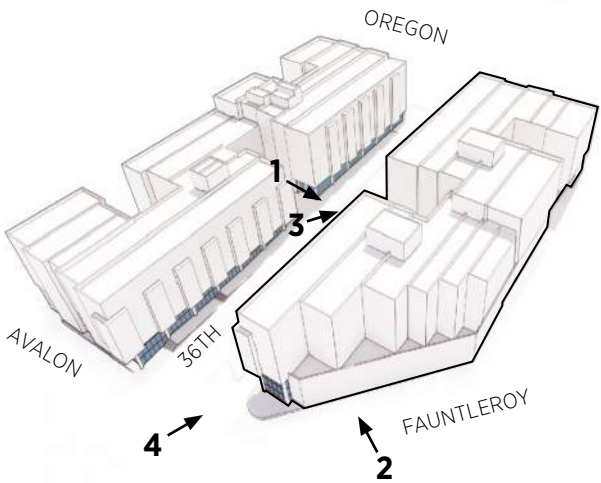
These massing elements help create a unique location identity for the West building.

DESIGN GUIDELINES

- CS2.III Height, Bulk and Scale [WS]
- CS3.A.4 Evolving Neighborhoods
- DC2.A.2 Reducing Perceived Mass
- CS2.I Streetscape Compatibility [WS]
- CS2.II Corner Lots [WS]
- CS3.I.ii Architectural Cues [WS]



Massing



EDG RESPONSE

Street Level

BOARD GUIDANCE

f. Echoing public comment, the Board was inclined to support the upgraded 36th Avenue SW street design presented to them at the meeting, understanding that the final review and approval lies with SDOT. The Board supported the proposed speed table at the mid-block crossing and the yield street design. With 9-foot travel lanes of the yield street design, the Board noted this allows for wider sidewalks. The Board acknowledged that SDOT will determine if a mid-block crossing for pedestrians is permitted, however, the Board noted that providing the street level design and infrastructure to support such a crossing could eventually lead SDOT to warrant a pedestrian crossing at the mid-block location. The Board members stated support for a pedestrian designed street as appropriate in this area based on the future light rail service and light rail station planned for the neighborhood. The Board requested that alternative studies be provided in the recommendation packet to illustrate the street level and building designs should SDOT not approve the street plans presented to the Board.

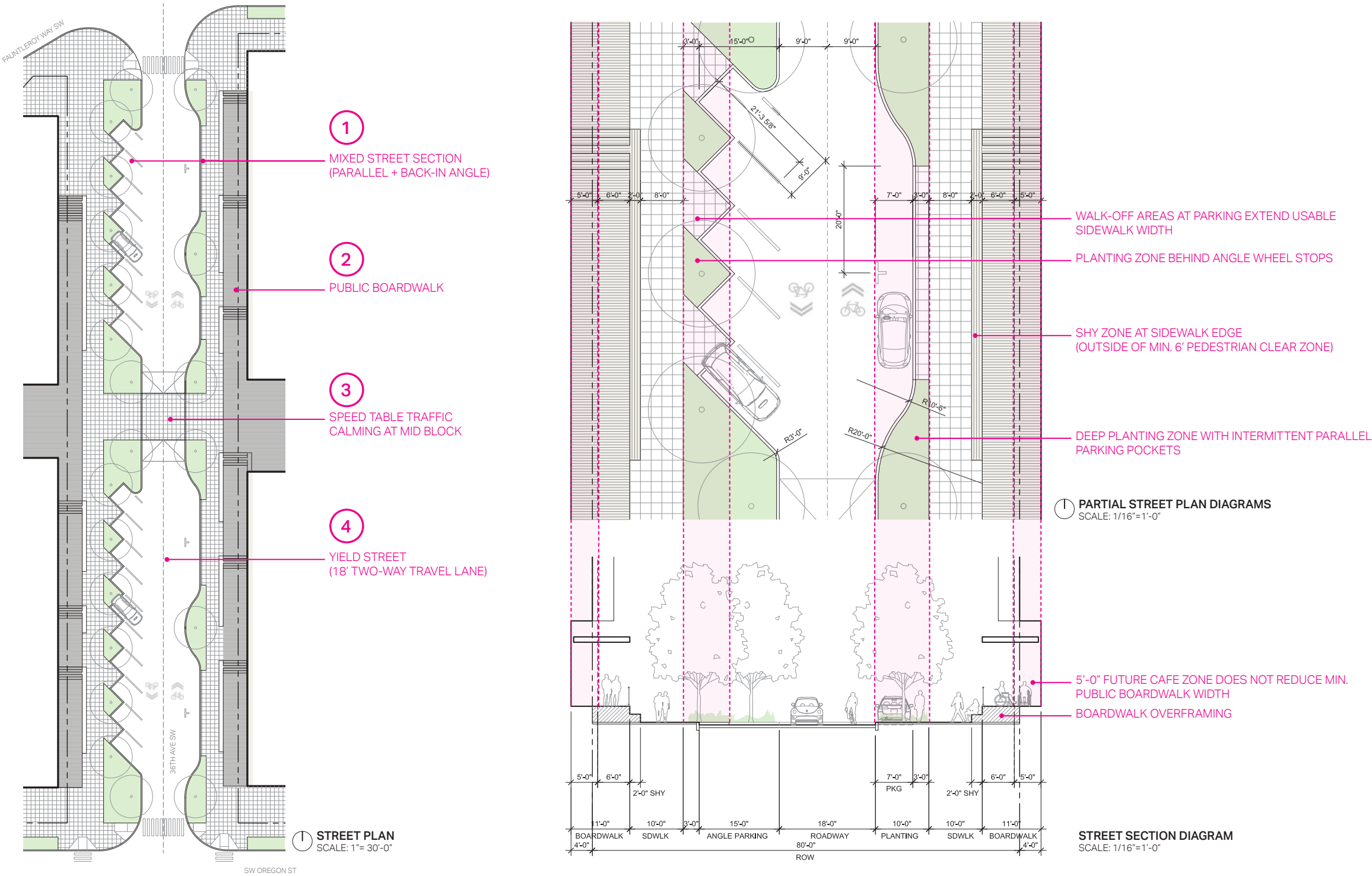
RESPONSE

The street-level design of 36th Avenue has continued to develop in conjunction with SDOT. A number of improvements have been made to accommodate future consideration of the boardwalks. At this time there is no path to approve the boardwalks prior to SIP. In this package we show the boardwalks as the preferred option but illustrate how the building would work without them. In all cases the boardwalks would be constructed with removable elements.

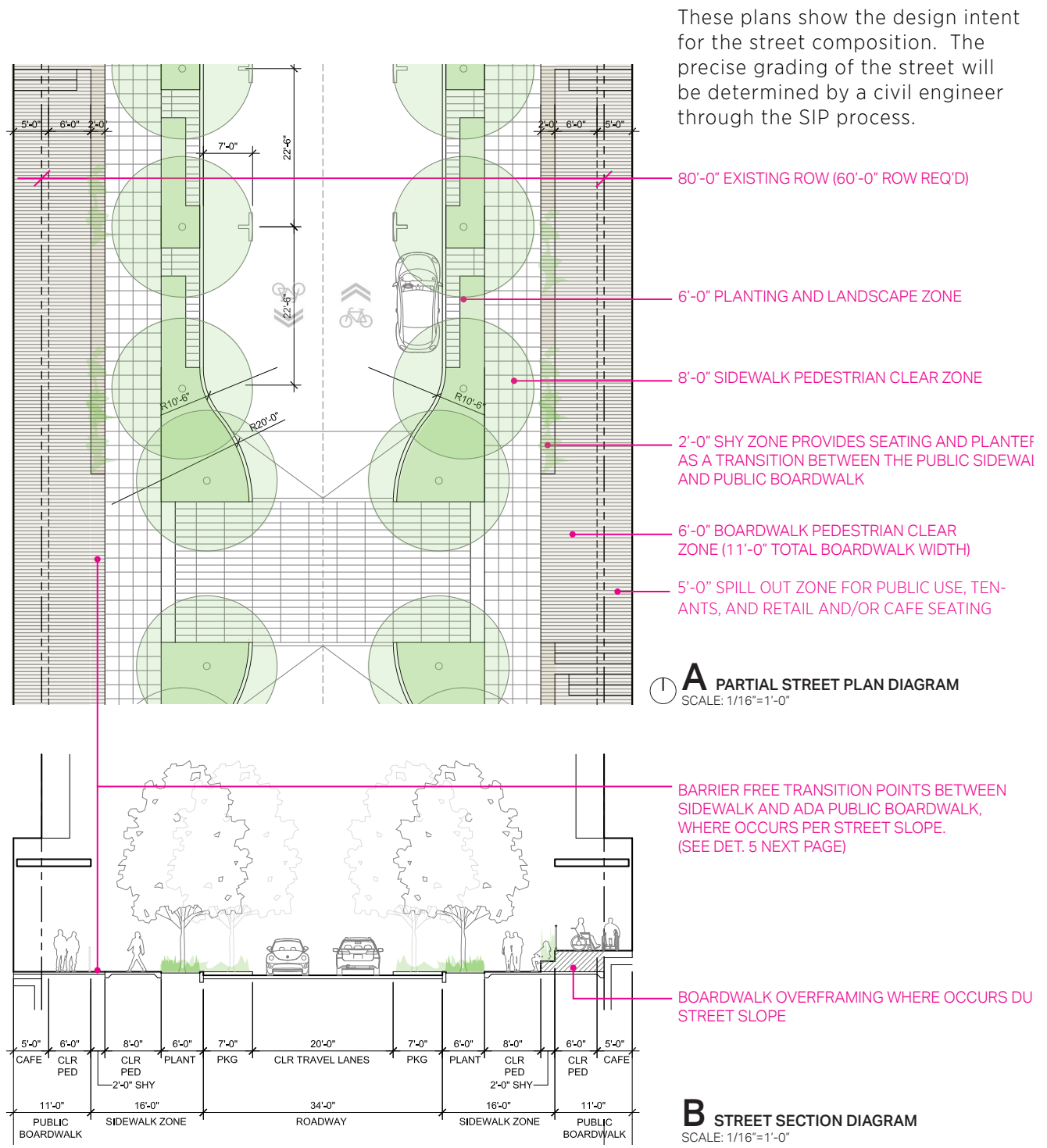
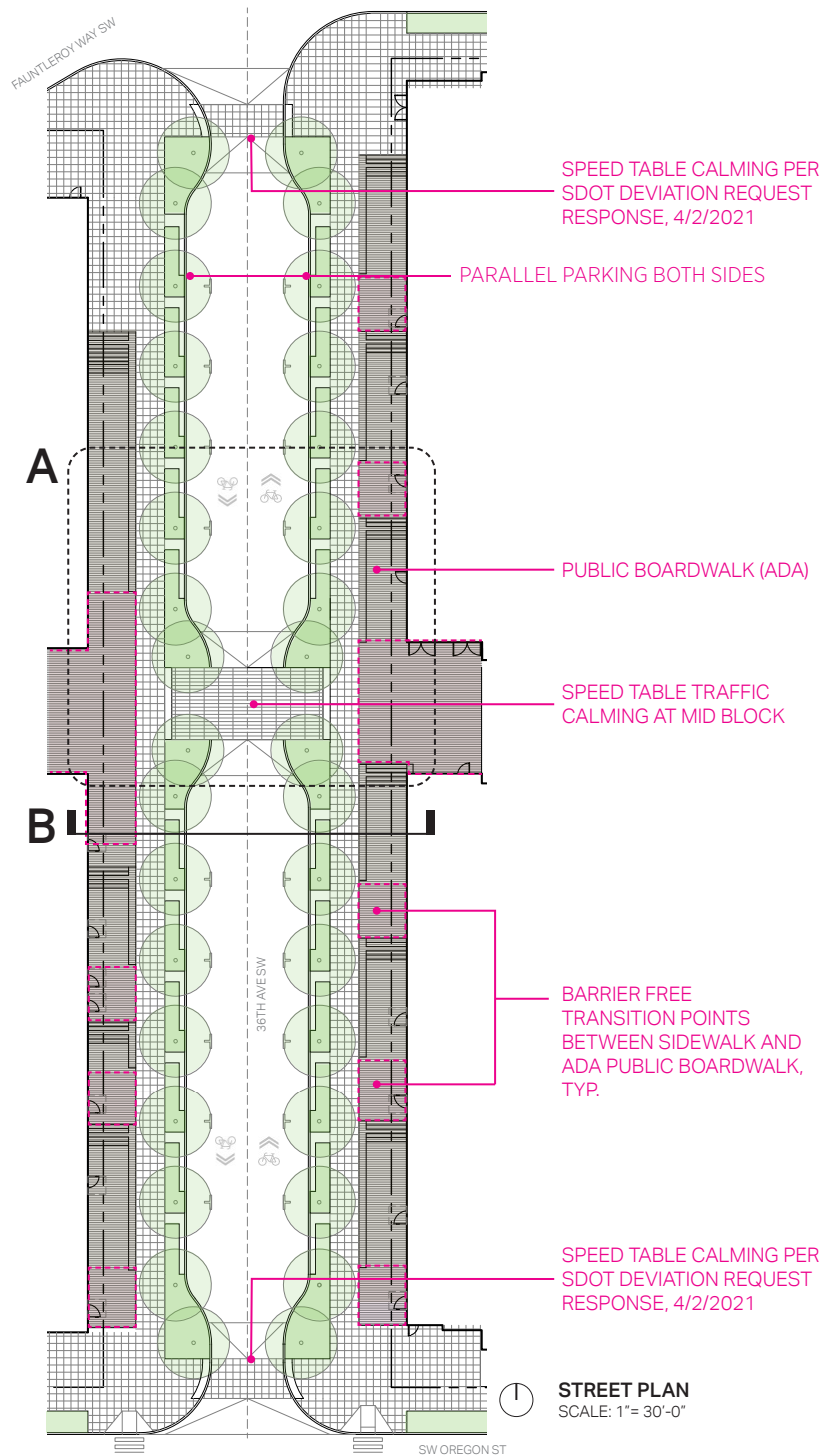
RELEVANT DESIGN GUIDELINES

- PL1.A.2 Adding to Public Life
- PL4.C.1 Planning Ahead for Transit
- CS3.A.4 Evolving Neighborhoods
- CS2.I Streetscape Compatibility
- CS2.II Corner Lots

STREET DESIGN PROPOSED AT EDG:



REVISED STREET DESIGN:



EDG RESPONSE

Street Level

BOARD GUIDANCE

a. The Board requested the applicant further develop the street level design to create a highly pedestrian friendly street level.

RESPONSE

36th has been the subject of ongoing dialog with SDOT. In coordination with SDOT we are proposing the following design features to accommodate multi-modal access and provide generous opportunities for pedestrian activity:

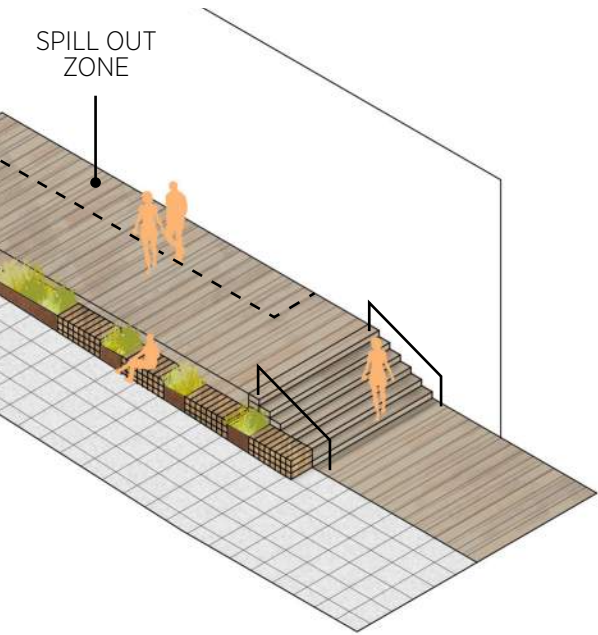
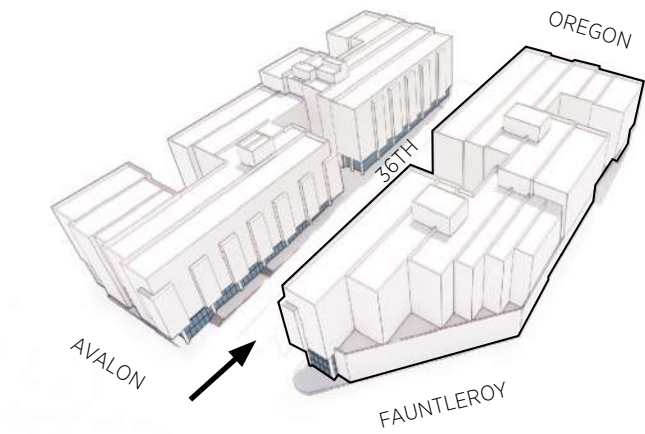
- Reduced roadway width
- Back-in angle in parking removed
- Speed tables at Avalon, mid-block and Oregon
- 8' sidewalk + 6' dedicated walkway on boardwalk
- 5' spill out zone
- 2' shy zone between the boardwalk and the sidewalk
- Design is compatible with neighborhood bike plan



BOARDWALK AS SHOWN AT EDG

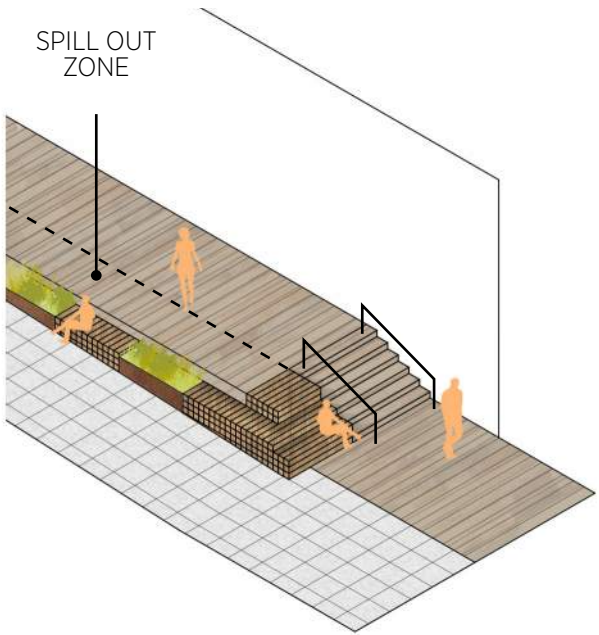
DESIGN GUIDELINES

PL1.B Walkways and Connections  
DC3.A Building/Open Space Relationship

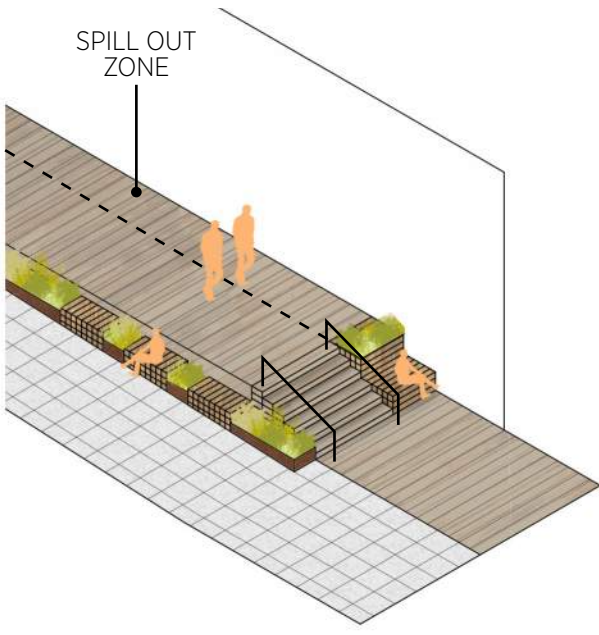


VARIATION 1 - SHY ZONE  
WITH SEATING & PLANTERS

BOARDWALK STUDIES



VARIATION 2 - EXPANDED SHY ZONE  
WITH SEAT STEPS, SEATING, & PLANTERS



VARIATION 3 - STAIR TRANSITIONS  
WITH INNER SEAT STEPS, SEATING & PLANTERS  
(PREFERRED)



SIGNAGE

LEASING

EDG RESPONSE

Street Level

BOARD GUIDANCE

b. Agreeing with public comment, the Board was supportive of the ‘boardwalk’ concept, however, the Board requested an accessibility study be included at the Recommendation phase to demonstrate how the ‘boardwalk’ concept will be accessible to everyone. (PL2.A)

RESPONSE

The design team engaged Studio Pacifica to consult on ways to make the streetscape accessible and welcoming to all. After an initial meeting Studio Pacifica made the following recommendations:

1. TRANSITION POINTS

- The slope of the sidewalk and the boardwalk level out at various intervals along 36th. These transition points must be carefully considered.
- AMA & KPFF (Civil) will work together to ensure the running slope and the cross slope are resolved to create areas with less than 2% slope a the transition points.
- The transition from the side walk to the boardwalk should have a smooth uninterrupted walking / rolling surface.
- Transition points should be aligned with Retail entries where possible.
- Transition points should be highlighted with focused signage and lighting to indicate main retail access.

2. BOARDWALK STAIRS

The boardwalk access stairs should be revised with the following considerations:

- The stairs should align with the path of circulation and be distinct from the “café/ furniture” zone.
- The stairs should be narrowed and have handrails on both sides.
- Path of circulation may be either on the inside or the outside of the boardwalk, but should be clearly defined.
- The furniture zone should be flexible and accommodate a range of users.
- Stairs should be illuminated with step lights, under rail lights or other lighting system to accommodate reduced-vision users.

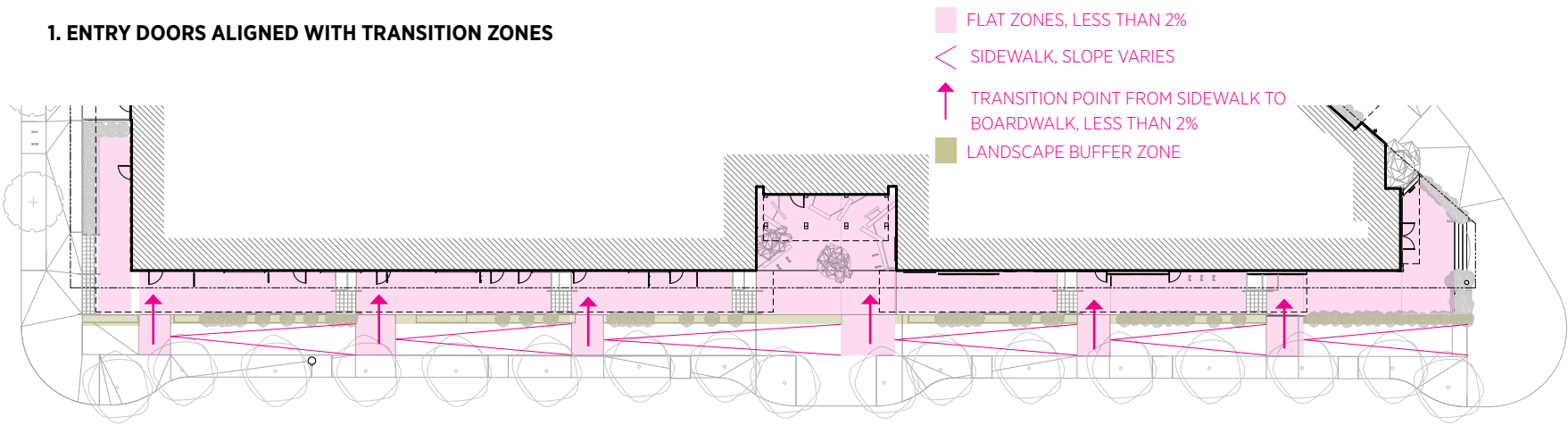
3. WALKING SURFACE

- While everyone agrees that the wood-look boardwalk supports the over-all concept of the site, the design team needs to pay careful attention to the material selected, the transition details, the stability of the walking surface, and the gap space between the decking members.

4. ACCESSIBLE PARKING

- The street parking stalls, whether back-in angled parking or parallel need to have periodic paved transitions to the sidewalk.

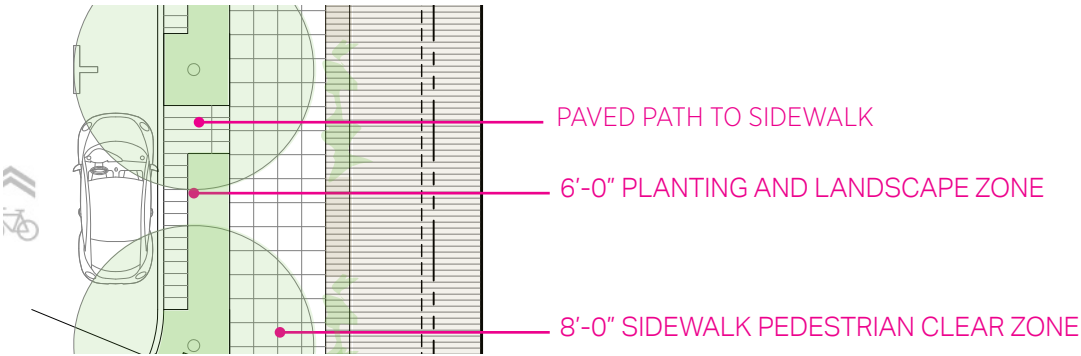
1. ENTRY DOORS ALIGNED WITH TRANSITION ZONES



2. BOARDWALK STAIRS



4. ACCESSIBLE PARKING



3. WALKING SURFACE - PRECEDENT IMAGES



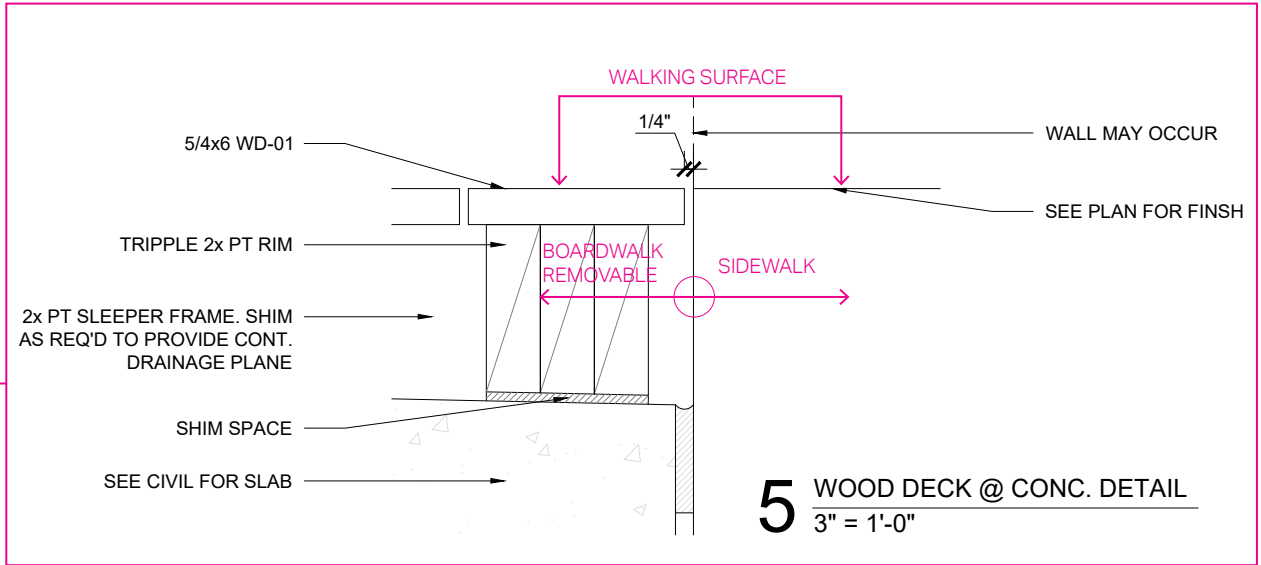
NORTHWEST 10TH AVE BOARDWALK PORTLAND PEARL DISTRICT  
BARRIER FREE INTERFACE BETWEEN BOARDWALK AND SIDEWALK



TANNER SPRINGS PORTLAND PEARL DISTRICT  
BARRIER FREE INTERFACE BETWEEN CURB RAMP AND BOARDWALK



SOUND TRANSIT SPRING DISTRICT STATION PLAZA BELLEVUE (CONSTRUCTION PROGRESS PHOTO 8/4/2021)  
BIKE PARKING PAVILION (CONSTRUCTION PROGRESS PHOTO)



SPRING DISTRICT CONSTRUCTION DETAIL

EDG RESPONSE

Street Level

BOARD GUIDANCE

c. The Board encouraged the applicant to introduce more building modulation at street level, expanding the street canopy, and landscaping at the street level and along the west side of the building. The Board members noted that the upper floors include a lot of moves and interest; the street level should also have a similar treatment.

