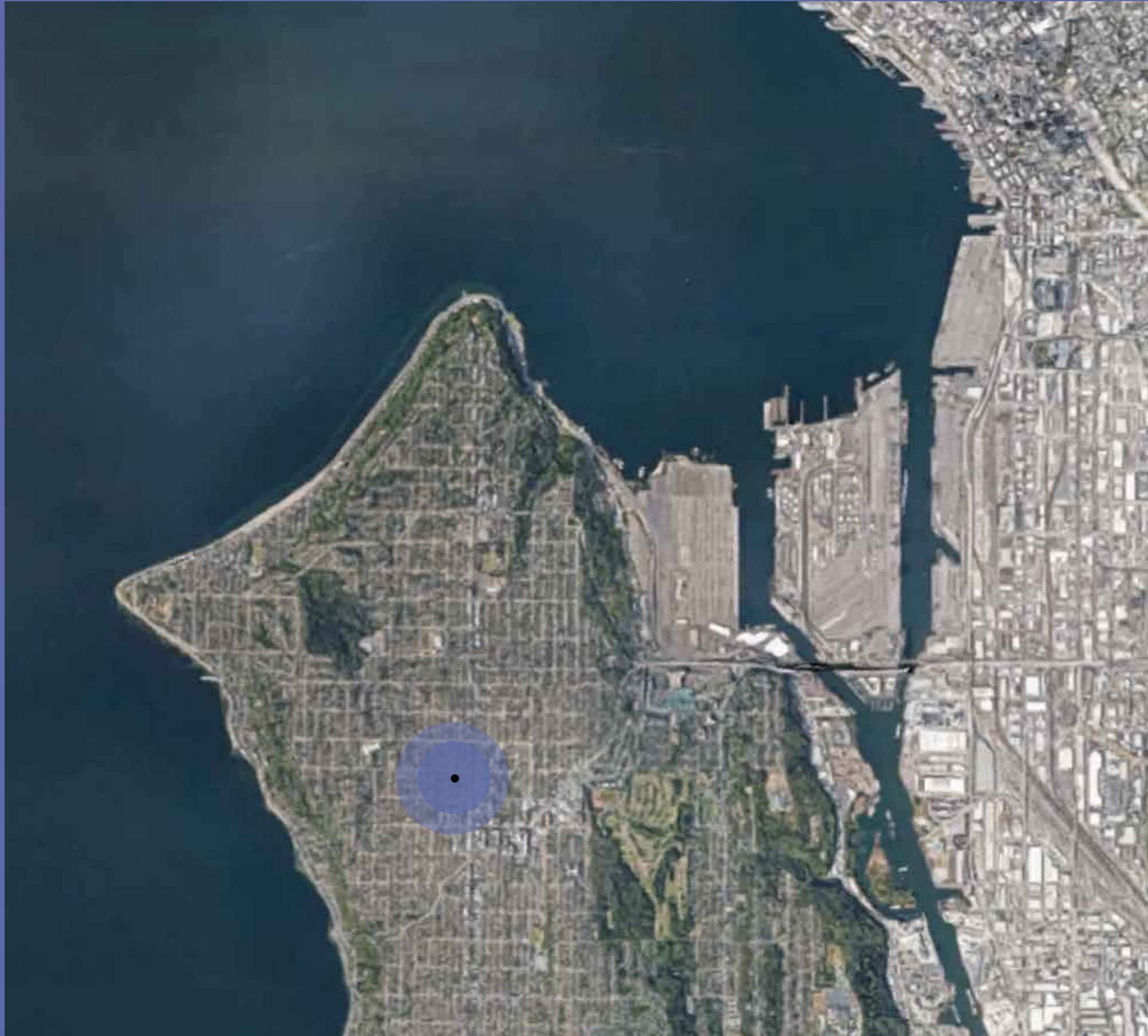




**4515 44th Ave SW
Seattle, Washington**

**ADMINISTRATIVE DESIGN REVIEW
EARLY DESIGN GUIDANCE PACKAGE
SEATTLE #3036493-EG**

December 4, 2020

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Project Information

Property Address:	4515 44th Avenue SW. Seattle, Washington
Development Plan:	Project includes construction of a new multi-family apartment building and demolition of the existing single story office building and small single family home.
Owner:	One 356 LLC
Architect/Applicant:	Blueprint Capital Services LLC PO Box 16309, Seattle, WA 98116
Landscape Architect:	Root of Design - Devin Peterson 7104 265th St. NW., Stanwood, Washington
Lot Area:	5,850 Sq. Ft.
Zoning	NC2-55 (M1) Mandatory Housing Affordability (MHA) Area: Medium
Urban Village:	West Seattle Junction (Hub Urban Village)
Project Gross Area:	Approximately 18,000 Sq. Ft.
Stories:	4-Stories above 44th Ave SW plus 1-Story below grade fronting on the abutting alley. 5-Stories total.
Unit Count:	Approximately 43 Units.
Parking Count:	0 Parking is proposed; project site occurs within the West Seattle Junction Hub Urban Village and is within the frequent transit service area.
Environmental Critical Areas:	None.

The West Seattle Neighborhood



Rich History
water & transit playing a vital role in West Seattle's development

Recreation
easy access to parks, beaches, & P-patches

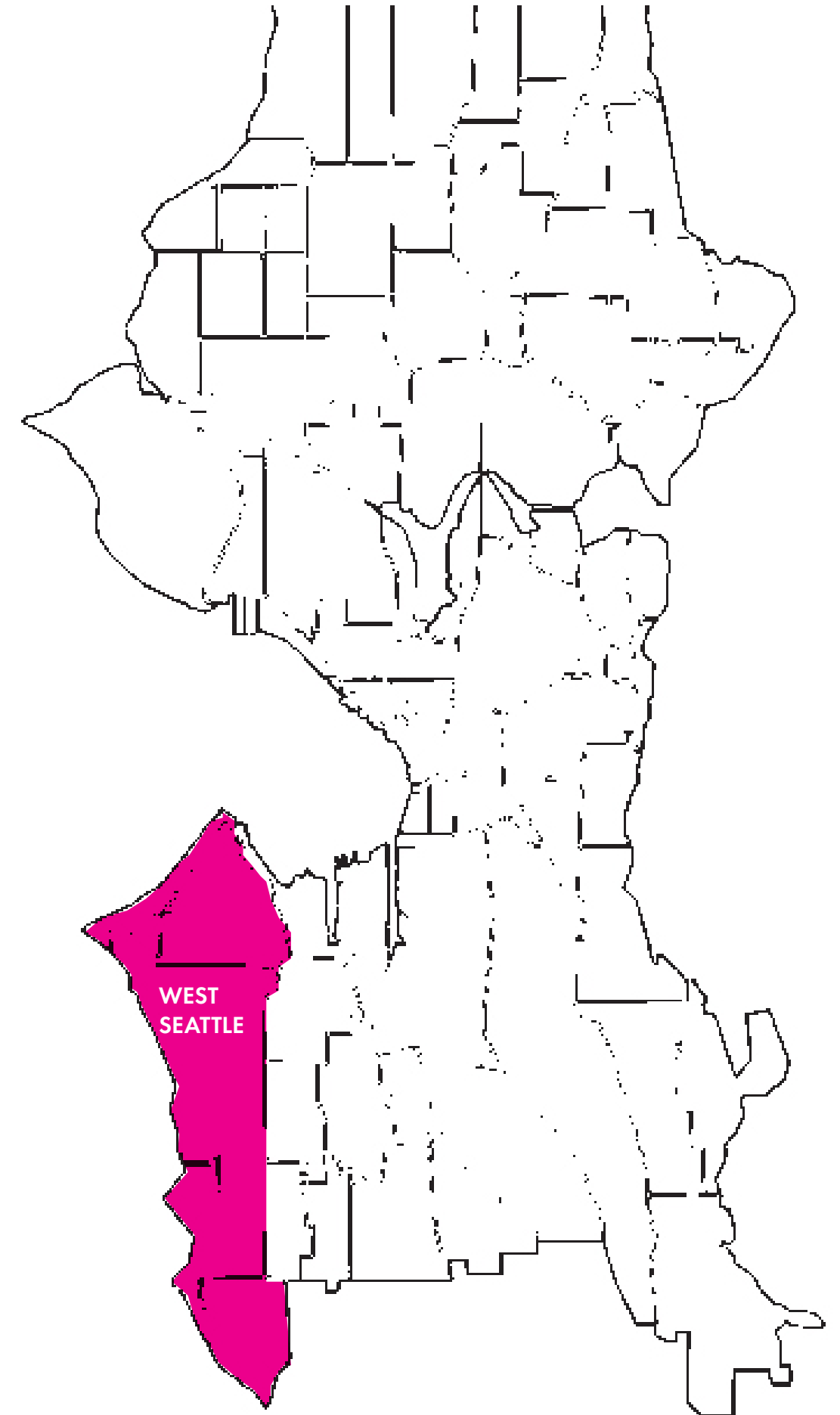
Pedestrian
spill-out retail, active streets



Arts & Festivals
vibrant festival scene and support for local art

Landmarks & Amenities
creating & promoting a neighborhood that is environmentally conscious

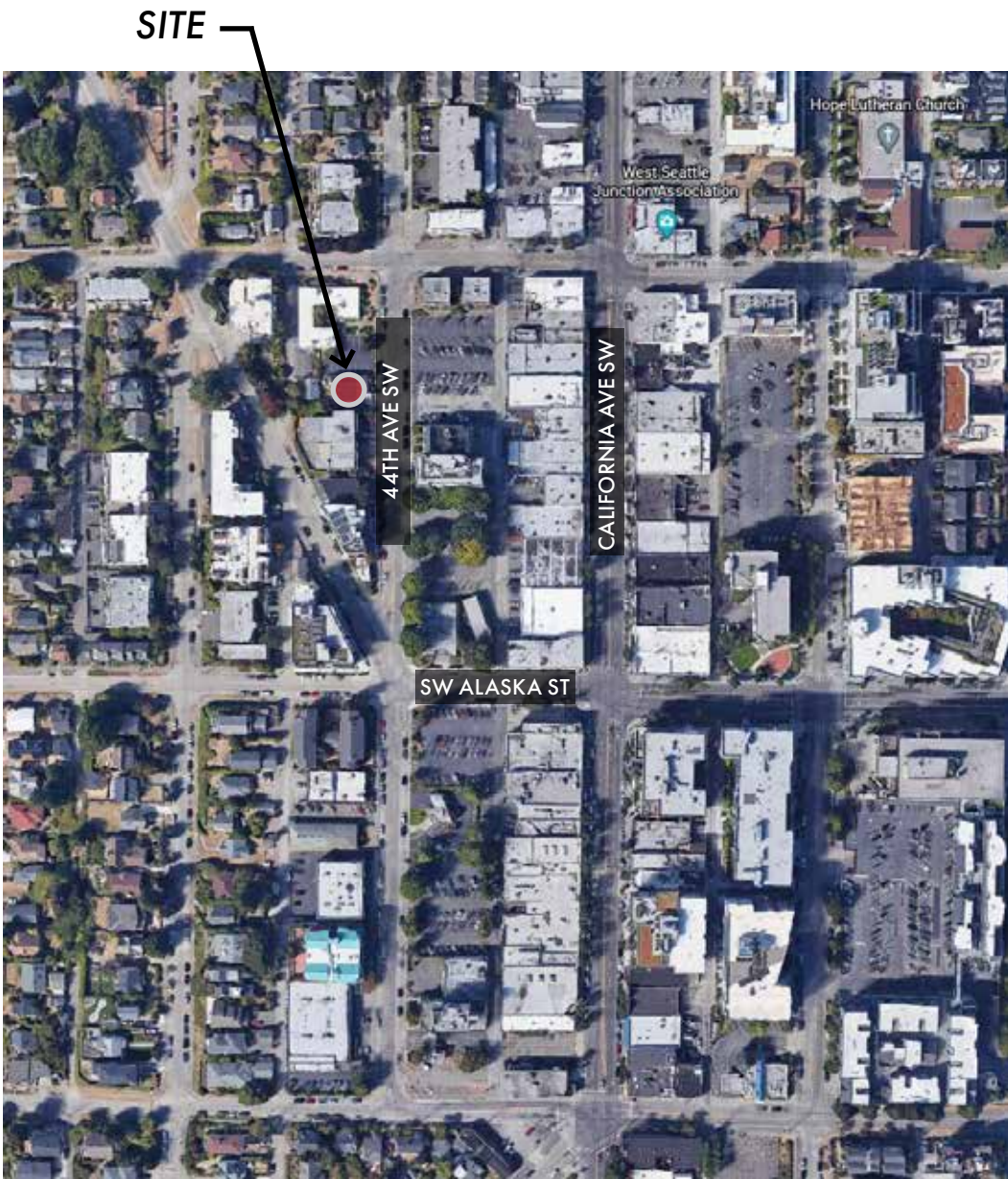
Distinct Local Character
supporting local businesses, retail, & the "small town" feeling



Project Location

West Seattle is a neighborhood that has experienced rapid growth in the recent history. It offers the community an outstanding variety of restaurants, shopping, living, music and working hubs that make it an attractive destination for residents and visitors alike.

The proposed project is located in the Junction at the heart of activity in West Seattle. The site is situated East of 44th Ave SW less than a block away from public transit to the North. With a retail and mixed use corridor a block to the East, this location provides convenient amenities in close proximity.



West Seattle has been a constant of growth, change, and redefining its identity throughout its history, much of which is heavily dependent on local commerce, industry and transportation. Creating the community’s first streetcar had activated real estate and home building in the area. Communities banded together to sculpt West Seattle into what it is now; a vibrant, bustling, local community with a small-town feel. The energy and momentum of what shaped West Seattle is inspiring; both in its rich history and encouragement for where it’s future is headed.

*historical data referenced from the Seattle Municipal Archives



Development Objectives

- Provide high quality rental housing for Seattle residents seeking a low impact urban lifestyle.
- Provide positive urban connections to the neighboring community including transit, outdoor amenities, and social lifestyle.
- Build a structure with materiality and form that compliments the neighborhood.

Neighborhood Objectives

- Enhance spaces so that they are “West Seattle” centric.
- Integrate the work, play, and artistic culture of the neighborhood.
- Activate the street-scape through detailed design and transparency between the public and private realms.
- Create spaces that are multi-functional.
- Provide opportunity for social interaction.

Design Objectives

- Encourage connection to public and bicycle transportation.
- Design appropriate scaled and comfortable spaces.
- Inject a vibrancy and energy that compliments the West Seattle Junction neighborhood.
- Maintain a level of connectivity to nature with urban level landscaping.

Walkability

The site has a good walk-ability, transit and bike-ability according to Walk Score.com.

Walk Score: 97

- Walker’s Paradise.
- Daily errands do not require a car.
- The walk score is based on the close proximity to Dining/Drinking establishments, groceries, shopping, errands, and a higher ranking for parks and schools.

Transit Score: 53

- Many nearby public transportation options.

Bike Score: 71

- Some hills, some bike lanes.
- Biking is convenient for most trips.





Protected crosswalks on California Ave SW



Ample bike racks and transit hub on California Ave SW



All way pedestrian crossings at transit hub



① TRANSIT MAP

Transit & Bike Routes

Transit & Access

The site is located in a convenient location in the heart of The Junction, where there are several transit opportunities on the same street as the proposed project.

LEGEND

RAPID RIDE - LINE C

BUS LINE 128

BUS LINE 50, 55

BUS LINE 22

BUS LINE 37

BUS LINE 57

BUS LINE 22

BUS LINE 773

BUS STOP

Bicycle & Pedestrian Routes

The site is located next to a bustling street of activity along California Ave SW where there is a sharrow of protected pedestrian crosswalks, spacious sidewalks, and visibility of bicyclists. A protected bike lane cuts across SW Alaska that connects to the North / South bike lanes on Fauntleroy Way SW

LEGEND

SHARROW

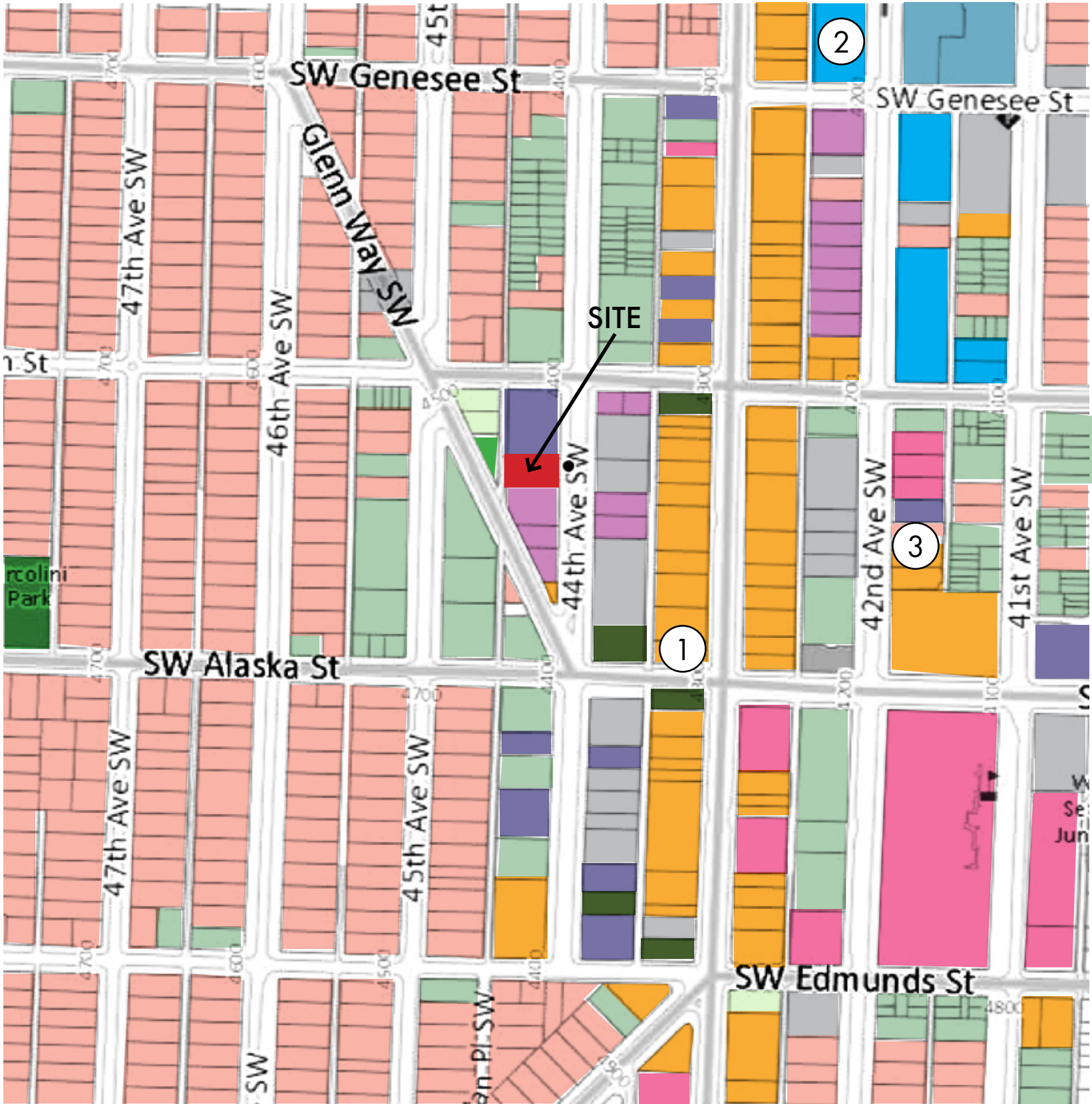
PROTECTED BIKE LANE (ON 8TH AVENUE NW)

Surrounding Uses

The site is located in an ideal location with access to several local amenities within walking distance such as retail, restaurants, bars, banks, grocery stores, and churches. Larger scaled buildings flank the location to the East, smaller residential scaled building flank the side to the West. The project will acknowledge this and respond accordingly to the contextual cues of its surroundings.

