

6314 41st Ave. SW

Morgan Junction, Seattle

SDCI Project# 3036511-EG
EDG Administrative Review Submission #1
January 2021



storybuilt.

2.1 - Project Information

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PROJECT ADDRESS:
 6314 41st AVE SW
 Seattle, WA 98136

EDG PROJECT #:
 3036511-EG

PARCEL NUMBERS:
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 082600-0305
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LANDSCAPE ARCHITECT:
 TBD

STRUCTURAL ENGINEER:
 TBD

CIVIL ENGINEER:
 TBD

3.1 - Project Summary & Objectives



PROJECT SUMMARY:

The proposed development is a multi-family **residential project** containing a mix of dwelling types including efficiencies, 1 bedroom, and 2 bedroom units. The project incorporates both private and shared exterior amenity spaces for residents.

The preferred option would include **36 units**.

15 surface parking stalls will be provided along a public alley behind the building. **Trash and recycling storage** is also located along the alley. **36 bicycle long-term parking spaces** will be provided for residents

PROJECT OBJECTIVES:

- Contextually appropriate densification that responds to the scale of surrounding neighborhoods and streets.
- Provide a diversity of unit types and sizes to appeal to a variety of residents at different price points.
- Provide ample outdoor amenity space for residents that responds to and takes advantage of the site context and views.
- Add to the urban edge/streetscape of an evolving urban fabric in Morgan Junction.

SUMMARY:

We hosted a community meeting on March 12 at 5PM which started with a presentation covering the proposed project and some backstory on StoryBuilt as a company. We then listened to comments, concerns and answered questions from the residents until 7PM.

We were pleased to have an engaging discussion around the project concept, design, and goals with local community members. It is clear residents of Morgan Junction take great pride in their neighborhood and have a strong sense of community. Receiving feedback from both longer term and newer residents has provided us a clear picture of the community's thoughts around our project, its interaction with the neighborhood, and the shape they would like to see the neighborhood take in the future.

The feedback we received was generally positive and offered constructive input to ensure the project interacts with the neighborhood in a positive manner. Negative feedback generally was related to larger city zoning and land use concerns rather than this project specifically.

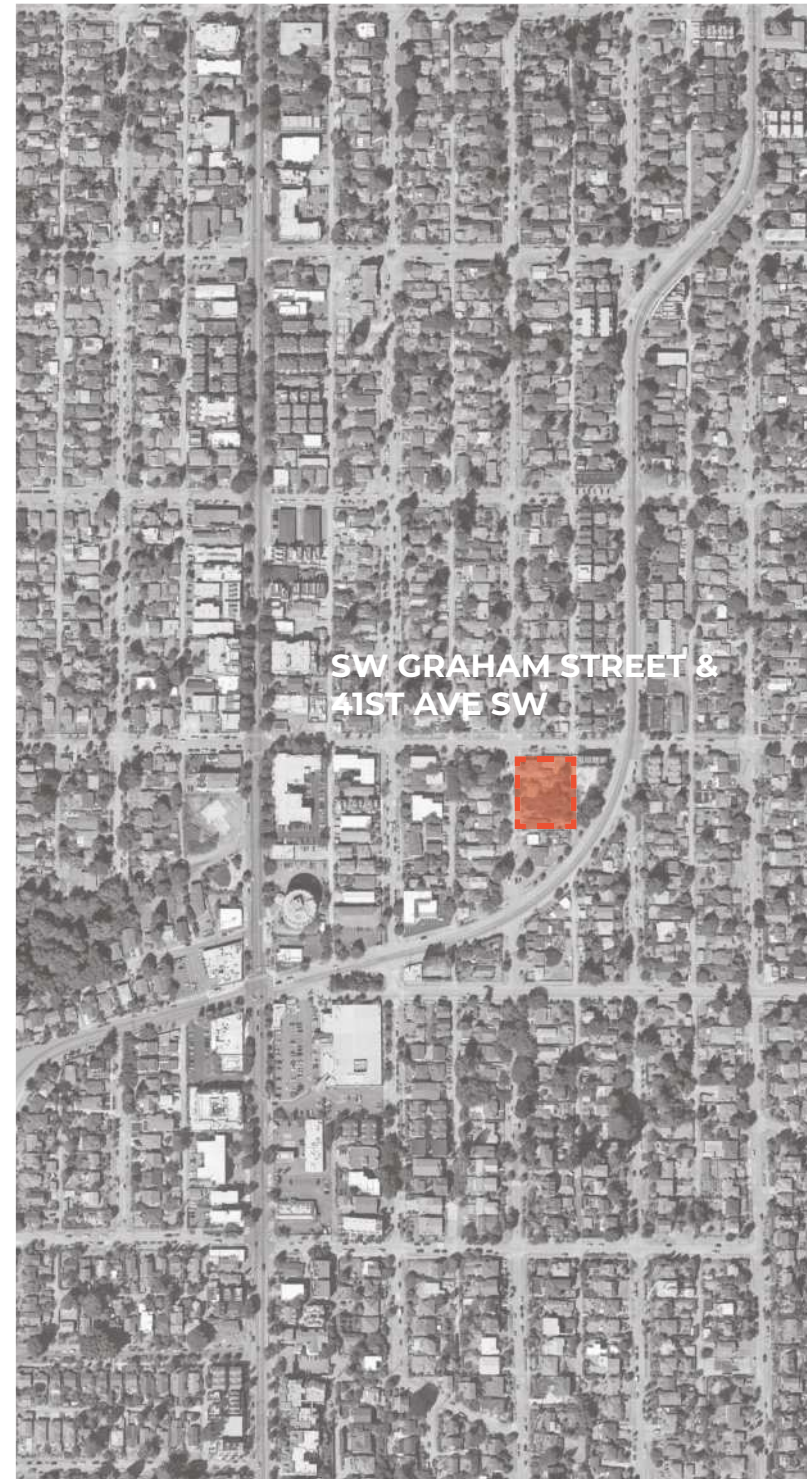
ATTENDEE PROJECT COMMENTS

- Morgan Junction is a family-oriented community. The residents suggested including multi-bedroom units as a response to the current makeup of the neighborhood and to make the project accessible to a broader range of prospective tenants.
- Although the project is proximate to both standard and RapidRide bus service, parking was frequently raised as a concern. The community found the amount of new parking in the proposed development acceptable.
- The residents pointed out the properties to the north across Graham Street are zoned LR(1). As such they suggested we limit the amount of 5-story massing along Graham Street to provide a transition into the lower density zoning.

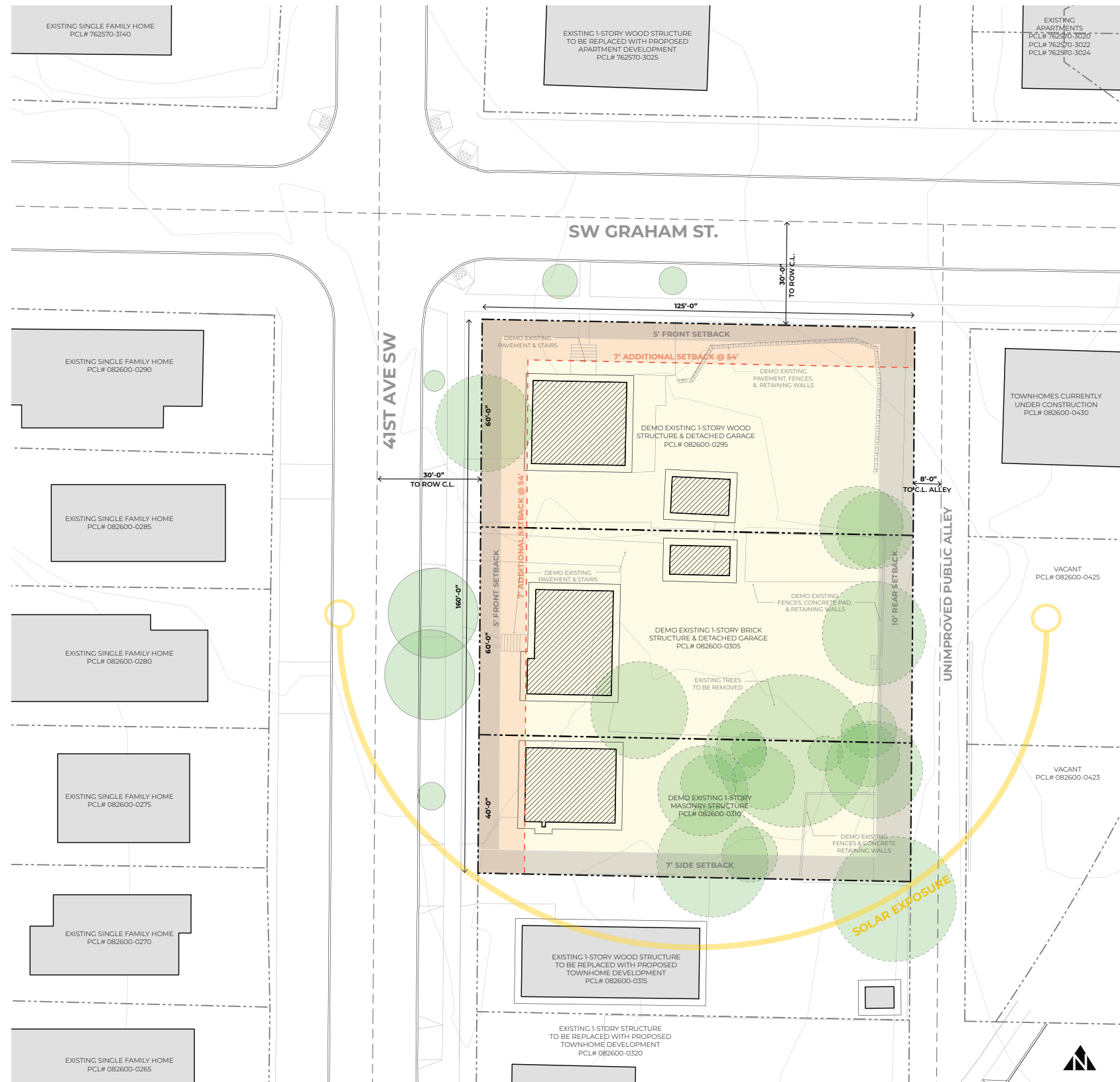
ATTENDEE GENERAL COMMENTS

- West Seattleites cherish the views of the Puget Sound and the Olympic Mountains. Residents east of Fauntleroy expressed a concern that views could be impacted by the increased building heights allowed under the new zoning regulations.
- The community expressed a concern over the traffic speeds along SW Graham Street and Fauntleroy Way SW. While they acknowledged the speed of passing traffic is outside of our control, they suggested we be mindful of how both pedestrians and vehicles access the project to avoid potential hazards.
- The community expressed discontent with the aesthetics of other new developments that lacked architectural interest and appear "bland." The community would like to see architectural articulation and a diverse palette of materials incorporated into the project.





4.2 - Existing Site Plan



PARCEL IDENTIFICATION:

PCL# 082600-0295
PCL# 082600-0305
PCL# 082600-0310

SITE DESCRIPTION:

The project site includes three parcels totalling 20,000 sf located in West Seattle's Morgan Junction neighborhood.

The site is bounded by 41st Ave. SW to the west and SW Graham St to the north. A public alley runs along a portion of the eastern property line, and Fauntleroy Way SW runs close by the site to the south.

Single family residences and detached garages currently occupy all three parcels.

The site is zoned LR3(M2).

The site features minor grade challenges, with grade inclining ~4 feet from south to north along 41st Ave SW, and then rising ~ 3 feet from west to east along SW Graham St. From the SW corner to the NE corner of the site grade rises ~6 feet.

Public transit connections nearby include Metro Bus routes 116, 118, & 119 along Fauntleroy Way SW, as well as routes 22, 128, 773 and the C Line along California Ave SW. Connections are all within 1/2 mile of the site.

4.3 - Proposed Site Plan: Constraints and Opportunities



Views

The site sits high up enough where upper floors of any proposed structure will have desirable views west towards Puget Sound. The design looks to take advantage of these views with massing strategies and roof decks.

Grade

Variations in existing grade throughout the site offer opportunities for individual entries and stoops to take on their own individual character and rhythm. This will help give a sense of identity to each unit, while breaking up any proposed building mass.

