



ALKI
BEACH

1116 ALKI AVE. SW.

SEATTLE, WA 98116

EDG #2 MEETING

Early Design Guidance: 3037493-EG

Submittal date: 06.20.2023

Meeting date: 07.06.2023

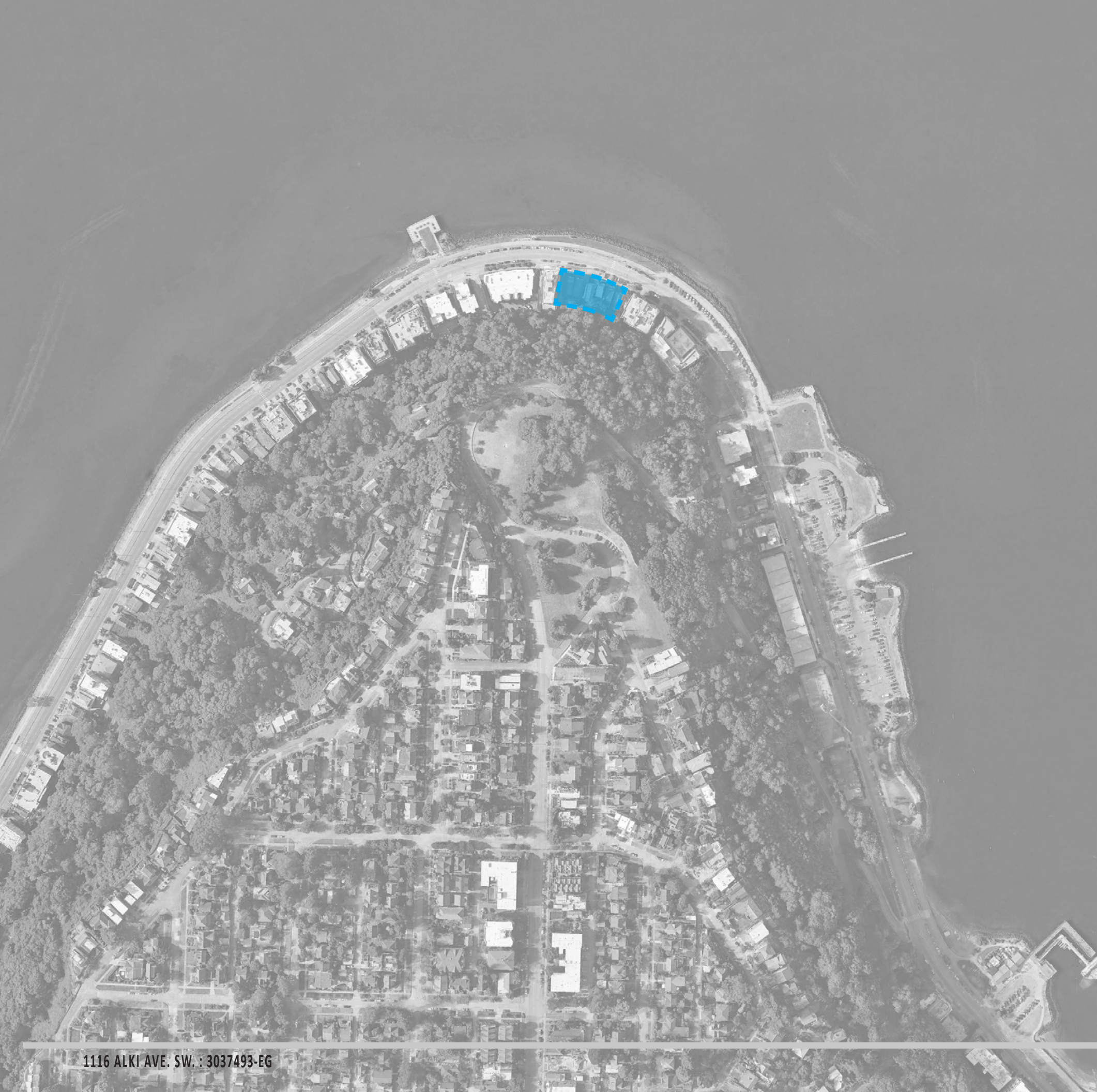


TABLE OF CONTENTS

COVER	PG. 1
DEVELOPMENT OBJECTIVES	PG. 3
PUBLIC OUTREACH	PG. 4
URBAN ANALYSIS	PG. 5
ZONING ANALYSIS	PG. 13
DESIGN GUIDELINES	PG. 17
EDG #1 RECAP	PG. 20
EDG #1 COMMENT RESPONSES	PG. 21
EDG #2 NEW DESIGN OPTIONS (SUMMARY)	PG. 23
OPTION 1	PG. 27
OPTION 2	PG. 34
OPTION 3 (PREFERRED)	PG. 42
REQUESTED DEPARTURE	PG. 56
LANDSCAPE	PG. 57

