



+ NORTHWEST STUDIO +  **berger** PARTNERSHIP

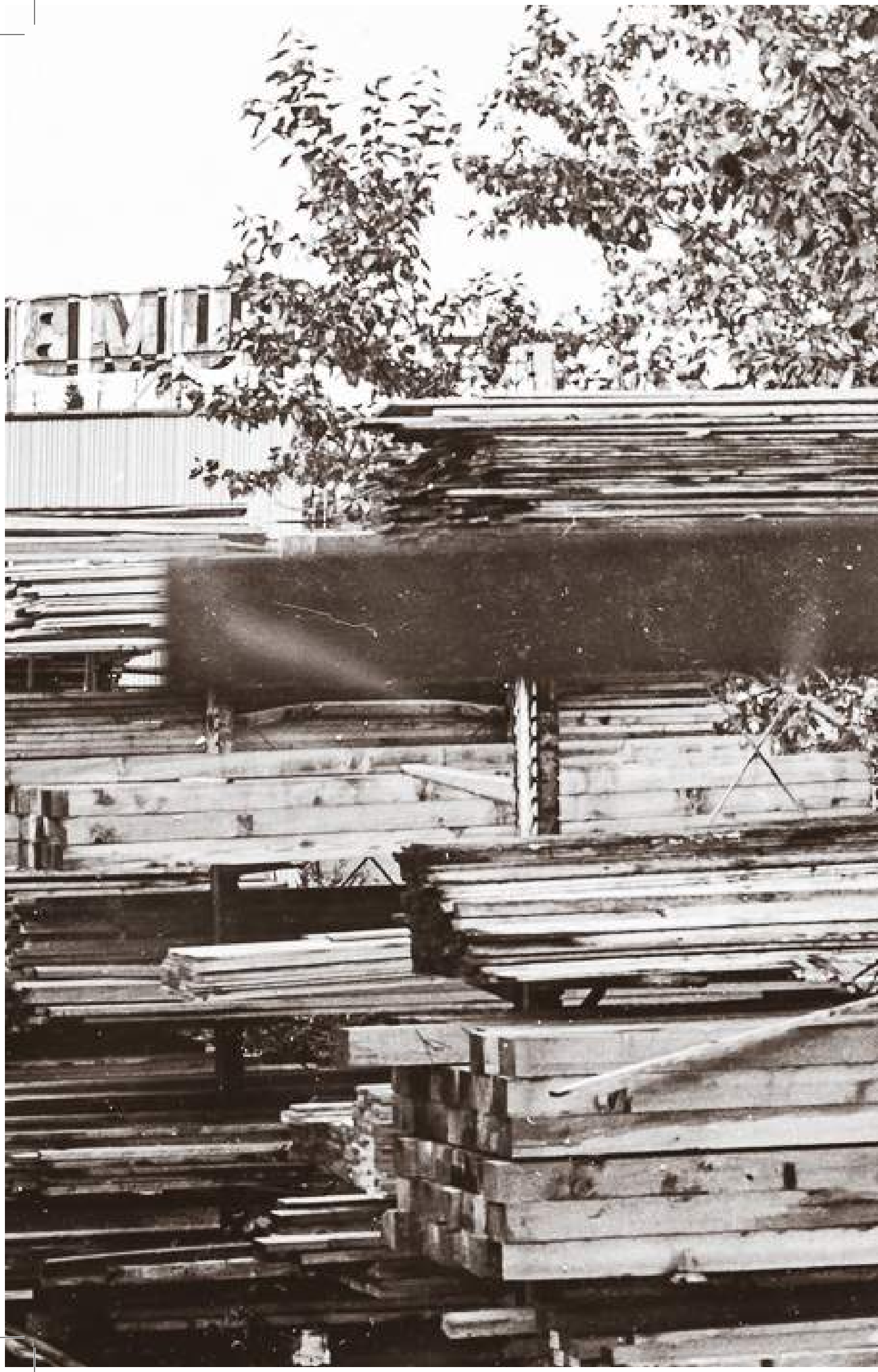
## **SWEENEY BLOCKS**

4402 36TH AVE SW, SEATTLE WA 98126

SDCI Project #3035684-LU | RECOMMENDATION | Meeting Date: November 4, 2021







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PROPOSAL

Project Information

Description

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

Project Data

GROSS BUILDING AREA: 313,000 SF

RETAIL SF: 10,500 SF

UNITS: 284

PARKING: 162

Contacts

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HB Management  
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**Landscape Architect:**  
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1927 Post Alley, Suite 2  
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Contact: Greg Brower





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.



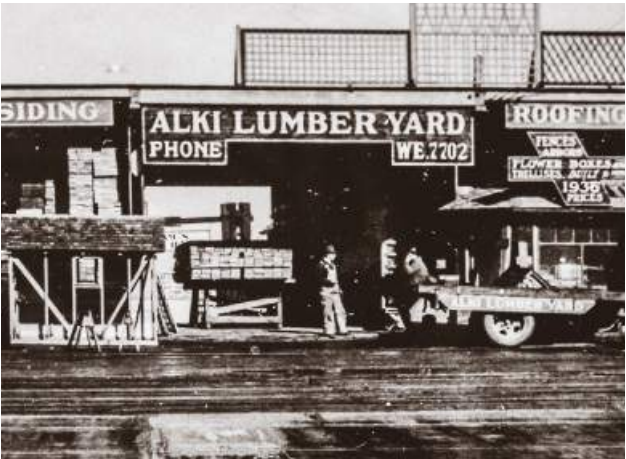
2. Activate the Streetscape

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

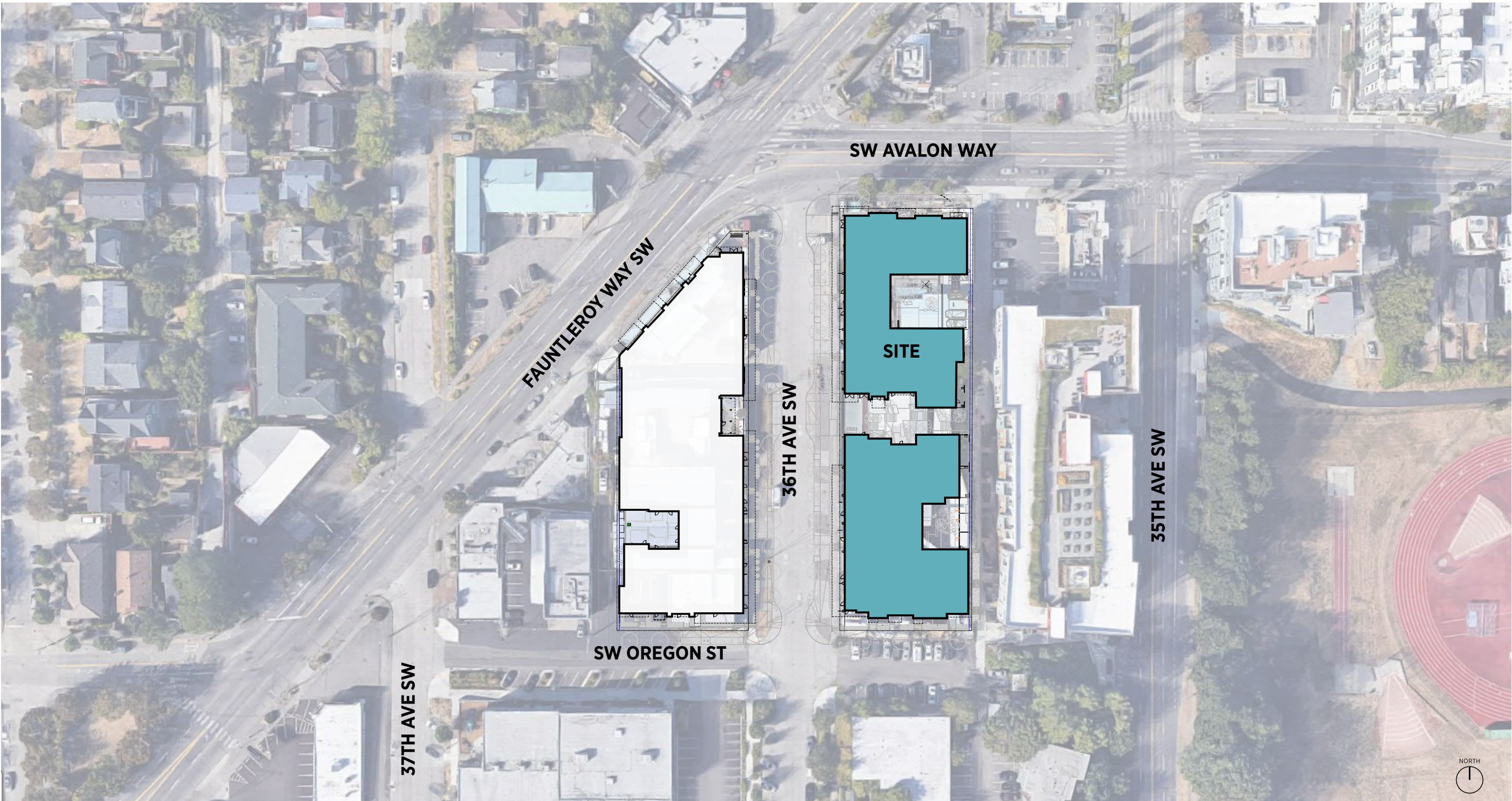
The current site is part of the Alki Lumber Yard, a local family-owned business with roots in West Seattle since 1921. The Sweeney family’s long-term vision for the site includes a heritage retail presence for Alki Lumber, along with ample space for curated neighborhood retail and residential capacity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





PROPOSAL

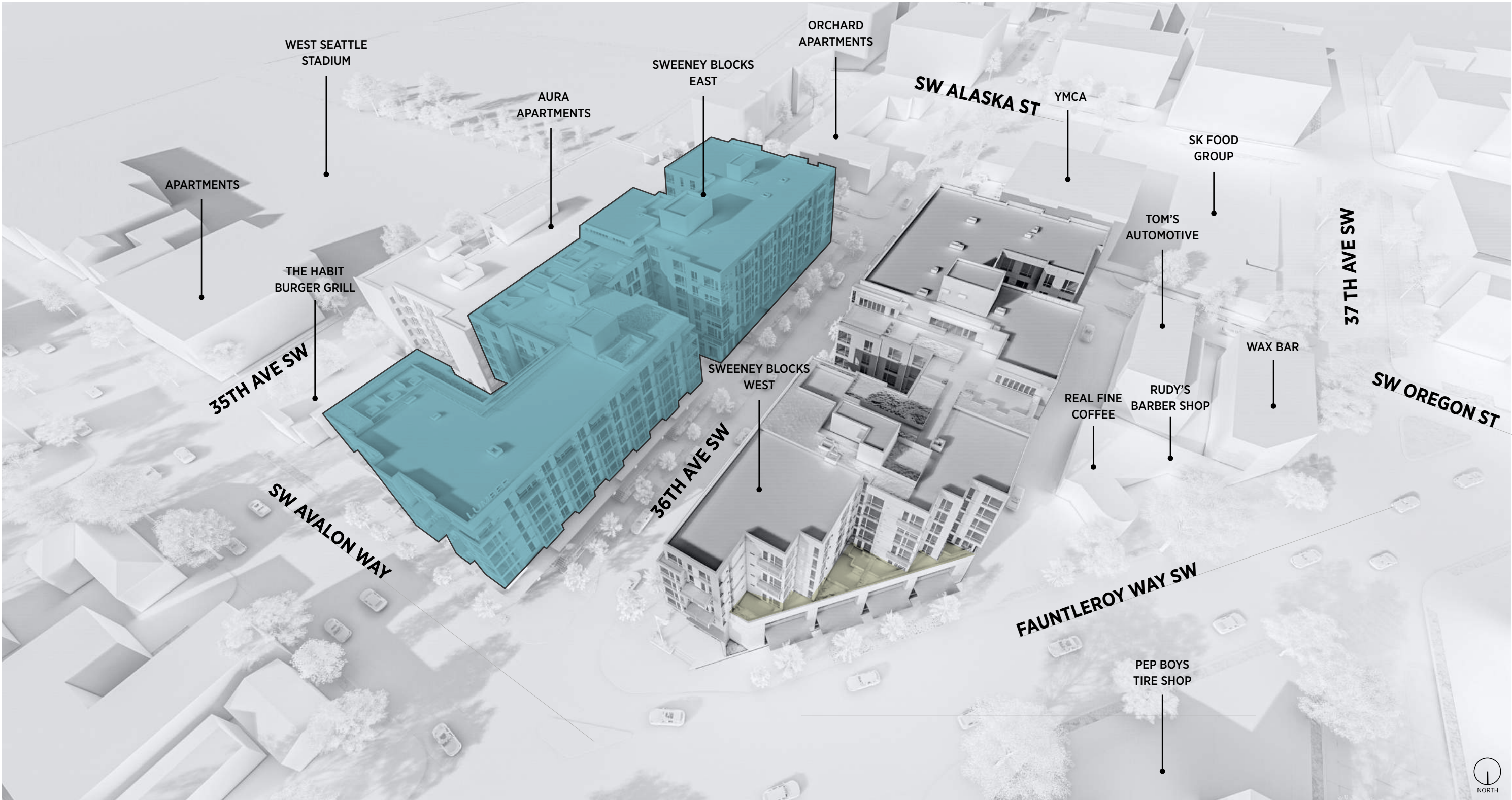
Site Overview





PROPOSAL

Site Overview



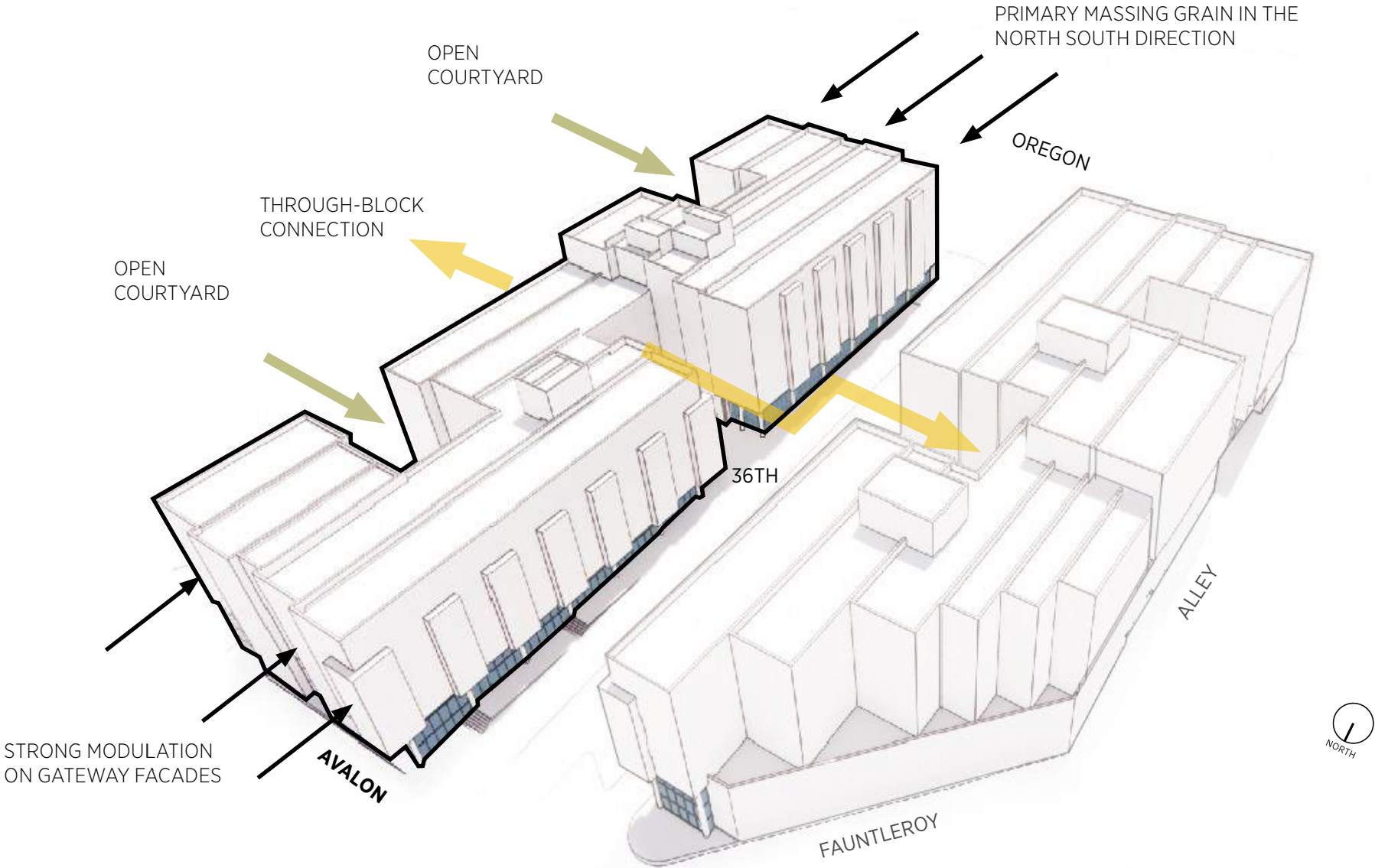


PROPOSAL

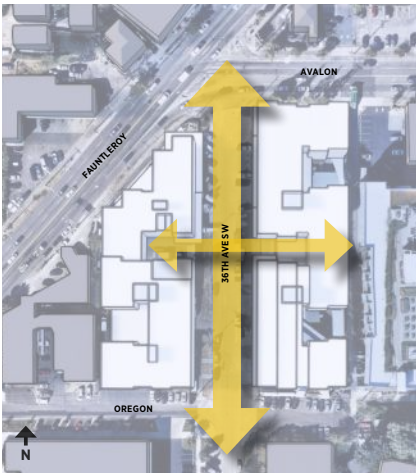
Concept Overview

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 supported 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



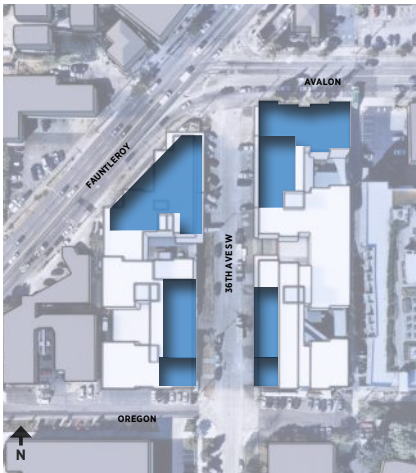
A through-block connection is introduced to increase pedestrian mobility.

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.

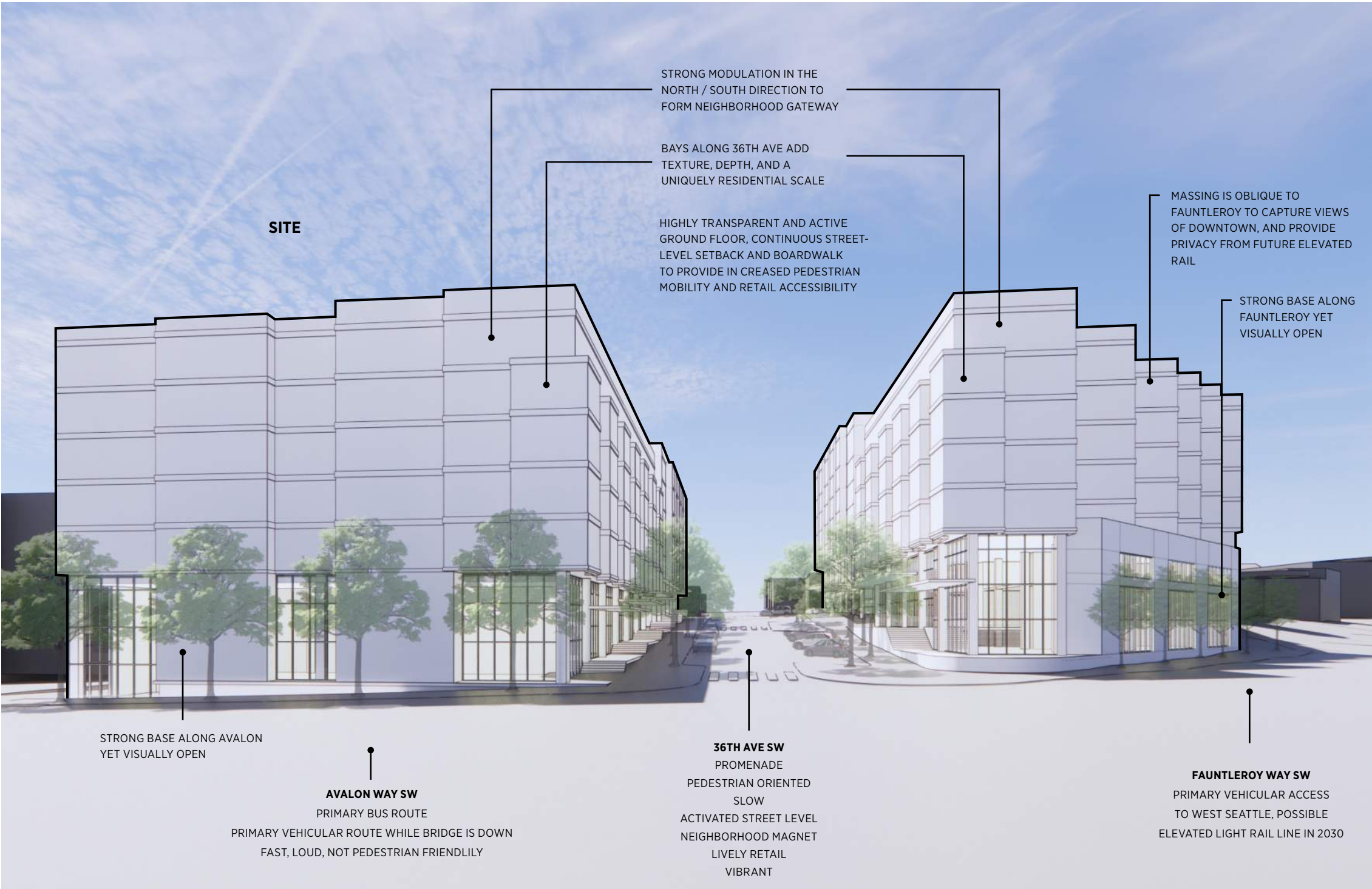
RESIDENTIAL ACCESS



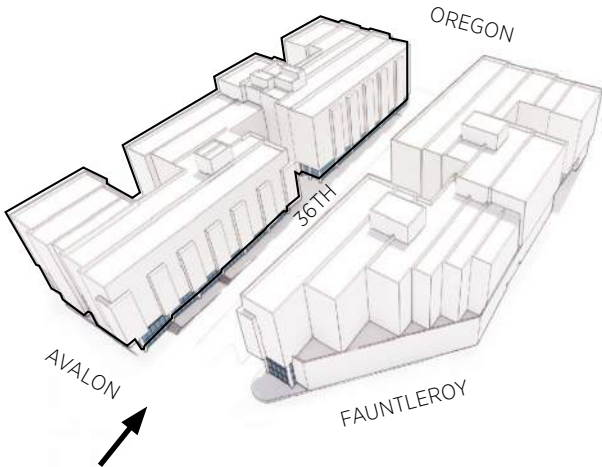
Residential entires and amenities are located mid-block.



Concept Overview



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





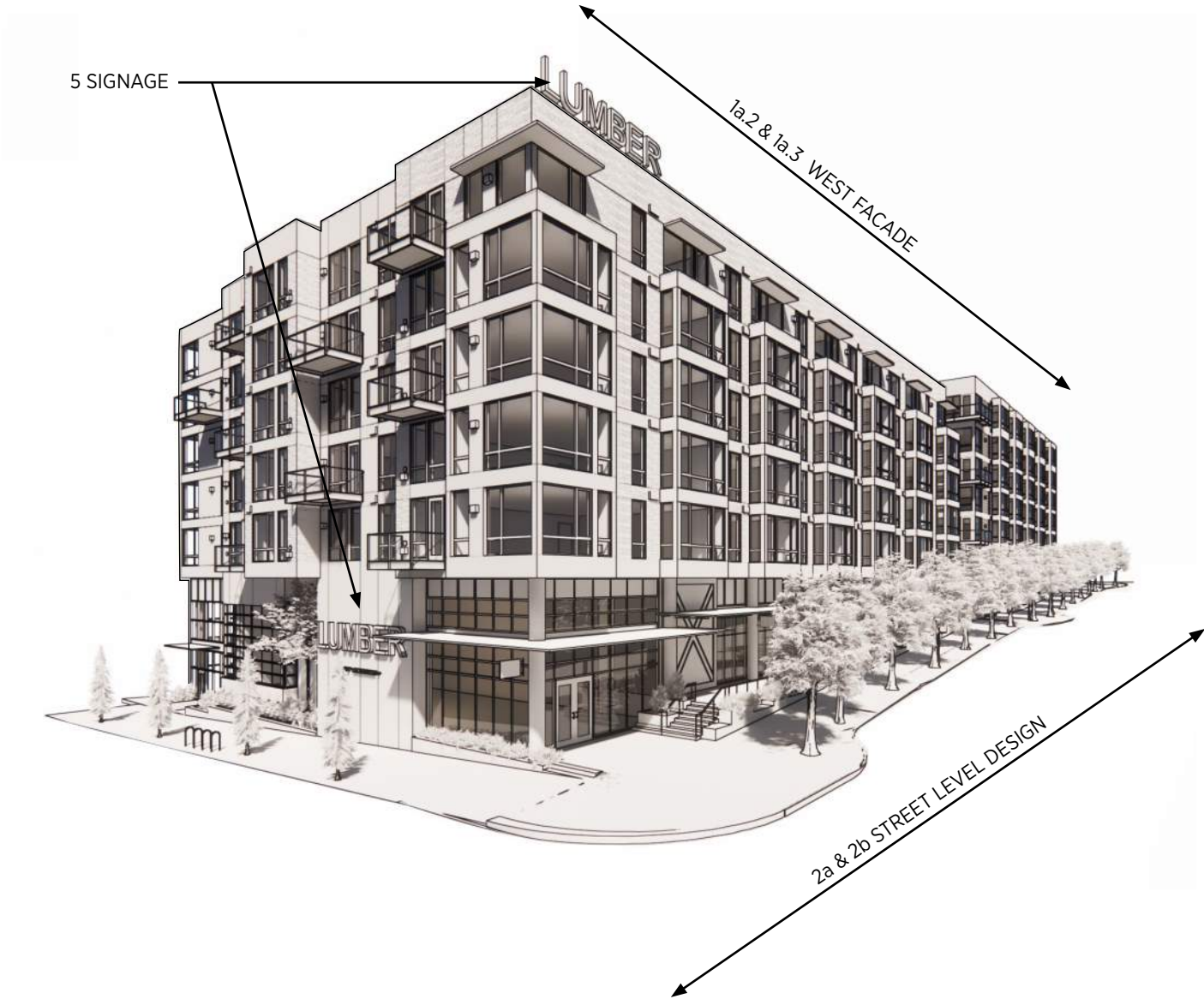
EDG RESPONSE

EDG Summary

ITEM	BOARD COMMENTS	RESPONSE	DESIGN GUIDELINES
1. MASSING	a.1 The Board recommended that the massing of the building’s south side should be more dynamic.	a.1 Additional bays, balconies and material changes have been added to make the south side more dynamic.	(CS1.A, CS2.III, CS3.A.4, DC2.A.2, CS2.I, CS2.II)
	a.2 The Board encouraged the applicant to look at different ways to break up the long facades into smaller, more human scale pieces, while in keeping with the concept of stacked lumber.	a.2 Distinctive material application, projecting bays, and differentiated window configurations help break the length of the facades along 36th, while supporting the stacked lumber concept.	(CS1.A, CS2.III, CS3.A.4, DC2.A.2, CS2.I, CS2.II)
	a.3 The Board requested more modulation moves on the 36th Avenue through components and not necessarily massing moves.	a.3 Projecting canopies, differentiated bay configurations, and corner modulations have been added.	(CS1.A, CS2.III, CS3.A.4, DC2.A.2, CS2.I, CS2.II)
	b. The Board requested the applicant provide a stronger relationship between the stacked lumber concept and the massing of the building.	b. The design team has strengthened the massing concept by keeping a simplified massing scheme along the long facades and introducing a streamlined material palette. In contrast the north and south facades feature more exuberant massing and a collage of material textures and colors.	(CS3.I.ii)
2. STREET LEVEL DESIGN & USES	a. The Board requested the applicant provide a study in the recommendation packet to determine how the boardwalk space could be maximized for spill-out areas associated with the street level retail uses.	a. The design team has provided studies of the boardwalk configuration prioritizing accessibility, pedestrian mobility, and retail activation.	(PL2.I, PL2.II, CS2.I)
	b. The Board noted pedestrians and bicyclists should be given priority on the street design.	b. The design team has been working in close coordination with SDOT. The proposed design meets the 2011 West Seattle triangle master plan. In addition several features have been added to prioritize pedestrian and bicycle mobility.	(PL1.A.2, PL4.C.1)
3. ALLEY	a. The Board requested to include landscaping details and a study showing the west facade of the adjacent building, and how this building and the existing building relate to one another.	a. The design team has added plans, sections and landscaping concepts to indicate how the proposed project supports and enhances the current alley design. Safety, pedestrian mobility and residential privacy are the priorities.	(PL1.A.2, CS3.A.4)
	b. The Board recommended the applicant look into moving the bike room from the alley to a convenient location with access from 36th Avenue SW.	b. We have provided a diagram to further explain the current placement rationale.	(PL4.B.1)
4. MATERIALS	a. The Board generally supported the material concept and the Board requested the final material design create a strong correlation between the material application and the building’s massing moves.	The material palette has been edited to strengthen the over all concept of the massing. Wood textured products are featured throughout the project, with real wood accents used at street level features.	(DC4.A.1)
5.SIGNAGE	a. The Board requested the current “Lumber” sign on the building be retained if possible and be incorporate into some type of feature on the site. If the Lumber sign will be retained, the Board requested the applicant provide its location in the recommendation packet.	a. The historic lumber sign will be utilized as part of the signage for the Alki Lumber retail space. The neon letters will be refurbished or recreated, depending on condition.	(CS3.B.2)