Alley

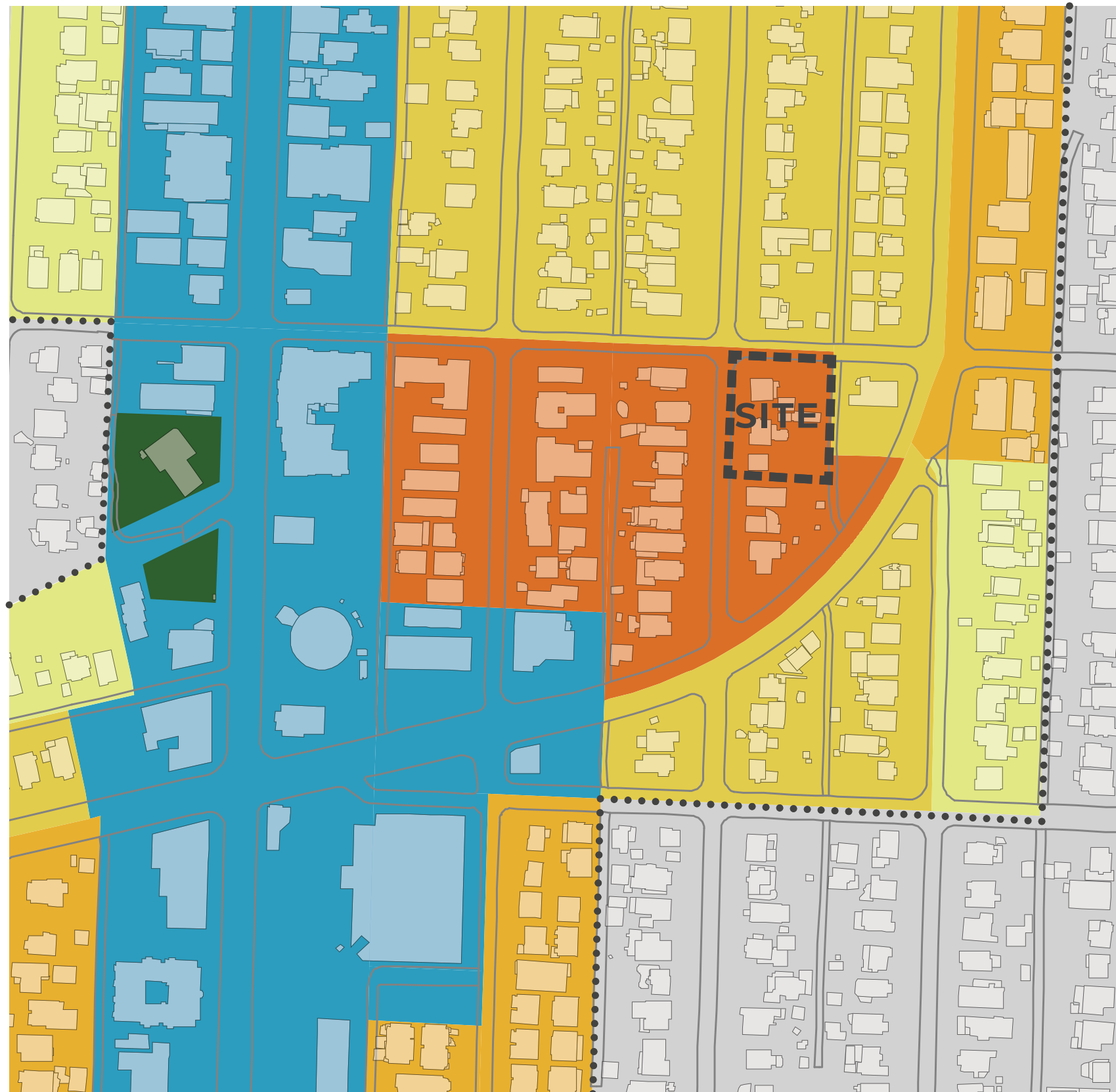
A public alley along the east property line is planned to be improved as a part of the project. The improved alley will provide vehicular and service access to the site. The alley also greatly influences the placement of parking and service locations on the site. In addition, the alley offers an opportunity to create a more private street frontage for some units.

Zoning and Surrounding Context










The site sits adjacent to both LR3 & LR1 zones, with one to two story single family houses occupying much of the immediate surrounding streets. The design will need to respond to the mixed context of the neighborhood, and has the potential to help transition from taller, new development, to smaller existing structures within the neighborhood.

Adjacent Projects

A new 4 story townhome development is planned for the properties to the south of the site, which will impact light, views, and air movement. In addition, a 3 story townhome development is currently under construction across the alley to the east, and two 3 story apartment buildings are planned for the site to the north across Graham St SW. Building massing will respond to the proximity and design of the adjacent proposed projects in order to improve qualities of all.



ZONING MAP KEY:

-  SF (EXISTING ZONING)
-  RESIDENTIAL SMALL LOT (RSL)
-  LOWRISE 1 (LR1)
-  LOWRISE 2 (LR2)
-  LOWRISE 3 (LR3)
-  NEIGHBORHOOD COMMERCIAL (NC)
-  PARK/OPEN SPACE
-  URBAN VILLAGE BOUNDARY
-  PROJECT SITE



USE MAP KEY:

- SINGLE FAMILY RESIDENTIAL
- DETACHED TOWNHOMES
- TOWNHOME/APT COMPLEX
- RETAIL/COMMERCIAL
- MIXED USE
- PARK/OPEN SPACE
- URBAN VILLAGE BOUNDARY
- PROJECT SITE

5.3 - Massing Context Streetscapes



SITE

1 View to south side of SW Graham St



ACROSS FROM SITE

2 View to north side of SW Graham St



SITE

3 View to east side of 41st Ave SW



ACROSS FROM SITE

4 View to west side of 41st Ave SW

5.4 - 3D Photo of Context

NEIGHBORHOOD LANDMARKS:

- 1** Lowman Beach Park
- 2** Thriftway
- 3** Starbucks
- 4** Zeke's Pizza
- 5** Cal-Mor Circle
- 6** Morgan Junction Park
- 7** The Bridge
- 8** West Seattle Coworking



• THREE-DIMENSIONAL PHOTO OF NEIGHBORHOOD CONTEXT

5.5 - Site Neighbors

The neighboring community is composed of a wide array of architectural character, uses, and new & old structures - ranging from detached single family houses to townhomes, duplexes, apartment complexes, and mixed-use retail/commercial complexes.



PROPERTY NEIGHBORS



1 Alley Townhomes



2 single family house



3 new townhome construction



4 townhomes/apartments



5 single family house



6 rowhomes



7 commercial strip malls



8 new townhomes



9 apartment complexes



10 retail/commercial



11 urban apartments

5.5 - Site Neighbors

The surrounding neighborhood is constantly evolving, with increased density providing additional types of living within the Morgan Junction district. The following represent a small sliver of nearby proposed/in progress projects.



PROPERTY NEIGHBORS



1 New Townhomes



2 New Townhomes



3 New Townhomes



4 New Townhomes



5 New Townhomes

6 New townhouse / SFH to remain

7 New 4 story townhouse behind existing SFH

8 New 4 story townhouse behind existing SFH

9 2 new 3-story apartment buildings (10 units)

RESIDENTIAL CHARACTER

The adjacent streets are lined with an eclectic mix of housing types. The neighborhood is full of lots containing one detached single family house, duplexes, single family houses with newer townhomes built behind with alley access, as well as lots containing multiple new and old townhomes.



EXISTING APARTMENT COMPLEXES

Older existing apartment complexes are very typical throughout much of Morgan Junction. These complexes line both the busier urban streets (California Ave & Fautleroy Way), as well as the more residential scaled streets throughout the neighborhood.



5.6 - Urban Context Studies

CALIFORNIA AVE URBAN FABRIC

The nearby Morgan Junction urban village district features a range of new and old pedestrian scaled retail and restaurant storefronts, as well larger strip mall amenities and thrift centers. There is also a wide assortment of apartment complexes, free standing townhomes, offices, and coworking spaces that line California Ave.



COMMUNITY AMENITIES KEY:

NODES:

- | | |
|----------------------------|-----------------------------------|
| 1 Morgan Junction | 2 Pelly Place Natural Area |
| 3 Lowman Beach Park | 4 High Point Commons Park |
| 5 Viewpoint Park | 6 Walk Hundley Playfield |

CONNECTORS:

- | | |
|--------------------------------------|----------------------------------------|
| 7 Bus Line 116, 118, 119, 773 | 8 Bus Line 22, 128, 773, C Line |
|--------------------------------------|----------------------------------------|

PEDESTRIAN BARRIERS:

- | | |
|----------------------------|-----------------------------|
| 9 Fauntleroy Way SW | 10 California Ave SW |
|----------------------------|-----------------------------|

DISTRICTS

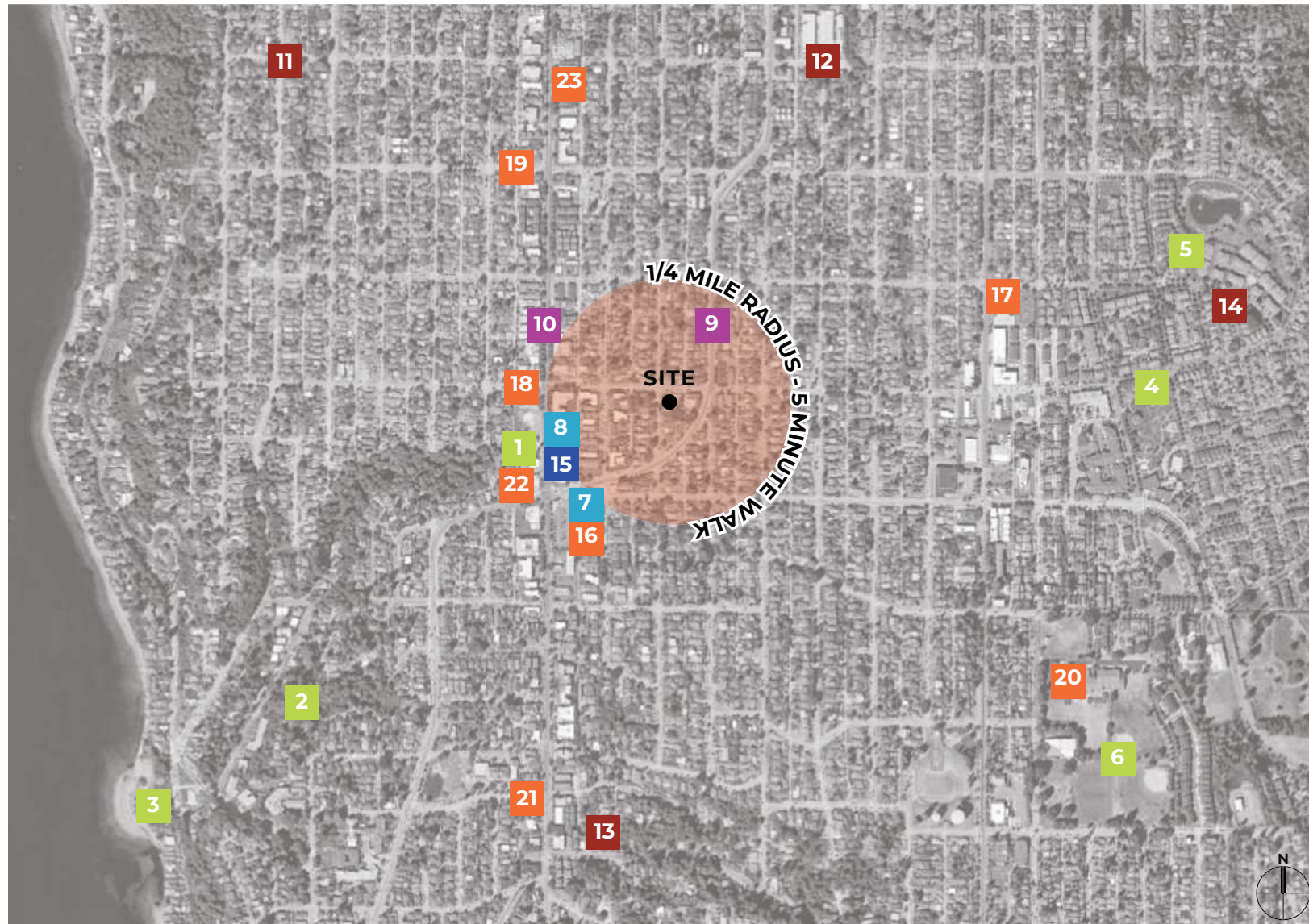
- | | |
|--------------------|--------------------------|
| 11 Seaview | 12 Fairmount Park |
| 13 Gatewood | 14 High Point |