LEGEND

- PARKING
- OFFICE / RESIDENTIAL
- OFFICE
- APARTMENT
- COMMERCIAL MIXED USE
- CONDOMINIUM
- SINGLE FAMILY
- MULTIFAMILY
- TOWNHOUSE
- RESTAURANT / RETAIL
- GAS STATION
- SCHOOL
- COMMUNITY CENTER
- CHURCH
- PARK
- BANK



① SURROUNDING USES



1 | Easy Street Records

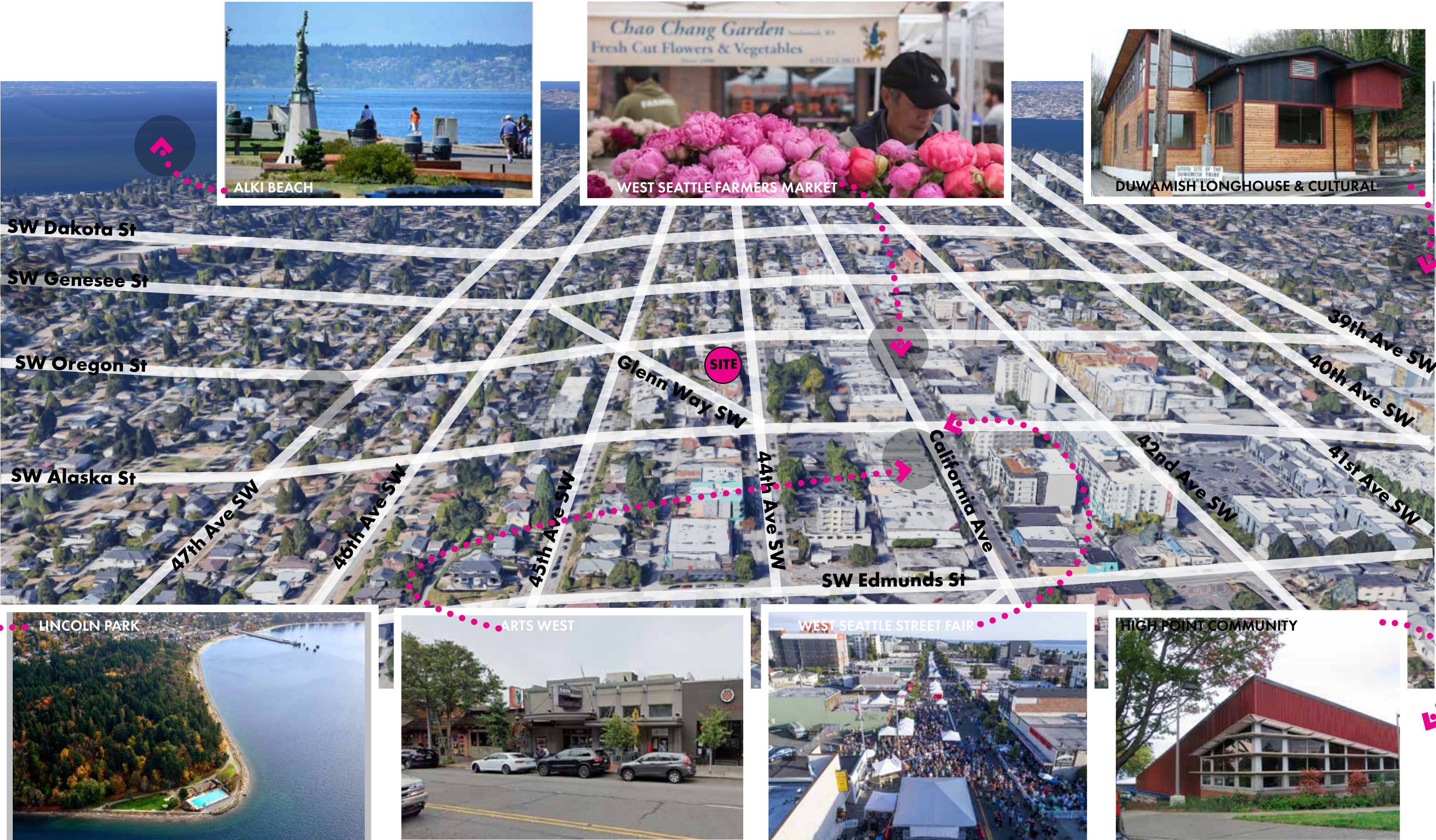


2 | Holy Rosary Catholic Church



3 | Adell Apartments

Greater Context & Landmarks



Architectural Context & Design Cues



ADELL APARTMENTS
Facade articulation, warm materials



4730 CALIFORNIA APARTMENTS
Quality materials, covered entryways



4321 SW GENESEE APARTMENTS
Articulated windows, strong facade organization



Traditional storefront with covered entryways



4747 CALIFORNIA AVE SW | HOME OF THE FUTURE HUSKY DELI (permit in progress)
Exterior balconies, broken down massing



4400 ALASKA APARTMENTS
Scaled massing, stepping down site, covered amenities



Brick scaled materials, natural elements



CAMPBELL BUILDING
Quality materials, large industrial storefronts



CRESCENT HAMM BUILDING
Industrial storefronts, colorful accents, articulated datum

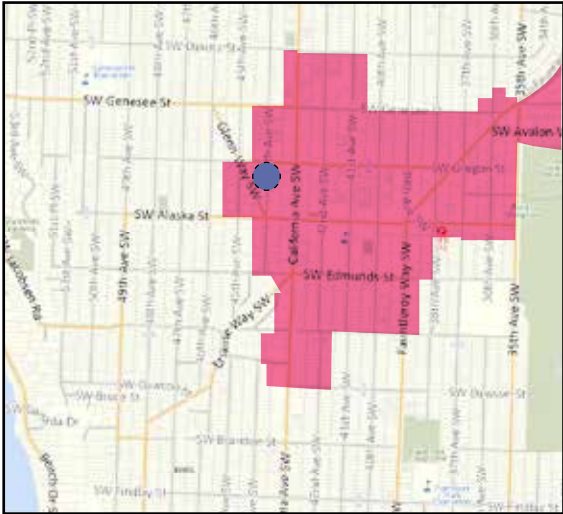


LOG HOUSE MUSEUM
Recessed entry, natural materials

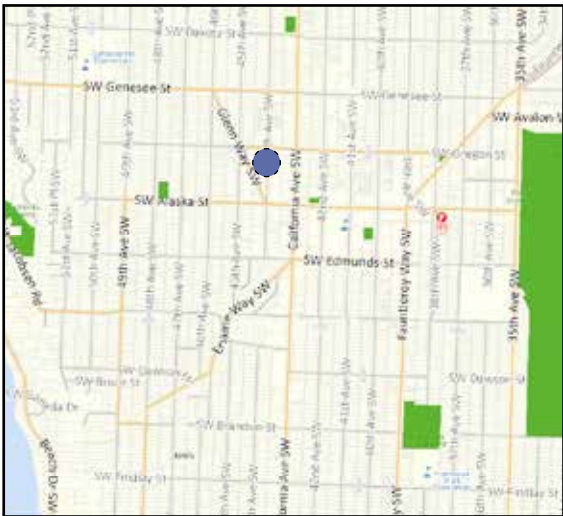


Pleasant amenity spaces, integrated signage & lighting

Inspiration



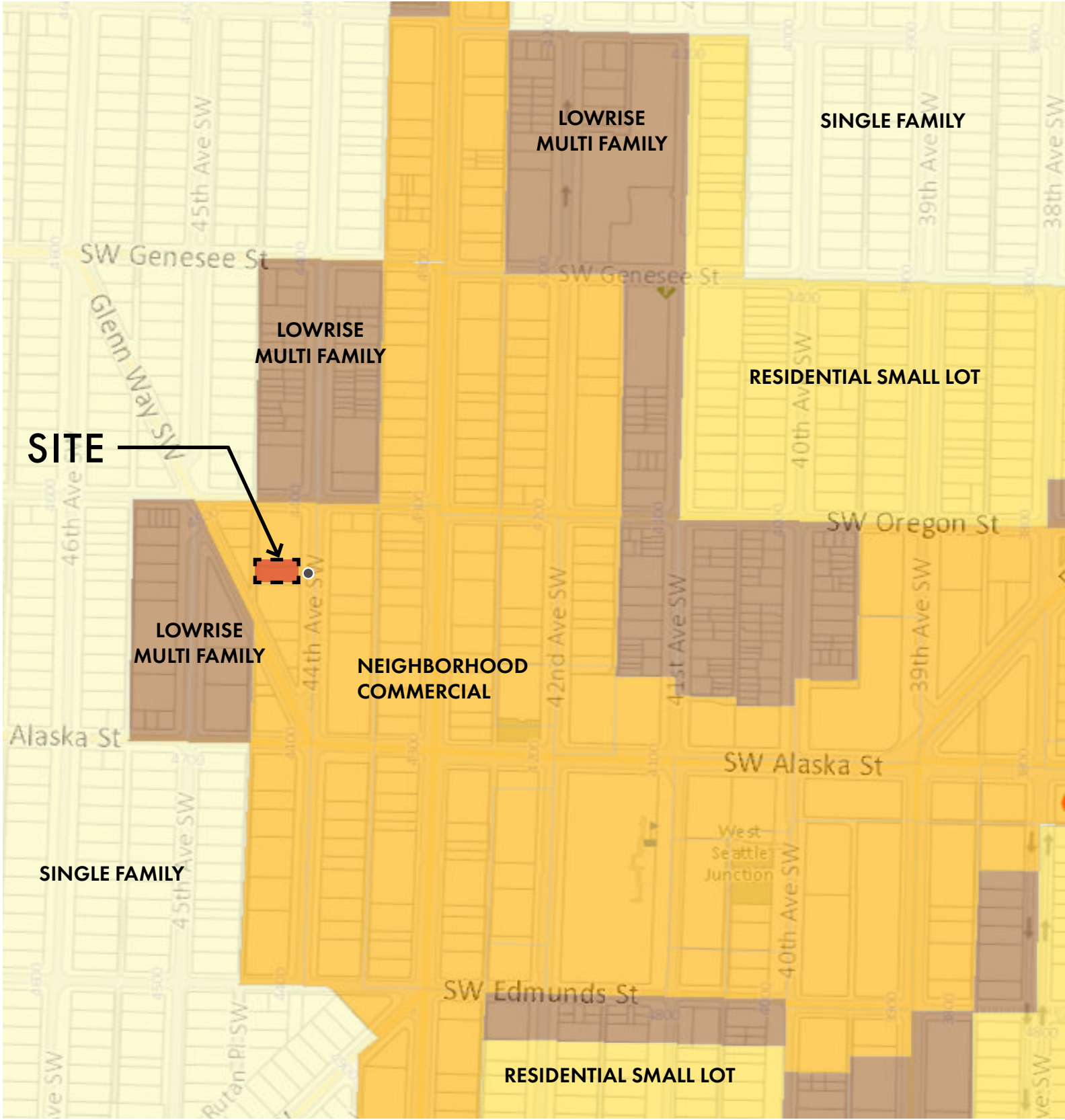
WEST SEATTLE JUNCTION



ADJACENT PARKS



TREE CANOPY



① ZONING MAP

Neighborhood Zoning

The site is zoned NC2-55 (M) and within the West Seattle Junction Hub Urban Village Overlay. The site is surrounded by identical abutting zoning with low-rise zoning a block away to the north and west, higher density zoning to the east, and single family zoning further away towards the west.

The project is located in a neighborhood that is densifying with many new mixed use and residential projects under construction or set to start building in the near future.

LEGEND

- NEIGHBORHOOD COMMERCIAL
- LOWRISE MULTI FAMILY
- RESIDENTIAL SMALL LOT
- SINGLE FAMILY

Zoning Summary

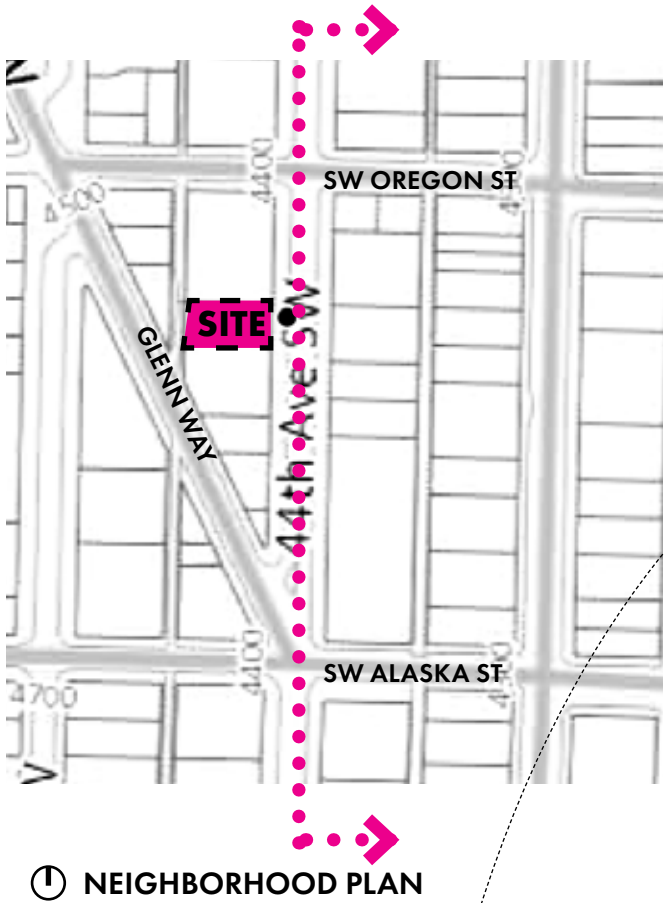
CODE REFERENCE	REQUIREMENT	PROPOSAL
Zone	NC2-55 (M-1)	No proposed change to current zoning designation. M-1 designation signifies that MHA (Mandatory Housing Affordability) applies to the site; the site is designated a 'medium' MHA area.
Overlay	West Seattle Junction Hub Urban Village / Frequent Transit Service Area	
ECA	None.	
23.45.504 Permitted Uses	Permitted outright: Residential	Residential Use.
23.45.510 Floor Area Ratio	FAR: 3.75	Site Area: 5,850 Sq. Ft. Total Allowable Above Grade Area (FAR) = 21,937 Sq. Ft.
23.45.514 table B Structure Height	Base Maximum Height Limit: 55'-0" as measured from the zoning average grade plane. 4' additional height allowed for structures with non-residential uses at street level and with a floor to floor height of at least 13': 59'-0" 4' additional allowed for open railings, planters, skylights, clerestories, greenhouses, solariums, firewalls, and parapets: 63'-0" 16' additional allowed for stair & elevator penthouses: 75'-0"	Proposed building heights vary per design option.
23.45.518 table B Setback Requirements	Front and side setback from street lot lines: 0' Minimum. Side setback from interior lot line: 0' Minimum. Rear setback (alley): 0' Minimum. Additional Setback Notes: - Eaves, cornices, and gutters projecting no more than 18" from the facade may project into required setbacks. - Decks with open railings may extend into the required setback, but are not permitted within 5' of a lot in a residential zone. - Fences, free-standing walls, and other similar structures 6' or less in height above existing or finished grade whichever is lower, are permitted in required setbacks.	Proposed building setbacks vary per design option. All design options propose voluntary setbacks of approximately 3' to 5' due to preferred construction methods; the desire for window opportunities on the north and south elevations; and the preference for design space between the subject property and the neighboring properties.

CODE REFERENCE	REQUIREMENT	PROPOSAL
23.45.522 Amenity Area	Required: 5% of gross floor area in residential use General requirements: - All residents shall have access to at least one private or common amenity area - Amenity areas shall not be enclosed. - Parking area, vehicular access easements, and driveways do not qualify as amenity areas. - Common amenity areas shall have a minimum horizontal dimension of 10', and no common amenity area shall be less than 250 sq. ft. in size. - Private balconies and decks shall have a minimum area of 60 sq. ft., and no horizontal dimension shall be less than 6'. - Rooftop areas excluded because they are near minor communication utilities and accessory communication devices do not qualify as amenity areas.	Proposed amenity area varies per design option. All options propose the required amount of amenity at a ground level accessed location. Total outdoor amenity area to be in excess of the required 5%.
23.45.524 Landscaping	Green Factor score minimum 0.3 required	Final landscape design plans will provide a Green Factor of 0.3.
23.54.015 Required Parking	All residential uses in commercial zones within urban villages and located within a frequent transit service area: No minimum requirement. Bicycle long-term parking: 1 long term bike space per dwelling unit plus 1 short term bike space for every 20 units.	Parking stalls proposed : 0 stalls Bike parking proposed: 45 bike spaces.
23.54.040 Solid Waste & Recyclable Materials Storage	For 51-100 units: 375 Sq. Ft. plus 4 sq. ft. for each additional unit above 50. - Solid waste & recyclable materials storage design solution to reviewed and approved by Seattle Public Utilities prior to issuance of the Master-Use Permit.	Approximately 43 units proposed Refuse room size: 375 Sq. Ft.

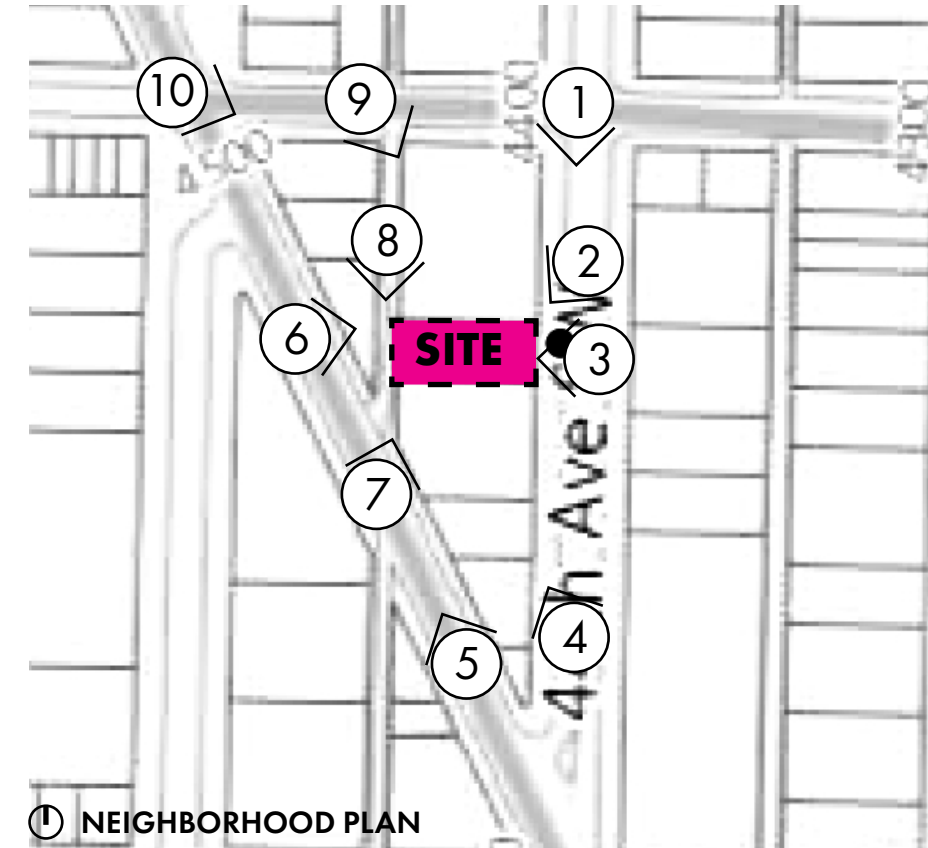
Streetscapes



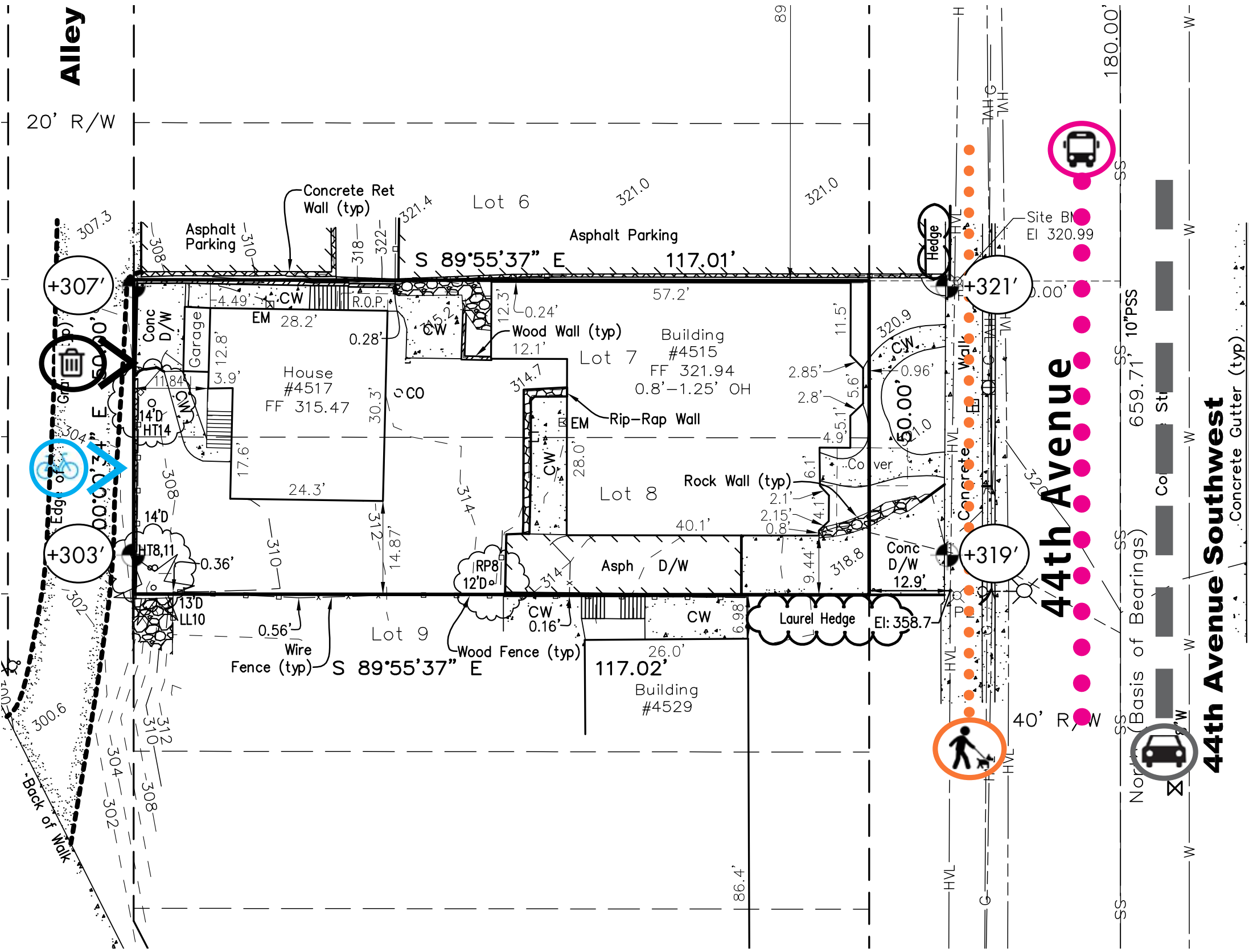
Streetscapes



Site & Surrounding Site Photos



Property Survey & Info



1 SURVEY PLAN

Topography

The highest point on the site is located at the northeast corner, staying relatively level, sloping down 2' along the street.