EDG Summary



NORTHWEST CORNER



SOUTHEAST CORNER

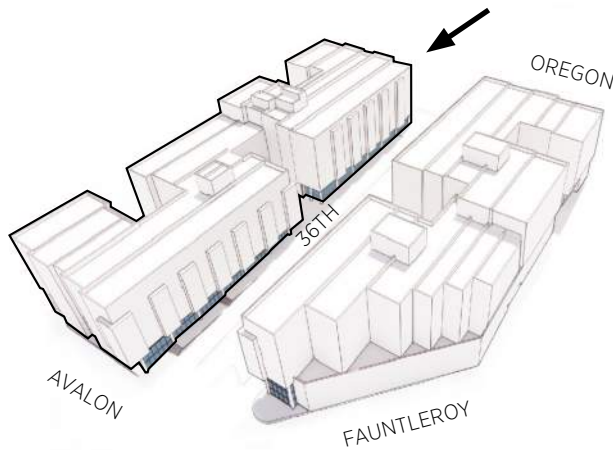


EDG RESPONSE

Massing

BOARD GUIDANCE

a1. The Board supported the applicant’s preferred massing option, Option 3, and discussed how Option 3’s massing could be improved. The Board recommended that the massing of the building’s south side, along SW Oregon Street, should be more dynamic by introducing similar bays and massing moves on the north side of the building, along SW Avalon Way.



SOUTH FACADE AT EDG



Massing

RESPONSE

The design team has revised the Oregon Street facing facade to reflect some of the massing moves on the north side of the building. Design changes include:

- Added vertical bay at the corner
- Variation in parapet height to reinforce bays
- Variation in material texture and color
- Added balconies



UPDATED SOUTH FACADE DESIGN

RELEVANT DESIGN GUIDELINES

- DC2.A.2 REDUCING PERCEIVED MASS
- CS2.II CORNER LOTS [WS]
- CS2.III HEIGHT, BULK AND SCALE [WS]



EDG RESPONSE

Massing

BOARD GUIDANCE

a2. The Board had concerns with the length of the building sections along 36th Avenue SW. The Board encouraged the applicant to look at different ways to break up the long facades into smaller, more human scale pieces, while in keeping with the concept of stacked lumber.

a3. The Board also encouraged the applicant to introduce more modulation moves on the 36th Avenue SW side through components and not necessarily massing moves. These components should include windows, railings, and other secondary architectural elements.

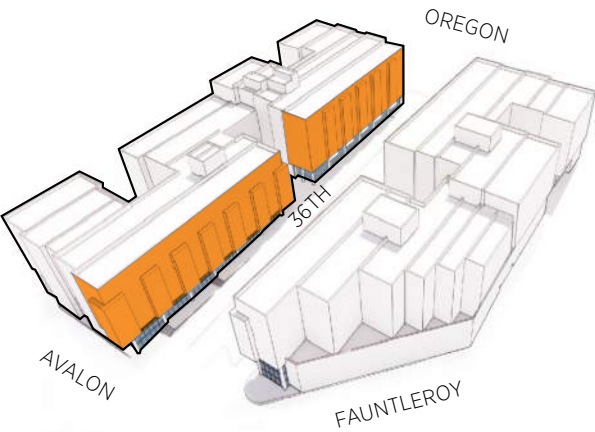
RESPONSE

The design team has provided variation in design by adding secondary massing elements along 36th including:

- Variation in bay height and design
- Added balconies
- Added horizontal fins
- Variation in window color

RELEVANT DESIGN GUIDELINES

- CS2.III HEIGHT, BULK AND SCALE [WS]
- CS3.A.4 EVOLVING NEIGHBORHOODS
- DC2.A.2 REDUCING PERCEIVED MASS
- CS2.I STREETScape COMPARABILITY [WS]
- CS2.II CORNER LOTS [WS]



NORTHWEST CORNER AT SW AVALON WAY



NORTHWEST CORNER AT THROUGH BLOCK



WEST FACADE



EDG RESPONSE

Massing

BOARD GUIDANCE

b. The Board, while they supported the applicant moving forward with Option 3, requested the applicant provide a stronger relationship between the stacked lumber concept and the massing of the building. The Board noted the stacked lumber concept would have long horizontal runs on the east and west facades of the building with increased massing moves and secondary features on the north and south facades.



EDG MASSING

RESPONSE

The stacked lumber concept is abstractly represented with a longer more horizontal expression of materials, windows, and secondary features along the East and West Facades, while the North and south facades contain more exuberant and eclectic modulation, random balcony placement, and a collage of material color and textures.

RELEVANT DESIGN GUIDELINES

CS3.1.ii ARCHITECTURAL CUES



UPDATED NORTH & WEST FACADE



EDG RESPONSE

Street Level

BOARD GUIDANCE

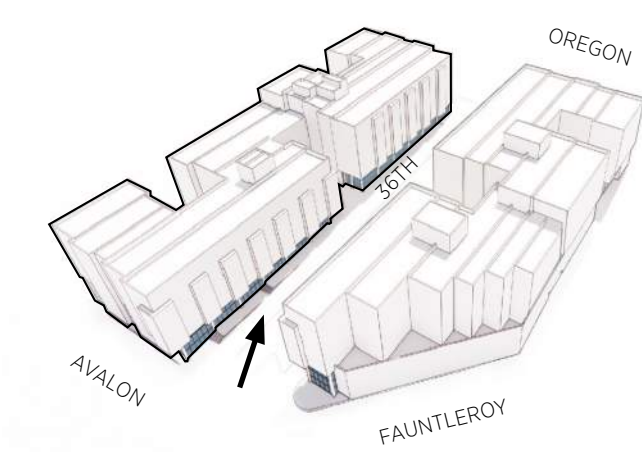
a. The Board supported the boardwalk concept at the street level and had concerns with how areas of the boardwalk close to the access stairways could be utilized. The Board requested the applicant provide a study in the recommendation packet to determine how the boardwalk space could be maximized for spill-out areas associated with the street level retail uses. The Board especially wanted to see those areas of the boardwalk that are less than 10-feet in width as usable spaces. The Board commented that this may require reducing the width of the access stairway to the boardwalk to create usable spaces.

RESPONSE

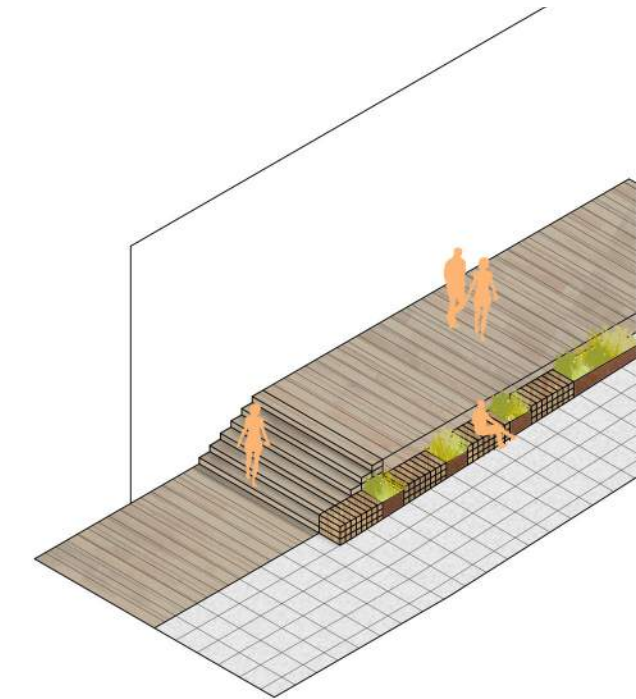
The boardwalk has been increased to 11' to accommodate a 5' café zone, as well as a 6' pedestrian path. In addition, there is an 8' sidewalk and approved planting zone. With 80' of ROW, we feel confident that there is robust opportunity for pedestrian activity and mobility.

RELEVANT DESIGN GUIDELINES

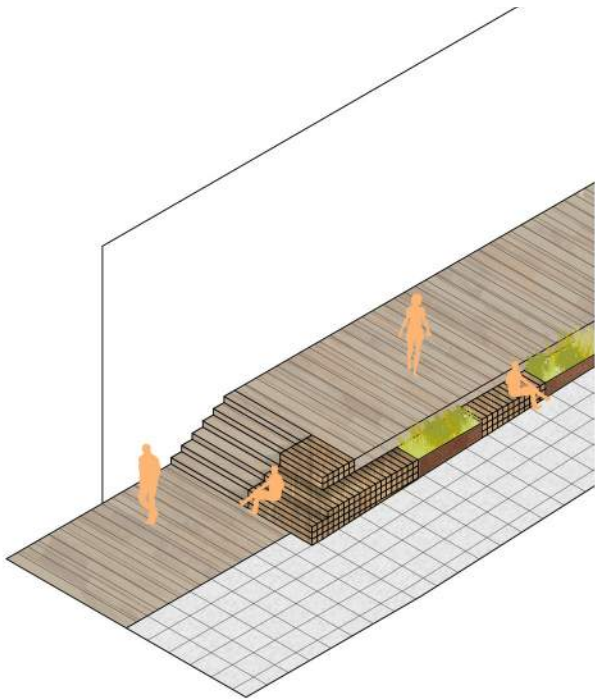
- PL2.I HUMAN SCALE [WS]
- PL2.II PEDESTRIAN OPEN SPACES [WS]
- CS2.I STREETScape COMPATIBILITY [WS]



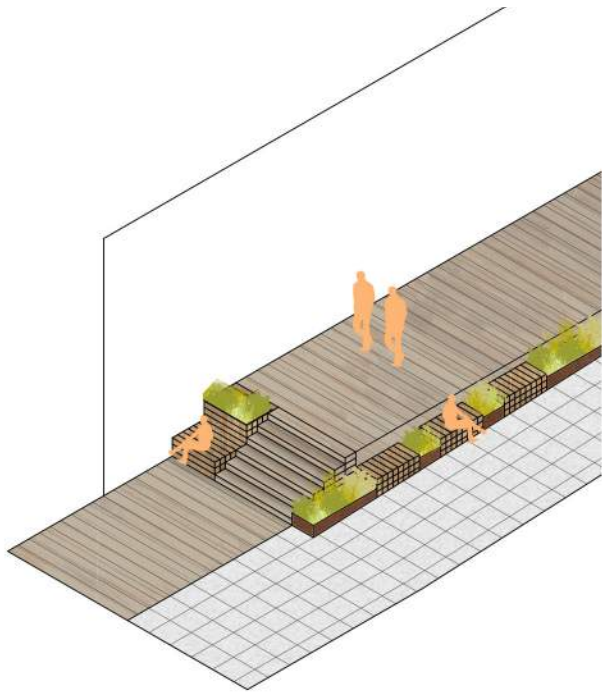
BOARDWALK AS SHOWN AT EDG



VARIATION 1 - SEATING & PLANTERS



VARIATION 2 - SEAT STEPS, SEATING, & PLANTERS



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







EDG RESPONSE

Street Level

BOARD GUIDANCE

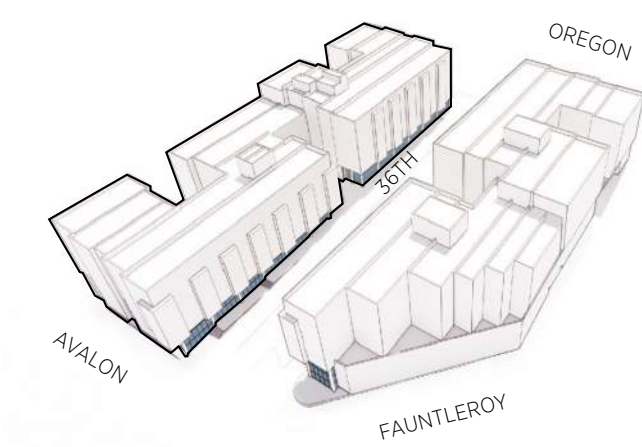
b. Echoing public comments on the project, the Board expressed its concern with the proposed street improvements on 36th Avenue SW. The Board noted the street improvements would still create a car centric street, with parking on both sides of the street and wide car travel lanes. The Board had concerns that the proposed boardwalk along with the proposed street improvements would not create a streetscape that is pedestrian or bicycle friendly. The Board noted pedestrians and bicyclists should be given priority on the street design, given the street's overall proximity to transit.

RESPONSE

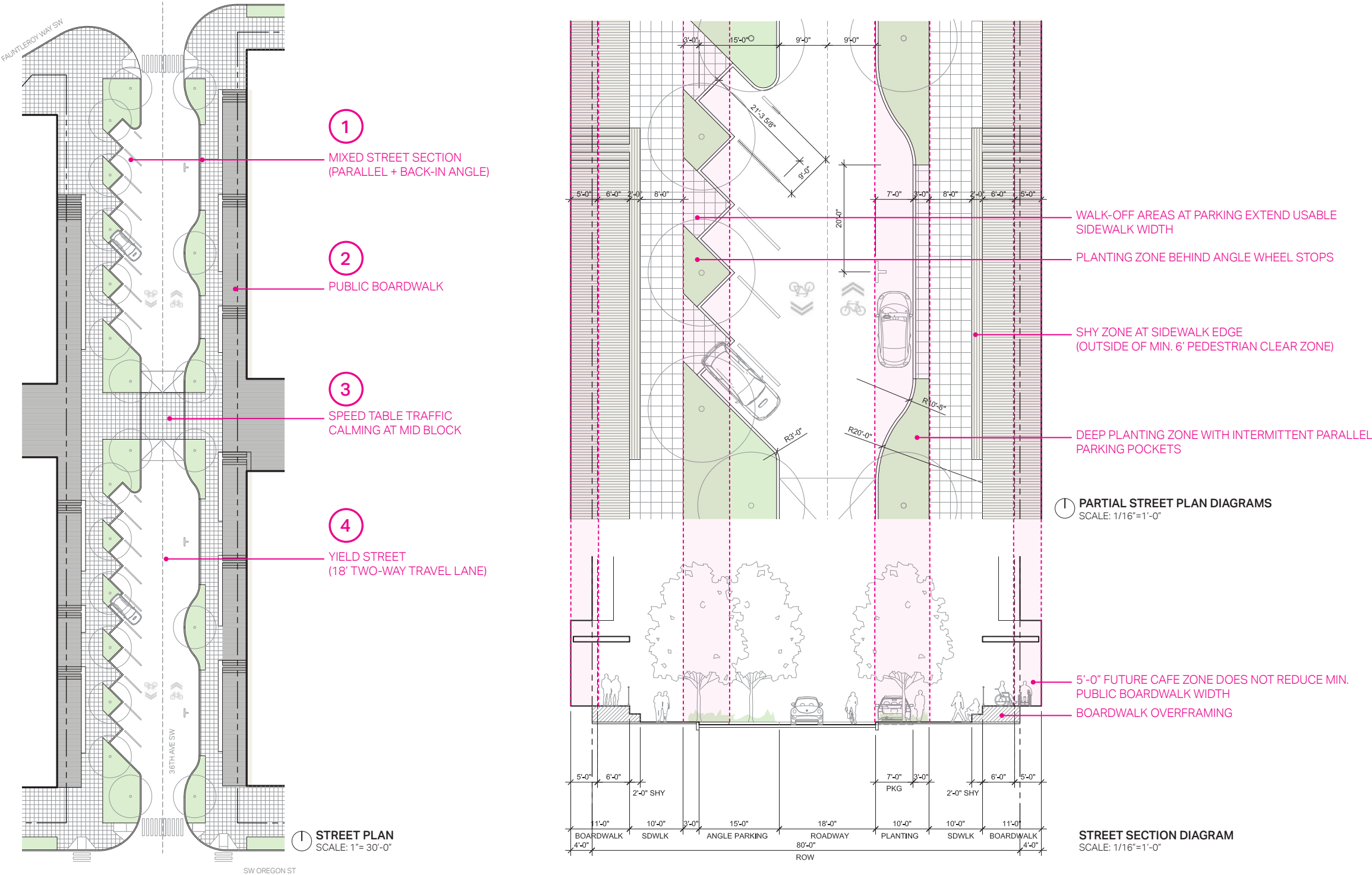
36th has been the subject of ongoing dialog with SDOT. Our proposed street design meets all SDOT ROW minimum standards and is compatible with the neighborhood bike plan. In coordination with SDOT we are showing speed tables at Avalon, mid-block and Oregon and have replaced back-in angle parking with parallel parking spaces. In addition to the required sidewalk width, we are providing a 6' walkway on the boardwalks, along with plentiful spill out space for tenants and retail. Our design will accommodate multi-modal access and generous opportunities for pedestrian activity.

RELEVANT DESIGN GUIDELINES

- PL1.A.2 ADDING TO PUBLIC LIFE
- PL4.C.1 TRANSIT INFLUENCE ON PROJECT DESIGN



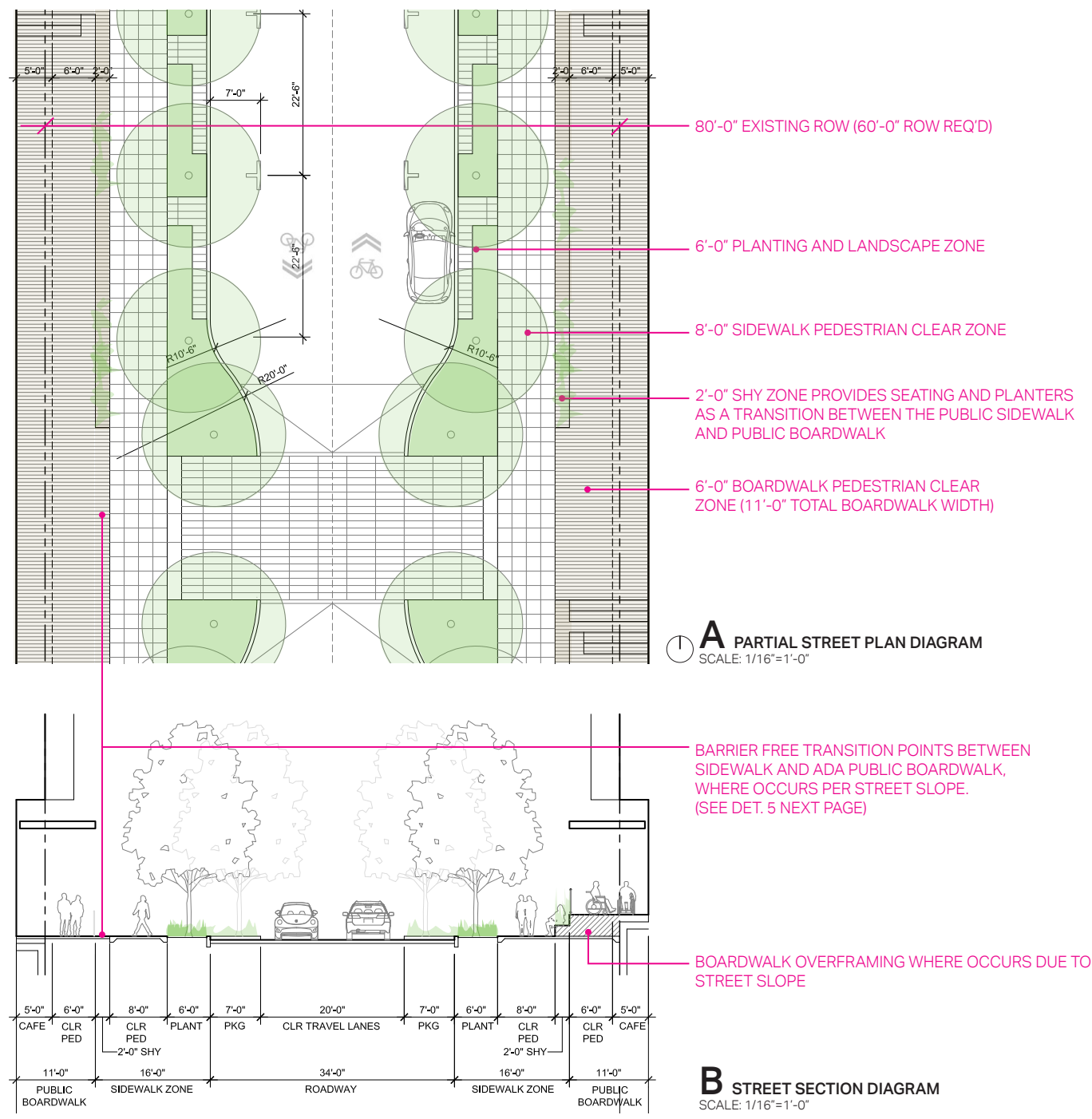
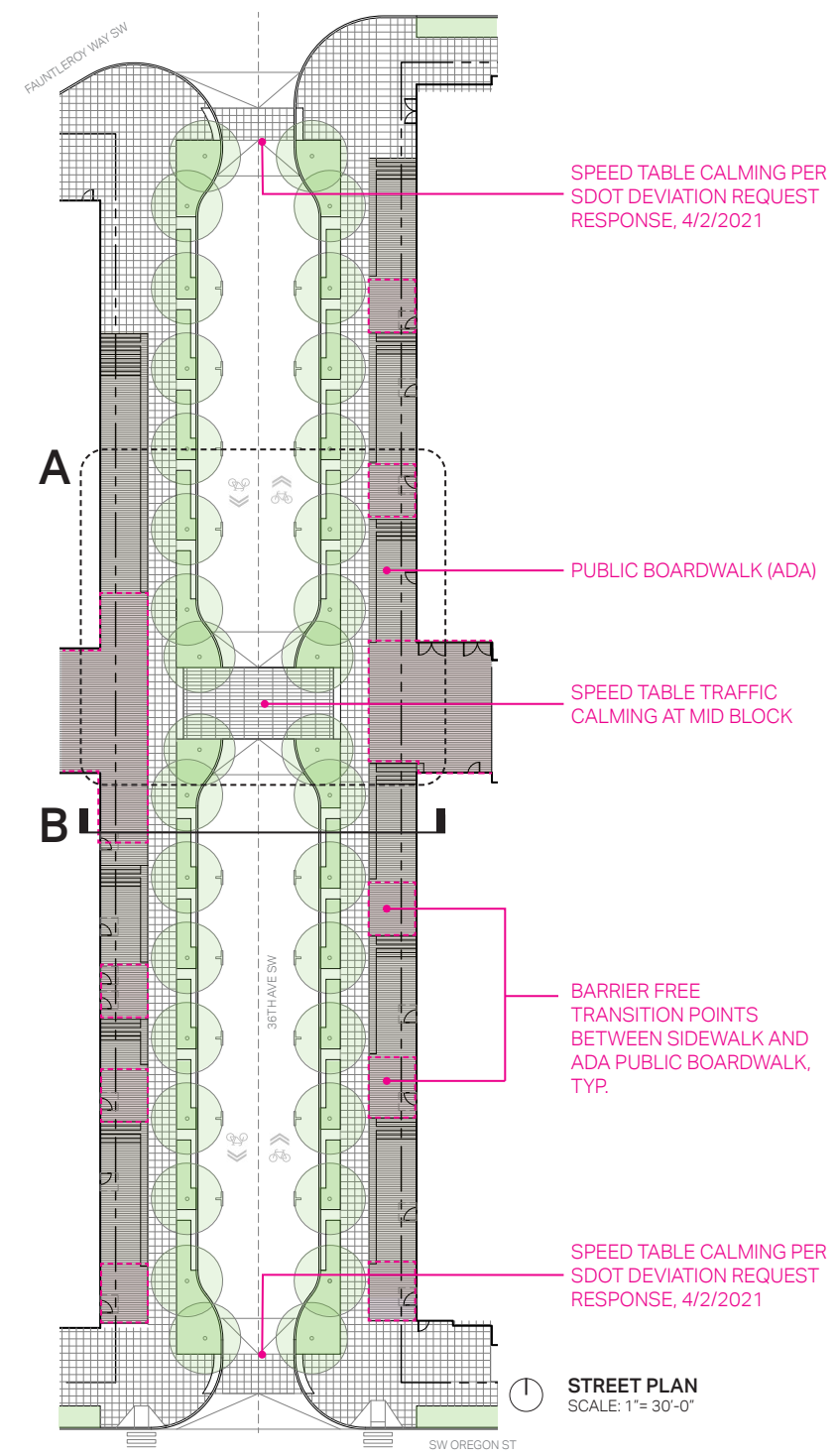
STREET DESIGN PROPOSED AT EDG:





Street Level

REVISED STREET DESIGN:





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.

RESPONSE

The design team engaged Studio Pacifica to consult on ways to make the streetscape accessible and welcoming to all. After a review of the streetscape concept 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 at the transition points.
- The transition from the sidewalk 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.