LANDMARKS & NOTABLE ARCHITECTURE

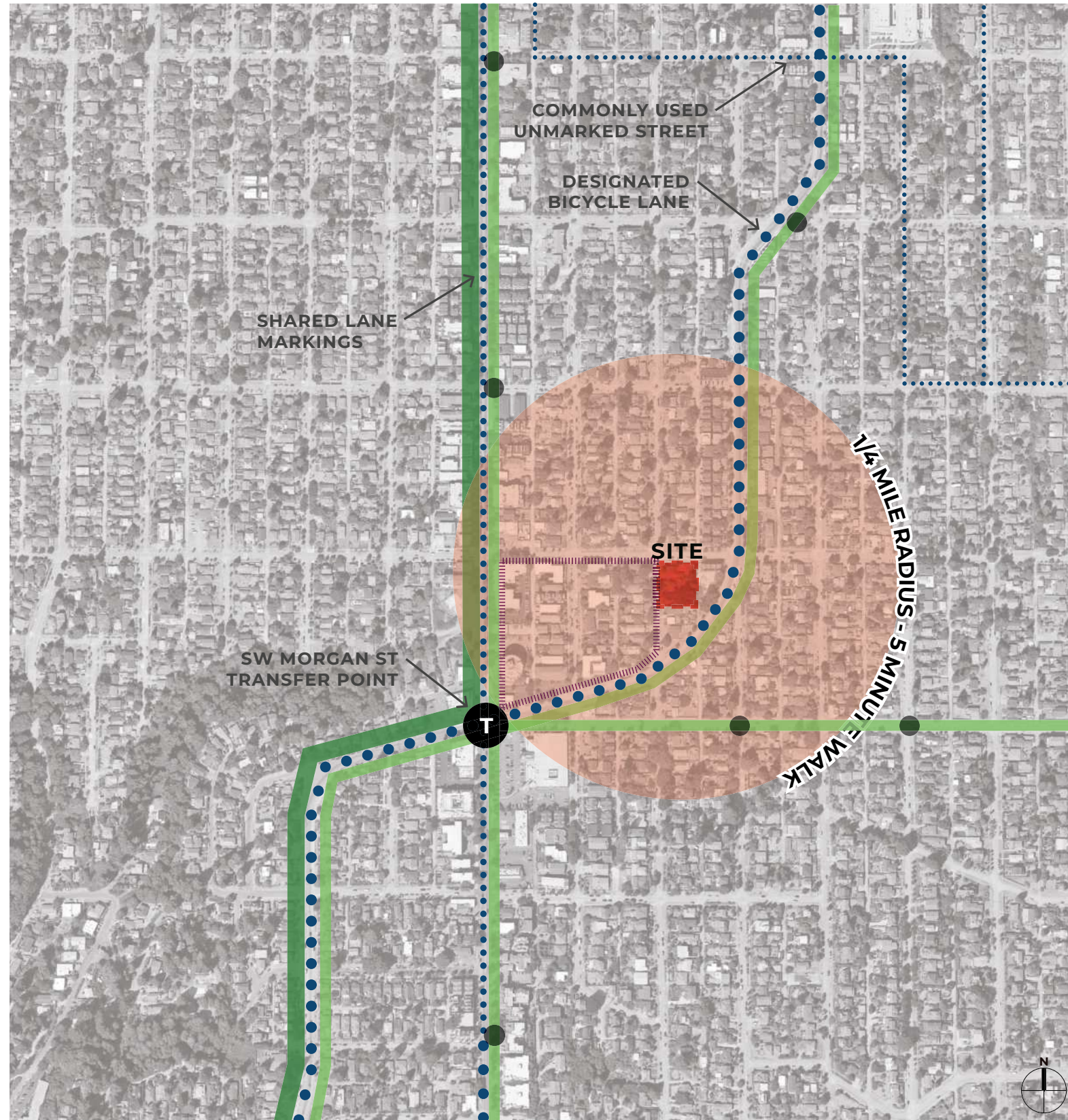
- | |
|--------------------------|
| 15 Cal-Mor Circle |
|--------------------------|

COMMUNITY SERVICES

- | | |
|-----------------------------------|----------------------------------|
| 16 West Seattle Thriftway | 17 Seattle Public Library |
| 18 The Bridge | 19 New Luck Toy |
| 20 West Seattle Elementary | 21 Café Ladro |
| 22 Whisky West | 23 C&P Coffee Company |



MORGAN JUNCTION CONTEXT MAP



MOBILITY OPPORTUNITIES:

- Six bus lines including frequent service (*RapidRide C Line*)
- Bus lines have a transfer connection to light rail service at SW Alaska St & Fauntleroy Way SW
- Designated bike route one block away running along Fauntleroy Way SW
- Shared lane bike route four blocks away running along California Ave
- Pedestrian-scaled streets with sidewalks throughout neighborhood
- Vehicular access in rear alley

MOBILITY CONSTRAINTS:

- Somewhat hilly walking & biking routes
- No immediately adjacent light rail access (accessible only via transfer)

ACCESS & MOBILITY KEY:

	RAPID BUS ROUTE
	BUS ROUTE
	TRANSIT STOP
	BICYCLE ROUTE
	PEDESTRIAN ACCESS

6.1 - Applicable Development Standards

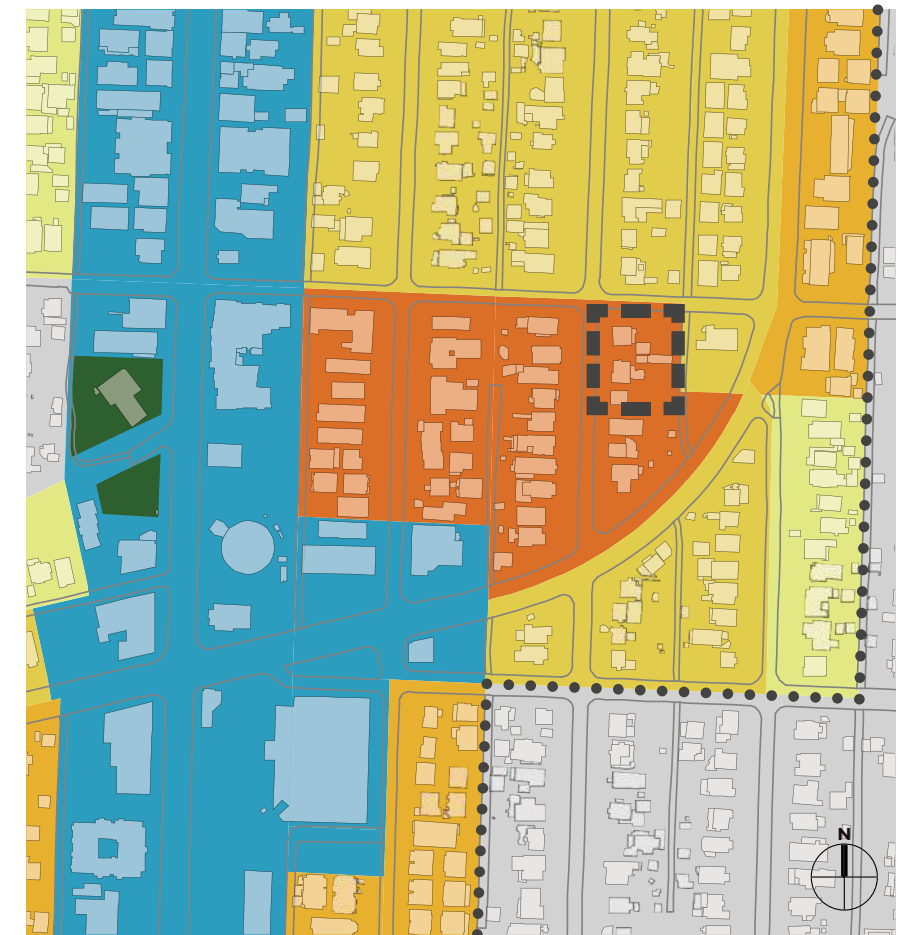
SITE INFORMATION

LR3(M2) Zoned Area: 20,000 SF (approx. 125' x 160')

ZONING SUMMARY

LR3 (M2)

FAR	SMC 23.45.510.B	2.3
FAR Exempt	SMC 23.45.410.D	Floor area exempt from FAR limits includes: 1.All stories, or portion of stories, that are underground 4.Portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access (parking ramps) 9.Floor area of required bike parking for SEDU's
Height	SMC 23.45.514	50' base + 4' bonus (w/ partially below grade parking garage)
Rooftop Features	SMC 23.45.512.I	Must not exceed 15% of roof area Stair & elevator penthouse may extend to 70' height
Parking	SMC 23.54.015	Cars: Not required in Urban Villages w/in Frequent Transit Area (Table B.II.M) Bikes: 1 per dwelling unit; 25% reduction after the first 50 spaces (table D.D.2)
Setbacks (Apartments)	SMC 23.45.518.A.1	Front: 5' min. Street Side: 7' avg., 5' min for facades greater than 40' long Abutting Lot Side: 5' min. for facades less than 40' long Rear: 10' min. with alley
Upper Setback	SMC 23.45.518.A.2	12' setback from the front lot line above 54' height Open railings may extend to 58', Parapets may extend to 56'
Alley Setback	SMC 23.45.518.E	Improved alley will have a ROW width of 10'-16'
Projections	SMC 23.45.518.H	Eaves, Gutters, Roofs: 4' projection, no closer than 3' to lot line Porches and Steps: ≤ 48" to within 4' of lot line, ≤ 30" to lot line Unenclosed decks: ≤ 18" above extg./finished grade may extend to the lot line
Amenity Area	SMC 23.45.524.A	Landscaping must achieve Green Factor score of .6 or greater
Facade Length	SMC 23.45.527.A SMC 23.45.527.B.1	Max Width: 150' Max Length: 81' (≤ 65% of lot depth: 125') within 15' of the side lot lines
Facade Openings	SMC 23.45.529.C.1	20% of each street facing facade shall consist of windows & doors



ZONING MAP KEY:

- SF (EXISTING ZONING)
- RESIDENTIAL SMALL LOT (RSL)
- LOWRISE 1 (LR1)
- LOWRISE 2 (LR2)
- LOWRISE 3 (LR3)
- NEIGHBORHOOD COMMERCIAL (NC)
- PARK/OPEN SPACE
- URBAN VILLAGE BOUNDARY
- PROJECT SITE

CATEGORY	CITATION	RESPONSE
CONTEXT AND SITE		
CS2 - URBAN PATTERN AND FORM		
CS2 D.1 HEIGHT, BULK, AND SCALE: 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.	There are currently 4 story townhomes planned on the adjacent site to the south, 3 story townhomes under construction across the alley to the east, as well as two planned apartment buildings across Graham St to the north. Detached single family houses occupy the sites to the west across 41st Ave SW. The preferred building design locates the tallest building mass along the alley, where it is least visible from the street. Massing along 41st Ave. and Graham St. is between one and two stories lower, and also include individual stoops and unit entries.
CS2 D.3 HEIGHT, BULK, & SCALE: Massing Choices	Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing. It may be appropriate in other areas to differ from the scale of adjacent buildings but preserve natural systems or existing features, enable better solar exposure or site orientation, and/or make for interesting urban form.	The project site is adjacent to newly updated LR1 & LR3 zones, however single family houses currently occupy much of the neighboring sites spanning between both zones. The preferred building design breaks the building mass into three distinct volumes, with an open courtyard in between, and pedestrian porosity throughout. The larger massing is located towards the back of the site, with lower masses fronting much of the right of way to better correspond to the existing context. This massing strategy also allows for additional light, air flow, and views into the courtyard and taller rear building.
MORGAN JUNCTION SUPPLEMENTAL GUIDANCE		
CS2 II.ii HEIGHT, BULK, AND SCALE COMPATIBILITY	<p>Ensure that the design of new multifamily, commercial and mixed-use buildings is compatible with the character of the neighborhood.</p> <p>Projects should be compatible with the scale of development anticipated by the applicable land use policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.</p>	Design guidelines suggest to “respond to adjacent residential uses with a sensitive transition in scale and massing; for instance, stepping back building height and/or breaking up building mass.” As mentioned above, the proposed design breaks the site into three distinct masses, and steps down in height as to respond to the smaller residential lots currently on 41st Ave SW, although they are zoned for more intense future development. Additionally, the proposed architectural language and rhythm of facades/individual unit entries are designed to mesh with both the existing neighborhood character, as well as any future densification of adjacent lots re-zoned LR1 and LR3.
CS3 - ARCHITECTURAL CONTEXT AND CHARACTER		
CS3 A.4 EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES: 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 building upon in the future.	Much of the charm of the neighborhood comes from the existing smaller scale residential architecture where every home is distinct and personal, as well as the eclectic mix of housing types - single family, apartments, duplexes, townhomes, etc. The proposed design seeks to create a dense and vibrant community with a variety of unit types and sizes, each with their own distinct language, entries, outdoor spaces, and architectural features. That is, the proposed design is meant to create a vibrant, outward focused community, not a single large building.

CATEGORY	CITATION	RESPONSE	
PUBLIC LIFE			
PL3 - STREET-LEVEL INTERACTION			
PL3 A.2	ENTRIES: Ensemble of Elements	<p>Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features. Consider a range of elements such as:</p> <ul style="list-style-type: none"> a. overhead shelter: canopies, porches, building extensions; b. transitional spaces: stoops, courtyards, stairways, portals, arcades, pocket gardens, decks; c. ground surface: seating walls; special paving, landscaping, trees, lighting; and d. building surface/interface: privacy screens, upward-operating shades on windows, signage, lighting 	<p>The preferred design focuses heavily on a variety of unit entries and transitional elements, with all unit entries facing either the street, the courtyard, or the alley. Stoops and patios with incorporated landscaping are planned, as well as some units with at-grade entries for accessibility. In addition, the primary pedestrian entry path into the interior of the site located off 41st Ave SW pulls users into the central courtyard up a small series of steps and onto a paved path bordered closely by textured walls, street signage, and vegetation. The entry's location close to the intersection, along with planned signage will aim to make it highly visible.</p>
MORGAN JUNCTION SUPPLEMENTAL GUIDANCE			
PL1 II.i	STREETSCAPE COMPATIBILITY	<p>Convenient and attractive access to the building's entry should be provided to ensure comfort and security, paths and entry areas should be sufficiently lighted, and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open spaces should be considered.</p>	<p>Design guidelines suggest to "consider creating open spaces at street level that link to the open space of the sidewalk. Provide 'outdoor rooms' such as plazas, forecourts, interior courtyards and passages." The preferred design option incorporates stoops and patios that provide varied levels of connection with the street and courtyard. As we develop the landscape design, we will look for additional opportunities to utilize the common open space for small gathering/outdoor room possibilities.</p>
PL3 - STREET-LEVEL INTERACTION (CON'T)			
PL3 B.2	RESIDENTIAL EDGES: Ground-level Residential	<p>Privacy and security issues are particularly important in buildings with ground-level housing, both at entire and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence. In addition to the ideas in PL3.B1, design strategies include:</p> <ul style="list-style-type: none"> a. vertical modulation and a range of exterior finishes on the facade to articulate the location of residential entries; b. pedestrian-scaled building addressing and signage, and entry elements such as mail slots/boxes, doorbells, entry lights, planter boxes or pots; and c. a combination of window treatments at street level, to provide solutions to varying needs for light, ventilation, noise control, and privacy. 	<p>All ground floor units throughout the site are designed to have recessed entries with a material change at the recessed entry to help call attention to each individual unit. Especially prominent along 41st Ave SW, each ground floor unit with its entrance facing the street is designed with a sunken patio creating visual and spacial separation. Units facing Graham St that are less separated by grade change are buffered from the right of way with planting and the building setback. Furthermore, a large extent of ground floor units are entered through the central courtyard, which in itself acts as a transitional space between the public right of row and private unit entries.</p>
MORGAN JUNCTION SUPPLEMENTAL GUIDANCE			
PL3 1.II	STREETSCAPE COMPATIBILITY	<p>Shallow setbacks and minor grade separations between the first floor and sidewalk where residential uses occupy the ground floor can promote privacy and also accommodate entry porches and stoops</p>	<p>Please see response above, as patio and entry stoops are a key feature of the building design.</p>