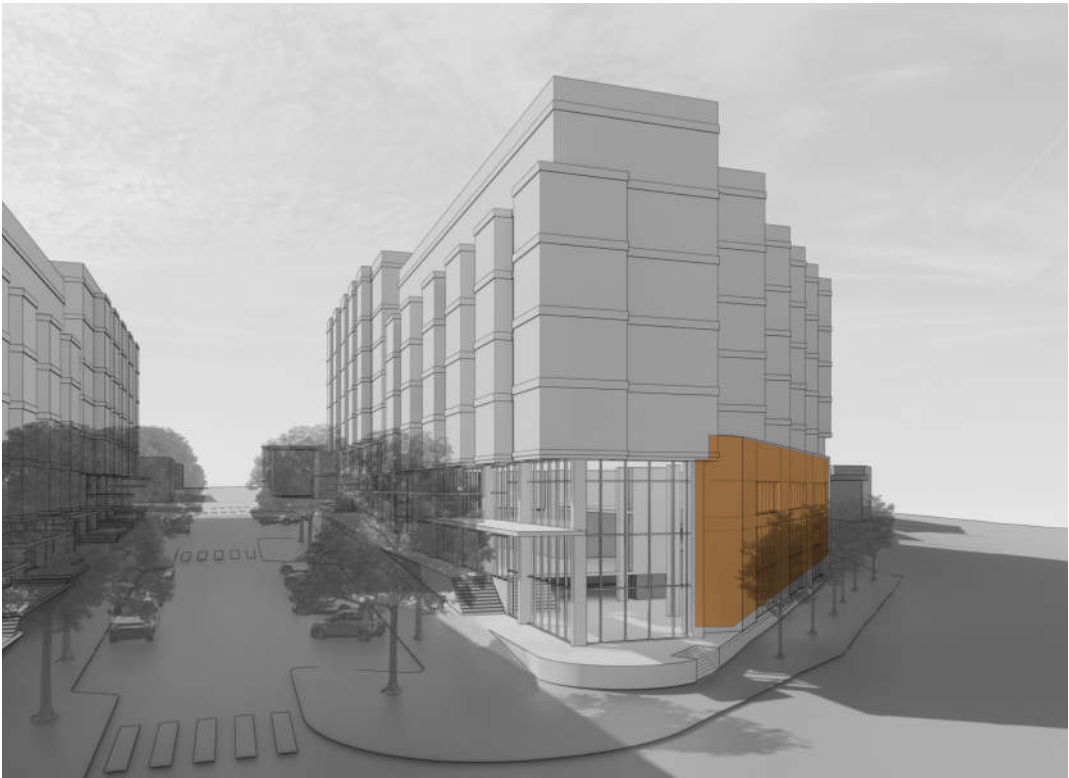
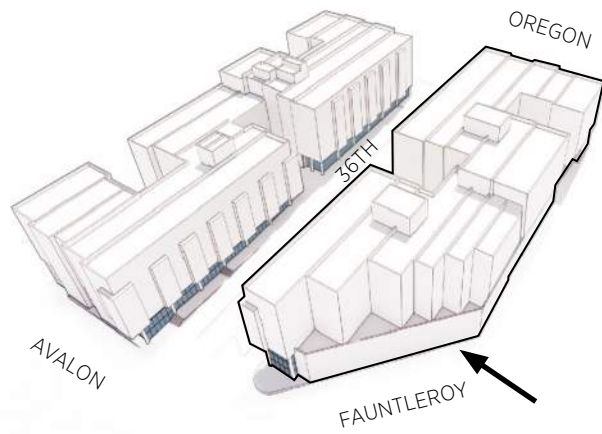
RESPONSE

The design team still feels a solid base along the west side of the site is the right move. It creates a feeling of stability adjacent to the busy flow of traffic along Fauntleroy and provides a streamlined base in contrast with the exaggerated upper level massing and modulation. To respond to the Board’s guidance the design team has made the following improvements:

- Fenestration bays increased from 3 to 4
- Fenestration bays inset 2’
- Added street level planting
- Added parapet planting
- Added canopies
- Added specialty retail signage
- Added decorative and functional lighting

DESIGN GUIDELINES

- PL1.A.2 Adding to Public Life
- PL2.C Weather Protection
- PL2.I Human Scale
- PL2.II Pedestrian Open Spaces



FAUNTLEROY AND 36TH AT EDG



FAUNTLEROY AND ALLEY AT EDG



RETAIL ENTRY ON FAUNTLEROY



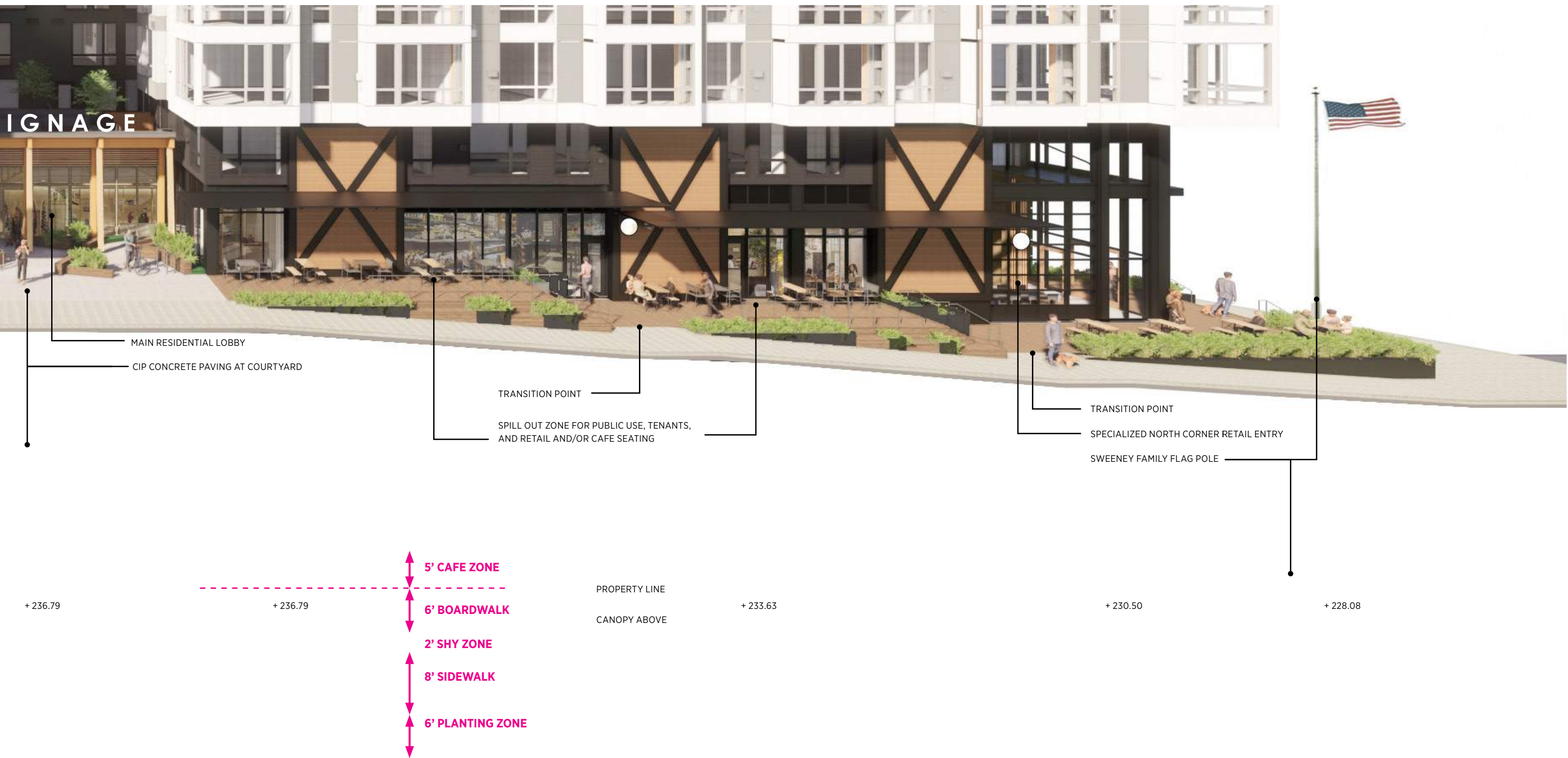
4 FENESTRATION BAYS

FAUNTLEROY AND ALLEY

EDG RESPONSE

Street Level - Preferred





EDG RESPONSE

Street Level without Boardwalks - Baseline Condition





Street Level - Baseline Design



# Street Level With Boardwalks - Preferred



EDG RESPONSE

Street Level - Oregon

BOARD GUIDANCE

d. Along the south building facade facing Oregon Street, the Board expressed concerns about a lack of an entry sequence from the sidewalk to the unit doors. The Board requested the applicant address this by establishing a hierarchy of entry details from the sidewalk to the front door of the ground level units. The Board members requested that safety factors be considered in light of introducing more landscaping. While landscaping may be appropriate, the Board directed the applicant to study the introduction of a landscaping element that would create a distinct entry from the sidewalk and not introduce a potential safety and security issue.

RESPONSE

The unit entry sequence along Oregon has been updated and enhanced with the following design elements:

- Additional landscaping is provided at the sidewalk elevation to buffer the sidewalk from the unit patios.
- Low fencing has been added to provide a sense of privacy while maintaining sight-lines for security.
- Separate zones for circulation vs seating
- Specialty pavement to differentiate sidewalk from patio.

DESIGN GUIDELINES

- PL3.A Entries
- PL3.B.1 Security & Privacy
- PL3.B.2 Ground Level Residential



CORNER OF OREGON & 36TH AS SHOWN AT EDG

# Street Level - Oregon



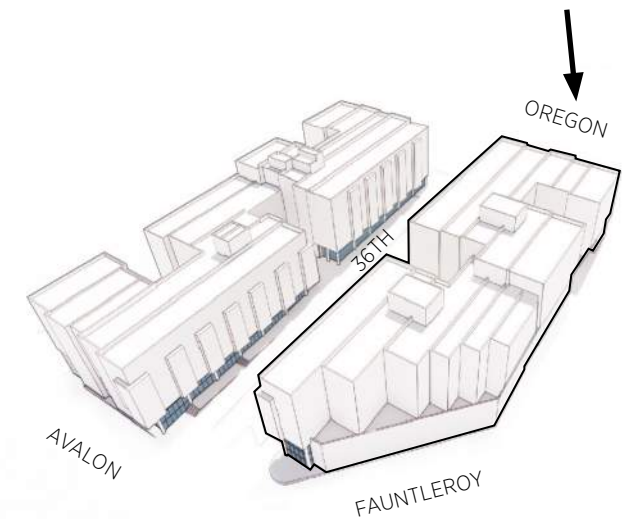
CURRENT CORNER OF OREGON & 36TH

EDG RESPONSE

Street Level - Oregon

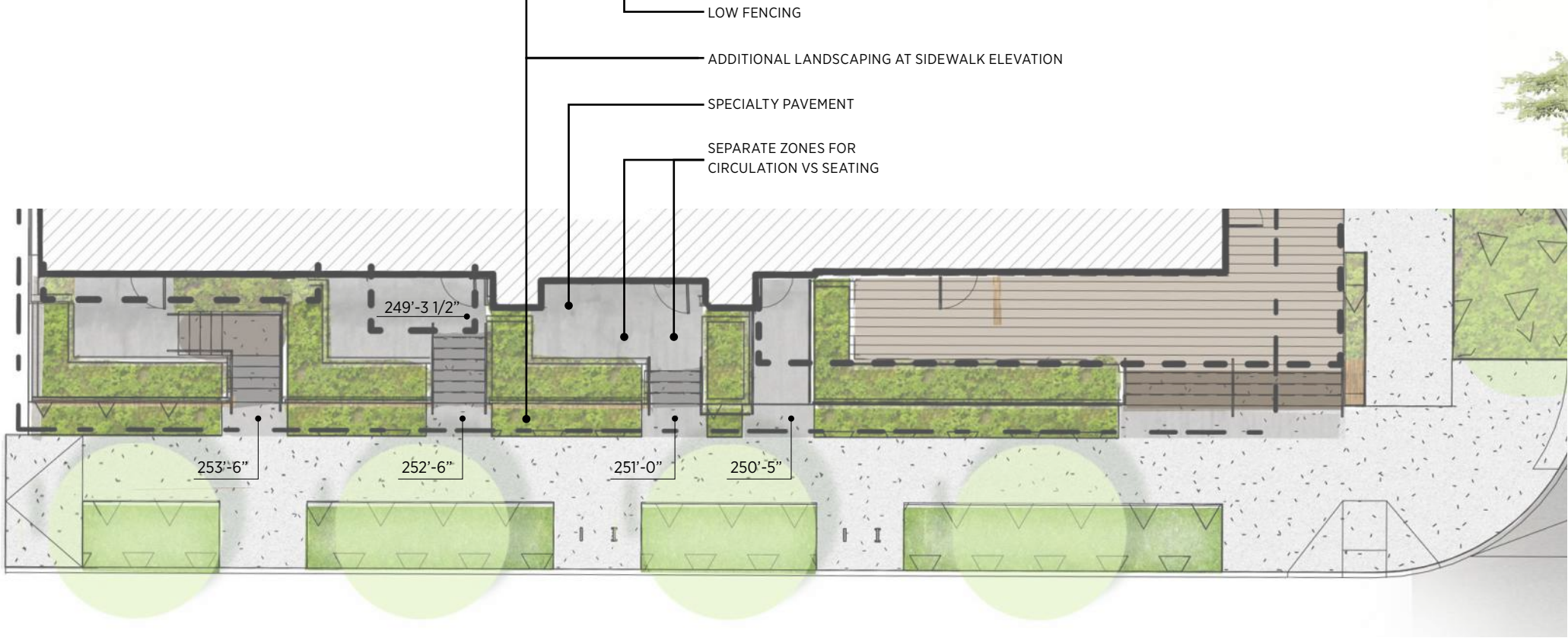
The unit entry sequence along Oregon has been updated and enhanced with the following design elements:

- Additional landscaping is provided at the sidewalk elevation to buffer the sidewalk from the unit patios.
- Low fencing has been added to provide a sense of privacy while maintaining sight-lines for security.
- Separate zones for circulation vs seating
- Specialty pavement to differentiate sidewalk from patio.



OREGON STREETScape

Street Level - Oregon



EDG RESPONSE

Street Level

BOARD GUIDANCE

e. The Board supported the ground level feature at the north end of the site noting that it acted as a gateway feature from Fauntleroy Way. The Board requested the applicant provide further studies at the Recommendation phase to detail how the gateway feature could be refined and further developed. The Board noted the current proposal in the packet seems underdeveloped and should incorporate canopies and be a pedestrian friendly environment.

RESPONSE

The design team has continued to develop the North corner as a gateway feature for the site. The following changes have been made:

- 1. Distinctive entry canopy & signage at the corner
- 2. Operable door has been added to the corner facing 36th to encourage pedestrian/retail activation in nice weather.
- 3. Low landscaping has been added between the boardwalk and sidewalk along 36th which wraps the corner to provide a buffer from Fauntleroy while still allowing visibility.
- 4. The floor level of the retail has been lowered to better meet sidewalk grade at the corner of 36th and Fauntleroy and a wider stairway welcomes pedestrians.
- 5. The Sweeney family flag pole will be relocated from the existing lumber yard and used as a gateway feature.
- 6. Balconies have been added at the upper levels to activate the upper massing and take advantage of city views.

DESIGN GUIDELINES

- PL2.I (WS) Human Scale
- PL2.II (WS) Pedestrian Open Spaces
- PL3.A Entries
- CS2.II Corner Lots



NORTHEAST CORNER



NORTHEAST CORNER AT EDG



SWEENEY FAMILY FLAGPOLE

2e. Street Level

An operable wall feature is part of the corner retail. The design team studied options for locating the operable wall.



OPTION 1

The first option places the operable wall in the most prominent location directly on the north facade. While this location is most visible, it would also be the loudest as it faces the traffic from Fauntleroy. In addition the operable wall will only be used seasonally.



OPTION 2 PREFERRED

By placing the main entrance on the north facade and moving the operable wall to 36th several goals are accomplished:

- A prominent canopy and sign face the main flow of traffic
- The main retail front door will be highly visible in all directions
- The operable wall faces the boardwalk providing opportunity for retail/pedestrian interaction.



EDG RESPONSE

Street Level

BOARD GUIDANCE

g. The Board had concerns with the blank wall condition for the east facing wall between the lobbies at the through block connection. The Board requested the applicant provide further details at the Recommendation phase to address the blank wall condition and introduce elements to enable activity to take in the plaza.

RESPONSE

At EDG there was a large bank wall at the back side of the courtyard along 36th. The design team proposes to fill this space with a single-story residential entry pavilion. Not only does this small structure provide a focal point for the terminus of the through block connection, it also simplifies the internal circulation between the elevator cores.

The pavilion with its wood post porch picks up on the theme of the lumber yard, while using completely unique detailing. The planted roof provides an outdoor residential amenity at level three.

DESIGN GUIDELINES

- DC2.B.2 Blank Walls
- PL1.A.2 Adding to Public Life
- PL2.I (WS) Human Scale
- PL2.II (WS) Pedestrian Open Spaces



COURTYARD AT EDG



CURRENT COURTYARD



1 POST BASE ATTACHMENT DETAIL

BOARD GUIDANCE

a. The Board expressed concerns with the building’s interface with the alley side (west side) of the site. The concerns focused on the two alley-side residential units and the presence of the west facing facade on Fauntleroy Way. The Board requested details at the Recommendation phase to include a material and composition study of the west facade due to its visibility from Fauntleroy Way. For the two residential units on Level Two along the alley, the Board’s noted that the units were located in an area that appeared rather hostile for future residents. The Board requested the applicant include a study of how to soften the edge of these two units along the alley. The Board suggested introducing landscaping, balconies, and additional setbacks for these units to provide relief from being located right at the alley line.

RESPONSE

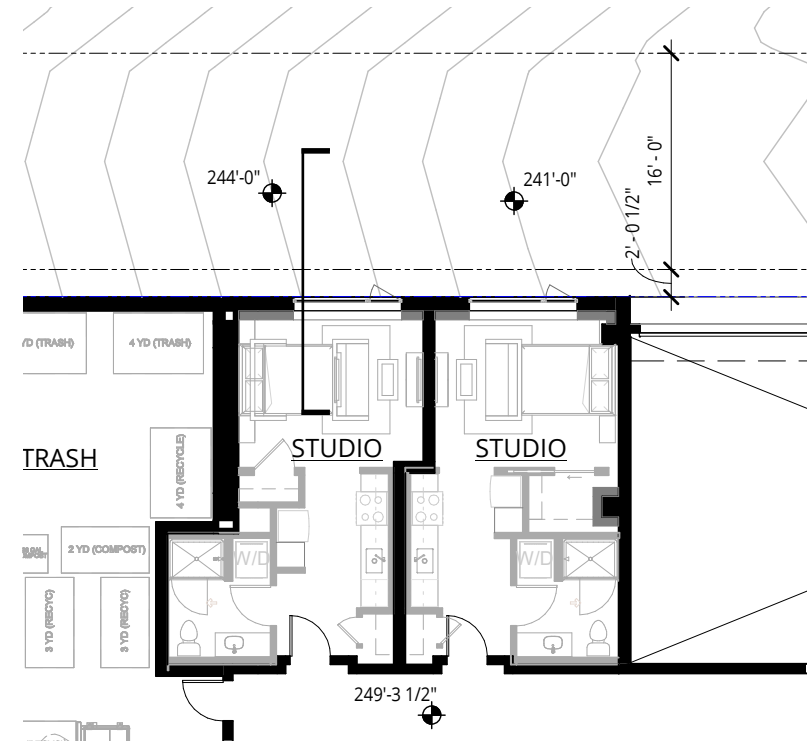
The design team is proposing board-formed concrete finish for the base of the Fauntleroy side of the building wrapping into the alley. Board-formed concrete gives the durability required along Fauntleroy and the alley while supporting the overall material concept of the project. The window sills of the units facing the alley have been raised to be 2’ above finish floor to mitigate the impact of sound and light from alley traffic.

DESIGN GUIDELINES

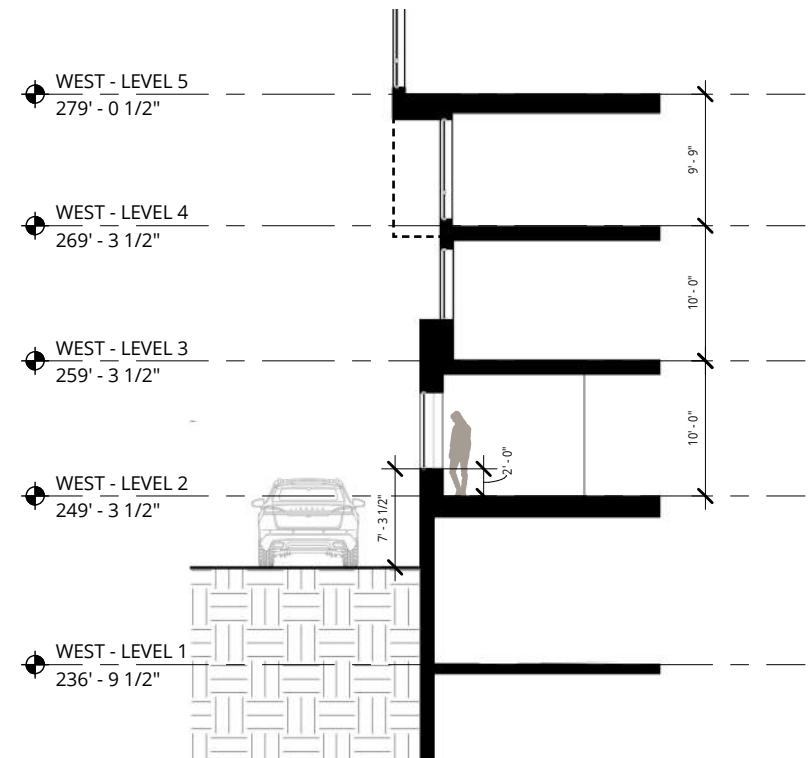
- PL1.A.2 Adding to Public Life
- CS3.A.4 Evolving Neighborhoods
- DC2.I.ii Cohesive Architectural Concept

The project team has recently received a Variance from SDOT to reduce the required height above the alley dedication. This will greatly simplify the structure of the building, while maintaining the same massing concept. The inset “gasket” between the upper massing and the podium will remain.

ALLEY GUARDRAIL ABOVE  
RETAINING WALL



FLOOR PLAN - ALLEY FACING UNITS



SECTION - ALLEY FACING UNIT



UPDATED NORTHWEST CORNER

EDG RESPONSE

Materials

BOARD GUIDANCE

a. The Board generally supported the material concept shown and the Board requested the final material design create a distinct difference between the two buildings. The Board noted the same material combinations appeared to be applied to this building and the building to the east. While the material pallets can be similar, the two buildings should look distinct from one another.

The Board also noted the final material application should include more wood, as it relates to the concept proposed for the building and the history of the site, along with other high-quality materials that relate to wood.

RESPONSE

While the buildings share a similar concept, a multitude of colors, textures and patterns are used to create distinct identities for each building. At the north end of the site the upper massing of the subject building uses a lighter material palette with a white window frame and light balconies in contrast with the East Building which uses a darker palette with a dark window. The buildings will look related but unique.

Real wood is used at the street level and throughout the landscaping. Higher on the building we are planning to use products that looks like wood but have a fire rating that works with the Type IIIA construction. For the “wood-look” material we are using at products that provide texture in addition to a wood pattern.

DESIGN GUIDELINES

DC4.A.1 Exterior Finish Materials

SWEENEY BLOCKS EAST

DARK CLADDING  
DARK WINDOWS



PROJECT SITE

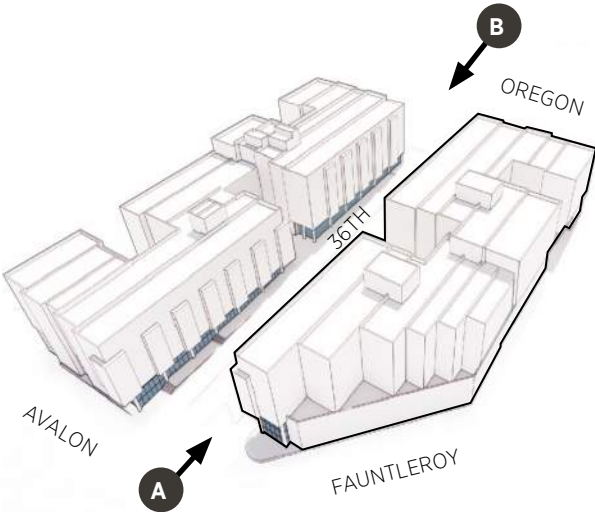
LIGHT CLADDING  
LIGHT WINDOWS



PROJECT SITE  
DARK CLADDING  
DARK WINDOWS



SWEENEY BLOCKS EAST  
LIGHT CLADDING  
LIGHT WINDOWS



B

EDG RESPONSE

Materials

BOARD GUIDANCE

b. The Board requested the applicant provide material details at the recommendation meeting, focusing on the street level treatment. The Board also requested street level details that demonstrate the fenestration patterns and window type, canopy, the ‘boardwalk’, the soffit treatment of retail canopies and sign treatments.

RESPONSE

Canopies:

The existing shed canopies on the site are an iconic part of the Alki Lumber Yard. We intend to use similar canopy detailing to honor the look and feel of this historic business. Specialty canopies are used at the main entrance to the market hall space and at the main residential entry.

Storefront:

Black storefront with wood doors is used for the retail. Louver band is hidden where possible above the canopy and below the soffit.

