

Project Information

Project Address

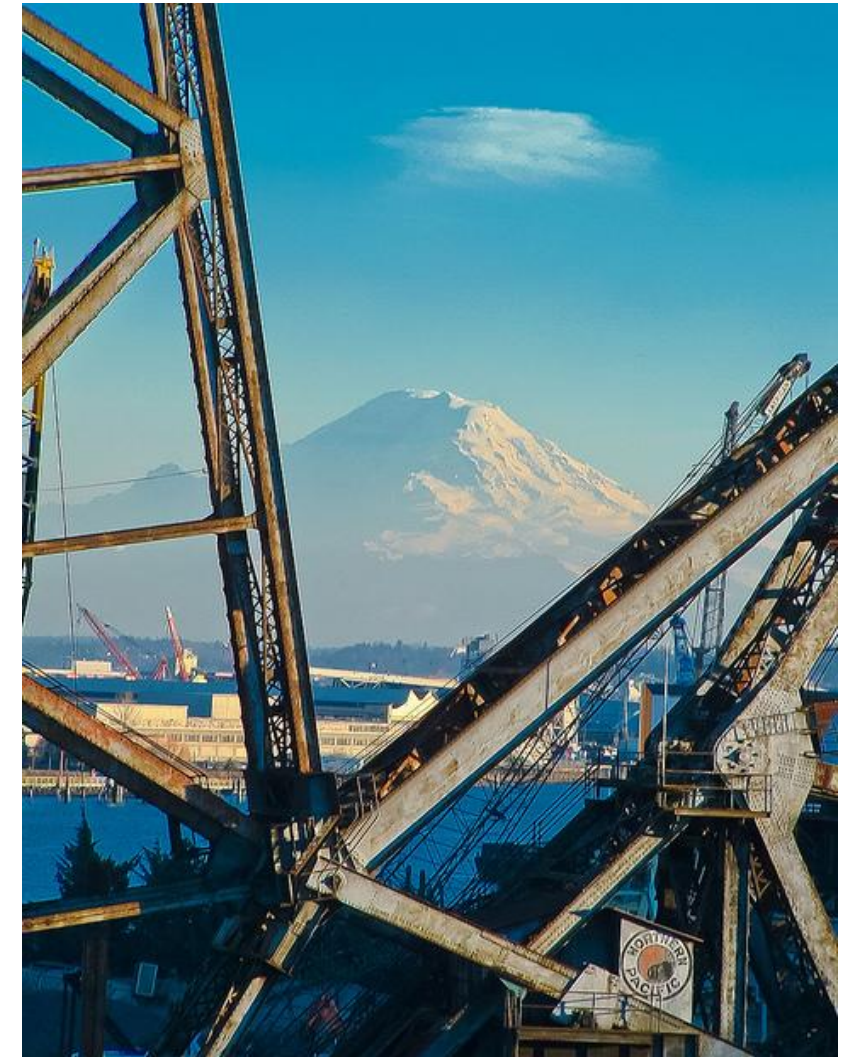
4745 40th Ave SW
Seattle, WA 98116

Proponent

Broadstone West Seattle Venture, LLC
1300 Dexter Ave N, Suite 110
Seattle, WA 98109
Contact: Brad Reisinger
206.330.0623

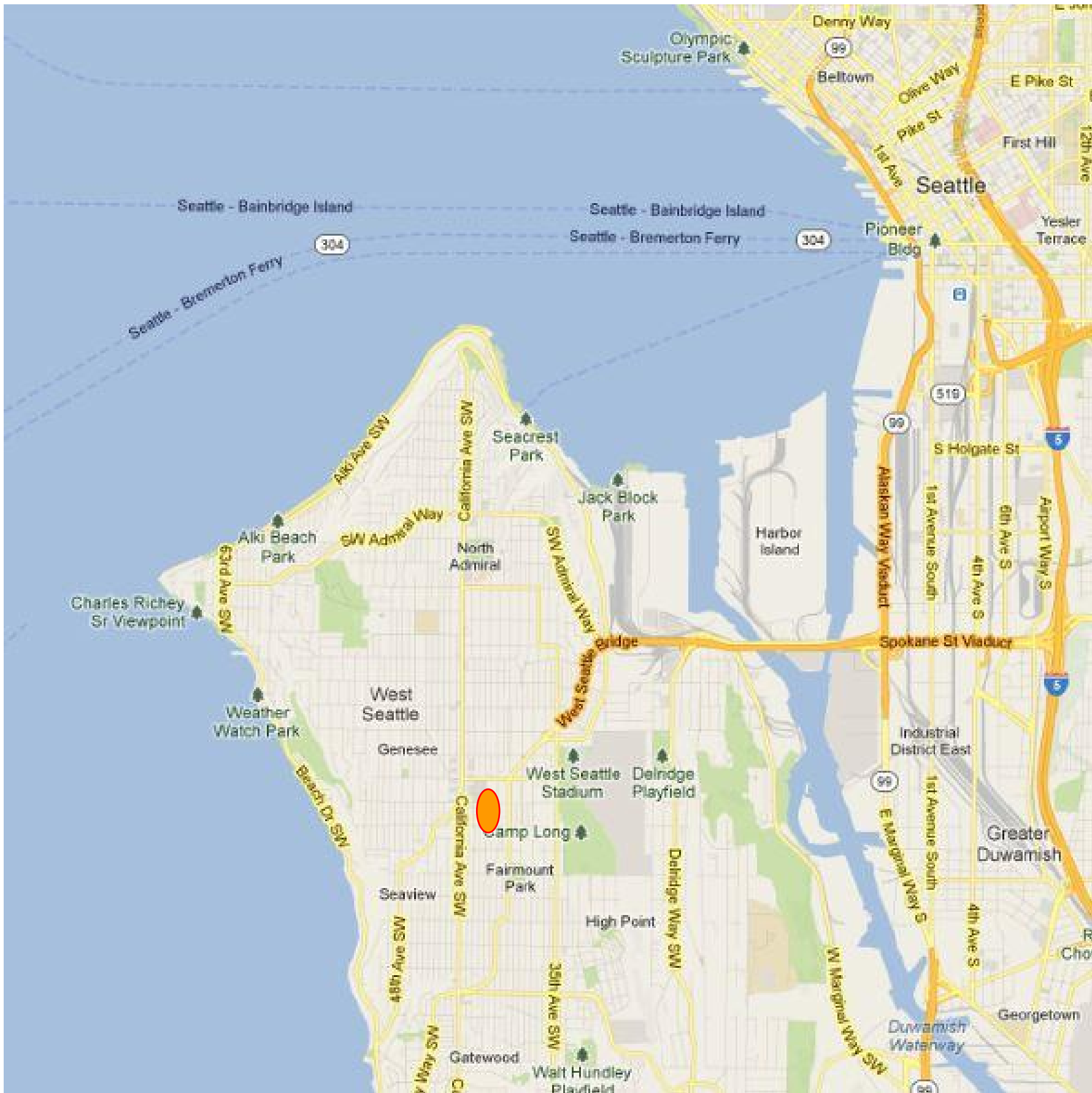
Applicant/Architect

Encore Architects
1402 3rd Ave, Suite 1124
Seattle, WA 98101
Contact: Andrew Hoyer
206.790.2076



4745 40th Ave SW

Second Early Design Guidance
DPD# 3014877



Contents

- 2 Location
- 3-6 Design Guidelines
- 7 Previous Schemes
- 8-10 Streetscape Compatibility
- 11-13 Street Landscaping
- 14-17 Street Use
- 18-19 Park Edge
- 20 Site Characteristics
- 21-22 Height, Bulk and Scale Compatibility
- 23-25 Setback Studies
- 26-30 Respect for Adjacent Sites
- 31 Shadow Studies
- 32 Alley Intersection

Second Early Design Guidance

The Design Review Board first reviewed this project on May 23, 2013. In response to concerns of the Board, a second Early Design Guidance Meeting was requested.

Priorities and Board Recommendations

On the May 23, 2013 Early Design Guidance Meeting the Board listed priorities from the Citywide Design Guidelines and the West Seattle Junction neighborhood specific supplement and provided recommendations.

Following are the Guidelines the Board listed as priorities, and the Board's recommendations are in *italics*.

Design Responses are shown in green.

A. Site Planning

A-1 Responding to Site Characteristics

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

The project responds to the site characteristics by:

- Taking advantage of the topography to screen parking
- Developing the wide planter strip as a landscaped gathering zone
- Enhancing the wide planter strip by providing transitional patios to units
- Providing commercial space at the Park corner and along 40th Ave SW
- Maintaining a lower height on the uphill side to relate to surrounding zoning
- Stepping the mass down to the south to relate to surrounding zoning
- Providing a front face on the future park, while maintaining privacy of units

A-2 Streetscape Compatibility

The siting of the building should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

West Seattle Junction - specific supplemental guidance:

A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in the development in the Junction's mixed-use areas. New development - particularly on SW Alaska, Genesee, Oregon and Edmunds Streets - will set the precedent in establishing desirable siting and design characteristics in the right of way.

Evidence of how the proposal connects with other projects (namely the Whole Foods site) across 40th Ave. SW needs further explication. Provide a schematic or concept landscape plan along the frontage for the next EDG meeting. The wide planting strip on 40th Ave SW warrants a creative landscape design that complements the design for the Whole Foods mixed use project.

The pedestrian nature of 40th Ave is enhanced in the proposed design. The plaza landscaping in front of the Whole Foods Project is emulated in the design of the wide planter strip in front of the project, while acknowledging the transition from the larger commercial scale to the north, and the smaller residential scale to the south. The change in scale is reflected in the proposed design that transitions from commercial at the northern corner, to gathering spaces in front of the live/work units.

The entry plaza to the project creates a connector between the future park and the landscaped planting and gathering space to the south.

Live/work units provide a transition between the large scale commercial and the smaller scale residential.

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

All entries are visible from the street. A hierarchy of entrances is created - the main building entrance is given greatest prominence, the commercial space is placed on the most prominent corner, and the Live/Work units are accented with individual transitional entrance patios.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

West Seattle Junction - specific supplemental guidance:

An active and interesting sidewalk engages pedestrians through effective transition between the public and private realm. Particularly in the California Avenue Commercial Core, proposed development is encouraged to set back from the front property line to allow for more public space that enhances the pedestrian environment. Building facades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.

The development of the wide planter strip and the adjacent patios will create a vibrant transition between public and private. The ground floor is setback from the property line to create patios that will encourage human activity. The landscape design creates gathering zones that will enliven the street. The commercial space on the future park corner will provide a public destination with outdoor plaza space. The massing of the project along 40th creates three distinct zones - at the north, the most vibrant and public, the center live/work street front, and to the south, a more residential scale with privacy of the loft units enhanced with an arcade. The commercial spaces, both the proposed retail and the live/work units, are composed of large scale windows to enhance the interaction between private and public. Lighting at the patios and the commercial space will enhance the nighttime experience.

A-5 Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

See guidance for B-1. The proposed structure should acknowledge the buildings across the alley with a larger setback or with the use of terraces.

Careful orientation of units acknowledges the privacy of neighbors. The location and orientation of windows is coordinated with the neighboring buildings to minimize impacts of the new developments. By building below the height limit, solar access and scale compatibility is maintained. Modulation on the alley facade reduces the bulk and scale of the project. Careful consideration of creating setbacks were explored, with an increase in height being required to accomplish the density goals of the recent West Seattle Triangle Plan and re-zoning.

A-6 Transition Between Residence and Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

By the next EDG meeting, the applicant must provide a more explicit response to this guideline.

The wide planter zone creates a gathering and transitional zone. The ground floor setback and patios provide a transitional zone that will encourage social interaction.

A-7 Residential Open Space

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

Provide a conceptual landscape plan by the next meeting. Focus the effort on open spaces adjacent to the future park, at the broad planting strip on 40th Ave SW and on the upper level open space.

A hierarchy of open spaces is provided. The public planter strip is landscaped to enhance activity and is edged with transitional planters to increase privacy and create opportunities for interaction. The upper level courtyard is accessed through common amenity space to a gathering place ringed with private patios. Full development of this space will be provided at the Recommendation phase.

A-8 Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

Location of parking access on the alley met with the Board's approval.

A-10 Corner Lots

Buildings on corner lots should be oriented to the corner an public street fronts. Parking and automobile access should be located away from corners.

West Seattle Junction - specific supplemental guidance:

Pedestrian activities are concentrated at street corners. These are places of convergence, where people wait to cross and are most likely to converse with others. New development on corner lots should take advantage of this condition, adding interest to the street while providing clear space for movement. New buildings should reinforce street corners, while enhancing the pedestrian environment.

The Board, reinterpreting the guideline, noted the significance of the building's corner at the future park and 40th Ave SW. The structure's corner should have a prominence more significant than the corner at Edmund's St.

The importance of the corner is highlighted by extensive glazing, decks and facade articulation. The ground floor setback is removed from the corner to create a more visually prominent corner. Further, at the Board's request, retail use is provided at the corner, with adjacent outdoor space to create a more vibrant corner at the park.

B. Height, Bulk and Scale

B-1 Height, Bulk and Scale Compatibility

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

West Seattle Junction-specific supplemental guidance:

Current zoning in the Junction has created abrupt edges in some areas between intensive, mixed-use development potential and less-intensive, multifamily development potential. In addition, the Code-complying building envelope of NC-65' (and higher) zoning designations permitted within the Commercial Core would result in development that exceeds the scale of existing commercial/mixed-use development. More refined transitions in height, bulk and scale - in terms of relationship to surrounding context and within the proposed structure itself - must be considered.