CATEGORY	CITATION	RESPONSE
DESIGN CONCEPT		
DC1 - PROJECT USES AND ACTIVITIES		
DC1 C.1	PARKING AND SERVICE USES: Below-Grade and Surface Parking	Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.
		In the preferred option, while the project does not support below grade parking, all surface parking has been located behind the the building along the public alley to minimize visibility.
MORGAN JUNCTION SUPPLEMENTAL GUIDANCE		
DC1 I. i	STREETScape COMPATIBILITY	Vehicle entrances to buildings should not dominate the streetscape
		All surface parking as well as the entry into the below grade parking garage are accessed via the alley to the rear/east of the site and are hidden from view from the street.
DC1 II.ii	SCREENING OF DUMPSTERS, UTILITIES AND SERVICE AREAS	Service, loading and storage areas should be located away from facing public streets, residential neighborhoods or other important civic spaces; where possible, take service access along an alley.
		Trash and recycling storage and staging is accessed via the rear alley.
DC2 - ARCHITECTURAL CONCEPT		
DC2 A.2	MASSING: 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.
		In the preferred option each building mass features a indentation in the facade at the lower levels, with higher levels projecting out to act as both weather protection for entries below and to delineate the separation of the two stacked units. Entry doors are also highlighted by being located in recessed alcoves clad in a secondary material at several building entries.
DC3 - ARCHITECTURAL CONCEPT		
DC3 B.4	OPEN SPACE USES AND ACTIVITIES: 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.
		In the preferred option the central court and pedestrian alley are essential features of the design that will be shared by all living on site. This space will be filled with both private entries/plantings, with potential for a space for more public programs such as a grill or common seating. Additionally, private roof decks will also be great amenities for residents and will feature views west towards Puget Sound.

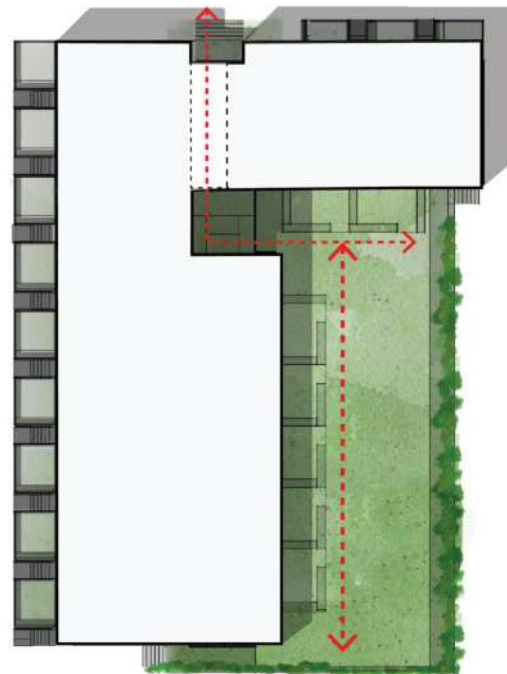
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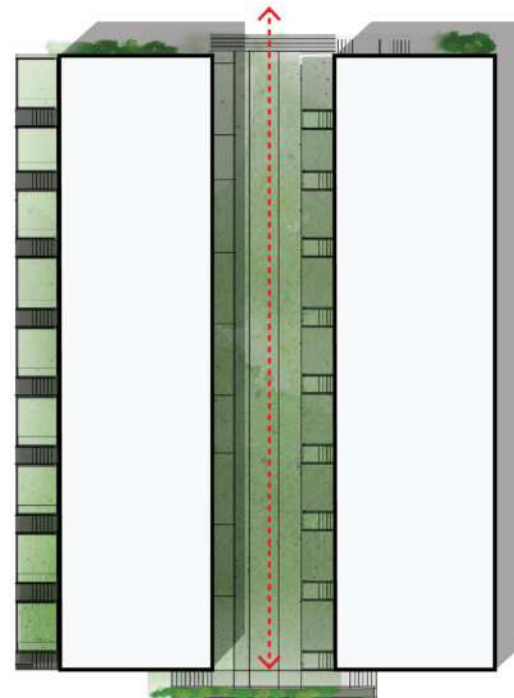
MASSING & SITE DESIGN PRIORITIES:

- Tailor the site massing to **respond to the different scales** of existing single family residences and proposed townhome and apartment developments along SW Graham St & 41st Ave SW.
- Provide a **mix of unit types** (apartments, efficiencies, 1-bedrooms, 2-bedrooms, 3-bedrooms) to reflect the diverse neighborhood context.
- Use the building massing to frame multiple **shared and private outdoor spaces**, with access from both SW Graham St & 41st Ave SW.
- Arrange the massing to allow for **“porous” site circulation**. Create pathways and circulation routes through the site.
- Create a **safe urban environment** by reducing opportunities for pedestrian/vehicle conflicts.

A 36 Units
 Total GSF: 34,940 SF - 76% of allowable 2.3 FAR
 Parking Spaces (surface): 15 automobile, 36 bicycle

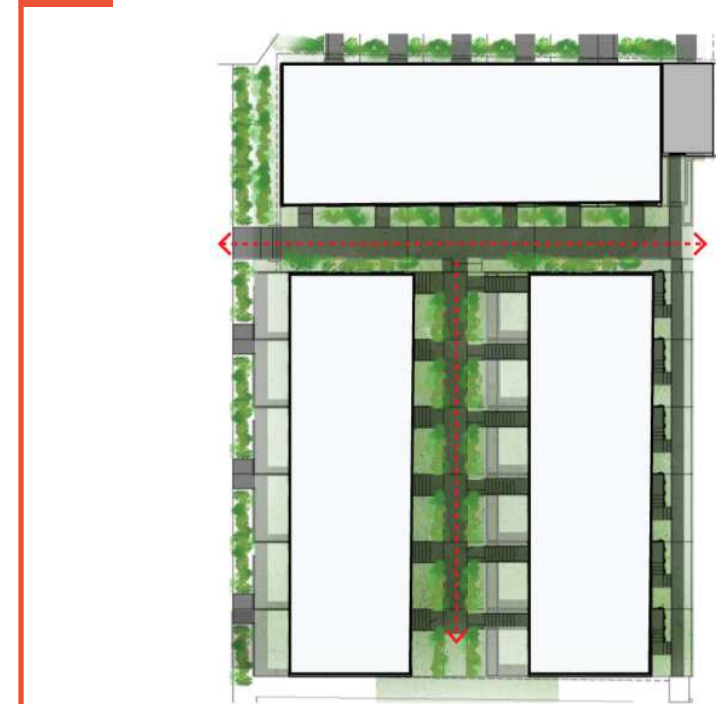


B 36 Units
 Total GSF: 34,525 SF - 75% of allowable 2.3 FAR
 Parking Spaces (surface): 15 automobile, 36 bicycle



PREFERRED SCHEME

C 36 Units
 Total GSF: 34,900 GSF - 76% of allowable 2.3 FAR
 Parking Spaces (Surface): 15 automobile, 36 bicycle



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A SUMMARY

Stories: 4 stories
 Units: 36 Units
 Total Floor Area: 34,940 GSF
 Parking: 15 surface spaces

RESPONSE TO DESIGN PRIORITIES

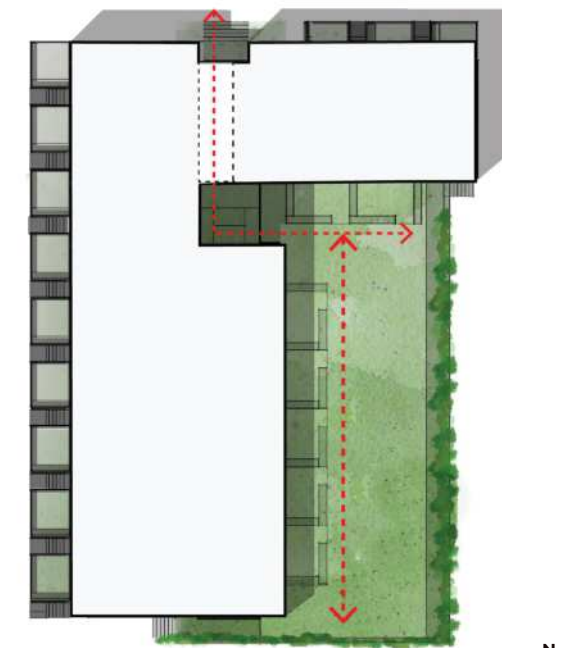
- Ground floor entries are face the street and are separated from grade via raised stoops.
- Parking and services are all accessed via the alley.
- A large shared outdoor space faces the alley and is accessed via a breezeway entered from Graham St.

DESIGN NARRATIVE

Scheme A explores the idea of creating a single L-shaped mass with a shared exterior courtyard amenity along the rear alley. A pedestrian breezeway leading to the shared exterior amenity would be accessible off of Graham St., and a common space for bike storage and mail would be located along the breezeway.

Stacked multi-level units would have ground level entries facing Graham St., 41st Ave., and the courtyard. The building would maintain a consistent 4-story massing along the streets.

This scheme focuses on consolidating building area to achieve a larger shared open space, but it comes with tradeoffs. Most units would only have one exterior facing wall, many units would have little to no outdoor private space, and massing modulation is more limited than some other schemes.



Plan diagram



Aerial perspective from the southwest



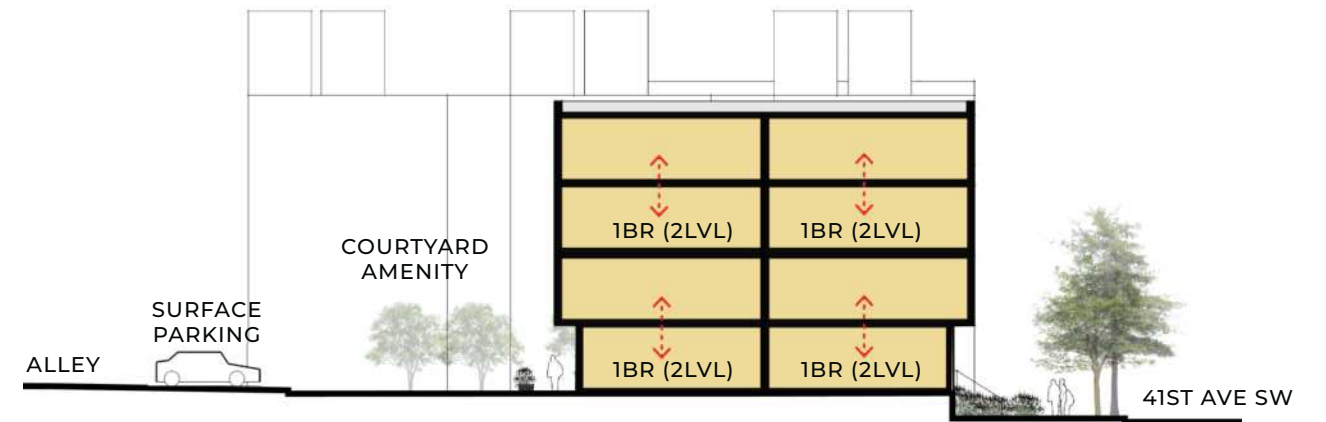
Aerial perspective from the north

OPPORTUNITIES

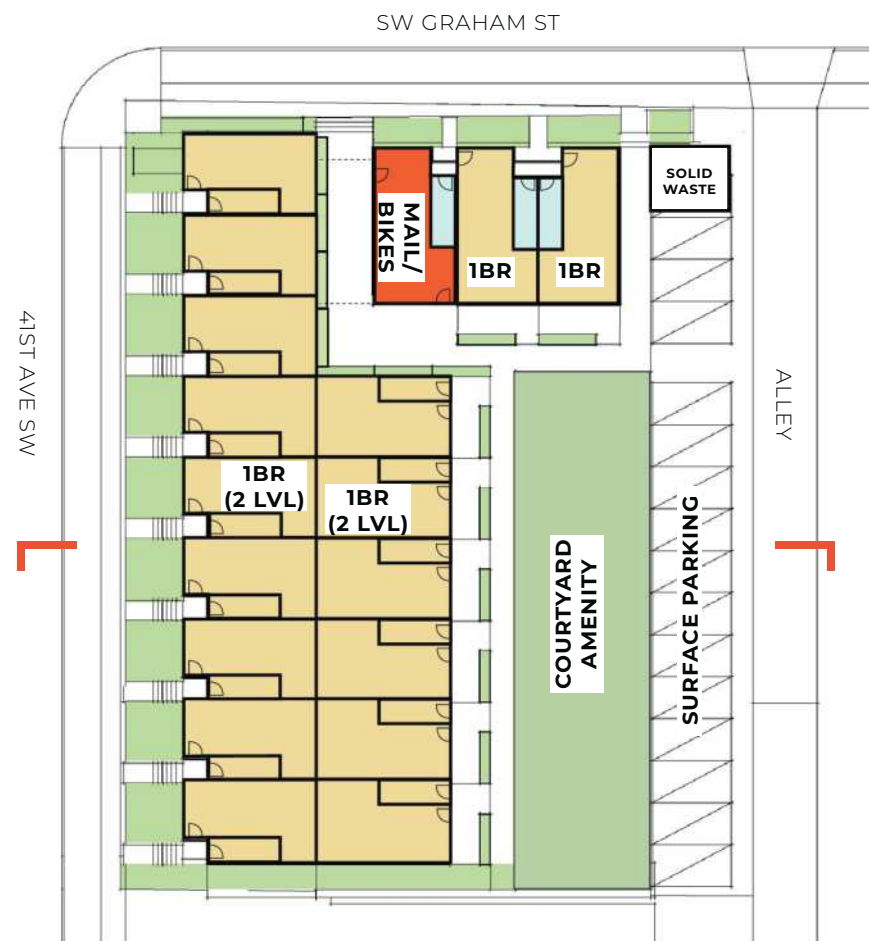
- All walkup units
- Rear courtyard allows for shared outdoor gathering space for tenants, with privacy and protection from the street.
- Street level entries and stoops are clearly distinguished and face both 41st Ave and Graham St.