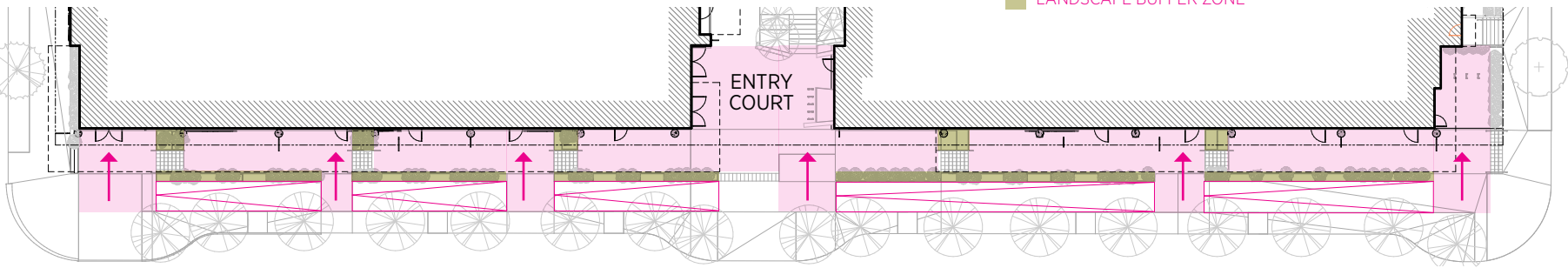
3. WALKING SURFACE

- 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.

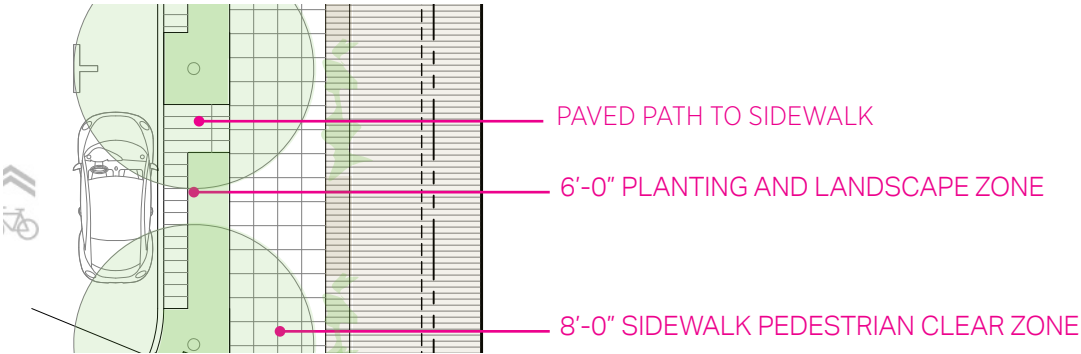
1. ENTRY DOORS ALIGNED WITH TRANSITION ZONES



2. BOARDWALK STAIRS

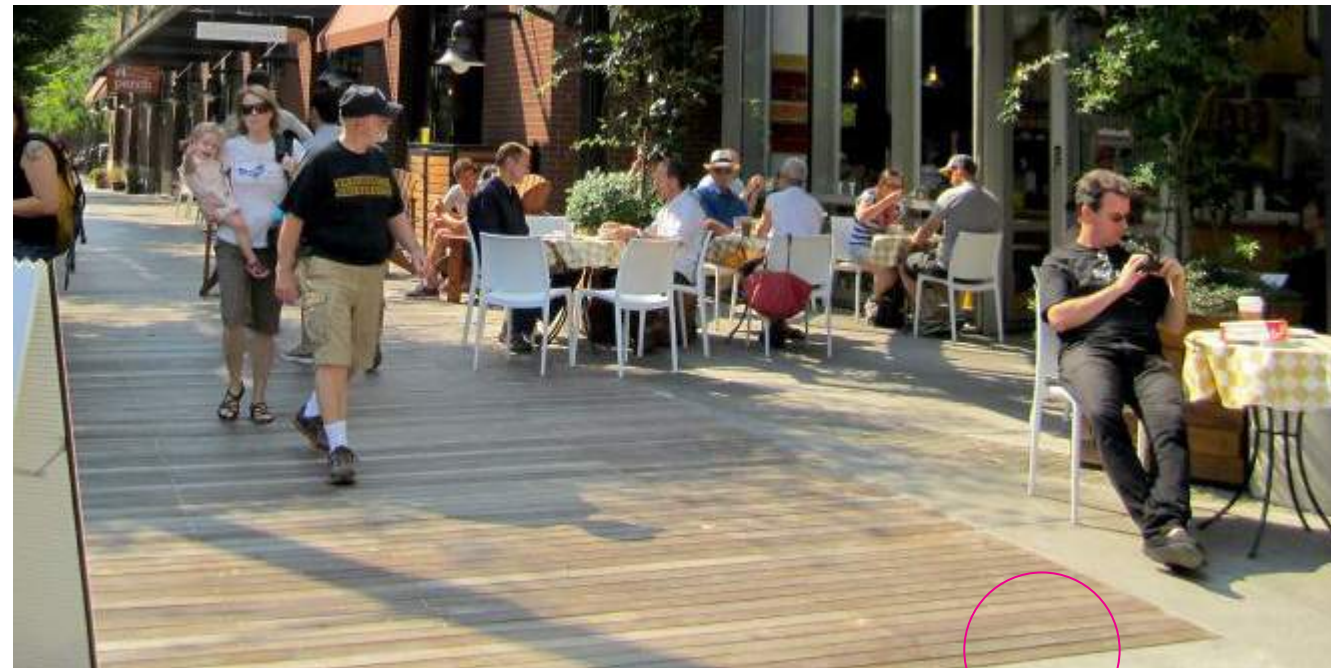


4. ACCESSIBLE PARKING





**3. WALKING SURFACE**



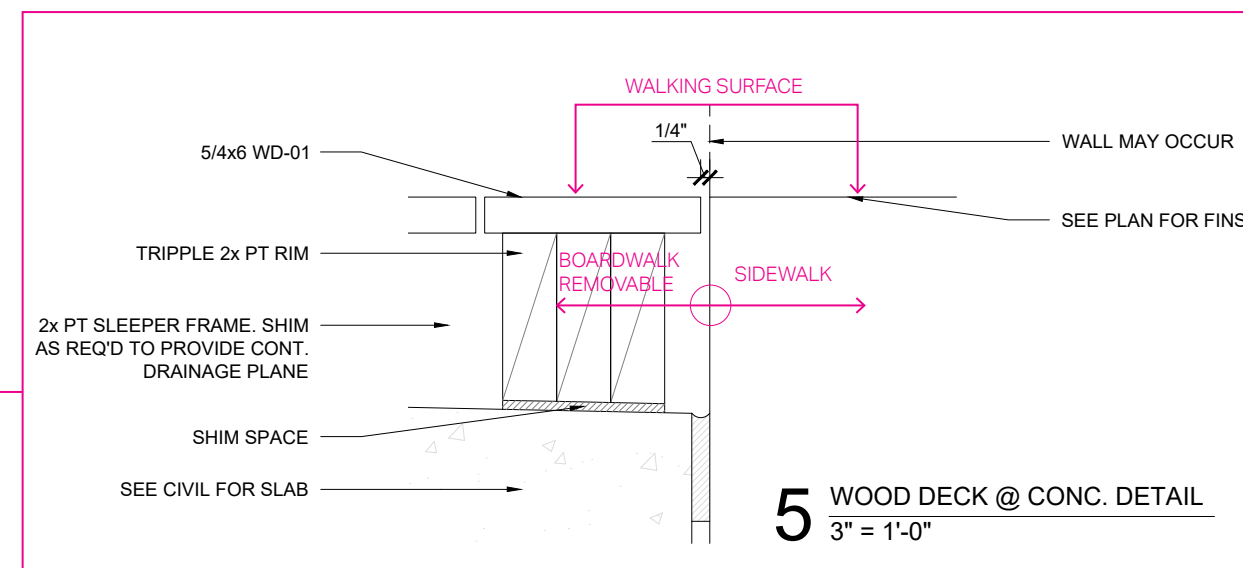
**NORTHWEST 10TH AVE BOARDWALK** PORTLAND PEARL DISTRICT  
BARRIER FREE INTERFACE BETWEEN BOARDWALK AND SIDEWALK



**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)

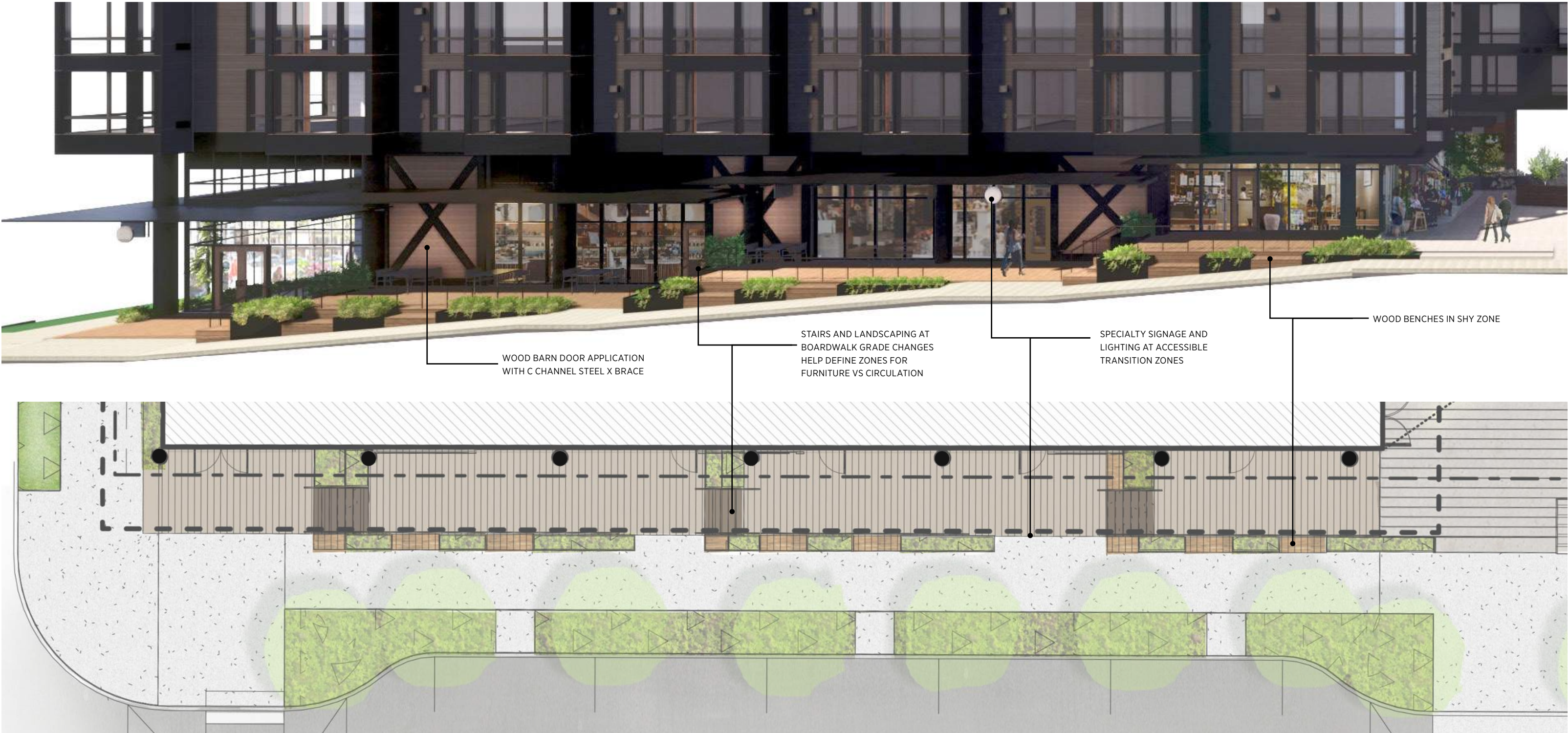


SPRING DISTRICT CONSTRUCTION DETAIL



EDG RESPONSE

Street Level With Boardwalks





# EDG RESPONSE

## Street Level



MAIN RESIDENTIAL LOBBY

RETAIL SIGNAGE

METAL RAILING

CIP CONCRETE PAVING AT  
THROUGH BLOCK

CORRUGATED METAL CANOPY

METAL PLANTERS IN SHY ZONE

PAINTED CONCRETE COLUMNS





EDG RESPONSE

Street Level Without Boardwalks





# EDG RESPONSE

## Street Level

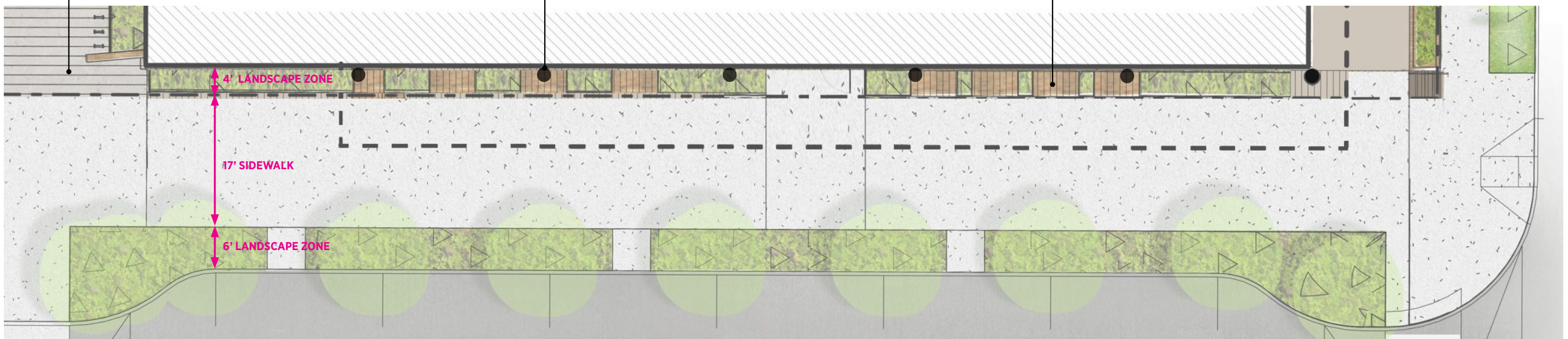


CIP CONCRETE PAVING AT  
THROUGH BLOCK

CORRUGATED METAL CANOPY

PAINTED CONCRETE COLUMNS

METAL PLANTERS IN SETBACK





EDG RESPONSE

Through Block Connection





Through Block Connection

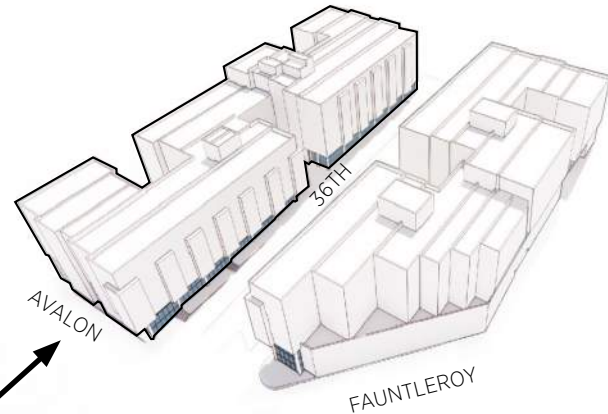


MID BLOCK COURTYARD



EDG RESPONSE

Street Level - Avalon



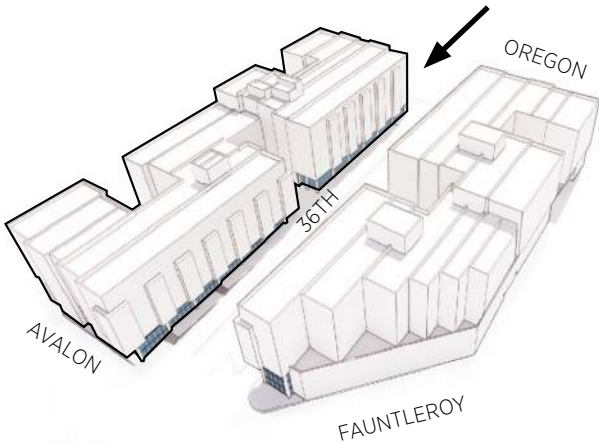
- SECOND ALKI LUMBER ENTRANCE
- CANOPY
- PLANTER
- STOREFRONT VARIATION
- BIKE RACK
- ALKI LUMBER REPLICA SIGN
- WOOD ALCOVE
- SPECIALTY PLANTING
- MAIN ALKI LUMBER ENTRY ON 36TH



Street Level - Oregon



- STOOP
- CORNER CAFE
- CANOPY
- LOW WOOD FENCE
- VARIATION IN UNIT ENTRIES
- BIKE RACK





EDG RESPONSE

Alley

BOARD GUIDANCE

a. The Board had concerns with the building’s interface with the alley side (east side) of the site. The concerns focused on the alley side residential units and the landscaping treatment around the units on the east side of the building at the alley level. The Board requested details in the recommendation packet to include landscaping details and a study showing the west facade of the adjacent building, and how this building and the existing building relate to one another. The Board also requested the applicant provide a privacy window study of the residential units and units associated with the adjacent building. The Board requested details of the courtyard shown on level 2. The Board’s concern was how habitable the units along the alley will be once built. The Board requested the applicant provide details in the recommendation packet showing how the design will address these issues. (PL1.A.2, CS3.A.4)

RESPONSE

The alley condition in this location is unusual. The South half of the alley is pedestrian only and terminates with a stair to Oregon Street. The alley is home to at grade (and below grade) units in the property to the east. The proposed units at the alley will face the existing units and help complete the other side of the “pedestrian lane”. The alley is split by a mid-block passage that will make a connection between transit along 35th and the commercial amenities on 36th. Resident and pedestrian safety and comfort is the priority.

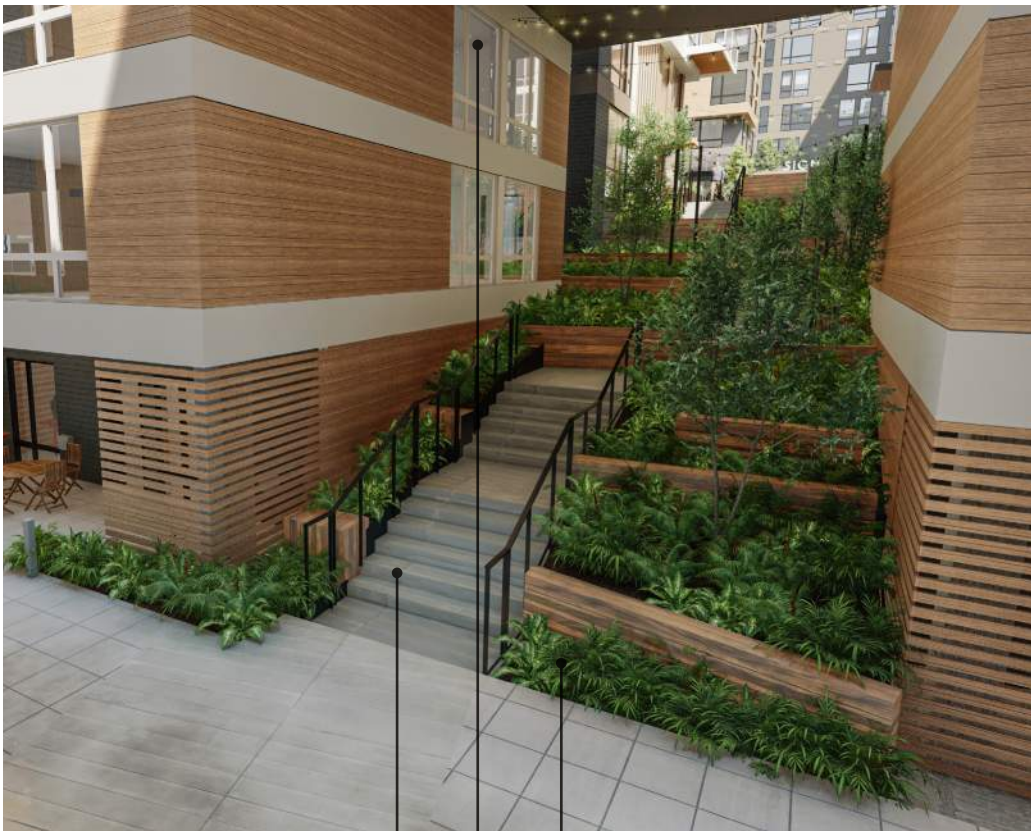
RELEVANT DESIGN GUIDELINES

- PL1.A.2 ENHANCING OPEN SPACE
- CS3.A.4 EVOLVING NEIGHBORHOODS



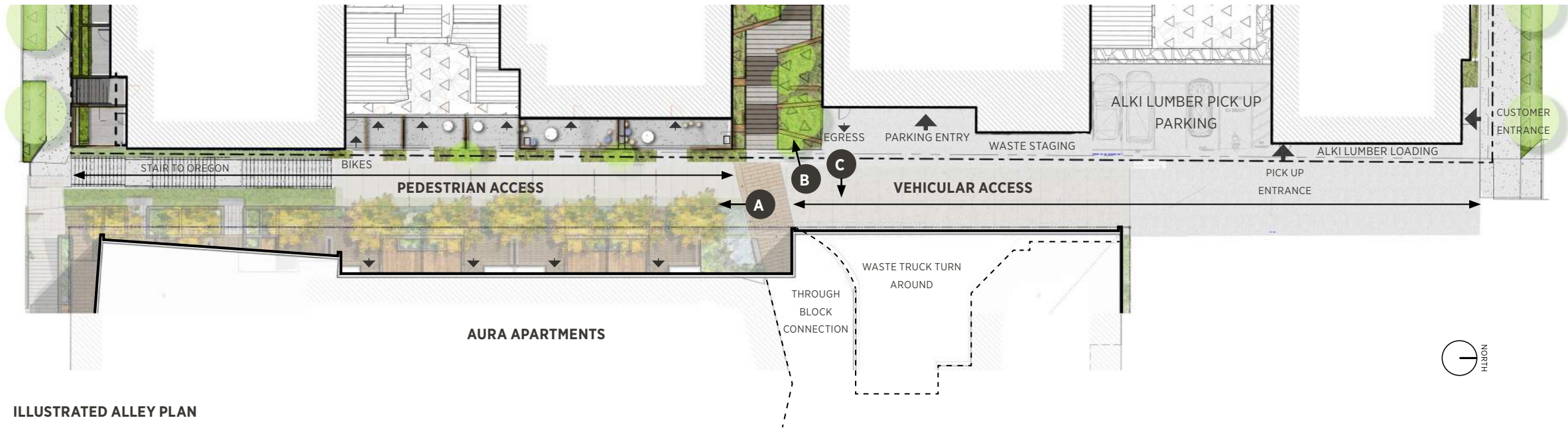
A PEDESTRIAN ONLY ALLEY

BOLLARDS AT END OF VEHICULAR ACCESS  
EXISTING ALLEY CATENARY LIGHTING TO REUSED/REPLICATED



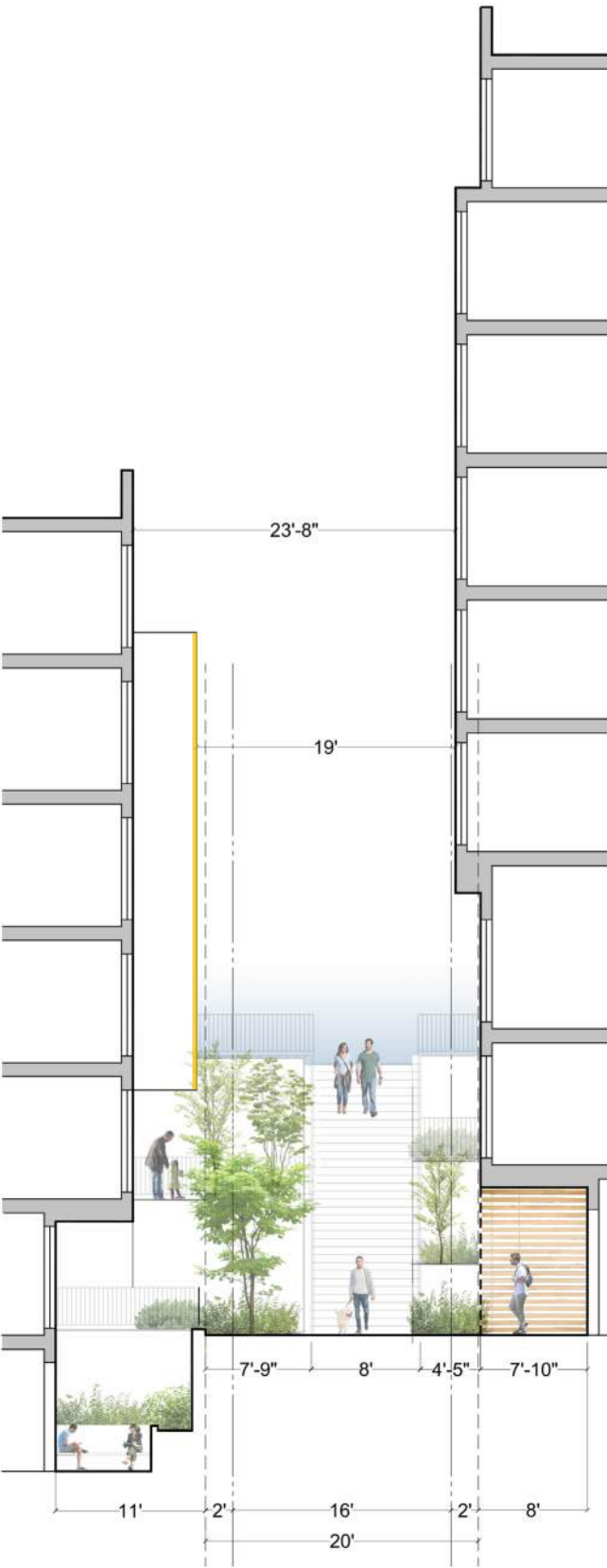
B THROUGH BLOCK ON SITE

TERRACED LANDSCAPING  
CATENARY LIGHTING  
THROUGH BLOCK STAIRS



ILLUSTRATED ALLEY PLAN





ALLEY SECTION



EAST ELEVATION PRIVACY WINDOW STUDY



A EXISTING CONDITION - PEDESTRIAN ONLY ALLEY



C EXISTING CONDITION - THROUGH BLOCK AT NEIGHBORING BUILDING

- Orange lines represent the outline of the neighboring building and windows (behind view).
- Areas shown in yellow represent portions of the building that are 19' from the neighboring building, this represents the closest condition along the alley, the typical condition is 23'-8" or further.
- Floors between the two projects are offset helping to increase privacy and mitigate sight lines.