The Board noted the proposal's lack of recognition of the residential structures across the alley. The architect should step the structure back from the alley or sculpt its west facade in deference to the neighboring structures.

None of the three design alternatives received the Board's endorsement. A revised design may result in a hybrid of the three. Along with changes to the west facade, the structure should exhibit modulations or changes in form on the north facade facing the park. A sheer vertical elevation facing the park is unwelcome. The south facade ought to acknowledge the incline along Edmunds St. and respond to the grades at the street frontage.

The varying heights of the wings, the extent of the plinth and the size and placement of the second floor open space received lengthy Board deliberation. No explicit direction emanated from the discussion; however, elements of schemes B and C had merit.

The proposed project creates a transition between the higher zoning to the north and the smaller scale pattern to the south. While the project zoning is higher than the zoning to the west, the proposed design is lower than the allowable zoning height to relate to the neighboring projects. The massing of the project is broken into three structures to relate in scale to the projects to the west. Modulation has been added on the west and north elevations to create interest and scale.

C. Architectural Elements and Materials

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

West Seattle Junction-specific supplemental guidance:

- Facade Articulation: To make new, larger development compatible with the surrounding architectural context, facade articulation and architectural embellishment are important considerations in mixed use and multifamily residential buildings. When larger buildings replace several small buildings, facade articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core.
- Architectural Cues: New mixed use development should respond to several architectural features common in the Junction's best storefront buildings to preserve and enhance pedestrian orientation and maintain an acceptable level of consistency with the existing architecture. To create cohesiveness in the Junction, identifiable and exemplary architectural patterns should be reinforced. New elements can be introduced - provided they are accompanied by strong design linkages.

The vicinity's context does not distinguish itself. The architect has the opportunity to endow this area of W. Seattle with greater character.

The project is broken into three distinct zones, both at the ground plane and the upper levels. Cues from West Seattle storefront are emulated in the storefront design in the center portion, similar in scale and rhythm to the old commercial core. The massing is broken down along 40th Ave SW to be similar in scale to surrounding development and the original platting. New patterns of street front patios are introduced to enliven the street.

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. buildings should exhibit form and features identifying the functions within the building. In general, the roof line or top of the structure should be clearly distinguished from its facade walls.

West Seattle Junction-specific supplemental guidance:

New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings - especially those zoned 65 ft. in height and higher - should reflect the scale of the overall building. 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.

The Board emphasized the importance of this guideline.

The base and upper stories are integrated as a whole, while providing a strong two-story scale base similar in scale to the commercial core. While the base is more glazed, the residential window patterns relate to the commercial pattern at the base. Further integration and window patterns will be developed in the Recommendation phase.

C-3 Human Scale

The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

West Seattle Junction-specific supplemental guidance:

- Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity. 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.
- Signage: Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mxed use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on the street.

Imbue the structure with a fine grain along the street frontages and park. The choice of materials, overhead weather protection, and detailing will ensure that the pedestrian and the park users relate to the building's scale.

The two-story base creates a human scale appropriate to the street. Weather protection is provided at entrances to create scale elements that provide interest and opportunities for signage. Development of these details will be provided in the Recommendation phase.

C-4 Exterior Finish Materials

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

Use materials at the podium level to reflect its smaller scale in the larger composition.

Materials at the podium level will be chosen to be of smaller scale to relate to the scale of the patios and pedestrian experience. Materials will be chosen at the Recommendation phase.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances

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

West Seattle Junction-specific supplemental guidance:

Design projects to attract pedestrians to the commercial corridors (California, Alaska). Larger sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. The Design Review Board would be willing to entertain a request for departures from development standards (e.g. an increase in the 64% upper level lot coverage in NC zones and a reduction in open space) to recover development potential lost at the ground level.

By the next EDG meeting, the design team must present a strong concept plan for the landscaping along 40th Ave SW and other open spaces. Scale and size the open spaces to orient to the neighborhood and future developments.

The landscape zone is designed to enhance activity, and the adjacent patios create transitions and interest at the pedestrian level. The ground floor is set back to enhance the pedestrian experience and create transition zones. The scale of the pedestrian experience grows from the south to the north to connect the residential neighborhood to the park and the commercial zone to the north.

D-2 Blank Walls

Buildings should avoid blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

Ensure that a purely blank wall at the parking garage does not face Edmunds St.

The extent of any blank walls will be minimized to the greatest extent possible. As the extent of the blank walls is dependent on final determination of parking levels, the design of the facade and treatment of the walls will be proposed at the Recommendation phase.

D-5 Visual Impacts of Parking Structures

The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

West Seattle Junction-specific supplemental guidance:

- Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses.
- The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.

The parking structure is buried in the hillside hidden from view, except for a small portion along Edmunds St., which is not a strong pedestrian street. The building is setback from the alley corner to enhance pedestrian safety.

D-7 Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

See guidance for D-8.

D-8 Treatment of Alleys

The design of alley entrances should enhance the pedestrian street front.

Step the structure back from the alley at the intersection with the Edmunds St. right of way to ensure safe vehicular and pedestrian conditions along the street frontage.

The building is setback at the corner of the alley and right of way intersection to enhance pedestrian safety. The width of the planter strip provides good sight lines to traffic along Edmunds.

D-9 Commercial Signage

Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

Provide concept signage for the commercial uses at the Recommendation meeting.

Concept signage will be provided at the Recommendation meeting.

D-10 Commercial Lighting

Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building facade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

The Board expects to review lighting concepts at the Recommendation meeting.

Lighting concepts will be provided at the Recommendation phase.

D-11 Commercial Transparency

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

Ensure that live/work spaces have expansive amounts of glazing at the street frontages.

Live/work spaces are designed to emulate street fronts in the commercial core, with large expanses of glazing.

D-12 Residential Entries and Transitions

For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transitions between the public sidewalk and private entry.

Consider adding a secondary residential entry facing the future park.

The landscape plans enhance the privacy of residents on the street while creating vibrant gathering spaces. Transitional patios are provided for residences opening onto the street. An option for a secondary entrance is shown on sheet xx, although no direct access to the park is allowed by the Parks department.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting landscape.

The future park provides a special opportunity for this project. Without the city's design for the future park to the north, however, the landscape architect has little direction in which to create a complementary outdoor space. Design for both continuity and the privacy of residences facing park.

The landscape zone is designed to compliment the proposed landscape of the Whole Foods projects, while creating a transition to the smaller scale development pattern to the south. After meeting with the Parks Department, the design of the residential patios facing the park has developed to create privacy for the residents, and a distinct separation between public and private. A transitional zone from the edge of the patios to the future park is provided to allow for continuity of landscaping depending on the future design.

E-2 Landscaping to Enhance the Building and/or Site

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

Provide a schematic landscape plan for the street frontages, the area adjacent to the park land, and the upper level open spaces.

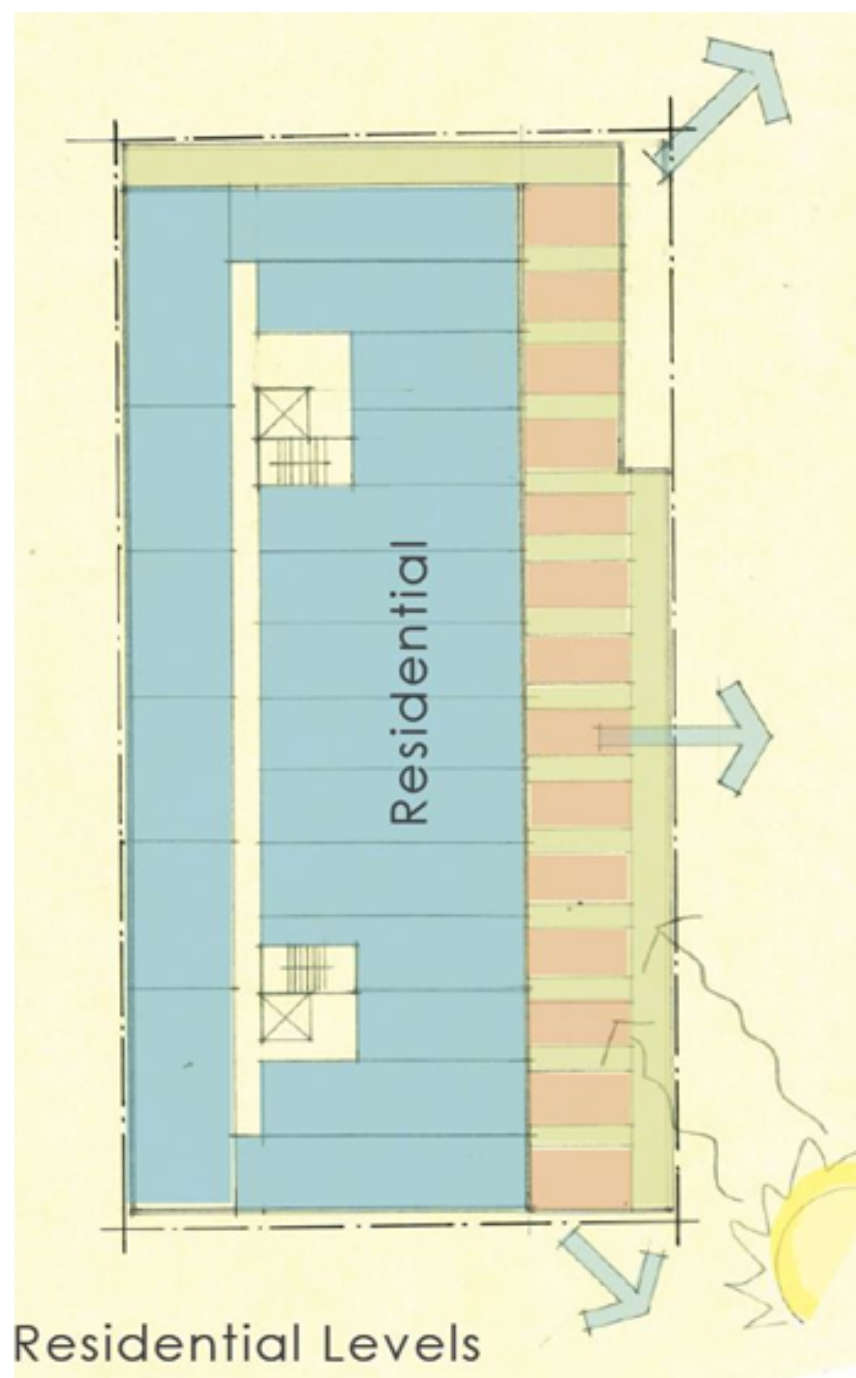
Landscaping is proposed to enhance the public realm along the street, to provide transitional spaces, and provide an appropriate edge along the future park. The upper level open space will be designed and incorporated into the Recommendation package once input from the Board is received to ensure continuity and appropriateness of the design.

E-3 Landscape Design to Address Special Site Conditions

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas and boulevards.

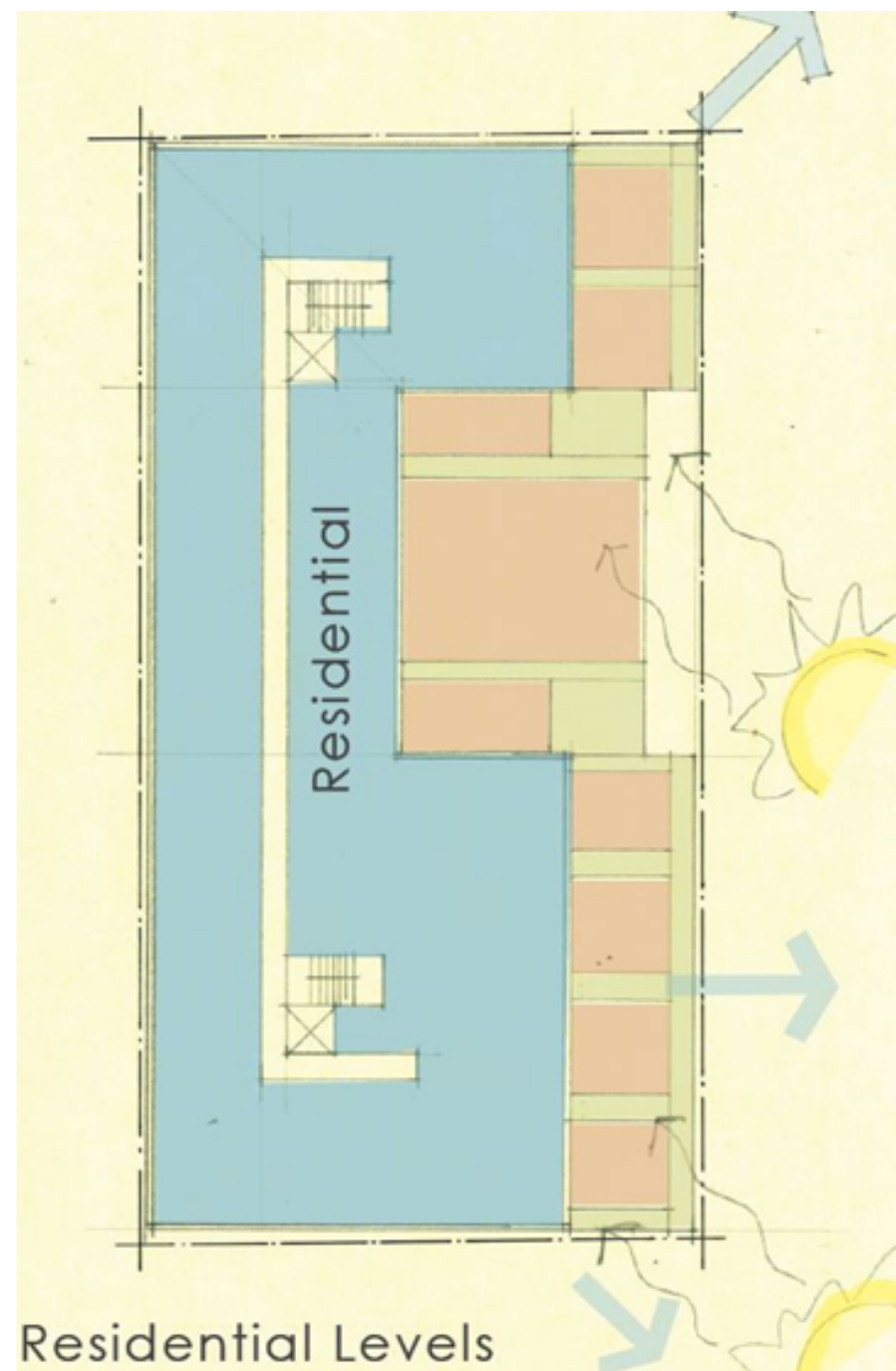
The right of way along 40th Ave SW needs careful consideration. The unusually wide planting strip between the roadway and the property line provides an opportunity both to consider aligning the street with future improvements to 40th Ave (SDOT concern) north of the site and to provide a gracious front yard to the commercial and lobby areas facing the street.