Light bronze storefront is used at the main residential entry

DESIGN GUIDELINES

(DC4.A.1)



EXISTING ALKI LUMBER CANOPIES



3. CERACLAD CAST STRIPE CHARCOAL



- CORRUGATED CANOPY
- BLACK STOREFRONT
- BLADE SIGNS
- METAL FLAT BAR RAIL
- WOOD



19. WOOD SLATS



EXISTING ON-SITE BARN DOOR INSPIRATION



- BUILDING SIGNAGE
- WOOD SLATS
- LIGHT BRONZE STOREFRONT
- PLANTERS

- SPECIALIZED RETAIL ENTRY
- BLACK STOREFRONT
- WOOD SLAT SOFFIT ENTRY CANOPY
- METAL PLANTERS



EDG RESPONSE

Canopy Types

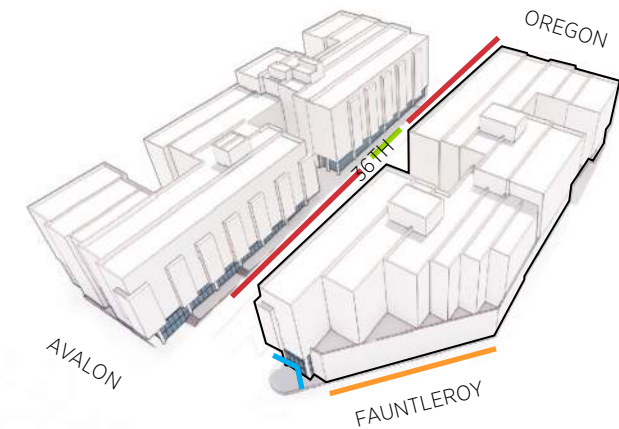
There are (4) canopy types proposed for this project.

**CANOPY 1:** Exposed framing with corrugated decking. The existing shed canopies on the site are an iconic part of the Alki Lumber Yard. Retail canopies along 36th are to have similar canopy detailing to honor the look and feel of this historic business.

**CANOPY 2:** C-channel edge with wood slat soffit. Retail canopies along Fauntleroy are thicker and more substantial to complement the solid building base adjacent to the busy flow of automobile traffic along Fauntleroy.

**CANOPY 3:** Angled indoor/outdoor wood and steel structure. A specialty canopy is used at the main entrance to the market hall space. The canopy soffit is clad in wood slats which extends into the retail space and onto the adjacent wall.

**CANOPY 4:** Exposed wood framing with wood slat SOFFIT. A specialty canopy is used at the main residential entry. The canopy soffit is clad in wood slats which also turns onto the adjacent wall.



CANOPY 1



INSPIRATION: EXISTING ALKI LUMBER CANOPIES



CANOPY 2



CANOPY 3



CANOPY 4

CERACLAD

1. CERACLAD ANTIQUE SAWN ASH



2. CERACLAD ANTIQUE SAWN AMBER



3. CERACLAD CAST STRIPE CHARCOAL



4. BOARD-FORMED CONCRETE



WOODTONE

5. WOODTONE CARIBOU TRAILS



6. WOODTONE SUMMER WHEAT



7. WOODTONE WHITE RAPIDS



CERACLAD FLAT

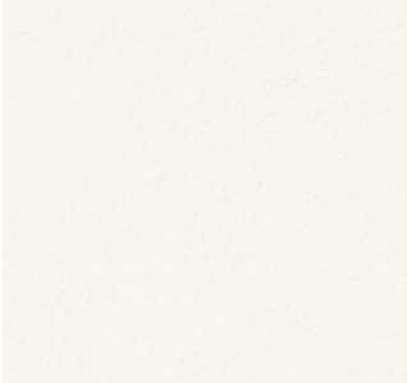
9. CERACLAD SMOOTH SUMI



10. CERACLAD SMOOTH SILVER



11. CERACLAD SMOOTH PEARL



HARDIE PANEL

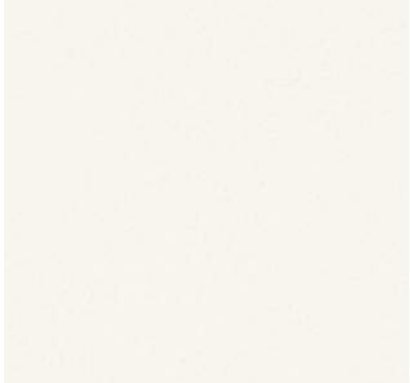
12. HARDIE PAINT TO MATCH SUMI



13. HARDIE PAINT TO MATCH SILVER



14. HARDIE PAINT TO MATCH PEARL



WINDOWS & STOREFRONT

15. ALUMINUM STOREFRONT BLACK



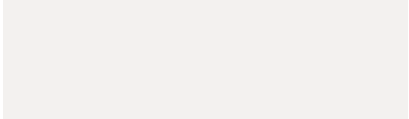
16. ALUMINUM STOREFRONT LIGHT BRONZE



17A. VINYL WINDOW SILVER



17B. VINYL WINDOW WHITE



18. VINYL WINDOW BLACK



WOOD

19. WOOD SLATS



20. WOOD - BARN DOORS



EDG RESPONSE

Materials

CERACLAD

1. ANTIQUE SAWN ASH
3. CAST STRIPE CHARCOAL



2. ANTIQUE SAWN AMBER
4. BOARD-FORMED CONCRETE



WOODTONE

5. CARIBOU TRAILS
7. WHITE RAPIDS



6. SUMMER WHEAT



CERACLAD SMOOTH

9. SUMI
10. SILVER
11. PEARL



HARDIE PANEL

12. MATCH SUMI
13. MATCH SILVER
14. MATCH PEARL



Materials



WINDOWS & STOREFRONT

15. ALUMINUM STOREFRONT BLACK



16. ALUMINUM STOREFRONT LIGHT BRONZE



17A. VINYL WINDOW SILVER



17B. VINYL WINDOW WHITE



18. VINYL WINDOW BLACK

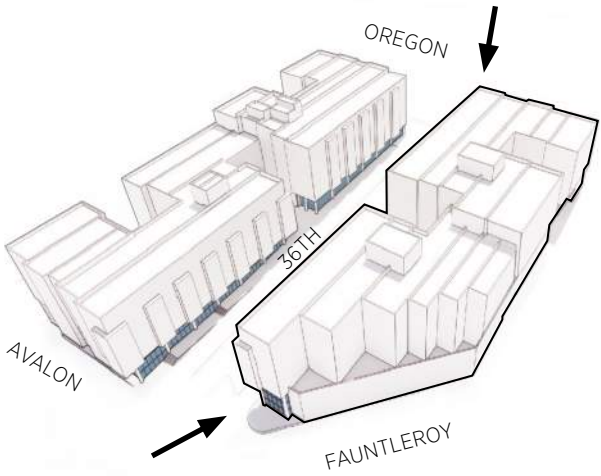


WOOD

19. WOOD SLATS



20. WOOD SIDING



EDG RESPONSE

4a. Materials

CERACLAD

1. ANTIQUE SAWN ASH



3. CAST STRIPE CHARCOAL



2. ANTIQUE SAWN AMBER



4. BOARD-FORMED CONCRETE



WOODTONE

5. CARIBOU TRAILS



7. WHITE RAPIDS



6. SUMMER WHEAT



CERACLAD SMOOTH

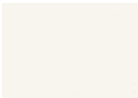
9. SUMI



10. SILVER



11. PEARL



HARDIE PANEL

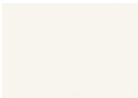
12. MATCH SUMI



13. MATCH SILVER



14. MATCH PEARL



4b. Materials



WINDOWS & STOREFRONT

15. ALUMINUM STOREFRONT BLACK



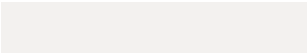
16. ALUMINUM STOREFRONT LIGHT BRONZE



17A. VINYL WINDOW SILVER



17B. VINYL WINDOW WHITE



18. VINYL WINDOW BLACK

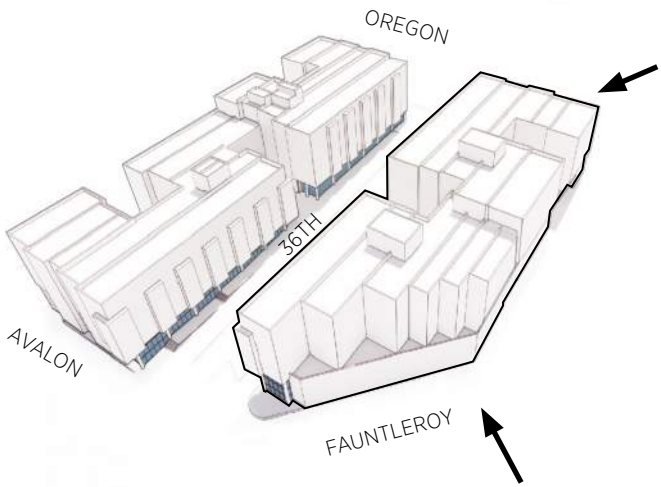


WOOD

19. WOOD SLATS



20. WOOD SIDING





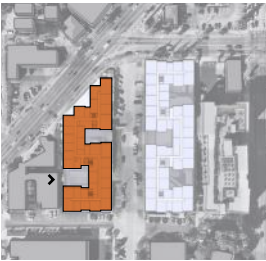
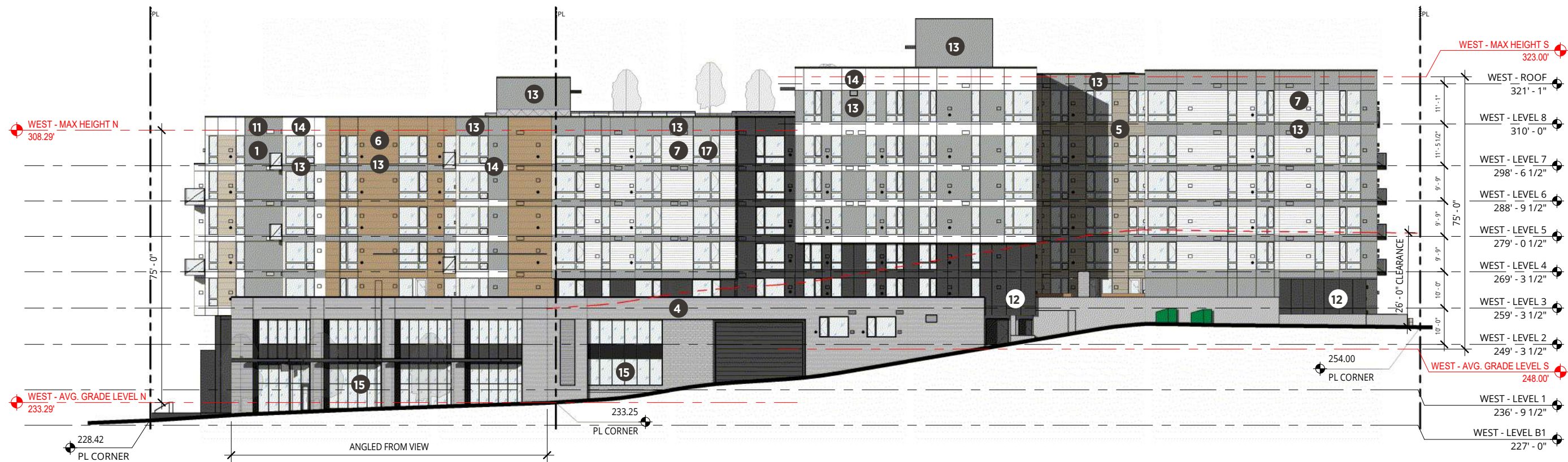
# BUILDING DOCUMENTATION

BUILDING DOCUMENTATION

East Elevation



West Elevation



North Elevation



NORTH ELEVATION



PARTIAL NORTHWEST ELEVATION

CERACLAD

1. CERACLAD ANTIQUE SAWN ASH



2. CERACLAD ANTIQUE SAWN AMBER



WOODTONE

5. WOODTONE CARIBOU TRAILS



7. WOODTONE WHITE RAPIDS



6. WOODTONE SUMMER WHEAT



CERACLAD

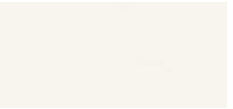
9. CERACLAD SMOOTH SUMI



10. CERACLAD SMOOTH SILVER



11. CERACLAD SMOOTH PEARL



HARDIE PANEL

12. PAINT TO MATCH SUMI



13. PAINT TO MATCH SILVER



14. PAINT TO MATCH PEARL



WINDOWS & STOREFRONT

15. ALUMINUM STOREFRONT BLACK



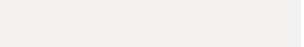
16. ALUMINUM STOREFRONT LIGHT BRONZE



17A. VINYL WINDOW SILVER



17B. VINYL WINDOW WHITE



18. VINYL WINDOW BLACK



WOOD

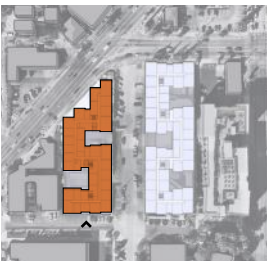
19. WOOD SLATS



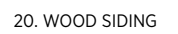
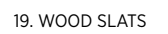
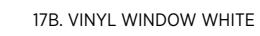
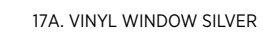
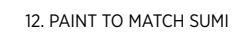
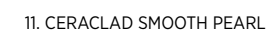
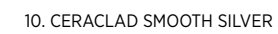
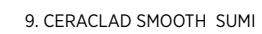
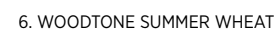
20. WOOD SIDING



South Elevation



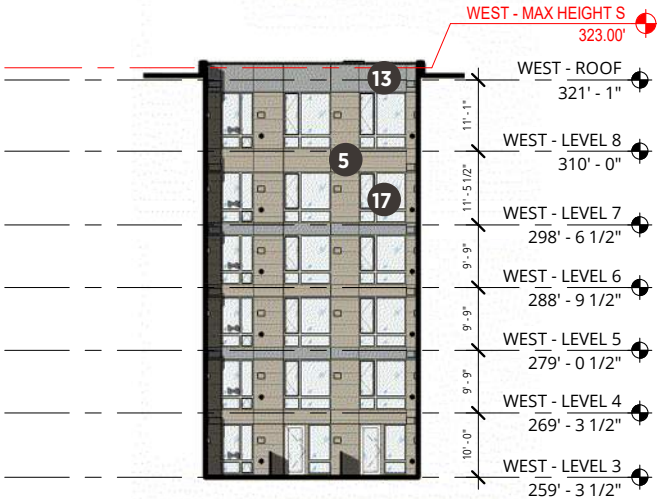
# North Courtyard Elevations



South Courtyard Elevations



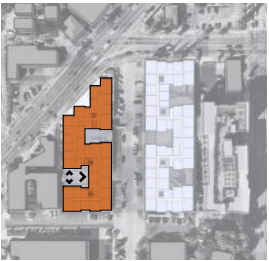
SOUTH ELEVATION



WEST ELEVATION

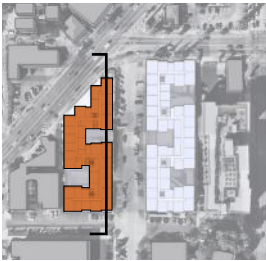
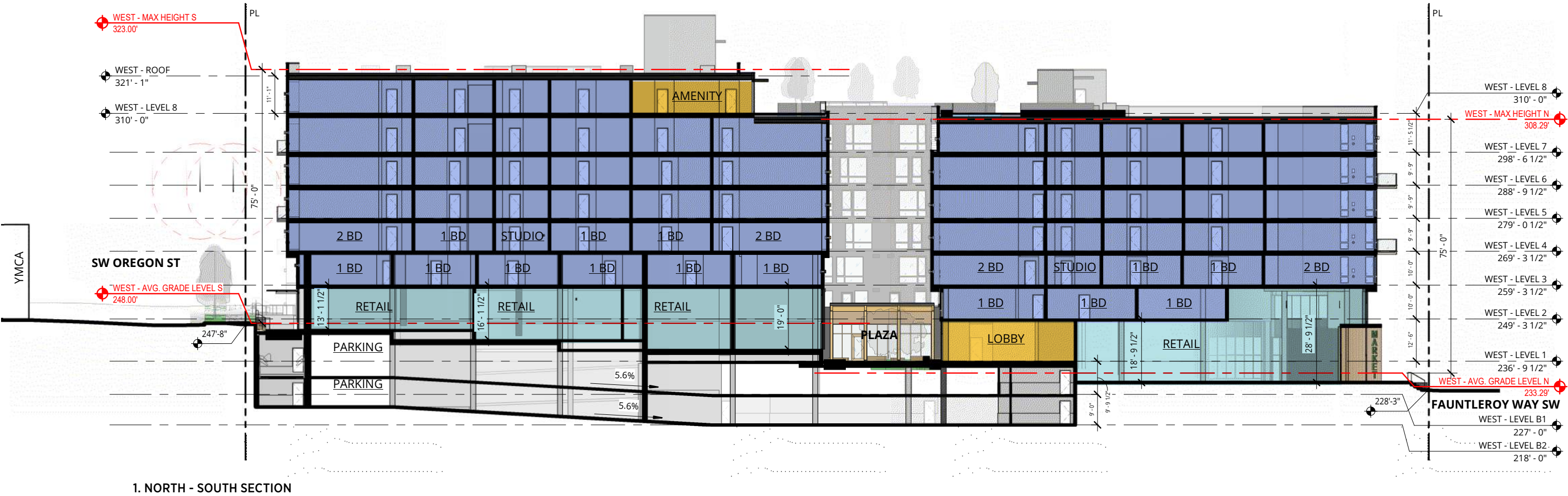


NORTH ELEVATION



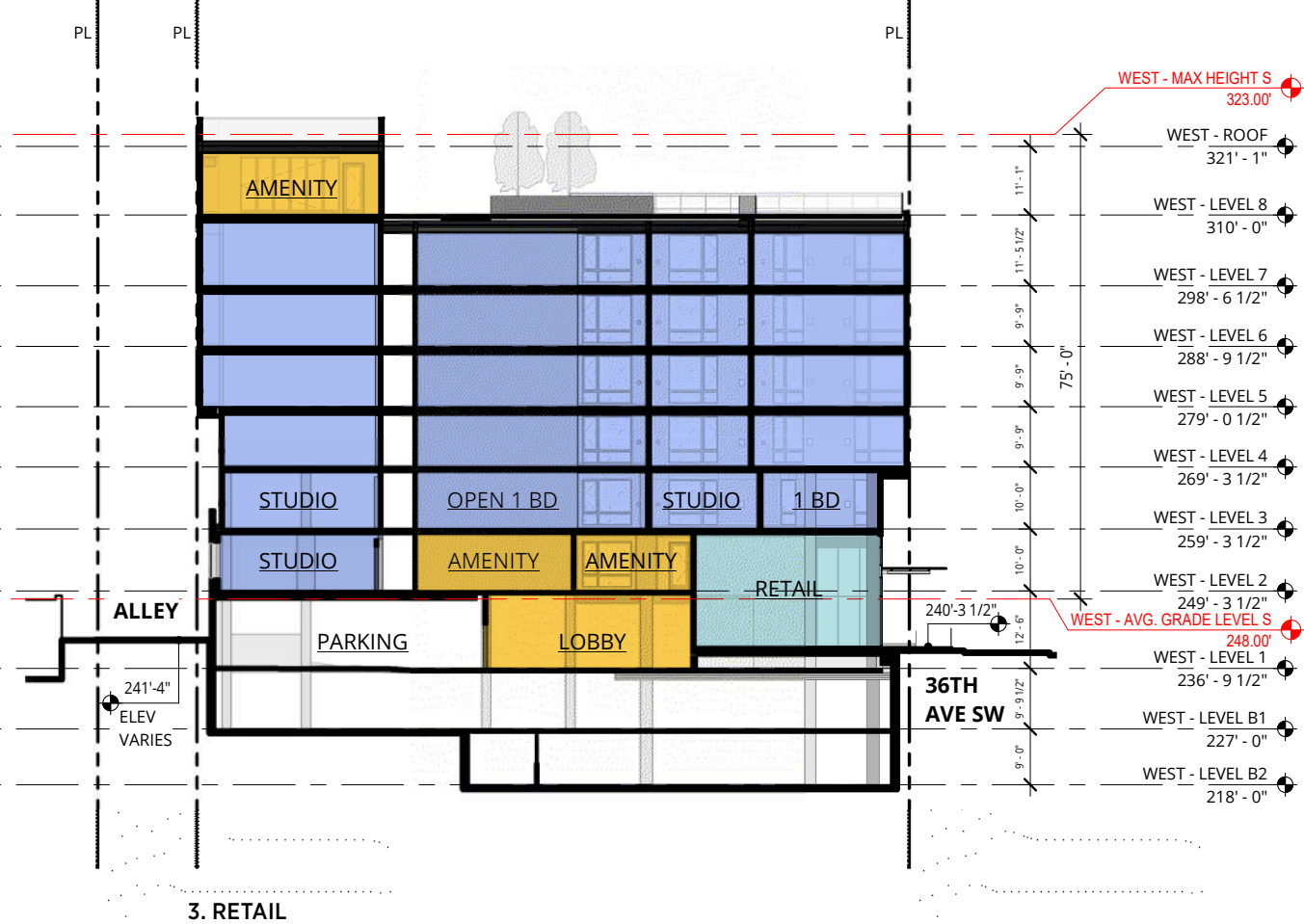
BUILDING DOCUMENTATION

North-South Section (East)

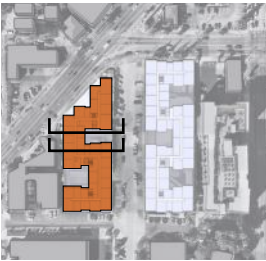


- RESIDENTIAL UNITS
- RESIDENTIAL AMENITY
- RESIDENTIAL BOH & PARKING
- RETAIL
- RETAIL BOH

East-West Sections

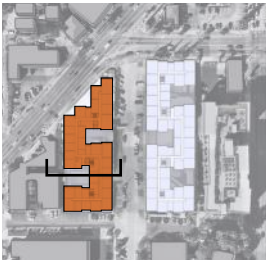
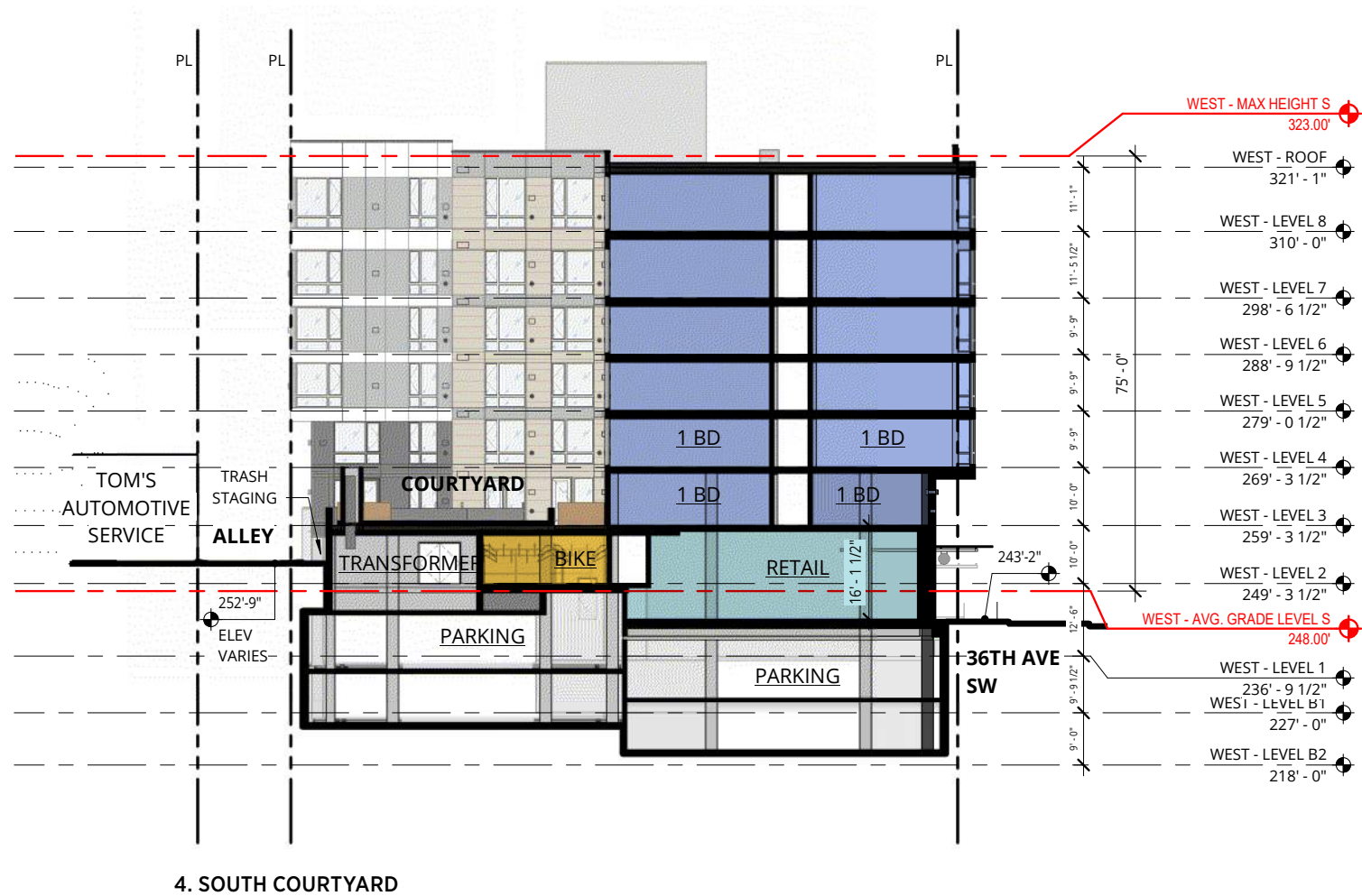


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- RESIDENTIAL AMENITY
- RESIDENTIAL BOH & PARKING
- RETAIL
- RETAIL BOH