EDG RESPONSE

Alley

BOARD GUIDANCE

b. The Board was concerned with the bike storage being located off the alley. With the impending transportation improvements and focus on increased bicycle facilities in the area, the Board recommended the applicant look into moving the bike room from the alley to a convenient location with access from 36th Avenue SW. (PL4.B.1)

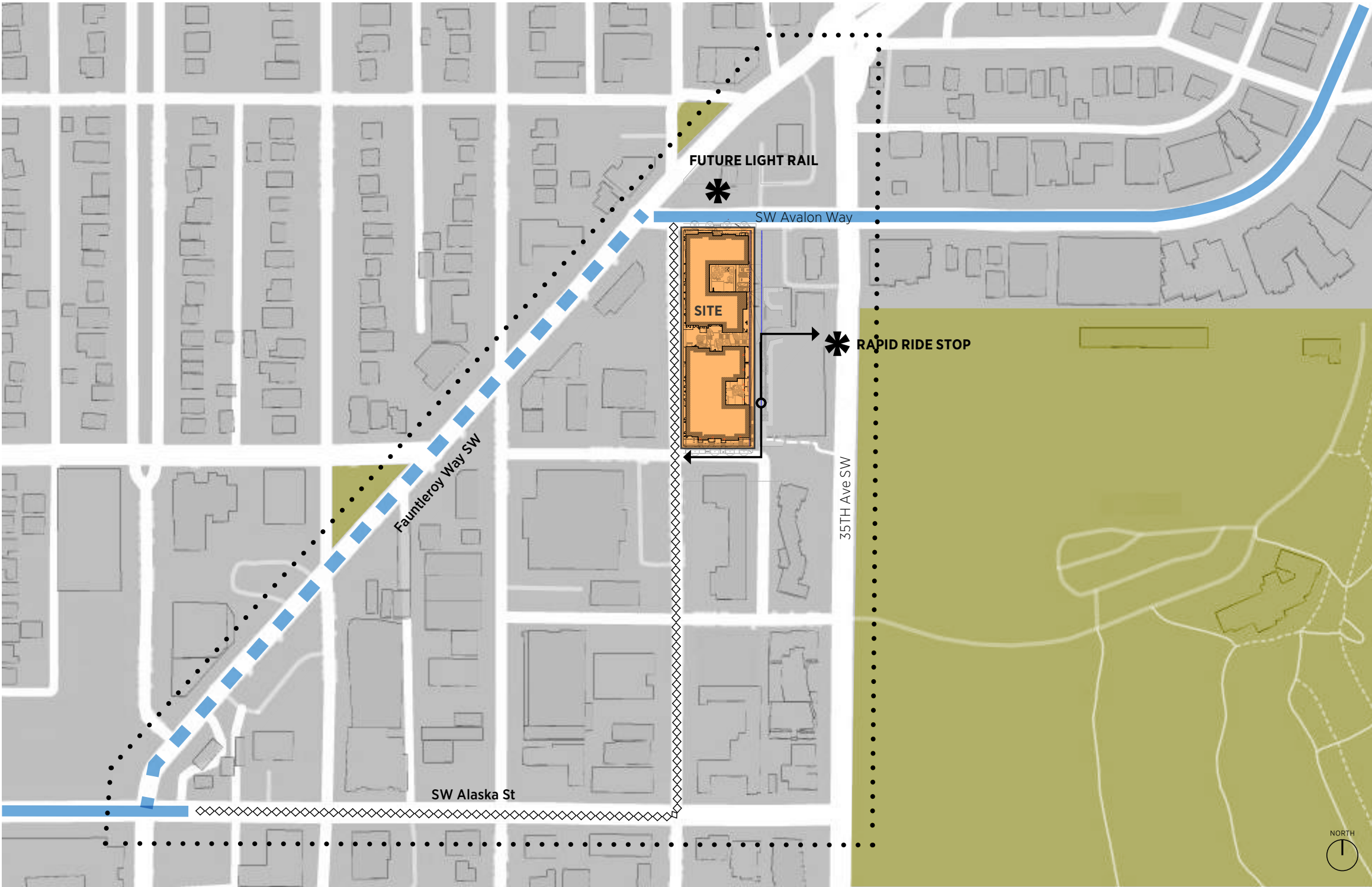
RESPONSE

With careful review, we believe the location indicated at EDG is still the best location for the bike room. While it is in the alley; it is in the pedestrian portion of the alley and provides the most direct access to the nearest dedicated bike lane on Avalon which is the main bike route for downtown commuters. The pedestrian portion of the alley has several safety features including catenary lighting, at grade units in both this project and the neighboring building which provide ‘eyes on the street’ and bollards at the through block which prevent vehicular access. Additionally, a bike runnel is proposed in the existing alley stairway leading up to Oregon.

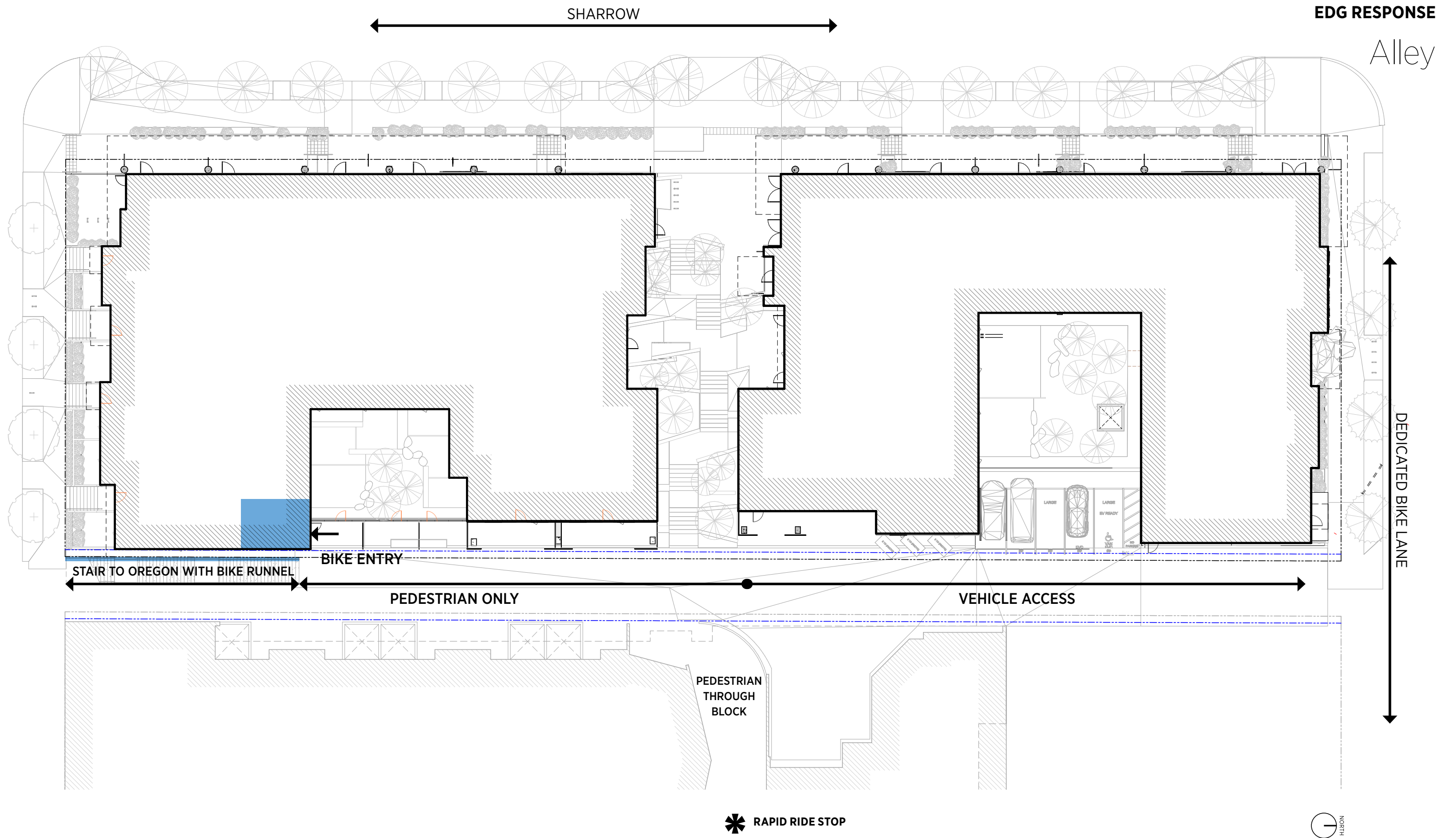
- DEDICATED BIKE LANE
- FUTURE DEDICATED BIKE LANE, 2024
- CURRENT & FUTURE SHARROW

RELEVANT DESIGN GUIDELINES

PL4.B.1 EARLY PLANNING FOR BICYCLISTS









EDG RESPONSE

Materials

BOARD GUIDANCE

a. The Board's discussion on the future materials on the building focused on the need for a restrained palette of materials. The Board generally supported the material concept and the Board requested the final material design create a strong correlation between the material application and the building's massing moves. The Board also noted the final material application should include more wood, not just wood accents as shown on conceptual images in the packet. (DC4.A.1)

RESPONSE

The material story for this project, starts on the site. Alki Lumber has been in business since 1921. There is a rich palette of textures, forms, and features from which to draw inspiration.

- 1. First and foremost we are inspired by the wood stacks, and used them as and inspiration for all three massing options. We are also interested in exploring wood and wood-like siding, playing with color texture and directionality.
- 2. We are inspired by the simple shed canopy's covering the stacks and have used them as inspiration for our retail canopies along 36th
- 3. Finally we are inspired by the barn doors and existing signage which has been part of the neighborhood character nearly 100 years.

RELEVANT DESIGN GUIDELINES

DC4.A.1 EXTERIOR FINISH MATERIALS





Materials

CERACLAD

1. CERACLAD MODERN STRIPE PEARL



2. CERACLAD RUSTIC WOOD CARAMEL



3. CERACLAD YAKISUGI CHARCOAL

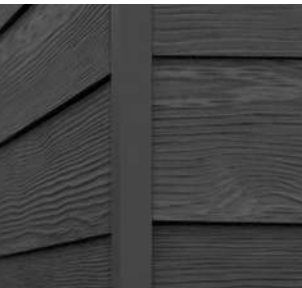


4. BOARD-FORMED CONCRETE

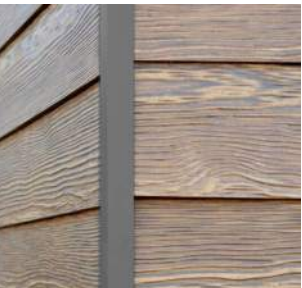


WOODTONE

5. WOODTONE BLACK



6. WOODTONE SUMMER WHEAT



7. WOODTONE WHITE RAPIDS



8. WOODTONE WHITE GRANITE



CERACLAD FLAT

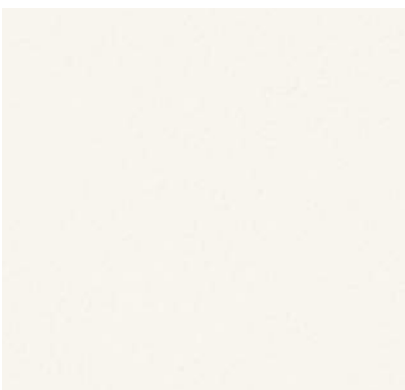
9. CERACLAD SMOOTH SUMI



10. CERACLAD SMOOTH SILVER



11. CERACLAD SMOOTH PEARL

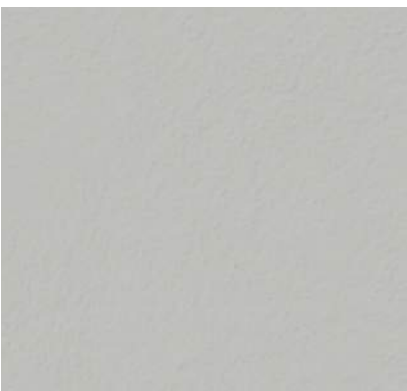


HARDIE PANEL

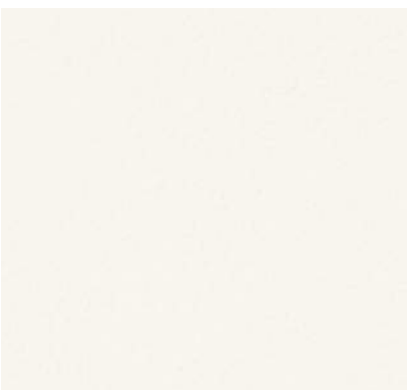
12. HARDIE PAINT TO MATCH SUMI



13. HARDIE PAINT TO MATCH SILVER



14. HARDIE PAINT TO MATCH PEARL



WINDOWS & STOREFRONT

15. ALUMINUM STOREFRONT BLACK



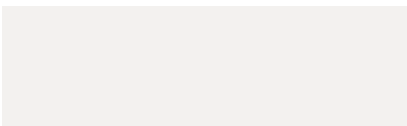
16. ALUMINUM STOREFRONT LIGHT BRONZE



17A. VINYL WINDOW SILVER



17B. VINYL WINDOW WHITE



18. VINYL WINDOW BLACK



WOOD

19. WOOD - VERTICAL WOOD SLATS



20. WOOD SIDING





EDG RESPONSE

Materials

CERACLAD

1. MODERN STRIPE PEARL



3. YAKISUGI CHARCOAL



2. RUSTIC WOOD CARAMEL



4. BOARD-FORMED CONCRETE



WOODTONE

5. BLACK



7. WHITE RAPIDS



6. SUMMER WHEAT



8. WHITE GRANITE



CERACLAD SMOOTH

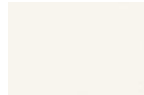
9. SUMI



10. SILVER



11. PEARL



HARDIE PANEL

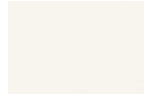
12. MATCH SUMI



13. MATCH SILVER



14. MATCH PEARL



NORTHWEST CORNER



EDG RESPONSE

Materials



SOUTHWEST CORNER

WINDOWS & STOREFRONT

15. ALUMINUM STOREFRONT BLACK



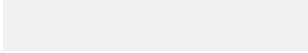
16. ALUMINUM STOREFRONT LIGHT BRONZE



17A. VINYL WINDOW SILVER



17B. VINYL WINDOW WHITE

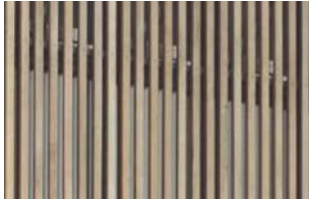


18. VINYL WINDOW BLACK

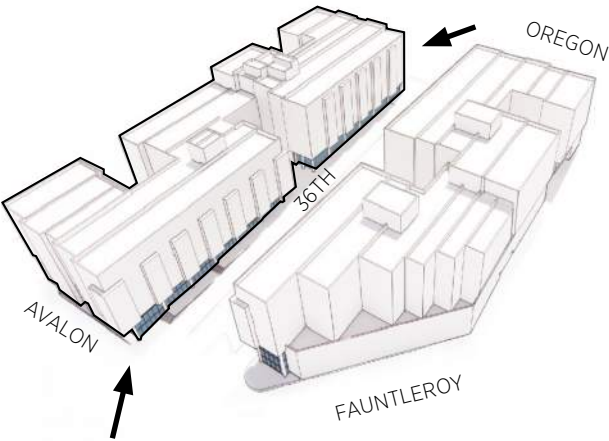


WOOD

19. WOOD - VERTICAL WOOD SLATS



20. WOOD SIDING





EDG RESPONSE

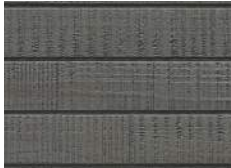
Materials

CERACLAD

1. MODERN STRIPE PEARL



3. YAKISUGI CHARCOAL



2. RUSTIC WOOD CARAMEL



4. BOARD-FORMED CONCRETE



WOODTONE

5. BLACK



7. WHITE RAPIDS



6. SUMMER WHEAT



8. WHITE GRANITE



CERACLAD SMOOTH

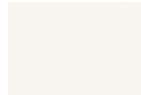
9. SUMI



10. SILVER



11. PEARL



HARDIE PANEL

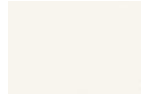
12. MATCH SUMI



13. MATCH SILVER



14. MATCH PEARL



SOUTHEAST CORNER



EDG RESPONSE

Materials



NORTHEAST CORNER

WINDOWS & STOREFRONT

15. ALUMINUM STOREFRONT BLACK



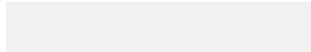
16. ALUMINUM STOREFRONT LIGHT BRONZE



17A. VINYL WINDOW SILVER



17B. VINYL WINDOW WHITE

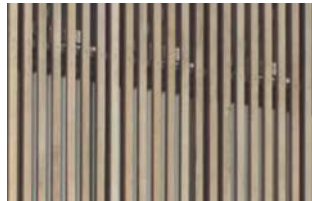


18. VINYL WINDOW BLACK

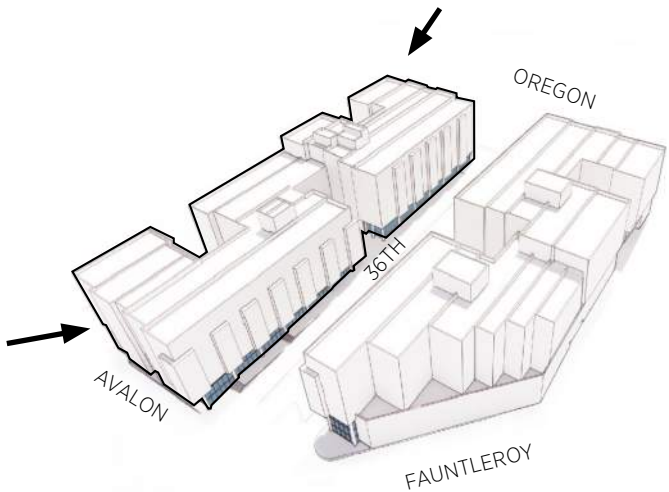


WOOD

19. WOOD - VERTICAL WOOD SLATS



20. WOOD SIDING





EDG RESPONSE

Signage

BOARD GUIDANCE

a. The Board requested the current “Lumber” sign on the building be retained if possible and be incorporate into some type of feature on the site. If the Lumber sign will be retained, the Board requested the applicant provide its location in the recommendation packet.

RESPONSE

The original Alki “LUMBER” sign will be re-purposed either on this site or on the neighboring site to the west.

A replica of the sign will be used as signage for the Alki Lumber Heritage Retail store.

RELEVANT DESIGN GUIDELINES

CS3.B.2 HISTORICAL/CULTURAL REFERENCES





Signage



REPLICA SIGN

ALTERNATE LOCATION FOR ORIGINAL SIGN



Signage





Signage

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



2 ALKI LUMBER SIGN (ALTERNATE LOCATION) / REPLICA



3 RETAIL SIGNS BY TENANTS



4 ADDRESS LOCATION SIGNS



5 RESIDENTIAL BRANDING



6 BIKE PARKING



7 RESIDENTIAL PARKING ENTRY



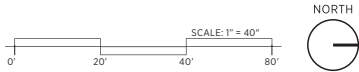
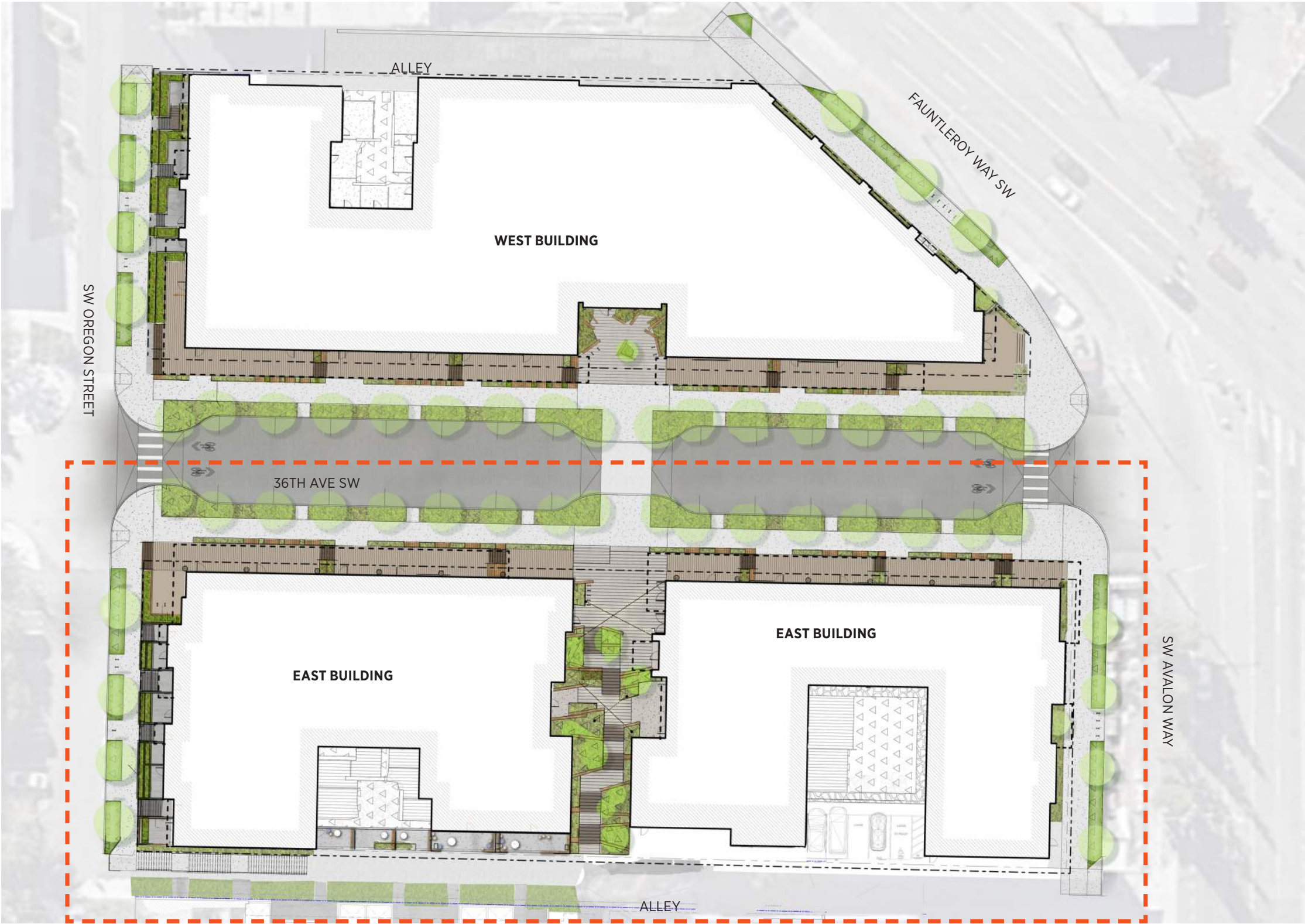


LANDSCAPE



LANDSCAPE

Overall Site Plan



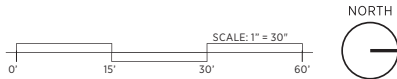
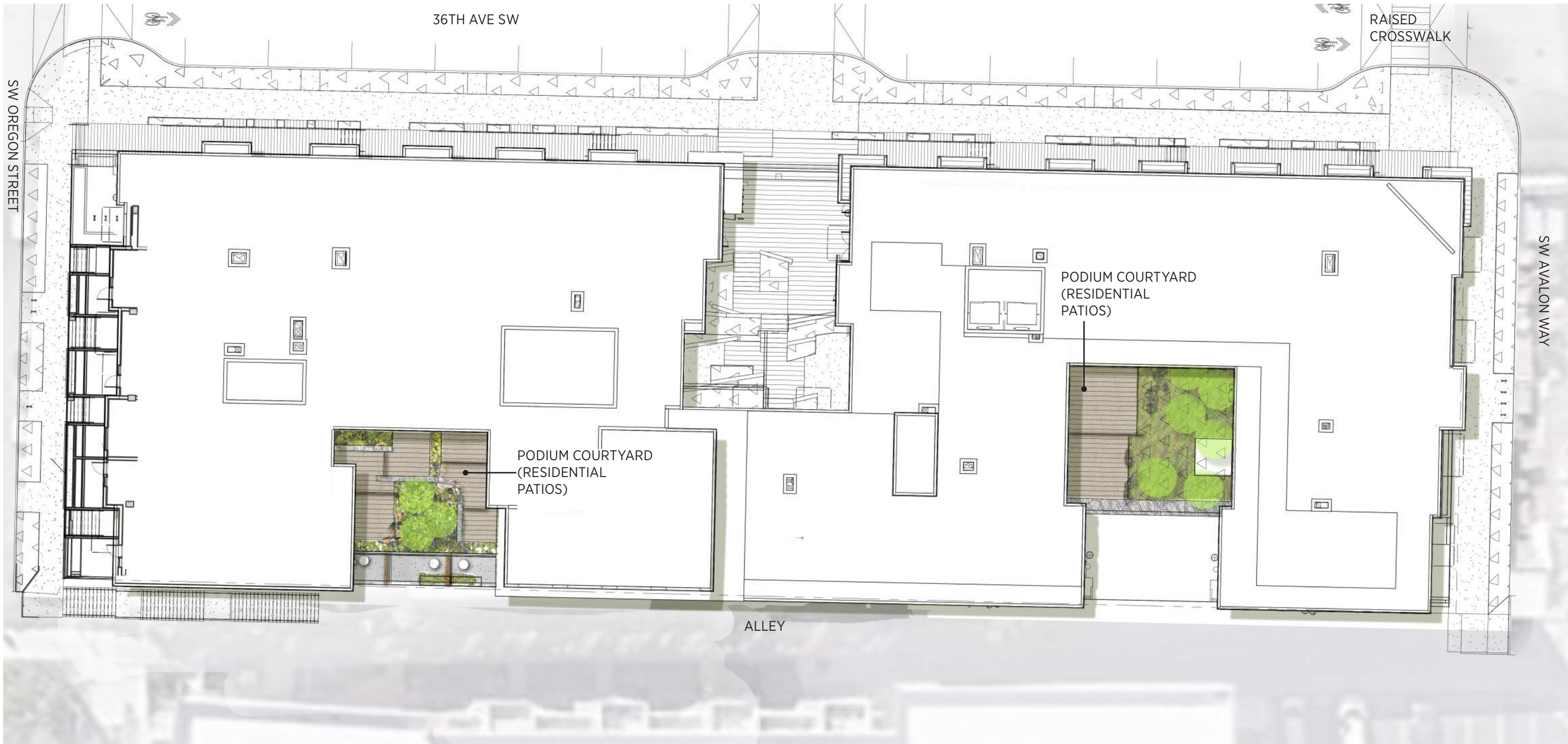