Landscaping is proposed to enhance the public realm along the street and to provide transitional spaces. The design of the planter area will enhance the current conditions, and will allow for future widening that may occur.



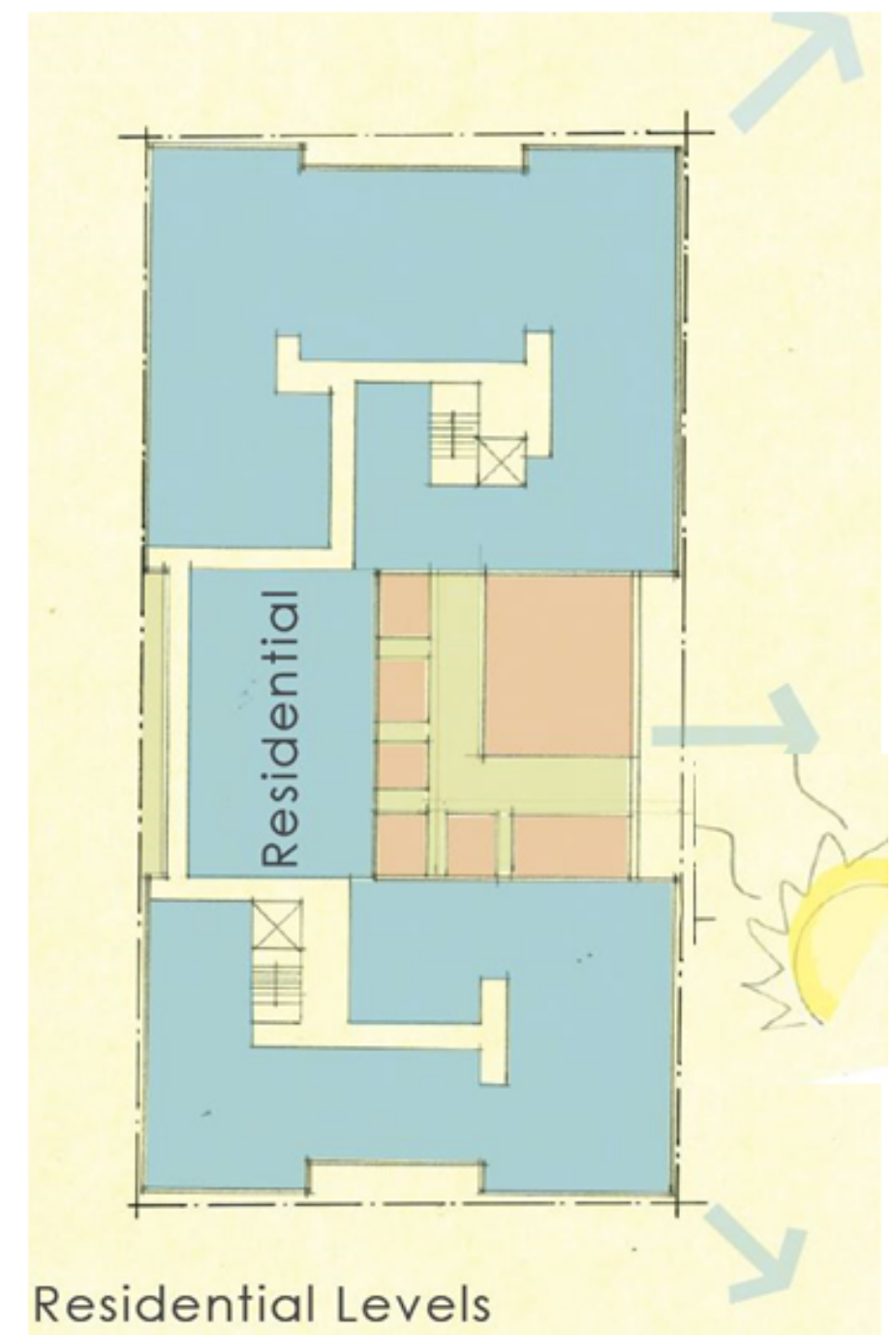
Massing Scheme A

- Maximize views
- Maximize morning sun in private amenity spaces
- Minimize bulk on park



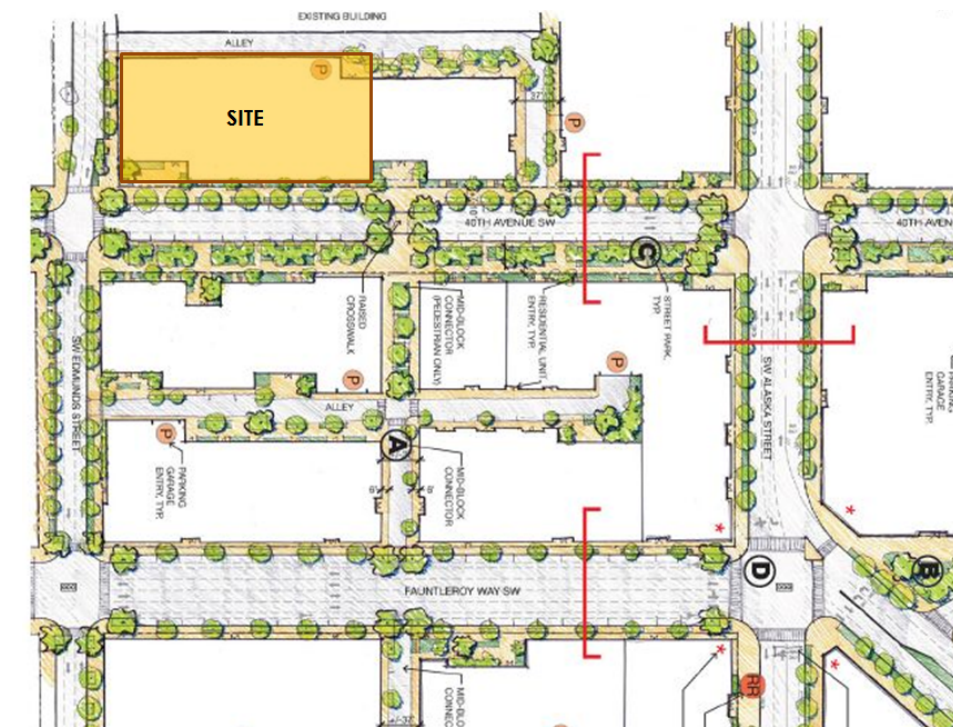
Massing Scheme B

- Balance views and neighborhood massing
- Balance private and shared amenity space
- Tower edge at park



Massing Scheme C (Preferred)

- Follow neighborhood pattern
- Traditional C shape courtyard
- Lower, wider tower at park



Streetscape Concept Plan from West Seattle Triangle Planning study.

The planning study envisions "an abundantly planted 40th Ave SW that could be residential in character."