CONSTRAINTS

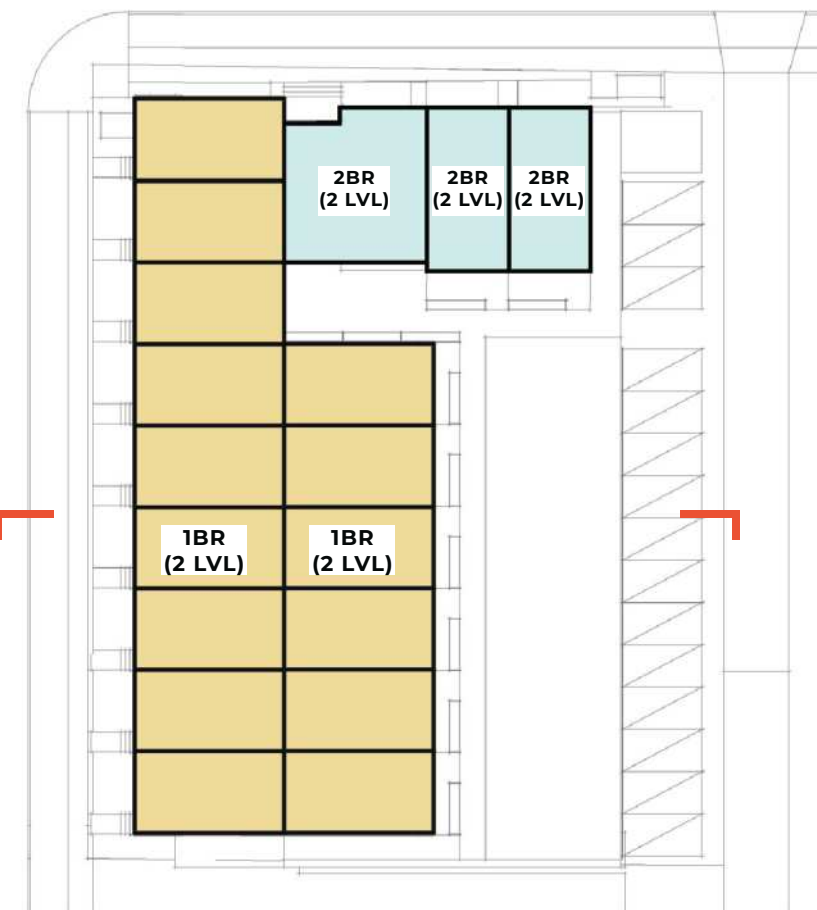
- Rear courtyard is inward facing/fronts an alley, and has less beneficial interface with the surrounding community. It would also be in shade during the afternoon.
- Majority of units have only one exterior wall orientation, limiting access to light and air. This also limits the amount of bedrooms in many units.
- Many units face east towards the alley/Fauntleroy, instead of west towards the neighborhood and more desirable views.
- From ground level, upper level units require two flights of stairs to reach the first habitable floor.



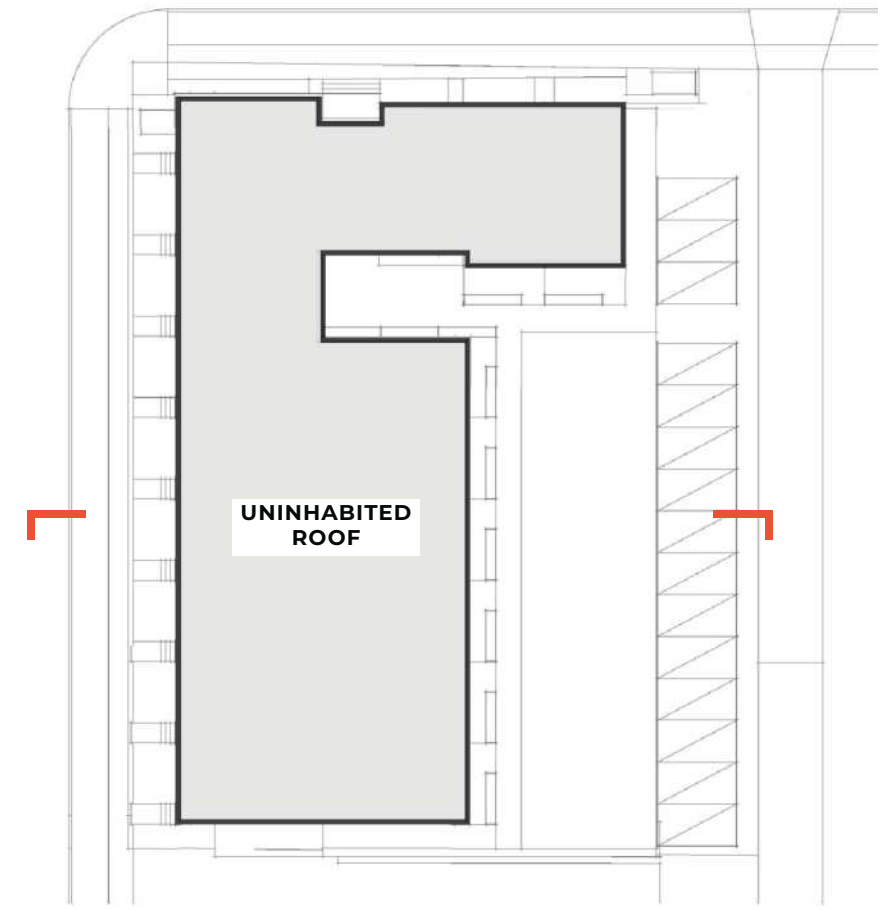
SECTION (E-W)



STREET LEVEL



TYP UPPER LEVEL



ROOF



Street perspective along SW Graham St. looking east



Street perspective along 41st Ave SW. looking north



Street perspective along 41st Ave SW. looking south



Street perspective along SW Graham St. looking west

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B SUMMARY

Stories:	3-4 stories
Units:	36 Units
Total Floor Area:	34,525 GSF
Parking:	15 surface spaces

RESPONSE TO DESIGN PRIORITIES

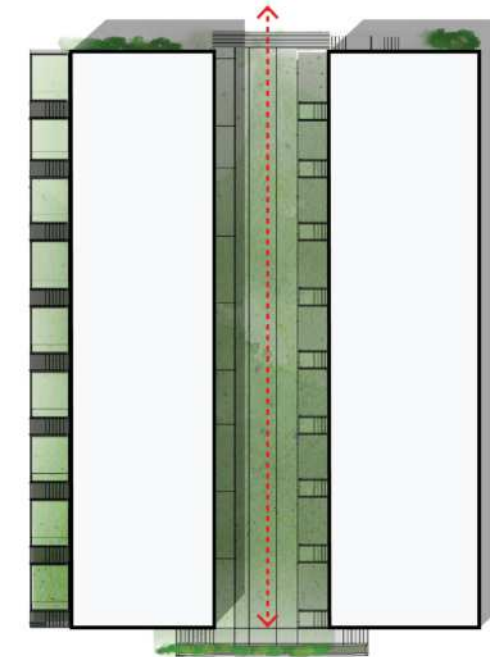
- A central courtyard amenity between the two buildings acts as an outdoor room for residents with both private and shared spaces.
- Ground floor entries are face the street and courtyard and are separated from grade via raised stoops or lowered patios.
- Parking and services are all accessed via the alley.
- Building mass is broken up into two smaller masses, with the lower mass fronting 41st Ave.

DESIGN NARRATIVE

Scheme B explores breaking the mass into two distinct buildings, with a shared courtyard amenity between the two. The courtyard would be accessible by entering between the buildings off of Graham St.

A three story building with walk-up units and street facing entry stoops would front 41st Ave and the courtyard. Along the alley, a four story building with stacked multi-level units would have all entries facing the courtyard. No unit entries face Graham St.

Breaking the site into two buildings, and lining the bulk of 41st with a lower building height helps transition to the adjacent neighborhood context. Additionally, multiple main entries into the courtyard helps create an inviting pedestrian experience. The internal courtyard allows for all units to have two exterior walls, improving access to light, air, and views.



Plan diagram



Aerial perspective from the southwest



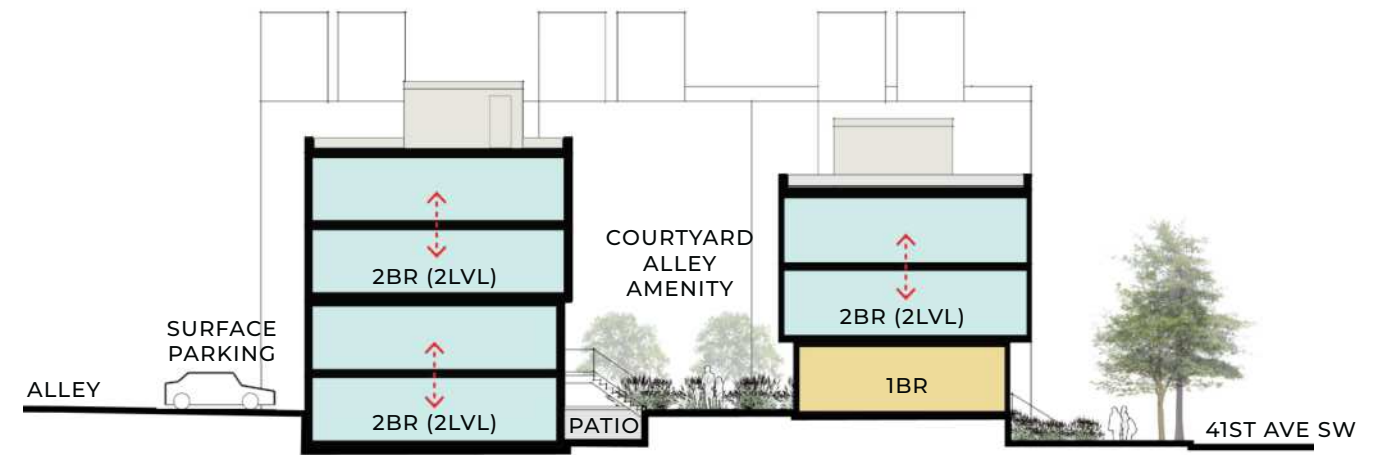
Aerial perspective from the north

OPPORTUNITIES

- All walkup units
- Central courtyard allows for ample daylight and airflow.
- All units have a minimum of two sides with exterior facing walls providing better access to light and airflow.
- Street level entries and stoops are clearly distinguished and face 41st Ave. or the interior courtyard.
- Roof decks provide additional outdoor private space for upper level units.