The lowest point is on the southwest corner, sloping up 4' along the alley. The delta of difference between the lowest and highest point is 18'.

Existing Development

The site is currently occupied by a small single story office building that faces 44th Ave SW plus a small single family home at the rear of the site near the alley. All structures are to be demolished as part of the new development.

Preliminary Responses to the Seattle Citywide & the West Seattle Junction Design Guidelines

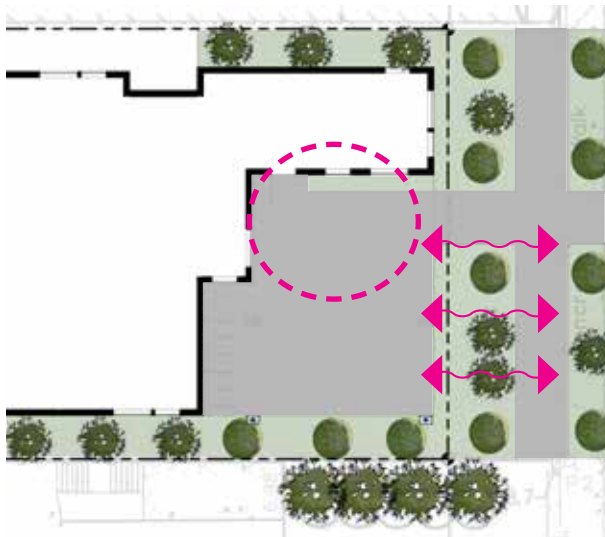
CS2 Urban Pattern and Form

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

C. RELATIONSHIP TO THE BLOCK

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

Response:
The site is a mid-block site with existing abutting structures although these structures have not necessarily established a datum line of historic development. We propose to create a single story base datum that will tie in with the existing conditions as well as create a catalyst for future development.



D. HEIGHT, BULK, AND SCALE

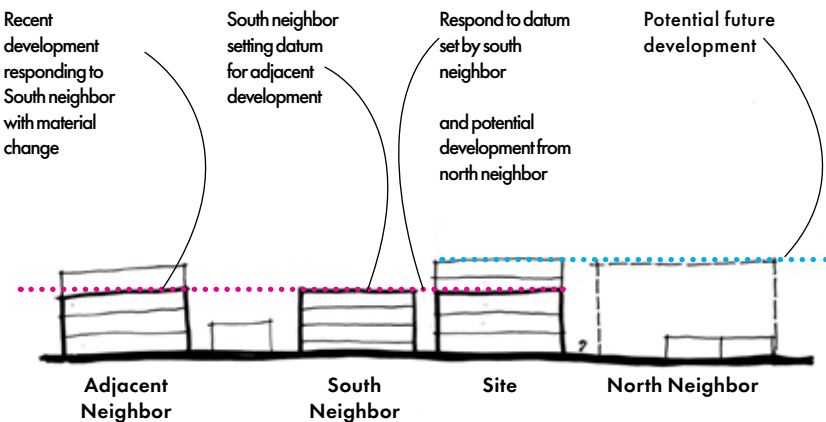
1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.

Response:
The new proposed structure is within the allowable zoning envelope; the preferred design is considerably smaller than allowed by zoning code. The preferred design option exceeds applicable setback requirements. As a result, the design responds well to the height, bulk, scale of the neighborhood and the zone transition to the east.

West Seattle Junction Supplemental Guidance: III. Height, Bulk and Scale

- 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.
- i. Applicant must analyze the site in relationship to its surroundings. This should include:
 - a. Distance from less intensive zone; and
 - b. Separation between lots in different zones.
 - ii. The massing prescribed by Neighborhood Commercial development standards does not result in mixed-use development that is compatible with the existing context. Among recent development in NC-65' zones and higher, the base often appears truncated by the upper residential levels within a mixed-use building. The 13-foot commercial ground floor is an inadequate base for buildings of this size in terms of overall proportion. Moreover, surrounding commercial structures along California Avenue tend to have a building mass of 20 to 30 feet at the front property line. Therefore, for new development in NC zones 65' or higher:
 - a. Patterns of urban form in existing built environment, such as setbacks and massing compositions.
 - b. Size of Code allowable building envelope in relation to underlying platting pattern.
 - iii. New buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the facade - particularly important for long buildings - into sections and character consistent with traditional, multi-bay commercial buildings prevalent in the neighborhood's commercial core.
 - iv The arrangement of architectural elements, materials and colors should aid in mitigating height, bulk and scale impacts of Neighborhood Commercial development, particularly at the upper levels. For development greater than 65' in height, a strong horizontal treatment (e.g. cornice line) should occur at 65'. Consider a change of materials, as well as a progressively lighter color application to reduce the appearance of upper levels from the street and adjacent properties. The use of architectural style, detail (e.g. roofline, cornice lines, fenestration patterns), and materials found in less intensive surrounding buildings should be considered.

Response:
The concerns of the supplemental guidance appears to more towards larger buildings in the NC-65 zones and higher, and on one of the main thoroughfares within the Junction. The proposed project is definitely of smaller scale proposing only a 4-story facade onto 44th Ave SW in an NC-55 zone. The subject site is surrounded by similar zoning with single family zoning occurring across Glenn Way to the west. The proposed building is in the early phases of design and has not yet had materials or detailing applied to it, but the design already includes a large facade gesture at the ground level in the form of a covered outdoor entry court. The design team further plans to breakup the facades of the building with material transitions and detailing.



PL2 Walkability

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

D. WAYFINDING

1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.

Response:
The preferred design scheme includes a covered amenity courtyard at the lobby entry that will provide both weather protection, good way-finding to the lobby, as well as a human scaled element along the main facade. Building signage will also be incorporated at the lobby area which will contribute to building way-finding.

Preliminary Responses to the Seattle Citywide & West Seattle Junction Design Guidelines (Continued)

West Seattle Junction Supplemental Guidance:

I. Human Activity

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

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

Overhead weather protection should be design with consideration given to:

- a. Continuity with weather protection on nearby buildings.*
- b. When opaque material is used, the underside should be illuminated.*
- c. The height and depth of the weather protection should provide a comfortable scale for pedestrians.*

Response:

The project site includes an extra wide sidewalk realm that is intended to provide additional landscape material along the sidewalk; the building is actually set back from the public sidewalk by roughly 10'. Note that active pedestrian oriented pedestrian uses do not occur along 44th Ave SW thus the project does not include sidewalk related overhead weather protection. The project does include an outdoor covered entry courtyard which is geared towards tenants of the building and their guests.

DC3 Open Space Concept

Integrate open space design with the design of the building so that each compliments the other.

B. OPEN SPACE USES AND ACTIVITIES

4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children’s play (covered and uncovered), barbecues, resident meetings, and crafts or hobbies.

Response:

The proposed design includes a common outdoor entry courtyard that will be accessed by all tenants and their guests. This space has not been programmed yet, but is anticipated to be a protected semi-private patio space furnished with seating areas and a barbecue area.



DC4 Exterior Elements and Finishes

Use appropriate and high quality elements and finishes for the building and its open spaces.

D. TREES, LANDSCAPE AND HARDSCAPE MATERIALS

1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials. Choose plants that will emphasize or accent the design, create enduring green spaces, and be appropriate to particular locations taking into account solar access, soil conditions, and adjacent patterns of use. Select landscaping that will thrive under urban conditions.

Response:

Due to the urban nature of the site, landscaping will be limited to plant material within the volunteer setbacks, and the public street edge and planter strip. We plan to select plant species that will accent the building design, create visual interest, and thrive in urban environments.

2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

Response:

Due to the small site, hardscape surfaces will be limited to the building entry courtyard. We plan to select hardscape material that is common in the construction industry, will accent the landscape and building design, and be permeable where possible.

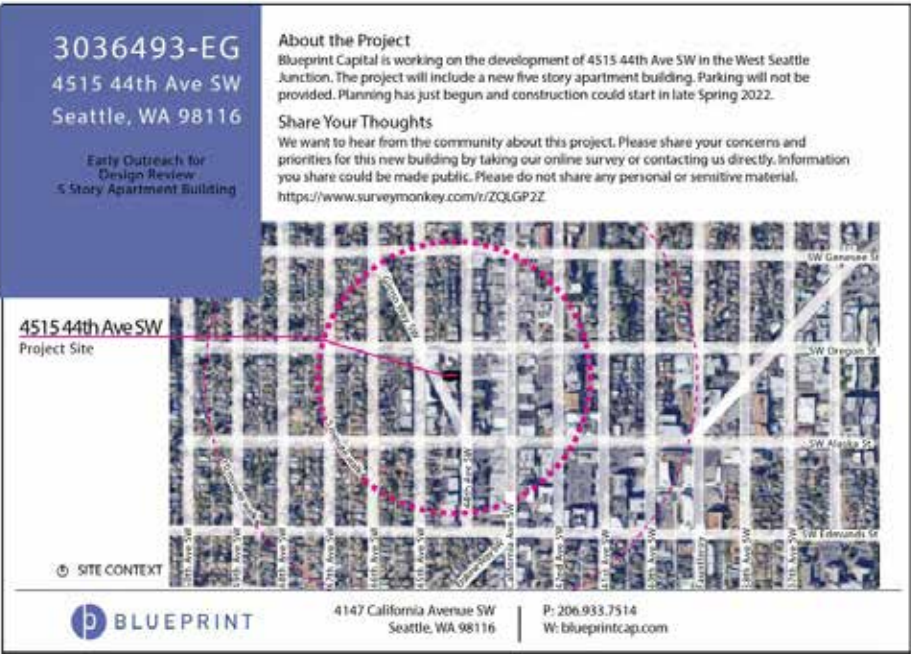
Approved Public Outreach Summary

Summary of Outreach Plan:

1. High Impact - Printed Outreach:

Requirement: Direct mailings to residences and businesses within approximately 500 ft radius of the proposed site

What we did: Mailed 5x7 postcards to addresses within a 500' radius of the project using the platform postcards.com (see appendix for receipt and mailing list). The postcards had a project map of the location, gave a brief project description, and referenced an online survey. Information on how to track the project was also included. Postcards were received on June 22nd, 2020.



2. High Impact Method – Online Survey:

Requirement: Online survey to be publicly available for a minimum of 21 days.

What We Did: Blueprint Capital designed an online survey through Survey Monkey that provided a brief summary, address of the project, SDCI record number, email address to provide feedback, where additional information can be found, a collection of information statement, site plan, and five questions. See appendix for survey questions, summary and individual’s comments.

Survey link: <https://www.surveymonkey.com/r/ZQLGP2Z>

Public informed by: printed postcards

Survey Launched: June 6th, 2020

Survey Closed: August 4th, 2020 with the following note, “This survey is currently closed. If you would like to track the project process you can search the project address or project number 3036493-EG in the Design Review Calendar or the Seattle Services Portal. If you'd like to provide additional comment you can do so by emailing prc@seattle.gov or contacting the project manager at jade@blueprintcap.com.”

3. Muli Prong Method – Email distribution & post on local blogs:

Requirement: Email to distribution list that includes community organizations identified by DON and post on local blog or in digital newsletter that includes information on how to submit comments directly to the project applicant.

What We Did: Blueprint Capital received the West Seattle Junction distribution list and blog information from the DON. We sent an email to all the contacts in the distribution list on June 30th, 2020. For blog purposes, we included a pdf of the postcard for graphic purposes as well as the link to the online survey. We had received no email responses.

Summary of Community Responses:

- 1. **High Impact Method – Printed Outreach:** Blueprint Capital received no responses from the printed postcards.
- 2. **High Impact Method – Online Survey:** Blueprint Capital received 63 responses from the online survey. Below is a summary of the responses received:

Over 76% of the participants live very close to or in the general area of the project.

14% of participants visit the area often for work or leisure.

When asked about what aspects would be the most important to the community, they responded that the project prioritize affordability, with family friendliness and that it is aesthetically pleasing as second priorities. Out of the 45 written responses most comments addressed concern for no proposed parking. Others commented they’d like to see the proposal to be smaller, no signage, incorporate the character of the Junction. They’d also like to see more “classic” architecture and that it be affordable for local and minorities. Longevity among tenants is also a factor of importance among residences.

When asked about the community’s concerns, over 88% responded with driving impacts and parking. Out of the 22 written responses there was a concern whether there is a market for SEDUs and no parking and that the proposal is not family or senior friendly. Affordability for single people, SEDU program, and blocking views were also a concern.

When asked about additional information the community would like us to know they expressed no proposed parking as the major concern, specifically when it would affect local businesses. Other design they’d like to see implemented are a roof deck / garden, integrated and not oversized signage. Other outdoor areas with pet zones and having units large enough for families were encouraged. Lack of transit with the bridge out of commission was also a concern.

Muli Prong Method – Email distribution & post on local blogs: Blueprint Capital had sent the following message out to the distribution list and blogs for Ballard (imagery of postcards were also included for blogs):

Hello West Seattle Community,

My name is Jade Aramaki and I am the lead designer at Blueprint Capital, a local developer and architecture firm. We are working on a proposed development located at [4515 44th Ave SW](#) in the Junction. The new development will include a new five story apartment building containing small efficiency dwelling units and 1 bedrooms, no parking proposed.

I'm reaching out because I want to hear from you, the community, about this project. You can engage with this process a couple of ways. First, you can fill out the [survey located here](#) (<https://www.surveymonkey.com/r/ZQLGP2Z>). The comment period will be open until July 20th. Second, you can email me directly with any questions you may have; I'd be happy to have a dialogue with you. Third, if you live in close proximity you will receive a postcard with ways to engage. I have attached a digital copy of this information, feel free to post this on blogs, print out on bulletins, etc. Note that any information you share could be made public, so please refrain from sharing personal or sensitive information.

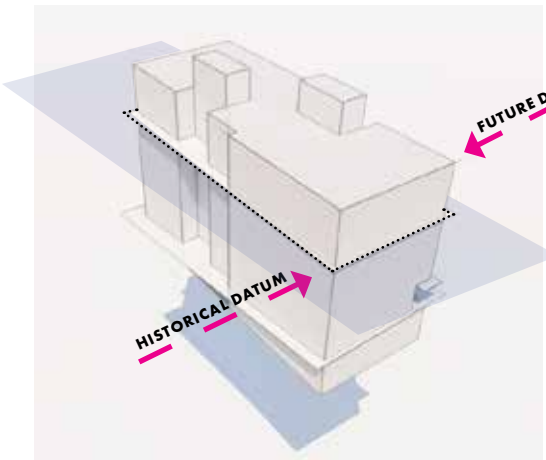
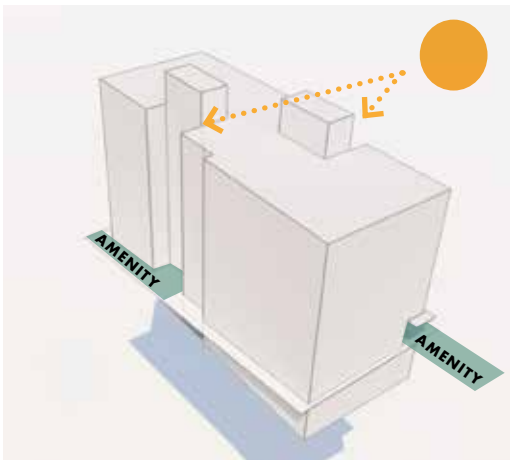
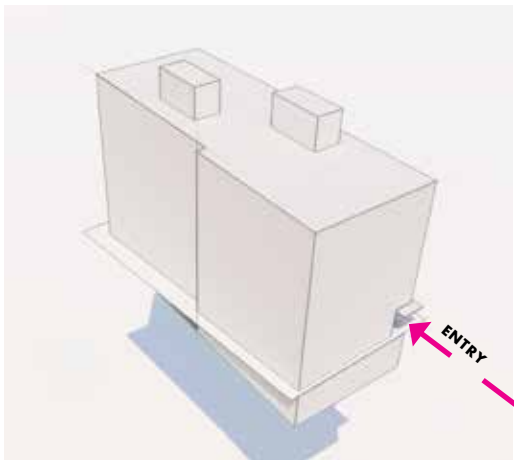
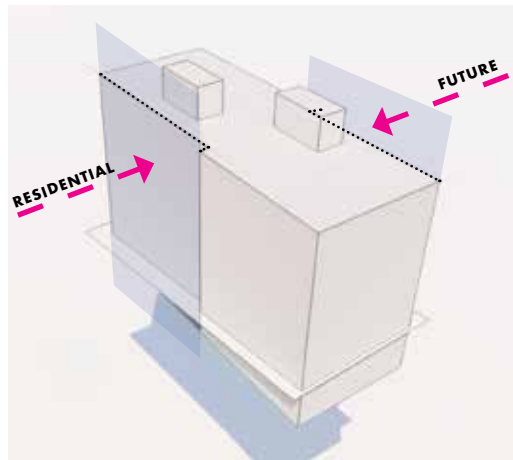
Due to the nature of our current environment with the stay-home order in place there will be no in-person outreach or public meeting. Therefore your input is even more important and appreciated.

I'm looking forward to collaborating with you on this project, stay safe and healthy,

Jade

Out of that outreach, nobody had responded.

Design Priorities



1) NEIGHBORS

Responding to neighbors are important; they create massing cues from what the project can respond to. Stepping away from the existing residential neighbor to the South will achieve optimal privacy, daylight, and air. The Northern neighbor is currently a parking lot but has a strong potential for development. Responding to and pulling back from that neighbor and it's future height at the street is also important fro breaking down perceived scale.

2) PEDESTRIAN

Given the direct proximity to transit and amenities, it is important that the entry have a strong but residential presence, have access to covered outdoor space and seating, and be connected to nature through landscaping. The front porch plays and important role in residential architecture; it creates a focal point, a sense of arrival, and overhead coverage. By designing a recessed entry sequence with the front porch in mind, the pedestrian realm has a strong sense of arrival, overhead coverage, and landscaped seating areas in pockets of amenity spaces.

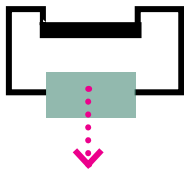
3) DAYLIGHT & AIR

Entry sequences and ground amenity spaces have been defined and are further enhanced by setting back the building additionally at key locations to create access to daylight and air. Setting the building back not only creates a focal point of pleasant spaces to inhabit at the ground level, but also provides residents and adjacent neighbors more access to daylight and air in the upper levels.

4) HISTORICAL CONTEXT

The Southern neighbor has another cue that adjacent development has responded to, the residential scale and height of the building. Although taller, adjacent development has responded to this datum through material changes. While this may not be the project's strategy of defining datums, it is important to recognize the historical references in the adjacent architecture. Defining the Southern neighbor's datum while also responding to the height of potential future development to the North will be a key transitional point in the project.

Design Options Introduction



Option A | Southern Focus



47 Residential Units

302 sf Average (gross)

Max FAR	21,937 sf
Proposed FAR	20,571 sf
Vehicular Parking	0 Stalls
Bike Parking	47 long term stalls req'd & provided
Amenity Area	1,053 sf req'd, 1,472 sf provided

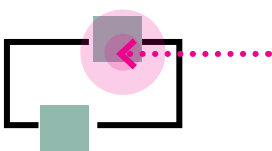
Pros

- Entrance off of the northern high point of the site. This could encourage future development to respond accordingly.
- Southern units have exposure to sunlight.
- The mass is pulled in on the northern and southern units and further pulled in at the corridors to give the building texture and depth.

Cons

- Orienting the stairs along the north property line could create blank facades for the adjacent neighbors.
- Amenity at the south will have limited access to daylight and will feel cavernous adjacent to the stairs and the neighboring building.
- Should future North neighbor develop, daylight and open space would be negatively impacted.