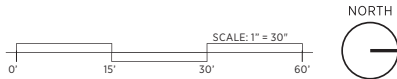
LANDSCAPE

Site Planting Character





Street Trees & Planting

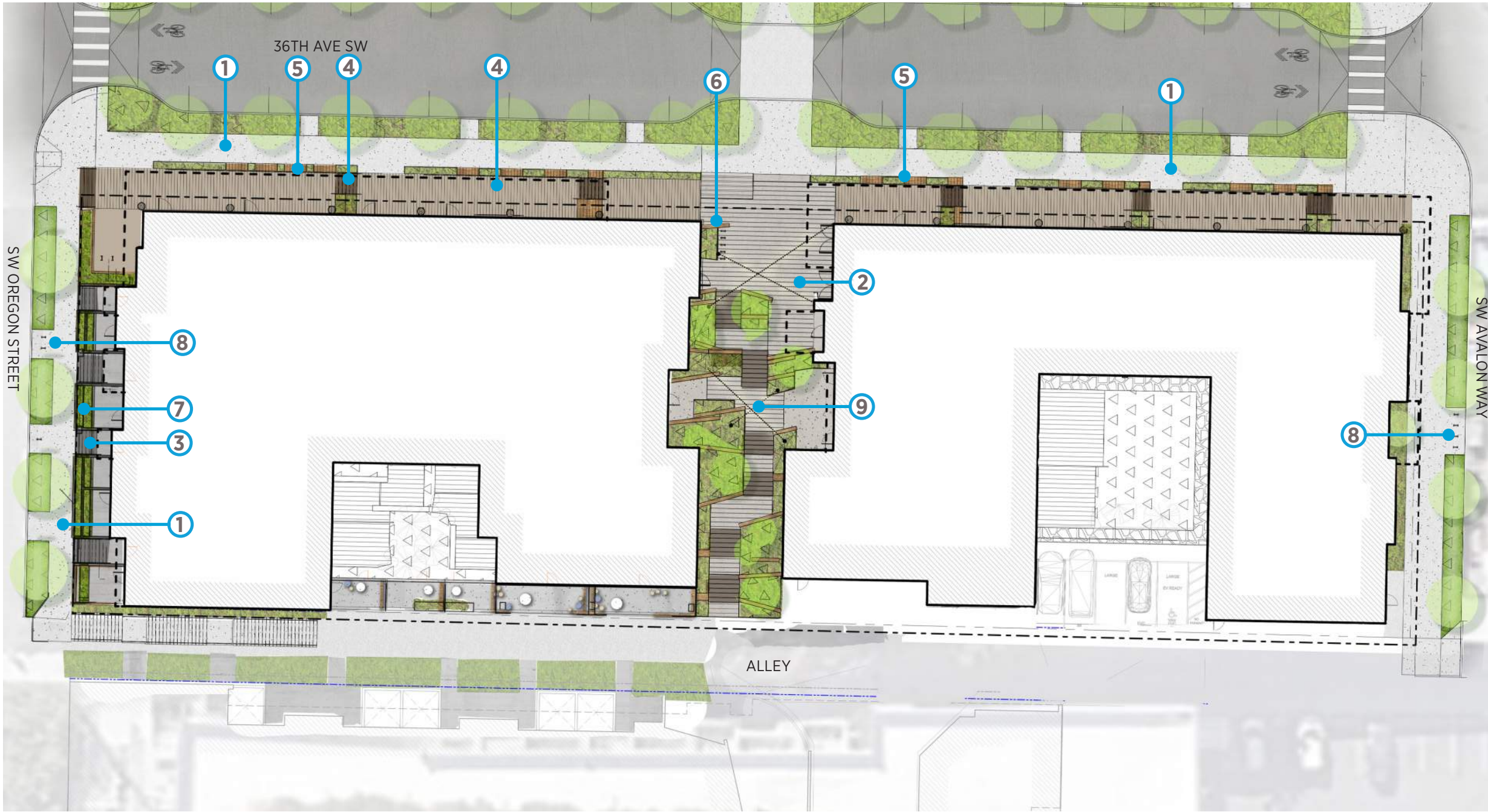




LANDSCAPE

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 & GATE
- 8 BIKE RACKS
- 9 CATENARY LIGHTING



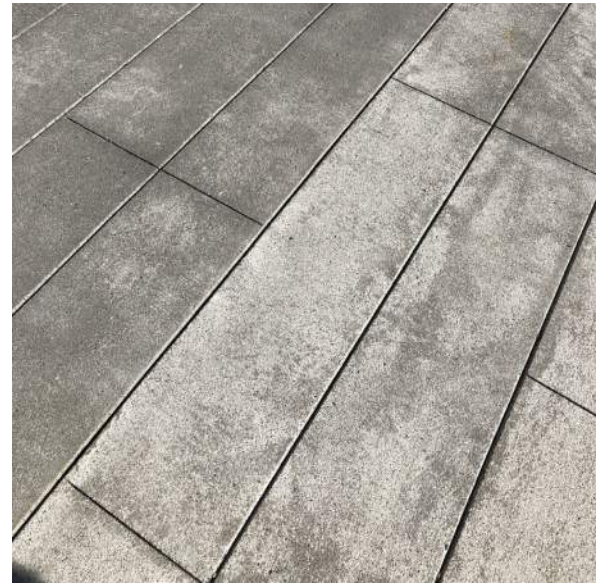




① CONCRETE SIDEWALK -  
RIGHT OF WAY



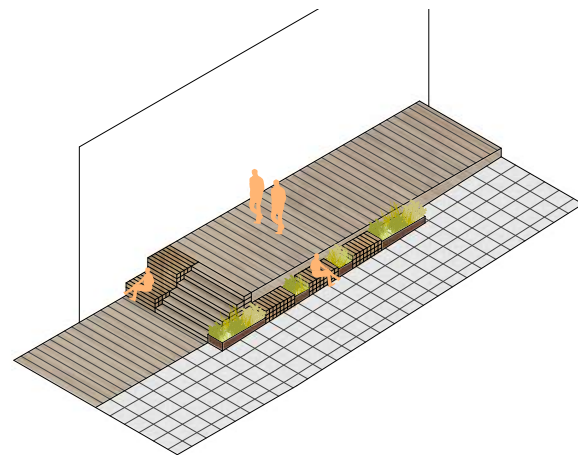
② CIP CONCRETE PAVING -  
SPECIALTY RETAIL



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



⑨ CATENARY LIGHTING

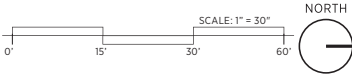


LANDSCAPE

Planting - Public Realm

PLANTING TYPES LEGEND

- STREET TREES
- STREESCAPE
- ON-SITE RETAIL PLANTINGS
- ON-SITE RESIDENTIAL PLANTINGS





Planting - Public Realm

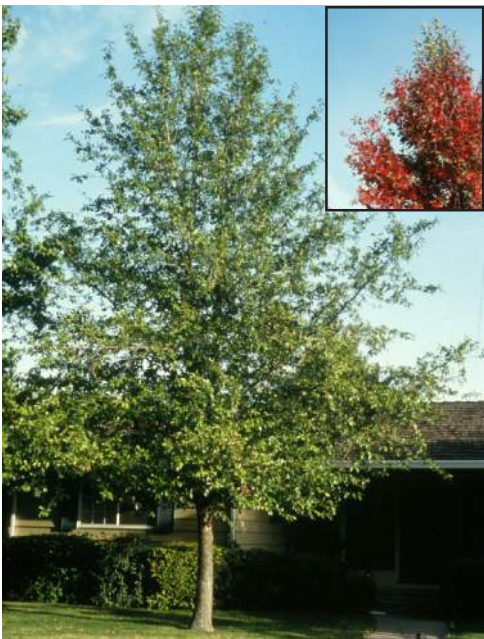


STREET TREES

- 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



Low mix of shade tolerant grasses, shrubs and ferns along street edge/back of curb and east exposures



Low mix of more sun tolerant grasses, perennials, and shrubs along street edge/back of curb at west and south exposures



Layered textures and colors in planting at shy zone.



Layered planting for bioretention.



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



1 PAVERS



2 DECKING



3 RAISED PLANTERS



4 BUILT-IN FURNISHINGS



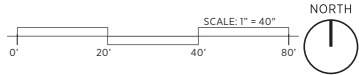
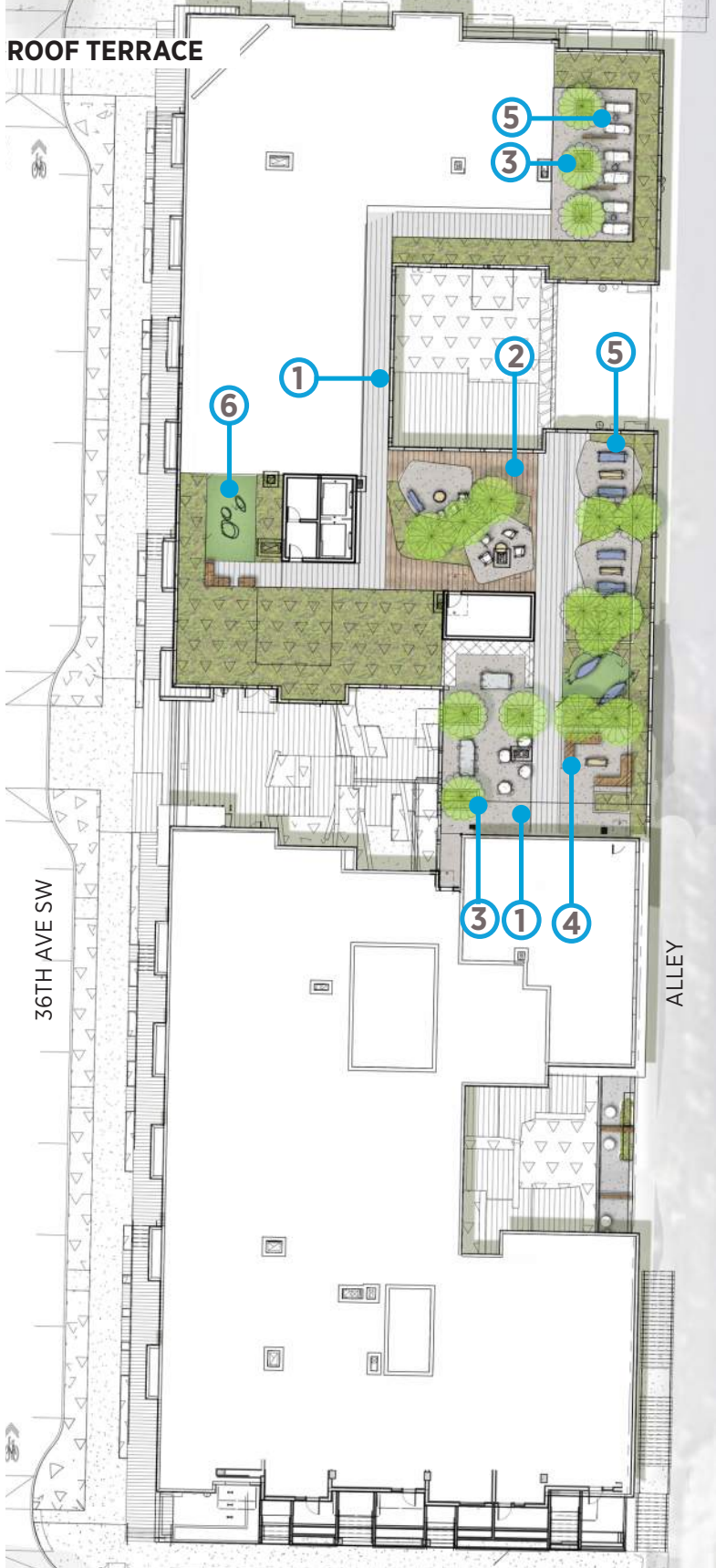
5 MOVEABLE FURNISHINGS



6 DOG AREA



- 1 PAVERS
- 2 DECKING
- 3 RAISED PLANTERS
- 4 BUILT-IN FURNISHINGS
- 5 MOVEABLE FURNISHINGS
- 6 DOG AREA





LANDSCAPE

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 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

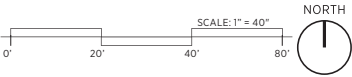


Grasses and perennials with textural contrast



**PLANTING TYPES LEGEND**

PODIUM & ROOF TERRACE PLANTINGS





# BUILDING DOCUMENTATION



BUILDING DOCUMENTATION

West Elevation



CERACLAD

1. CERACLAD MODERN STRIPE PEARL



3. CERACLAD YAKISUGI CHARCOAL



2. CERACLAD RUSTIC WOOD CARAMEL



4. BOARD-FORMED CONCRETE



WOODTONE

5. WOODTONE BLACK



7. WOODTONE WHITE RAPIDS



6. WOODTONE SUMMER WHEAT

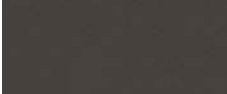


8. WOODTONE WHITE GRANITE



CERACLAD FLAT

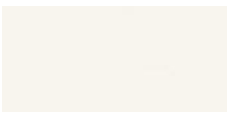
9. CERACLAD SMOOTH SUMI



10. CERACLAD SMOOTH SILVER

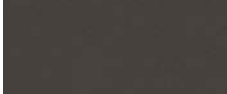


11. CERACLAD SMOOTH PEARL



HARDIE PANEL

12. PAINT TO MATCH SUMI



13. PAINT TO MATCH SILVER



14. PAINT TO MATCH PEARL



WINDOWS & STOREFRONT

15. ALUMINUM STOREFRONT BLACK



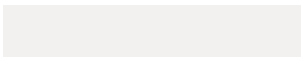
16. ALUMINUM STOREFRONT LIGHT BRONZE



17A. VINYL WINDOW SILVER



17B. VINYL WINDOW WHITE



18. VINYL WINDOW BLACK

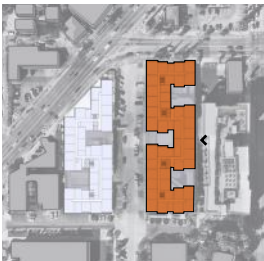


WOOD

19. WOOD - VERTICAL WOOD SLATS



20. WOOD SIDING





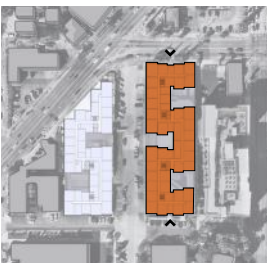
North & South Elevations



NORTH ELEVATION



SOUTH ELEVATION





BUILDING DOCUMENTATION

East Elevation



CERACLAD

1. CERACLAD MODERN STRIPE PEARL



2. CERACLAD RUSTIC WOOD CARAMEL



3. CERACLAD YAKISUGI CHARCOAL



4. BOARD-FORMED CONCRETE



WOODTONE

5. WOODTONE BLACK



6. WOODTONE SUMMER WHEAT



7. WOODTONE WHITE RAPIDS



8. WOODTONE WHITE GRANITE



CERACLAD FLAT

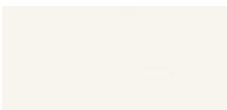
9. CERACLAD SMOOTH SUMI



10. CERACLAD SMOOTH SILVER



11. CERACLAD SMOOTH PEARL



HARDIE PANEL

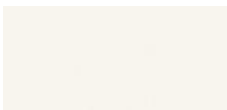
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13. PAINT TO MATCH SILVER



14. PAINT TO MATCH PEARL



WINDOWS & STOREFRONT

15. ALUMINUM STOREFRONT BLACK



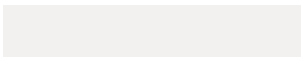
16. ALUMINUM STOREFRONT LIGHT BRONZE



17A. VINYL WINDOW SILVER



17B. VINYL WINDOW WHITE



18. VINYL WINDOW BLACK

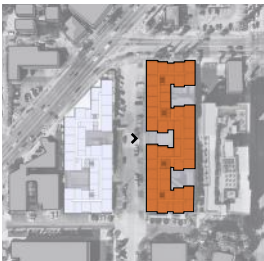


WOOD

19. WOOD - VERTICAL WOOD SLATS



20. WOOD SIDING





Central Courtyard Elevations



NORTH ELEVATION

EAST ELEVATION

SOUTH ELEVATION



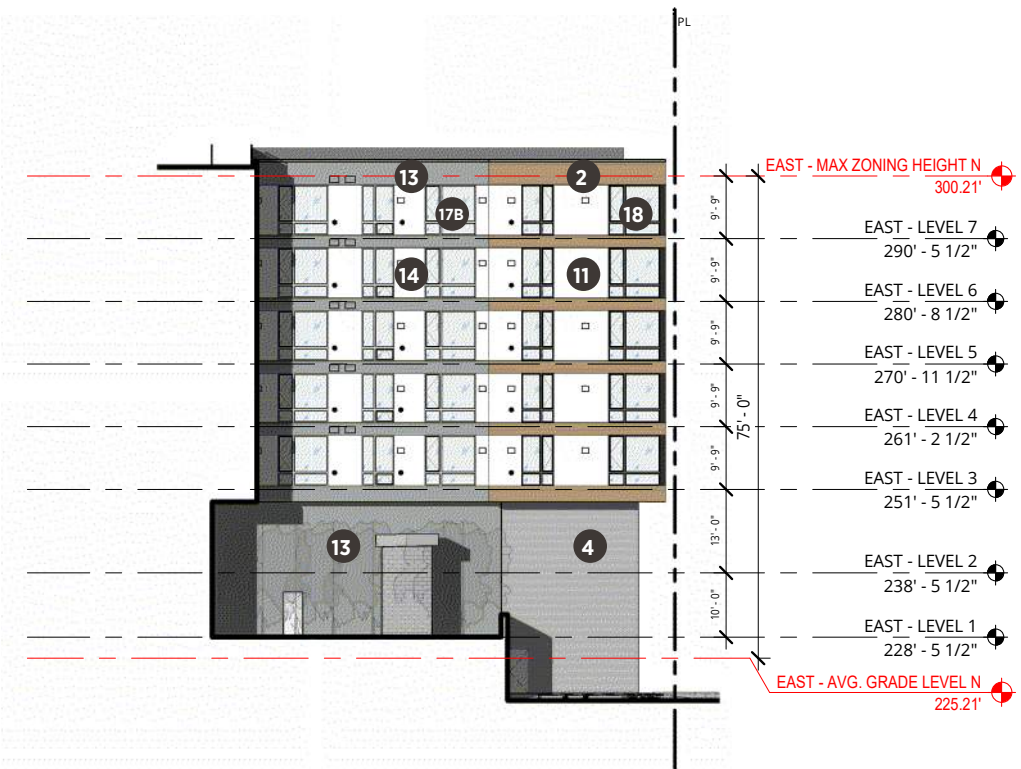


BUILDING DOCUMENTATION

North Courtyard Elevations



NORTH ELEVATION



SOUTH ELEVATION

CERACLAD

1. CERACLAD MODERN STRIPE PEARL



3. CERACLAD YAKISUGI CHARCOAL



2. CERACLAD RUSTIC WOOD CARAMEL



4. BOARD-FORMED CONCRETE



WOODTONE

5. WOODTONE BLACK



7. WOODTONE WHITE RAPIDS



6. WOODTONE SUMMER WHEAT



8. WOODTONE WHITE GRANITE



CERACLAD FLAT

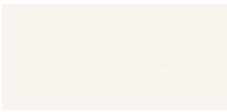
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10. CERACLAD SMOOTH SILVER



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



17. VINYL WINDOW SILVER



18. VINYL WINDOW BLACK

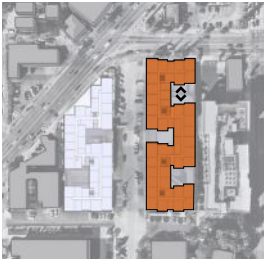


WOOD

19. WOOD - VERTICAL WOOD SLATS



20. WOOD SIDING

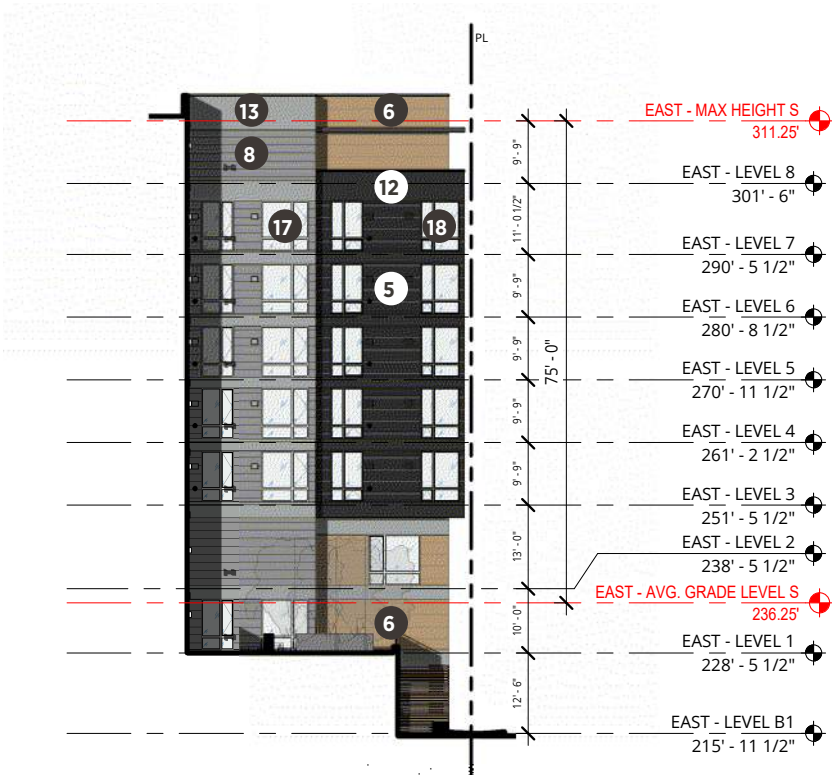




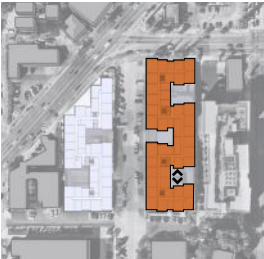
South Courtyard Elevations



NORTH ELEVATION



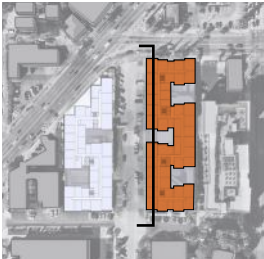
SOUTH ELEVATION





BUILDING DOCUMENTATION

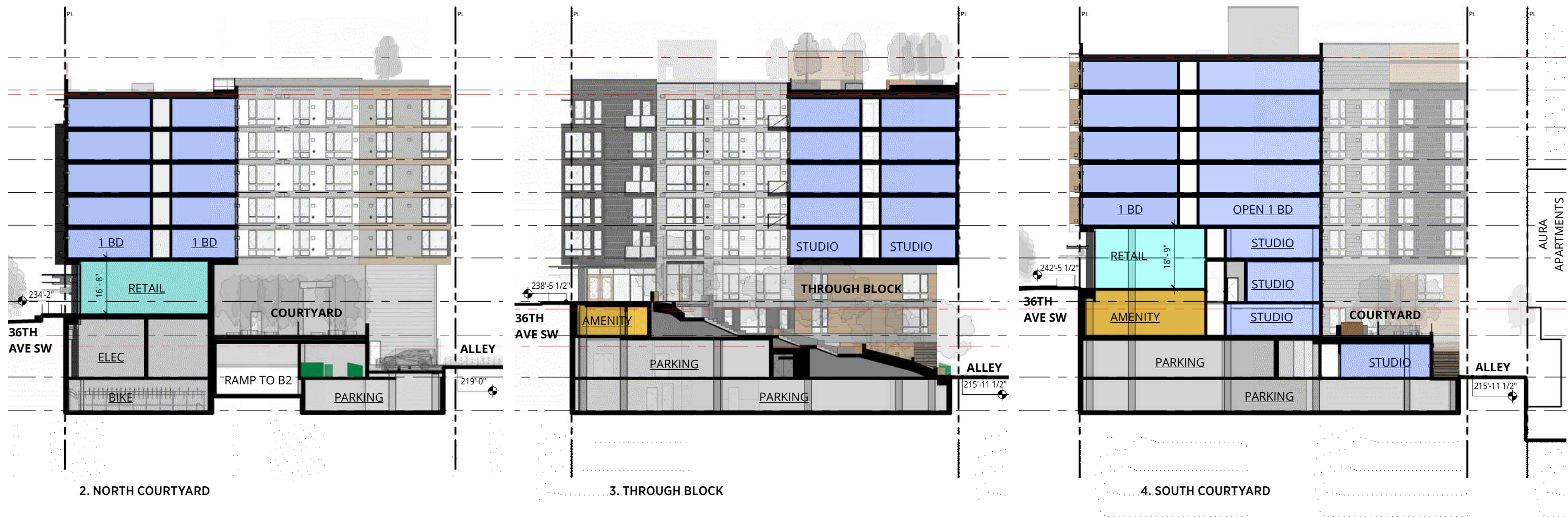
North - South Section



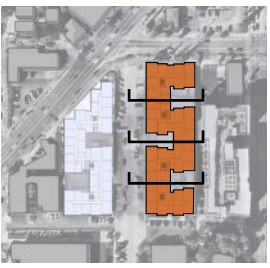


# BUILDING DOCUMENTATION

## East-West Sections



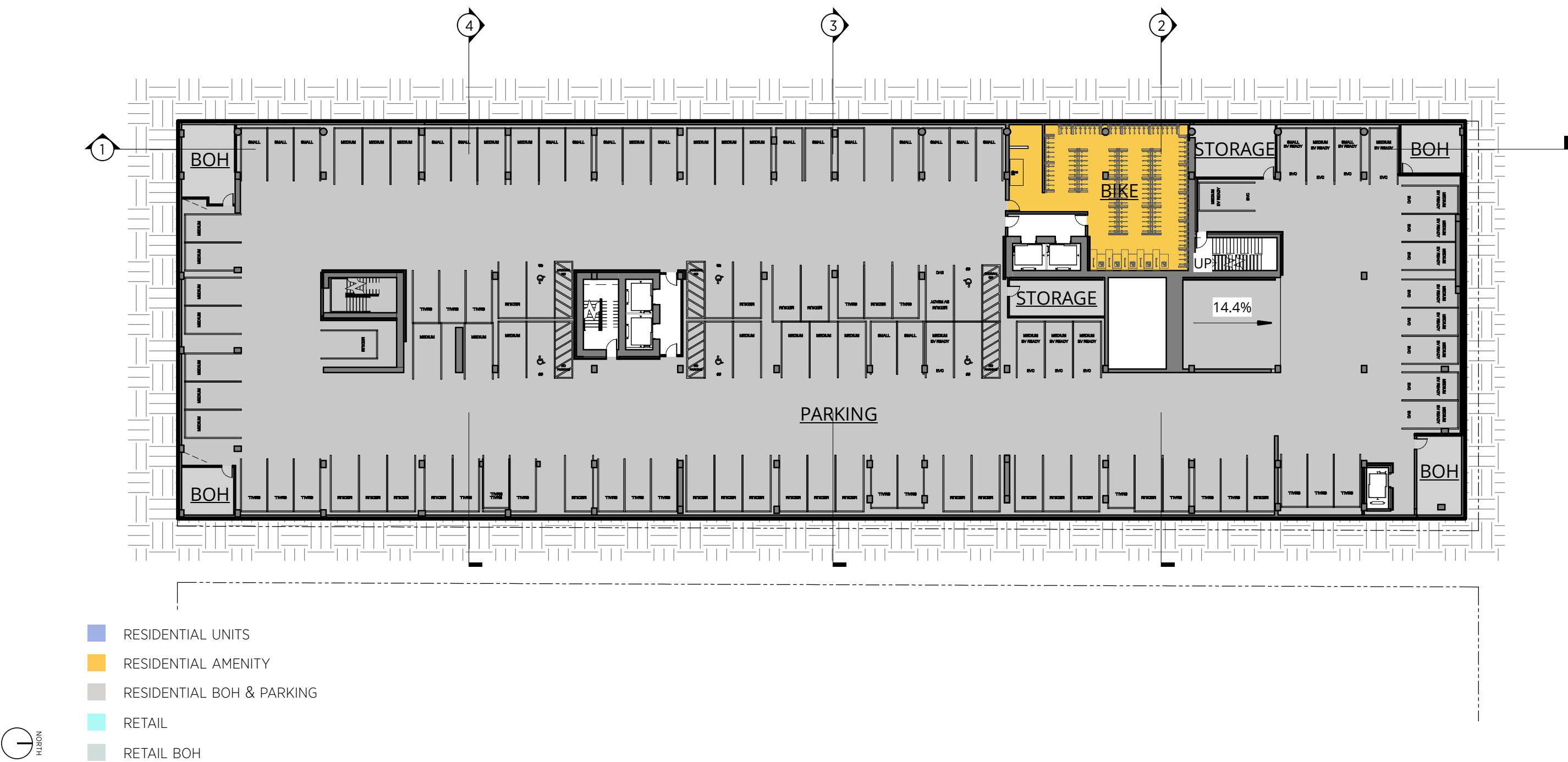
- RESIDENTIAL UNITS
- RESIDENTIAL AMENITY
- RESIDENTIAL BOH & PARKING
- RETAIL
- RETAIL BOH