BUILDING DOCUMENTATION

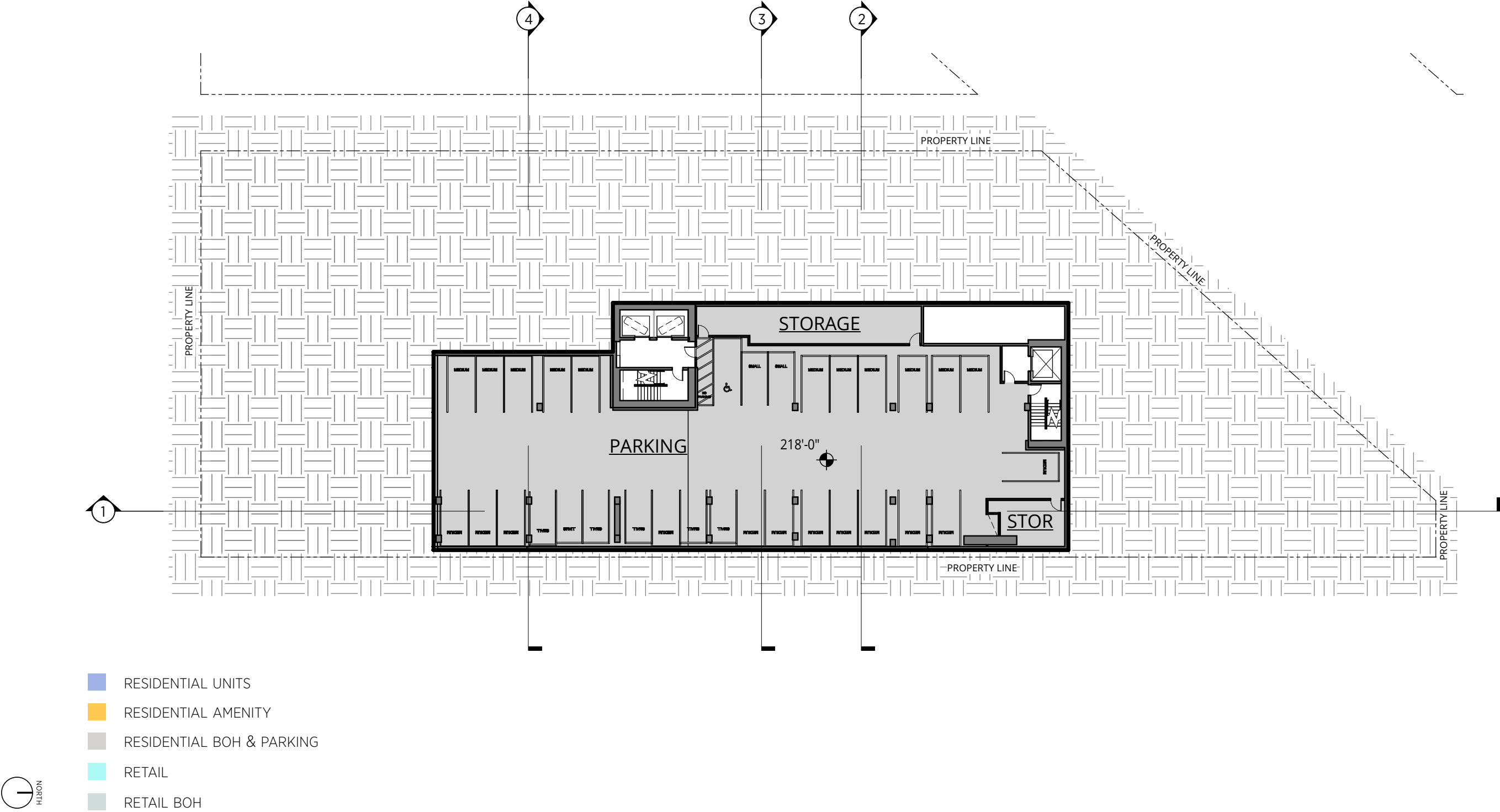
East-West Section (South Courtyard)

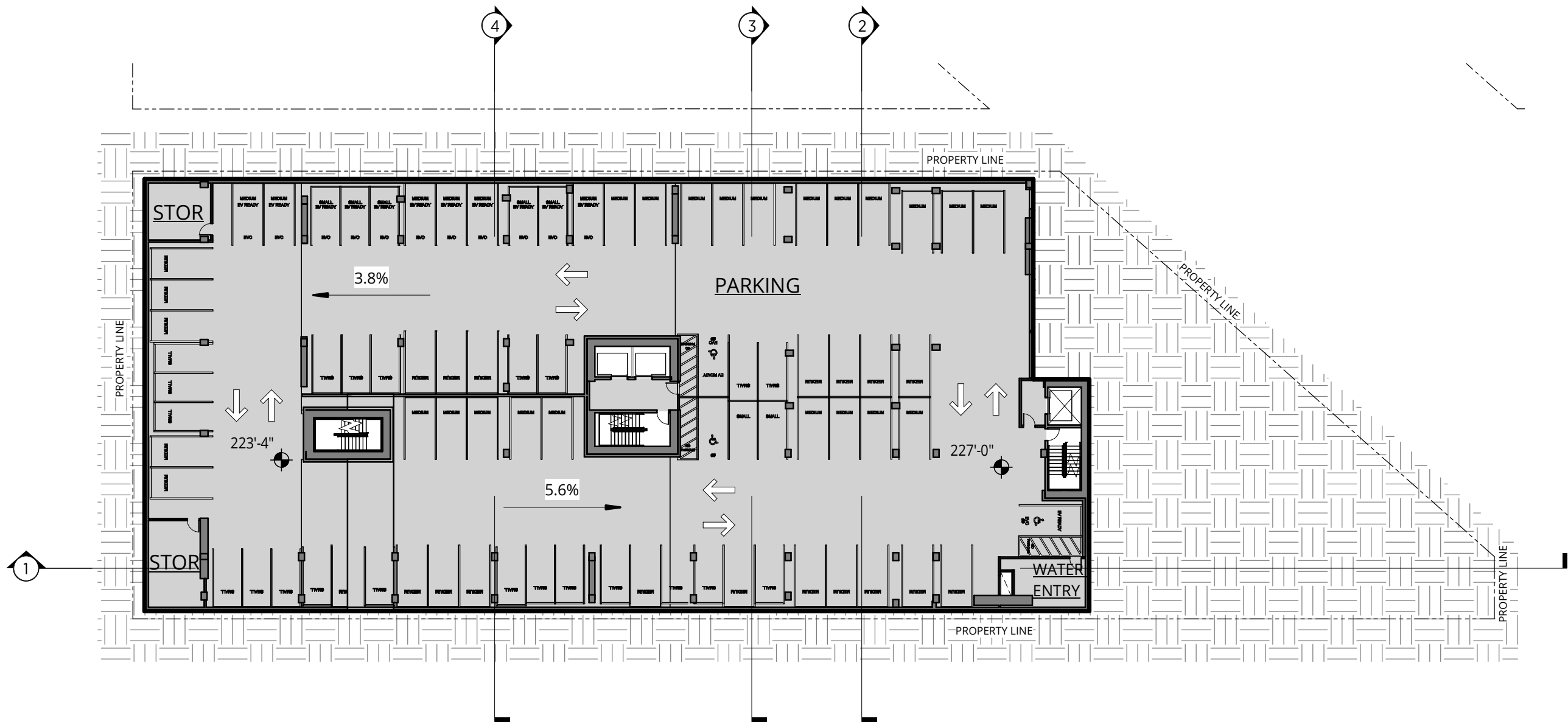


- RESIDENTIAL UNITS
- RESIDENTIAL AMENITY
- RESIDENTIAL BOH & PARKING
- RETAIL
- RETAIL BOH

(annotation)

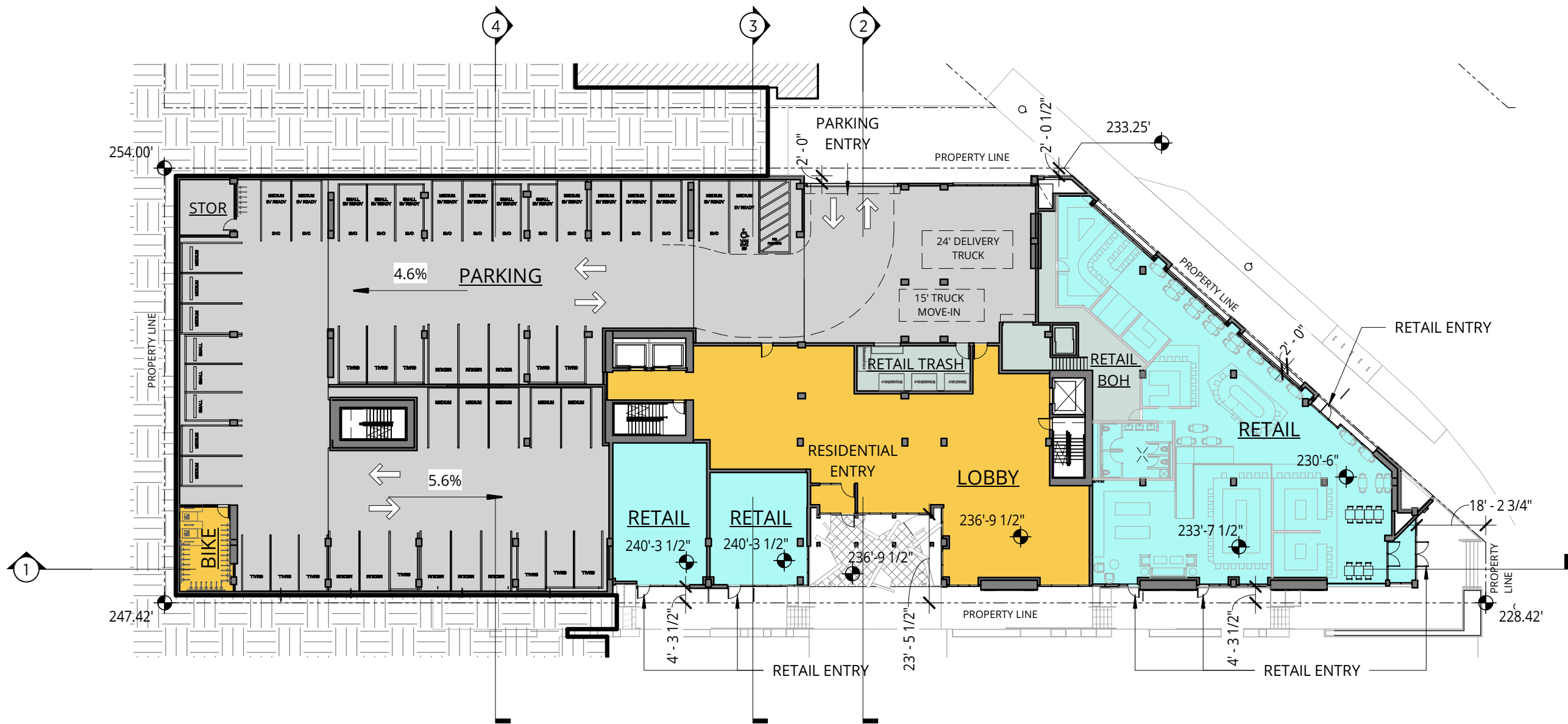
Level B2





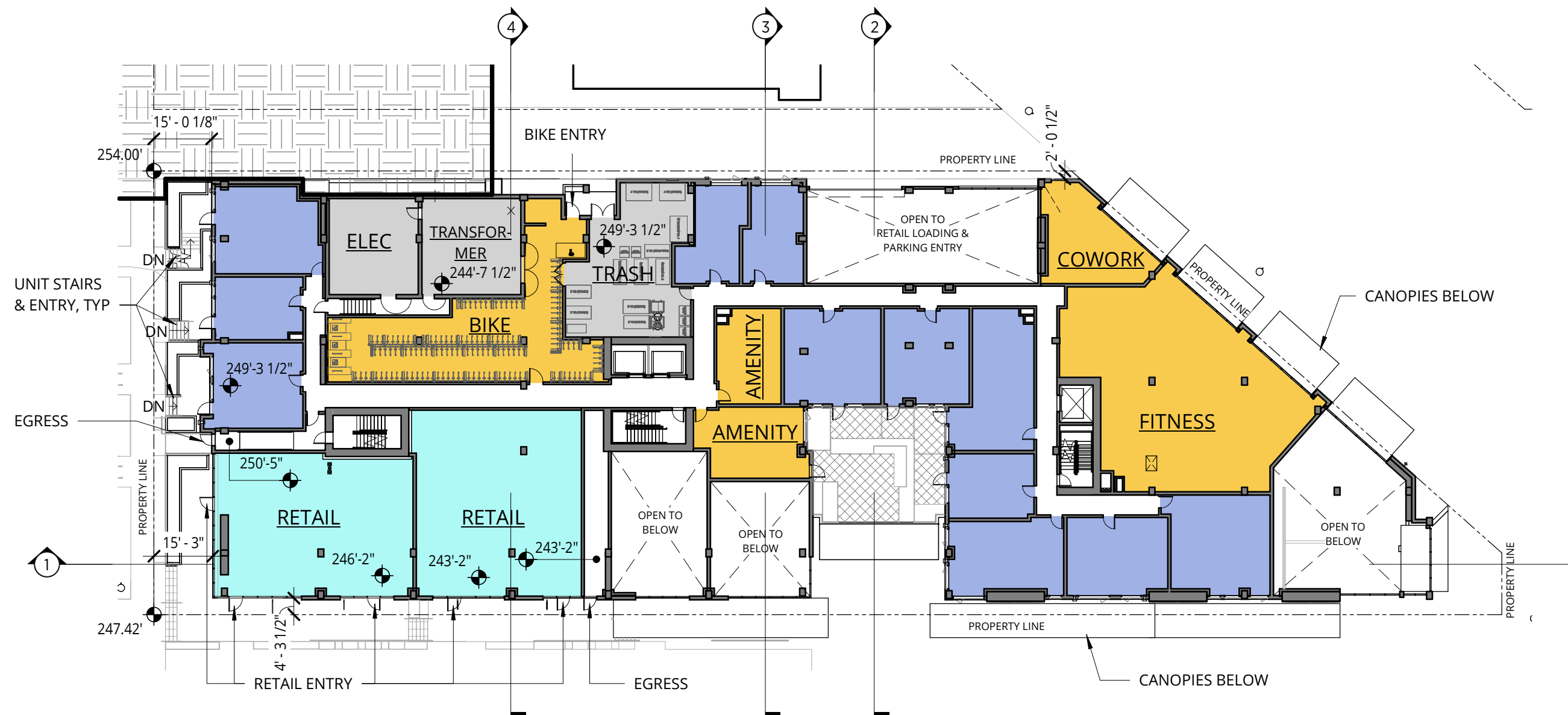
- RESIDENTIAL UNITS
- RESIDENTIAL AMENITY
- RESIDENTIAL BOH & PARKING
- RETAIL
- RETAIL BOH

Level 1

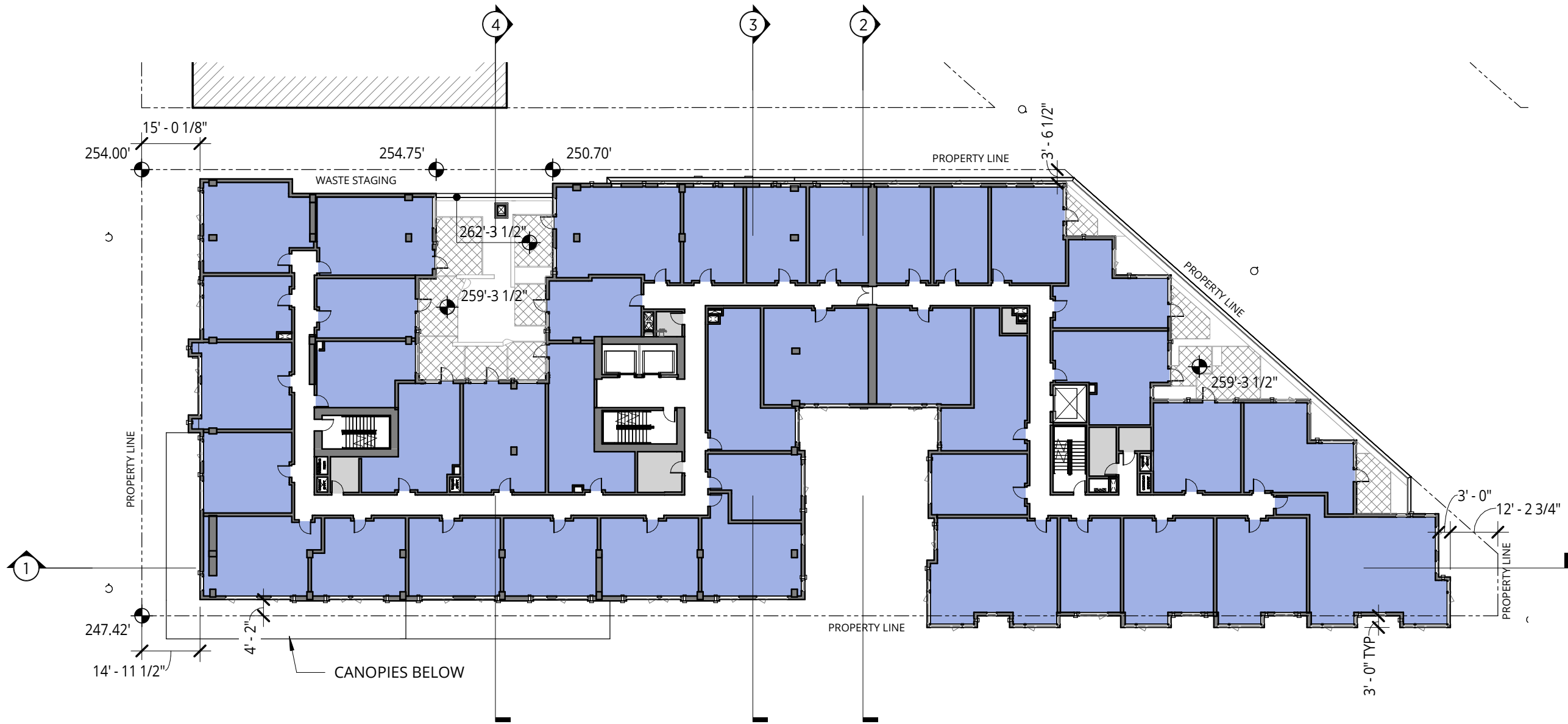


- RESIDENTIAL UNITS
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- RESIDENTIAL BOH & PARKING
- RETAIL
- RETAIL BOH





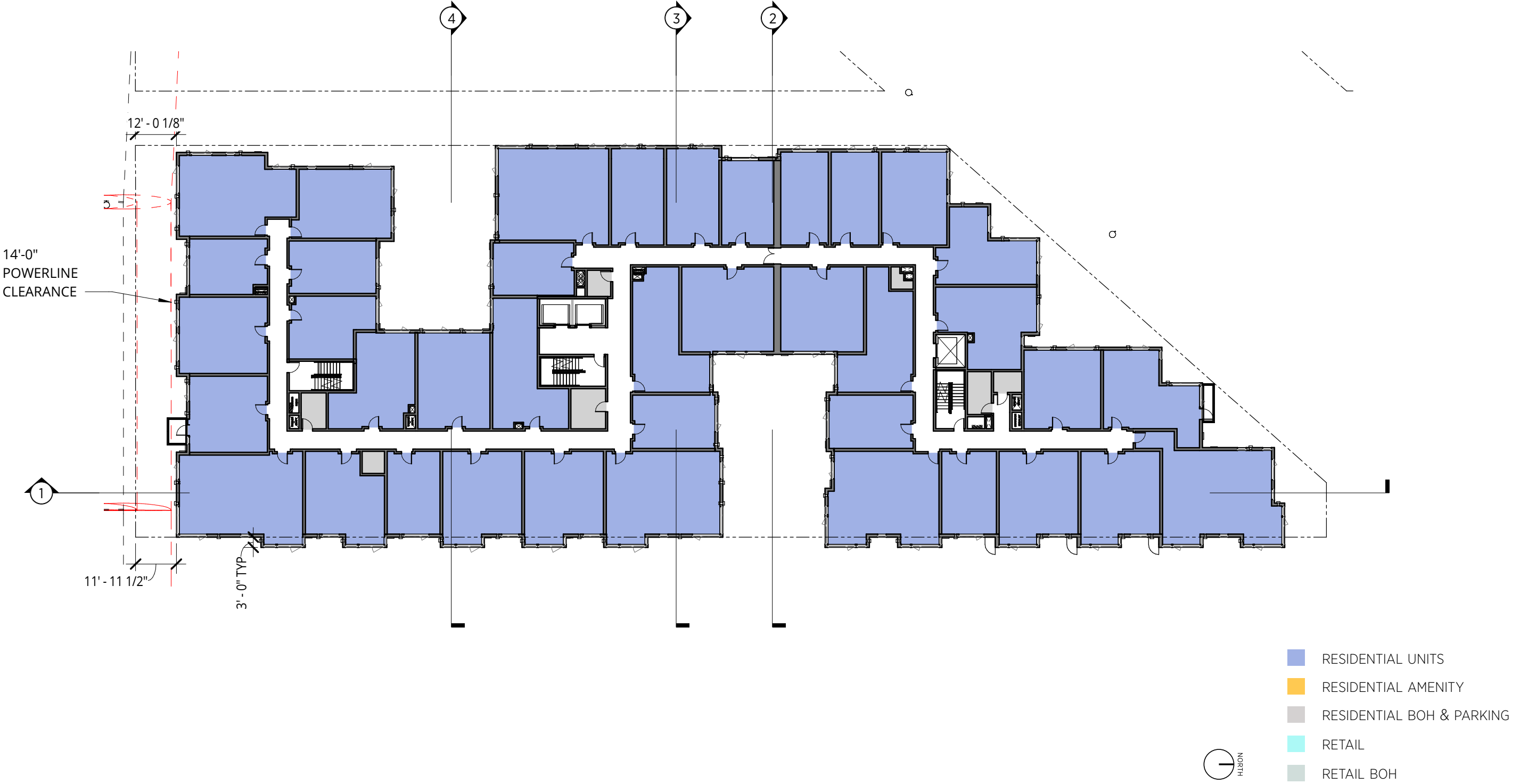
Level 3



- RESIDENTIAL UNITS
- RESIDENTIAL AMENITY
- RESIDENTIAL BOH & PARKING
- RETAIL
- RETAIL BOH



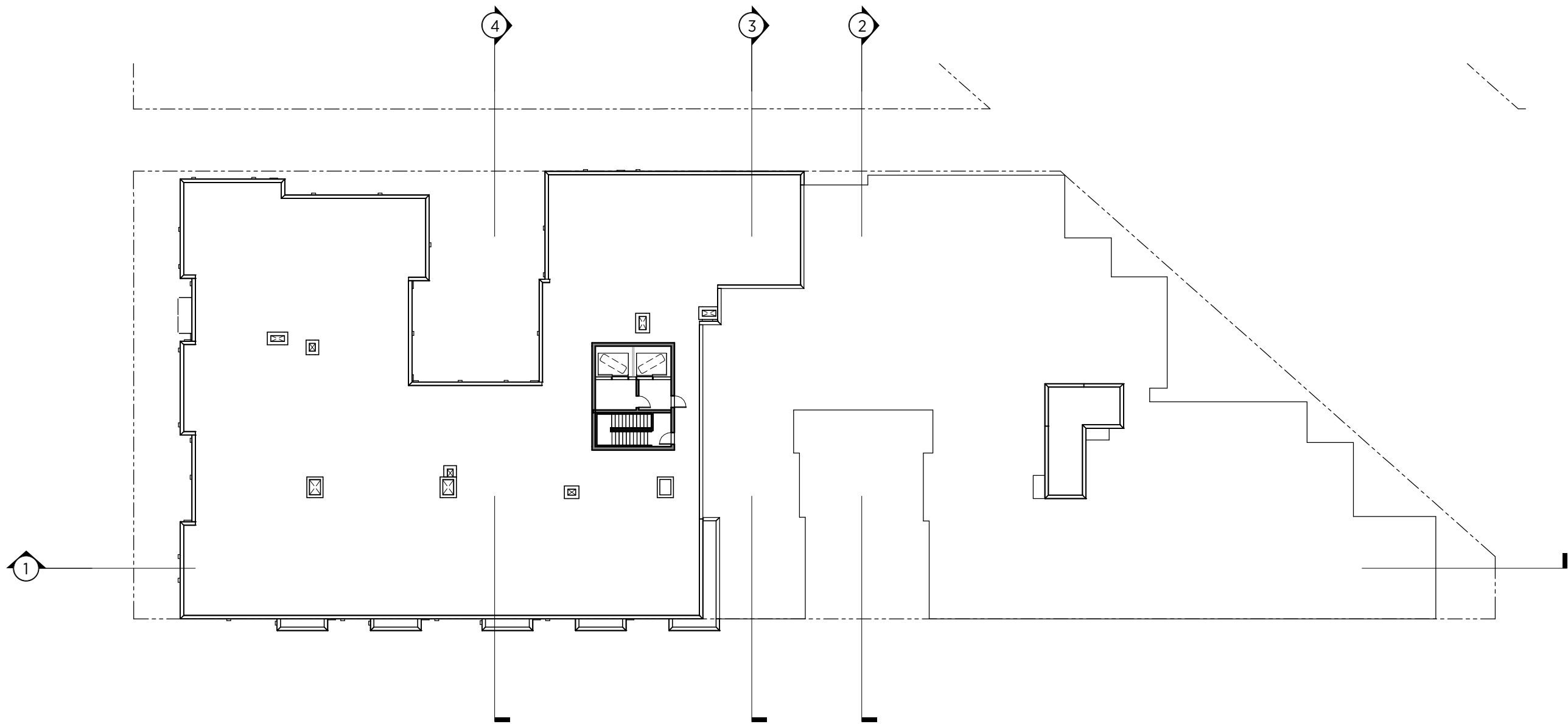
Levels 5-6 (4 & 7 Similar)



Level 8



Roof Level



Lighting



**1 Warehouse Shade Pendants-**  
Mounted under canopies at circulation intersections. Spectrum Lighting- WS1812LW



**2 Surface Mounted Downlights-**  
Slim profile surface mounts under canopy. DMF Lighting- DRD5S



**3 Decorative Wall Sconce-**  
Decorative sconce at residential unit entry doors. WAC Lighting- MOD



**4 Tree Uplights-**  
In-grade adjustable uplights to accent landscape features. WAC Lighting- 5032



**5 Linear Canopy Lights-**  
Recessed linear lights at wood soffit canopies. Finelite- HP-4 WL R



**6 Up/Down Architectural Sconce-**  
Column mounted sconce with up/down light. WAC- Tube 5" Double



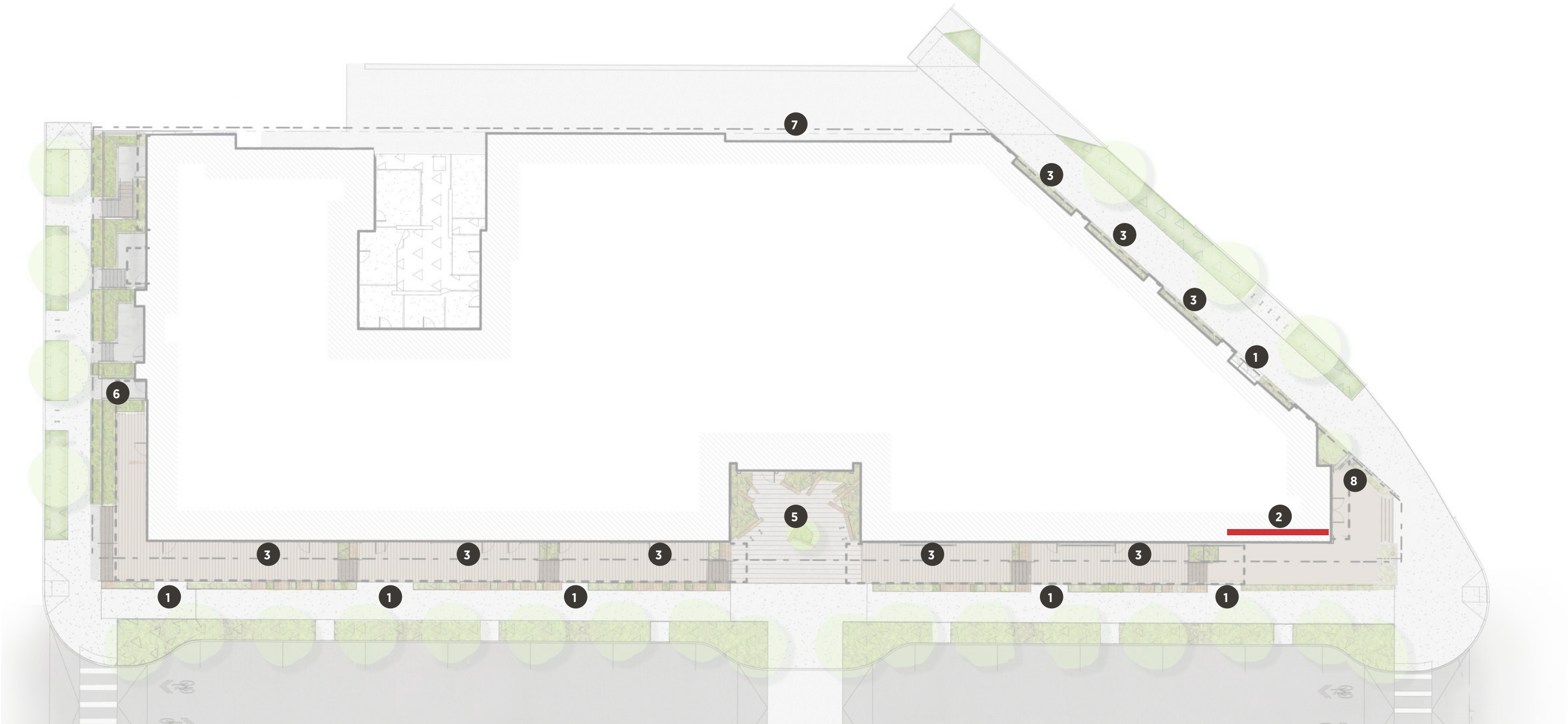
**7 Ingrade Uplights-**  
Ingrade uplights at entry canopy and signage. WAC- 5032



**8 Wall Packs-**  
Wall mount for general illumination in alley. WAC- FIN



Signage



Signage

1 RETAIL SIGNAGE TO MARK THE TRANSITIONS FROM SIDEWALK TO BOARD WALK



2 ALKI LUMBER SIGN - LOCATION OPTIONS

The historic LUMBER sign will be re-purposed (or recreated, depending on condition) as an artistic site feature.