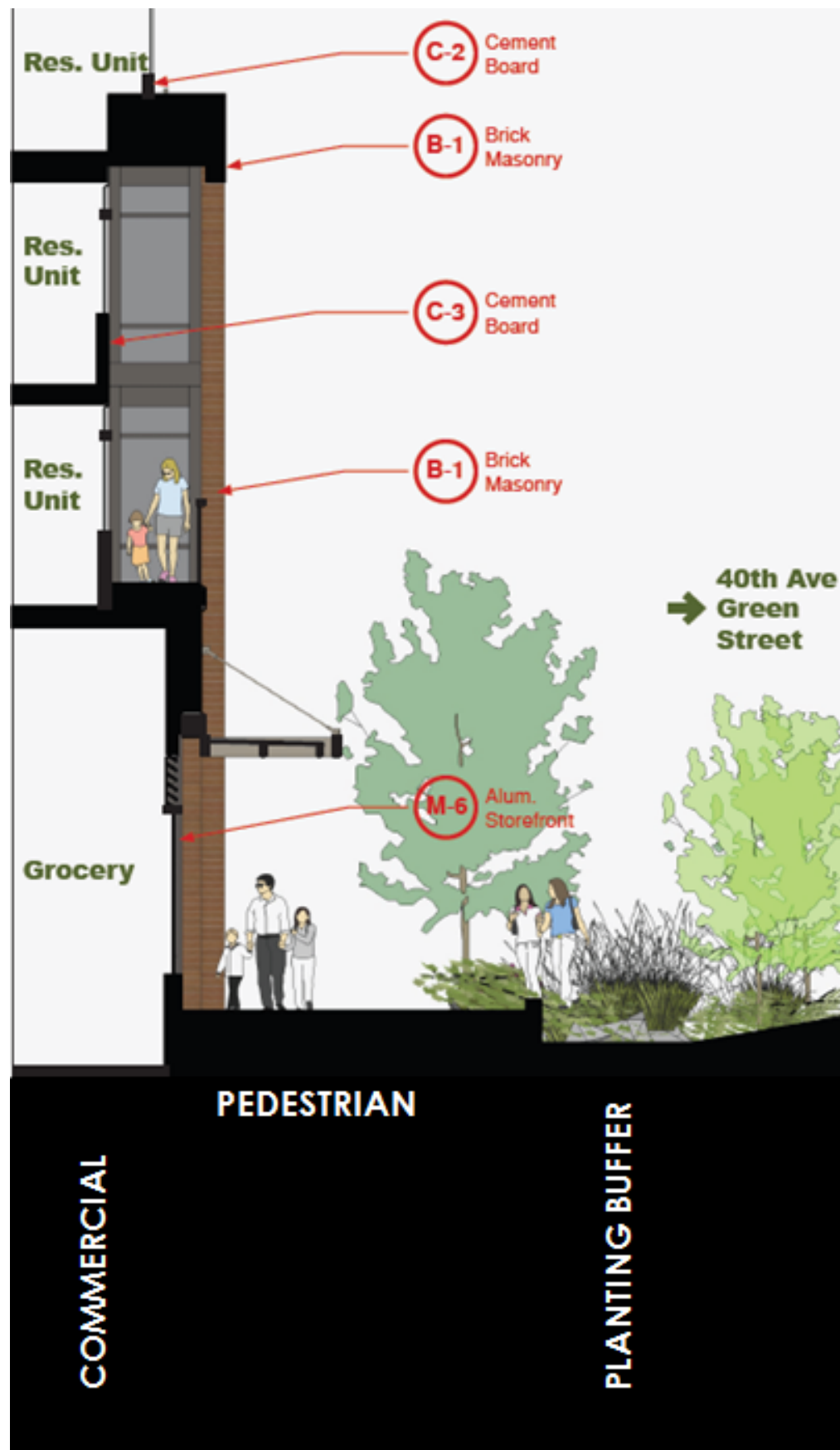


Design Response

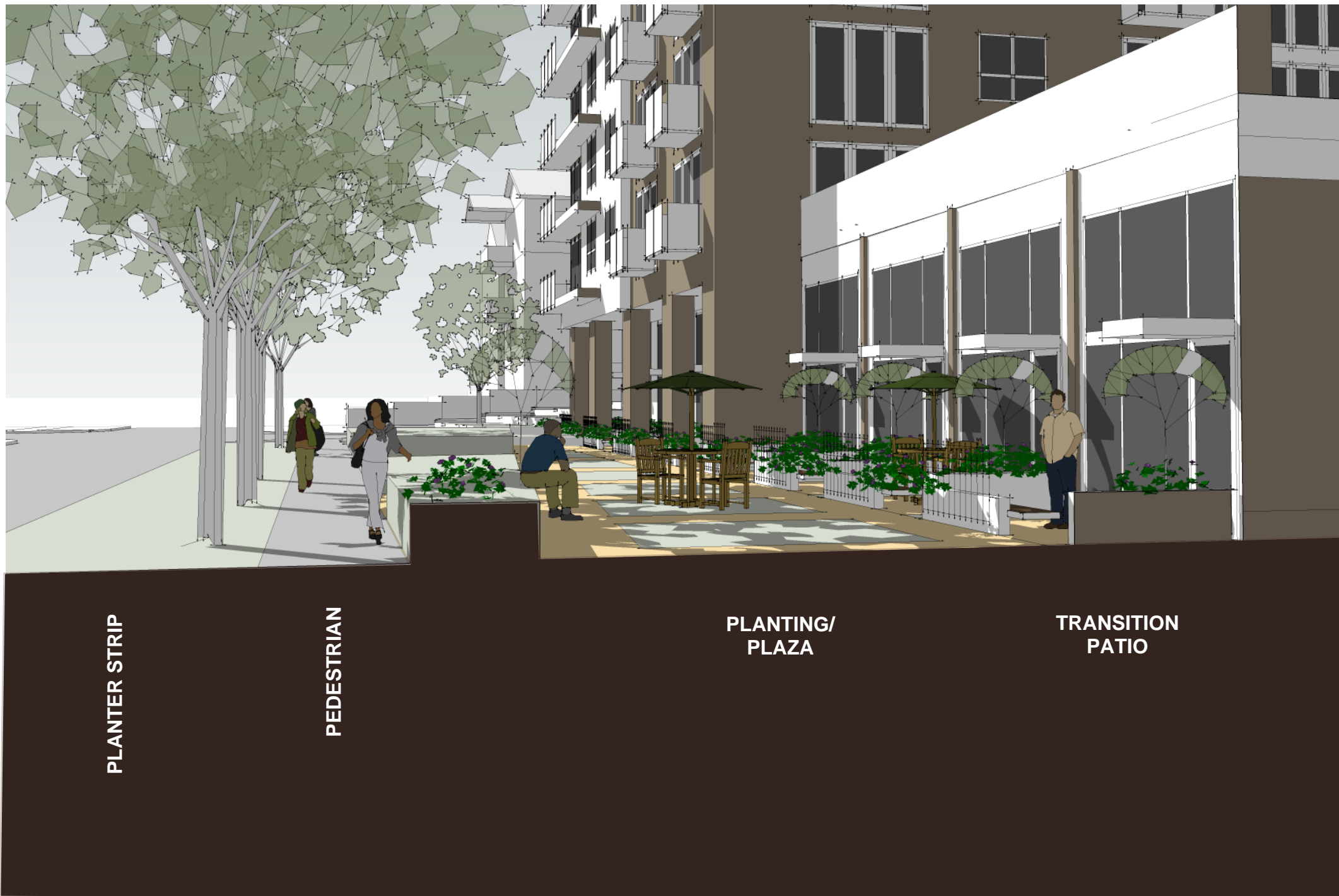
The pedestrian nature of 40th Ave is enhanced in the proposed design. The plaza landscaping in front of the Whole Foods Project is emulated in the design of the wide planter strip in front of the project, while acknowledging the transition from the larger commercial scale to the north, and the smaller residential scale to the south. The main entry to the Whole Foods will activate the northern street front, and the smaller scale entries and patios will activate the southern street front.

The entry plaza to the project will create a connector between the future park and the landscaped planting and gathering space to the south.

Live/work units provide a transition between the large scale commercial and the smaller scale residential.



Street section at Whole Foods on 40th Ave SW



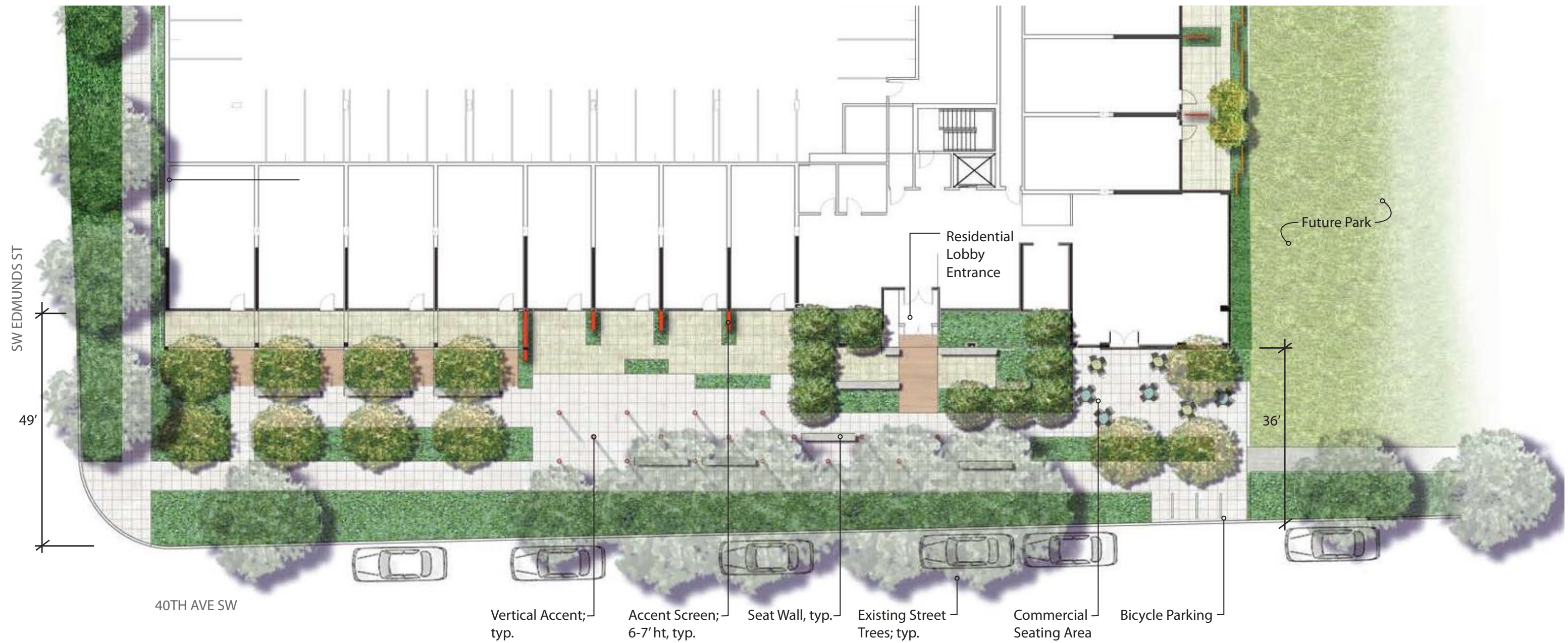
Street section at central portion of proposed on 40th Ave SW

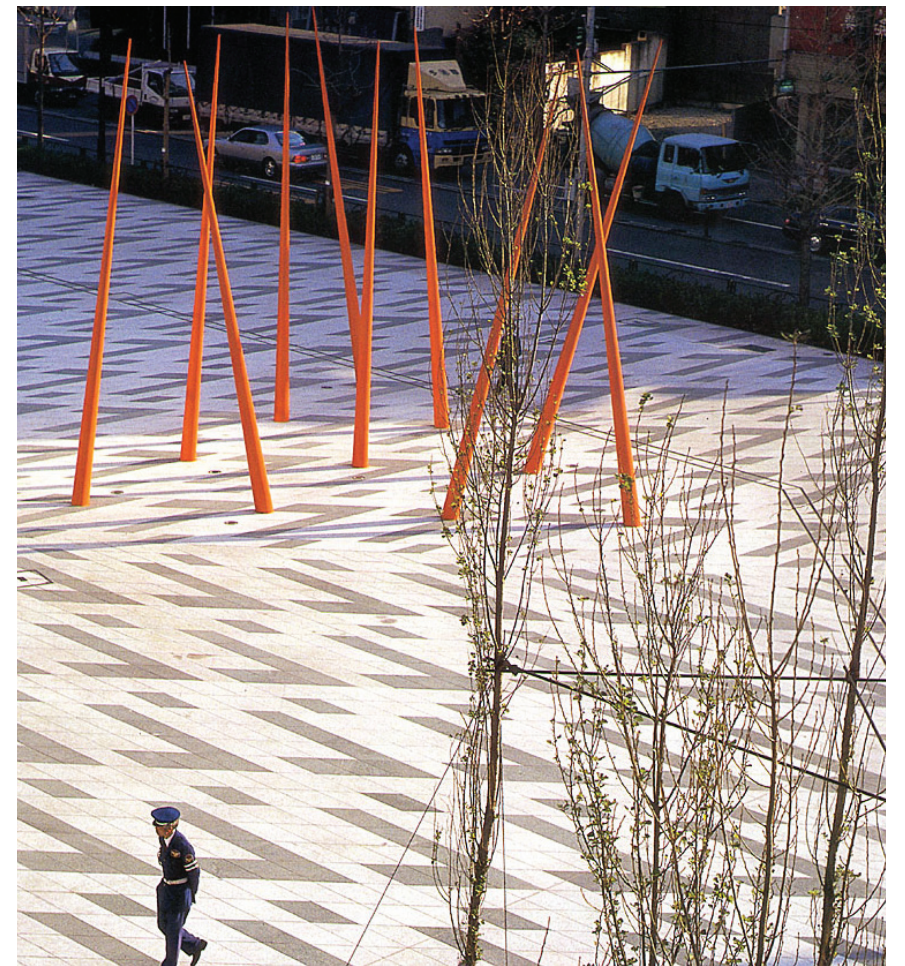
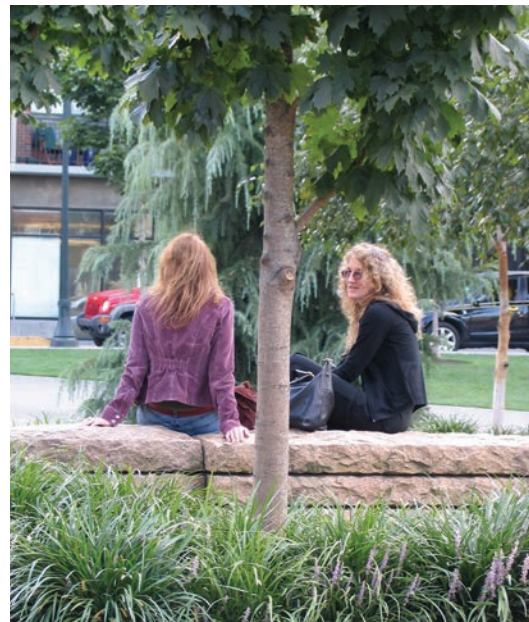
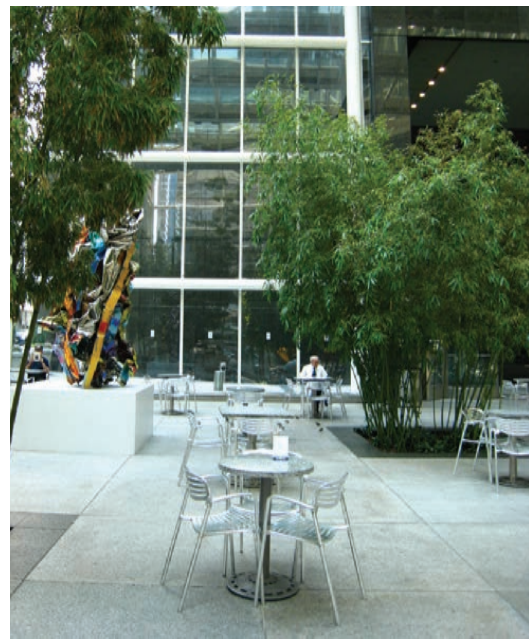


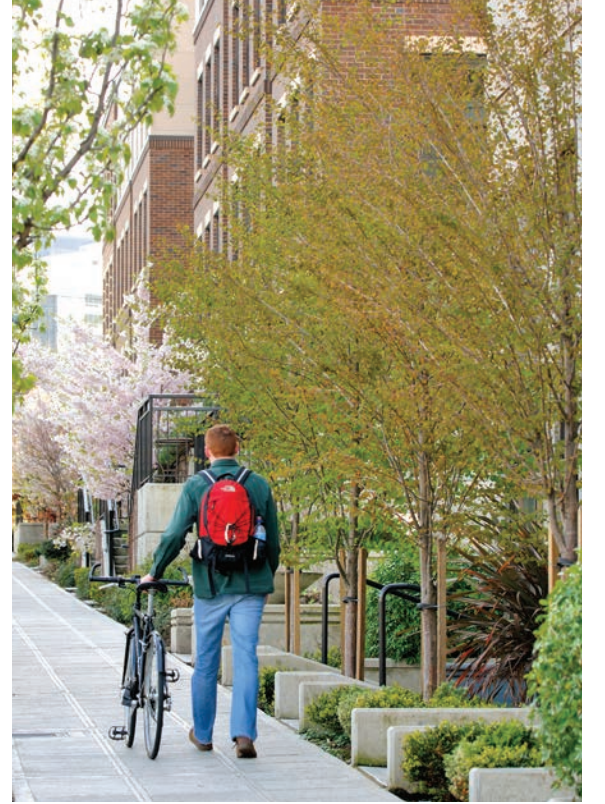
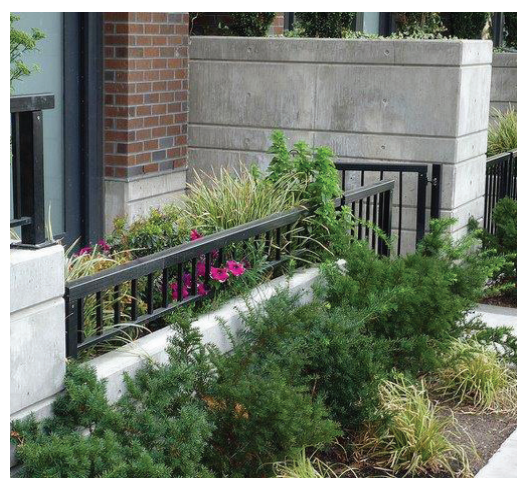
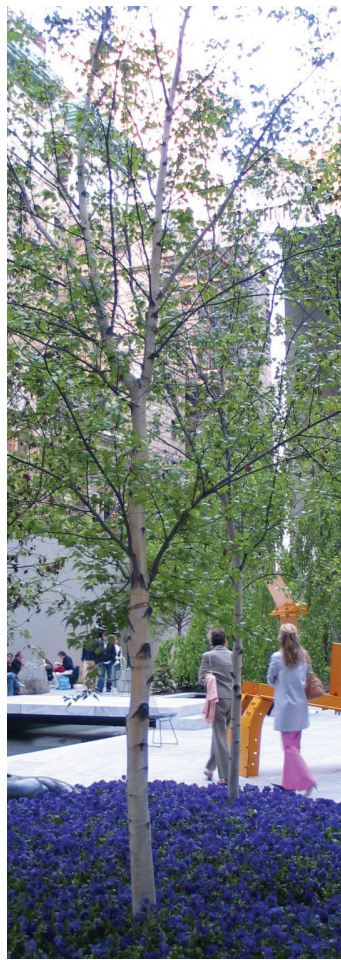
View of central Live/Work units along 40th Ave SW