Departures - None



Option B | North Node



37 Residential Units

349 sf Average (gross)

Max FAR	21,937 sf
Proposed FAR	17,608 sf
Vehicular Parking	0 Stalls
Bike Parking	37 long term stalls req'd & provided
Amenity Area	901 sf req'd, 1,384 sf provided

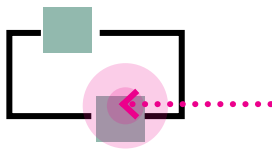
Pros

- Amenity is located off the entrance which allows for landscaping, seating, and a generous covered entryway.
- The entrance is located North at the high point of the site, enhancing it as a focal point. This could also encourage future development to respond accordingly.
- Amenity space is located off the alley, close to the street for easy bike access and social space.
- Balconies at the alley will have views towards a pocket park.
- The stairs are located on opposite facades and are centrally located in the site, providing maximum daylight to the neighbors. This move also carves away at the overall massing to provide more light into units and amenity spaces at the ground plane.
- There are 4 stories with a mezzanine on the upper floor, promoting diversity in units.

Cons

- The entrance off the high point of the site will create a tall basement level off the alley

Departures - None



Option C | Entry Amenity (Preferred Scheme)



43 Residential Units

320 sf Average (gross)

Max FAR	21,937 sf
Proposed FAR	17,307 sf
Vehicular Parking	0 Stalls
Bike Parking	43 long term stalls req'd & provided
Amenity Area	885 sf req'd, 926 sf provided

Pros

- Building is considerably lower in height than the other two options.
- Primary amenity is located off the entrance which allows for landscaping, seating, BBQ area, and a generous covered entryway.
- The entrance is located North at the high point of the site, enhancing it as a focal point. This could also encourage future development to respond accordingly.
- The south facing open air court provides visual interest and sunlight down to the lower building level circulation area.
- Balconies at the alley will have views towards a pocket park.
- The stairs are located on opposite facades and are centrally located in the site, providing maximum daylight to the neighbors. This move also carves away at the overall massing to provide visual massing interest.

Cons

- None.

Departures - None

Option A

Southern Focus with Circulation towards the North.

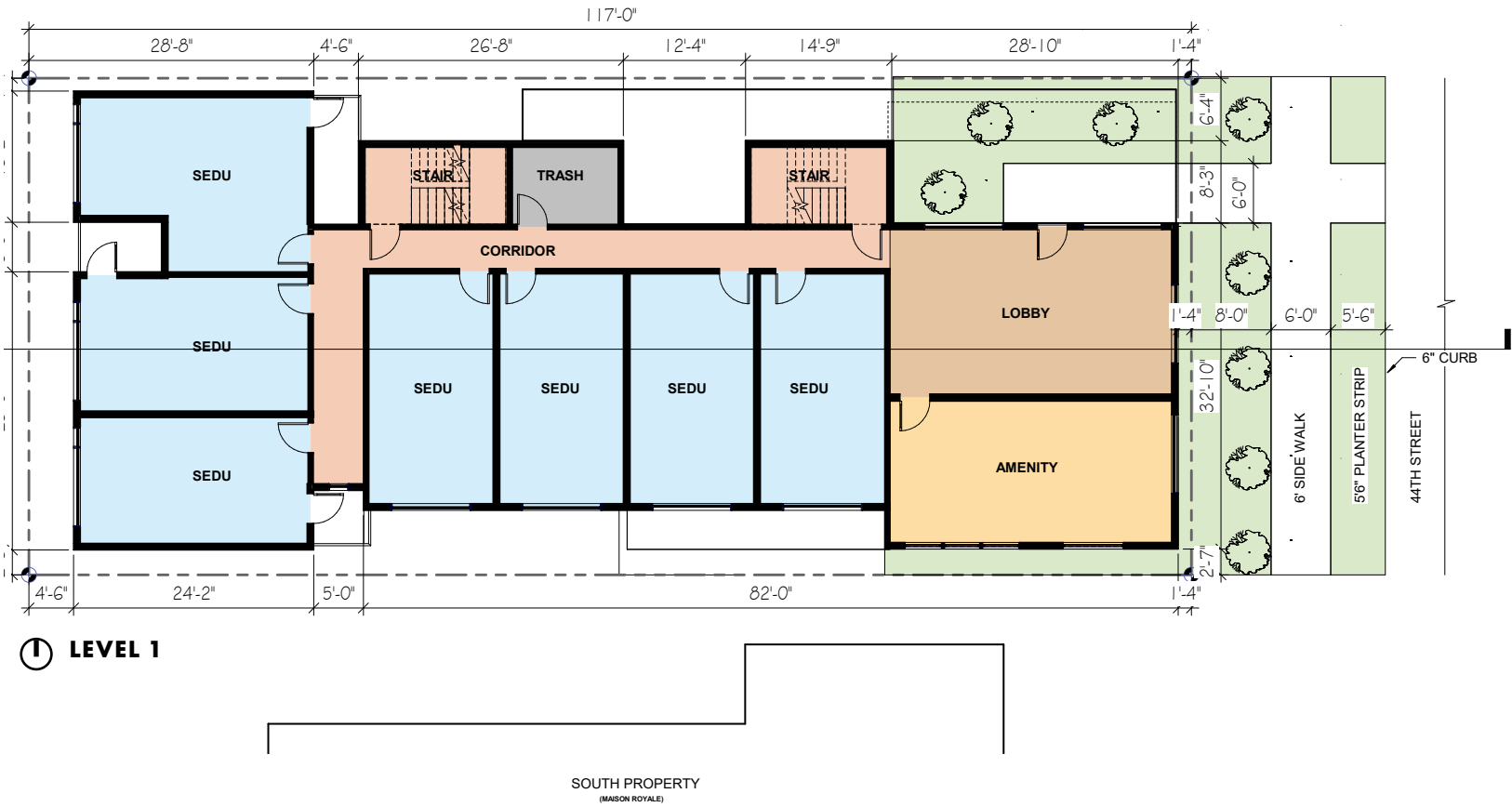
47 Residential Units
302 sf Average (gross)
Proposed FAR 20,571 sf

Pros

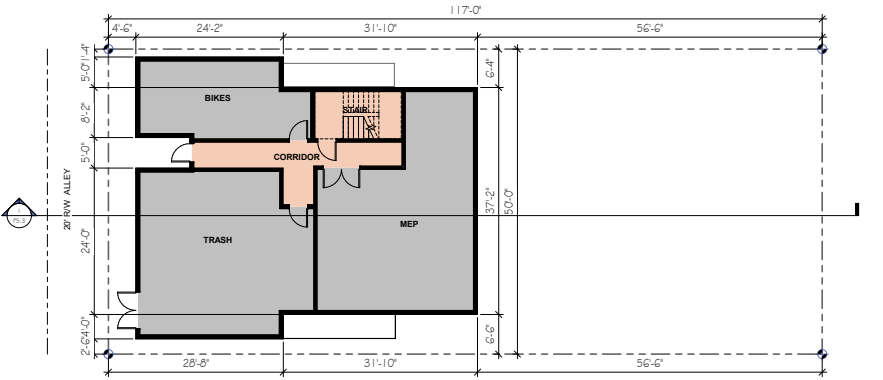
- Entrance off of the northern high point of the site. This could encourage future development to respond accordingly.
- The mass is pulled in on the northern and southern units and further pulled in at the corridors to give the building texture and depth.
- Should future North neighbor develop, daylight and open space would be negatively impacted.
- Southern units have good exposure to sunlight.

Cons

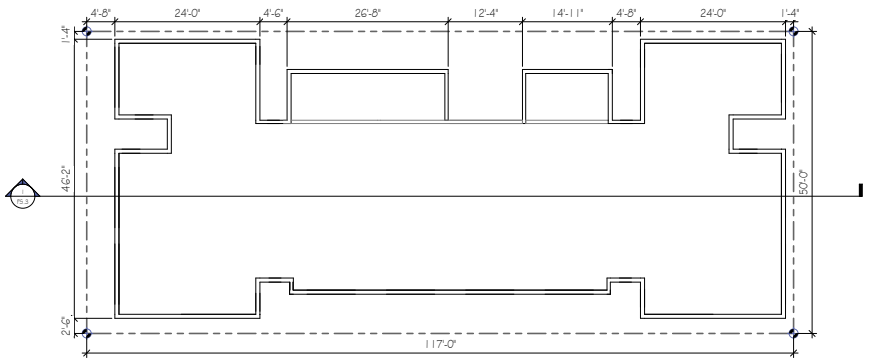
- Orienting the stairs along the north property line creates blank facades for the adjacent neighbors.
- Amenity at the south will have limited access to daylight and will feel cavernous due to it's relationship to the neighboring structure.



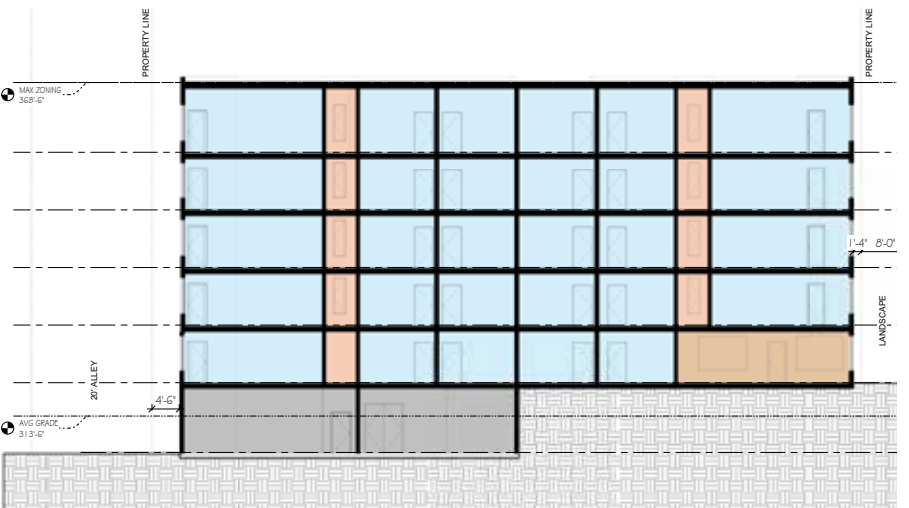
LEVEL 1



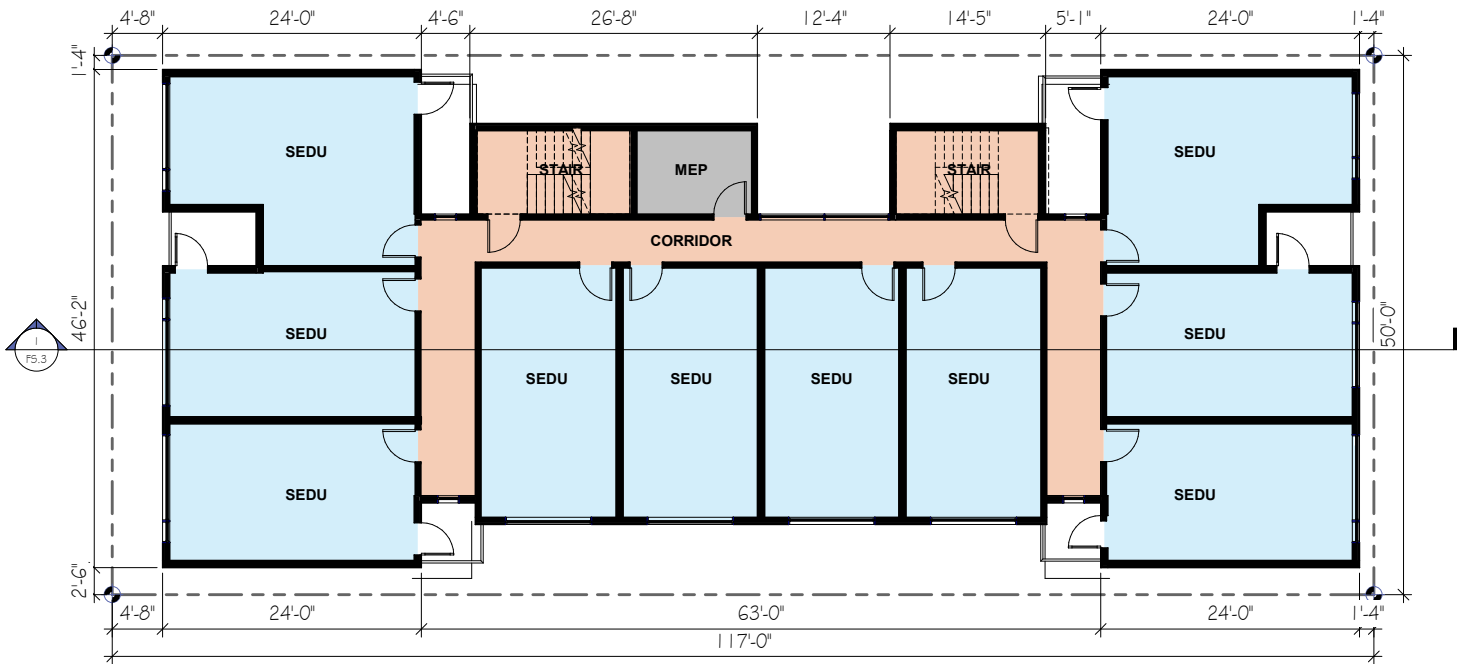
LEVEL A



ROOF | NO ROOF DECK PROPOSED

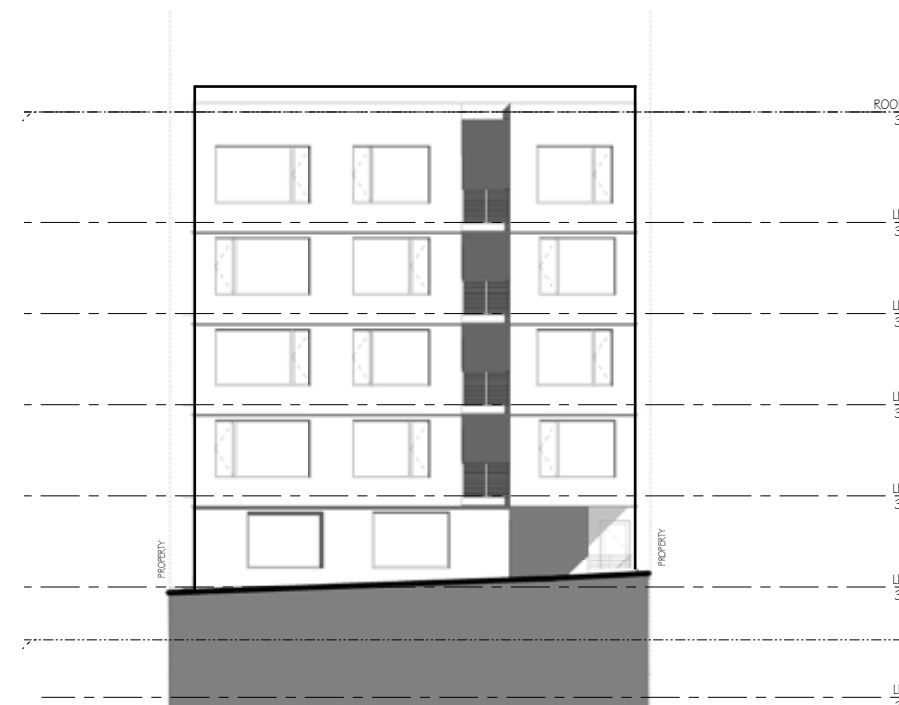


NORTH / SOUTH SECTION

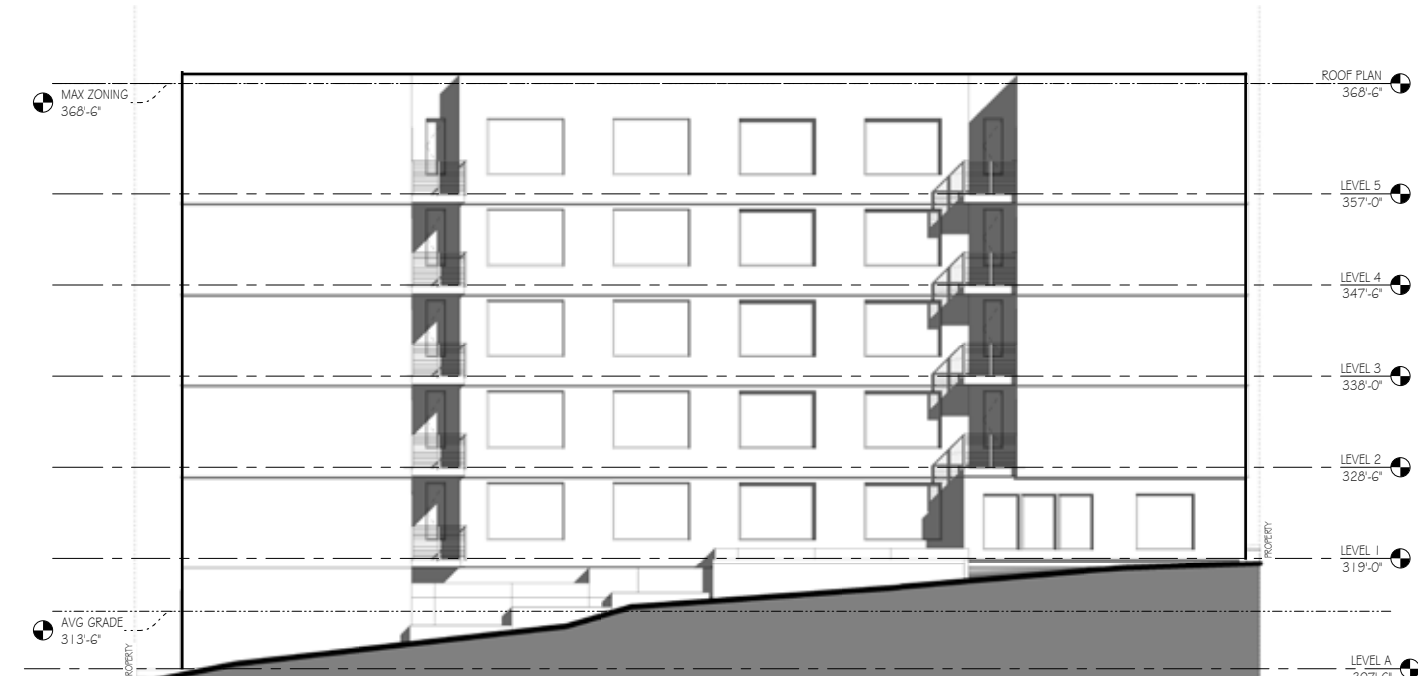


LEVEL 2 -5

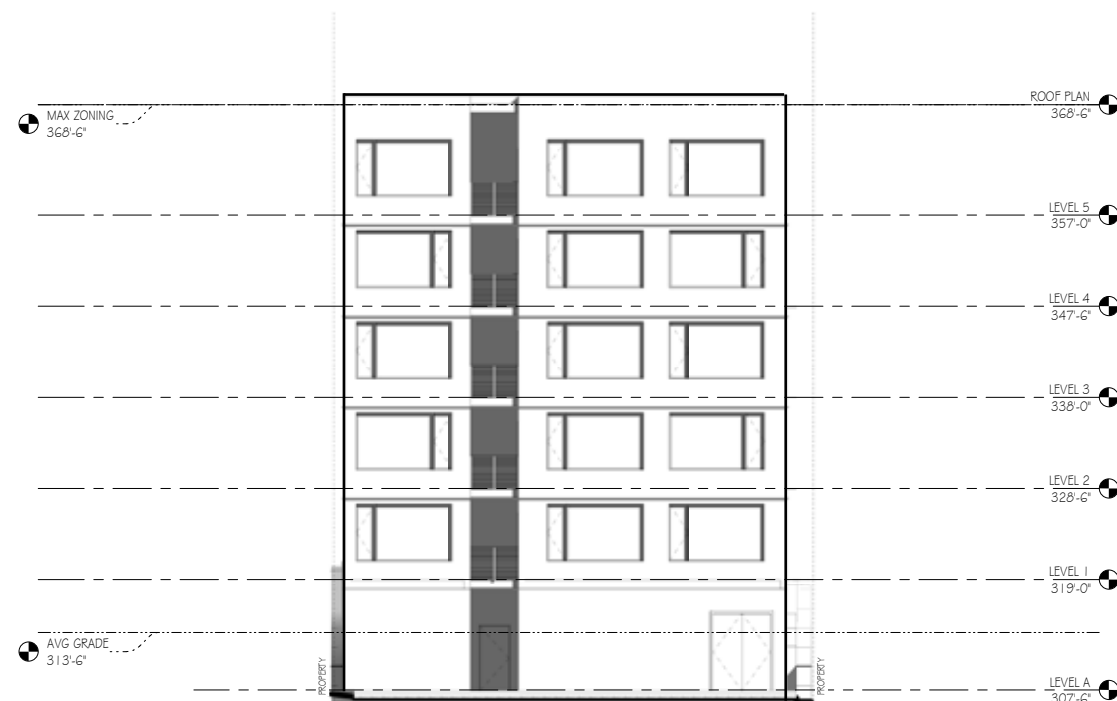
Option A Elevations



EAST ELEVATION (44TH AVE SW)