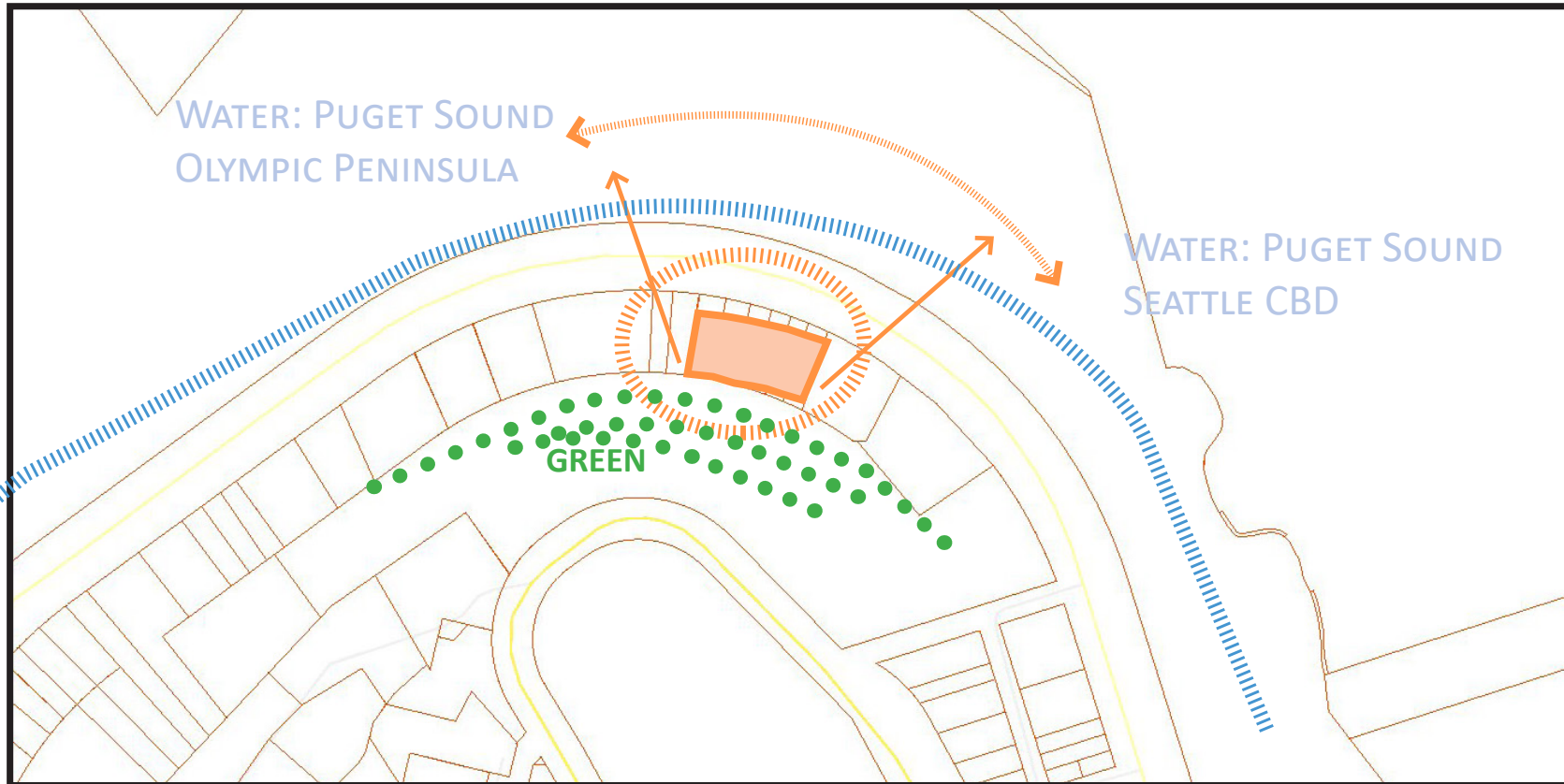
PROJECT TEAM

Owner/Developer: N & M

Architect: MZA Architecture

Civil Engineer : Latitude-48

Landscape Architect: GCH



EXISTING SITE

The project is located in the Alki neighborhood of West Seattle, at the western side of Duwamish Head. The site is comprised of six parcels along Alki Avenue SW that face Puget Sound. One mile to the Southwest is Alki Beach and three miles to the east is the west Seattle bridge. Behind the site parcels rises a steep hillside with residential neighborhoods above, though there is no direct access from the site itself or within close proximity. Alki Avenue curves along the front of the site, creating a slightly wedge-shaped parcel. The buildings currently on the site consist of 1-2 story wood frame single family structures that are in poor to fair conditions. The site is relatively flat along the Alki Avenue SW frontage at an elevation of approximately 16' and is rise up to 18' to the bottom of a steep forested slope up to California Way SW.

DEVELOPMENT OBJECTIVES

Alki Beach 1116 continues the trend of mid-rise residential development in the area and celebrates the natural beauty of the site, namely Puget Sound, the views of the Seattle skyline, and the densely vegetated steep hillside behind the site. The building's orientation is intended to maximize views of the water and the Seattle skyline NE of the site. At ground level, a private garden viewed from the units above echoes the green, wooded hillside on the south side of the site, and at roof level, a private observation deck offers views of the water and city for all residents to enjoy.

PROPOSAL INFORMATION OF THE PREFERRED DESIGN OPTION

- 58 Residential Units
- Six stories including five levels of residences over a ground floor of lobby space, utility areas, parking and additional residences
- 71 parking stalls for residents at the ground floor level and in a below grade garage
- Total gross floor area is around 84,000 sf

NOTABLE FEATURES

- Generous amenity spaces for residents
- Rooftop sanctuary
- Landscaped entries to level 1 units
- Solar panel array on the rooftop (future)
- Ample bike and recreation equipment storage for residents

Outreach Documentation: 1001-1116 Alki Ave

SUMMARY OF OUTREACH

Cascadia Consulting Group conducted the following outreach activities on behalf of MZA Architecture as part of the Department of Neighborhood's (DON) Early Design Guidance process. Cascadia's approved outreach plan is included as an appendix to this document.

1. Project Webpage (Multi-Prong Method)

The project website launched on April 12, 2021. The website included a project overview, design approach, hotline information, and the feedback survey. The project website had 219 unique visitors who viewed the site a total of 278 times.

2. Project Hotline (High-Impact Method)

The project hotline phone number launched on April 12, 2021 and appeared on web and print materials. We received two voicemails during the project inquiring about the survey. The project email address was also on web and print materials. We used the same address to send emails to community organizations. We received one email from a community organization and one email from a resident in the area requesting technical assistance for the online survey. The voicemails received were from the same community organization and resident that sent emails.

3. Online Survey (High-Impact Method)

The online survey was embedded into the project webpage. It consisted of seven questions with a combination of multiple-choice and open-ended response formats. The survey was open from April 12 to May 4, 2021. We received 70 responses.

4. Email to Community Organizations (Multi-Prong Method)

On April 12, we sent an email to twelve community organizations inviting them to provide feedback on the project. The email included a PDF of the direct-mail flyer.

5. Direct Mailing (High-Impact Method)

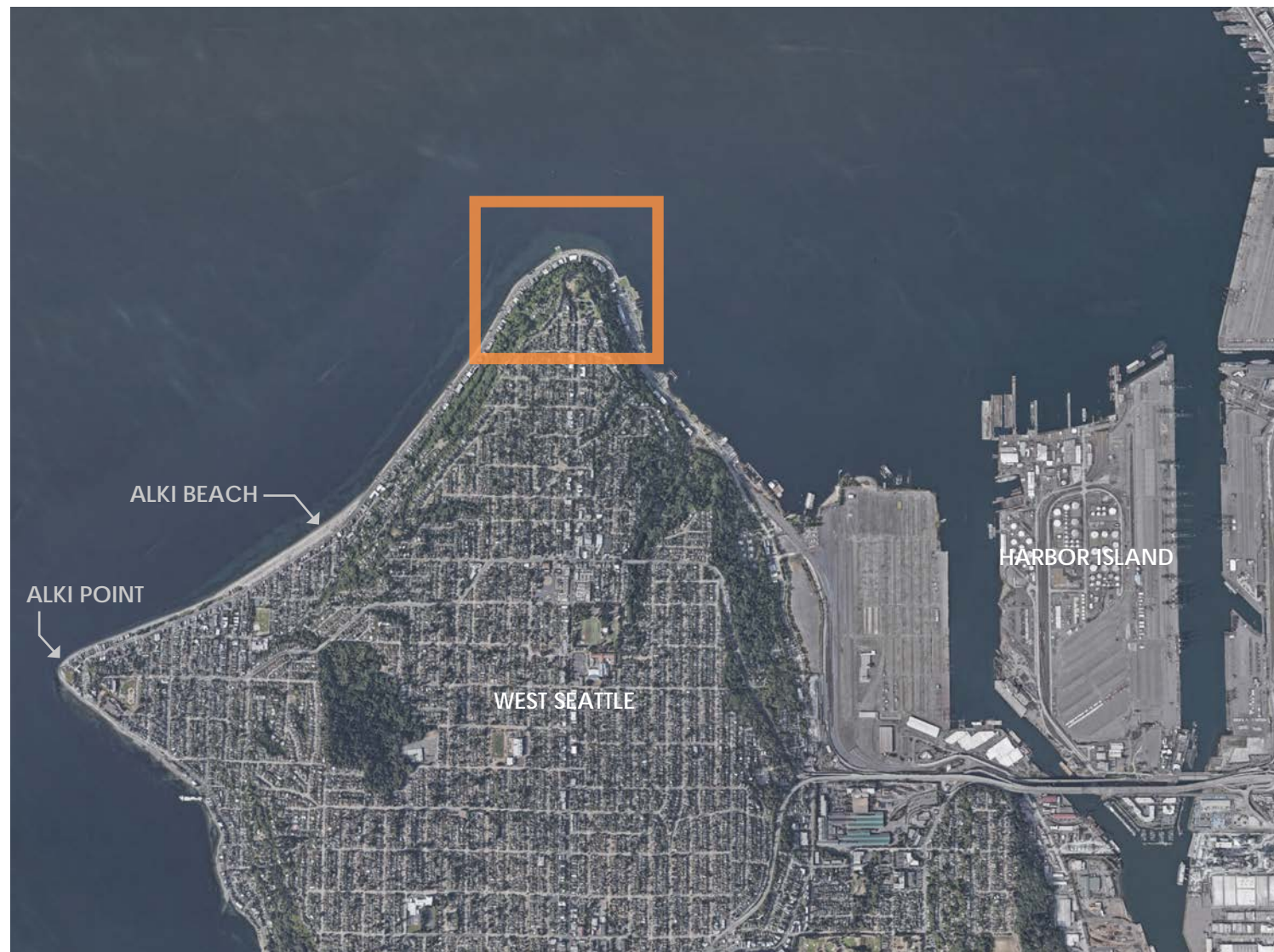
We promoted the project website and the online survey through a direct-mail flyer sent to households within a 500-ft radius of the project site. We sent the mailing to recipients on April 12, 2021.