View of central Live/Work units along 40th Ave SW, looking north

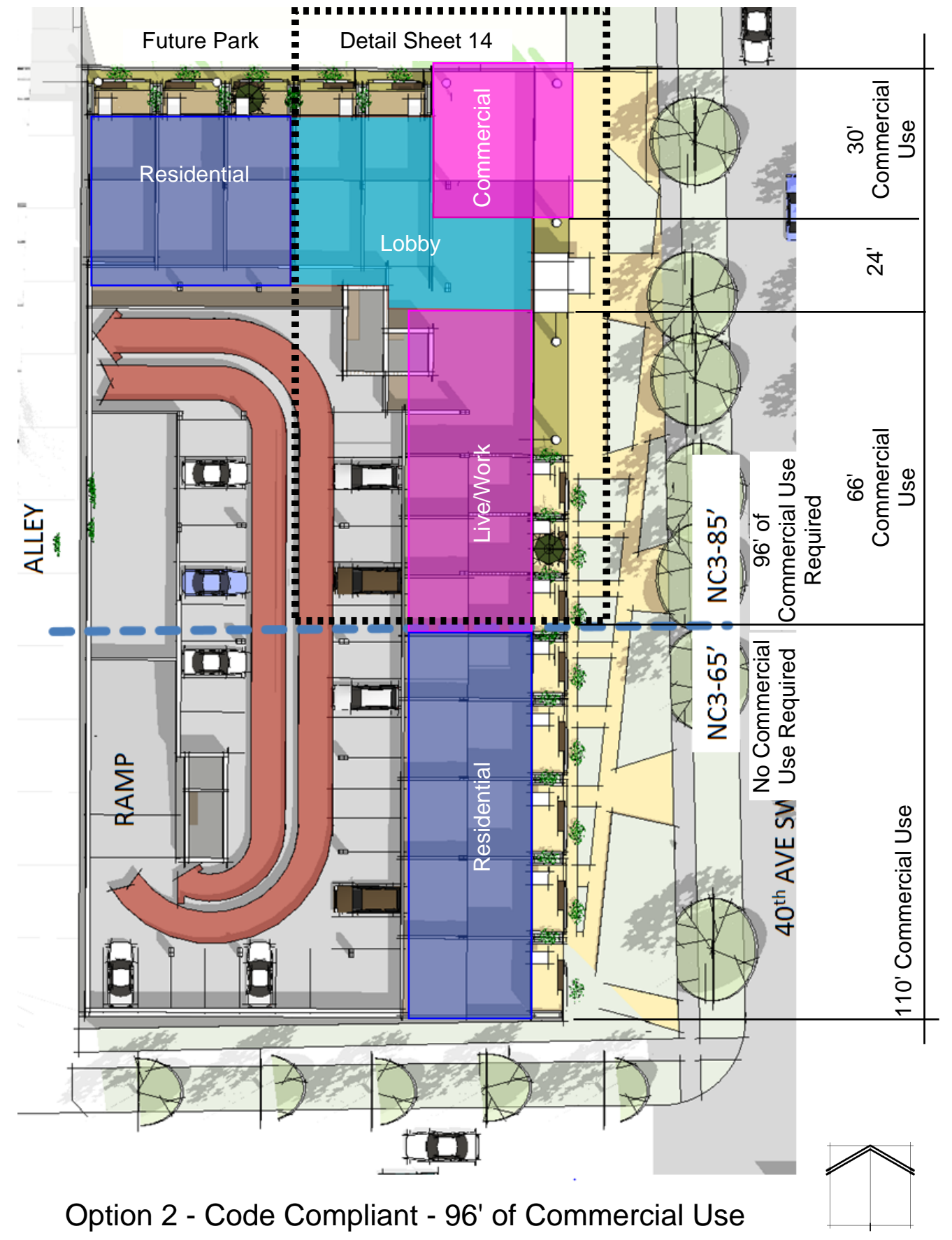








Option 1 - 160' of Commercial Use



Option 2 - Code Compliant - 96' of Commercial Use





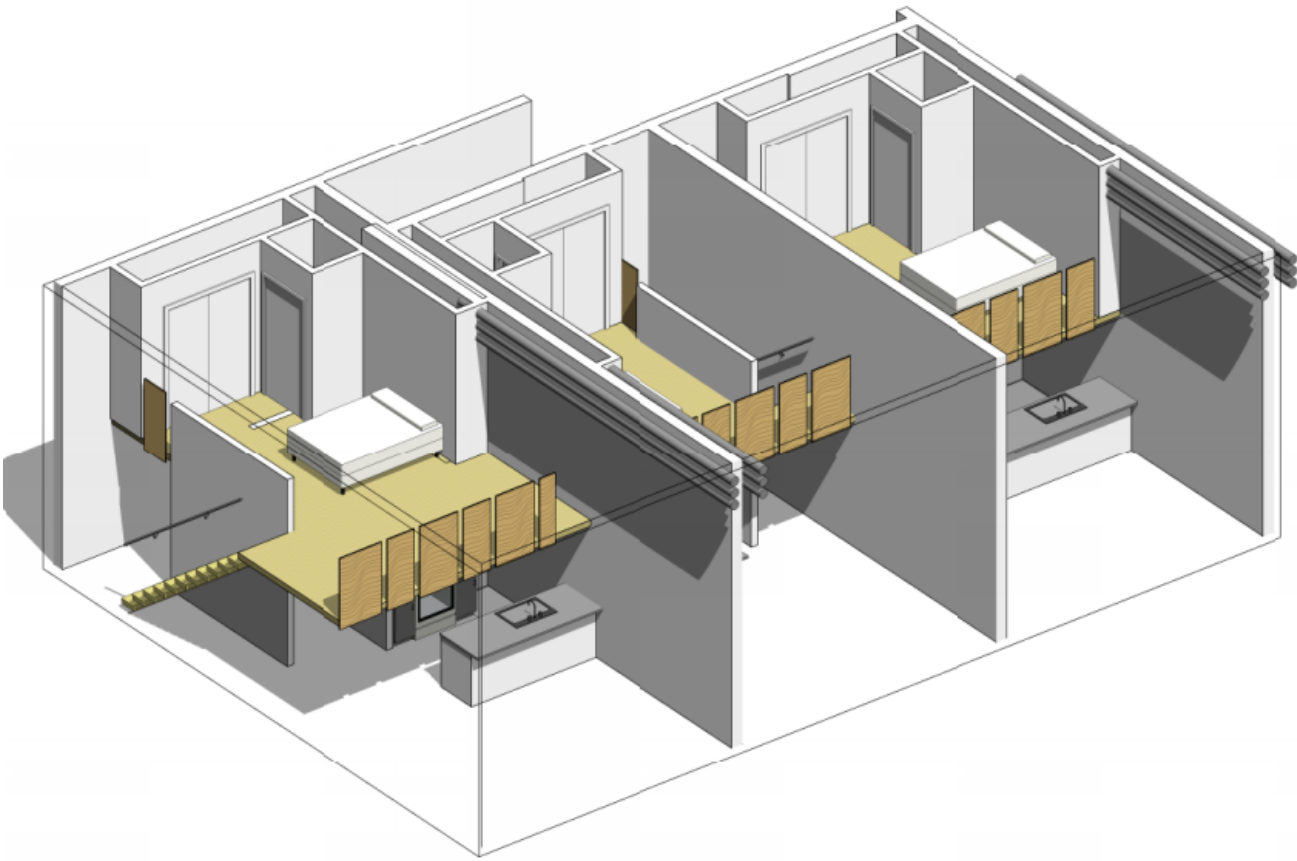


1. Live-work's inherent affordability (i.e., eliminating a rent payment by combining home and workplace)
2. The transportation cost savings realized by not commuting
3. The increasing number of two-income households, where one breadwinner would do best being at or near home
4. The tremendous savings in time realized by not commuting, leading to more opportunities to walk, garden, and socialize in one's neighborhood
5. The role of the Internet, social media, and teleconferencing in making face-to-face meetings and onsite work less necessary
6. The advantages of being able to work when the spirit moves you, at any hour (a benefit artists have known for years)
7. The tendency for new construction live-work to be located near urban services, amenities, and transit

7 reasons for the increased demand and popularity of Live-Work units from "Live-Work Planning and Design - Zero-Commute Housing" by Thomas Dolan



Successful Live-Work units on California Ave SW in the Morgan Junction





FULLER-SEARS
ARCHITECTS

4755 FAUNTLEROY WAY SW
DESIGN RECOMMENDATION DPD# 3013803

N. Building SW Perspective
March 28, 2013

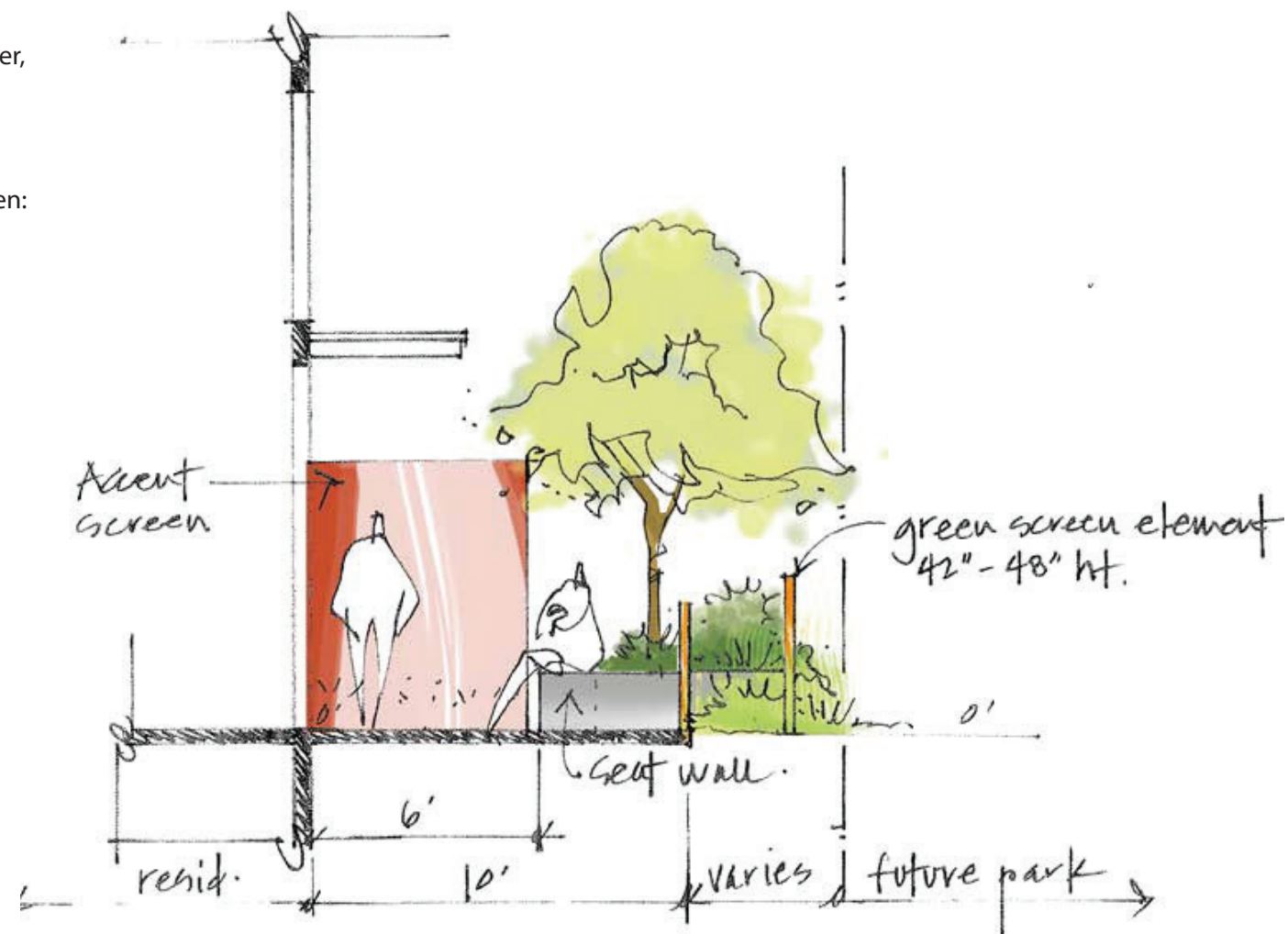
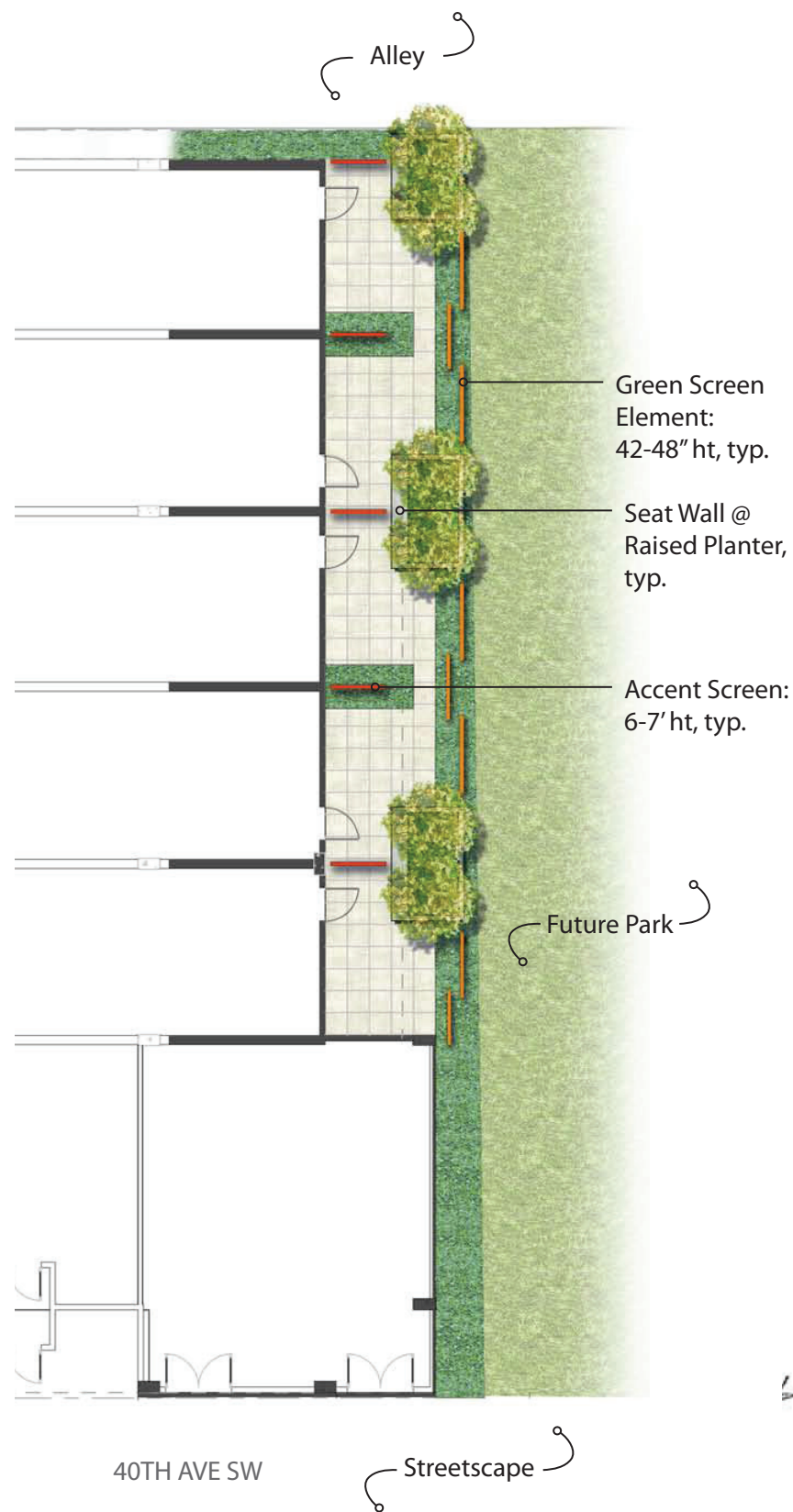
Whole Foods Residential Entry