SOUTH ELEVATION (MAISON ROYALE APARTMENTS)



WEST ELEVATION (ALLEY)



NORTH ELEVATION (PARKING LOT & BUSINESSES)

Option A Massing Images



44th Avenue SW - Looking West



44th Avenue SW - Looking North



44th Avenue SW - Looking South



Alley - Looking South



Alley - Looking North

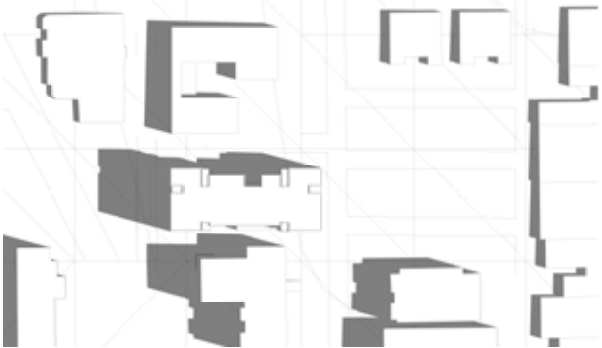


Aerial Perspective - Looking Northeast



Aerial Perspective - Looking Southwest

Option A
Shadow Analysis



9:00 AM

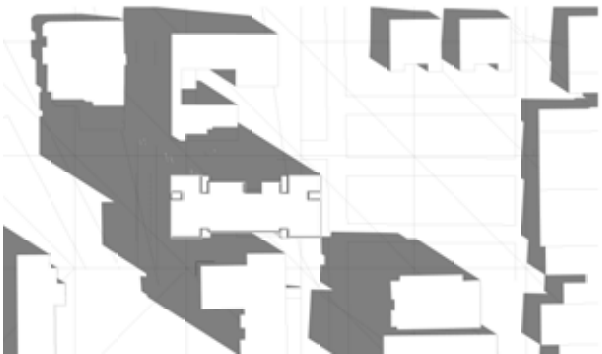


12:00 PM



4:00 PM

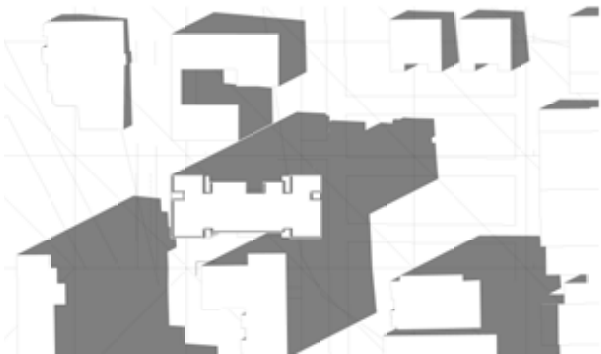
SUMMER SOLSTICE



9:00 AM

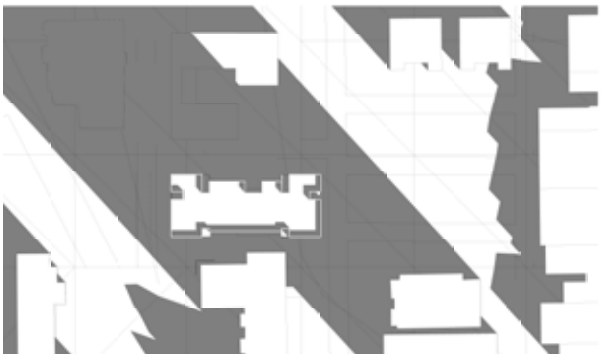


12:00 PM



4:00 PM

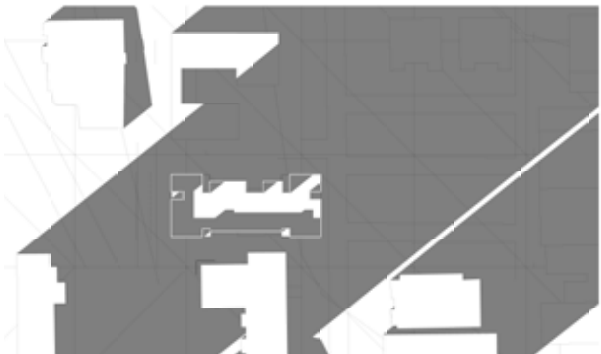
EQUINOX



9:00 AM



12:00 PM



4:00 PM

WINTER SOLSTICE

Option B
North Covered Entry and Amenity
areas at various locations.

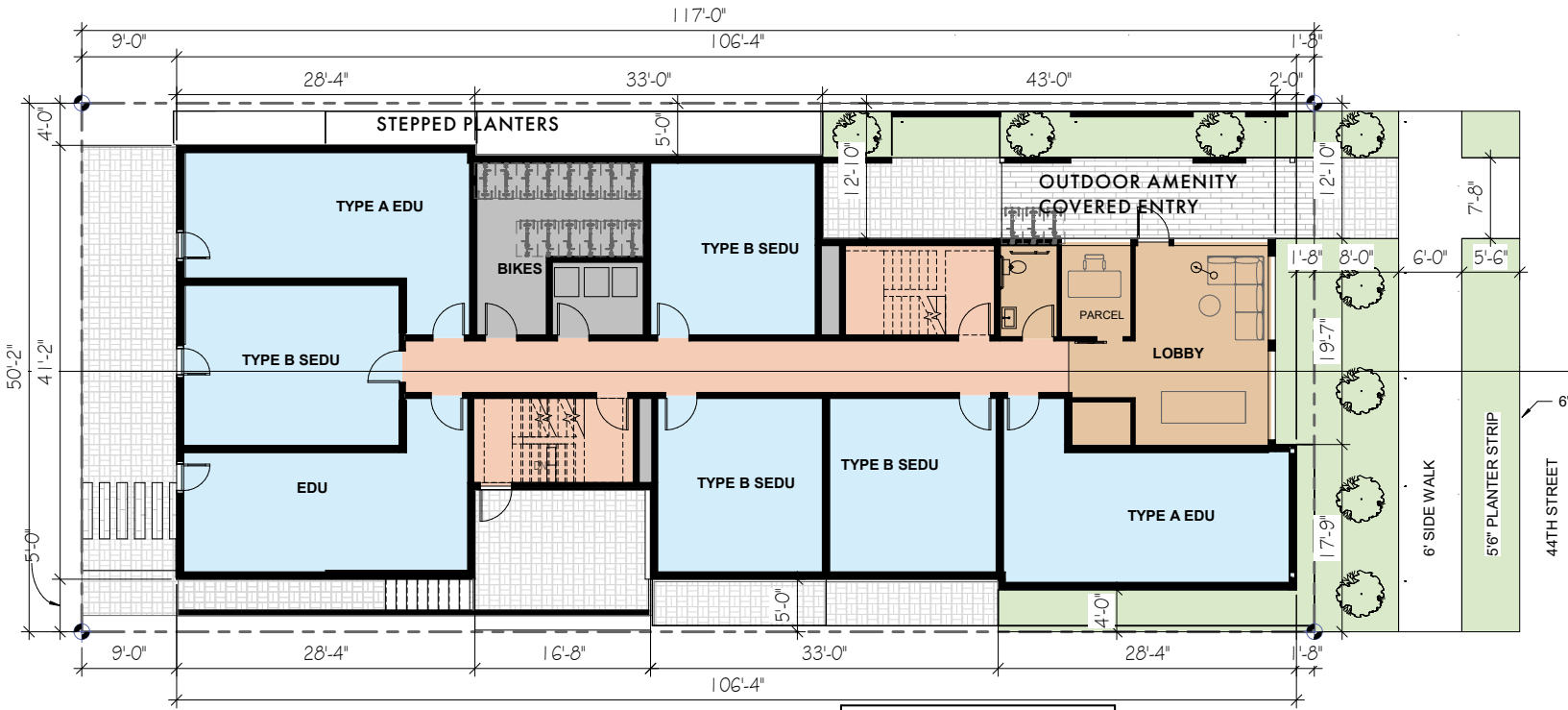
37 Residential Units
349 sf Average (gross)
Proposed FAR 17,608 sf

Pros

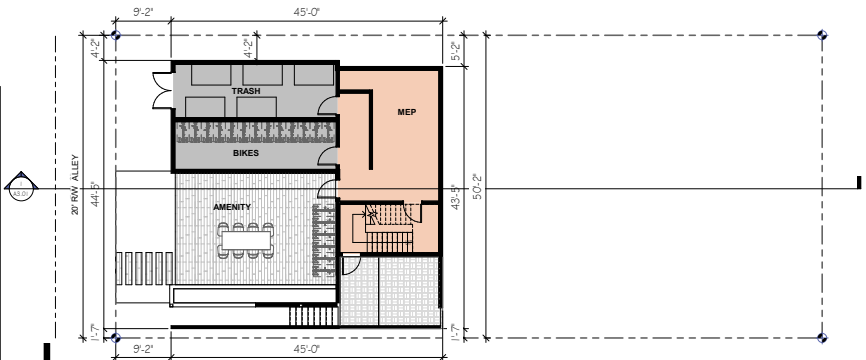
- Amenity is located off the entrance which allows for landscaping, seating, and a generous covered entryway.
- The entrance is located North at the high point of the site, enhancing it as a focal point. This could also encourage future development to respond accordingly.
- Amenity space is located off the alley, close to the street for easy bike access and social space.
- Balconies at the alley will have views towards a pocket park.
- The stairs are located on opposite facades and are centrally located in the site, providing maximum daylight to the neighbors. This move also carves away at the overall massing to provide more light into units and amenity spaces at the ground plane.
- There are 4 stories with a mezzanine on the upper floor, promoting diversity in units and reinforcing the datum set by the Southern neighbor.

Cons

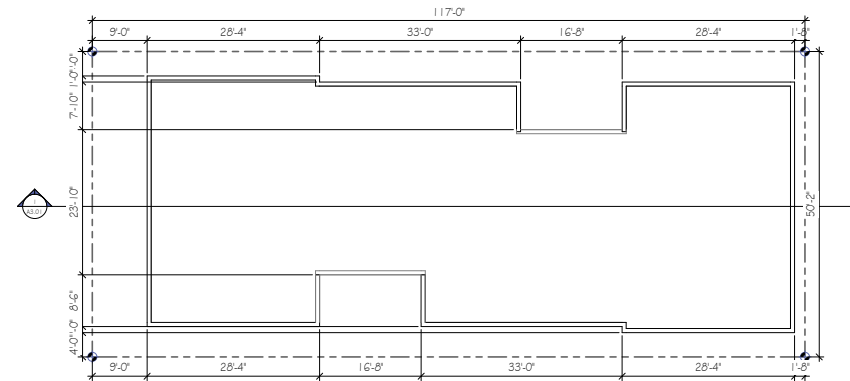
- The entrance off the high point of the site will create a tall basement level off the alley.



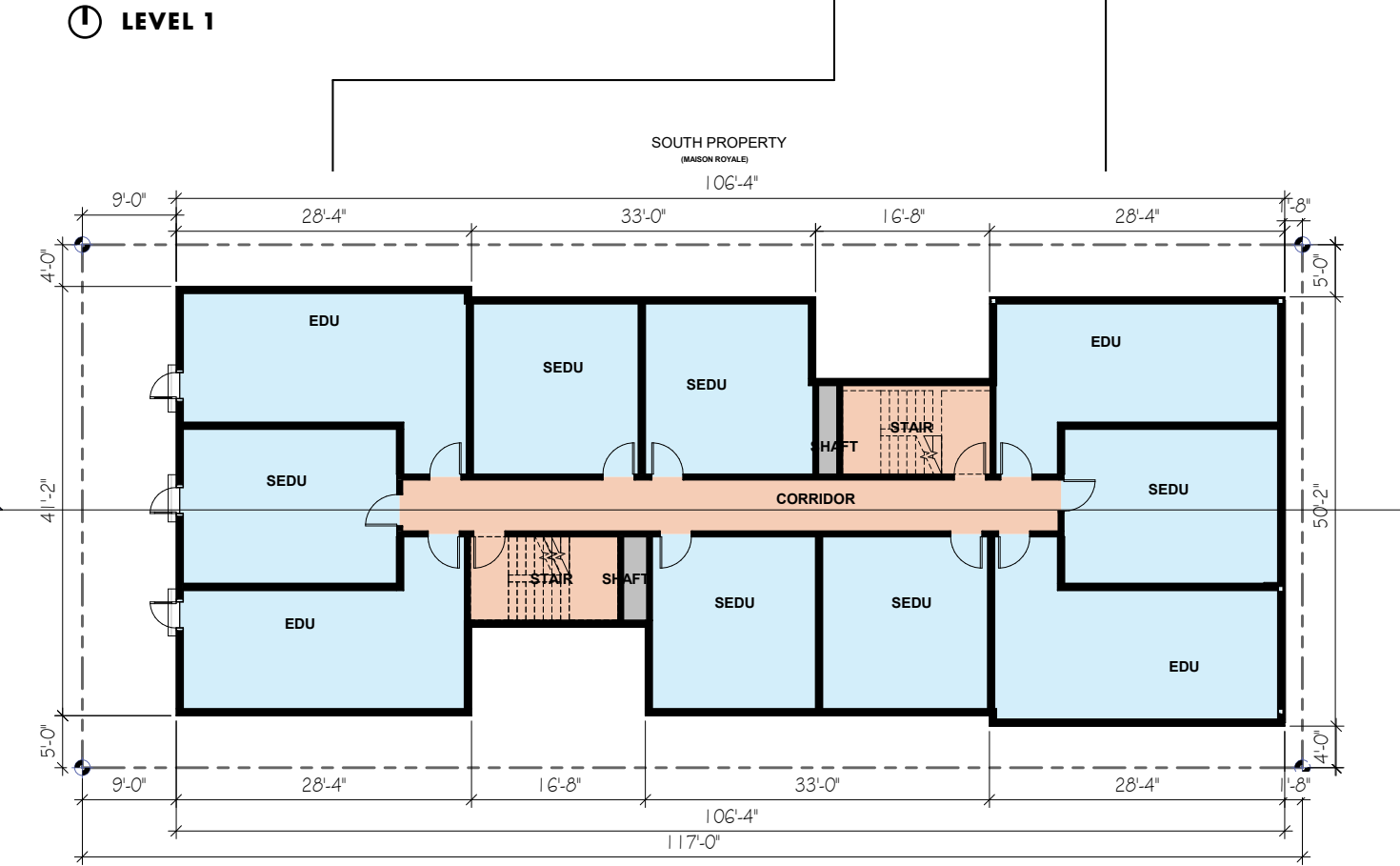
LEVEL 1



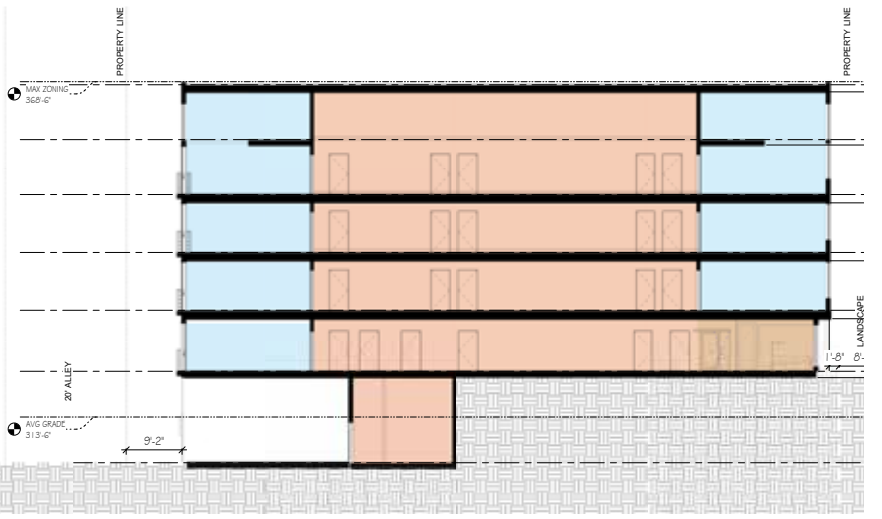
LEVEL A



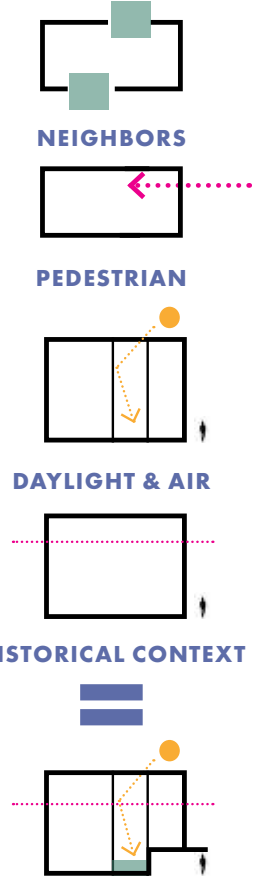
ROOF | NO ROOF DECK PROPOSED



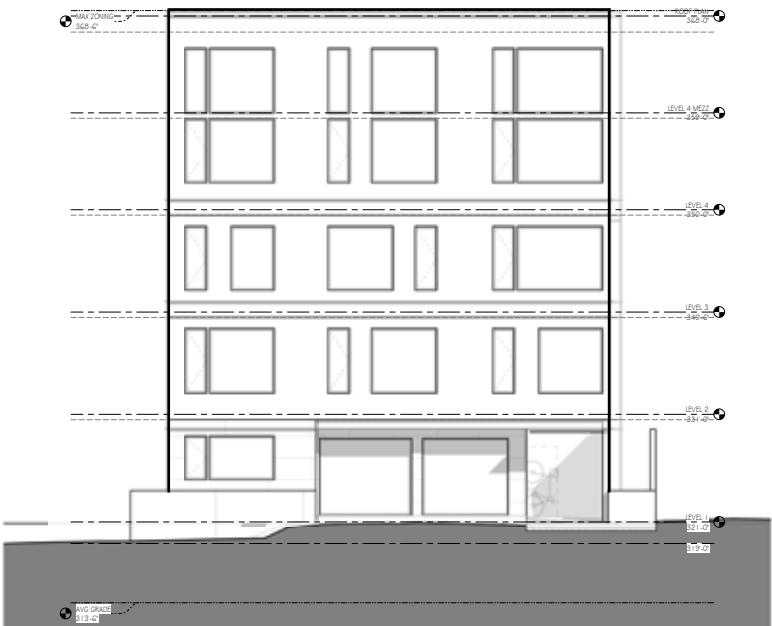
LEVEL 2 - 4 (MEZZ @ LEVEL 4)