BUILDING DOCUMENTATION

Level B2



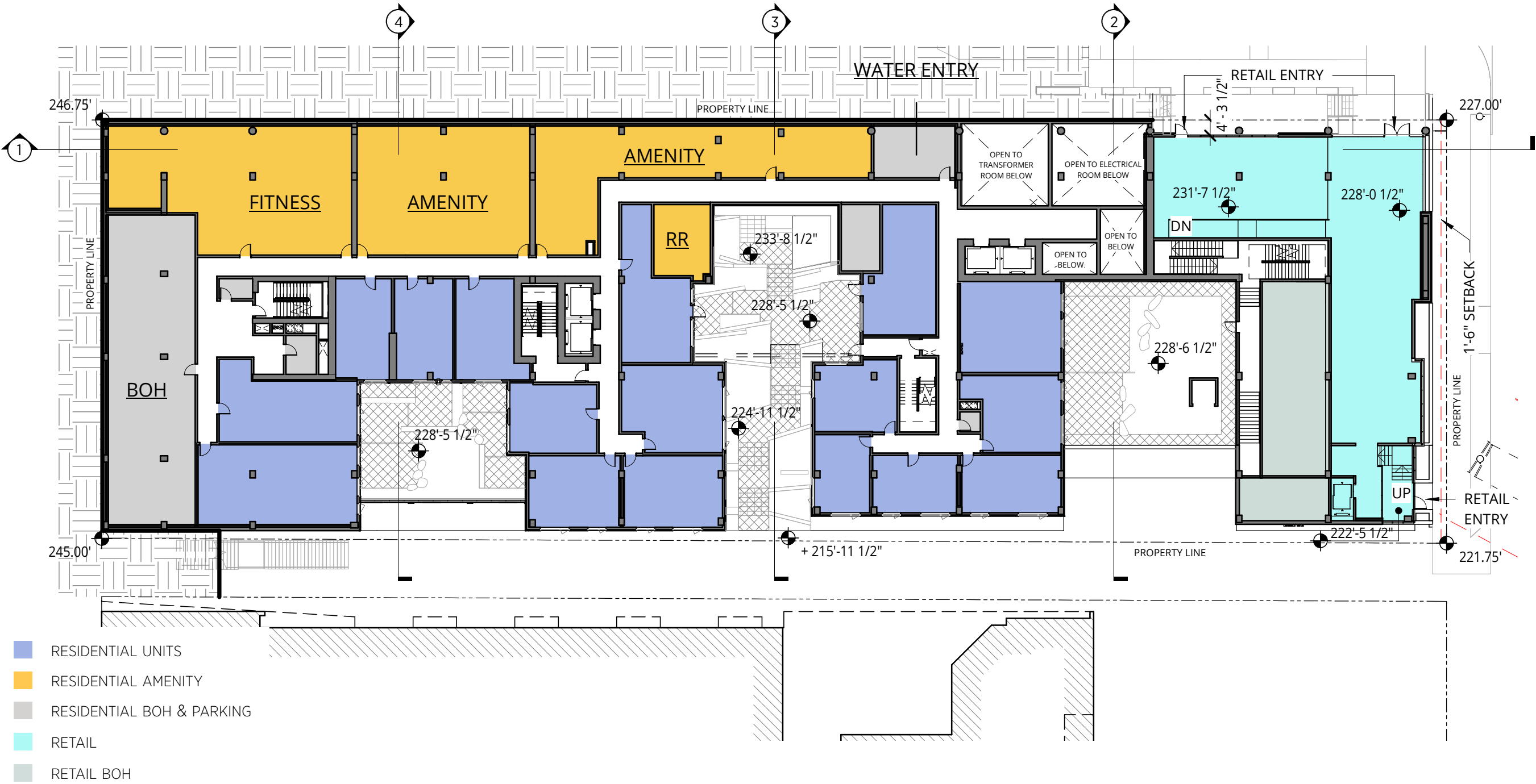






BUILDING DOCUMENTATION

Level 1









BUILDING DOCUMENTATION

Level 3







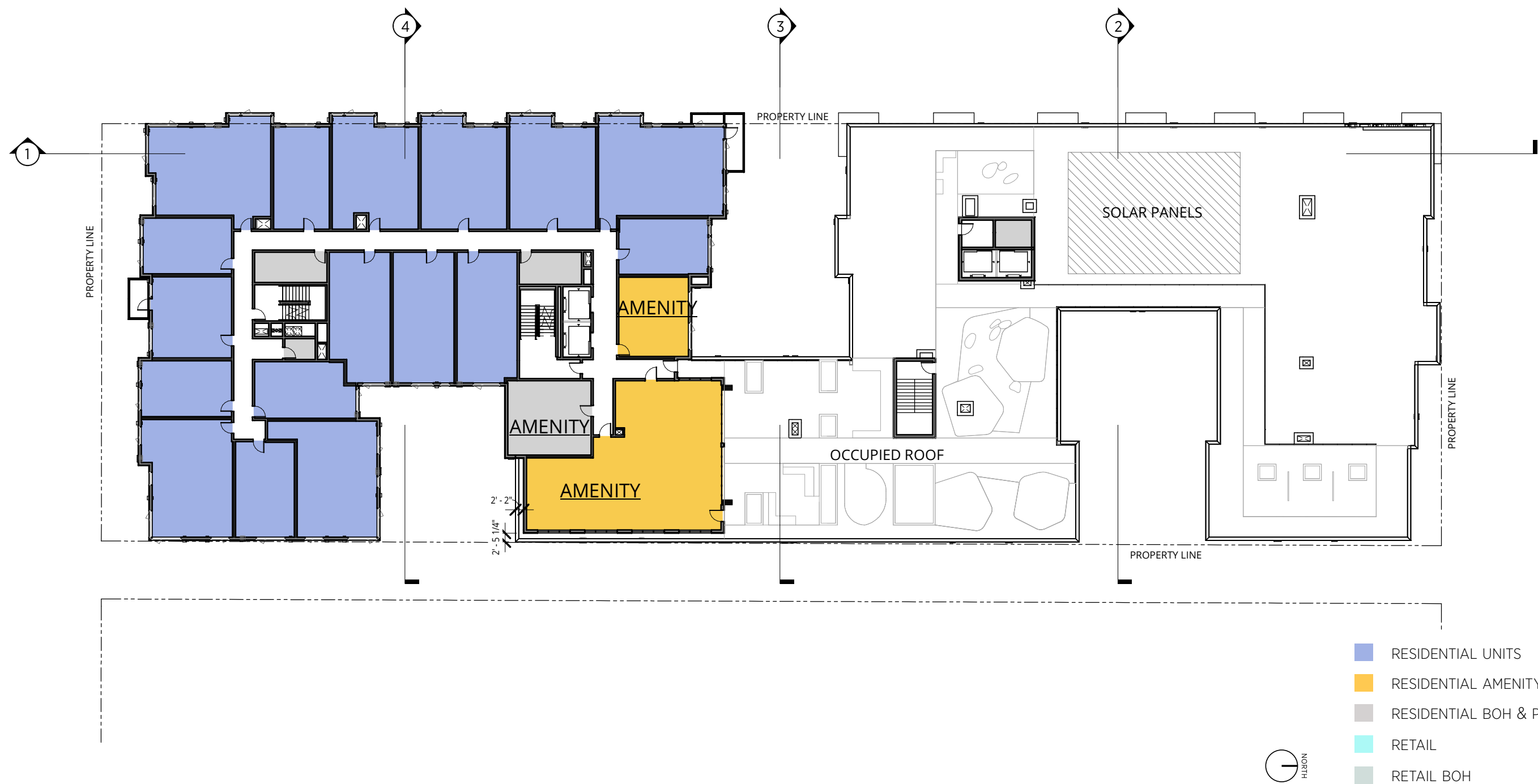


BUILDING DOCUMENTATION

Level 7

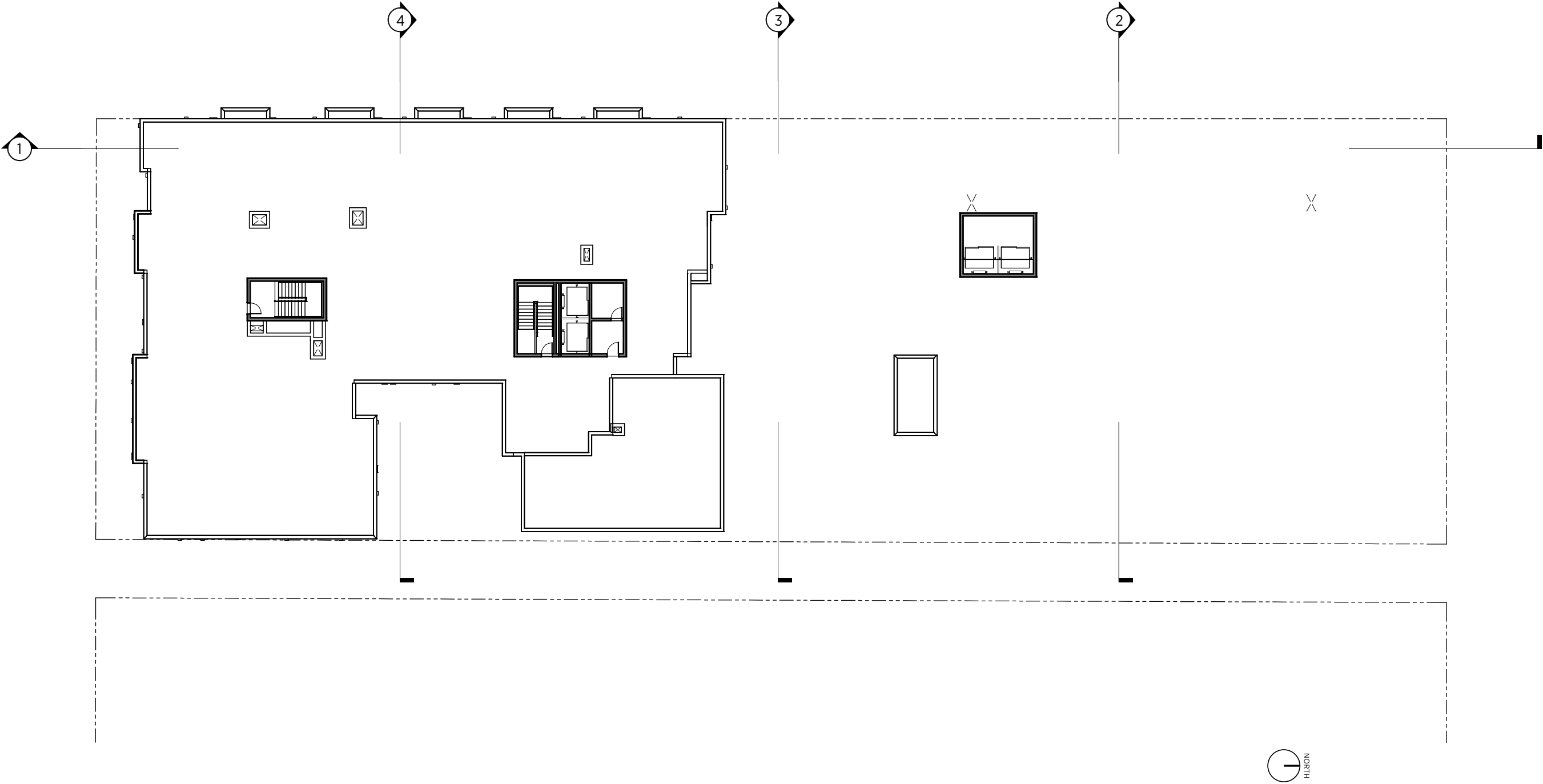








Roof Level





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



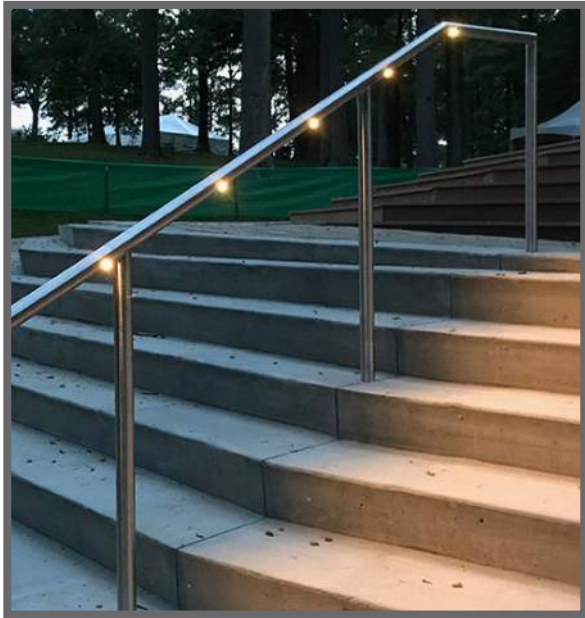
**3 Decorative Wall Sconce-**  
Decorative sconce at residential unit entry doors. WAC Lighting- MOD



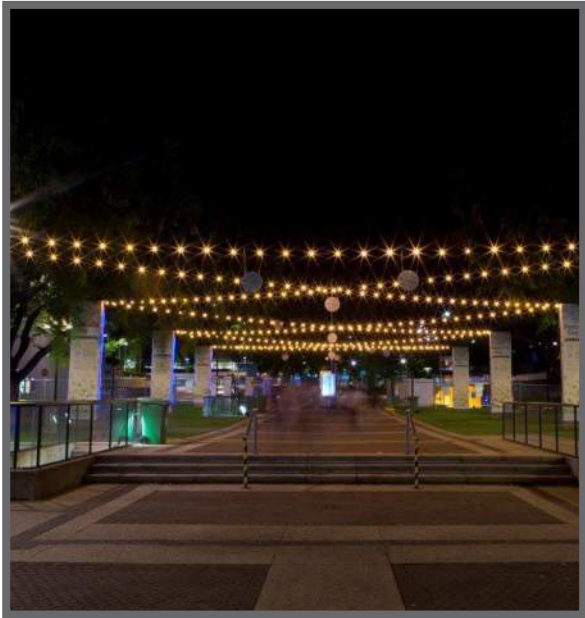
**4 Tree Uplights-**  
In-grade adjustable uplights to accent landscape features. WAC Lighting- 5032



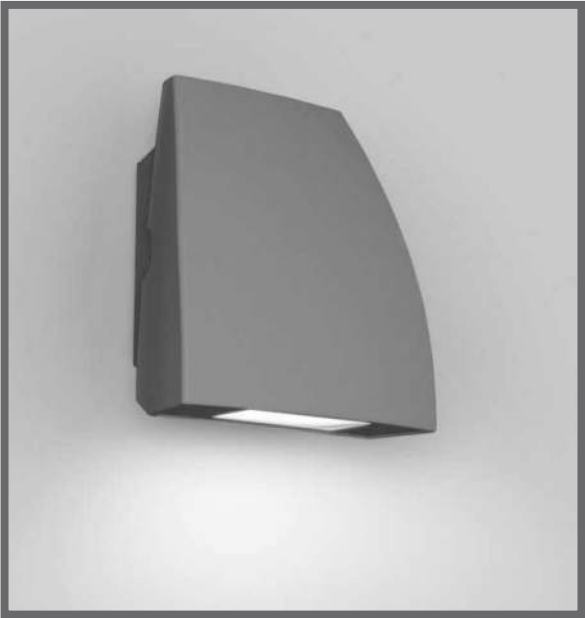
**5 Linear Canopy Lights-**  
Recessed linear lights at wood soffit canopies. Finelite- HP-4 WL R



**6 Handrail Lights-**  
Recessed puck lights in handrail. Alphabet- ZETA750 SNAP



**7 Strand Lights-**  
Suspended strand lights over through block and alley. Targetti- DURALED CABLE



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







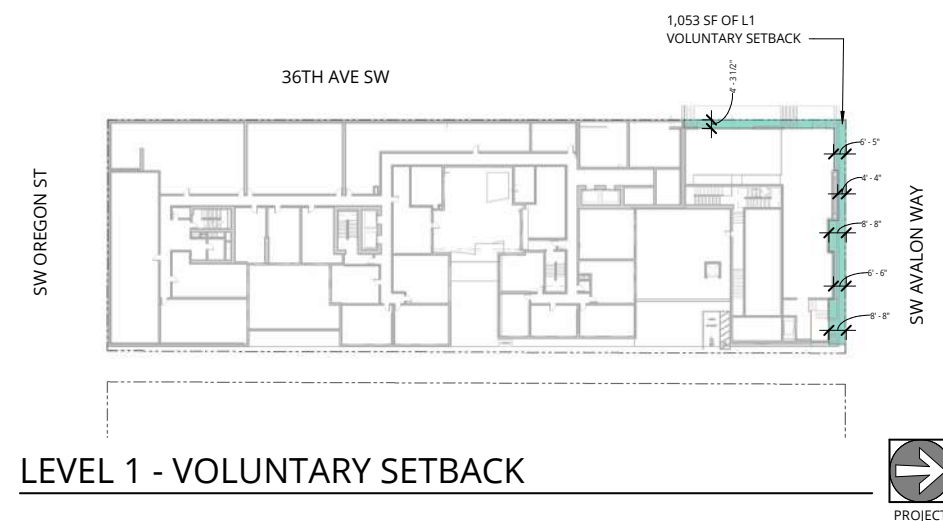
# DEPARTURES



## Departure 1 - Upper-Level Setback

No more than 20% of the structure that must be setback may be less than 5 ft.

## PL2.II PEDESTRIAN OPEN SPACES [WS]



**LEVEL 8 - DEPARTURE**

SW OREGON ST

SW AVALLON WAY

ALLEY

36TH AVE SW

400 SF (8' AVG SETBACK PROVIDED)

1,478 SF (8' AVG SETBACK NOT PROVIDED)

8' - 0" REQ'D AVG SETBACK

PER SMC 23.47A.014.C.3, UP TO 15' SET BACK CONSIDERED IN AVERAGE

187' - 0"

160' - 4"

14' - 8"

12' - 0"

14' - 0"

10' - 6 1/2"

13' - 1"

10' - 1 1/2"

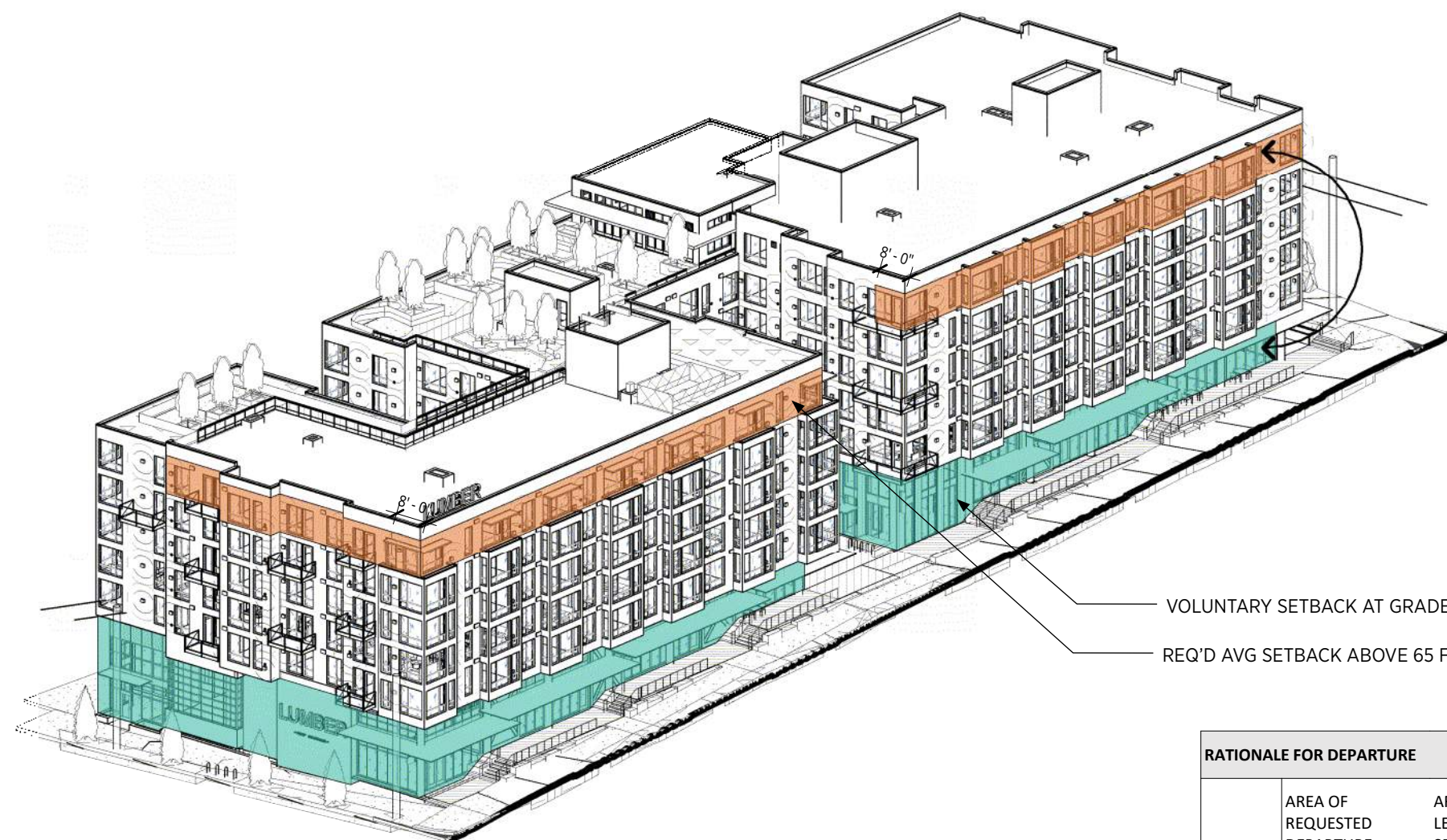
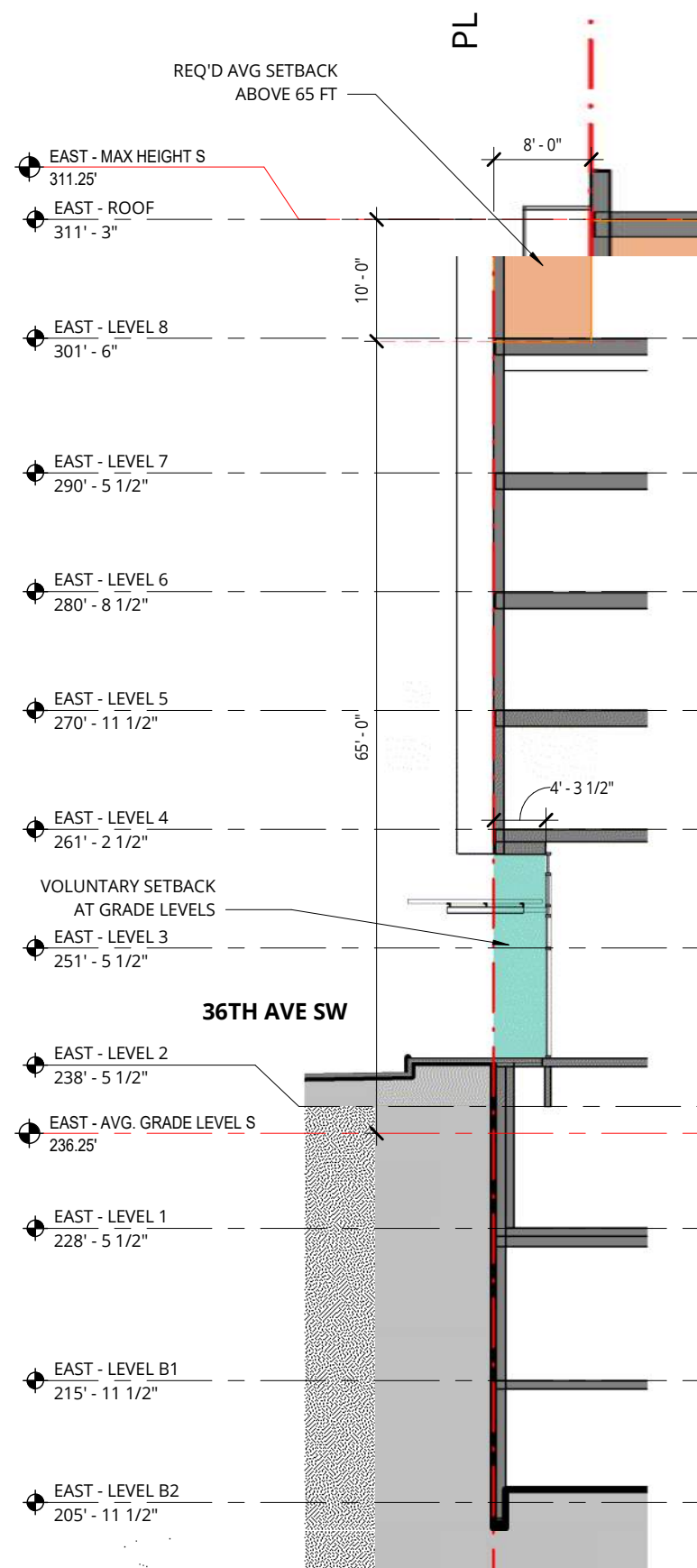
13' - 2"

8' - 0" REQ'D AVG SETBACK IS PROVIDED

PROJECT



## Departure 1 Upper-Level Setback



RATIONALE FOR DEPARTURE		
	AREA OF REQUESTED DEPARTURE	AREA OF GROUND LEVEL VOLUNTARY SETBACK
L8	1078 SF	
L7	864 SF	
L6		-
L5		-
L4		-
L3		2556 SF
L2		4089 SF
L1		1051 SF
	1942 SF	7696 SF



DEPARTURES

Departure 2 & 3 - Blank Facade & Transparency

CODE:

SMC 23.47A.008.A2 BLANK FACADES  
Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.