Corner Study



View from Park





View along 40th Ave SW



View along Edmunds

The siting of the projects responds to the existing site characteristics in several ways:

- Along 40th, the massing is divided into three distinct masses. The building is taller to the north to relate to the larger scale commercial zone to the north, stepping down to relate to the lower scale to the south.
- The massing is broken up along Edmunds to provide a shorter facade towards the west, relating to the existing buildings. The building is perceived to be taller on the east, relating to the proposed Whole Foods project.
- Commercial frontage is located along 40th Ave SW, taking advantage of the even grade, and relating to the commercial frontage to the north.
- Parking is hidden from view by tucking it into the slope.
- The wide planting area will be developed as a gathering and landscape zone. Private patios are provided in front of Live/Work units providing a transition between public and private.
- All of the ground floor units are proposed as loft units to provide activity at the street level, while maintaining privacy in the units.



South Elevation



North Elevation

- By staying below the height limit, the project will be of similar height to neighboring projects.
- The project takes cues from existing neighborhood patterns.
- The massing provides for maximum solar potential for the residential amenity space, while providing access to territorial vies.

EDMUNDS STREET ELEVATION





26 UNITS PER FLOOR X 5 FLOORS = 130 UNITS
 + 12 UNITS AT TOP FLOOR = 142 UNITS TOTAL

Setback Studies

To get a better understanding of the alley condition, various setback setback studies were done.

Study 1 (preferred scheme) is a refinement of previous Scheme C. The refined design meets and exceeds the intent of the Design Guidelines.

Study 2 explores increasing the setback from the alley at the central portion of the building. To meet the required balance of FAR (Floor Area Ratio) between the northern and southern parcels, the southern wing would need to be slightly narrowed.

Study 3 explores providing a setback along the entire alley. To meet the required balance of FAR between the northern and southern parcels, the northern wing would need to be slightly narrowed.

The minor increases in setback result in a taller building.



24 UNITS PER FLOOR X 5 FLOORS = 120 UNITS
 + 20 UNITS AT TOP FLOOR = 140 UNITS TOTAL

Study 2

In the second study, the center portion is setback from the alley approximately 10'.

Moving the central portion pinches the size of the courtyard resulting in the loss of two units per floor at the inside corners. In order to meet the target density established in the recent West Seattle Triangle planning study, an additional story is added to the southern wing. However, the additional story does not make up for the 11 units lost.

The additional story will require lower floor-to-floor heights for the units.

Moving the central bar to the east substantially reduces the available amenity space for the residents

While setting back the central portion is the most feasible, this does not alleviate concern regarding the separation in closest proximity to neighboring buildings. The central portion is where the separation between buildings is greatest.



22 UNITS PER FLOOR X 6 FLOORS = 132 UNITS
 + 10 UNITS AT TOP FLOOR = 142 UNITS TOTAL

Study 3

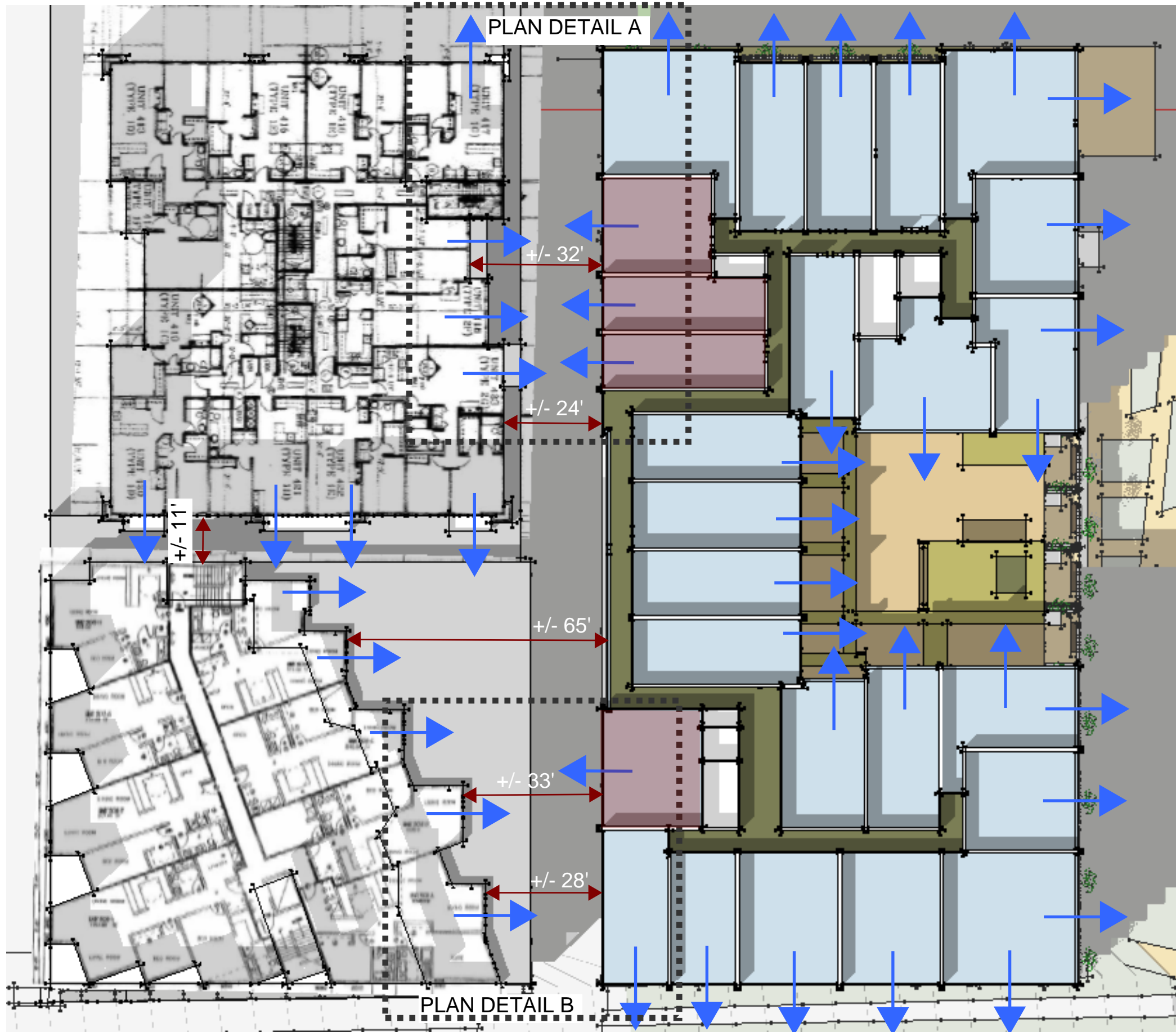
In Study 3, the entire west side is setback approximately 5' from the alley.

This provides for incrementally more separation at our closest proximity to the neighboring buildings, however, the decreased width results in the loss of four units per floor. The north and south wings would be slightly decreased in width to stay within the allowable FAR. In order to meet the target density established in the recent West Seattle Triangle planning study, an additional story is added to the entire building. This results in the same number of units as proposed in the preferred scheme.

The additional story will require lower floor-to-floor heights for the units.

The building would need to be of Type II construction - more expensive, meaning less available money for exterior finish materials.