CONSTRAINTS

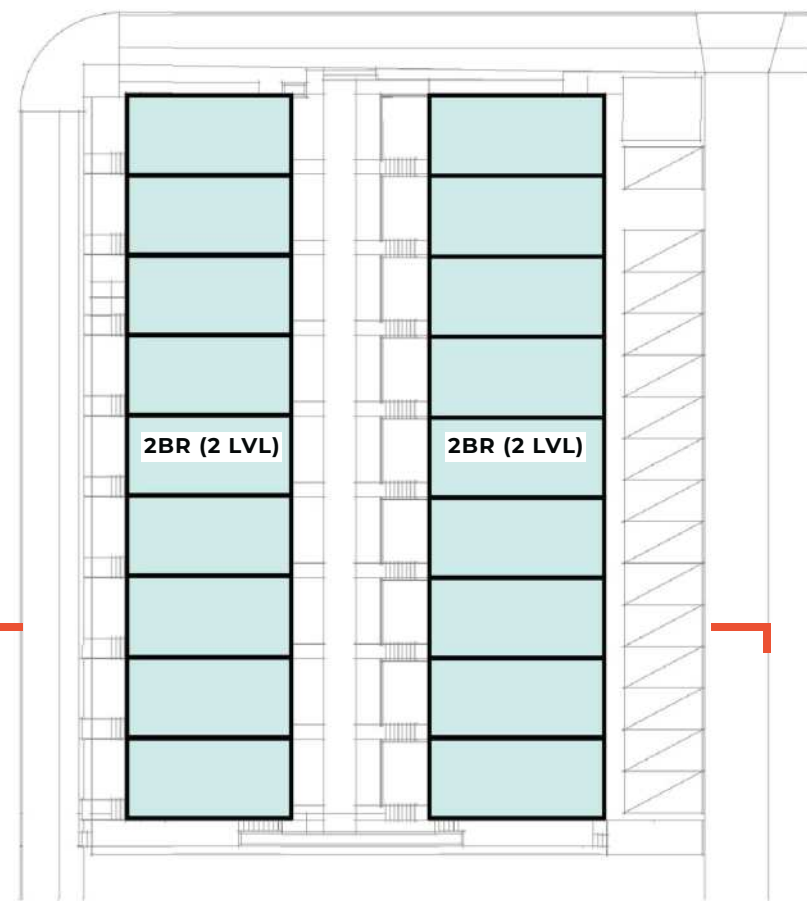
- Pedestrian circulation to access parking along the alley is indirect.
- Units along the alley have minimized access to more desirable views facing west.



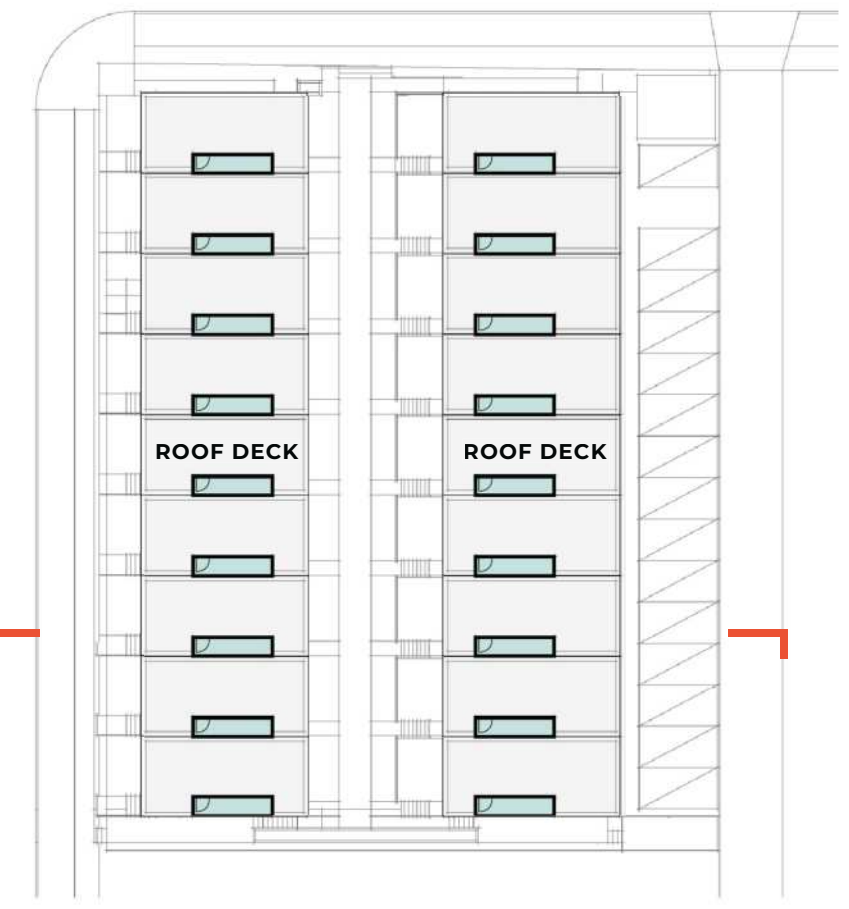
SECTION (E-W)



STREET LEVEL



TYP UPPER LEVEL



ROOF



Street perspective along SW Graham St. looking east



Street perspective along 41st Ave SW. looking north



Street perspective along 41st Ave SW. looking south



Street perspective along SW Graham St. looking west

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8.4 - Scheme C (Preferred Scheme)

PREFERRED SCHEME

C SUMMARY

Stories: 3-5 stories
 Units: 36 Units
 Total Floor Area: 34,900 GSF
 Parking: 15 automobile (surface)

RESPONSE TO DESIGN PRIORITIES

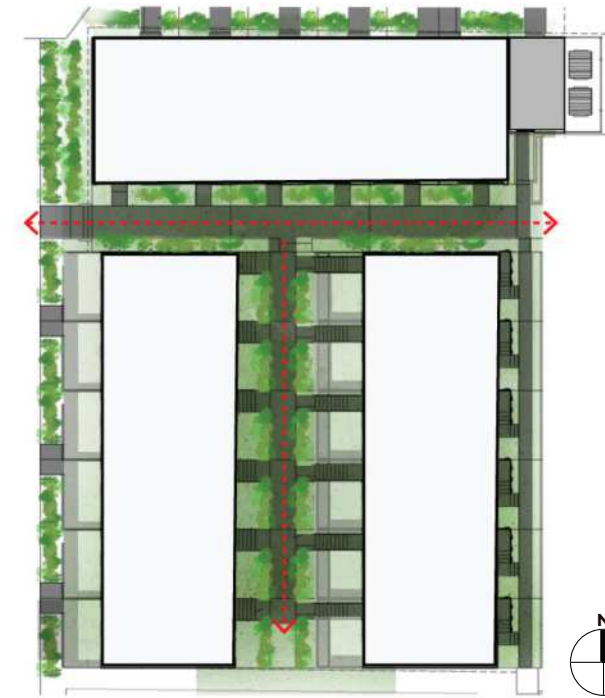
- Ground floor entries along 41st Ave. are lowered from the street edge 24-36" creating street-facing patios fronted with planting at the sidewalk.
- Surface parking is all accessed via the rear alley.
- Building mass is broken up into three volumes that address the streets and courtyards, improving site porosity and unit differentiation and double sided access to light, views, and air.
- A central courtyard amenity between the three buildings acts as an outdoor room for the community, with a pedestrian connection to 41st Ave through to the parking along the alley.
- The entry to the inner pedestrian path will be clearly marked and located near the intersection on 41st Ave.

DESIGN NARRATIVE

Scheme C further breaks down the site into three building masses: a three story mass facing Graham St, a four story mass facing 41st Ave. and the courtyard, and the a 5 story mass that is recessed a 1/2 level into the ground along the alley with views to the courtyard and west to Puget Sound beyond. The location of the lower masses close to the street acts helps transition to the lower scale of the of the existing neighborhood and allows more sunlight to reach the streets. The inner court and pedestrian paths allow for landscaped areas and allows sunlight to reach both sides of most units.

Each block features stacked walk-up units, with a mix of efficiencies, 1BR, and 2BR units. 1BR units at ground level feature sizable private patios connected with either the street or the shared courtyard space. Upper units have roof decks to provide personal outdoor spaces.

Highly visible unit entries encourage community interaction and ease access for residents down to the street and shared spaces.



Plan diagram



Aerial perspective from the southwest



Aerial perspective from the north

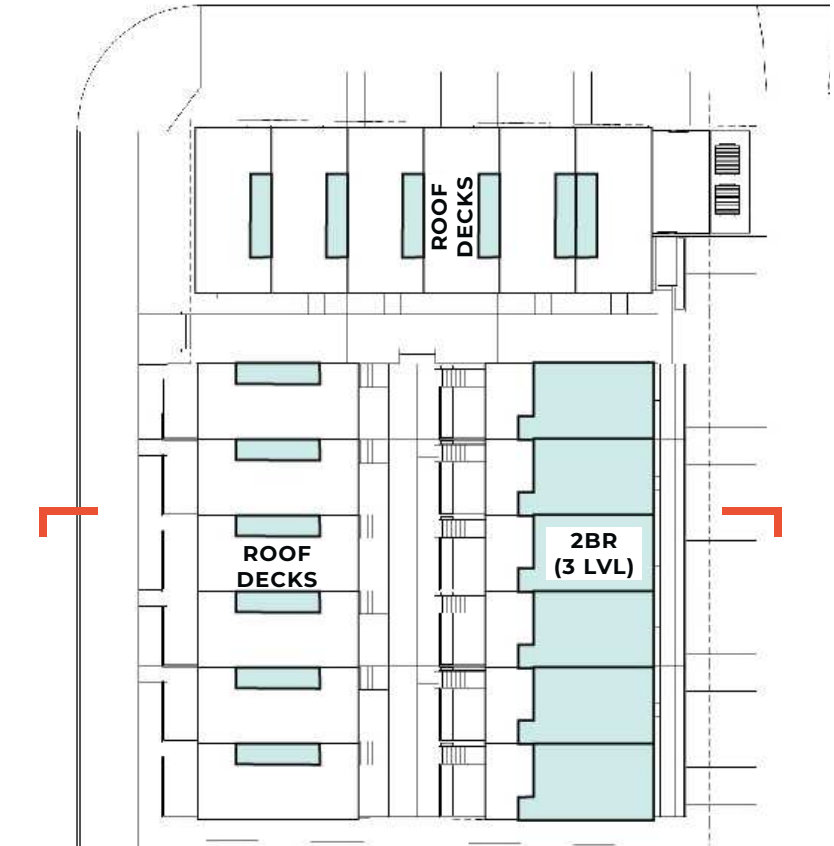
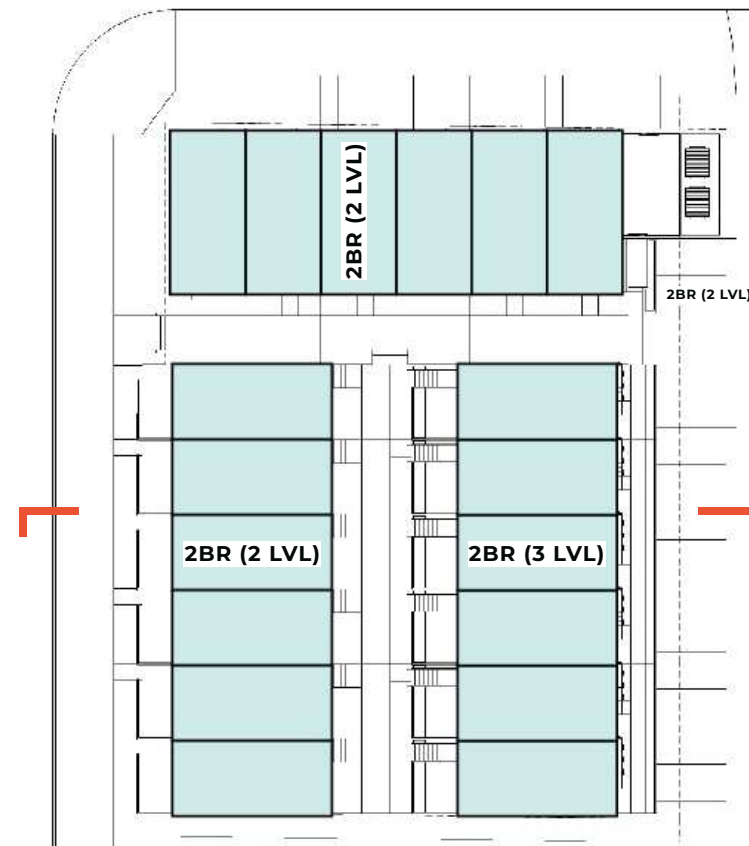
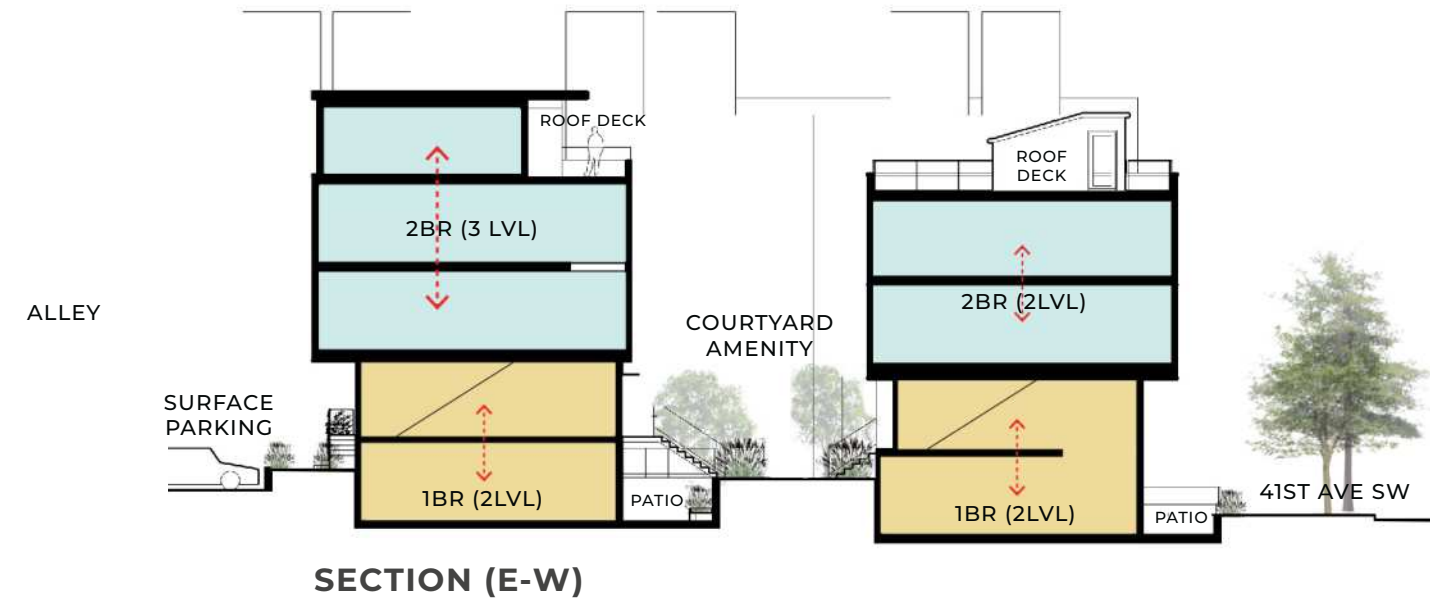
8.4 - Scheme C (Preferred Scheme)

OPPORTUNITIES

- Central courtyard allows for ample daylight and airflow.
- All units have a minimum of two sides with exterior facing walls providing better access to light and airflow.
- Upper units along the alley have improved access to western facing views on the top level.
- Outdoor circulation access from 41st Ave. and the alley improves site porosity.
- Arrangement of entry locations and massing allows for a greater diversity of unit types.
- More units are provided with private outdoor spaces via patios and roof decks.