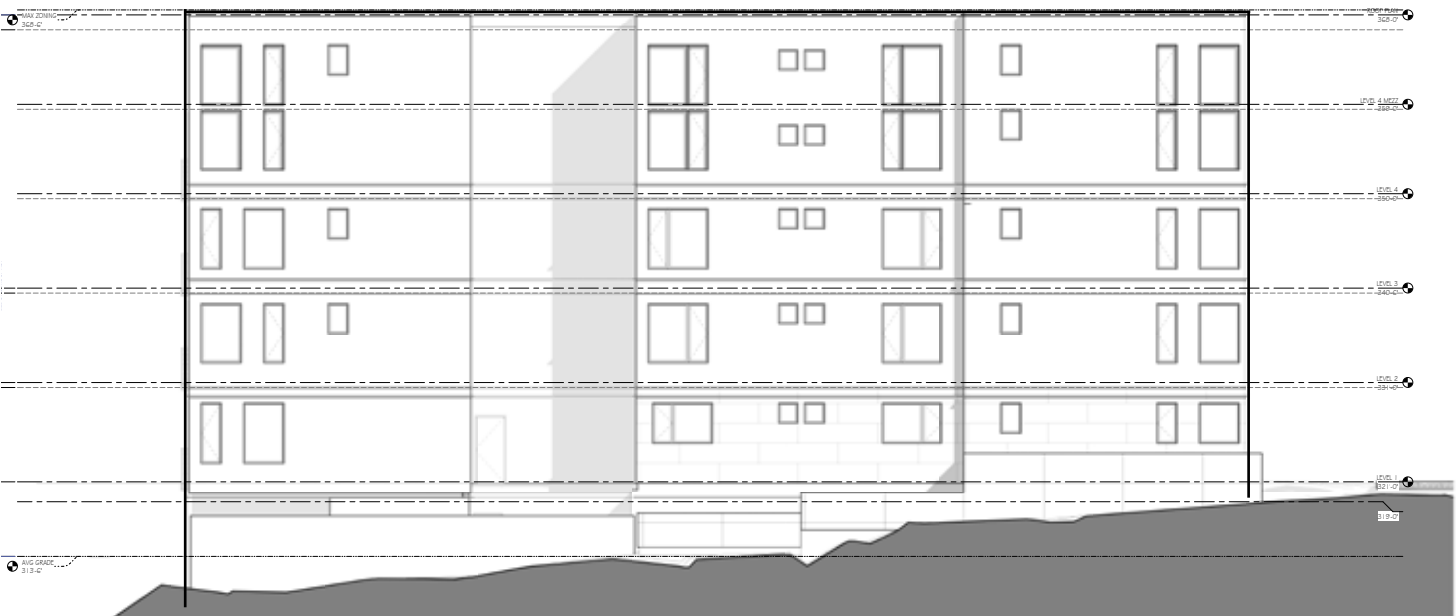
NORTH / SOUTH SECTION



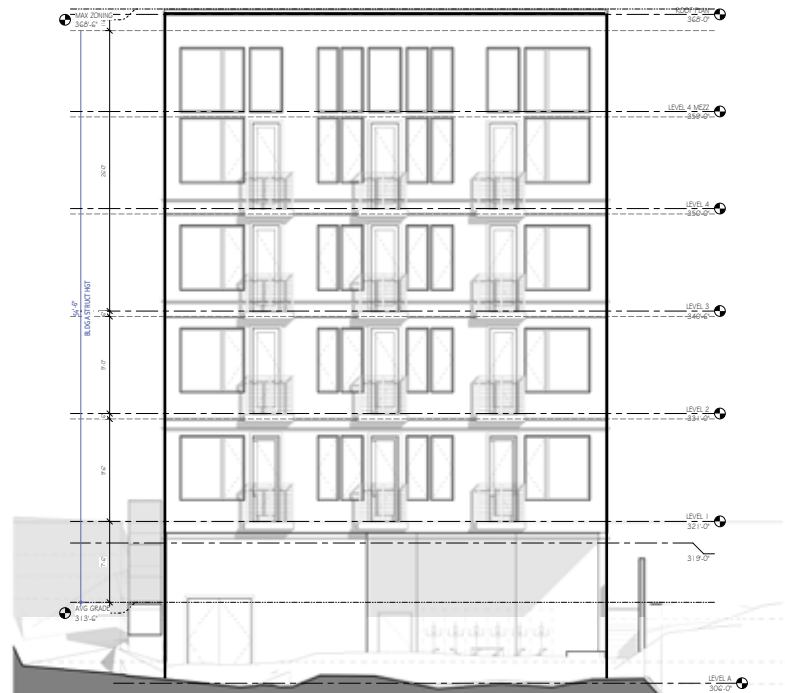
Option B Elevations



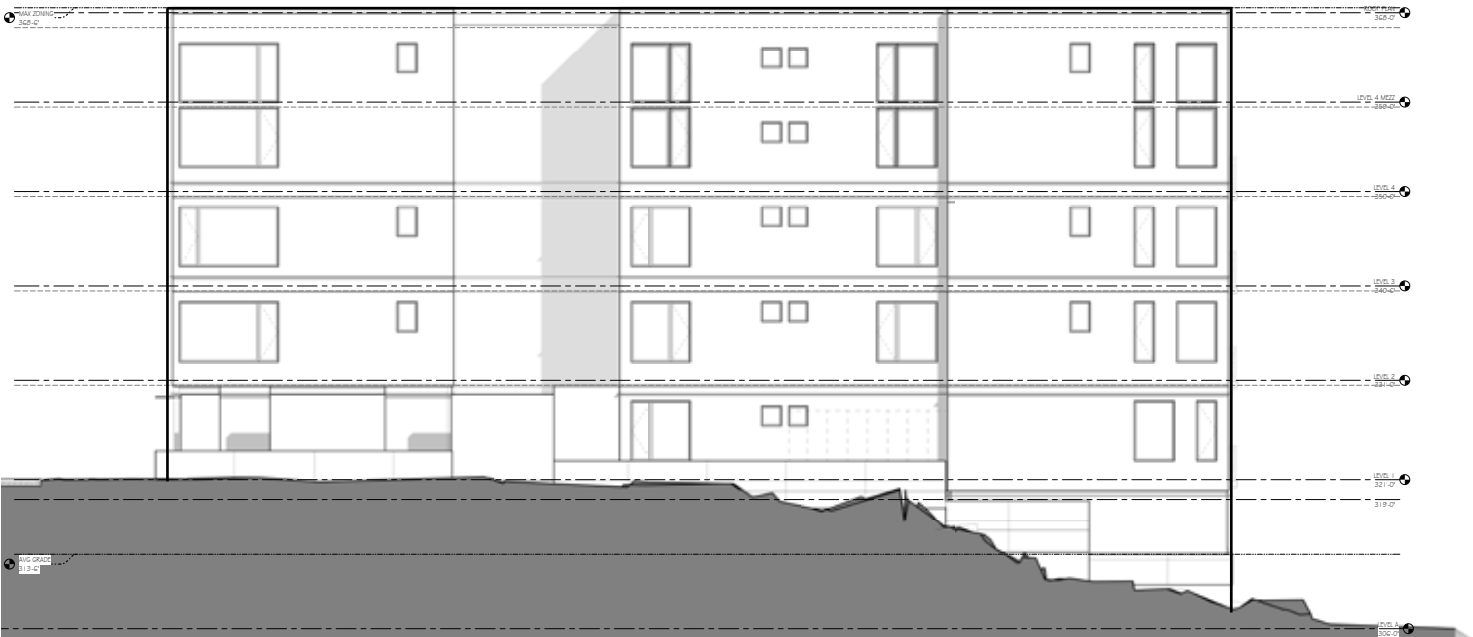
EAST ELEVATION (44TH AVE SW)



SOUTH ELEVATION (MAISON ROYALE APARTMENTS)



WEST ELEVATION (ALLEY)



NORTH ELEVATION (PARKING LOT & BUSINESSES)

Option B Massing Images



44th Avenue SW - Looking West



44th Avenue SW - Looking North



44th Avenue SW - Looking South



Alley - Looking South



Alley - Looking North

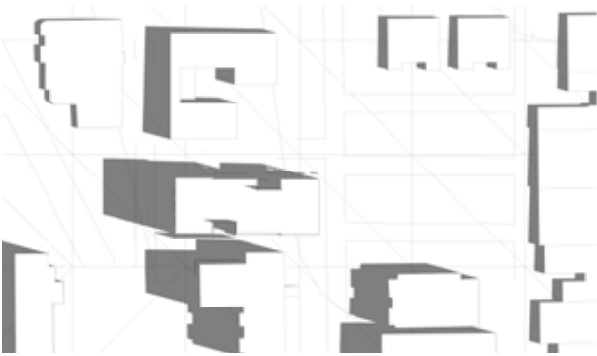


Aerial Perspective - Looking Northeast



Aerial Perspective - Looking Southwest

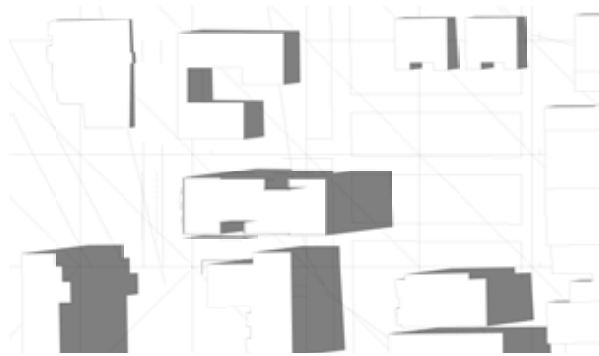
Option B
Shadow Analysis



9:00 AM

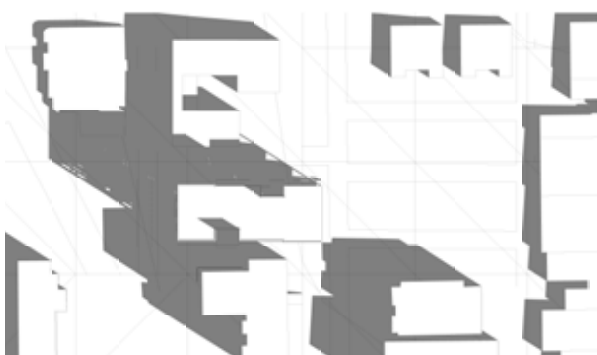


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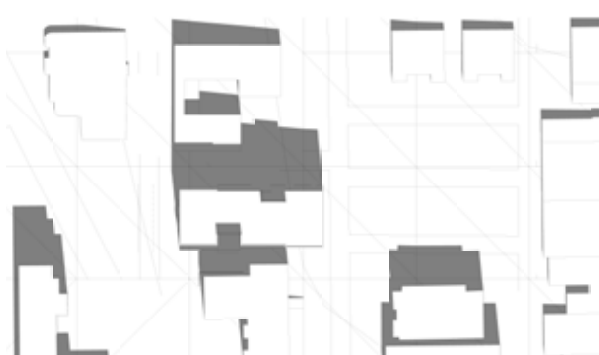


4:00 PM

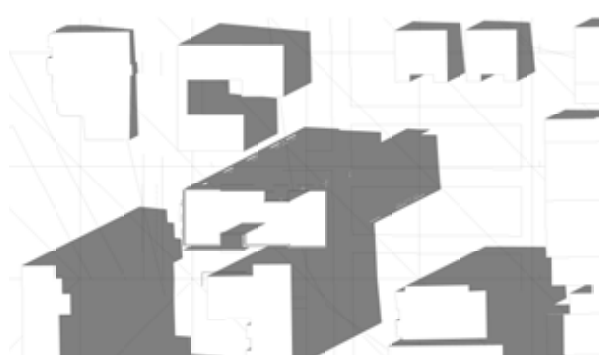
SUMMER SOLSTICE



9:00 AM

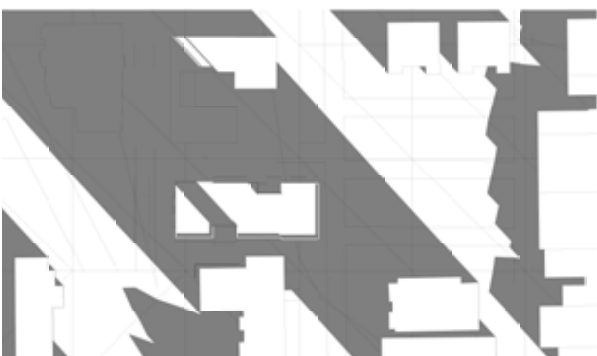


12:00 PM



4:00 PM

EQUINOX



9:00 AM



12:00 PM



4:00 PM

WINTER SOLSTICE

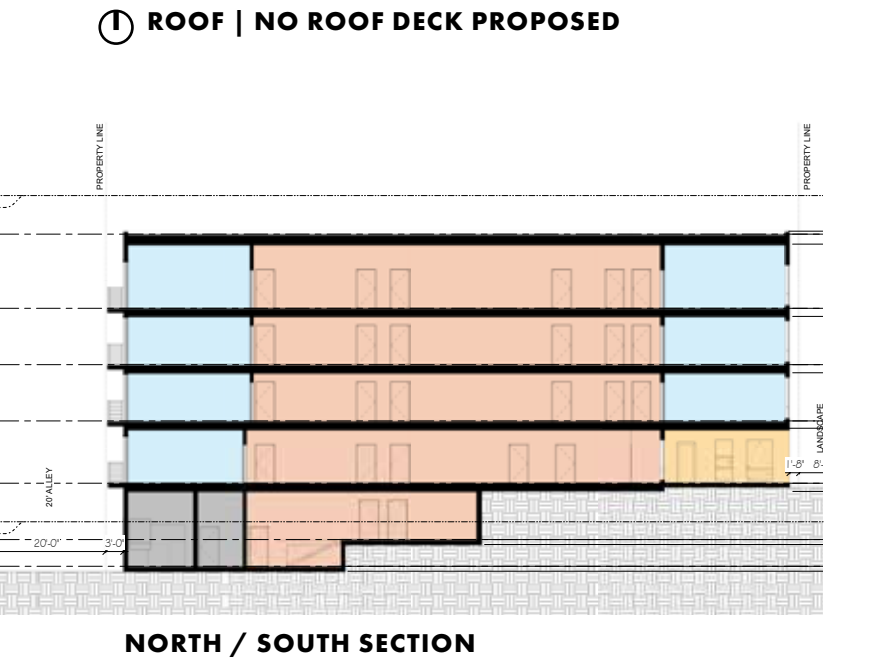
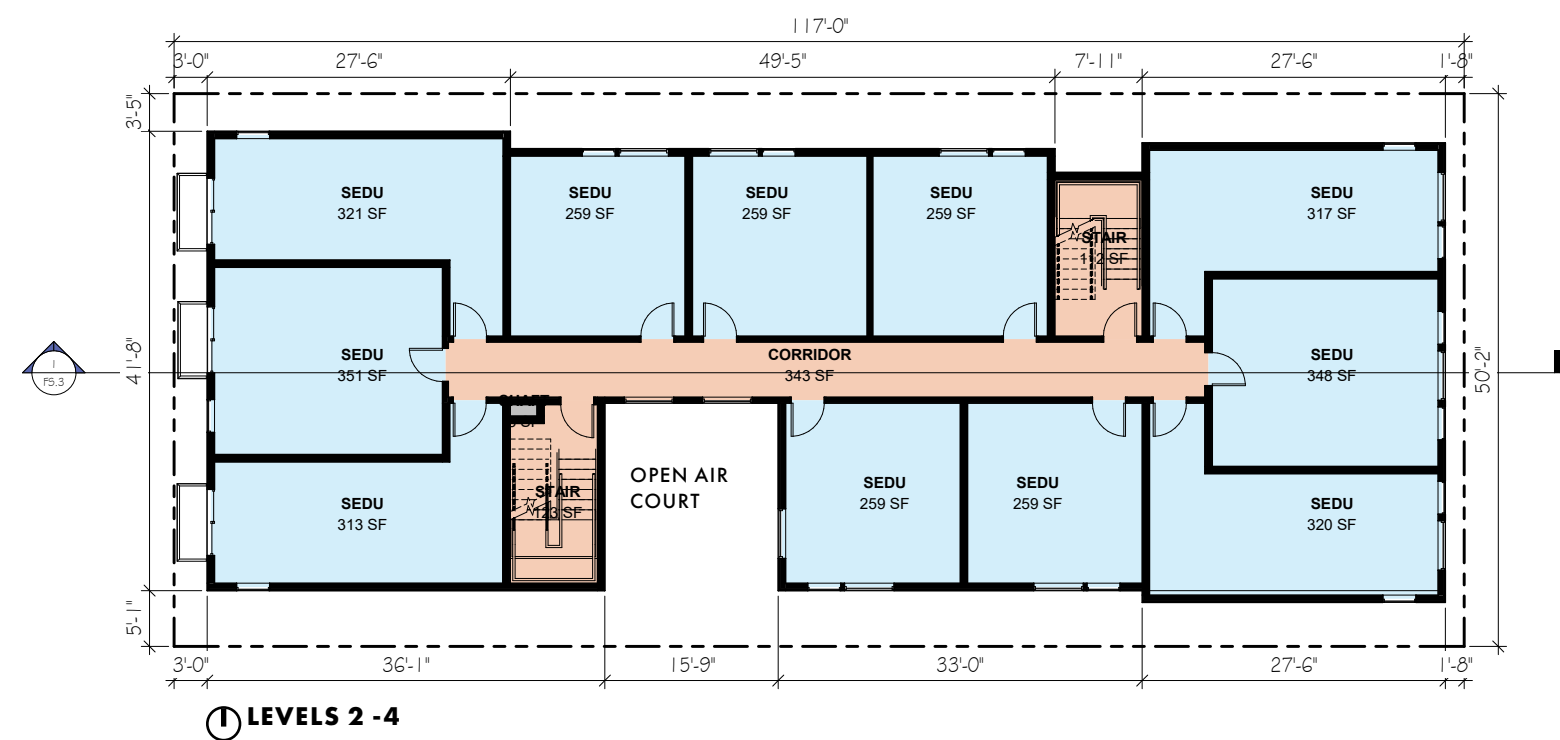
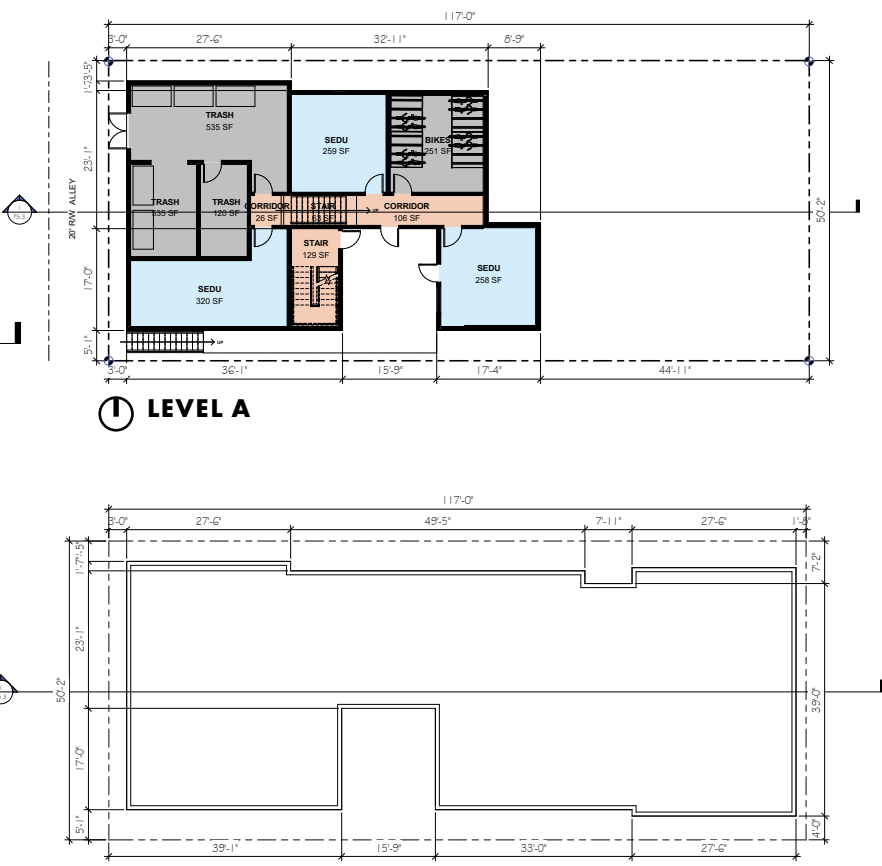
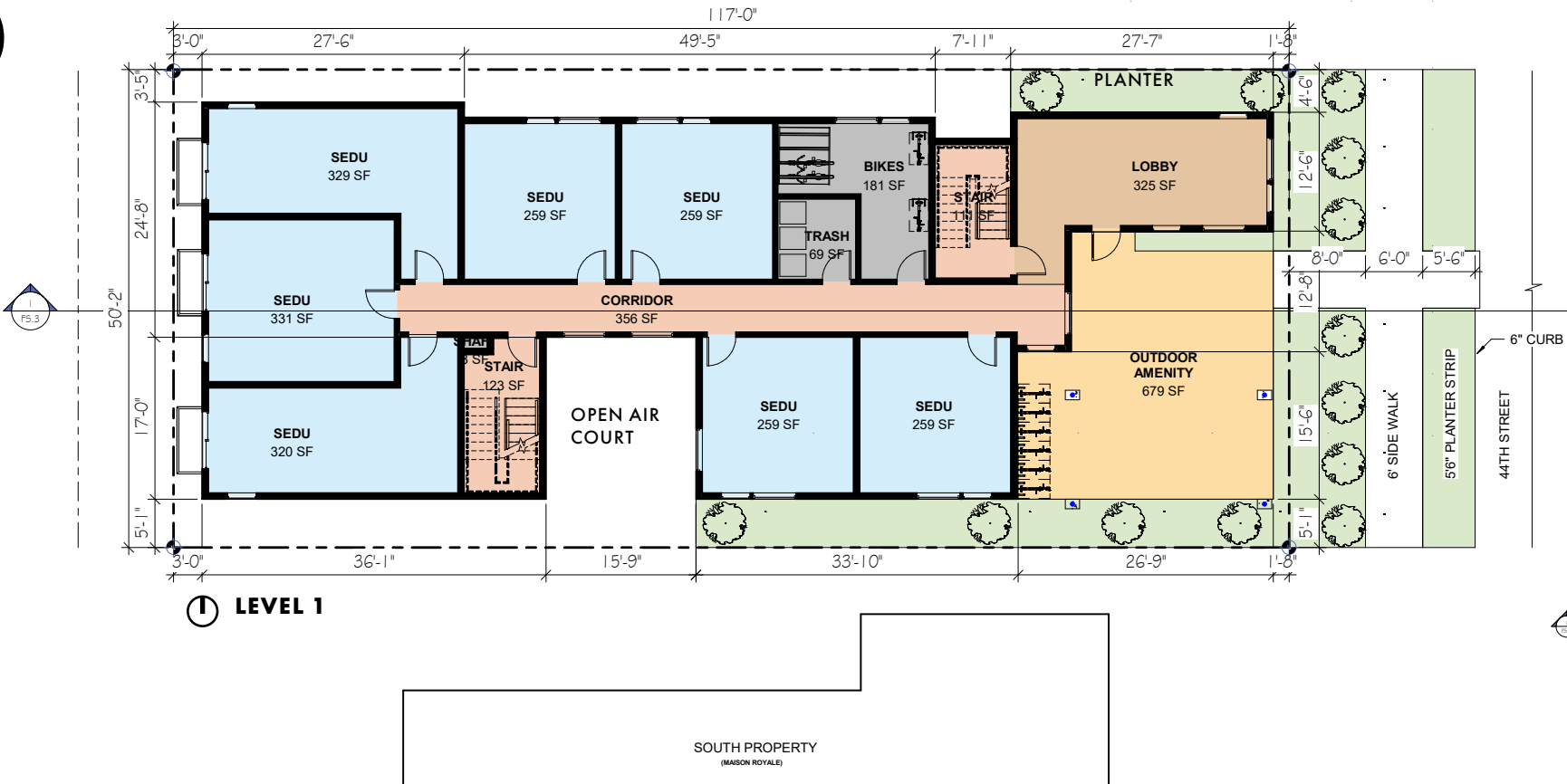
Option C (Preferred Option)

North Outdoor Covered Amenity
Entry Court.