3 RETAIL SIGNS BY TENANTS



4 ADDRESS LOCATION SIGNS



5 RESIDENTIAL BRANDING



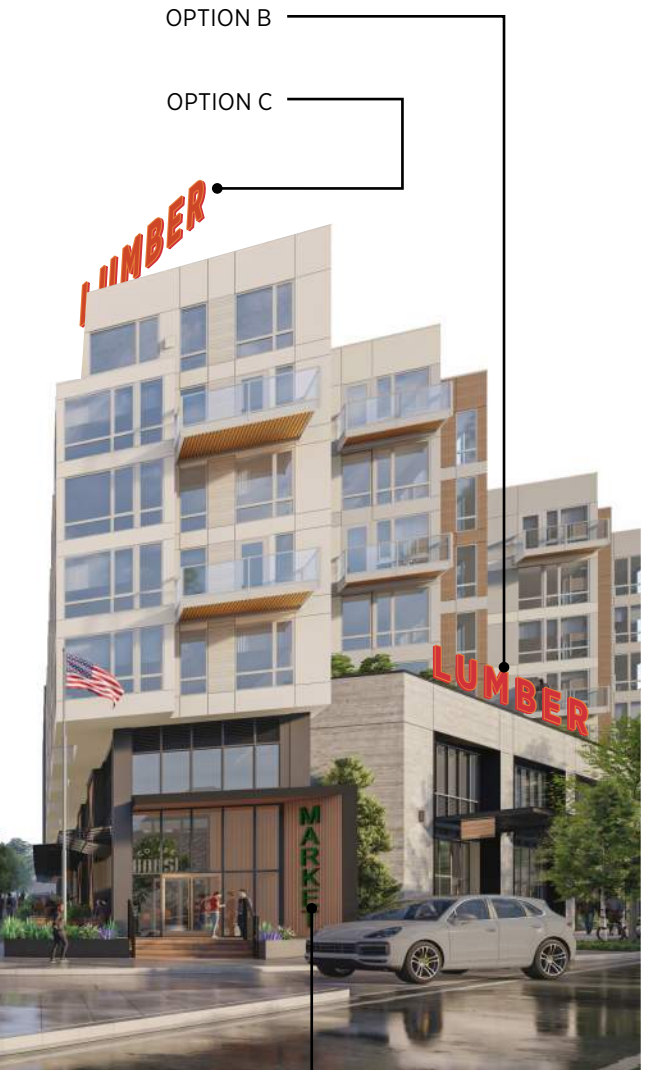
6 BIKE PARKING



7 RESIDENTIAL PARKING ENTRY



8 RETAIL BRANDING



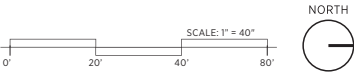
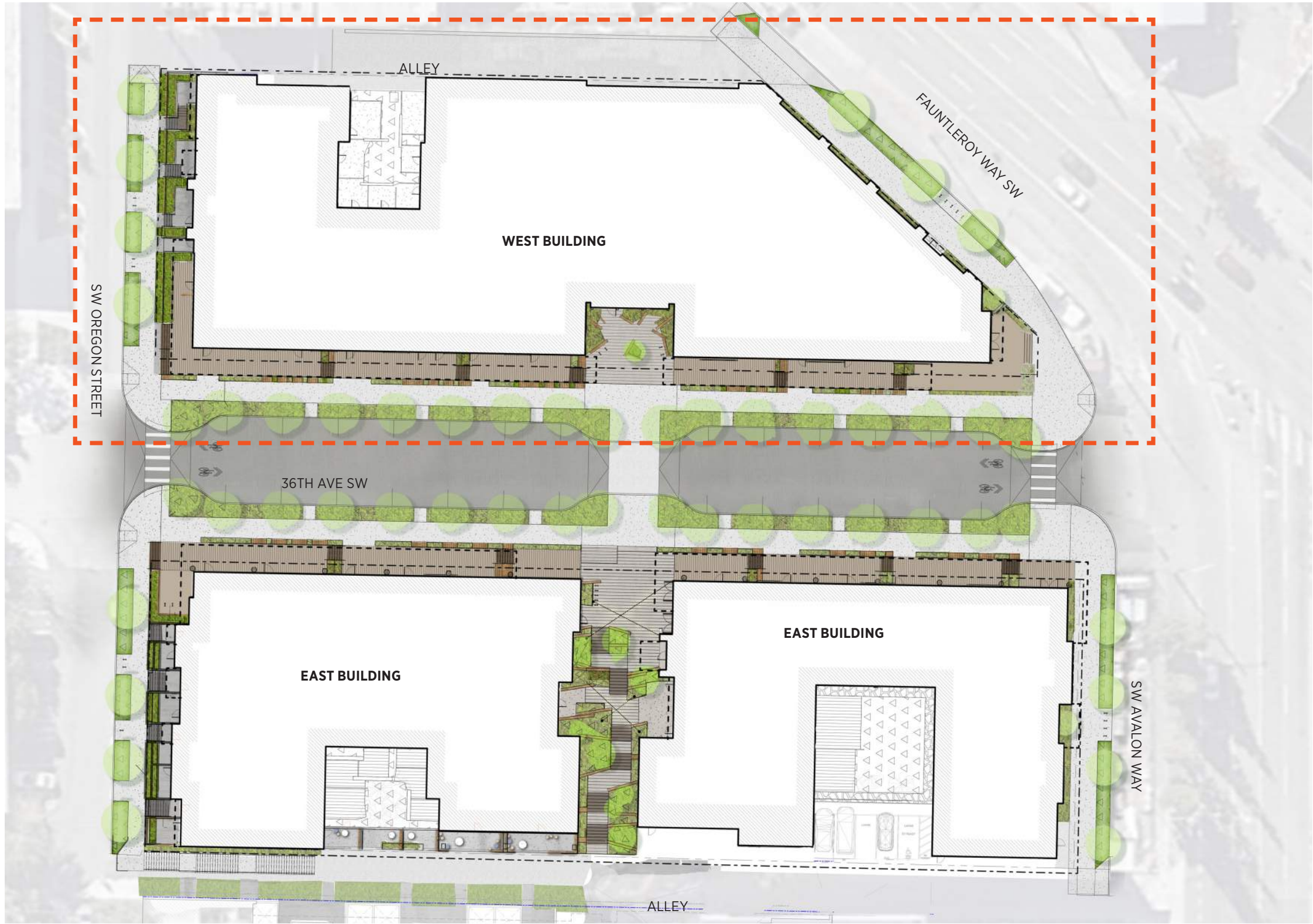
RETAIL SIGNAGE  
OPTION A  
OPTION B



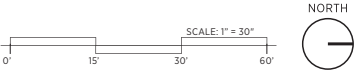
LANDSCAPE

LANDSCAPE

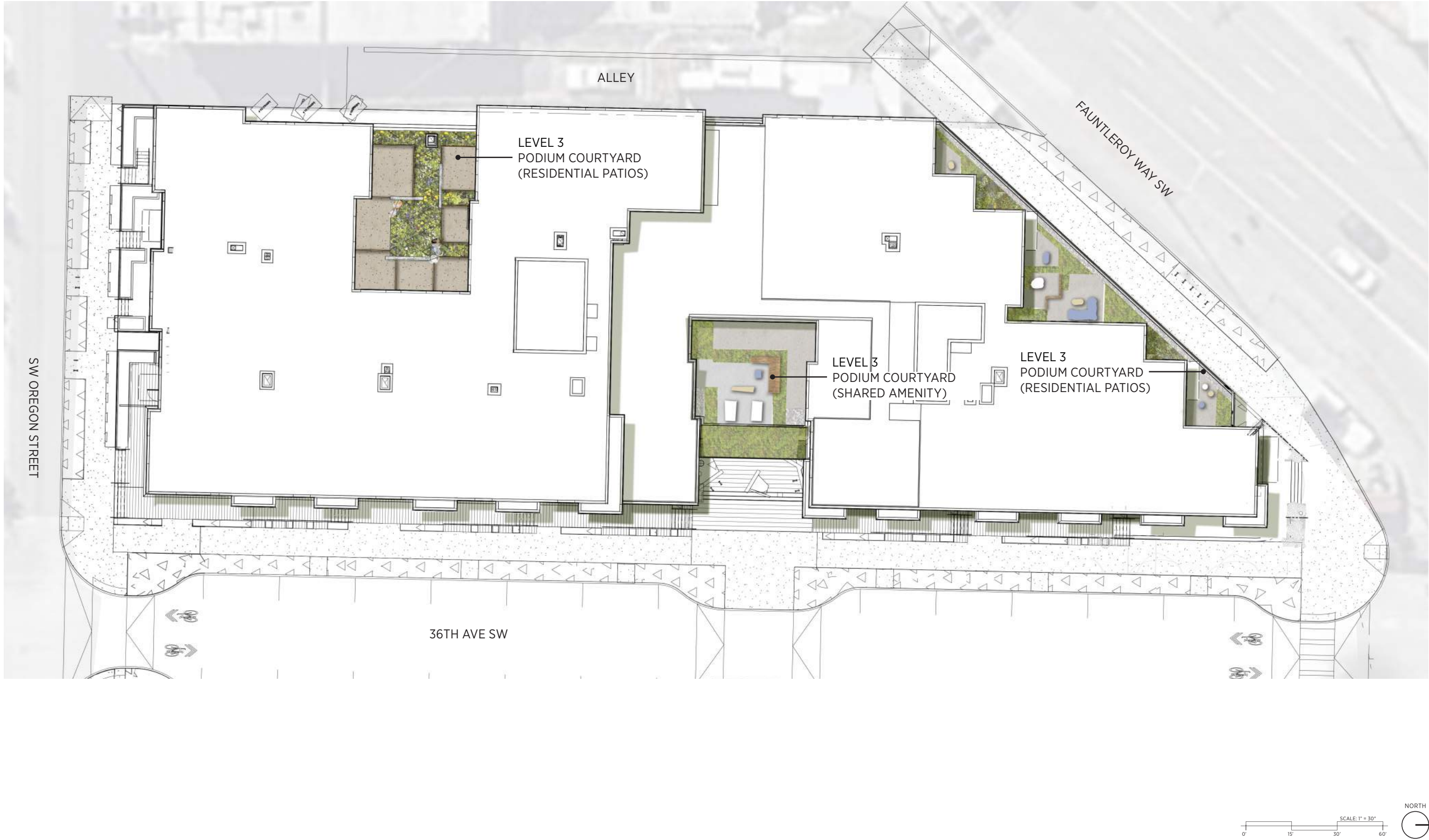
Overall Site Plan



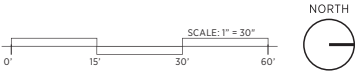
West Building - At-Grade



West Building - Podiums

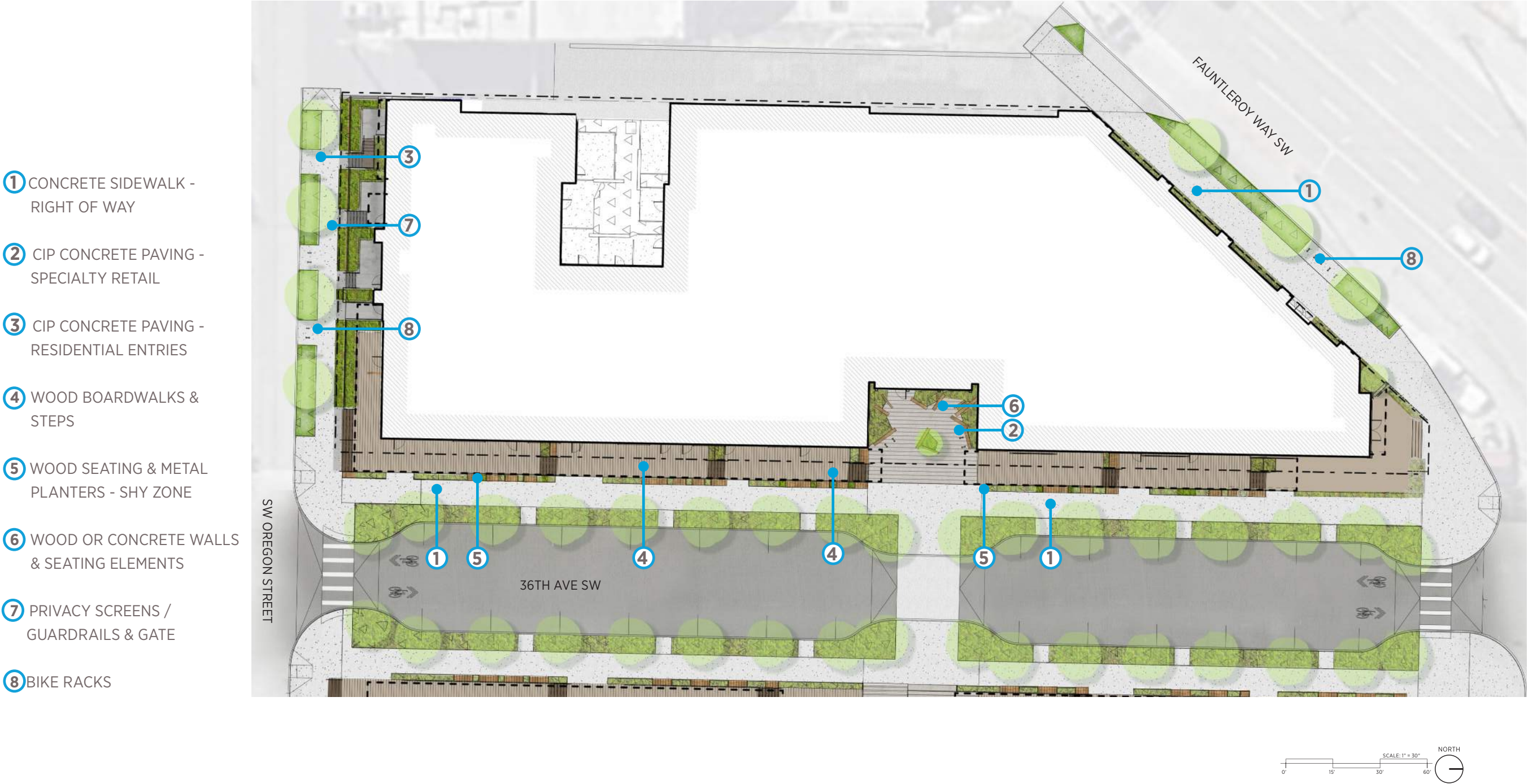


West Building - Roof Terrace



LANDSCAPE

Hardscape & Furnishings - Public Realm



Hardscape & Furnishings - Public Realm



① CONCRETE SIDEWALK -  
RIGHT OF WAY



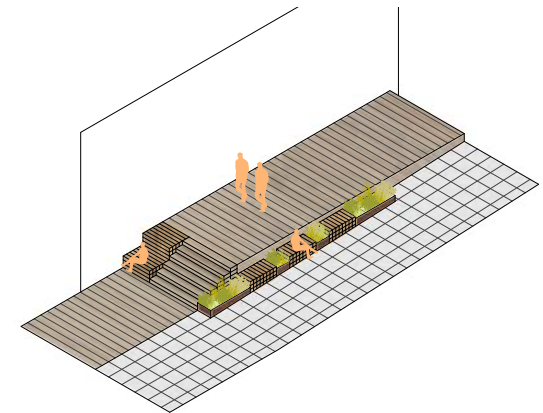
② CIP CONCRETE PAVING -  
SPECIALTY RETAIL



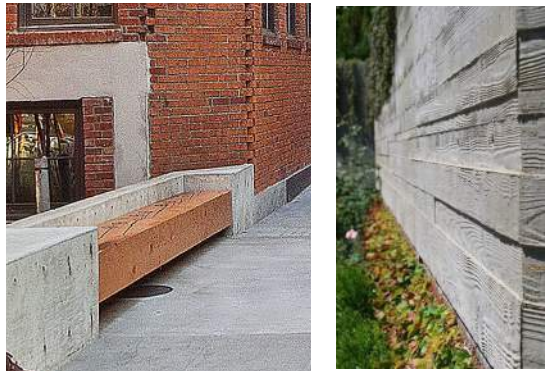
③ CIP CONCRETE PAVING -  
RESIDENTIAL ENTRIES



④ WOOD BOARDWALKS &  
STEPS



⑤ WOOD SEATING & METAL  
PLANTERS - SHY ZONE



⑥ WOOD OR CONCRETE WALLS  
& SEATING ELEMENTS



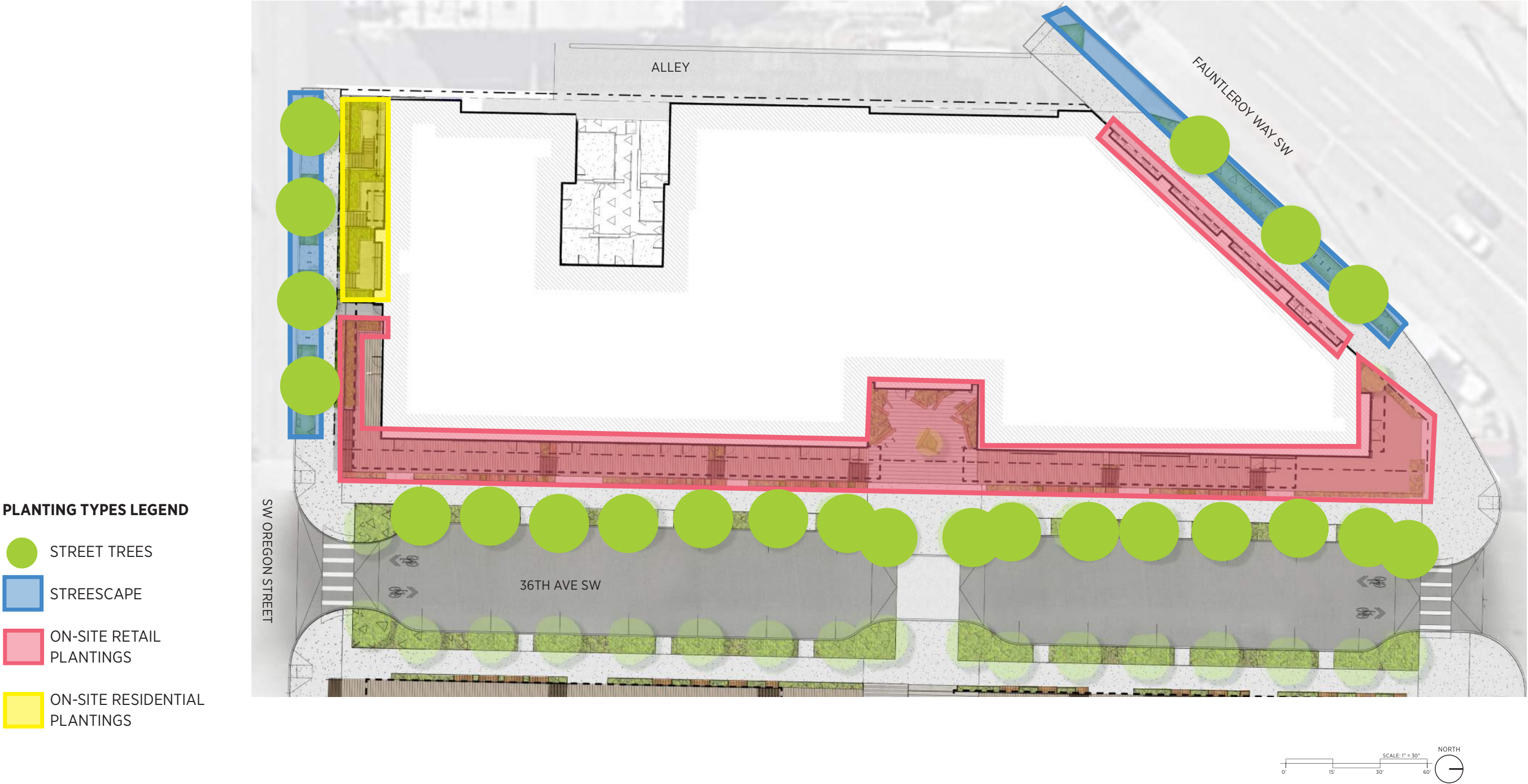
⑦ PRIVACY SCREENS /  
GUARDRAILS



⑧ BIKE RACKS

LANDSCAPE

Planting - Public Realm



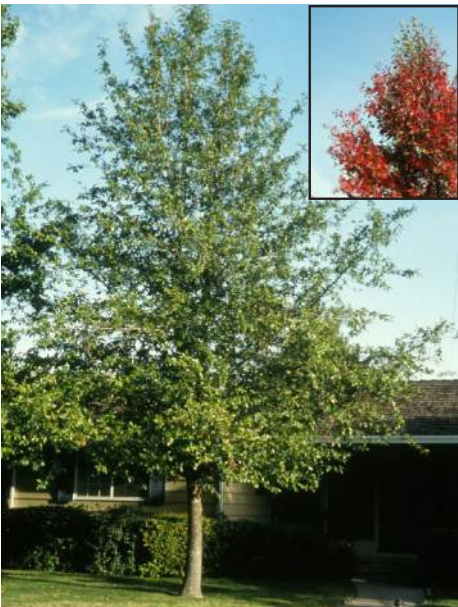
Planting - Public Realm

STREET TREES

- Moraine Sweetgum
- Tupelo
- Ginkgo Princeton Sentry
- Japanese Stewartia



Moraine Sweetgum



Tupelo



Ginkgo Princeton Sentry



Japanese Stewartia

STREETSCAPE

SHRUBS

- Boxleaf Honeysuckle
- Dwarf Sweetbox
- Russian Sage

GROUNDCOVERS & PERENNIALS

- Beach Strawberry
- Carex
- Deer Fern
- Fountain Grass
- Helianthemum
- Kinnikinnick
- Redwood Sorrel
- Salvia
- Sword Fern
- Yarrow



LANDSCAPE

Planting - Public Realm

ON-SITE RETAIL PLANTINGS

SHRUBS & SMALL TREES

- Evergreen Huckleberry
- Himalayan Sweetbox
- Kelseyi Dogwood
- Mahonia
- Privet Honeysuckle
- Red Flowering Current
- Russian Sage
- Salal
- Vine Maple

GROUNDCOVERS & PERENNIALS

- Astilbe
- Beach Strawberry
- Black Flowering Fountain Grass
- Carex
- Deer Fern
- Dwarf Fountain Grass
- Geranium
- Helianthemum
- Japanese Forest Grass
- Japanese Spurge
- Kinnikinnick
- Lily of the Nile
- Redwood Sorrel
- Sword Fern
- Yarrow



Layered planting, low at sidewalk edge and taller at building facade



Low mix of grasses, perennials, and groundcovers that maintain sight lines and include pollinator species



Small trees at building facade where shown.



Low plantings at glazing



Mix of evergreen at deciduous planting.



Layered textures and colors.



Shade tolerant plants below building awnings where north and east exposures.



Seasonal interest and color.

Planting - Residential



ON-SITE RESIDENTIAL PLANTINGS

SHRUBS & SMALL TREES

- Himalayan Sweetbox
- Indian Plum
- Dart’s Gold Ninebark
- Red Flowering Current
- Serviceberry
- Tall Mahonia
- Vine Maple
- Mountain Hemlock

PERENNIALS & GROUNDCOVERS

- Astilbe
- Columbine
- Deer Fern
- Lily of the Nile
- Kinnikinnick
- Redwood Sorrel
- Sword Fern
- Soft Shield Fern
- Salal
- Tufted Hairgrass



Mix of grasses, perennials, and groundcovers with small trees



Small trees and low planting layer on residential side to maintain public sidewalk



Shade tolerant planting where north and east exposures.