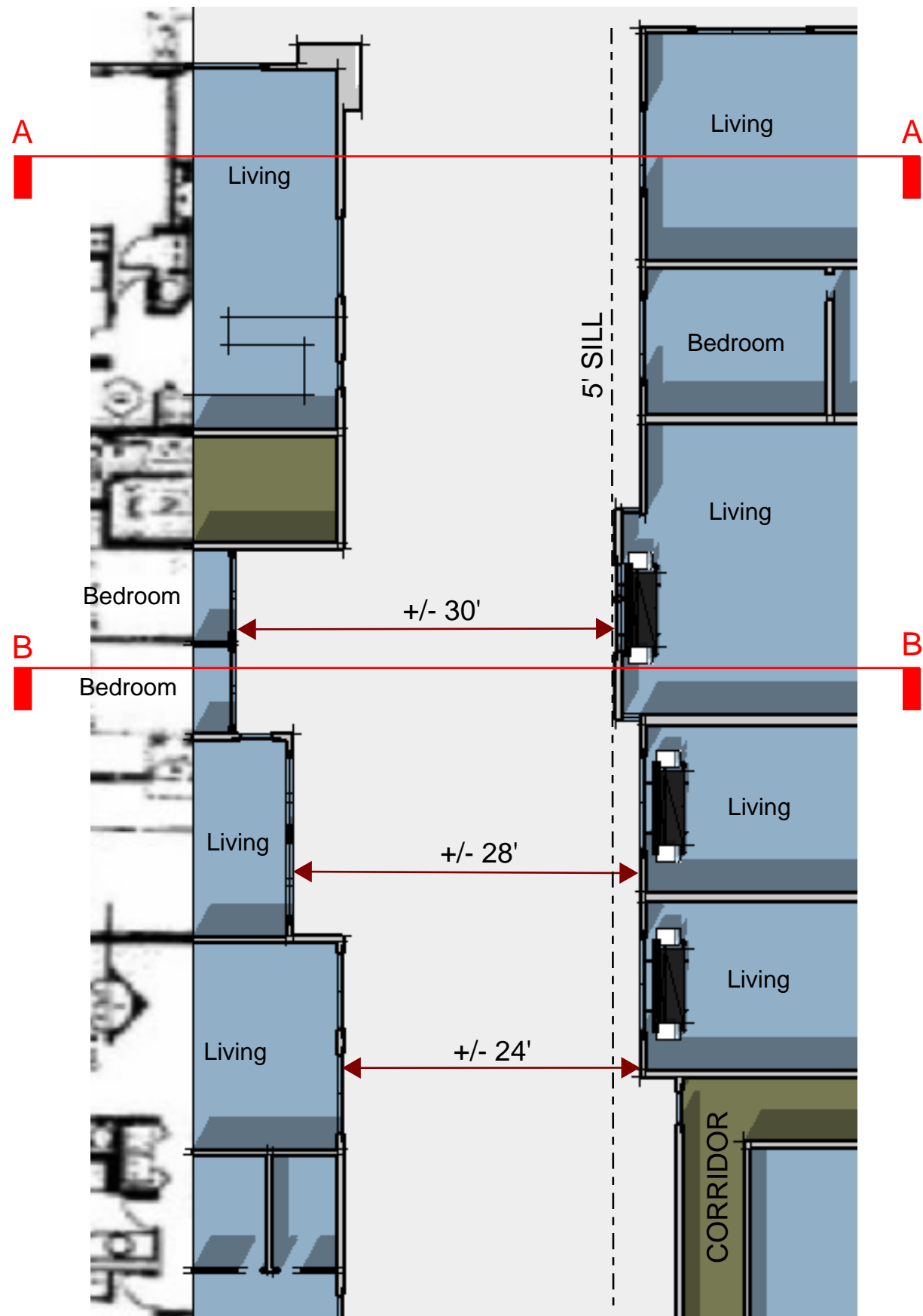




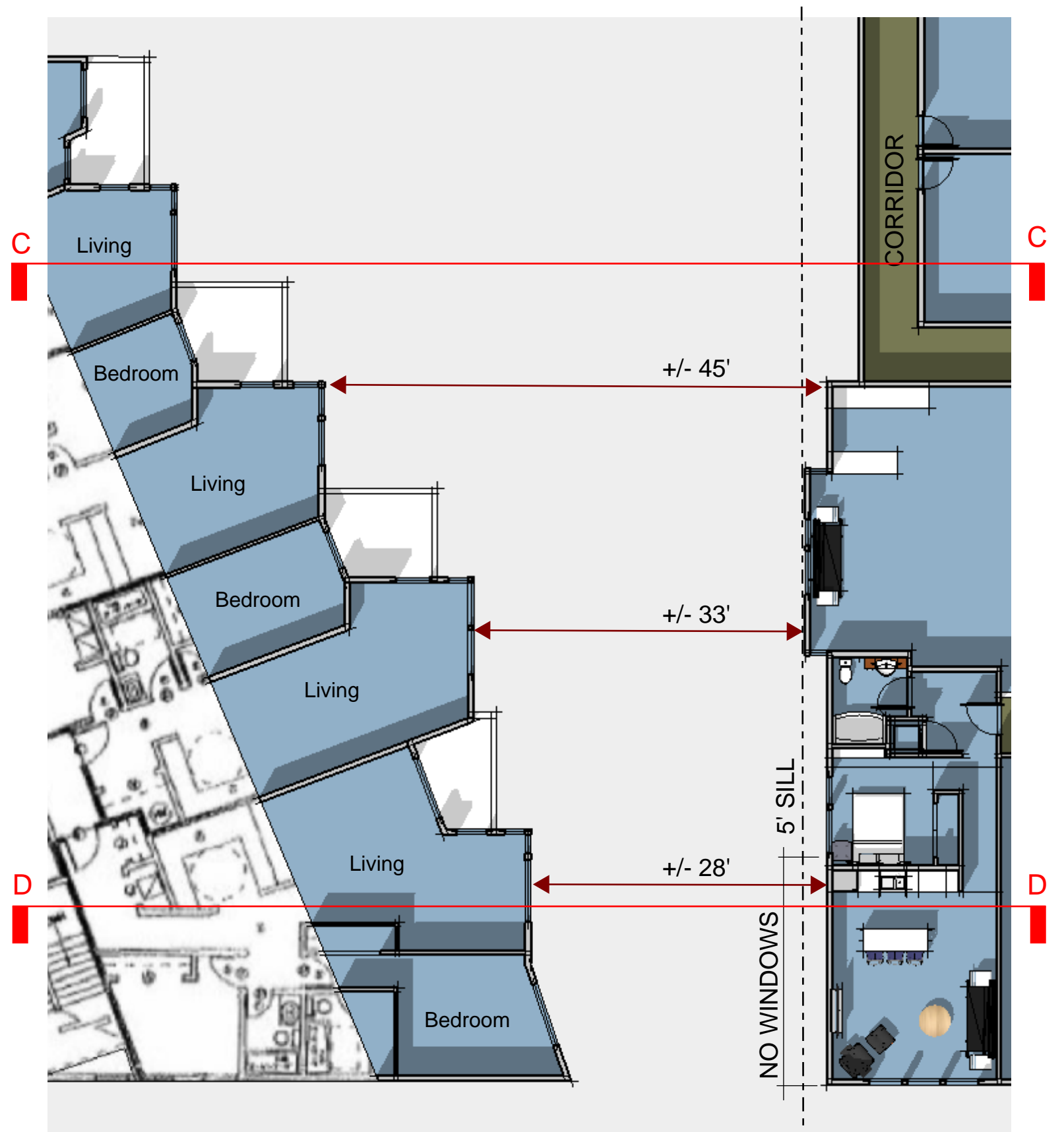
Most of the proposed units are oriented away from neighboring units to maintain the privacy of neighbors. The single loaded corridor in the central portion helps to limit the windows facing west.

Where units do face each other, careful window placement is considered to limit views across the alley. See detail plans on following sheet.

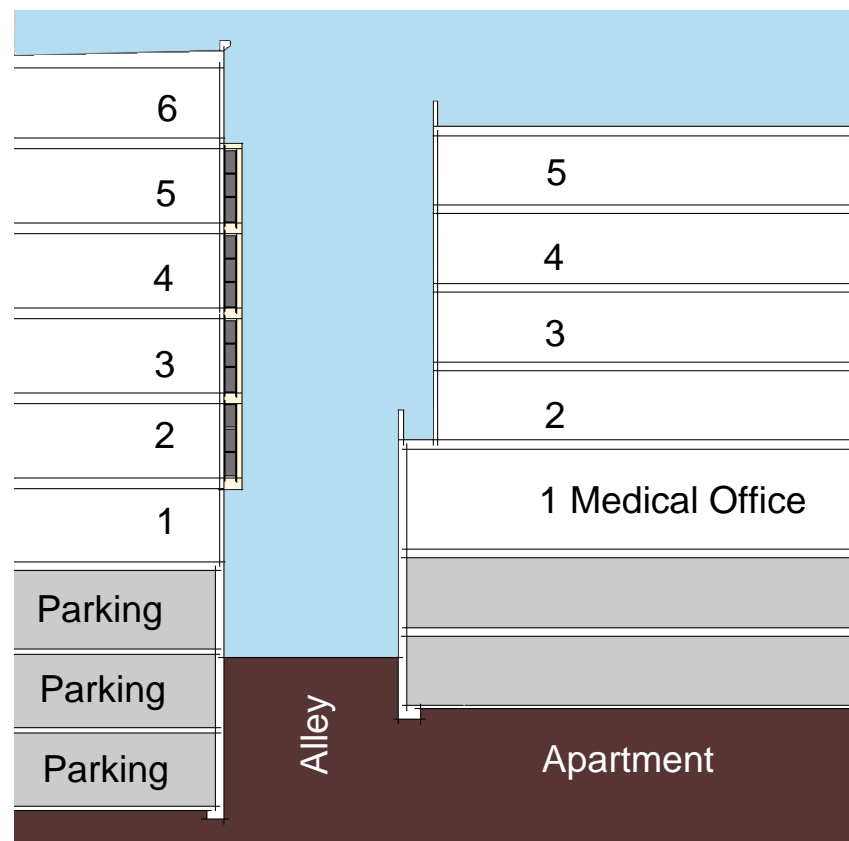
Higher window sills are used at bedrooms on the west elevation to limit direct views.