CONSTRAINTS

- Shared outdoor spaces are not as wide as some other options.



8.4 - Scheme C (Preferred Scheme)



Street perspective along SW Graham St. looking east



Street perspective along 41st Ave SW. looking north



Street perspective along 41st Ave SW. looking south



Street perspective along SW Graham St, looking west

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8.5 - Design Scheme Summary



SUMMARY

36 Units
 Total GSF: 34,940 SF - 76% of allowable 2.3 FAR
 Parking Spaces (surface): 15 automobile, 36 bicycle

POTENTIAL DEPARTURES

- None

OPPORTUNITIES

- All walkup units
- Rear courtyard allows for shared outdoor gathering space for tenants, with privacy and protection from the street.
- Street level entries and stoops are clearly distinguished and face both 41st Ave and Graham St.

CONSTRAINTS

- Rear courtyard is inward facing/fronts an alley, and has less beneficial interface with the surrounding community. It would also be in shade during the afternoon.
- Majority of units have only one exterior wall orientation, limiting access to light and air. This also limits the amount of bedrooms in many units.
- Many units face east towards the alley/Fauntleroy, instead of west towards the neighborhood and more desirable views.
- From ground level, upper level units require two flights of stairs to reach the first habitable floor.



SUMMARY

36 Units
 Total GSF: 34,525 SF - 75% of allowable 2.3 FAR
 Parking Spaces (surface): 15 automobile, 36 bicycle

POTENTIAL DEPARTURES

- None

OPPORTUNITIES

- All walkup units
- Central courtyard allows for ample daylight and airflow.
- All units have a minimum of two sides with exterior facing walls providing better access to light and airflow.
- Street level entries and stoops are clearly distinguished and face 41st Ave. or the interior courtyard.
- Roof decks provide additional outdoor private space for upper level units.

CONSTRAINTS

- Pedestrian circulation to access parking along the alley is indirect.
- Units along the alley have minimized access to more desirable views facing west.
- No unit entries face Graham St.

PREFERRED OPTION



SUMMARY

36 Units
 Total GSF: 34,900 GSF - 76% of allowable 2.3 FAR
 Parking Spaces (surface): 15 automobile, 36 bicycle

POTENTIAL DEPARTURES

- None

OPPORTUNITIES

- Central courtyard allows for ample daylight and airflow.
- All units have a minimum of two sides with exterior facing walls providing better access to light and airflow.
- Upper units along the alley have improved access to western facing views on the top level.
- Outdoor circulation access from 41st Ave. and the alley improves site porosity.
- Arrangement of entry locations and massing allows for a greater diversity of unit types.
- More units are provided with private outdoor spaces via patios and roof decks.

CONSTRAINTS

- Shared outdoor spaces are not as wide as some other options.

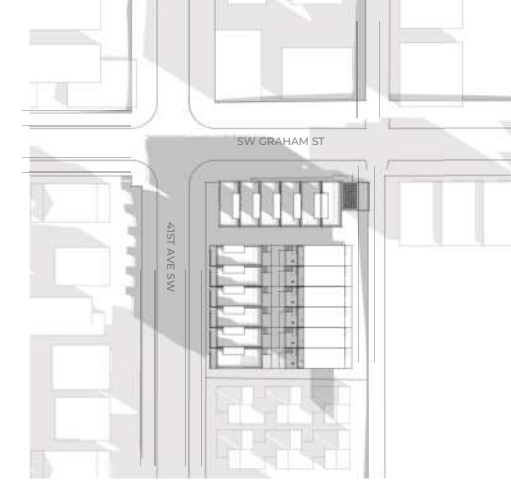
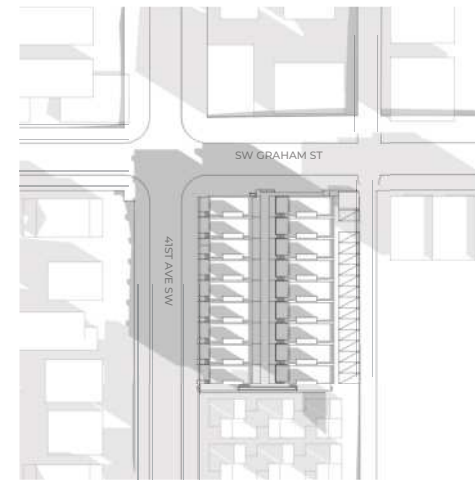
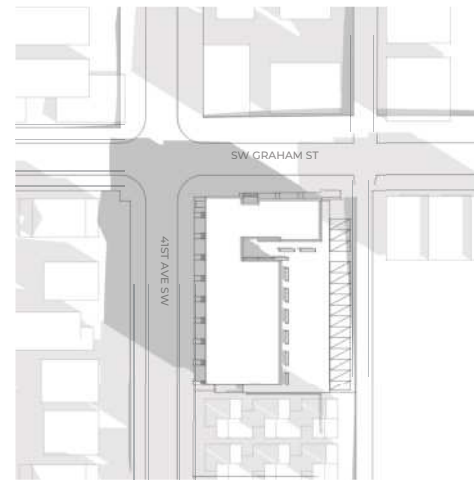
MARCH 21

SCHEME A

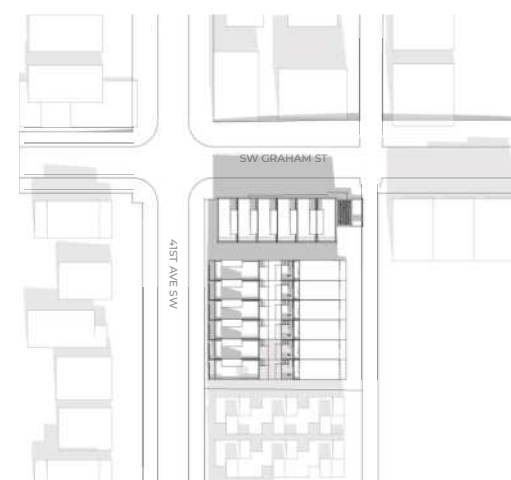
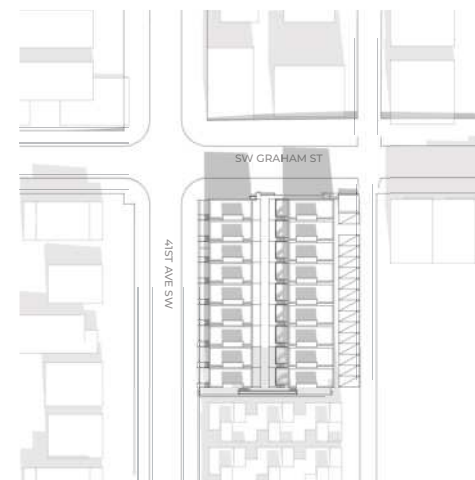
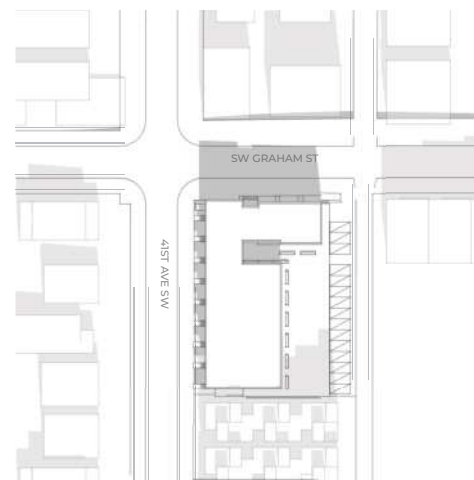
SCHEME B

SCHEME C (PREFERRED)

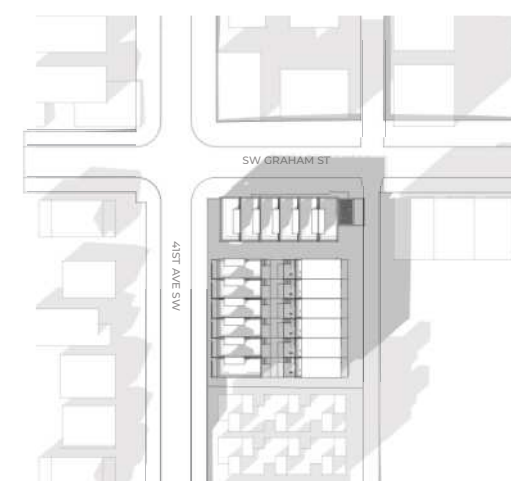
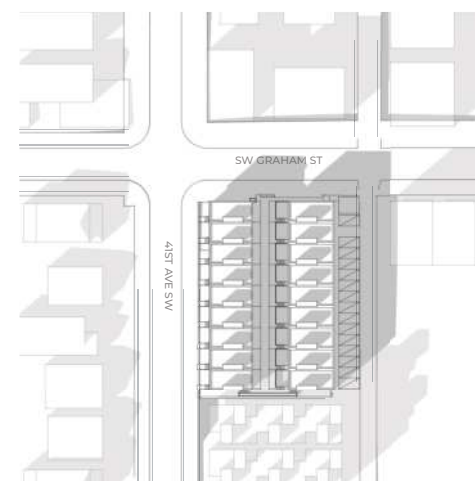
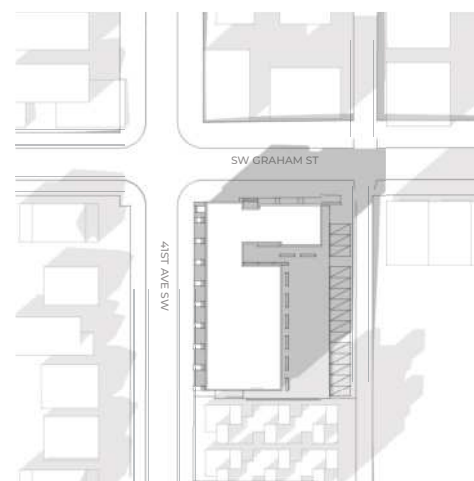
9 AM



12 PM



3 PM



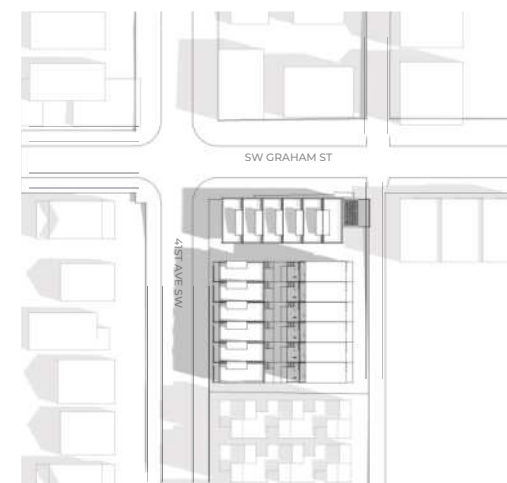
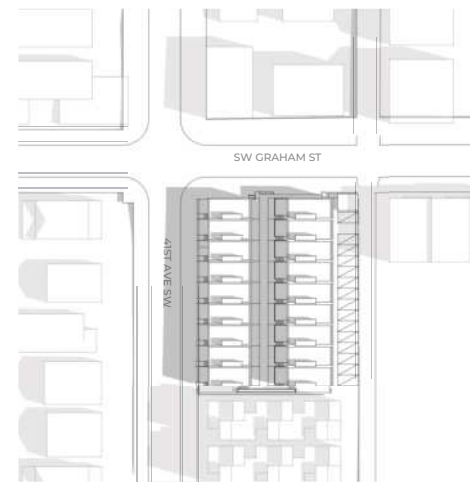
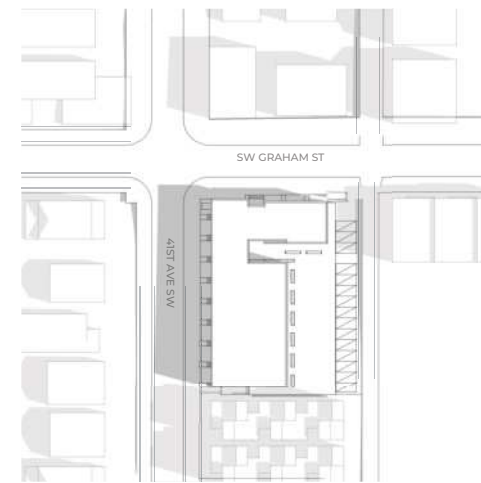
JUNE 21