Fern texture at ground plane

LANDSCAPE

Hardscape & Furnishings - Podiums & Roof Terrace



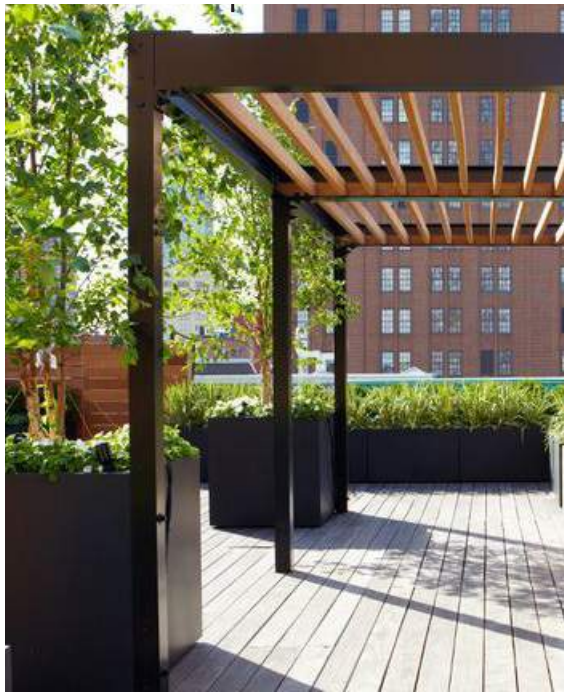
Hardscape & Furnishings - Podiums & Roof Terrace



1 PAVERS



2 DECKING



3 RAISED PLANTERS



4 BUILT-IN FURNISHINGS



5 MOVEABLE FURNISHINGS



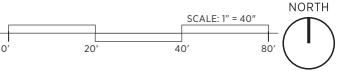
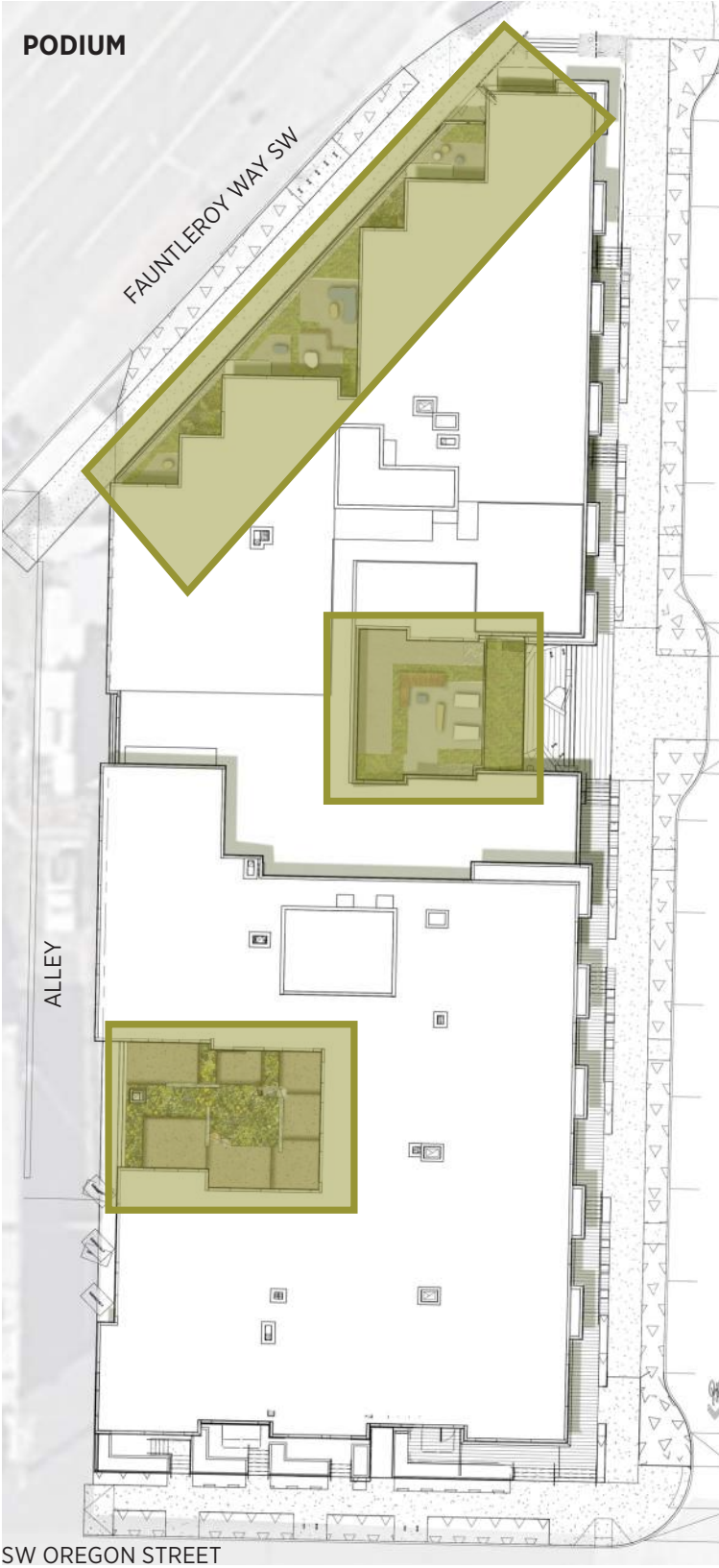
6 DOG AREA

LANDSCAPE

Planting - Podiums & Roof Terrace

PLANTING TYPES LEGEND

- PODIUM & ROOF TERRACE PLANTINGS



Planting - Podiums & Roof Terrace

 **PODIUMS & ROOF TERRACES**

**SHRUBS & TREES**

- Birch
- Flowering Dogwood
- Mexican Orange
- Mountain Hemlock
- Rhododendron
- Serviceberry
- Stewartia
- Vine Maple

**PERENNIALS & GROUNDCOVERS**

- Deer Fern
- Evergreen Huckleberry
- Fountain Grass
- Hairy Manzanita
- Heather
- Japanese Tassel Fern
- Lemon Candy Dwarf Ninebark
- Liriope
- Lupine
- Mexican Feather Grass
- Oxalis
- Rudbeckia
- Salal
- Salvia
- Sedum
- Sword Fern
- Tufted Hairgrass
- Yarrow



Mix of grasses, perennials, and groundcovers with medium height shrubs



Mix of grasses, perennials, and groundcovers with medium height shrubs



Mix of deciduous and evergreen shrubs with seasonal interest



Small trees with textured underplanting



Small trees mixed with shrubs and grasses in planters



Small trees mixed with shrubs and grasses in planters



Sedum mats



Grasses and perennials with textural contrast



DEPARTURES

DEPARTURES

Departure 1 - Upper-Level Setback

CODE:

SMC 23.47A.014.C.1  
Upper-level setbacks for street-facing facades. For zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet.  
  
No more than 20% of the structure that must be setback may be less than 5 ft.

REQUESTED DEPARTURE:

- 36th AVE SW LEVEL 8**  
Average setback reduced from 8' to 1.83'
- 36th AVE SW LEVEL 7**  
Average setback reduced from 8' to 3.98'

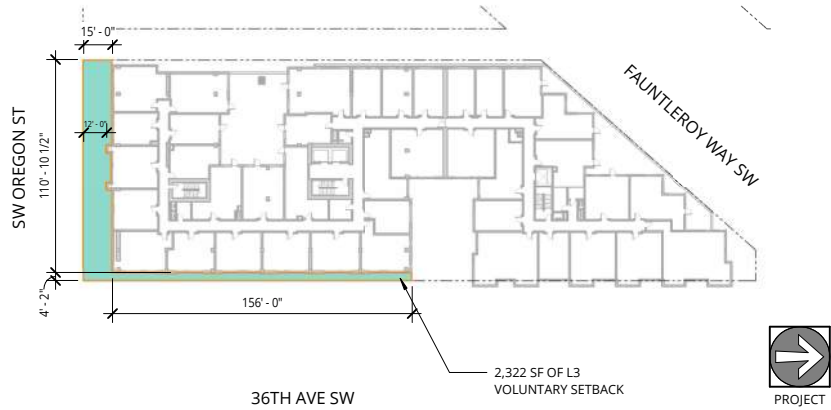
Greater than 20% of the structure on Avalon and 36th will be set back less than 5 ft from the lot line.

RATIONALE:

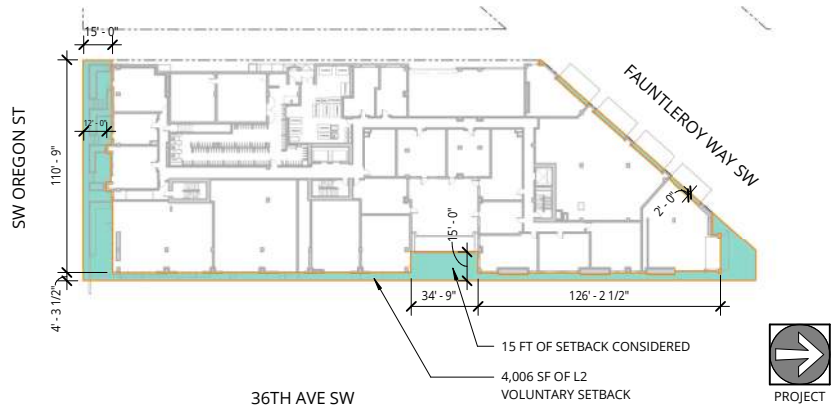
The departure will allow us to better meet the design guidelines and allow the project to further enhance the pedestrian environment along 36th Ave SW by providing additional space for improvements at the street levels including cafe seating, retail spill out space, and retail platforms that engage the sidewalk. 36th Ave SW will primarily be experienced at the street level so the project looks to emphasize this space. The street wall is broken down with the through-block and inclusion of cafe seating, canopies, human-scaled platforms of varying heights and planting strips along 36th Ave SW. As stated in the West Seattle Neighborhood design guideline PL2.II, departure requests are appropriate to recover development potential lost from inclusion of ground level open spaces.

RELEVANT DESIGN GUIDELINES:

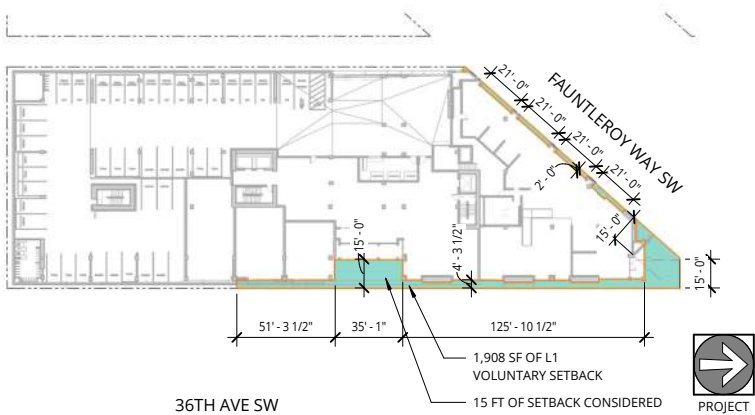
- CS2.I. STREETSCAPE COMPATIBILITY [WS]
- PL1.I HUMAN ACTIVITY [WS]
- PL2.II PEDESTRIAN OPEN SPACES [WS]



LEVEL 3 - VOLUNTARY SETBACK

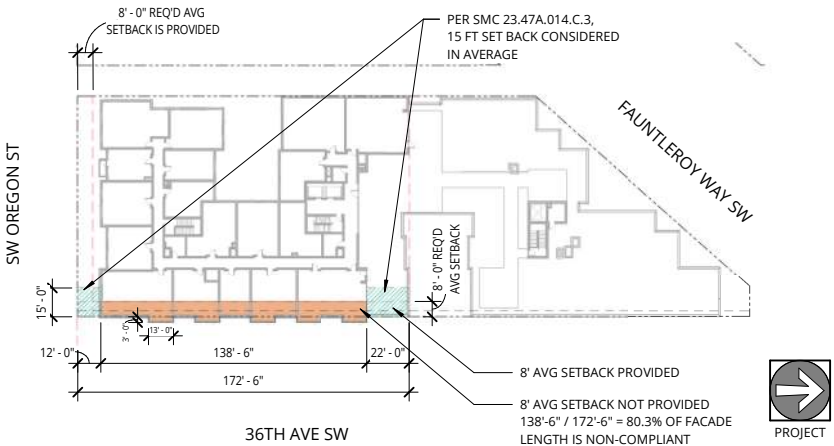


LEVEL 2 - VOLUNTARY SETBACK

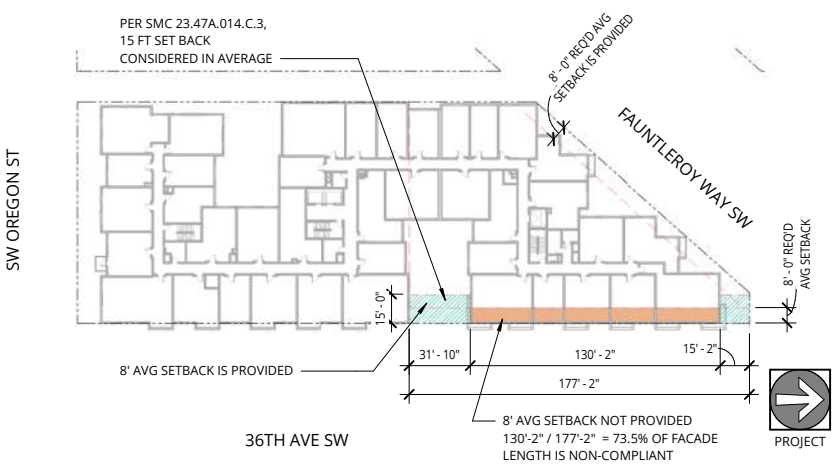


LEVEL 1 - VOLUNTARY SETBACK

AVERAGE SETBACK CALCULATIONS	
<b>36TH LEVEL 8</b>	
REQUIRED AVERAGE SETBACK: 8'	
PROVIDED AVERAGE SETBACK: $\frac{[12' \times 15' + 138' \cdot 6" \times 0' + 22' \cdot 0" \times 15' - 13' \times 3' \times 5 \text{ (BAYS)}}{172' \cdot 6"}$ $\frac{(180 + 0 + 330 - 195)}{172.5}$ 1.83' (NOT COMPLIANT)	<b>DEPARTURE REQUESTED</b>
AREA OF REQUESTED DEPARTURE: 8' REQUIRED AVG SETBACK - 1.83' PROVIDED AVG SETBACK = 6.17' 6.17' X 172.5 = 1,065 SF AREA OF REQUESTED DEPARTURE	
<b>36TH LEVEL 7</b>	
REQUIRED AVERAGE SETBACK: 8'	
PROVIDED AVERAGE SETBACK: $\frac{[31' \cdot 10" \times 15' + 130' \cdot 2" \times 0' + 15' \cdot 2" \times 15']}{177' \cdot 2"}$ $\frac{(477.5 + 0 + 227.5)}{177.17}$ 3.98' (NOT COMPLIANT)	<b>DEPARTURE REQUESTED</b>
AREA OF REQUESTED DEPARTURE: 8' REQUIRED AVG SETBACK - 3.98' PROVIDED AVG SETBACK = 4.02' 4.02' X 177.17 = 712 SF AREA OF REQUESTED DEPARTURE	

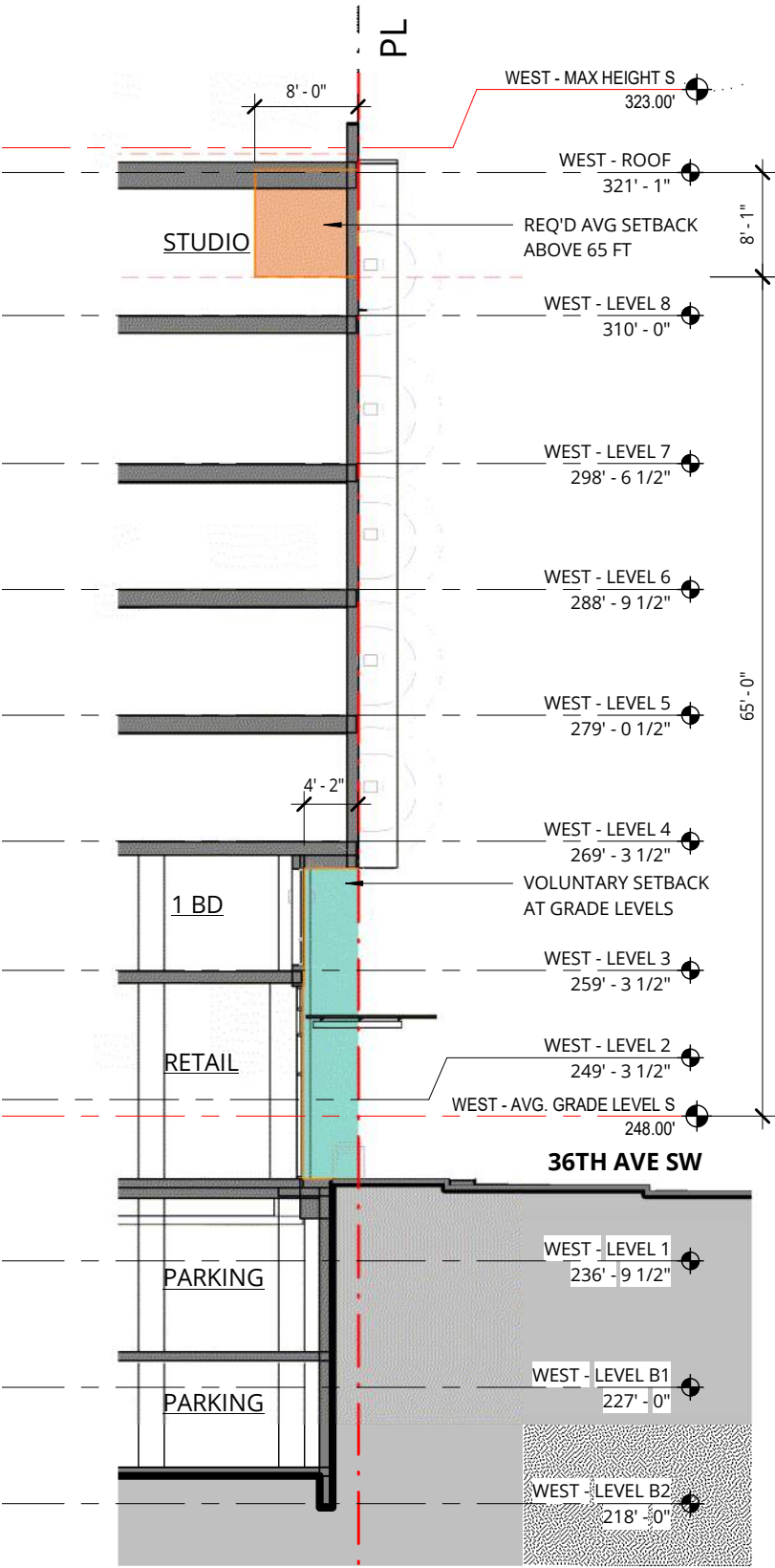


LEVEL 8 - DEPARTURE



LEVEL 7 - DEPARTURE

Departure 1 Upper-Level Setback



RATIONALE FOR DEPARTURE		
	AREA OF REQUESTED DEPARTURE	AREA OF GROUND LEVEL VOLUNTARY SETBACK
L8	1065 SF	
L7	712 SF	
L6		-
L5		-
L4		-
L3		2322 SF
L2		4006 SF
L1		1908 SF
	1777 SF	8236 SF

DEPARTURES

Departure 2 - Blank Facade

CODE:

- SMC 23.47A.008.A2 BLANK FACADES
- A. Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.
- B. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.

REQUESTED DEPARTURES:

- The following departures are requested on the facade facing Oregon Ave SW.
- A. A departure is requested to allow a blank wall that is 34'-11", exceeding the allowable blank wall length by 14'-11".
  - B. A departure is to allow the total of all blank wall segments of the facade of the structure along the street to equal 46.83%, exceeding the allowable total length by 6.83%.

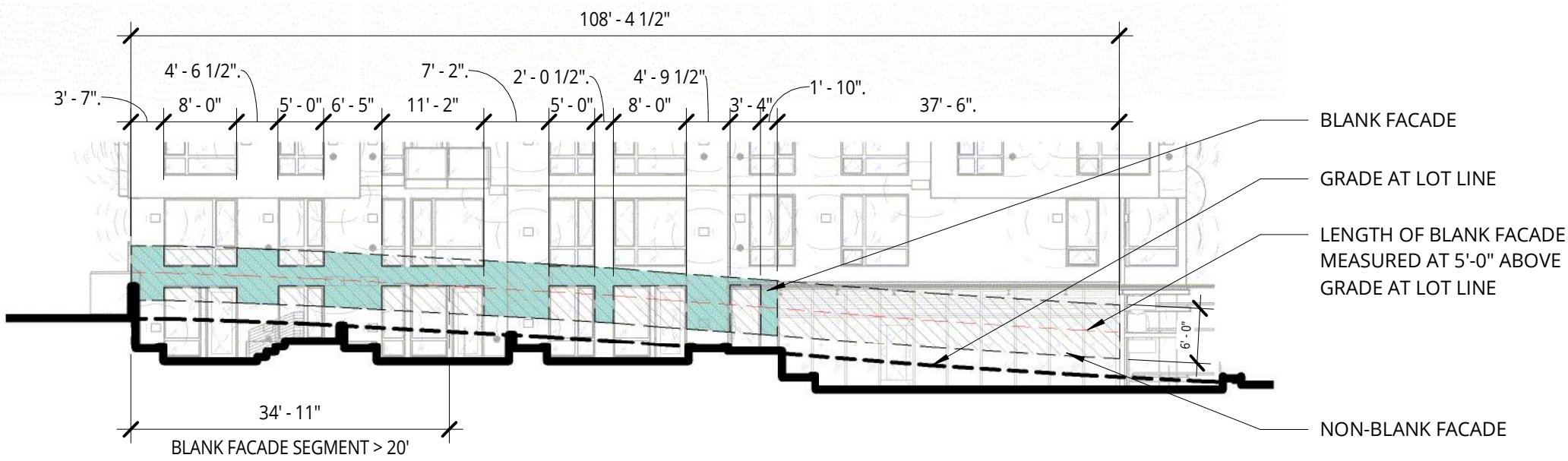
RATIONALE:

The design of the Oregon Ave SW facade is intended to be quiet and residential. The building is set back 15'-0" from the property line and the ground level units are provided with gracious private patios. The steep slope of Oregon means that a portion of the blank facade measured at 5' above sidewalk grade aligns with the building floor level and are therefore technically considered blank per the language of the code.

The proposed design better meets the design guideline CS1.C.1 Topography Land Form by using the natural topography and/or other desirable land forms or features to inform the project design.

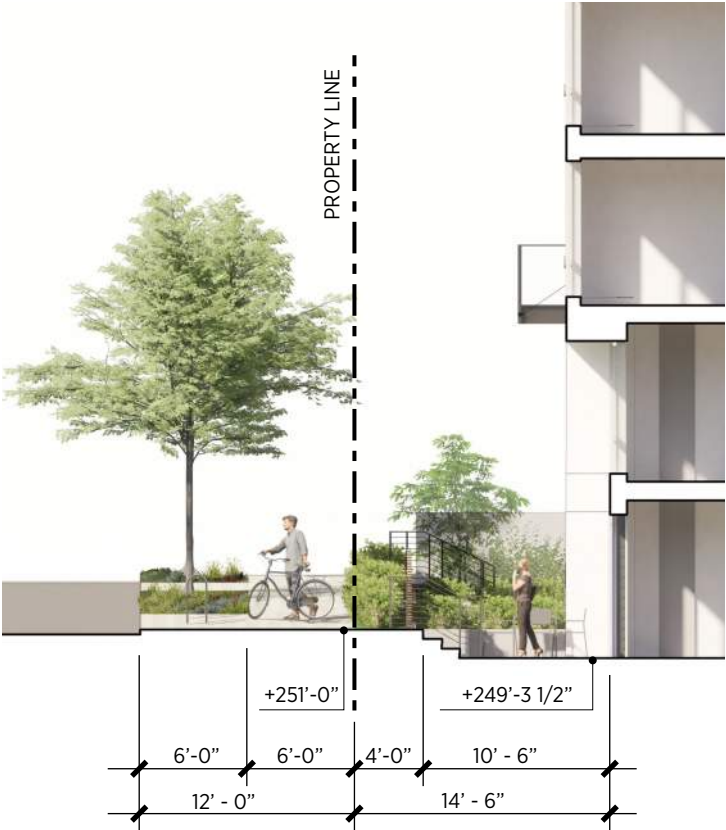
RELEVANT DESIGN GUIDELINES:

- CS1.C.1 TOPOGRAPHY LAND FORM
- PL3.B.1 SECURITY & PRIVACY



SW OREGON ST ELEVATION

BLANK FACADE CALCULATIONS	
<b>A. BLANK FACADE SEGMENT</b> BLANK SEGMENTS OF THE STREET-FACING FACADE BETWEEN 2 FEET AND 8 FEET ABOVE THE SIDEWALK MAY NOT EXCEED 20 FEET IN WIDTH	
BLANK FACADE SEGMENT: 34'-11" (NOT COMPLIANT)	DEPARTURE REQUESTED
<b>B. BLANK FACADE LENGTH</b> THE TOTAL OF ALL BLANK FACADE SEGMENTS MAY NOT EXCEED 40 PERCENT OF THE WIDTH OF THE FACADE OF THE STRUCTURE ALONG THE STREET. THE LENGTH OF A BLANK FACADE LOCATED WITHIN THE AREA ESTABLISHED IN SUBSECTION 23.86.028.A SHALL BE MEASURED BETWEEN THE CLOSEST POINTS OF ADJACENT TRANSPARENT AREAS, AT 5 FEET ABOVE THE ELEVATION OF THE LOT LINE AT THE SIDEWALK	
PROVIDED BLANK FACADE: (34'-11" + 7'-2" + 2'-0 1/2" + 4'-9 1/2" + 1'-10") / 108'-4 1/2" (34.92 + 7.17 + 2.04 + 4.79 + 1.83) / 108.38 50.75 / 108.38	
TOTAL OF ALL BLANK FACADES: 46.83% (NOT COMPLIANT)	DEPARTURE REQUESTED





SIGNAGE

LEASING



# APPENDIX

Design Guidelines



PL1 CONNECTIVITY

PL1.A.2 ADDING TO PUBLIC LIFE

Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections.

PL1.I HUMAN ACTIVITY [WS]

Proposed development is encouraged to set back from the front property line.

PROJECT DESIGN RESPONSE

The project sets back at the ground level along the full length of 36th Ave SW to enhance the pedestrian environment. Curb bulbs are proposed. A street-level courtyard (West site) and voluntary through-block connection (East site) is proposed to further enhance the public life in the neighborhood.



PL2 WALKABILITY

PL2.I.i HUMAN SCALE [WS]

i. Overhead weather protection should be functional and appropriately scaled and contribute positively to the design of the building with appropriate proportions and character.

PL2.II PEDESTRIAN OPEN SPACES [WS]

Incorporate open spaces to create breaks in the street wall and encourage movement through the site. Design Review Board is willing to entertain departure requests to recover development potential lost at the ground level.

PROJECT DESIGN RESPONSE

The project proposes overhead weather protection along 36th Ave SW and at retail entries along SW Avalon Way. The canopy steps down to match the continuous slope of 36th. The proposed design provides at grade plazas to break up the street wall and encourage pedestrian mobility through the site.



PL4 ACTIVE TRANSPORTATION

PL4.C.1 INFLUENCE ON PROJECT DESIGN

Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for place-making, and/or suggest logical locations for building entries, retail uses, open space, or landscaping.

PROJECT DESIGN RESPONSE

The project is influenced both by the existing Rapid Ride transit stop on 35th Ave SW (along with the associated through-block provided by the neighboring Aura apartments) and by the future light rail station to the north of the site. Lobby entries, retail space, open plazas and through-blocks have been coordinated to take advantage of important existing and future transit nodes.



DC2.I.i ARCHITECTURAL CONCEPT [WS]

New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.

DC2.A.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

PROJECT DESIGN RESPONSE

The preferred option follows the West Seattle design guideline PL1.I which recommends the ground level is setback from the property line to give more open space to pedestrian occupancy and contribute towards a vibrant streetscape. The perceived mass of the building above the ground oriented levels are reduced with the use of projecting bays and canopies along 36th and recesses and balconies on Avalon and Oregon.

Design Guidelines



CS2 URBAN PATTERN AND FORM

CS2.I. STREETSCAPE COMPATIBILITY [WS]

A pedestrian-oriented streetscape is perhaps the most important characteristic. Reduce the scale of the street wall with well organized commercial and residential bays and entries. Provide recessed entries and ground-related small open spaces.