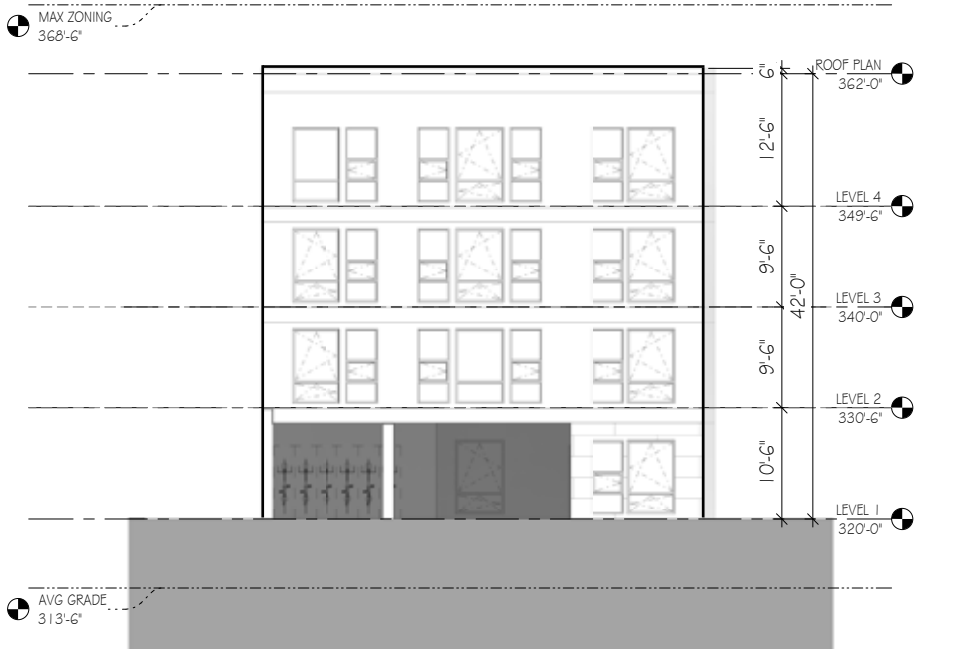
43 Residential Units
320 sf Average (gross)
Proposed FAR 17,307 sf

- Pros
- Building is considerably lower in height than the other two options.
 - Primary amenity is located off the entrance which allows for landscaping, seating, BBQ area, and a generous covered entryway.
 - The entrance is located North at the high point of the site, enhancing it as a focal point. This could also encourage future development to respond accordingly.
 - The south facing open air court provides visual interest and sunlight down to the lower building level circulation area.
 - Balconies at the alley will have views towards a pocket park.
 - The stairs are located on opposite facades and are centrally located in the site, providing maximum daylight to the neighbors. This move also carves away at the overall massing to provide visual massing interest.

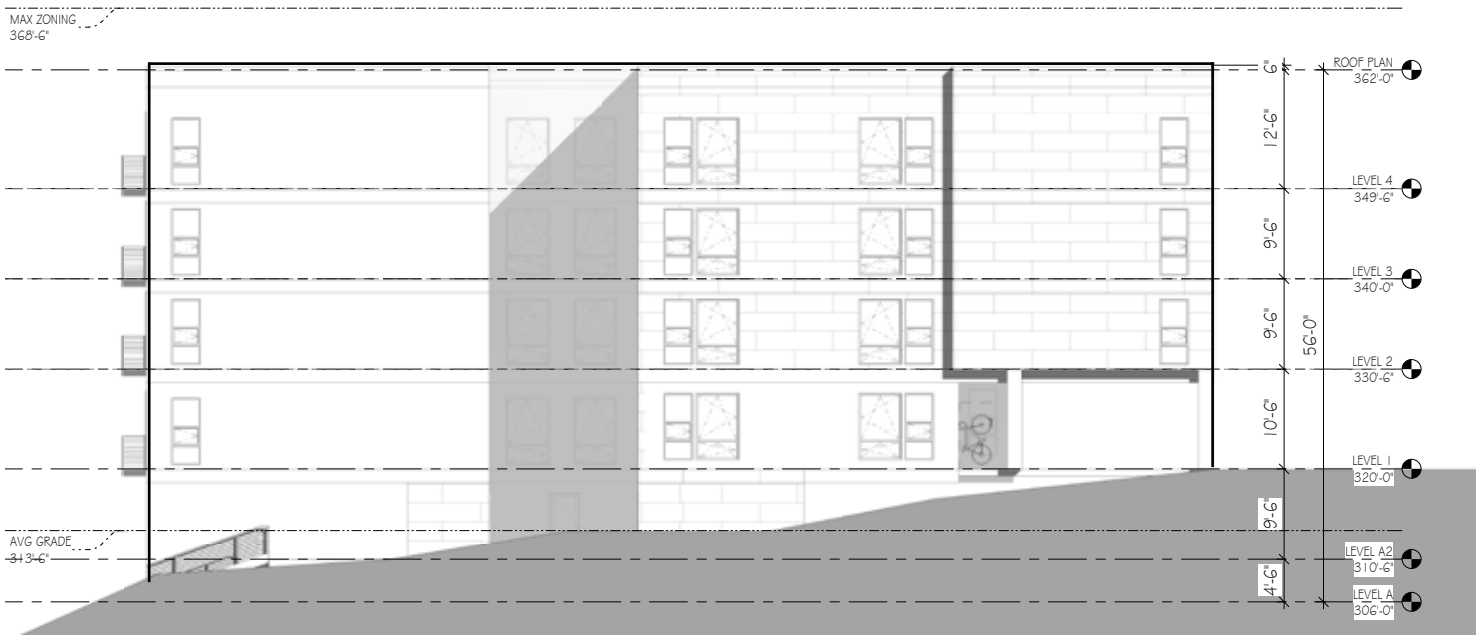
- Cons
- None.



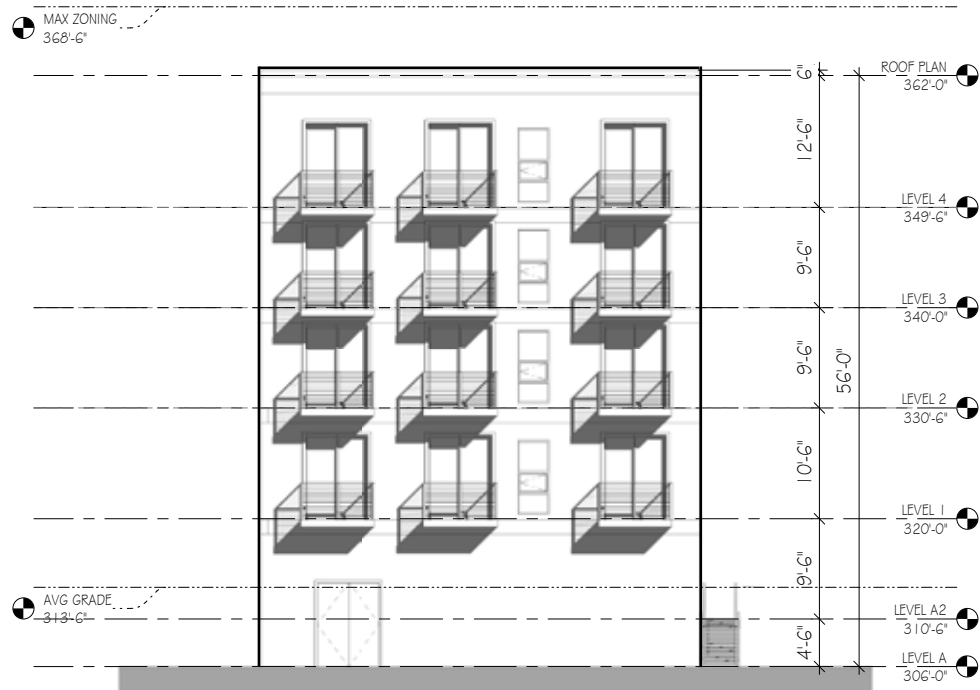
Option C Elevations (Preferred Option)



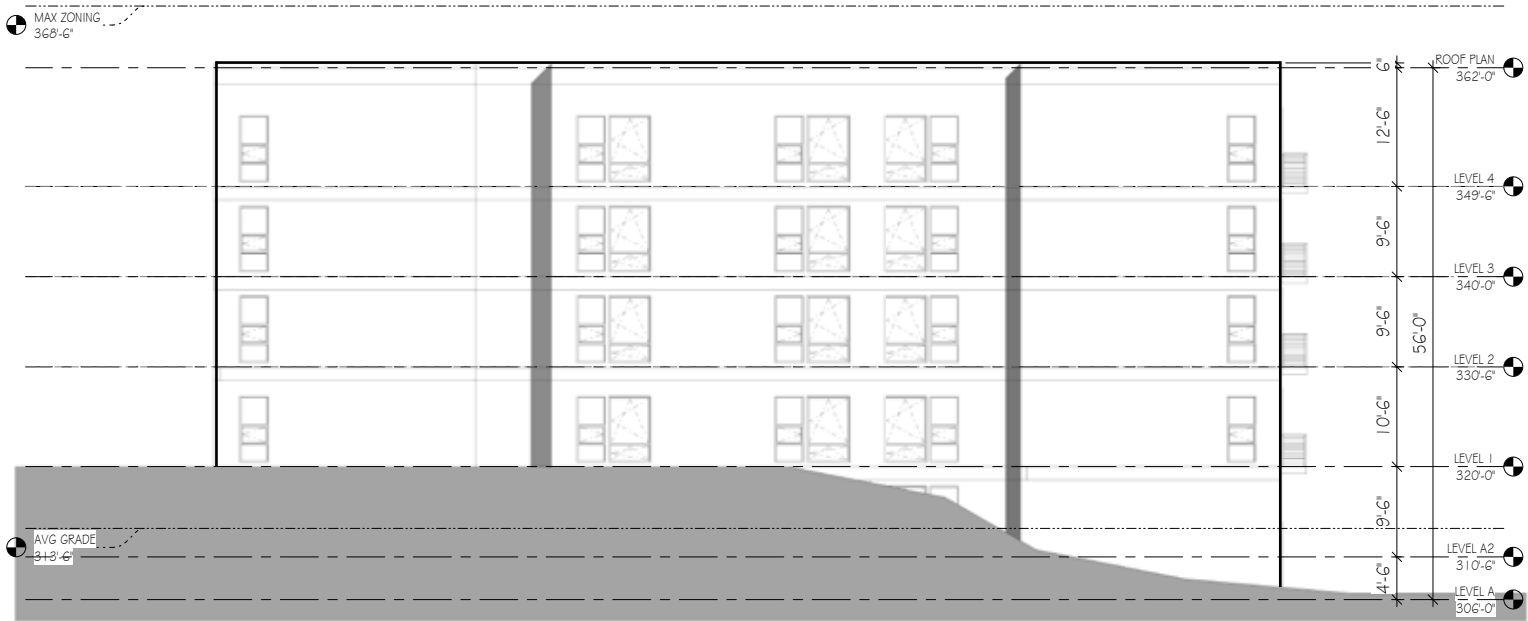
EAST ELEVATION (44TH AVE SW)



SOUTH ELEVATION (MAISON ROYALE APARTMENTS)



WEST ELEVATION (ALLEY)



NORTH ELEVATION (PARKING LOT & BUSINESSES)

Option C Massing Images (Preferred Option)



44th Avenue SW - Looking West



44th Avenue SW - Looking North



44th Avenue SW - Looking South



Alley - Looking South



Alley - Looking North

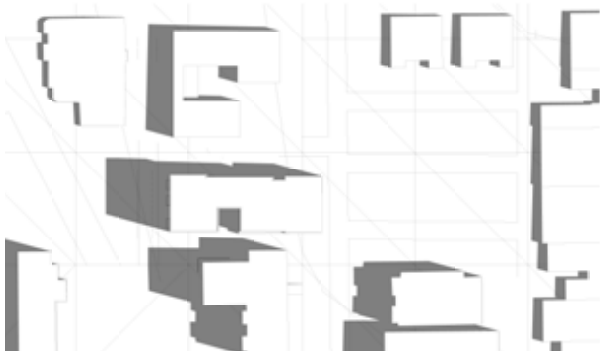


Aerial Perspective - Looking Northeast



Aerial Perspective - Looking Southwest

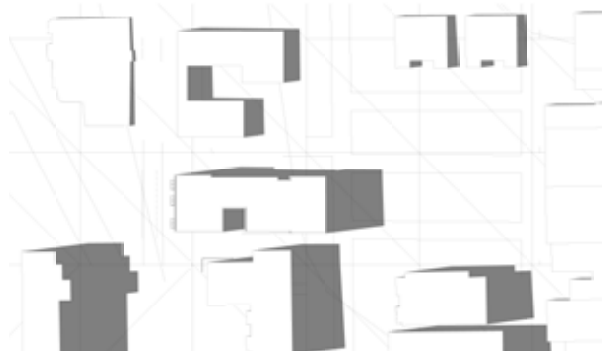
Option C (Preferred Option)
Shadow Analysis