SUMMARY OF COMMUNITY FEEDBACK

All project feedback was captured through the online survey (see appendices for a detailed response summary and individual responses). Most of the individuals who responded live very close to the proposed project site. The majority of respondents heard about the project through email or "other", which mostly included sources such as West Seattle Blog and HOA meetings. Some of the key themes from the feedback include:

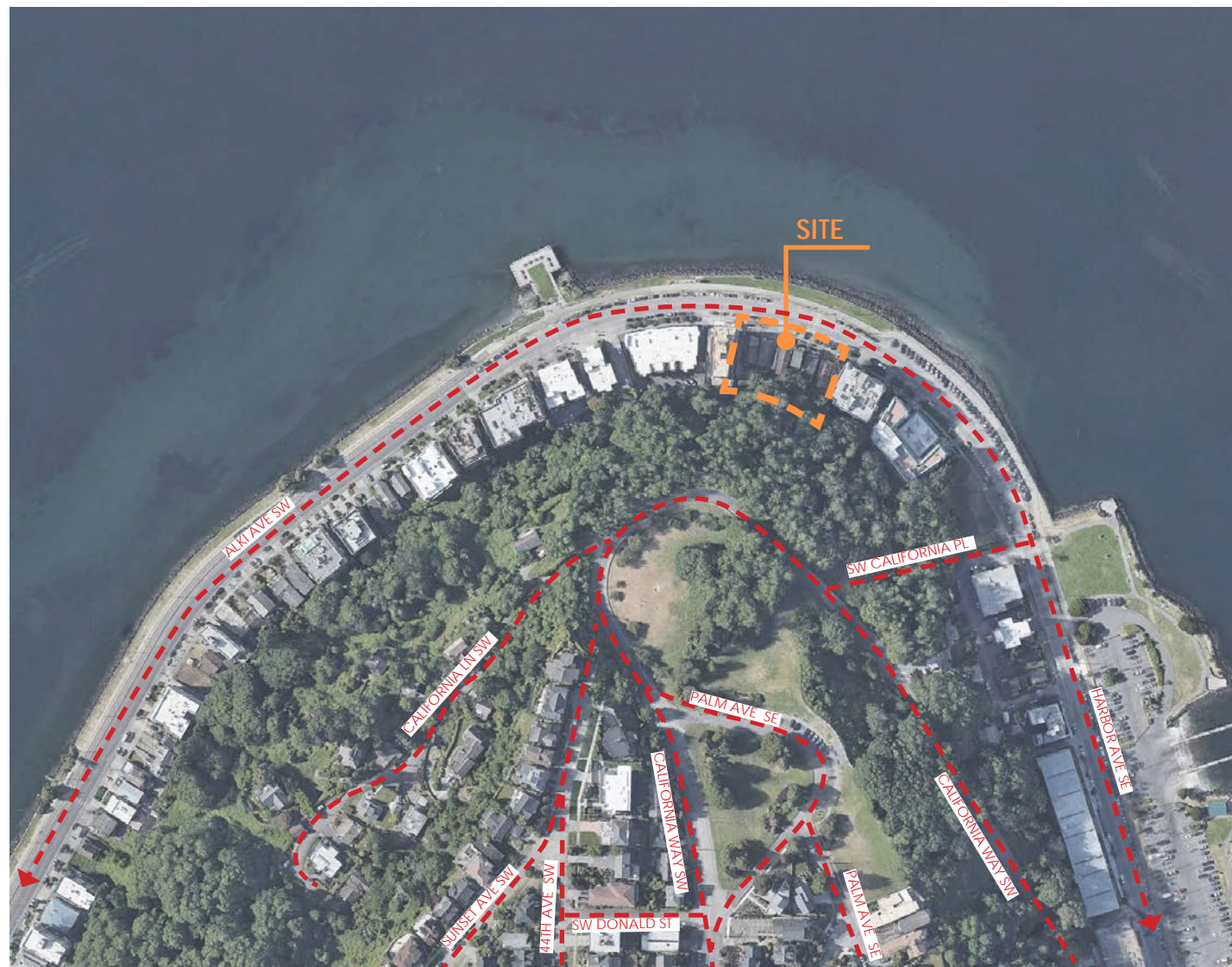
- **Interest in sustainability and aesthetic.** When asked, "What is most important to you about a new building?" one third of respondents (20 out of 58) hoped the property design will consider environmental sustainability and nearly another third of respondents (17 out of 58) hope that it is nice looking. Many respondents noted the importance of adopting the existing Alki aesthetic into the design.

- **Concerns about parking and congestion.** Nearly all respondents noted concern that the building will make driving and parking in the neighborhood more difficult (48 out of 58). Some respondents commented that ample off-street parking should be provided for tenants and others specifically suggested providing two parking spaces per unit. Nearly two thirds of respondents (36 out of 59) noted concern about construction impacts. Respondents pointed out that traffic is already an issue and expressed concern that this development will add to the problem. Several respondents suggested off-street parking or a shuttle for construction crews to minimize impacts to parking and congestion.
- **Concerns of scale and design.** Approximately two thirds (41 of 58) of respondents are concerned that the building may feel out of scale with other buildings nearby and one third (17 of 58) are concerned they will not like the way it looks. Several respondents expressed that will be too high-density for the area and worry that the design will not fit with the neighborhood character by "overwhelming" the current look and feel. Another respondent worried a high-density building will contribute further to parking congestion and noise. Some respondents recommended reducing the total number of units and designing a medium-density building.
- **Preference for tenant-owned units.** When asked about priorities, preferences, and/or concerns about the development, some respondents hope that the units be tenant-owned condominiums, rather than apartment rentals. Several respondents noted that condos would be more fitting with existing neighboring buildings and surrounding community.
- **A focus on green space.** Some respondents mentioned that they would like to see more green space, such as a buffer of trees and lawn between the building and sidewalk. Respondents see Alki Avenue as a beautiful and special area for the community and hope to maintain the natural views and open space. A few respondents mentioned concern for potential landslides behind the building and one respondent suggested leaving as many trees in place as possible to reduce that risk.
- **Interest in including retail and/or amenities space.** Nearly one quarter (13 out of 58) of respondents feel it is important that the development bring new services or amenities to the area. One respondent said the area would greatly benefit from a high-end café and other pointed out that the proximity to Luna Park offers business opportunity associated with the water taxi and boat launch.