SCHEME A

SCHEME B

SCHEME C (PREFERRED)

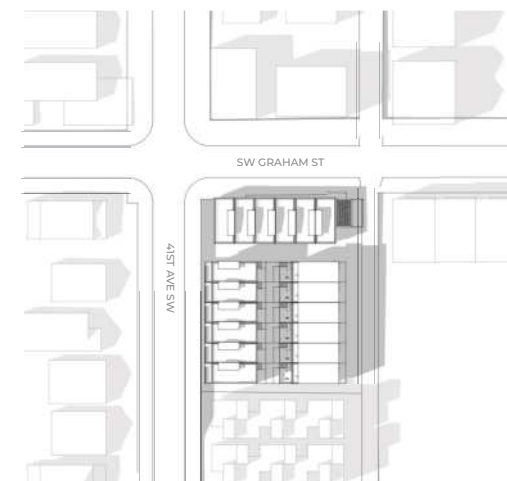
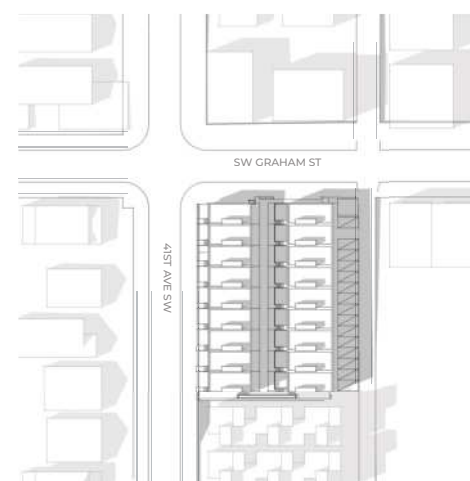
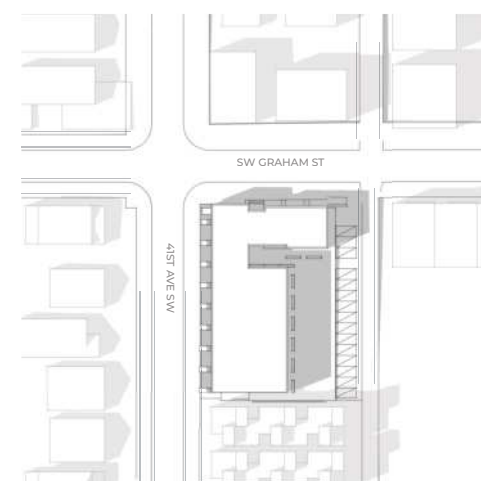
9 AM



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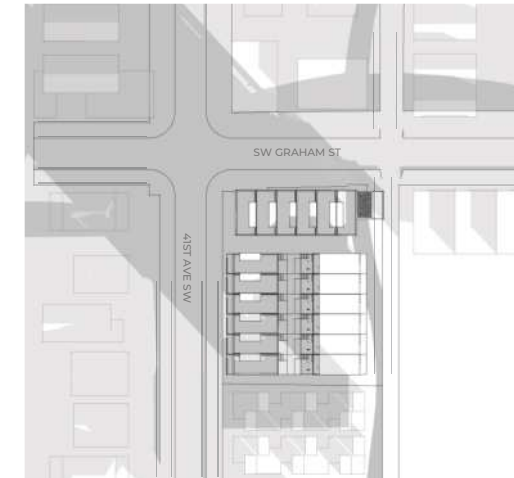
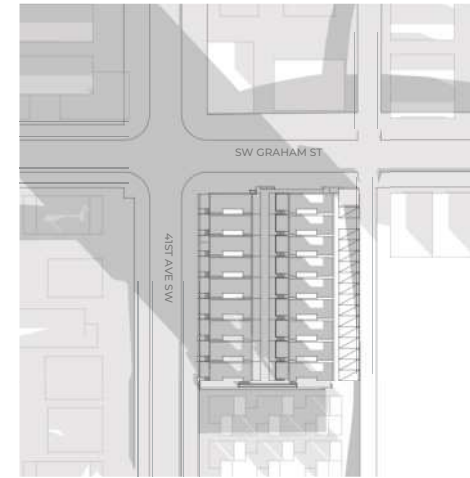
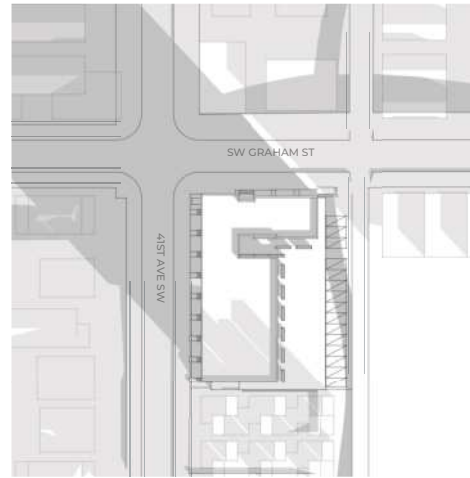
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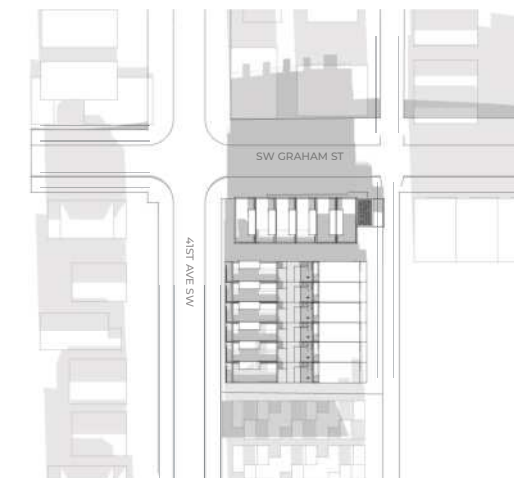
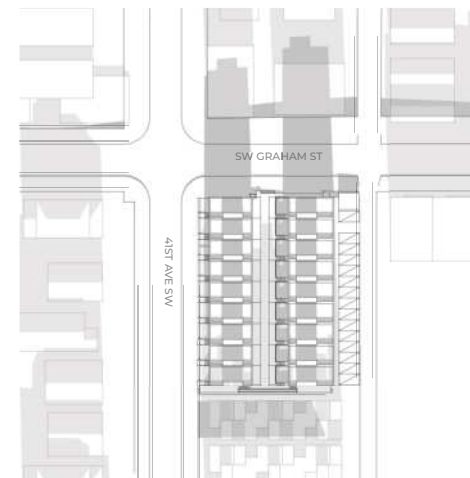
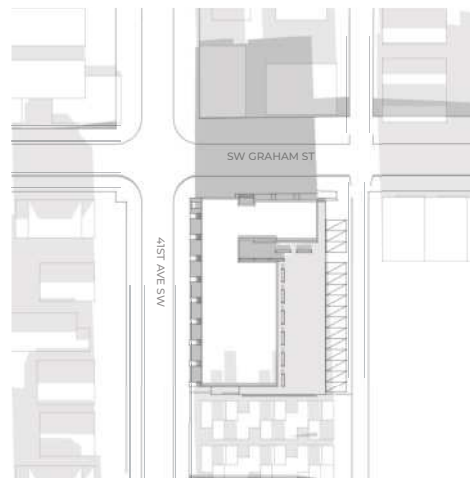
SCHEME B

SCHEME C (PREFERRED)

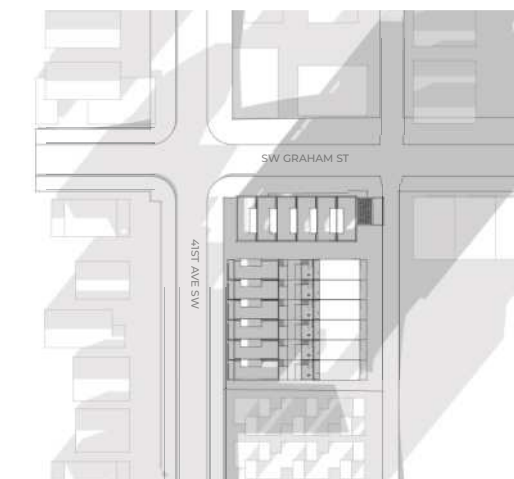
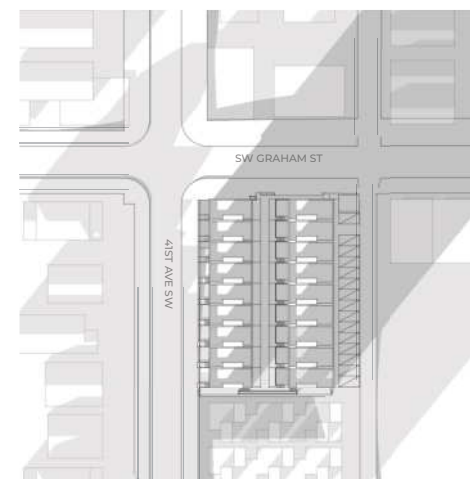
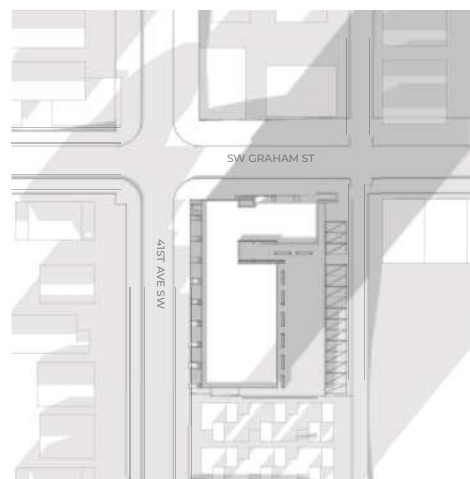
9 AM



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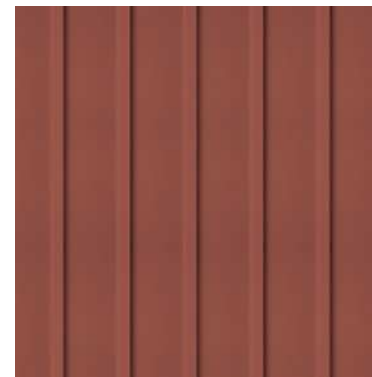
NEIGHBORHOOD MATERIAL PALETTE:



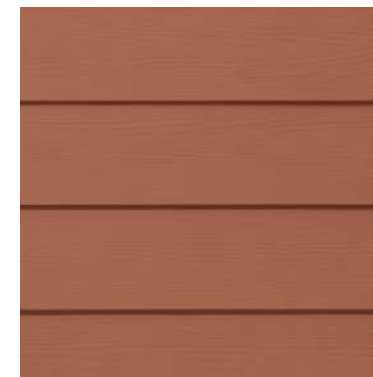
SHINGLE SIDING



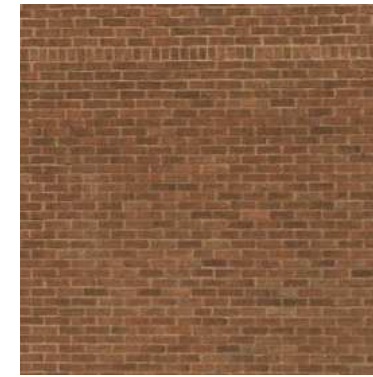
FIBER CEMENT PANEL



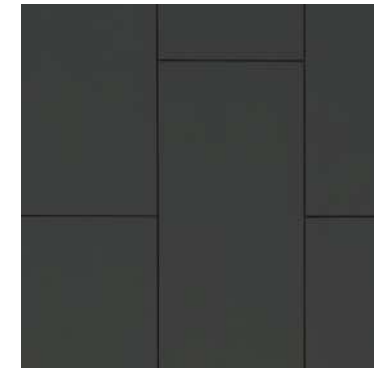
BOARD & BATTEN



LAP SIDING



MASONRY



METAL PANEL



SINGLE FAMILY RESIDENTIAL



CALIFORNIA AVE CONDOS



FAUNTLEROY WAY TOWNHOMES



CALIFORNIA AVE COMMERCIAL



GRAHAM ST APARTMENTS



CALIFORNIA AVE MIXED USE

FACADE/MATERIALS



COURTYARD AMENITY



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9.1 - StoryBuilt Previous Projects



THE WINSTON, SEATTLE WA

9.1 - StoryBuilt Previous Projects



FRANK , AUSTIN TX

9.1 - StoryBuilt Previous Projects



THORNTON FLATS, AUSTIN TX

9.1 - StoryBuilt Previous Projects



THE NORA, SEATTLE WA



COLUMBIA CITY MIXED-USE, SEATTLE WA

9.1 - StoryBuilt Previous Projects



EASTLINE, AUSTIN TX