9:00 AM



12:00 PM

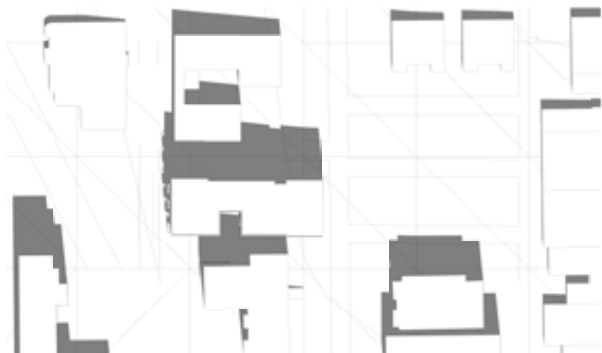


4:00 PM

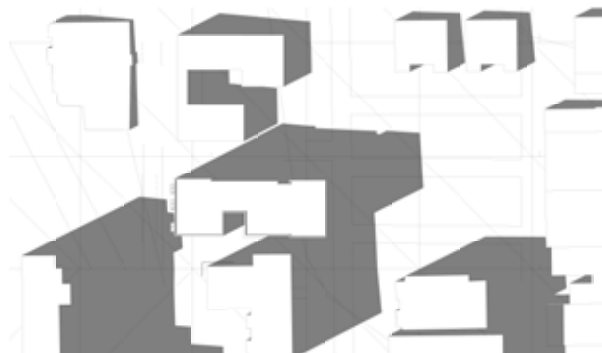
SUMMER SOLSTICE



9:00 AM

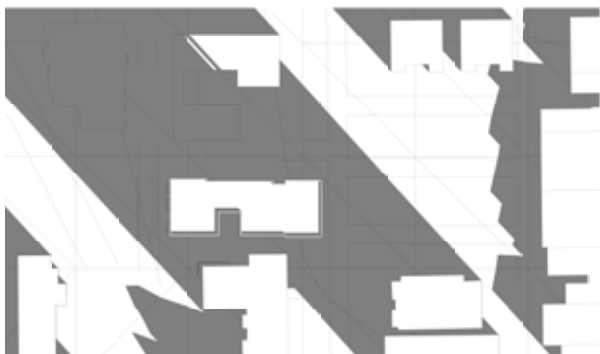


12:00 PM



4:00 PM

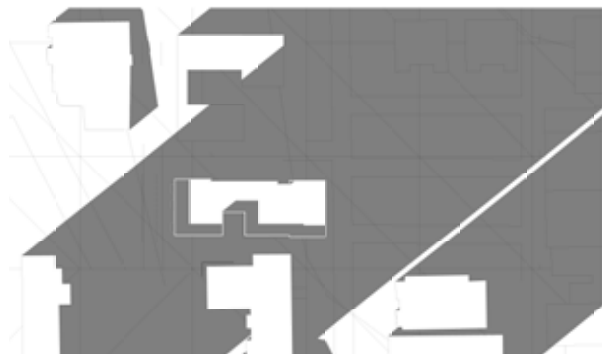
EQUINOX



9:00 AM



12:00 PM



4:00 PM

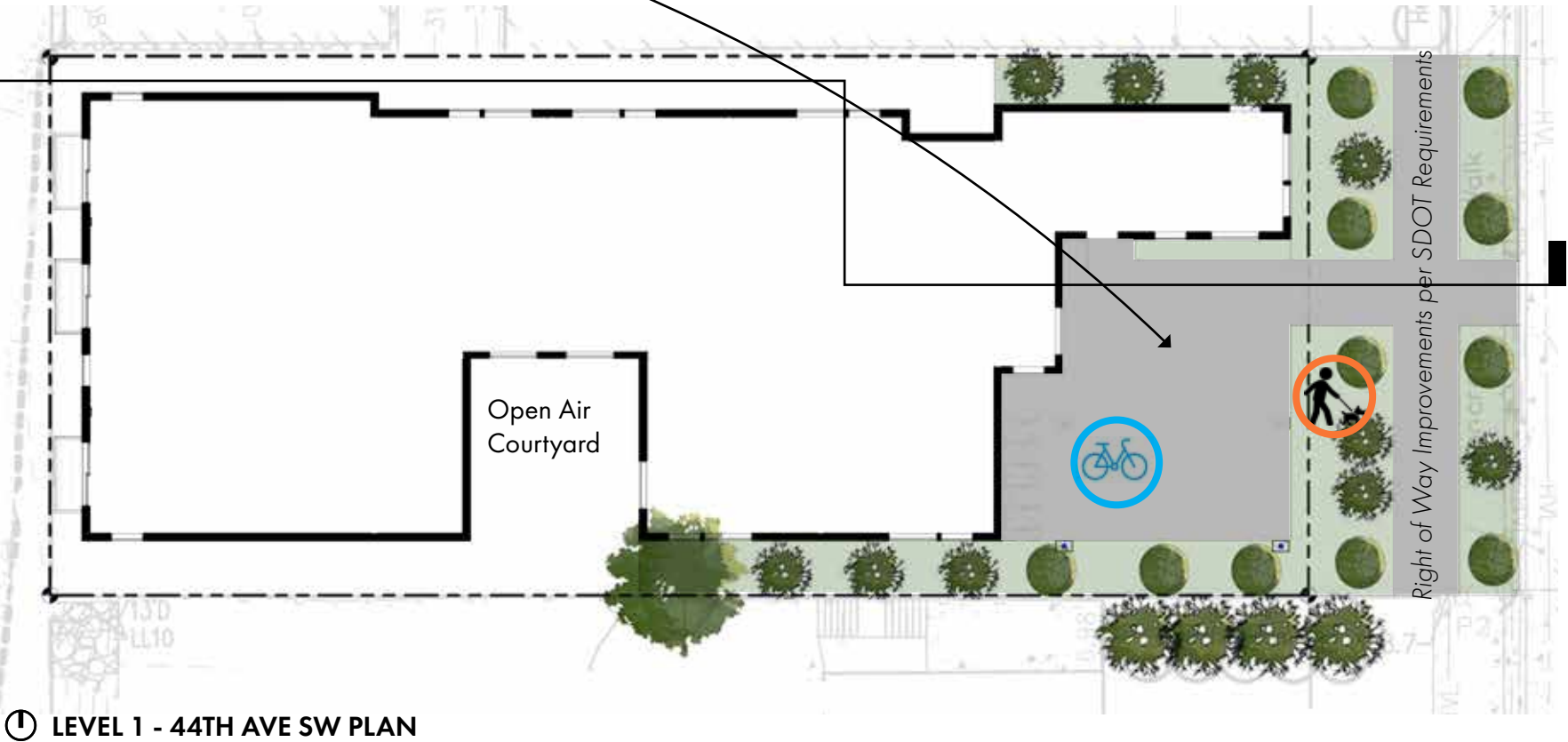
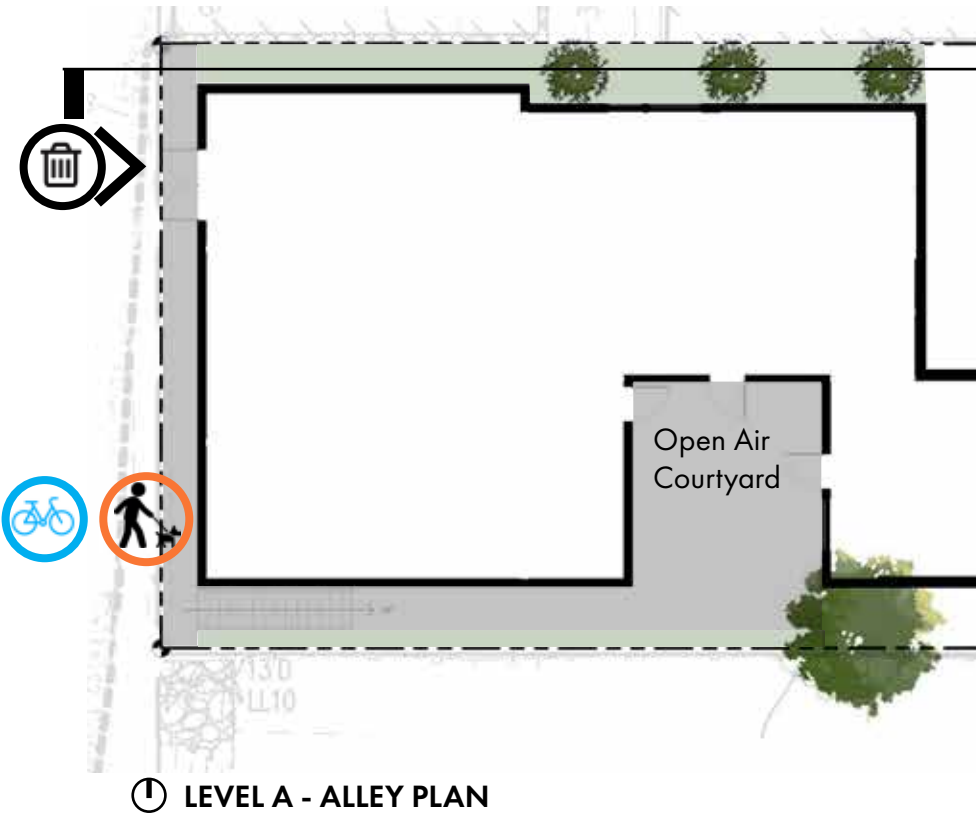
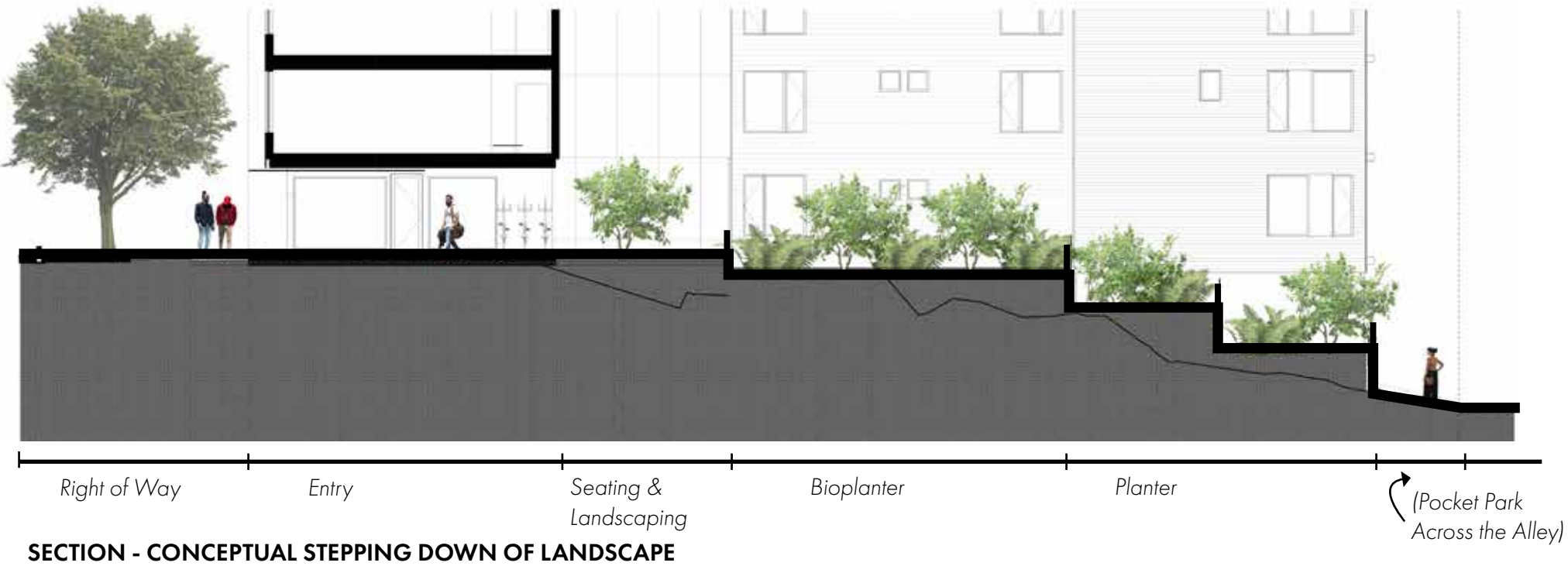
WINTER SOLSTICE

Access & Preliminary Landscaping

Applicable Design Strategies for All Schemes

Main pedestrian entrance will be off 44th Ave SW where there is high visibility and directly adjacent to all transit modes (walking, biking, busing, and driving). A large-scale canopy will be utilized to create a focal point, provide coverage, and define a sense of entry for the building.

Bicycles will have access from the alley, adjacent to Glenn Way SW street. Amenity outdoor space will be placed adjacent to the bicycle room to activate the space, along with landscaping to provide greenery and privacy. Trash will be taken off the alley. Due to the placement of the trash room no staging will be required.



Design Evolution & Next Steps

EDG MASSING:

The massing studies illustrated in this book are intended to look at massing and programming options for the site. We realize that the images are somewhat stoic and do not have any design character, but that is only because the design team has not gone through the rigorous task of selecting materials for the building, refining how materials get applied to the project and how those materials transition to each other. Our next step is to dive into the design and look at material options and start applying some character to the massing. The images shown on this page are for inspirational purposes and represent elements of the upcoming design such as window patterning and proportions; window trim; small residential scaled balconies; and outdoor amenity features.

TEXTURE & MATERIALITY:

Although final finish materials have not been selected yet, the design team has a good platform to work from based on our experience and knowledge of materials available in the contemporary marketplace. We anticipate that the materials at the ground level will have a higher level of durability and possibly texture such as brick, tile, or other panel system that reflects a quality of craftsmanship. The upper levels of the building can be lighter in texture but still durably strong such as metal siding, painted cementitious siding, or natural wood siding. Window systems will comprise of aluminum storefront at the lower level while energy efficient vinyl windows and doors will be essential at the residential levels.

DESIGN DETAIL REFINEMENT:

Buildings of this nature include a wide range of small detail elements that contribute greatly to the overall character of the structure. These elements include window trim, metal railing designs, door hardware, exterior wall finish transition detailing, parapet coping, signage, lighting fixtures, glass tones, landscape species, and more. These detail 'jewels' will create a high quality example of good architecture that will be appreciated for an extended period of time.

LANDSCAPE & THE ALLEY:

The site is located in a semi-urban environment which requires a landscape plan that responds both to the urban nature of the site as well as provides a natural connection to the outdoors for the people who experience the site. We see a great opportunity for landscaping and hard-scape design at the 44th Ave SW frontage with elements of landscaping down the side yard setbacks. Landscape lighting will also play a key role in the display of the landscape design.

The alley will provide good service access to the enclosed trash room as well as secondary tenant access to the building and the bike storage room. The preferred design option includes a small voluntary setback in the alley; we see this as an opportunity to provide some landscaping in the alley to enhance the space.



Project Goals Refined

Applicable Design Strategies for All Schemes

1) NEIGHBORS

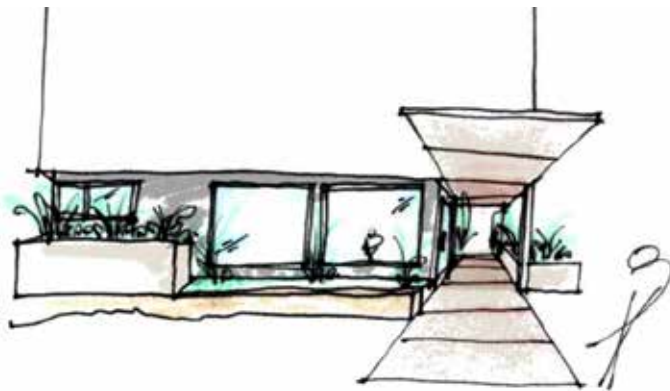
Responding to neighbors are important; they create massing cues from what the project can respond to. Stepping away from the existing residential neighbor to the South will achieve optimal privacy, daylight, and air. The Northern neighbor is currently a parking lot but has a strong potential for development. Responding to and pulling back from that neighbor and it's future height at the street is also important for breaking down perceived scale.



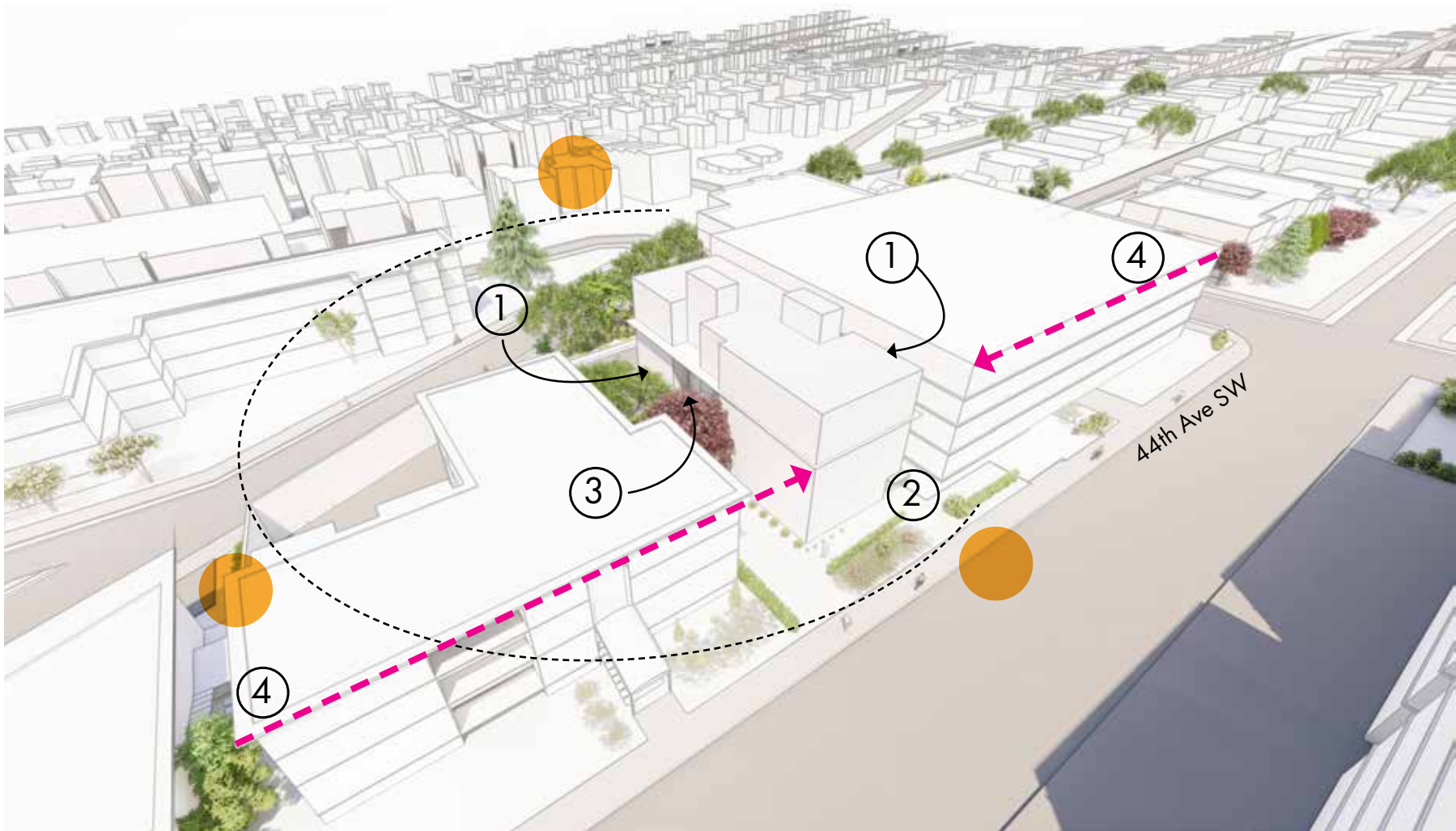
(A) Pushing the mass back to break down perceived scale

2) PEDESTRIAN

Given the direct proximity to transit and amenities, it is important that the entry have a strong but residential presence, have access to covered outdoor space and seating, and be connected to nature through landscaping. The front porch plays an important role in residential architecture; it creates a focal point, a sense of arrival, and overhead coverage. By designing a recessed entry sequence with the front porch in mind, the pedestrian realm has a strong sense of arrival, overhead coverage, and landscaped seating areas in pockets of amenity spaces.



(A) Canopy creating a sense of entry & overhead coverage



PARTI DIAGRAM PERSPECTIVE LOOKING NORTHWEST



(B) Landscape details



(C) Integrated planters, landscape walls, and signage



(D) Stepping down the site with planters of mixed materials



(A) Natural light in entry procession and amenity spaces during the day, integrated lighting at night



(B) Landscaped spaces into the alley



(C) Daylit and landscaped seating areas

3) DAYLIGHT & AIR

Entry sequences and ground amenity spaces have been defined and are further enhanced by setting back the building additionally at key locations to create access to daylight and air. Setting the building back not only creates a focal point of pleasant spaces to inhabit at the ground level, but also provides residents and adjacent neighbors more access to daylight and air in the upper levels.

4) HISTORICAL CONTEXT

The Southern neighbor has another cue that adjacent development has responded to, the residential scale and height of the building. Although taller, adjacent development has responded to this datum through material changes. While this may not be the project's strategy of defining datums, it is important to recognize the historical references in the adjacent architecture. Defining the Southern neighbor's datum while also responding to the height of potential future development to the North will be a key transitional point in the project.



(A) Create a strong horizontal datum that breaks down the perceived scale

(B) Use asymmetry within the rhythm set by the building's structure to create visual interest in the facade

(C) Create a strong upper datum that references the height of the Southern neighbor with mezzanine floors



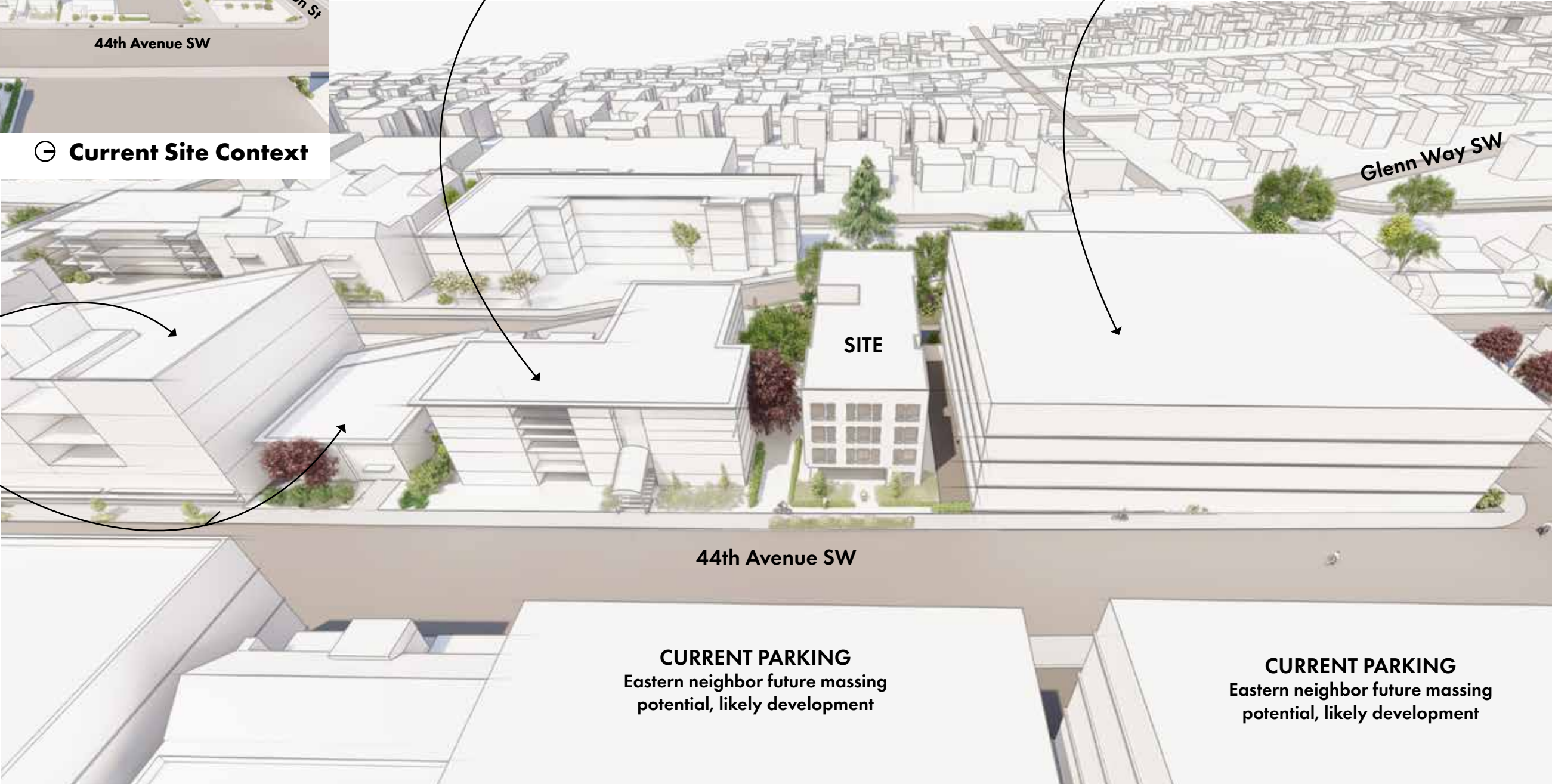
(D) Reference the historic storefronts in the neighborhood by using a similar design approach for amenity spaces off the street



Potential Neighboring Future Development



⊖ Current Site Context



MAISON ROYALE APARTMENTS
4529 44th Ave SW
Southern residential neighbor. Built in 1966 and is in good condition. Redevelopment is possible but unlikely.

BUSINESSES & PARKING
4511 44th Ave SW
Northern neighbor future massing potential, likely development

LOFTS AT THE JUNCTION
4535 44th Ave SW
Built in 2015 and assumed to remain into the extended future.

2-Story 4-Plex
4531 44th Ave SW
Built in 1963 and is in good condition. Redevelopment is possible but unlikely.

CURRENT PARKING
Eastern neighbor future massing potential, likely development

CURRENT PARKING
Eastern neighbor future massing potential, likely development

⊖ Potential Future Development

Blueprint Capital

Who We Are

Here at Blueprint Capital, we offer a unique approach to building communities in our great city of Seattle. Blueprint was originally founded in 2009 to help local builders finance and create small scale residential housing. The first part of our thesis was clear; to create a better lending model to serve the Seattle market. The second part of our thesis was that by helping local builders with more than just financing it would produce better results for them and for the community we serve. By offering a full-cycle of support of sourcing, financing, permitting, and building unique to our economic market we are able to streamline the process and help contribute to housing demands due to population and job growth in Seattle.





DENSITY



SUSTAINABILITY



AFFORDABILITY



DIVERSITY



TRANSPORTATION

Blueprint is committed to building strong communities. We’re your neighbors, and we want the same things you do: quality, environmentally-efficient homes that reflect our Northwest lifestyle and values. Seattle’s strong job and housing market has experienced rapid growth, and although change is sometimes tough, growth is good. It means we’re a place where people want to live and raise their families, contribute to the economy, and add to our unique culture. We respect our neighborhoods and want to ensure new families join our community in homes that maintain our commitment towards community, diversity, affordability, and sustainability.



Jade Aramaki
Senior Design Associate



Lucas Deherrera
Land Use & Permitting Manager



Steve Fischer
Project Manager

Meet the Team that Makes it Happen

Blueprint Projects



SPUDS | 6860 E Green Lake Way North



ALLOY | 800 5th Ave N



CLAY | 600 E Howell St



YALE | 2037 Yale Ave E



VEGA | 4528 44th Ave SW



LUNA | 6921 Roosevelt Way NE



TRACK 66 | 836 NE 66th St



VAL ANNE | 800 Queen Anne Ave N (Renovation)



THANK YOU