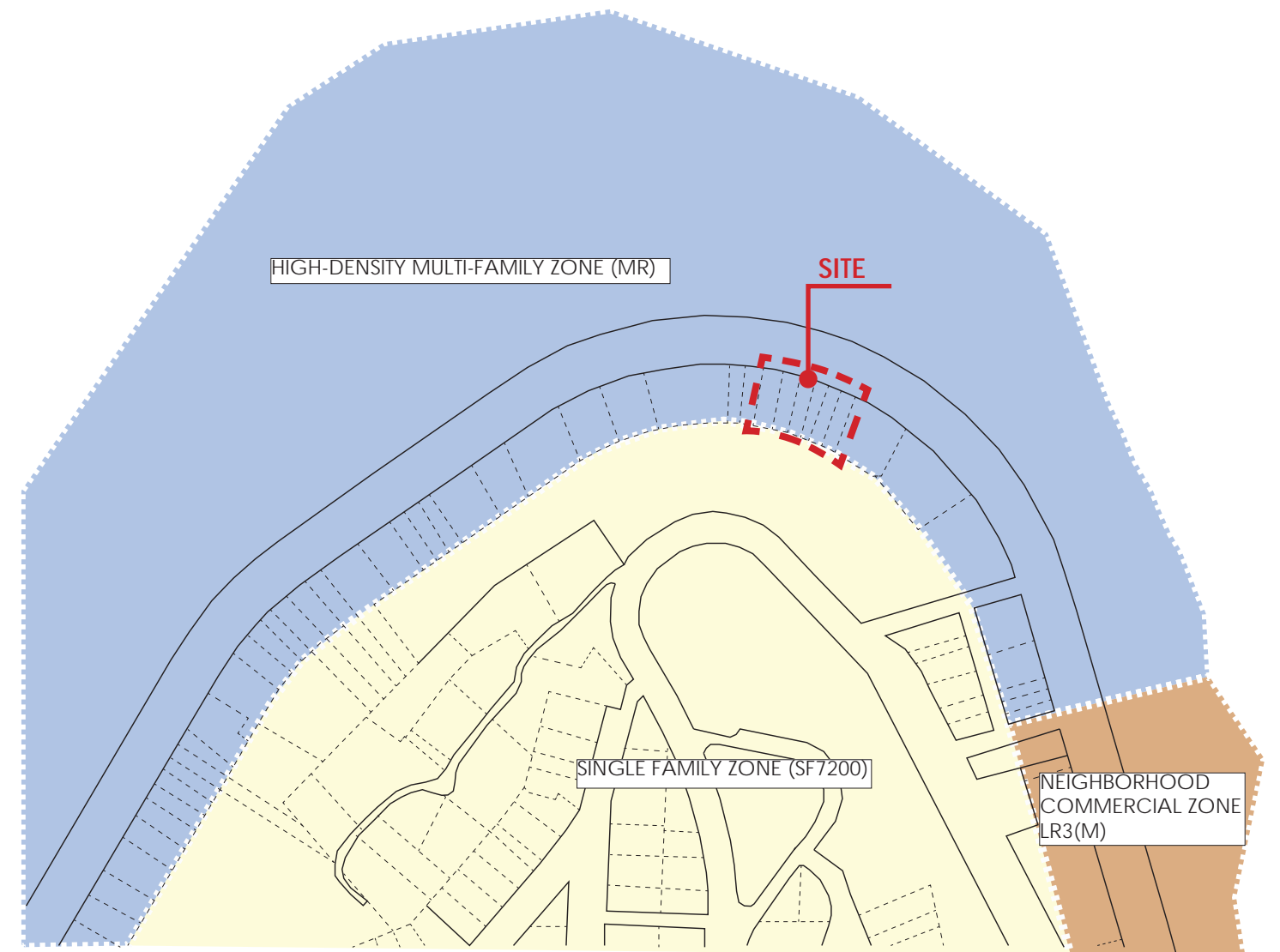


VICINITY MAP

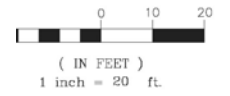




VICINITY MAP



ZONING OVERLAY





Tree Assessment Matrix
MZA Architecture
1116-1001 Alki Ave.
Seattle

Urban Forestry Services | Bartlett Consulting
15119 McLean Road
Mount Vernon, WA 98273

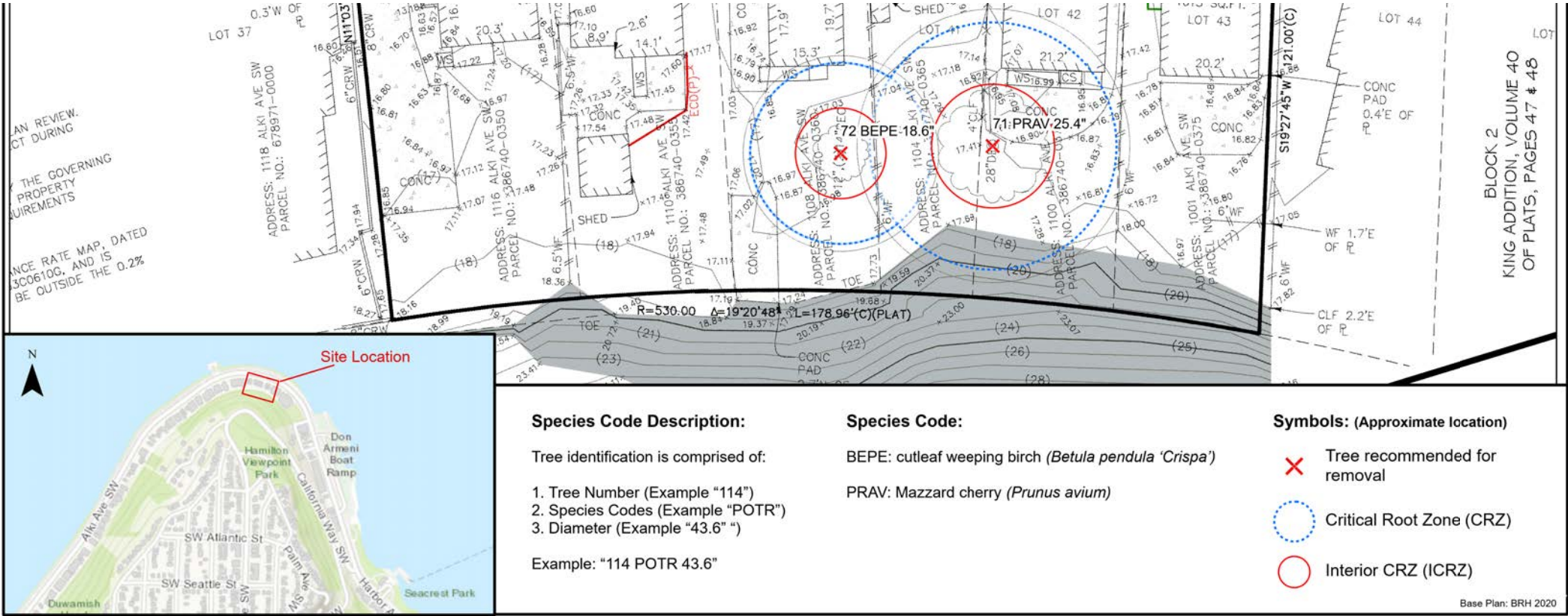


Tree Assessment Matrix
MZA Architecture
1116-1001 Alki Ave.
Seattle

Urban Forestry Services | Bartlett Consulting
15119 McLean Road
Mount Vernon, WA 98273

Tree	Species	DBH (in)	Drip Rad.	CRZ (ft)	Vigor	Structure	Risk	Pres Value	Recommendations
71	Mazzard cherry <i>Prunus avium</i>	25.4	18.3	25.4	Fair to Good	Fair	Low	Medium Significant	Remove tree - Direct Construction Impacts
Notes/ Defects	This tree has two stems that originate at roughly 1-foot from the ground but have become intertwined/fused together to make one stem. There is a motorcycle strap attached to the south most stem at roughly 14 feet in height on main stem. the strap is constricting the stem. It is unclear what the strap is for. The crown of the tree is asymmetrical. The tree is within 1 1/2 feet of the fence to the west. The likelihood of complete failure at the main stem or roots or significant branch failure in a three-year time frame for this tree is <i>improbable</i> . The likelihood of the tree or its parts impacting any targets, which include homes to the north is <i>medium</i> . The consequences of failure and impact to a target would be negligible to significant, contingent on the proximity of the target to the tree. Based on these metrics, this tree receives a risk rating of <i>low</i> .								

Tree	Species	DBH (in)	Drip Rad.	CRZ (ft)	Vigor	Structure	Risk	Pres Value	Recommendations
72	cutleaf weeping birch (<i>Betula pendula</i> 'Crispa')	18.6	19.5	18.6	Fair to Good	Fair to Good	Low	Medium	Remove tree - Direct Construction Impacts
Notes/ Defects	This cut leaf birch cultivar is Exceptional as defined by the Seattle Directors Rule 16-2008. The tree is a multi-stem specimen consisting of three stems that originate at the ground. This tree contains vigorous interior shoot growth and witches' broom formations. The likelihood of complete failure at the main stem or roots or significant branch failure in a three-year time frame for this tree is <i>improbable</i> . The likelihood of the tree or its parts impacting any targets, which include homes to the north is <i>medium</i> . The consequences of failure and impact to a target would be negligible to significant, contingent on the proximity of the target to the tree. Based on these metrics, this tree receives a risk rating of <i>low</i> .								