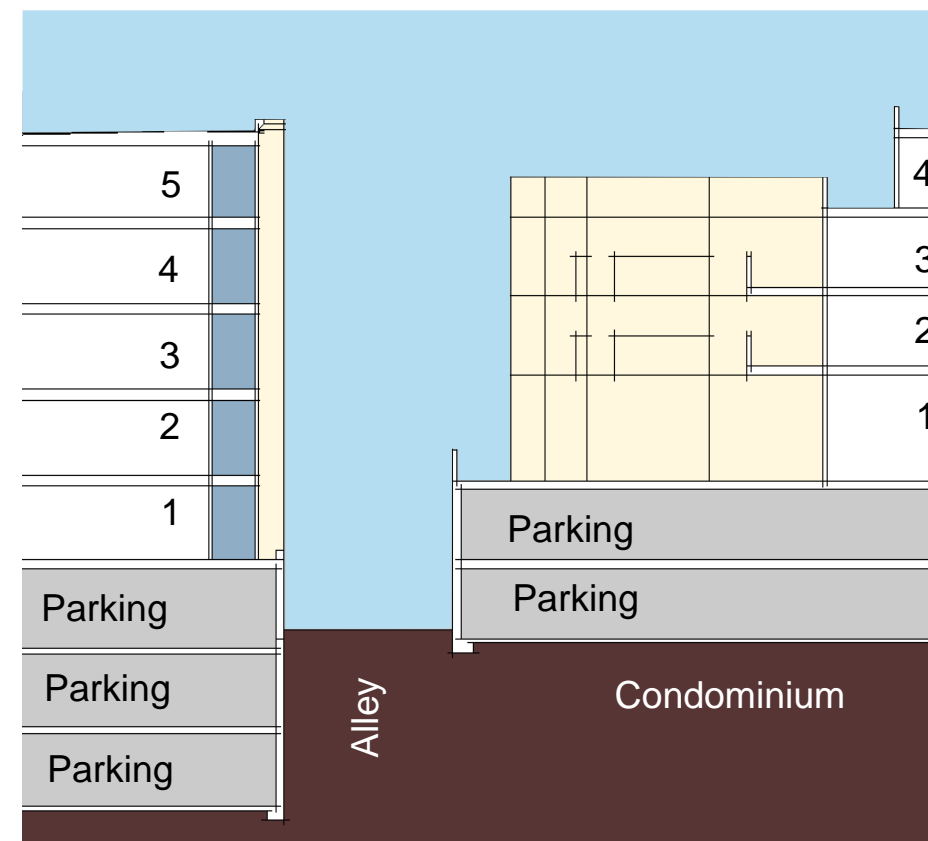
Detail Plan A



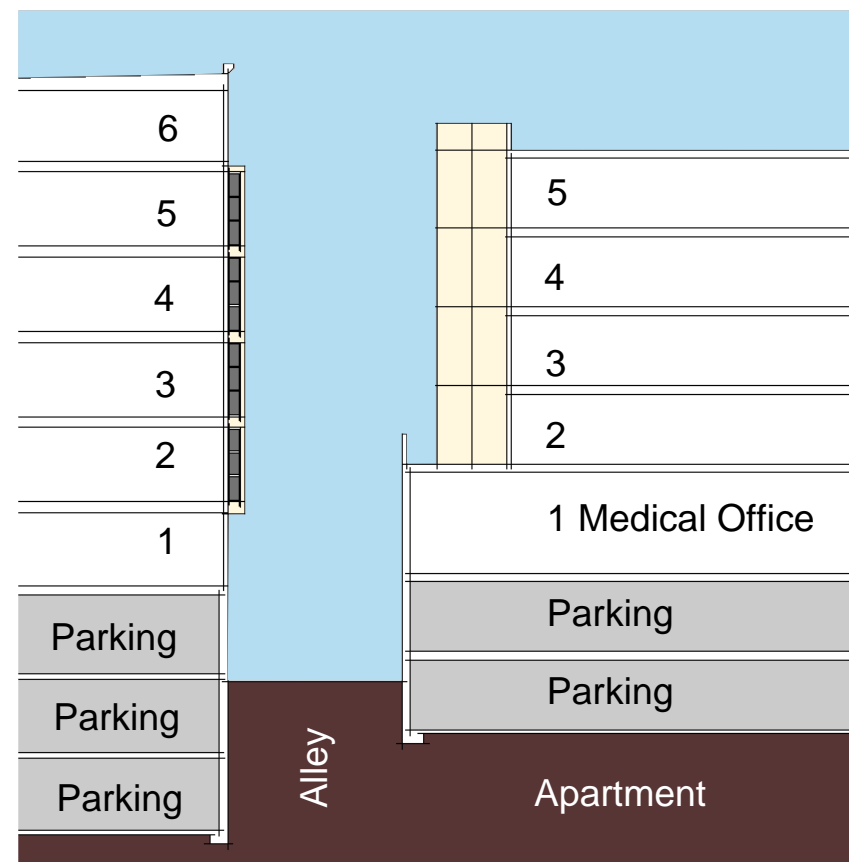
Detail Plan B



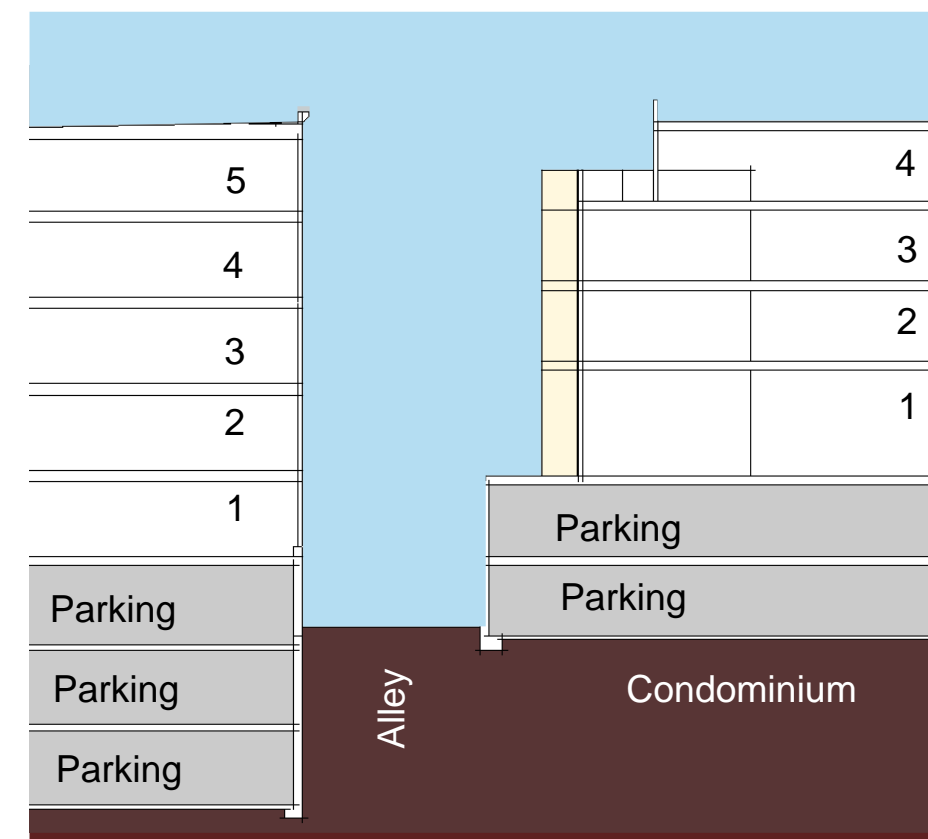
Section A



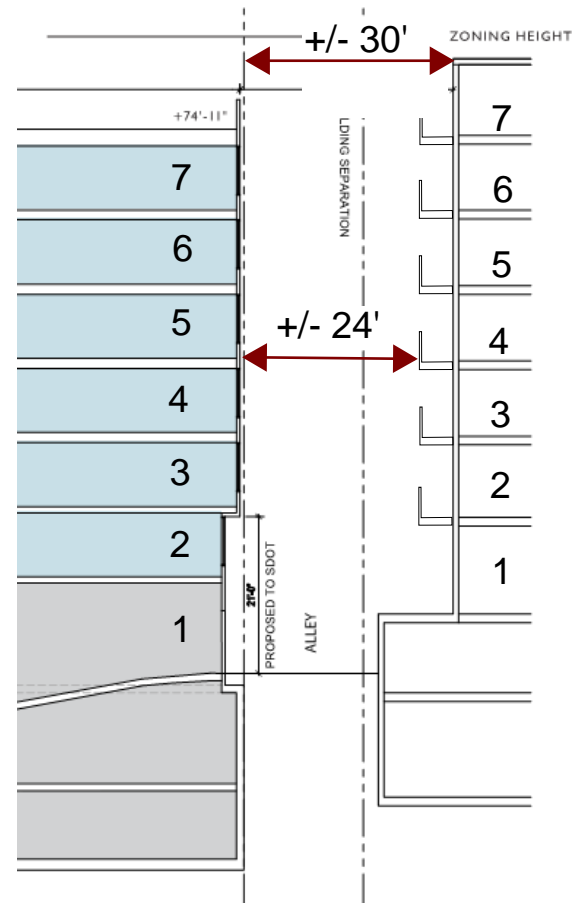
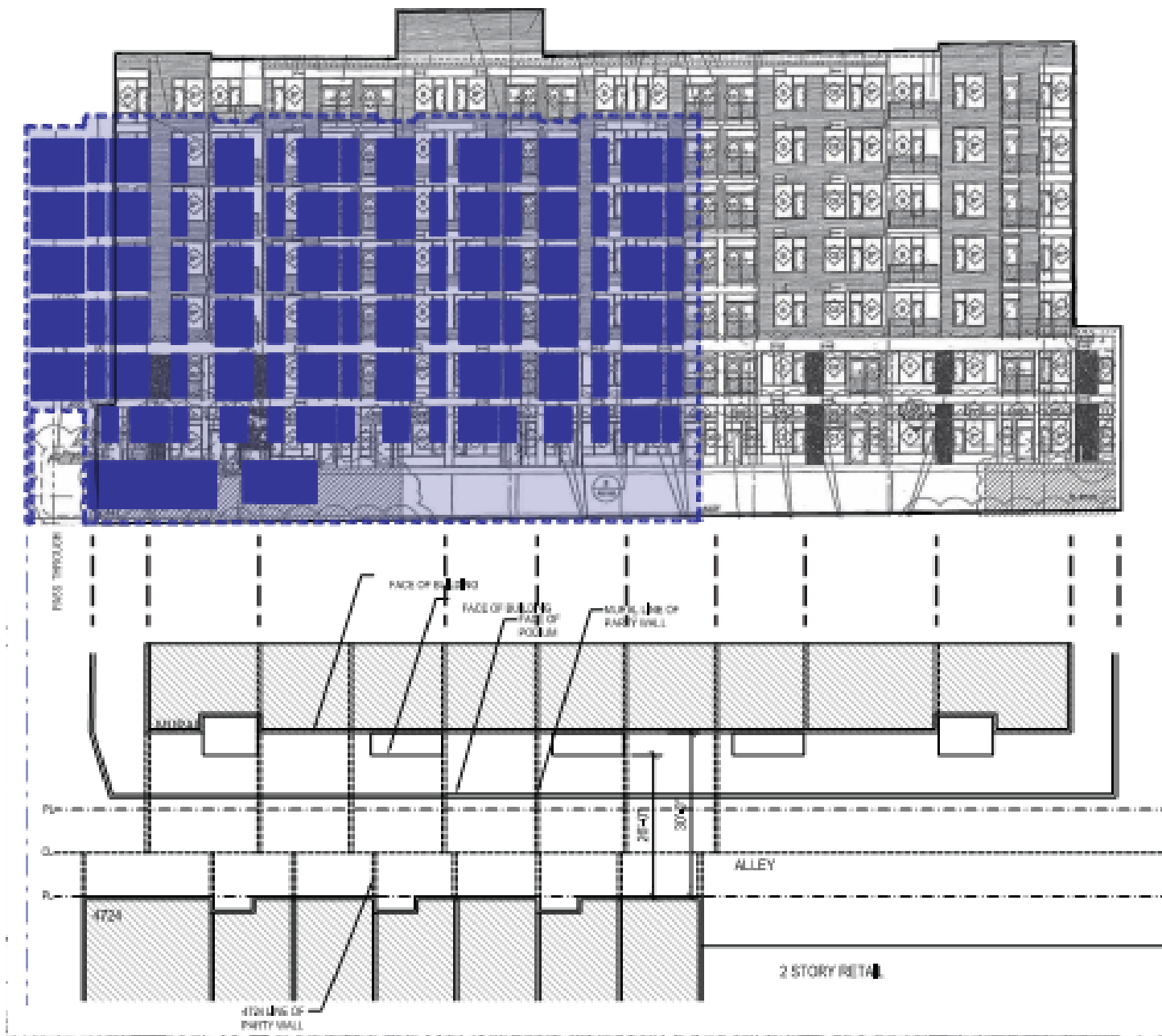
Section C



Section B



Section D



Similar Condition - 4724 California Ave SW

The Board has recently approved a project with a similar condition with units facing one another across the alley.

Spring/Fall Equinox



8:00 AM



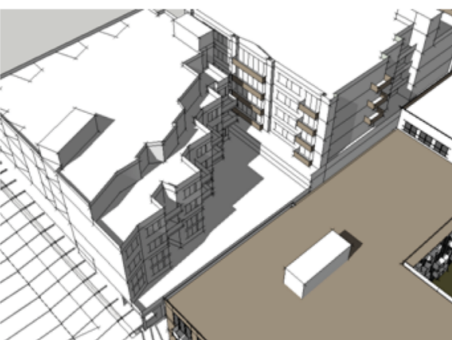
9:00 AM



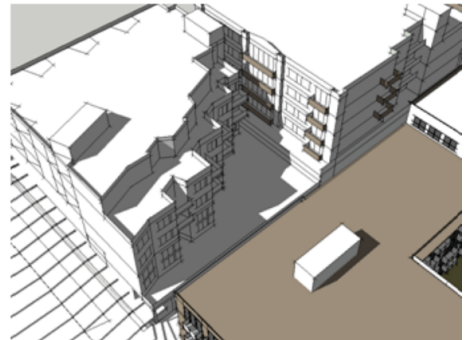
10:00 AM



11:00 AM

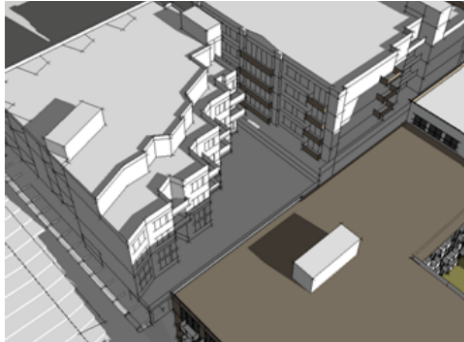


12:00 PM



1:00 PM

Summer Solstice



8:00 AM



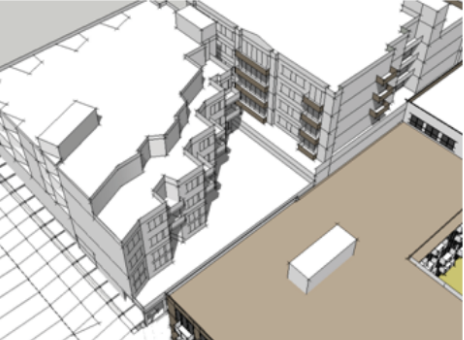
9:00 AM



10:00 AM



11:00 AM



12:00 PM



1:00 PM

Winter Solstice



8:30 AM



9:00 AM



10:00 AM



11:00 AM



12:00 PM



1:00 PM

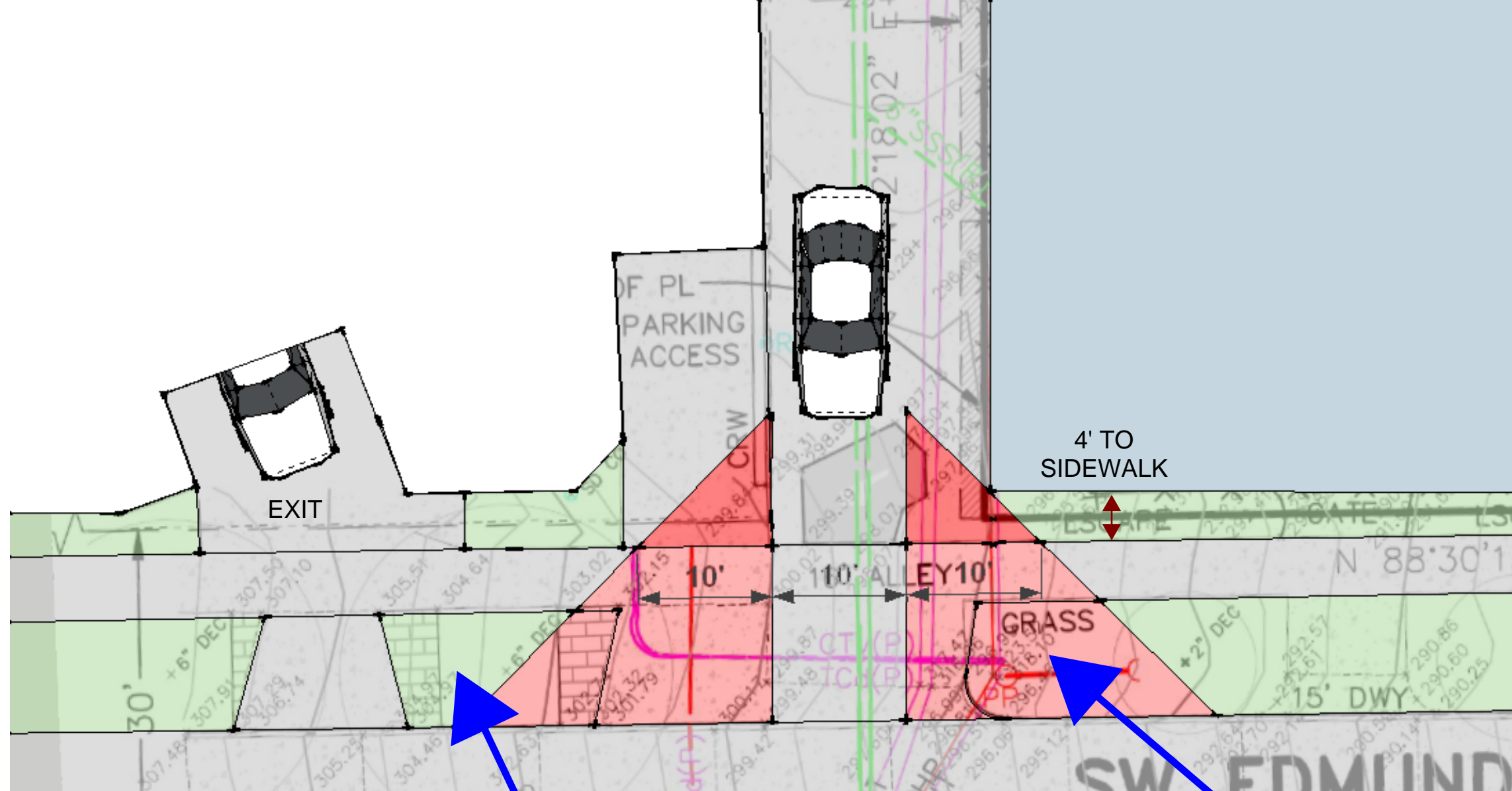


Exhibit E for 23.54.030: Sight Triangle