PROJECT DESIGN RESPONSE

One of the project goals is to provide a rich pedestrian-oriented streetscapes. 36th Ave SW is envisioned as a busy retail street with the ground levels setback from the property line. Spill out platforms are proposed to provide ample retail engagement for the sloping street. Open street-level plazas help identify residential entries. Oregon St is envisioned as a quieter residential street with stoops or private patios between the building and the sidewalk.



CS2 URBAN PATTERN AND FORM

CS2.II CORNER LOTS [WS]

Pedestrian activities are concentrated at street corners. New buildings should reinforce street corners, while enhancing the pedestrian environment. Set back corner entries to facilitate pedestrian flow. Building forms and design elements and features at the corner of key intersections should create gateways for the neighborhood.

PROJECT DESIGN RESPONSE

The project sets back and promotes pedestrian flow at all street corners. Although the corner of Fauntleroy Way SW, SW Avalon Way and 36th Ave SW isn't a listed gateway, this corner has a strong visual presence from Fauntleroy and the future light rail station. The project uses a strong vertical expression to mark the corners and identify the entry to the West Seattle triangle neighborhood.



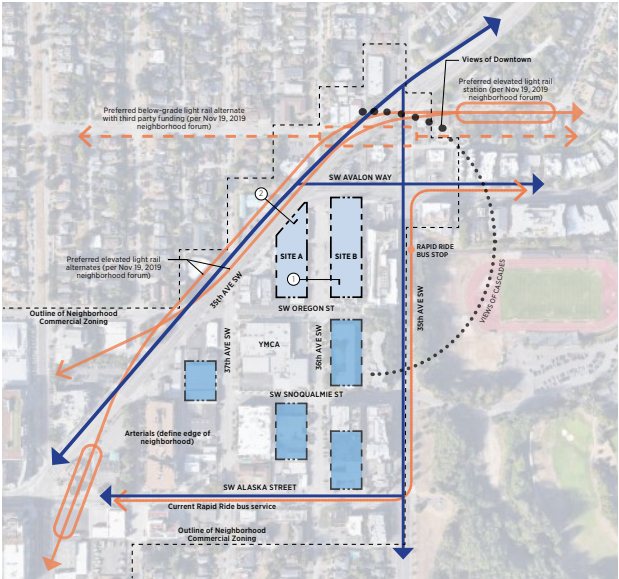
CS2 URBAN PATTERN AND FORM

CS2.III HEIGHT, BULK AND SCALE [WS]

iv. The arrangement of architectural elements, materials and colors should aid in mitigating height, bulk and scale impacts, particularly at the upper levels. For developments greater than 65 feet in height, a strong horizontal treatment should occur at 65 ft.

PROJECT DESIGN RESPONSE

The arrangement of materials and form work in concert to clearly delineate use within the building. The street level retail is distinct from the upper level residential. Balconies, bays, insets, and varied window groupings are used to mitigate the height, bulk and scale of the massing.



CS3.A.4 EVOLVING NEIGHBORHOODS

In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

CS3.I.i ARCHITECTURAL CUES [WS]

New mixed-use development should respond to architectural features common in the Junction's best storefront buildings.

PROJECT DESIGN RESPONSE

One of the main goals of this project is to help establish a new pattern of development in the neighborhood. The introduction of the colonnade, distinctive canopy, and retail platforms, help outline a common design language for 36th Ave.

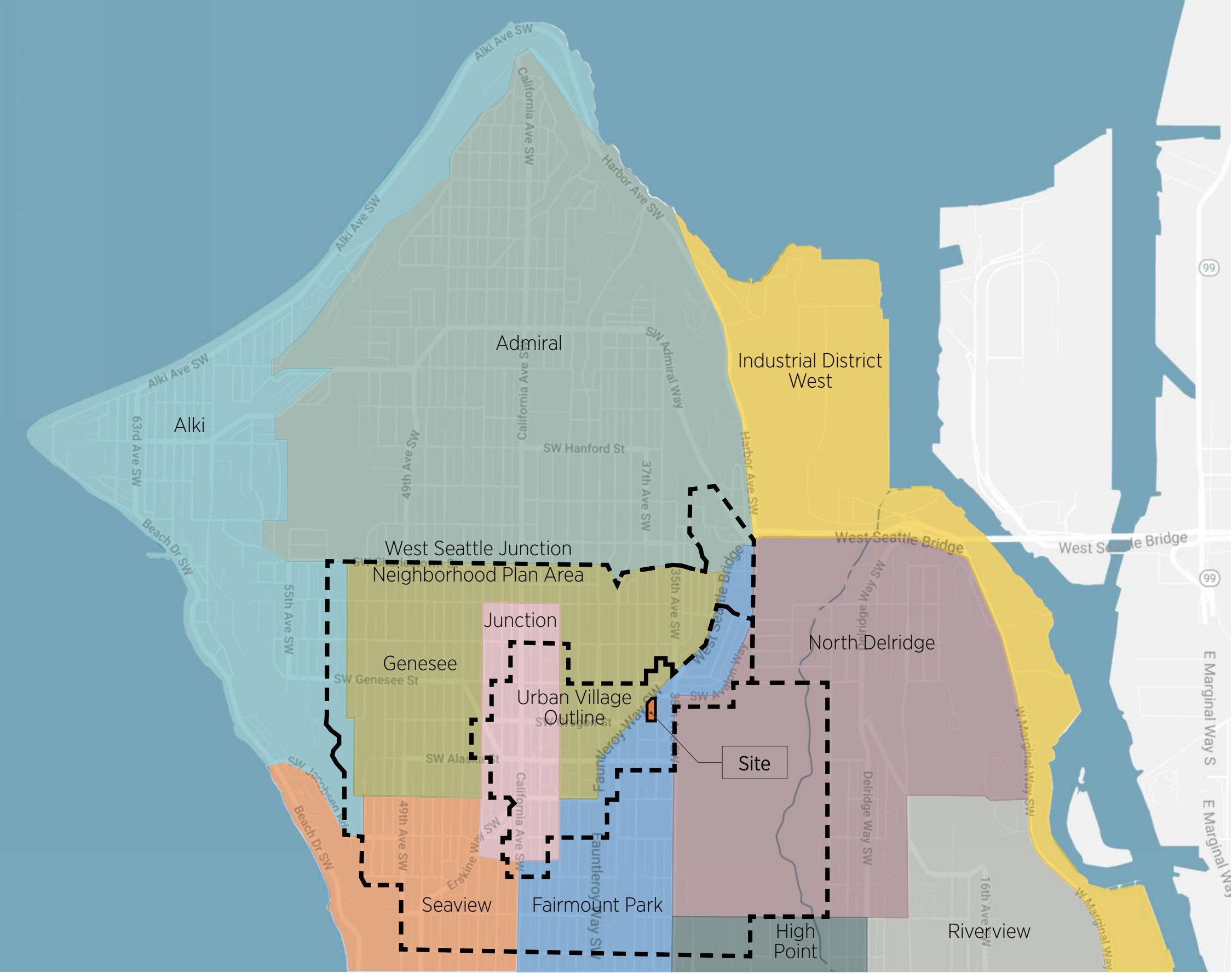
The site is not near the retail core of West Seattle, so instead we draw architectural inspiration from some of the vernacular language found on the existing site, most notably the sheds used to protect the wood stacks, the barn doors, and the variety of textures found at the lumber yard.

APPENDIX

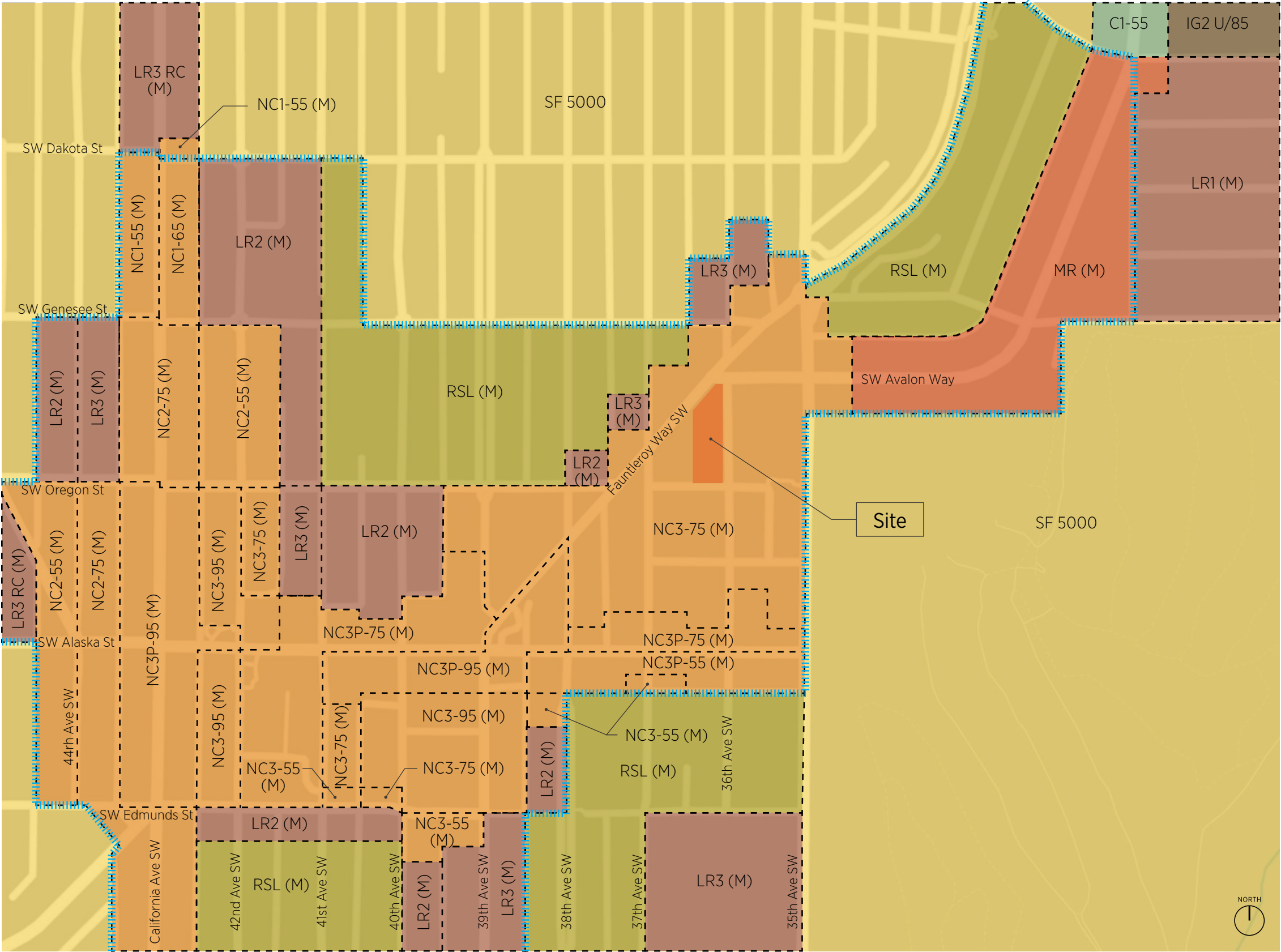
NEIGHBORHOODS

The site lies at the intersection of Fauntleroy Way SW and SW Avalon Way, two of the main entry points to the West Seattle Junction Area. The immediate neighborhood, known as the *West Seattle Triangle*, as designated by the Seattle Office of Planning and Community Development, has as a mix of retail, multi-family residential, and institutional uses. It is bounded by major arterials - Avalon Way SW, 35th Ave SW, Fauntleroy Way SW, Alaska, providing the main access routes to and from West Seattle.

The future of the neighborhood will be greatly determined by the introduction of the light-rail to West Seattle in 2030.



ZONING MAP



- KING COUNTY PARCEL NUMBERS**  
0952004465, 0952004475, 0952004494,  
0952004495, 0952004525

**CROSS STREETS**  
Fauntleroy Way SW, SW Avalon Way, 36th Ave SW  
and SW Oregon St

**ZONE:** NC3-75 (M)

**URBAN VILLAGE:** West Seattle Junction Urban Village

**OVERLAY DISTRICT:** None

**ZONING CODE**  
SMC 23.47A Neighborhood Commercial  
23.54 Parking and Solid Waste

**DESIGN GUIDELINES**  
Seattle Design Guidelines  
West Seattle Junction Neighborhood Design  
Guidelines

**PARKING**  
Parking is not required in an urban village

**FAR**  
Max 5.5, Min 2

**SITE AREA**  
34,701 sf
- NEIGHBORHOOD COMMERCIAL

MULTIFAMILY

LOWRISE MULTIFAMILY

RESIDENTIAL SMALL LOT

SINGLE FAMILY

COMMERCIAL

INDUSTRIAL

WEST SEATTLE JUNCTION URBAN VILLAGE

# SURVEY

4440 Fauntleroy Way SW  
Parcel #095200-4465  
Parcel #095200-4475  
BOSTON COMPANYS PLAT OF W S LESS ST

4443 36th Ave SW  
Parcel #095200-4494  
Parcel #095200-4495  
BOSTON COMPANYS PLAT OF W S

4457 36th Ave SW  
Parcel #095200-4525  
BOSTON COMPANYS PLAT OF W S



ZONING SUMMARY

SEATTLE MUNICIPAL CODE

CODE SECTION	DESCRIPTION
SMC 23.47A.004 SEE TABLE 23.47a.004	<b>PERMITTED USES</b> <ul style="list-style-type: none"><li>FOR THE PURPOSE OF THIS STUDY ALL RESIDENTIAL AND COMMERCIAL USES PERMITTED</li><li>LIVE WORK UNITS SHALL BE DEEMED NON-RESIDENTIAL</li></ul>
SMC 23.47A.005	<b>STREET LEVEL USES</b> <ul style="list-style-type: none"><li>STREET-LEVEL PARKING MAY NOT ABUT A STREET-FACING FAÇADE</li></ul>
SMC 23.47A.008	<b>STREET-LEVEL DEVELOPMENT STANDARDS</b> <ul style="list-style-type: none"><li>BLANK SEGMENTS OF THE STREET-FACING FAÇADE BETWEEN 2' AND 8' ABOVE THE SIDEWALK MAY NOT EXCEED 20' IN WIDTH.</li><li>THE TOTAL OF ALL BLANK FAÇADE MAY NOT EXCEED 40% OF THE WIDTH OF THE FAÇADE OF THE STRUCTURE ALONG THE STREET.</li><li>STREET -LEVEL STREET FAING FACADES MUST BE LOCATED WITH IN 10' OF THE STREET LOT LINE UNLESS PLAZAS OR OTHER OPEN SAPCES ARE PROVIDED</li><li>FOR <b>NON-RESIDENTIAL USES</b>: 60% OF THE STREET FACING FAÇADE BETWEEN 2' AND 8' ABOVE THE SIDEWALK MUST BE TRANSPARENT</li><li><b>RETAIL DEPTH: NON-RESIDENTIAL USES</b> GREATER THAN 600SF MUST EXTEND AN AVERAGE OF 30' DEEP AND A MINIMUM 15' DEEP AND HAVE A MINIMUM FLOOR TO FLOOR HEIGHT OF 13'</li><li>AT LEAST ONE OF THE STREET-LEVEL, STREET-FACING FACADES CONTIANING A RESIDENTIAL USE SHALL HAVE A VISUALLY PROMINENT PEDESTIRAN ENTRY.</li><li>RESIDENTIAL USES AT STREET LEVEL SHALL BE SET BACK 10' OR BE AT LEAST 4' BELOW OR 4' ABOVE THE SIDEWALK.</li><li><b>LIVE WORK UNITS</b>:<ol style="list-style-type: none"><li>STREET-LEVEL, STREET-FACING LIVE WORK UNITS ARE SUBJECT TO BLANK FAÇADE LIMITS, TRANSPARENCY, AND DEPTH REQUIREMENTS OF SMC23.47A.008 A &amp; B.</li><li>THE NON-RESIDENTIAL AREA OF UNIT MUST BE MINIMUM 300 SF, MINIMUM 15' DEEP, EXTEND THE LENGTH OF THE STREET FACADE TO SEPARATE THE STREET FROM THE RESIDENTIAL PORTION. ALL RESIDENTIAL FEATURES SUCH AS KITCHEN, SLEEPING, BATHROOMS WITH SHOWER MUST BE SEPARATED.</li><li>EACH LIVE-WORK UNIT MUST HAVE A PROMINENT STREET-FACING PEDESTRIAN ENTRY.</li><li>EXTERIOR SIGNAGE AND BUSINESS LICENSE ON-SITE ARE REQUIRED.</li></ol></li></ul>
SMC 23.47A.012	<b>STRUCTURE HEIGHT - 75' (MEASURED FROM GRADE PLANE)</b> <ul style="list-style-type: none"><li>+ 2' FOR INSULATION MATERIAL, ROOFTOP DECKS AND OTHER SIMILAR FEATURES, OR SOIL FOR LANDSCAPING LOCATED ABOVE THE STRUCTURAL ROOF SURFACE MAY EXCEED THE MAXIMUM HEIGHT LIMIT BY UP TO 2 FEET IF ENCLOSED BY PARAPETS OR WALLS THAT COMPLY WITH THIS</li><li>+4' FOR OPEN RAILING, PLANTERS, PARAPETS</li><li>+7' FOR SOLAR COLLECTORS WITH UNLIMITED COVERAGE</li><li>+15' FOR SOLAR COLLECTORS AND MENCANICAL EQUIPMENT</li><li>+16' FOR STAIR AND ELEVATOR PENTHOUSES PROVIDED</li></ul>
SMC 23.47A.013	<b>FLOOR AREA RATIO</b> <ul style="list-style-type: none"><li>5.5 FAR - TOTAL PERMITTED AREA FOR ALL USES</li><li>GROSS FLOOR AREA FOR FAR CALCULATIONS IS MEASURED TO THE INSIDE SURFACE OF EXTERIOR WALL</li></ul>

CODE SECTION	DESCRIPTION															
SMC 23.47A.014	<b>SETBACK REQUIREMENTS</b> <ul style="list-style-type: none"><li>• <b>FRONT</b> - 8' AVERAGE SETBACK ABOVE 65' IN HEIGHT</li><li>• WHERE A PORTION OF THE FACADE IS SET BACK MORE THAN 15 FEET, THE SETBACK DEPTH FOR THAT PORTION OF THE FACADE SHALL BE CONSIDERED 15 FEET FOR PURPOSES OF CALCULATING THE AVERAGE SETBACK. NO MORE THAN 20 PERCENT OF THE PORTION OF THE STRUCTURE THAT MUST BE SET BACK MAY HAVE A SETBACK OF LESS THAN 5 FEET</li><li>• <b>FAÇADE MODULATION</b> - FOR STRUCTURES WITH A WIDTH OF MORE THAN 250 FEET, AT LEAST ONE PORTION OF THE STRUCTURE 30 FEET OR GREATER IN WIDTH MUST BE SET BACK A MINIMUM OF 15 FEET FROM THE FRONT PROPERTY LINE</li><li>• SETBACK REQUIREMENT FOR LOADING ADJACENT TO AN ALLEY. WHERE ACCESS TO A LOADING BERTH IS FROM THE ALLEY, AND TRUCK LOADING IS PARALLEL TO THE ALLEY, A SETBACK OF 12 FEET IS REQUIRED FOR THE LOADING BERTH, MEASURED FROM THE CENTERLINE OF THE ALLEY (EXHIBIT D FOR 23.47A.014). THIS SETBACK MUST BE MAINTAINED UP TO A HEIGHT OF 12 FEET</li></ul>															
SMC 23.47A.016	<b>LANDSCAPE REQUIREMENTS</b> <ul style="list-style-type: none"><li>• GREEN SCORE OF .30 OR GREATER IS REQUIRED</li></ul>															
SMC 23.47A.024	<b>RESIDENTIAL AMENITY AREAS</b> <ul style="list-style-type: none"><li>• AMENITY SPACE EQUIVALENT TO 5% OF THE RESIDENTIAL GROSS AREA SHALL BE PROVIDED</li><li>• ALL RESIDENTS SHALL HAVE ACCESS TO AT LEAST ONE COMMON OR PRIVATE AMENITY AREA</li><li>• AMENITY AREAS SHALL NOT BE ENCLOSED</li><li>• COMMON AMMENITY AREAS SHALL HAVE A MIN HORIZONTAL DIMENSION FO 10' AND MIN AREA</li><li>• PRIVATE BALCONIES AND DECKS SHALL HAVE A MINIMUM OF 60SF AND NO HORIZONTAL DIMENSION OF LESS THAN 6'</li></ul>															
SMC 23.47A.030	<b>PARKING</b> <ul style="list-style-type: none"><li>• NO PARKING REQUIRED FOR RESIDENTIAL</li><li>• NO PARKING REQUIRED FOR COMMERCIAL</li></ul>															
SMC 23.54.015	<table><tr><th>BICYCLE PARKING</th><th>LONG TERM</th><th>SHORT TERM</th></tr><tr><td>• EATING AND DRINKING ESTABLISHMENTS</td><td>1 SPACE PER 5000 SF</td><td>1 SPACE PER 1000 SF</td></tr><tr><td>• MEDICAL SERVICES</td><td>1 SPACE PER 4000 SF</td><td>1 SPACE PER 2000 SF</td></tr><tr><td>• GENERAL SALES &amp; SERIVCES</td><td>1 SPACE PER 4000 SF</td><td>1 SPACE PER 2000 SF</td></tr><tr><td>• MULTIFAMILY RESIDENTIAL</td><td>1 SPACE PER UNIT</td><td>1 SPACE PER 20 UNITS</td></tr></table>	BICYCLE PARKING	LONG TERM	SHORT TERM	• EATING AND DRINKING ESTABLISHMENTS	1 SPACE PER 5000 SF	1 SPACE PER 1000 SF	• MEDICAL SERVICES	1 SPACE PER 4000 SF	1 SPACE PER 2000 SF	• GENERAL SALES & SERIVCES	1 SPACE PER 4000 SF	1 SPACE PER 2000 SF	• MULTIFAMILY RESIDENTIAL	1 SPACE PER UNIT	1 SPACE PER 20 UNITS
BICYCLE PARKING	LONG TERM	SHORT TERM														
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• GENERAL SALES & SERIVCES	1 SPACE PER 4000 SF	1 SPACE PER 2000 SF														
• MULTIFAMILY RESIDENTIAL	1 SPACE PER UNIT	1 SPACE PER 20 UNITS														
SMC 23.54.035	<b>LOADING</b> <ul style="list-style-type: none"><li>• BASED ON &lt; 60,000 SF OF RETAIL - (1) 10'X35' LOADING BERTH, MIN 14' VERTICAL CLEARANCE</li><li>• LOADING CAN BE PARALLEL TO AN ALLEY AS LONG AS THERE IS 12' CENTER LINE OF ALLEY TO FACE OF BUILDING</li></ul>															
SMC 23.54.040	<b>SOLID WASTE AND RECYCLABLE MATERIALS</b> <ul style="list-style-type: none"><li>• FOR DEVELOPMENTS WITH &gt; 100 DWELLING UNITS: 575 SF PLUS 4 SF FOR EACH UNIT ABOVE 100</li><li>• FOR NON-RESIDENTIAL DEVELOPMENT WITH 5001 - 15,000 SF: 125 SF</li><li>• THE MIN STORAGE SPACE HORIZONTAL DIM IS 12'</li><li>• REQUIRED MIN STORAGE SPACE CAN BE REDUCED BY 15% IF THE MIN HORIZONTAL DIM IS 20'</li></ul>															

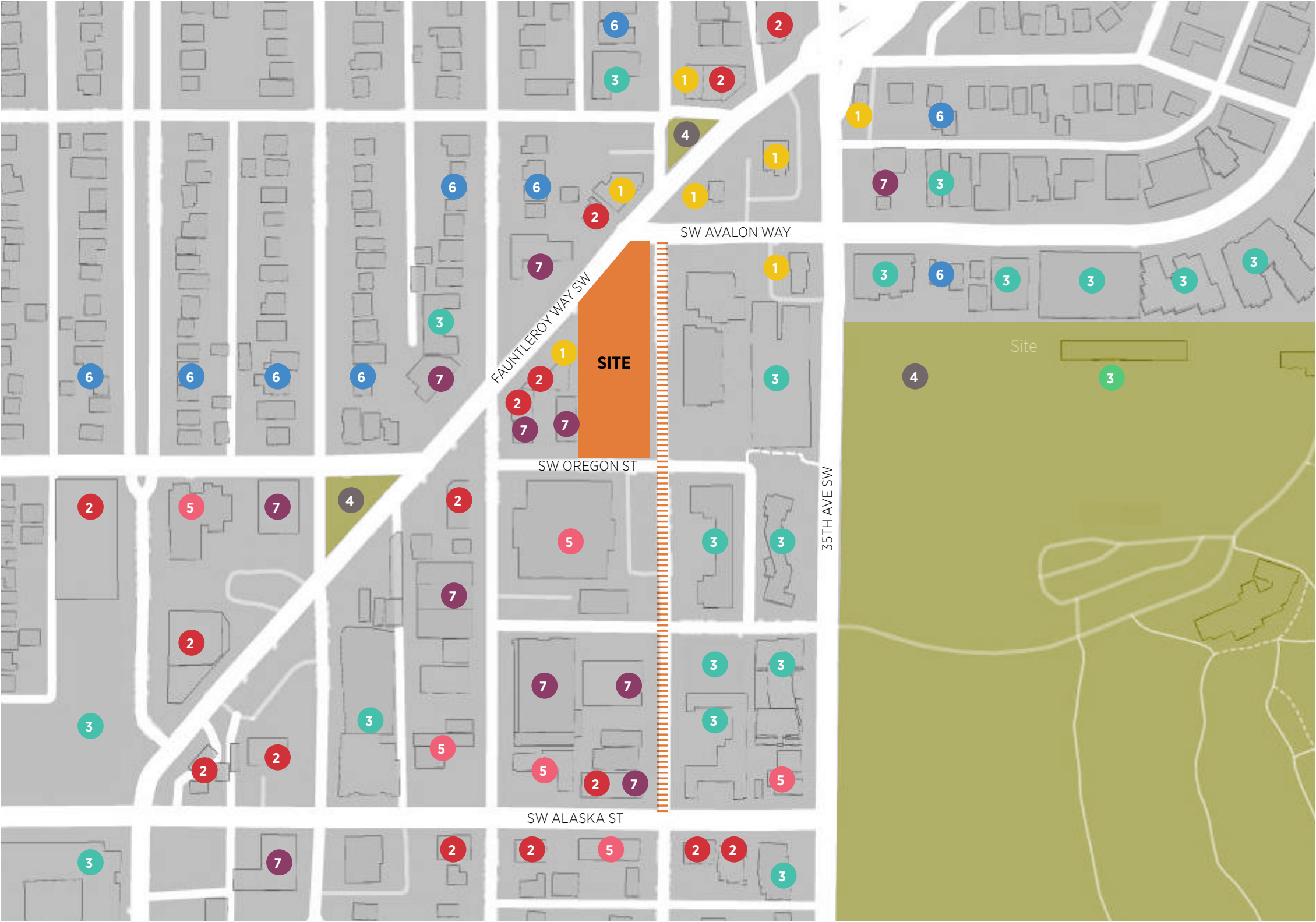
# SITE PLAN & STREET ANALYSIS

This block of Oregon is currently defined by access to service oriented retail and parking for the YMCA. It is quiet and utilitarian.