AERIAL





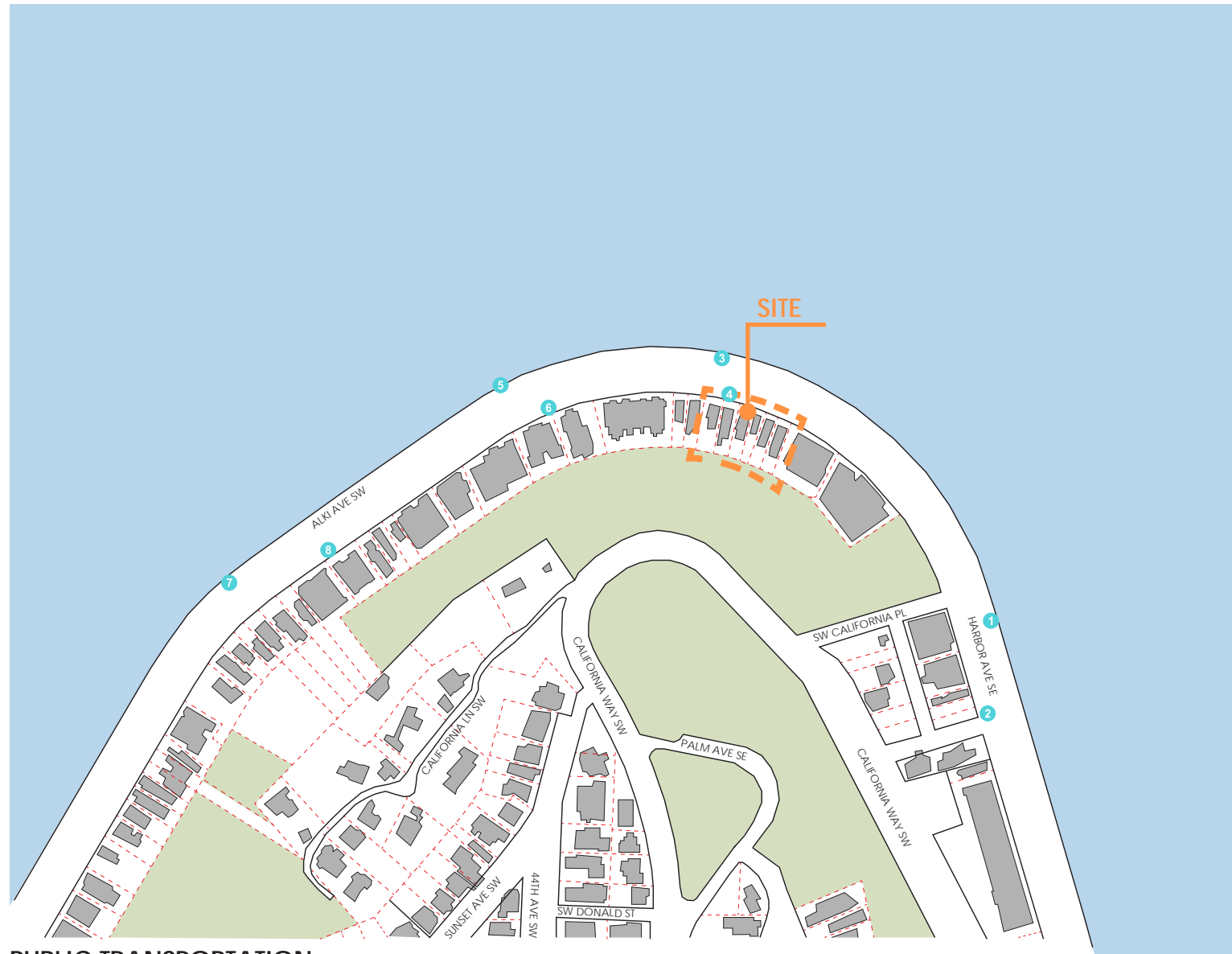
PEDESTRIAN PATH

- PEDESTRIAN TRAIL
- PEDESTRIAN WALK



STREET TYPE

- NEIGHBORHOOD YIELD STREET
- NEIGHBORHOOD CORRIDOR
- SIGNED BIKE ROUTES
- SCENIC DRIVEWAY



PUBLIC TRANSPORTATION

- 1 Harbor Ave SW & SW Maryland Pl
Bus 37
- 2 Harbor Ave SW & SW Maryland Pl
Bus 37, 775
- 3 Alki Ave SW & Harbor Ave SW
Bus 37
- 4 Alki Ave SW & Harbor Ave SW
Bus 37, 775
- 5 Alki Ave SW & 1000 Block
Bus 37
- 6 Alki Ave SW & 1000 Block
Bus 37, 775
- 7 Alki Ave SW & 1200 Block
Bus 37
- 8 Alki Ave SW & 1200 Block
Bus 37, 775



OUTDOOR PARKS

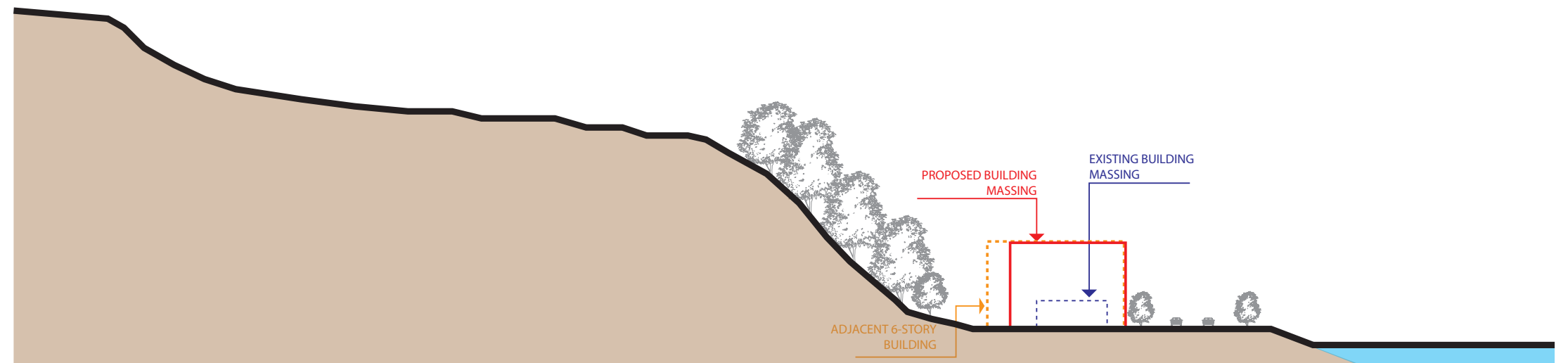
- 1 Alki Beach Park
- 2 Don Ameni Park
- 3 Hamilton Viewport Park
- 4 Duwamish Head Greenbelt
- 5 Luna Park