REQUESTED DEPARTURE:

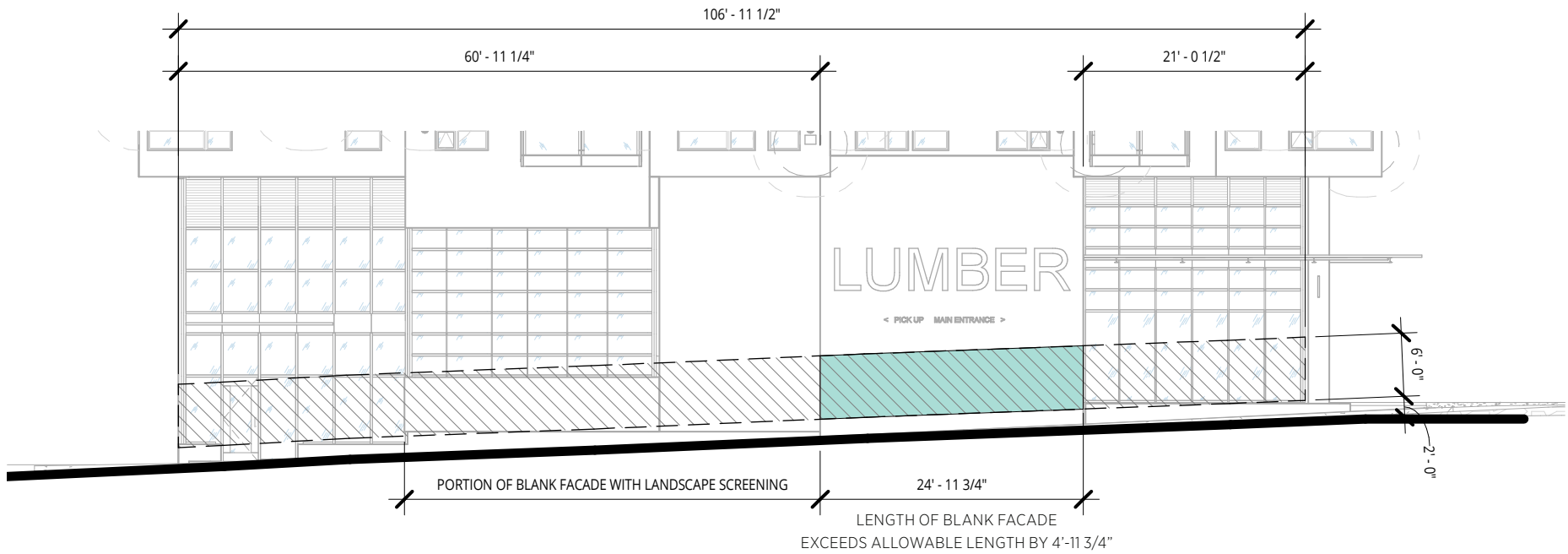
A departure is requested to allow a blank wall that is 24'-11 3/4", exceeding the allowable blank wall length by 4' 11-3/4"

RATIONALE:

The design of the Avalon Way facade features a collage of materials, textures, colors and modulation. The design with the departure better supports the design guidelines because the portion of blank facade, not only covers the required length of a shear wall, but is also integral to the composition of the over-all facade.

RELEVANT DESIGN GUIDELINES:

- DC1.A ARRANGEMENT OF INTERIOR USES
- DC2.B ARCHITECTURAL & FACADE COMPOSITION
- DC4.A EXTERIOR ELEMENTS & FINISHES



CODE:

SMC 23.47A.008 .B2 TRANSPARENCY  
Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.

REQUESTED DEPARTURE:

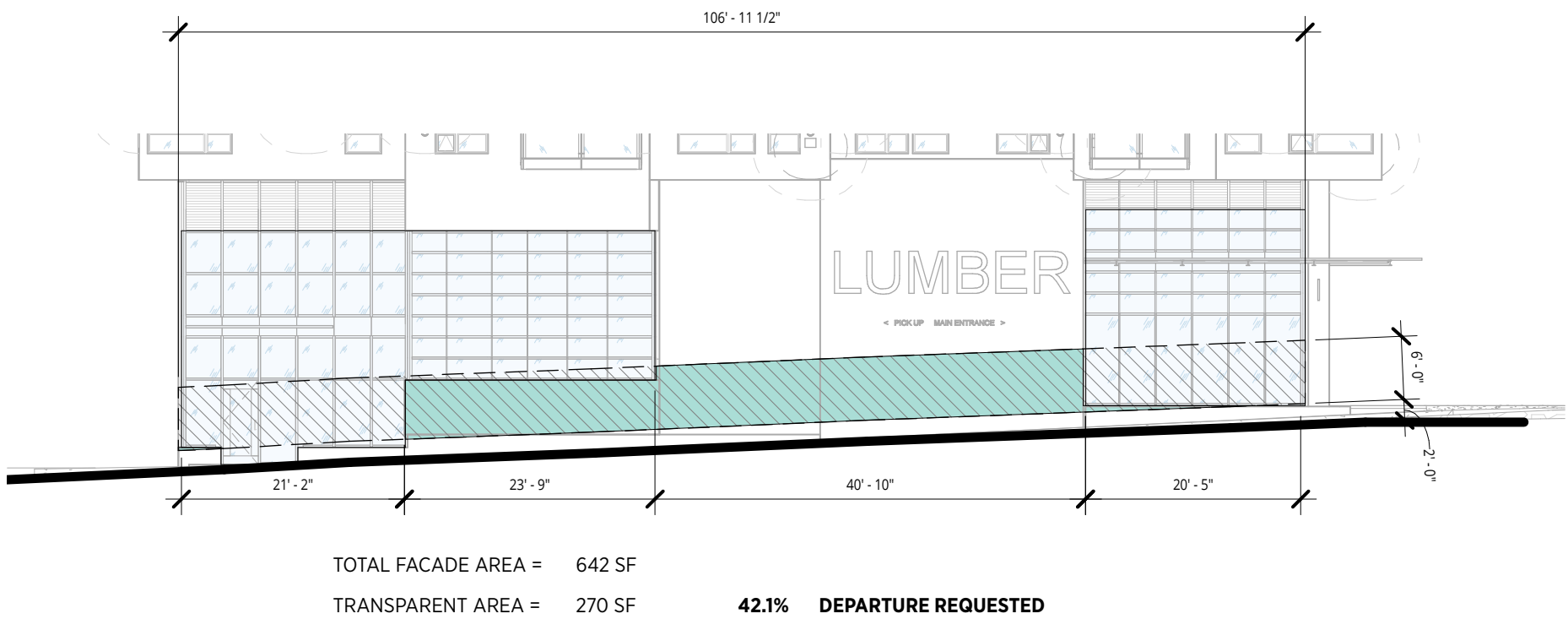
A departure is requested to reduce the area of transparency from 60% to 42.1%

RATIONALE:

The Avalon Way street-level facade features a high degree of transparency, with the corner retail entires on the alley and on 36th being 100% transparent from 2' and 8' above the walking surface. The areas that are not transparent are either part of a shear wall or are part of the floor level transition along this sloping facade. Portions of the blank facade are screened with landscaping, and the non-screened portion is detailed with board formed concrete that is part of the material collage on this facade and provides a prominent place for the Alki Lumber replica sign. The design with the departure better supports the design guidelines because the overall look of the design is well composed and provides opportunities for pedestrian engagement.

RELEVANT DESIGN GUIDELINES:

- DC1.A ARRANGEMENT OF INTERIOR USES
- DC2.B ARCHITECTURAL & FACADE COMPOSITION
- PL3.A.1.B RETAIL ENTRIES









# APPENDIX



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.



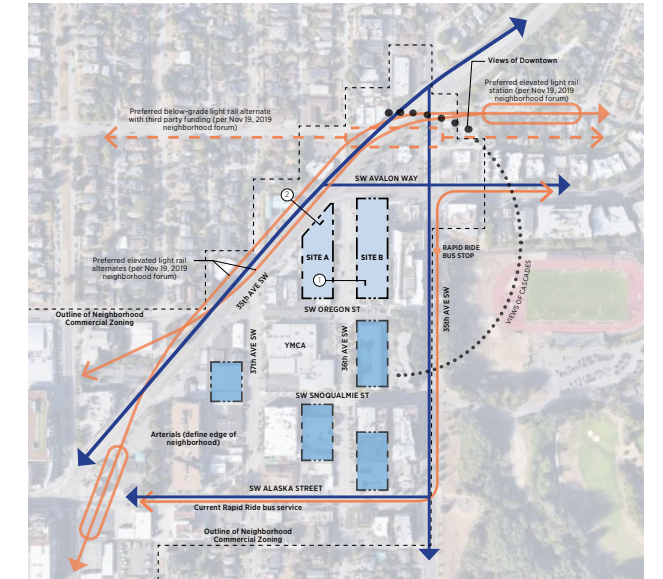
## CS2 URBAN PATTERN AND FORM

## 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.

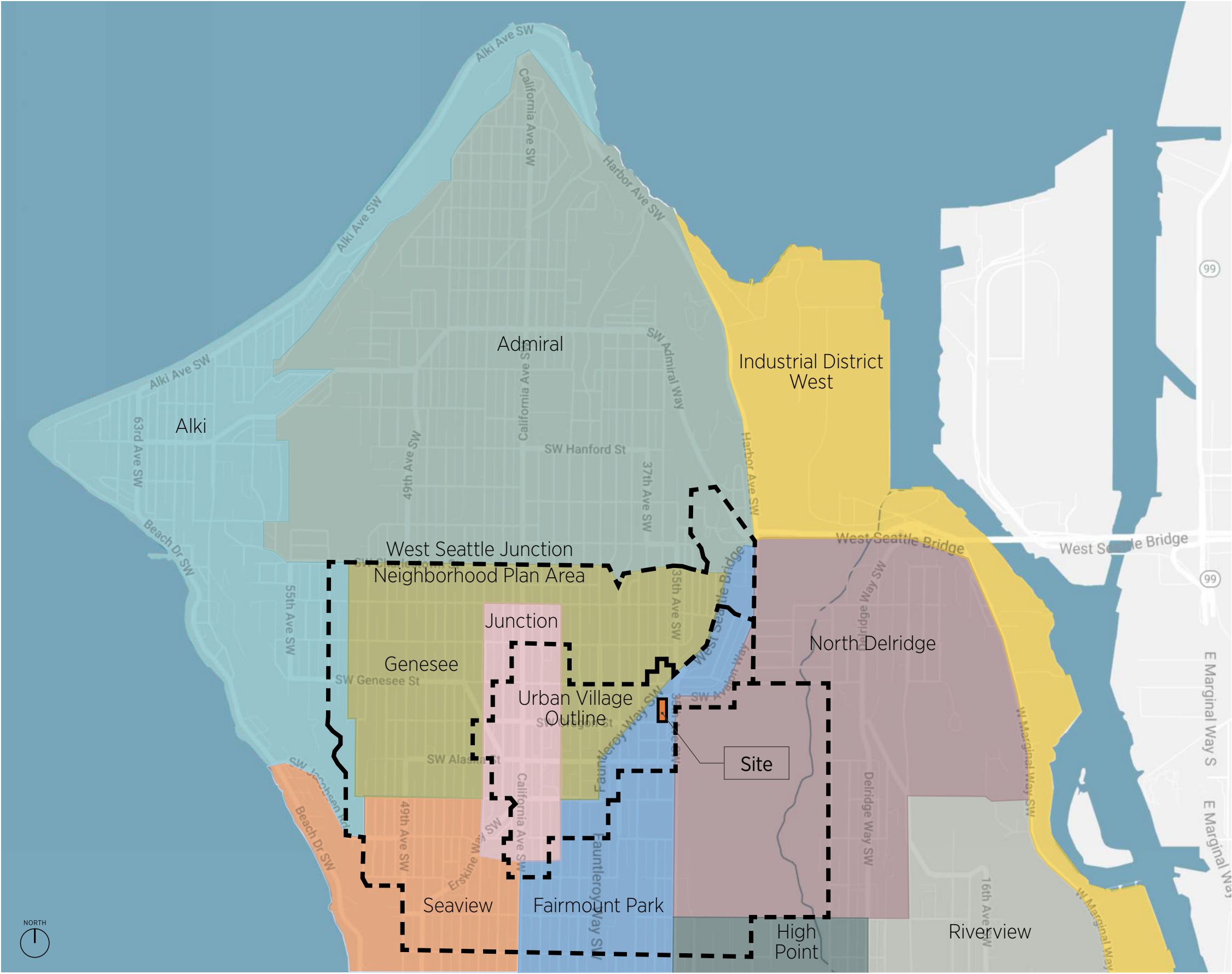


APPENDIX

Neighborhoods

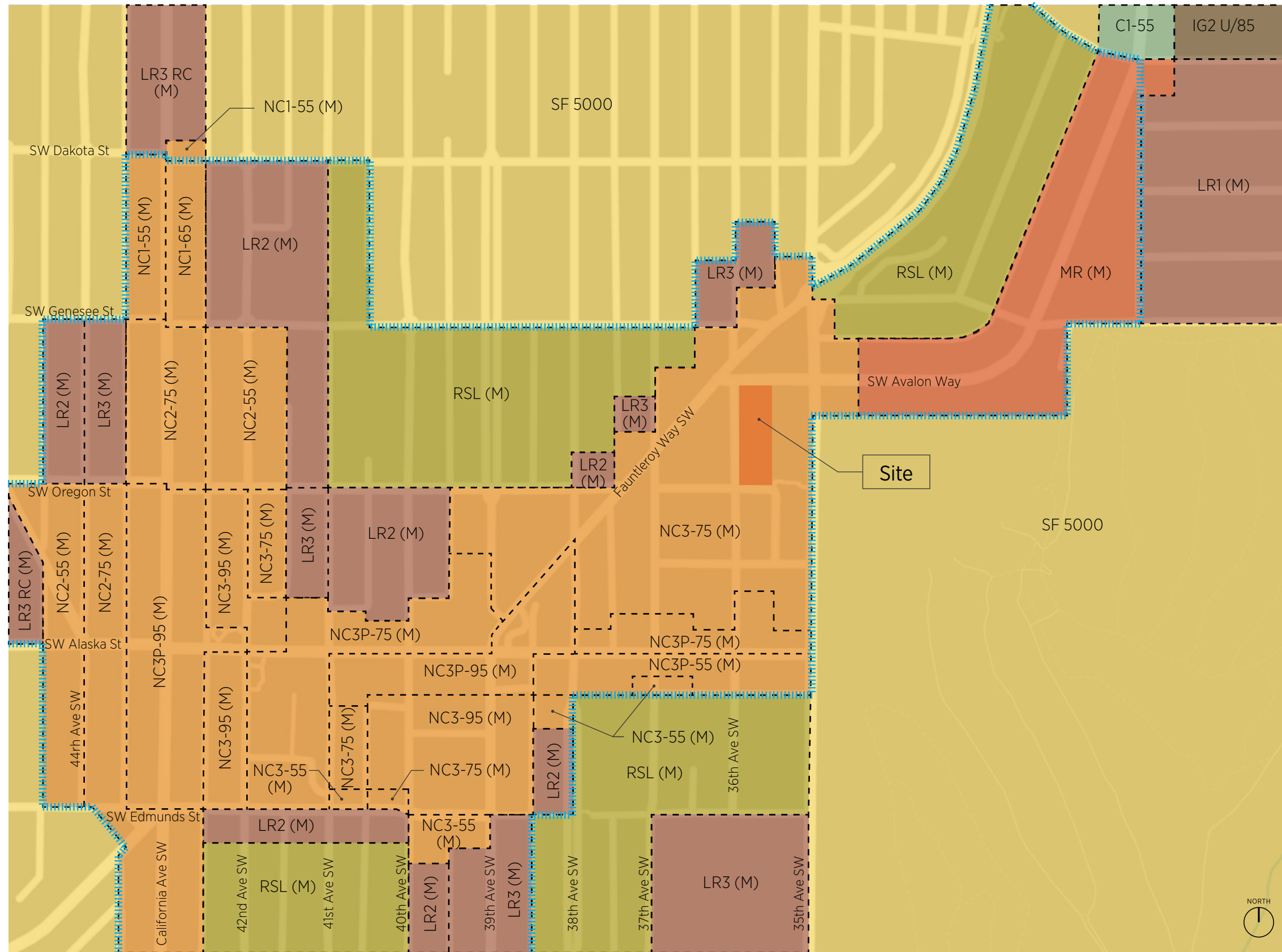
The site lies at the intersection of Fauntleroy Way SW and SW Avalon Way, two of the main entry points to the West Seattle Junction Area. The immediate neighborhood, known as the *West Seattle Triangle*, as designated by the Seattle Office of Planning and Community Development, has as a mix of retail, 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.





## APPENDIX



## KING COUNTY PARCEL NUMBER

0952004355, 0952004340

## CROSS STREETS

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 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

42,832 sf

-  NEIGHBORHOOD COMMERCIAL
-  MULTIFAMILY
-  LOWRISE MULTIFAMILY
-  RESIDENTIAL SMALL LOT
-  SINGLE FAMILY
-  COMMERCIAL
-  INDUSTRIAL

WEST SEATTLE JUNCTION URBAN VILLAGE

## SWEENEY BLOCKS

[THE SWEENEY FAMILY & HB MANAGEMENT]  
© Ankrom Moisan Architects, Inc

## RECOMMENDATION

Meeting Date: November 4, 2021

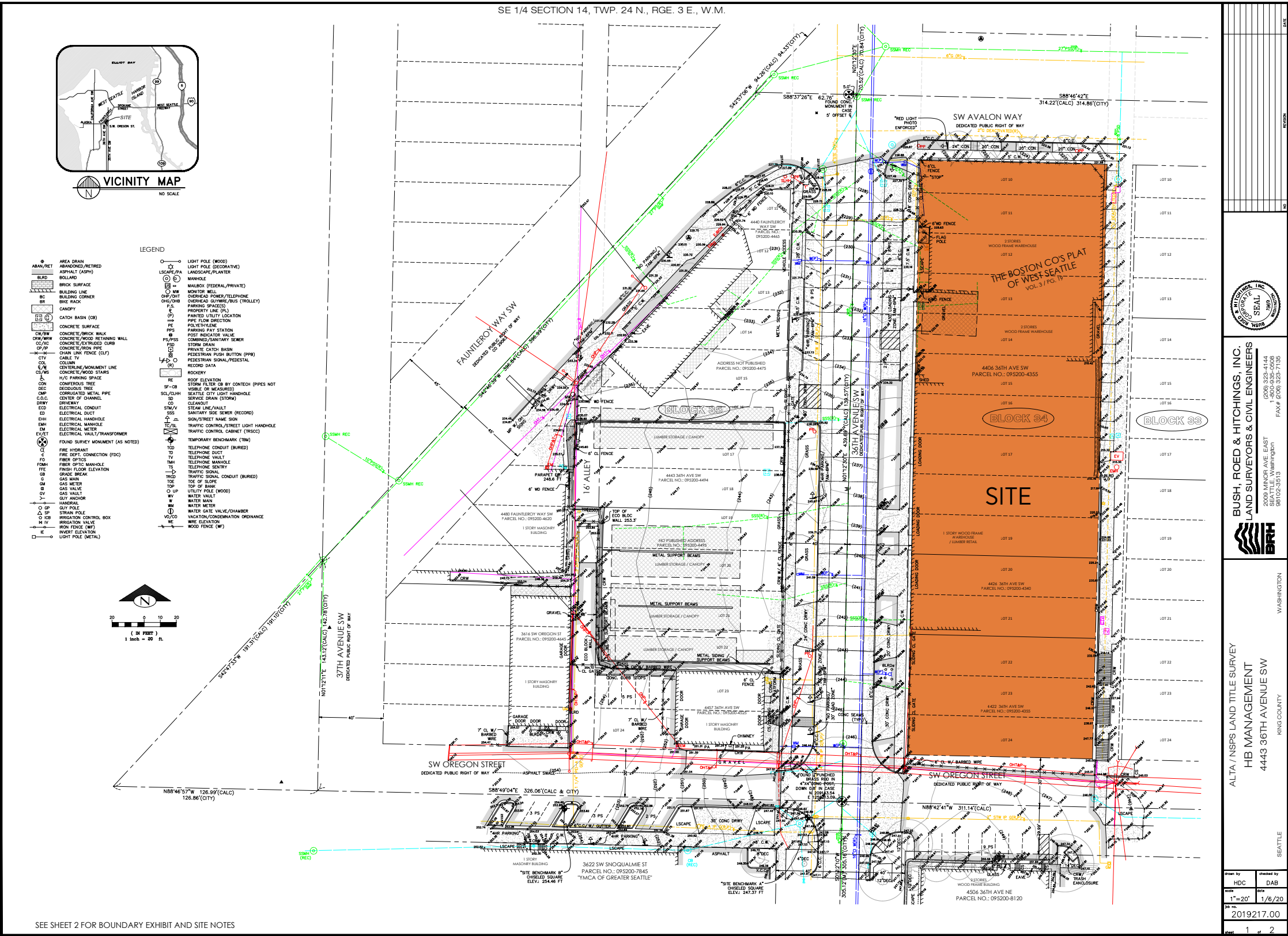


APPENDIX

LEGAL DESCRIPTION

4406 & 4422 36th Ave SW  
Parcel #095200-4355  
BOSTON COMPANY PLAT OF WS LOTS 10  
THRU 19 TGW 22-24 LESS ST

4426 36th Ave SW  
Parcel #095200-4340  
BOSTON COMPANYS PLAT OF WS





SEATTLE MUNICIPAL CODE - ZONING SUMMARY

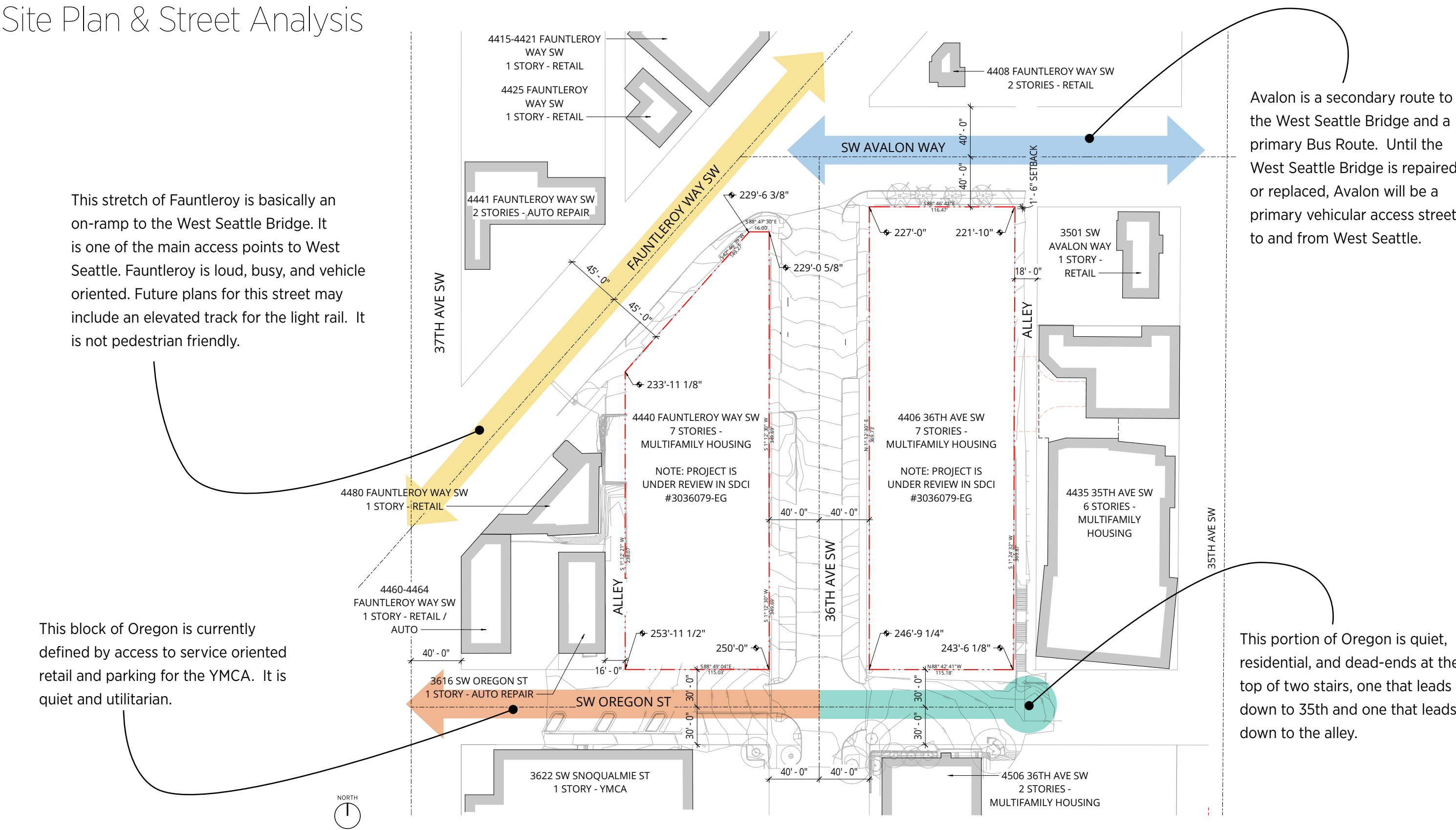
CODE SECTION	DESCRIPTION
SMC 23.47A.004 SEE TABLE 23.47a.004	<b>PERMITTED USES</b> <ul style="list-style-type: none"><li>FOR THE PURPOSE OF THIS STUDY ALL RESIDENTIAL AND COMMERCIAL USES PERMITTED</li><li>LIVE WORK UNITS SHALL BE DEEMED NON-RESIDENTIAL</li></ul>
SMC 23.47A.005	<b>STREET LEVEL USES</b> <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	<b>BICYCLE PARKING</b> <ul style="list-style-type: none"><li>EATING AND DRINKING ESTABLISHMENTS</li><li>MEDICAL SERVICES</li><li>GENERAL SALES &amp; SERIVCES</li><li>MULTIFAMILY RESIDENTIAL</li></ul>	<b>LONG TERM</b> <ul style="list-style-type: none"><li>1 SPACE PER 5000 SF</li><li>1 SPACE PER 4000 SF</li><li>1 SPACE PER 4000 SF</li><li>1 SPACE PER UNIT</li></ul>	<b>SHORT TERM</b> <ul style="list-style-type: none"><li>1 SPACE PER 1000 SF</li><li>1 SPACE PER 2000 SF</li><li>1 SPACE PER 2000 SF</li><li>1 SPACE PER 20 UNITS</li></ul>
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>		