This portion of Oregon is quiet, residential, and dead-ends at the top of two stairs, one that leads down to 35th and one that leads down to the alley.

SURROUNDING USES



- 1 RESTAURANT / BAR
- 2 RETAIL
- 3 MULTIFAMILY / MIXED-USE RESIDENTIAL
- 4 PARK
- 5 COMMUNITY FACILITIES
- 6 SINGLE FAMILY RESIDENTIAL
- 7 MANUFACTURING / AUTO FACILITIES

FOCUSED NEIGHBORHOOD RETAIL  
(PROPOSED)

DESIGN IMPACT

The site is currently cut off from access to abundant retail amenities by Fauntleroy & Avalon. All three massing options seek to establish a new retail core along 36th Avenue SW for the West Seattle Triangle Neighborhood.



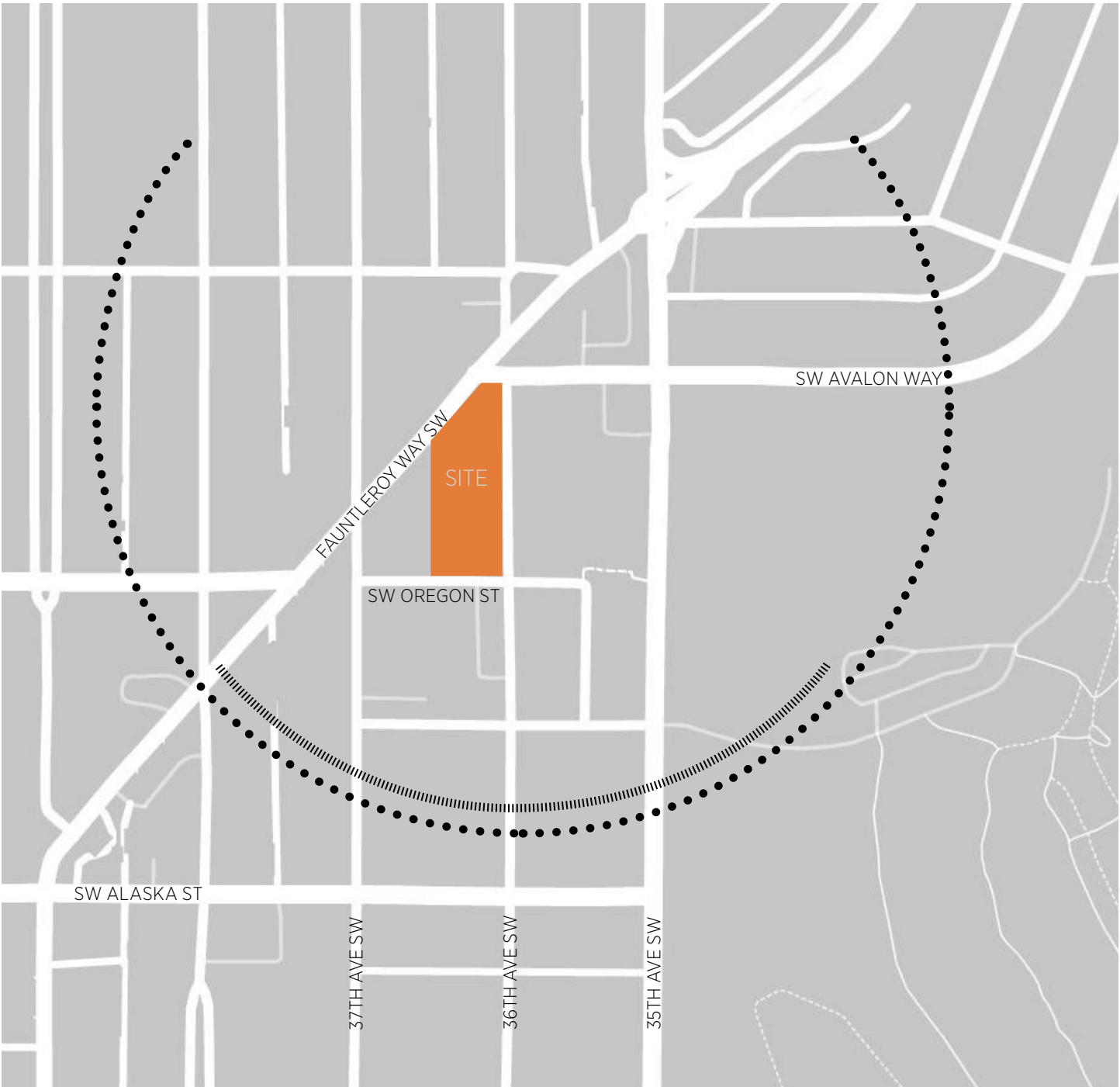
TRANSPORTATION & STREET CHARACTERISTICS



NEIGHBORHOOD GATEWAYS

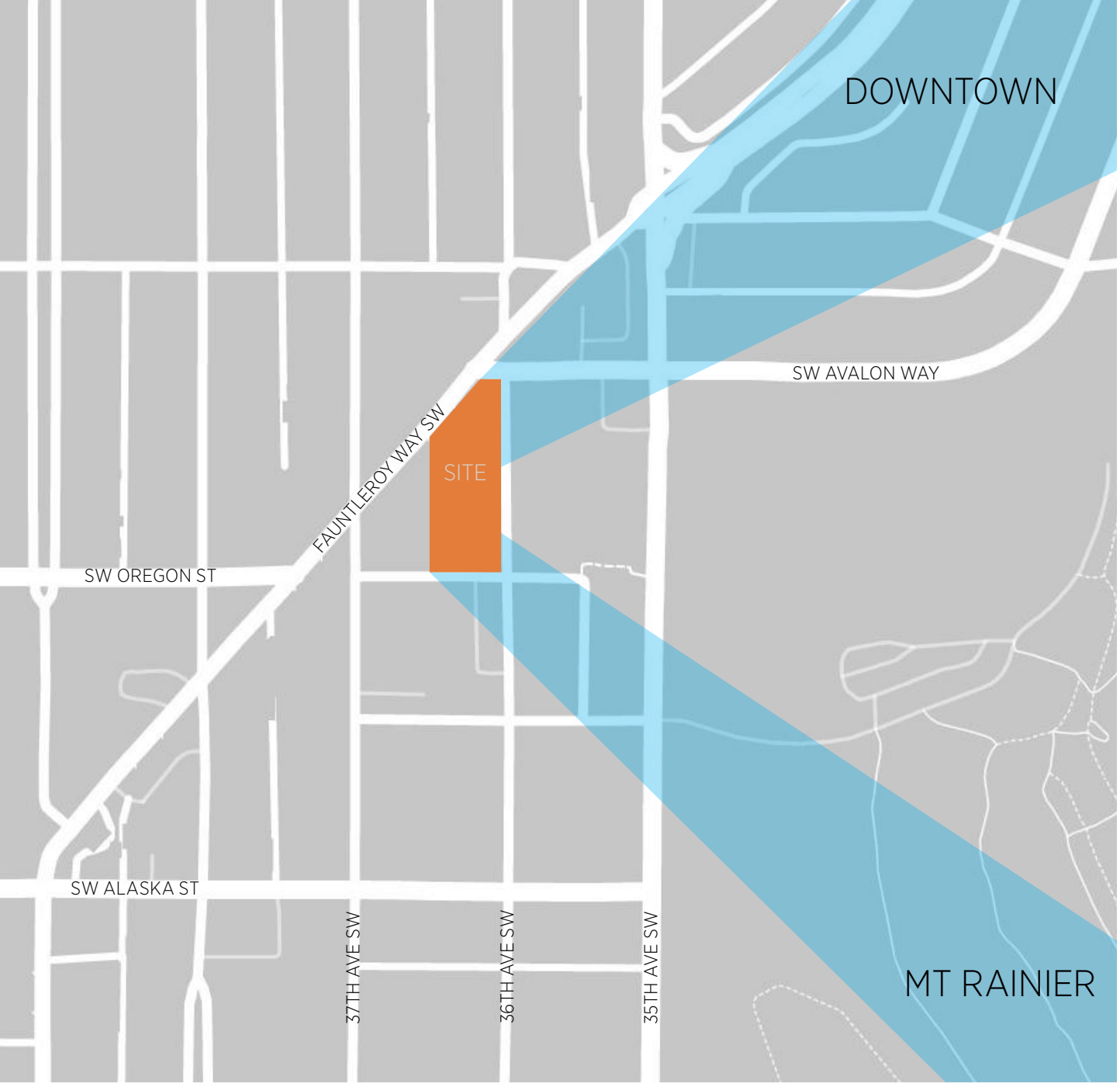


SUN PATH DIAGRAM



• • • 21 JUNE 2019: SUNRISE 5:12 AM, SUNSET 9:11 PM  
----- 21 DECEMBER 2019: SUNRISE 7:57 AM, SUNSET 4:17 PM

PRIMARY VIEW CORRIDORS

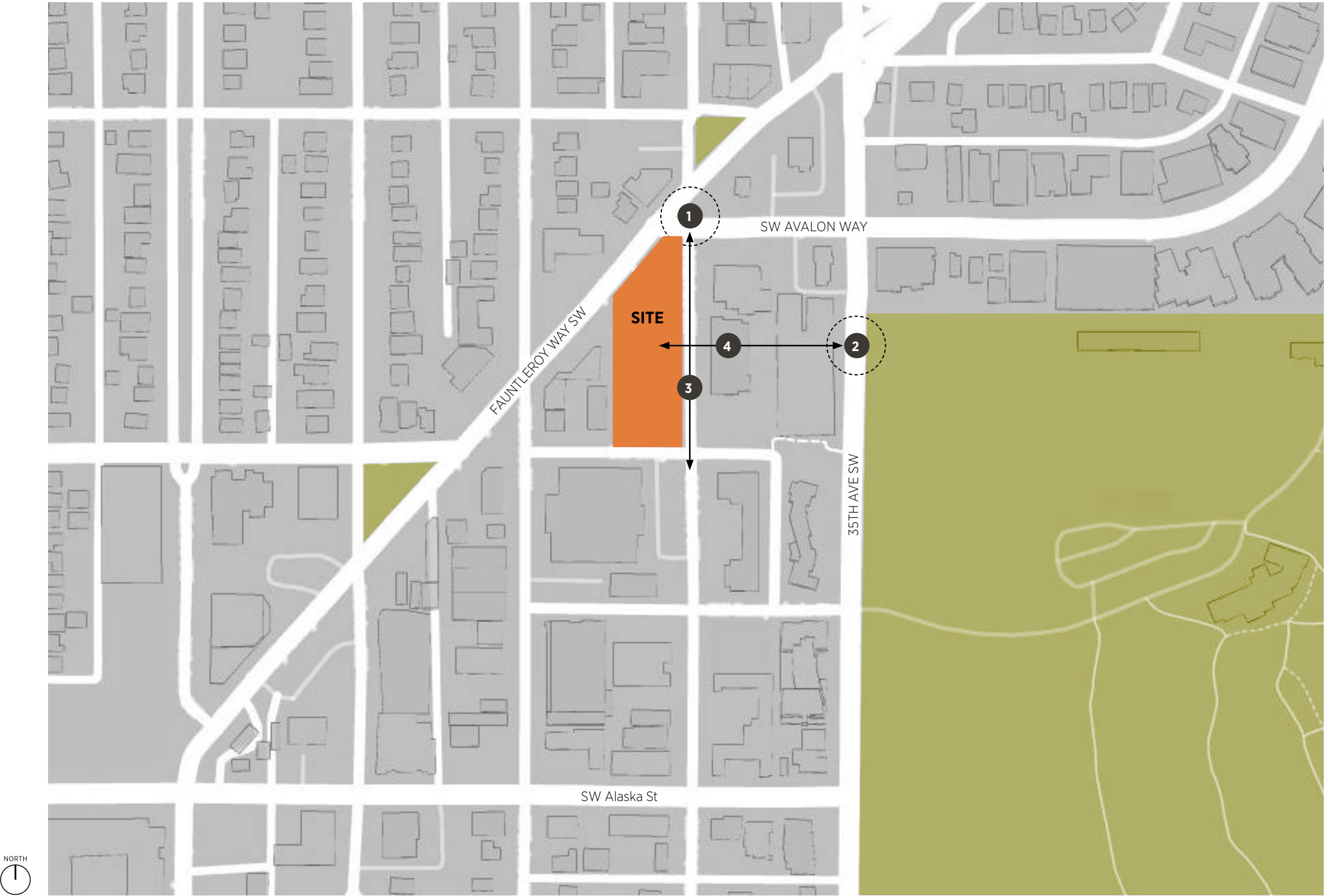


PEDESTRIAN ACCESS

- 1 POTENTIAL LIGHT RAIL STATION
- 2 RAPID RIDE BUS STOP
- 3 36TH AVE SW
- 4 PROPOSED THROUGH-BLOCK WITH ACCESS TO RAPID RIDE BUS STOP

DESIGN IMPACT

While this site is bound by some of busiest vehicular streets in West Seattle, it also has some significant pedestrian access points. Pedestrian mobility is by far the biggest driver in developing the three massing concepts. All options are responsive to the proposed massing across the street and prioritize 36th Ave SW as a new pedestrian focused neighborhood center.



PEDESTRIAN ACCESS



- 1 RAPID RIDE BUS STOP ON 35TH AVE SW
- 2 THROUGH-BLOCK PASSAGE FROM ALLEY TO 35TH
- 3 STAIR FROM OREGON DOWN TO ALLEY
- 4 ALLEY FACING STAIR TO OREGON



IMAGES ON THIS PAGE SHOW THE THROUGH-BLOCK CONNECTION AT THE AURA APARTMENTS, PROVIDING WIDER CONTEXT FOR PEDESTRIAN CONNECTIONS.

# Neighborhood Development Continuity

- LOTS OWNED BY THE SWEENEY FAMILY
- LOTS PART OF PROJECT

## Design Impact

This project, along with its immediate neighbor to the West, has the potential to set the course for development along 36th ave SW. The owners along with the design team see this as a once in a generation opportunity to create a great street that is a resource for the immediate neighborhood and community at large. The emphasis of the massing options is placed on creating architectural form that will support an active and exciting street-life experience.

## Inspiration

There are many historic and contemporary strategies to engage the street edge. The images on the facing page capture some of the most important elements:

- 1 TRADITIONAL PORTICO, PROVIDING WEATHER PROTECTION YEAR ROUND
- 2 LARGE DOORS BLUR THE BOUNDARY BETWEEN RETAIL SPACE AND THE STREET ZONE
- 3 A BOARDWALK HELPS DEFINE THE PEDESTRIAN PATH AND CREATE A SENSE OF PLACE
- 4 INTEGRATED SEATING, PLANTING, AND A STEPPED AWNING PROVIDE TEXTURE AND DEPTH TO THIS STREET EDGE

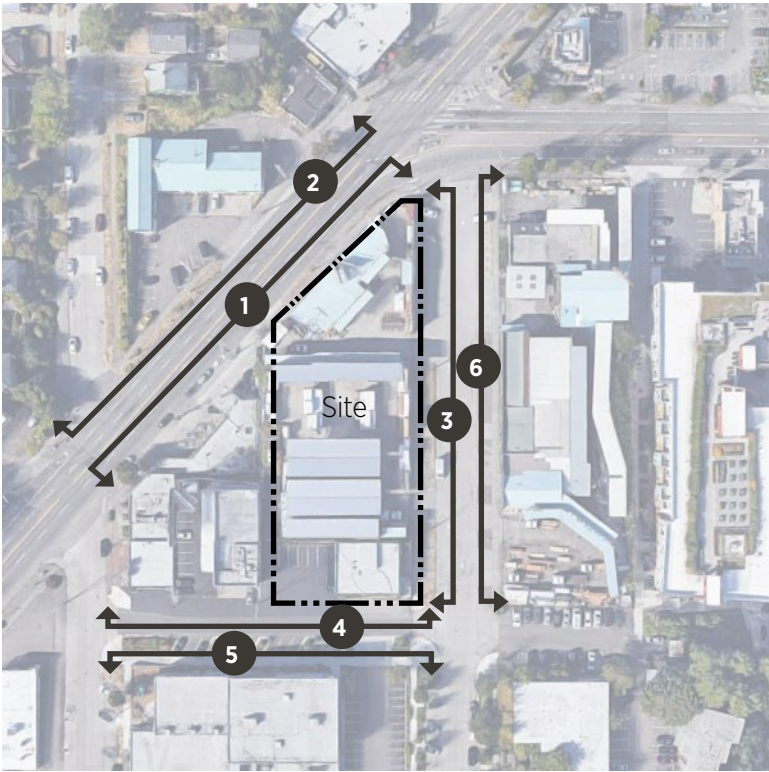


Neighborhood Development Continuity



APPENDIX

STREETSCAPES



KEY



1 FAUNTLEROY WAY SW FACING SOUTHWEST

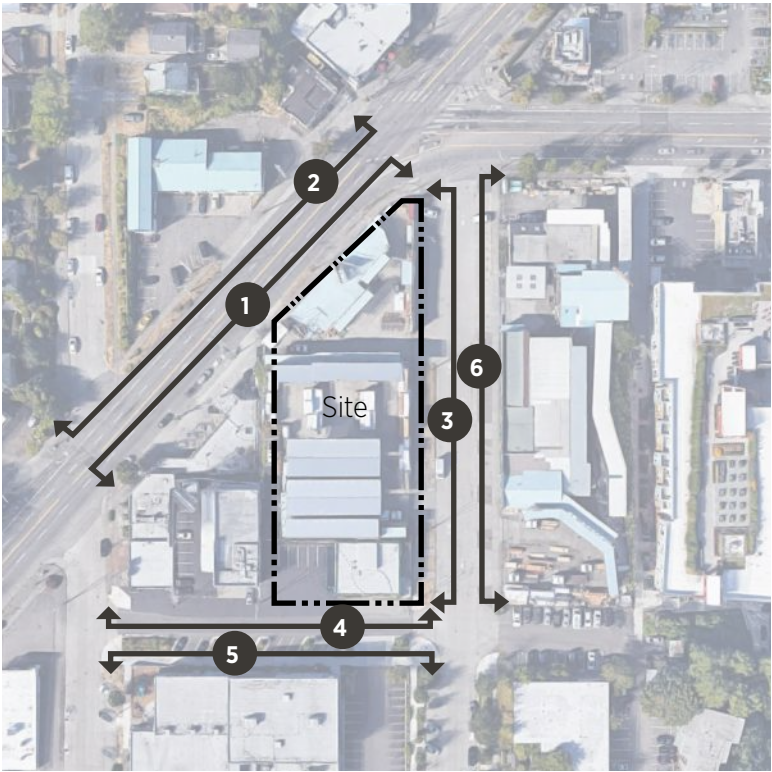


2 FAUNTLEROY WAY SW FACING NORTHEAST



3 36TH AVE SW FACING WEST

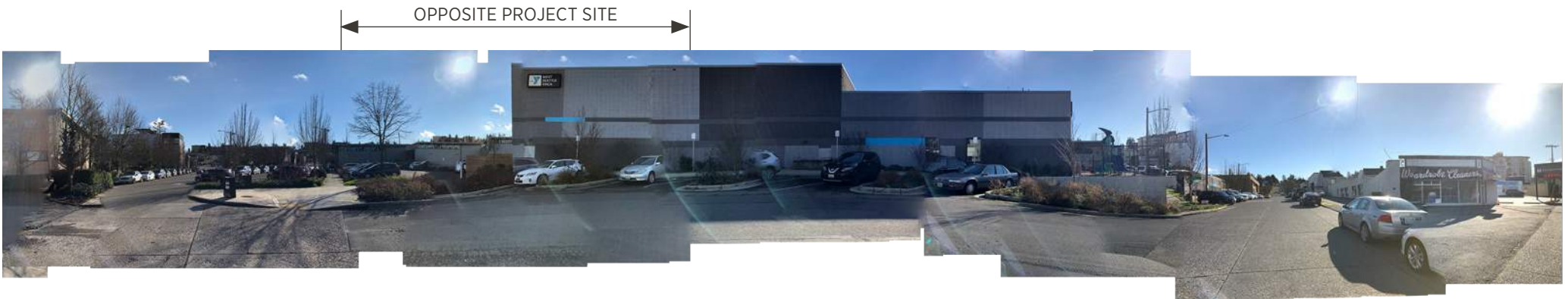
STREETSCAPES



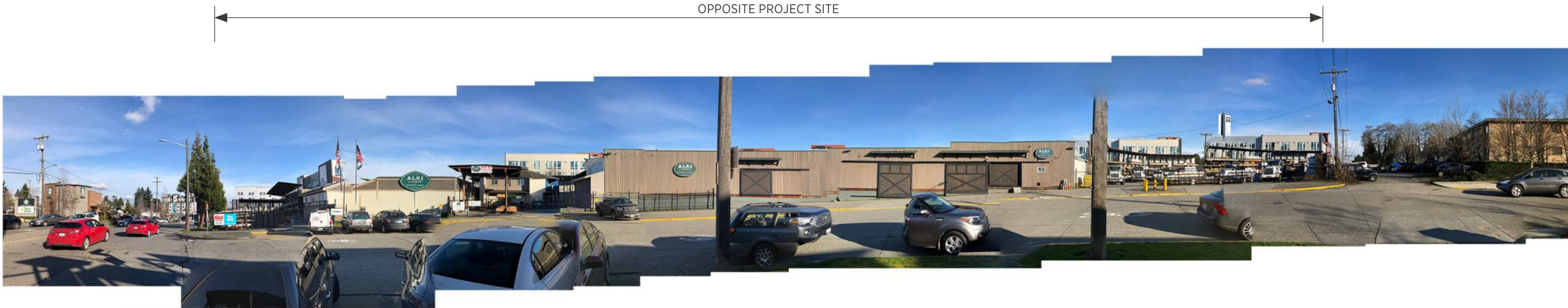
KEY



4 SW OREGON ST FACING NORTH



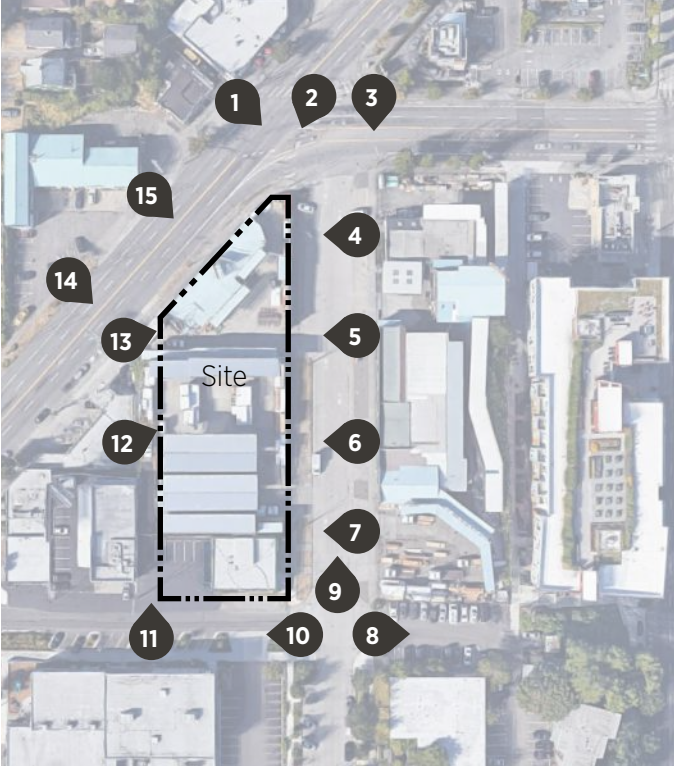
5 SW OREGON ST FACING SOUTH



6 36TH AVE SW FACING EAST

APPENDIX

EXISTING SITE PHOTOS



KEY



1



2



3



4



5



6



7

EXISTING SITE PHOTOS



8



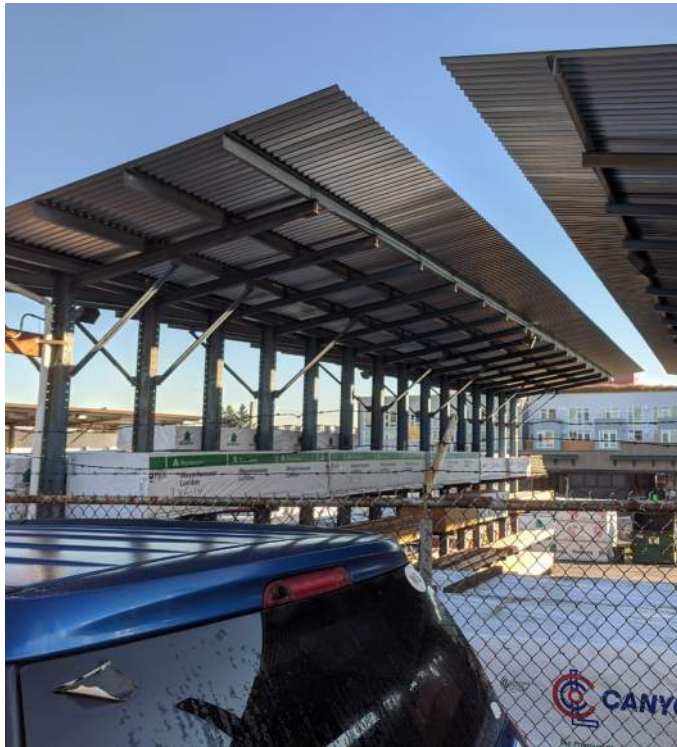
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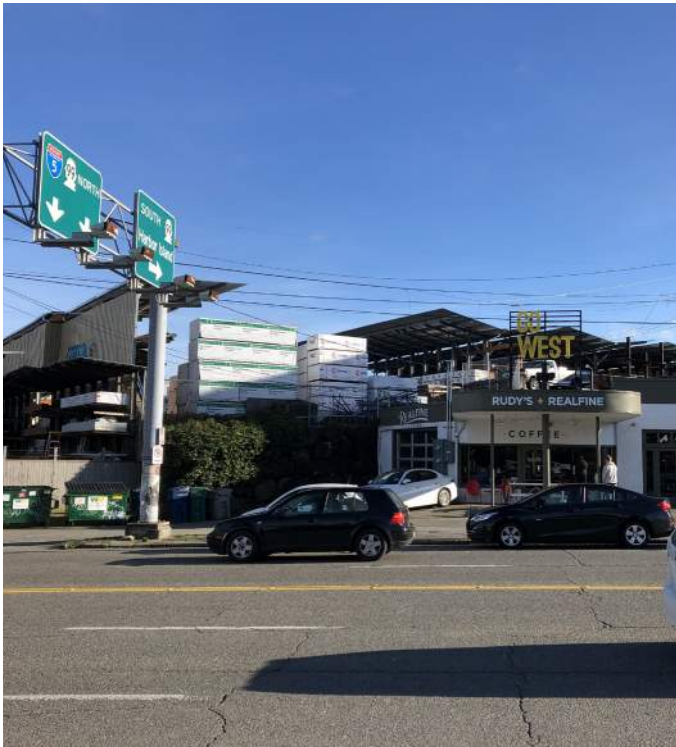
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Ankrom Moisan