ALKI DRIVE SW STREETSCAPE



VIEW FROM CALIFORNIA WAY SW



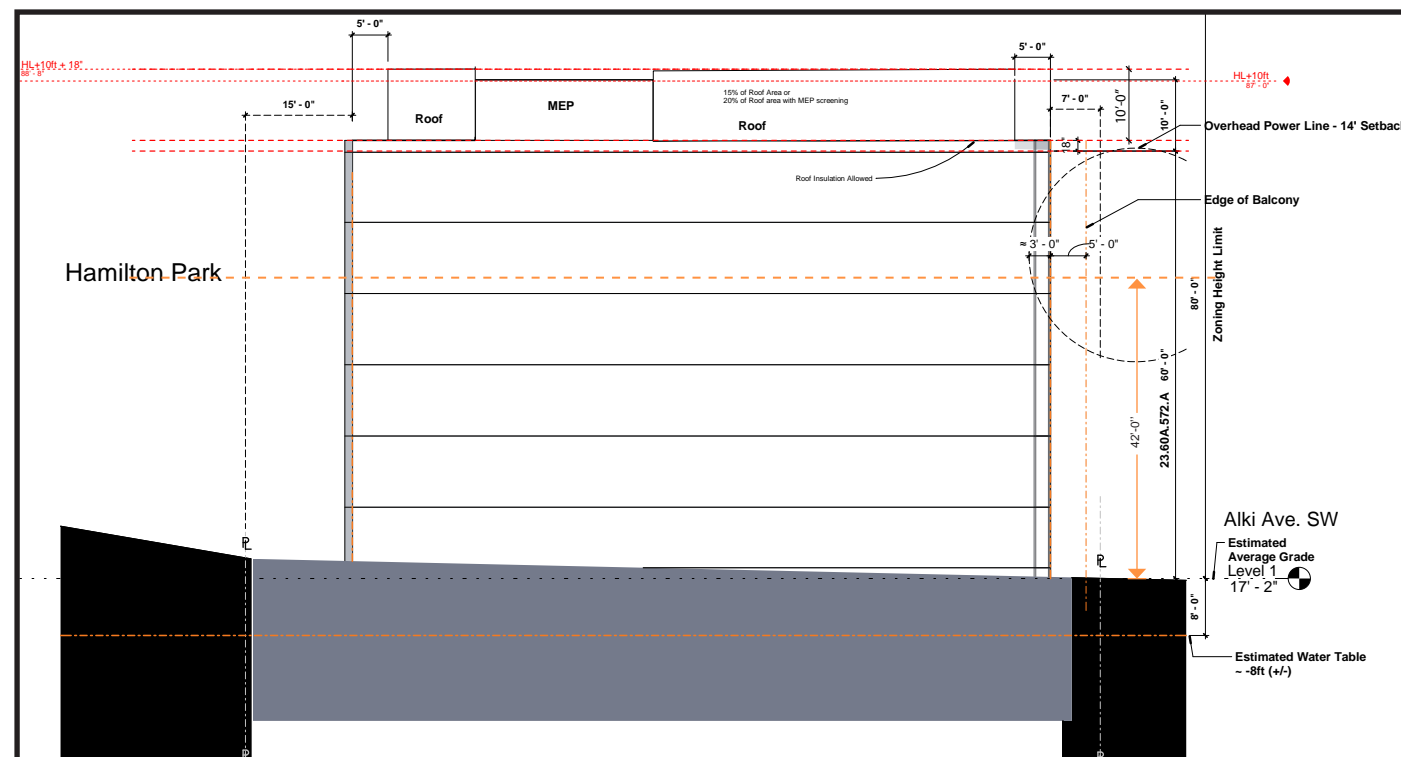
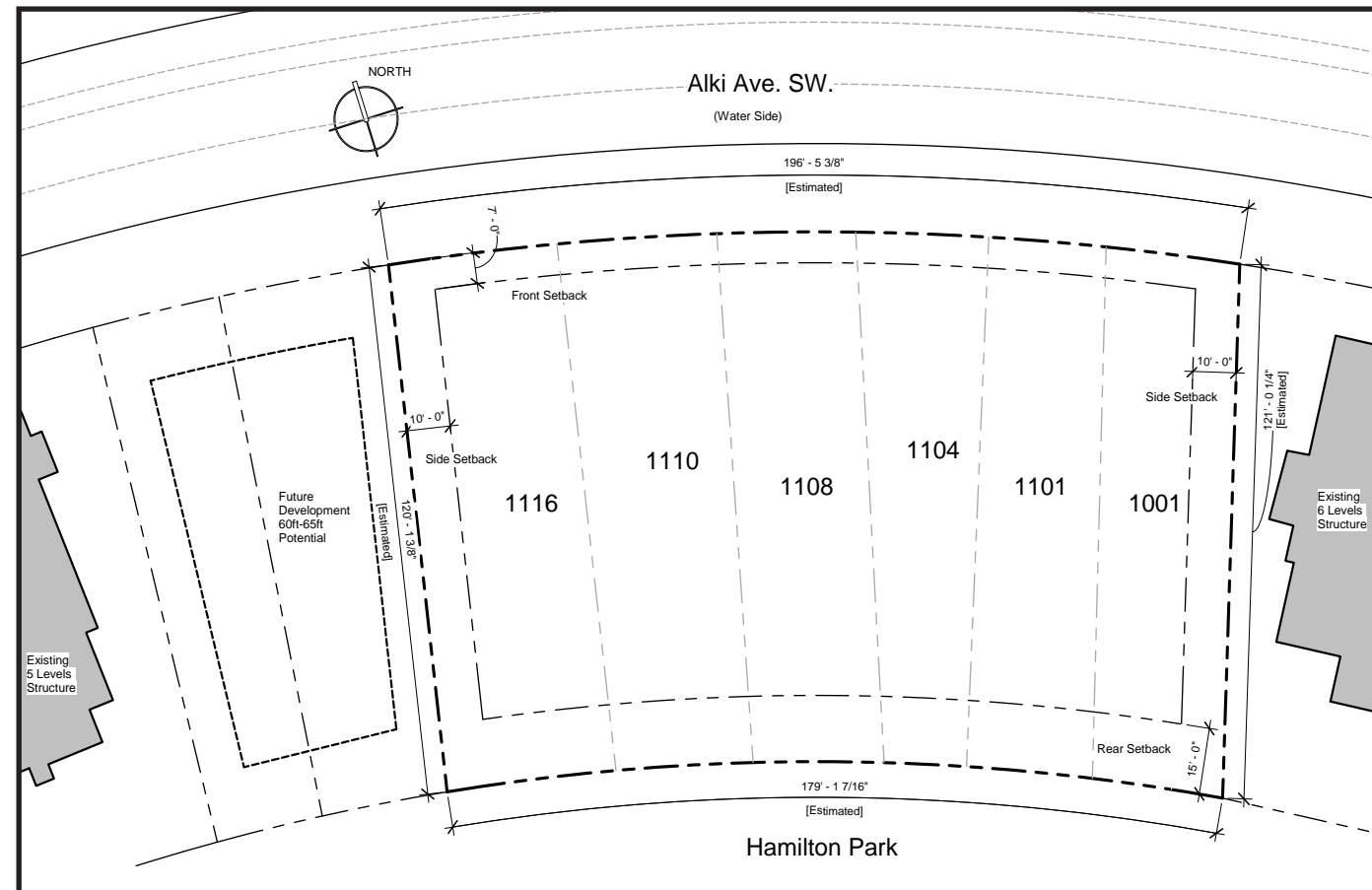
SITE SECTION

Project Name	Alki Multi Family
Client	N & M
Address	1116,1110,1108,1104,1100,1001 Alki Ave. SW
Jurisdiction	City of Seattle
Codes Enforced	SMC Chapter 23
Parcel Number(s)	#3867400350, #3867400355, #3867400360, #3867400365, #3867400370, #3867400375
Zoning	MR(M) - Multifamily Residential Zone - Midrise, MHA applied
Overlay Zoning	UR(Urban Residential) Shoreline Jurisdiction, Alki Parking Overlay(AL)
Land Use Notes	Alki parking district, Airport height overlay - outer transitional surface, Infiltration evaluation required
Environmentally	UR-AL (Urban Residential)
Critical Areas	Potential Slide, Known Slide, Liquefaction, Steep Slope
Site Area	22,525 sf

LAND USE				
Code Section	Title	Zoning Requirements	Proposal / Comments / Questions	LEVEL
23.45	MULTIFAMILY			
23.45.504.E	Permitted and prohibited uses	Ground Floor Commercial Permitted		
23.45.510.A	Gross floor area	In multifamily zones, gross floor area includes exterior corridors, breezeways, and stairways that provide building circulation and access to dwelling units or sleeping rooms. Balconies, patios, and decks that are associated with a single dwelling unit or sleeping room and that are not used for common circulation, and ground-level walking paths, are not considered gross floor area.		
23.45.510.B	FAR limits in LR and MR Zone	MR Zone:3.2 Zones with an MHA suffix: 4.5		
23.45.510.D	Exempt from FAR	1. All stories, or portions 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. 7. As an allowance for mechanical equipment, in any structure more than 85 feet in height, 3.5 percent of the gross floor area that is not otherwise exempt under this subsection 23.45.510.D.	No exempt for MEP	
23.45.514.B	The height limits for MR Zone	MR Zone: 80 ft	Refer to 23.60A.572 - Height in the UR Environment for Height Requirement. 60 ft max under 23.60A.572	
23.45.514.I	Rooftop features	2. Open railings, planters, greenhouses not dedicated to food production, parapets, and firewalls on the roofs of principal structures may extend 4 feet above the maximum height limit. 3. Architectural projections that result in additional interior space, such as dormers, skylights, and clerestories,the projections may extend 4 feet above the maximum height limit if the following requirements are met: a) The total area of the projections is no more than 30 percent of the area of the roof plane; b) The projections are set back at least 4 feet from any street facing facade. 5. In MR and HR zones, the following rooftop features may extend 15 feet above the applicable height limit , if the combined total coverage of all features does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes screened mechanical equipment: a) Stair penthouses, except as provided in subsection 23.45.514.I.6; b) Mechanical equipment; 6. Subject to the roof coverage limits in subsections 23.45.514.I.4 and 23.45.514.I.5, elevator penthouses may extend above the applicable height limit up to 16 feet. Stair penthouses may be the same height as an elevator penthouse if the elevator and stairs are co-located within a common penthouse structure.		
23.45.517	Mandatory housing affordability (MHA) in multifamily zones	LR, MR, and HR zones with a mandatory housing affordability suffix are subject to the provisions of Chapters 23.58B and 23.58C.	Refer to 23.58C for residential MHA	