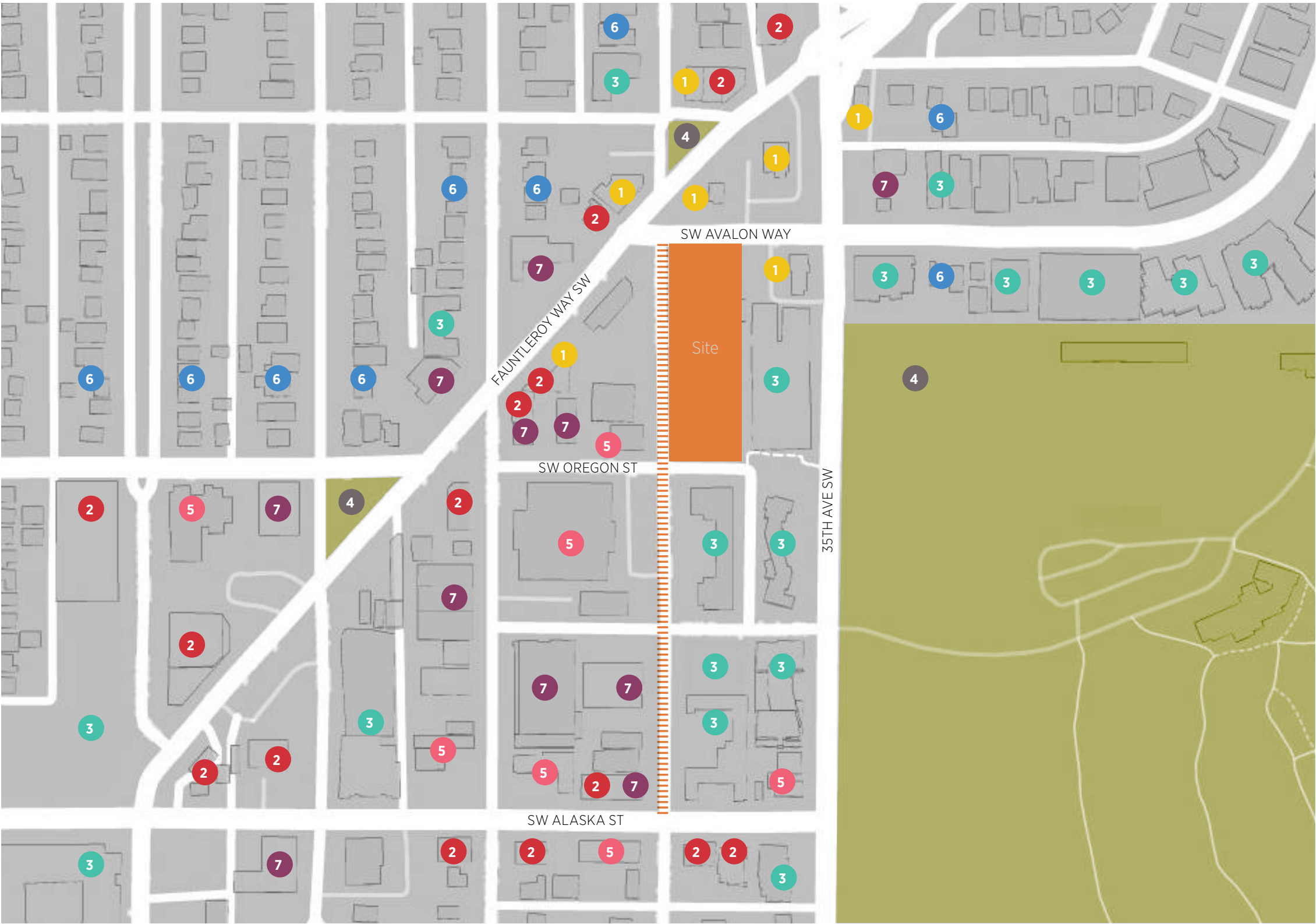
APPENDIX

Site Plan & Street Analysis





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)

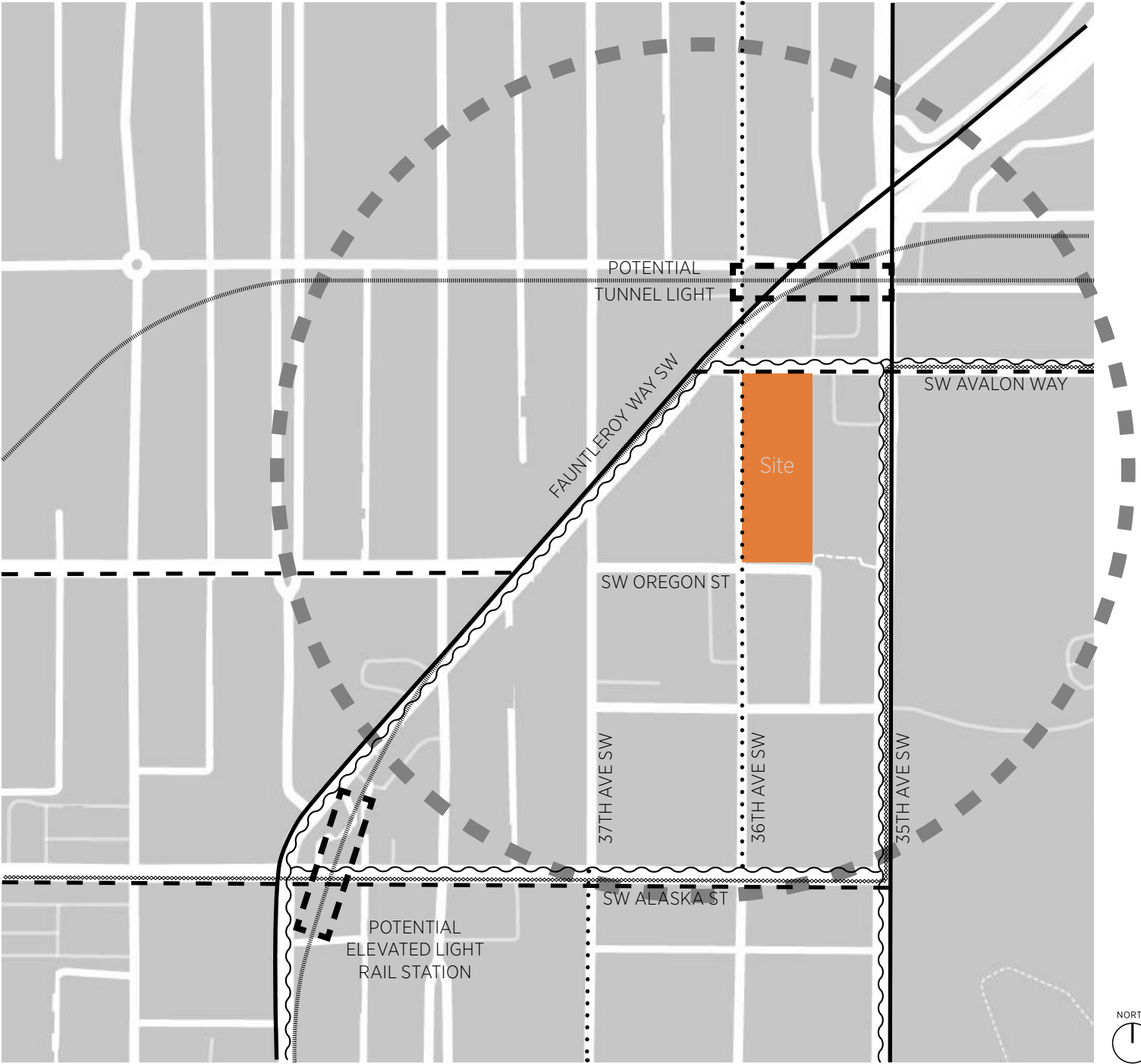
DESIGN IMPACT

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.



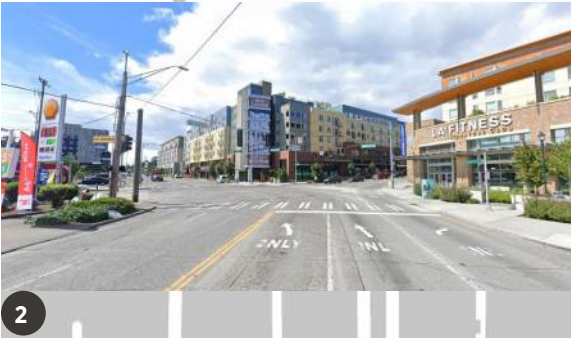


TRANSPORTATION & STREET CHARACTERISTICS



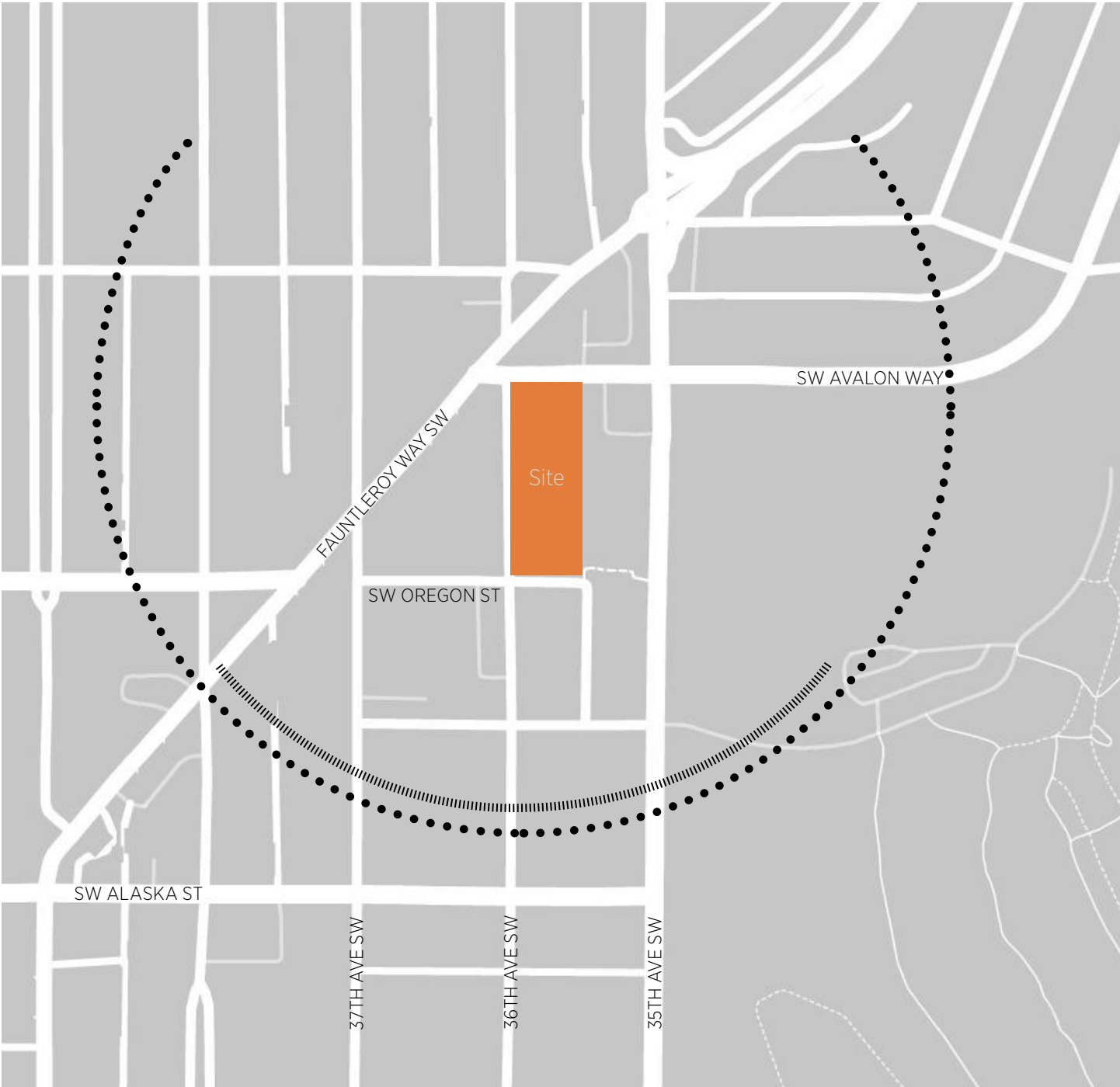
- |                        |                        |                           |
|------------------------|------------------------|---------------------------|
| — PRINCIPLE            | — PROTECTED BIKE PATH  | — BUS RAPIDRIDE CORRIDOR  |
| - - - ARTERIAL         | - - - (MASTER PLAN)    | — FUTURE LIGHT RAIL (TBD) |
| ..... MINOR ARTERIAL   | ■ 5 MIN WALK FROM SITE |                           |
| ..... SHARED BIKE PATH |                        |                           |

NEIGHBORHOOD GATEWAYS



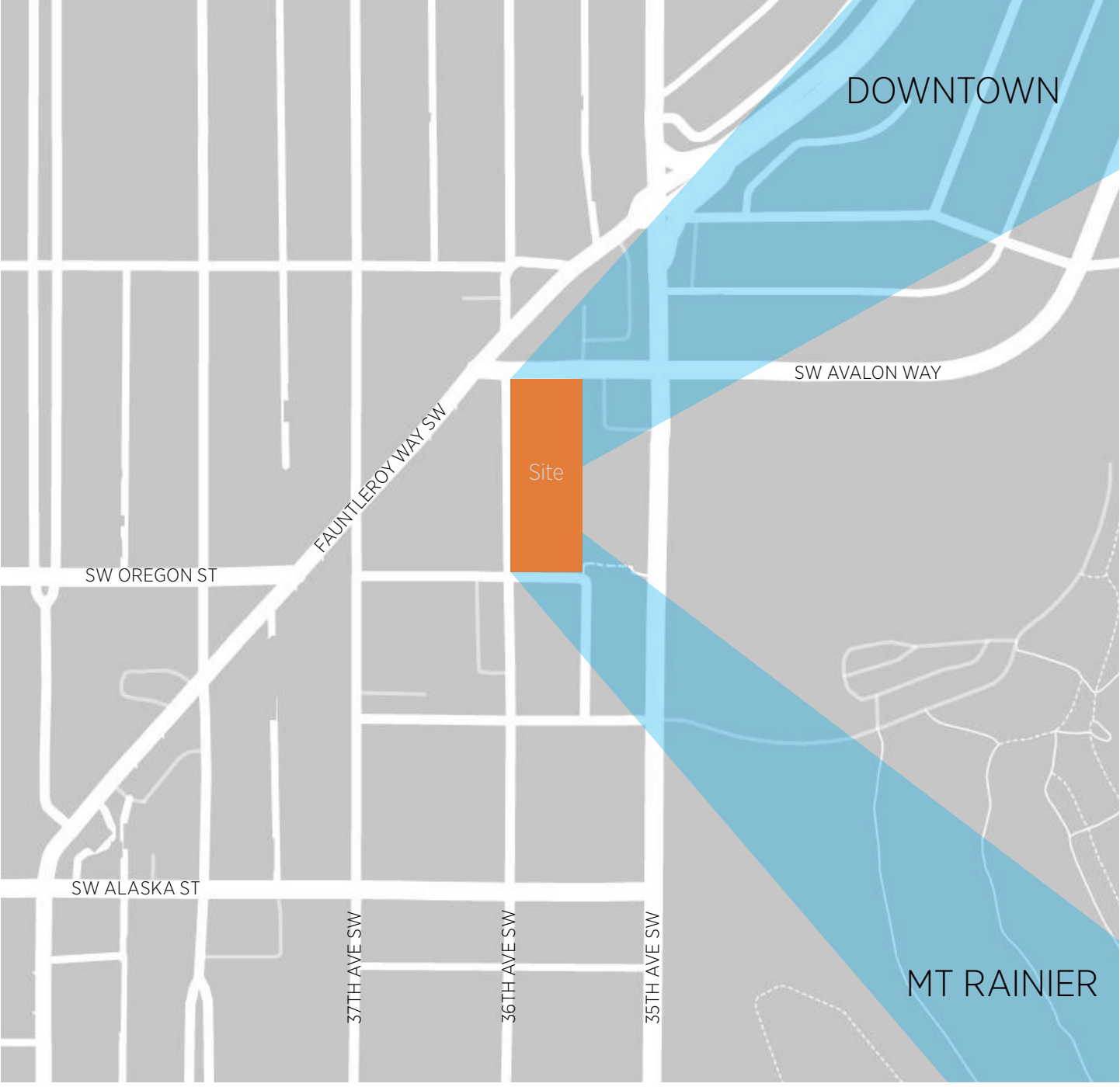


SUN PATH DIAGRAM



• • • 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





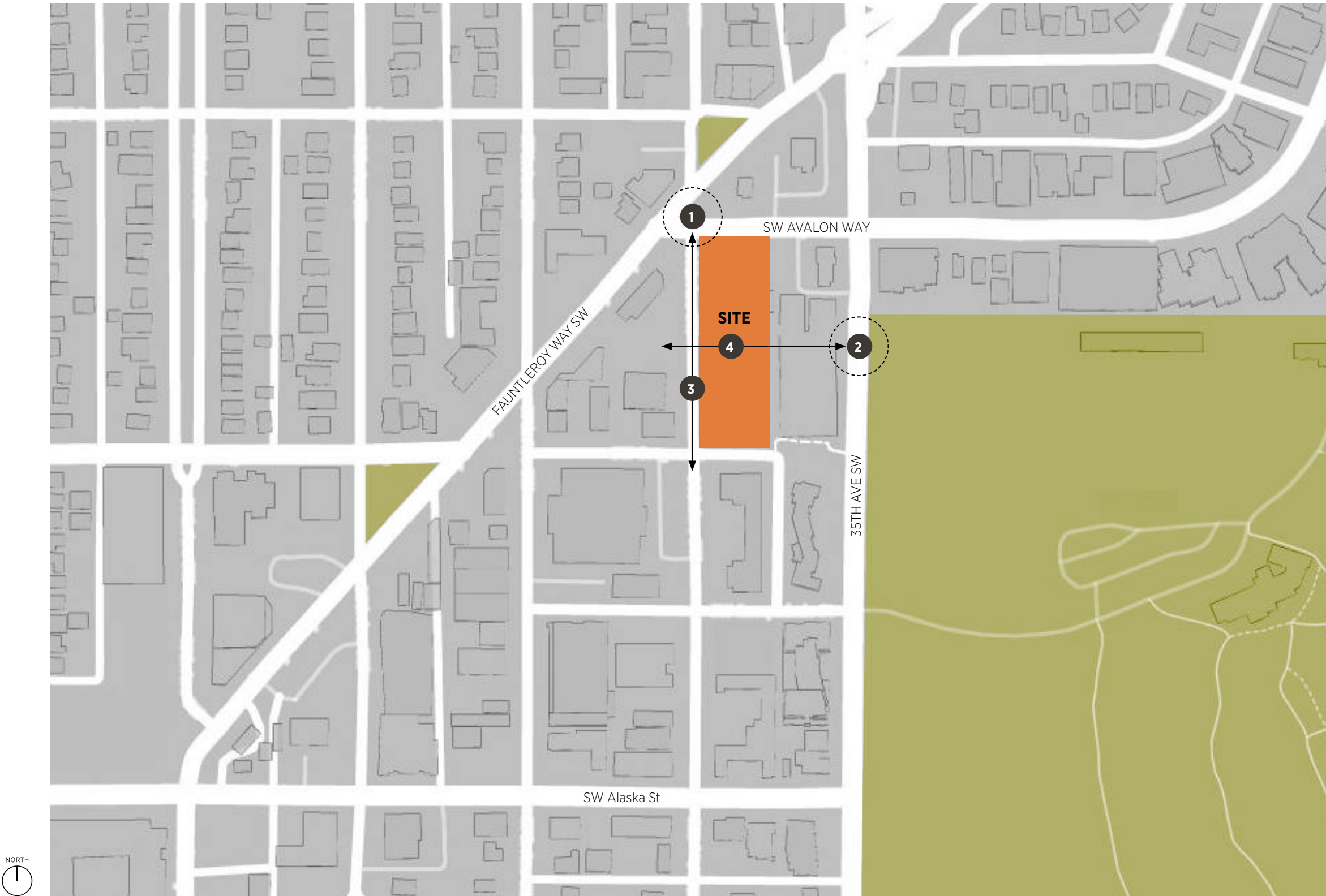
APPENDIX

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.

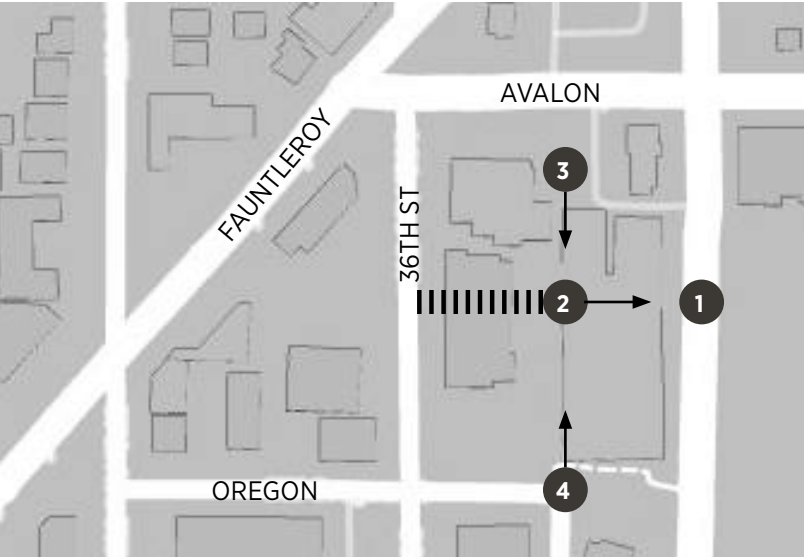




Pedestrian Access



- 1 RAPIDRIDE 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.



APPENDIX

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





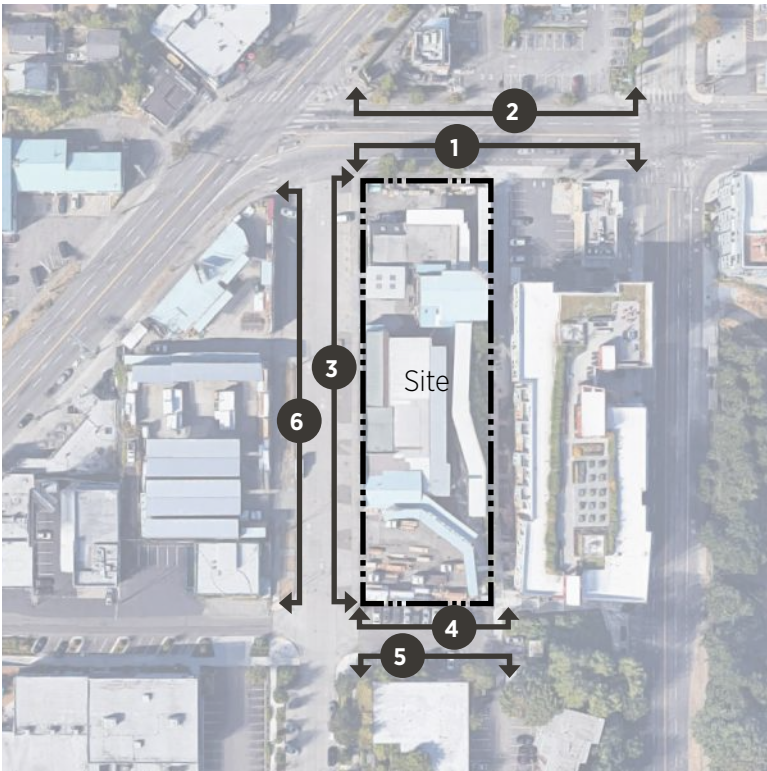
Neighborhood Development Continuity





APPENDIX

Streetscapes



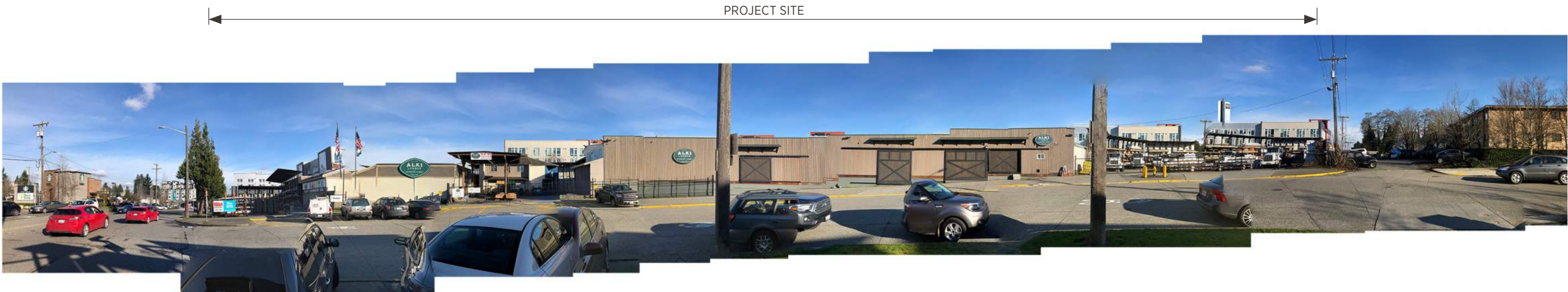
KEY



1 SW AVALON WAY FACING SOUTH



2 SW AVALON WAY FACING NORTH

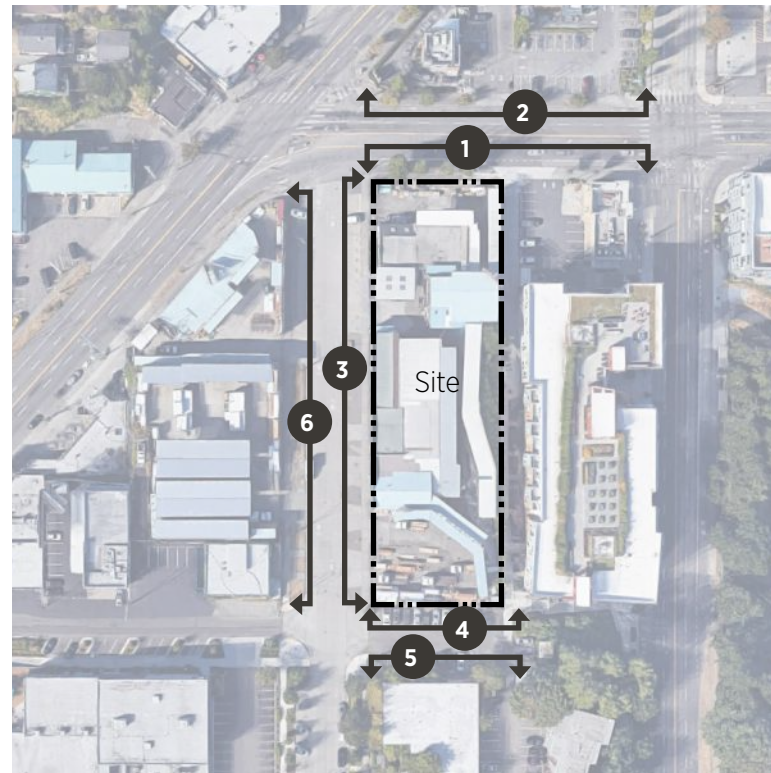


3 36TH AVE SW FACING EAST



# APPENDIX

## Streetscapes



KEY



4 SW OREGON ST FACING NORTH



5 SW OREGON ST FACING SOUTH



6 36TH AVE SW FACING WEST



APPENDIX

Existing Site Photos



KEY



1



2



3



4



5



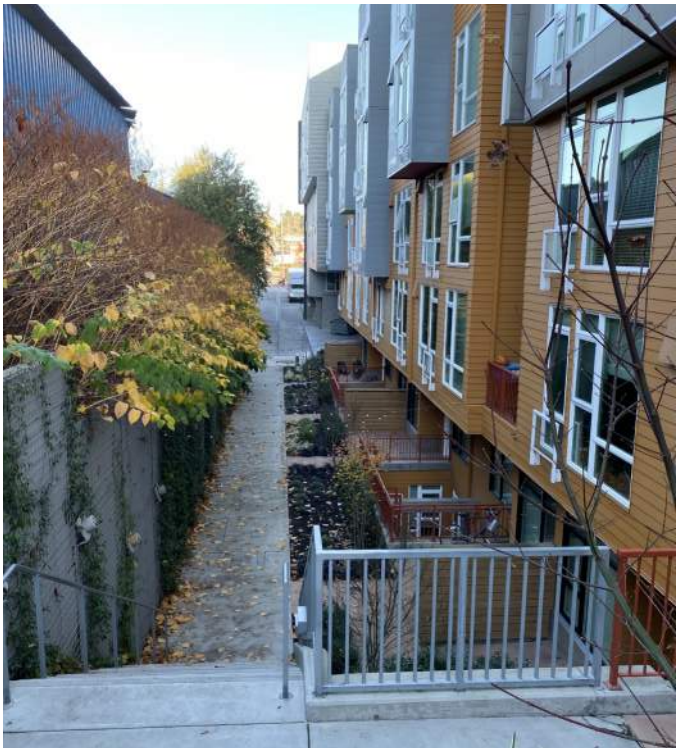
6



7



Existing Site Photos



8



9



10



11



12



13



14



15





Ankrom Moisan