23.45.518.B	Setbacks and separations - MR Zone	1. Front and side setback from street lot line: 7 ft average; 5 ft min Rear setback: 15 ft from a rear lot line, not abut an alley Side setback from interior lot line: 42 ft or less in height - 7 ft average, 5 ft min; Above 42 ft - 10 ft average, 7 ft min		
23.45.518.H	Projections permitted in required setbacks and separations	1. Cornices, eaves, gutters, roofs, and other forms of weather protection may project into required setbacks and separations a maximum of 4 feet if they are no closer than 3 feet to any lot line. 7. Unenclosed decks and balconies may project a maximum of 4 feet into required setbacks if each one is: a) No closer than 5 feet to any lot line; b) No more than 20 feet wide; c) Separated from other decks and balconies on the same facade of the structure by a distance equal to at least 1/2 the width of the projection.		
23.45.522.C	Amenity area required in MR zone	5 percent of the total gross floor area of a structure in residential use		
23.45.522.D	Amenity general requirement	2b.No more than 50 percent of the amenity area may be enclosed, and this enclosed area shall be provided as common amenity area.		
23.45.528	Structure width and depth limits for lot greater than 9000 sf in MR zone	A. The width of principal structures shall not exceed 150 feet. B. Structure depth: 1) Not exceed 80 percent of the depth of the lot, except as provided in subsection 23.45.528.B.2. 2) Exceptions to structure depth limit. To allow for front setback averaging and courtyards as provided in Section 23.45.518, structure depth may exceed the limit set in subsection 23.45.528.B.1 if the total lot coverage resulting from the increased structure depth does not exceed the lot coverage that would have otherwise been allowed without use of the courtyard or front setback averaging provisions.	150' W x 96' D	
23.45.529.C.1	Treatment of street-facing facades - Facade Opening	1a. At least 20 percent of the area of each street-facing facade shall consist of windows and/or doors, except as provided in subsection 23.45.529.C.1		
23.45.529.C.2	Treatment of street-facing facades - Facade Articulation	b. If the street-facing facade of a structure exceeds 750 square feet in area, division of the facade into separate facade planes is required. c. a portion of the street-facing facade shall have a minimum area of 150 square feet and a maximum area of 500 square feet, and shall project or be recessed from abutting facade planes by a minimum depth of 18 inches. d. Trim that is a minimum of 0.75 inches deep and 3.5 inches wide is required to mark roof lines, porches, windows, and doors on all street-facing facades.	Director may allow exceptions for façade opening requirements and façade articulation requirements	
23.45.529.D	Treatment of side facades that are not street-facing	For the purposes of this subsection 23.45.529.D, a side facade that is not street-facing includes all vertical surfaces enclosing interior space, including gables and dormers, as shown in Exhibit A for 23.45.529, if located within 10 feet of a side lot line. 1. If the side facade of a structure that is not street-facing exceeds 1,000 square feet in area, one of the following must be met: a) A portion of the side facade with a minimum area of 250 square feet and a maximum area of 750 square feet shall project or be recessed from abutting facade planes by a minimum depth of 18 inches; or b) The side facade shall include vertical or horizontal variations in building materials or color, covering a minimum of 25 percent of the facade surface. 2.Structures shall be designed to maintain the privacy of dwelling units by minimizing placement of proposed windows where they would directly align with windows on the side facade of a structure on an abutting lot located within 20 of the side property line or by use of fencing, screening, landscaping, or translucent windows to create privacy between buildings.		
23.45.530	Green building standards	FAR thresholds for MR : 3.45	Need to meet the green building standard and shall demonstrate compliance with that commitment, all in accordance with Chapter 23.58D.	
23.45.532.A	Ground floor commercial use	2. The commercial use is permitted only on the ground floor of a structure that contains at least one dwelling unit. 3. The maximum size of use of any one business establishment is 4,000 square feet; except the maximum size of use of a multi-purpose retail sales establishment is 10,000 square feet		

23.45.534	Light and glare standards	A. Exterior lighting shall be shielded and directed away from adjacent properties. B. Interior lighting in parking garages shall be shielded to minimize nighttime glare on adjacent properties. C. To prevent vehicle lights from affecting adjacent properties, driveways and parking areas for more than two vehicles shall be screened from abutting properties by a fence or wall between 5 feet and 6 feet in height, or a solid evergreen hedge or landscaped berm at least 5 feet in height. If the elevation of the lot line is different from the finished elevation of the driveway or parking surface, the difference in elevation may be measured as a portion of the required height of the screen so long as the screen itself is a minimum of 3 feet in height.		
23.45.536.A	Parking location, access, and screening	Off-street parking spaces are required to the extent provided in Chapter 23.54	Refer to 23.54 for parking requirement	
23.45.536.B	Location of parking	2. Surface Parking a. Except as otherwise provided in this subsection 23.45.536. B, surface parking maybe located anywhere on a lot except: 1) Between a principal structure and a street lot line 2) In the required front setback or side street side setback; and 3) Within 20 feet of any street lot line	23.54.020.J.2: for any development requiring 20 or more parking spaces under Section 23.54.015 that provides a space for vehicles operated by a car-sharing program, the number of required parking spaces may be reduced by the lesser of three required parking spaces for each car-sharing space or 15 percent of the total number of required spaces.	
23.45.536.C	Access to parking	2. Street access required. Access to parking shall be from the street if: a) The lot does not abut an alley.		
23.45.536.D	Screen of parking	1. Parking shall be screened from direct street view by: a. The street-facing facade of a structure; b. Garage doors; c. A fence or wall; or d. Landscaped areas, including bioretention facilities or landscaped berms. 2. Screening provided by a fence, wall, or vegetation in a landscaped area shall not be located within any required sight triangle and shall meet the following conditions: a. The fence, wall, or vegetation in the landscaped area shall be at least 3 feet tall measured from the elevation of the curb, or from the elevation of the street if no curb is present. If the elevation of the ground at the base of the fence, wall, or landscaped area is higher than the finished elevation of the parking surface, the difference in elevation may be measured as a portion of the required height of the screen, so long as the fence, wall, or vegetation in the landscaped area is at least 3 feet in height. If located in a setback, the fence or wall shall meet the requirements of subsection 23.45.518.I.7. b. The fence, wall, or vegetation in the landscaped area shall be set back at least 3 feet from the lot line.		



BASE ZONING: MR (MIDRISE RESIDENTIAL):

Residential use permitted outright per SMC 23.45.504, Table A

ZONING OVERLAYS PRESENT:

UR (Urban Residential Shoreline Jurisdiction
Alki Parking Overlay (AL)

ENVIRONMENTALLY CRITICAL AREA OVERLAYS PRESENT

Steep Slope
Liquefaction Zone
Potential Slide area

OVERALL SITE AREA: 22,200 sf

FLOOR AREA RATIO (FAR):

3.2 base allowed
4.5 MHA allowed
Allowable Floor Area: 71,040 sf base allowed
Allowable Floor Area: 99,900 sf MHA allowed

MAX HEIGHT: 61' - 6"

60' - 0" base for MR zones, capped by UR Shoreline Environmental Overlay, 23.60A.572
1' - 6" additional allowable for roof insulation exceeding code minimum, per 23.60A.572.C.2
10' - 0" additional allowable for stair and elevator penthouses and mechanical

SETBACK: Per SMC23.45.518, Table B

Front Setback: 5' min. 7' average
Side Setback: <42' in height: 5' min, 7' average
Side Setback: >42' in height: 7' min, 10' average
Rear Setback: 15' min

MAX BUILDING DIMENSIONS: Per SMC 23.45.528

Structural Depth: 90' - 0" - 75% of 120' lot depth
Structural Width: 150' - 0"
Front Setback: 5' min, 7' average (Courtyard exception - 23.45.518 applied in option 2)
Side Setback: <42' in height: 5' min, 7' average
Side Setback: >42' in height: 7' min, 10' average

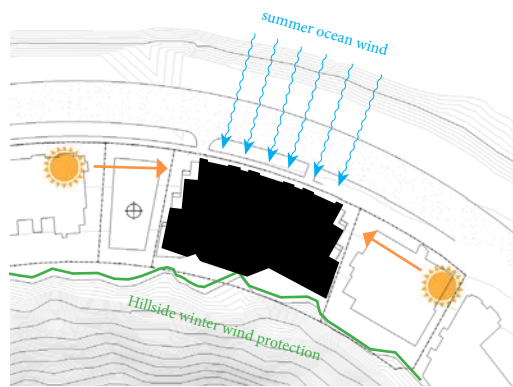
PARKING REQUIRED: 1.5 Space per dwelling unit

Per Part O, Table B for 23.54.015, Alki Parking Overlay

BICYCLE PARKING:

1 space per 4 dwelling units for long term use, per SMC23.54.015, Table D

CS1 Natural Systems and Site Features



CS1 Natural Systems and Site Features

- B1. Sun and Wind
- B2. Daily and Shading

Design Response:

The hillside protects the building from colder winds in winter and the building is able to take advantage of summer winds from the water. The massing recess(es) on the south allows access to increased natural ventilation from two sides.

The massing modulation recesses increase the amount of exterior wall available for daylighting so that more units will receive daylighting from two sides. The splay in the building massing opens up the recess to increase those effects. The side yard setbacks have been increased at the street side to allow for more access to daylight for this and neighboring sites.

CS2 Urban Pattern and Form



CS2 Urban Pattern and Form

- A. Location in the City and Neighborhood
- B. Adjacent Sites, Streets, and Open Spaces
- C. Relationship to the Block
- D. Height, Bulk, and Scale

Design Response:

The building mass responds to many existing patterns found in nearby mid-rise development. The ground level is differentiated from floors above with street front recess and parking access. The glazed facade is modulated to a much smaller scale to breakdown mass that directly relates in width and proportion to neighboring properties to continue an established rhythm of form.

The proposed masses play at differing angles to follow the curvature of Alki Avenue and to align with adjacent properties.

CS3 Architectural Context and Character



CS3 Architectural Context and Character

- A. Emphasizing Positive Neighborhood Attributes
 - A1. Fitting old and new together
 - A2. Contemporary design
 - A4. Evolving neighborhoods

Design Response:

The proposed project fits in between two new mid-rise developments with similar height and the flat roof and wrap around decks. The massing aligns with both buildings to create a strong urban edge, with landscaped ground level recess to engage and activate the sidewalk and providing a pause at the existing street crossing.

PL1 Connectivity



PL1 Connectivity

- A. Network of Open Spaces
- B. Walkways and Connections
- C. Outdoor Uses and Activities

PL2 Walkability



PL2 Walkability

- A. Accessibility
- B. Safety and Security
- C. Weather Protection

PL3 Street-Level Interaction



PL3 Street-Level Interaction

- A. Entries
- B. Residential Edges
- C. Retail Edges

PL4 Active Transportation



PL4 Active Transportation

- A. Entry Location and Relationships
- B. Planning ahead for Bicyclists
- C. Planning ahead for Transit

Design Response:

The proposed residential units along Alki Ave SW with front yard entrances provide a buffer zone between the residents and the public sidewalk. Outdoor planters, lighting, overhead weather protection, and landscaping will be provided to create an interactive, pedestrian oriented sidewalk.

The ground floor units with front porch and planters create interaction between the residents and pedestrians while providing a secure and private residential edge.

Public transportation is easily accessible from this site, existing bus stop and scooter & bike share stands are right across street from the site. Having the residential lobby on Alki Ave SW will directly connect residents to public transportation.

DC1 Project Uses and Activities



DC1 Project Uses and Activities

- B. Vehicular Access and Circulation
- C. Parking and Service Uses

DC2 Architectural Concept



DC2 Architectural Concept

- A. Massing
- B. Architectural and Façade Composition
- C. Secondary Architectural Features
- D. Scale and Texture
- E. Form and Function

DS4 Exterior Elements and Finishes



DC4 Exterior Elements and Finishes

- A. Exterior Elements and Finishes
- D. Trees, Landscape and Hardscape Materials

Design Response:

The building is splayed to follow the curve of Alki Avenue and the site. This creates a distinct facade which aligns to the curving street and matches the alignment of neighboring buildings, reinforces the existing streetscape patterns. Interior uses are oriented to connect to the exterior spaces and the water.

With smaller vertical modules, large windows, and balconies as secondary design elements, the street front façade design is fitting well in the Alki waterfront environment in terms of scale and aesthetic.

High quality, durable, modern finish materials are intended for the building. Colors will be researched and carefully selected to be compatible with the neighborhood context. Sustainable landscape design with a sensitive selection of vegetation will further enhance the community's outdoor activity space.

OPTION1 (EDG #1)



BRIEF

A single structure, code compliance option that preserves two existing trees, with a 3 story free-standing mechanical parking structure next to the main building. All the parking need to be located on the ground level and in the parking structure since it's impossible to plan a ramp down to underground parking with the trees preserved.

EDG COMMENTS

Locating the parking as a separate massing on the west property line was not an acceptable design approach at the street edge to meeting the parking requirement. The Board recommended to remove the trees and locate the parking in the below grade, so that it is not so visually prominent along the street frontage.

OPTION2 (EDG #1)



BRIEF

A single structure with a central courtyard, the ground-level parking is screened by the street-facing units. This option integrates multiple mechanical parking on the ground levels but still can not meet the parking requirement since it's impossible to plan a ramp down to underground parking with the trees preserved. This option requires departure for exceeding the max width of 150' and reducing the side setback to 2', as well as the reduced number of parking.

EDG COMMENTS

The 'courtyard' did not appear to add identifiable modulation to the massing. It was noted that high fences and gates, as seen on some other nearby developments, did not engage or add to an active streetscape environment. The Board noted any courtyard massing option should be thoughtfully designed to create a transition between public and private realms.

OPTION3 (EDG #1)



BRIEF

A single structure with a gradual corner setback, gives the residents of this project and the neighboring buildings a better waterfront view. This option provides required parking counts because the underground parking is accessible after the existing trees are removed, ground-level parking is screened by the street-facing units. This option requires departure for exceeding the max width of 150' and reducing the side setback to 2'

EDG COMMENTS

The proposed removing the trees at the rear of the site but did not appear designed to 'give back' any specific benefit along the visible frontage massing. The Board questioned if the massing was achieving the view corridors as indicated in the departure diagrams. They questioned why a side setback was requested when this option already gained floor area with the removal of the trees.

EDG #1 COMMENT RESPONSES

EDG#1 comments	EDG#1 responses
1. Architecture: Massing	
a. The Board noted that the three massing options did not appear to offer much visible differentiation.	We provide 3 distinct designs in the new EDG package, they are not only visually different from the massing, but also from the landscape design feature, secondary design elements and ground street frontage design.
i. One Board member noted that Option 1, with its massing simplicity, appeared to be most responsive to neighborhood scale. Another Board member noted, however, that locating the parking as a separate massing on the west property line was not an acceptable design approach at the street edge to meeting the parking requirement. The Board recommended that parking be integrated into the building massing so it is not so visually prominent along the street frontage. <i>DC2-B-1. Façade Composition, DC1-C-2. Visual Impacts, DC2-B-2. Blank Walls</i>	We carry the simplicity of the option 1 from EDG 1 to the new option 1 in EDG 2, with parking integrated into the building instead of a free standing structure. The new option 1 is code compliance with two existing trees preserved. Same as option 1 in EDG#1, this option require all parking to be at ground level since it's impossible to plan a ramp down to underground parking with the trees preserved.
ii. Discussion on massing Option 2 centered around the effectiveness of the ‘courtyard’ layout. It was noted that the ‘courtyard’ did not appear to add identifiable modulation to the massing. The Board also questioned how well the ‘entry courtyard’ at the ground level would function at this location (see further comments in the Site section). <i>CS2-B-2. Connection to the Street, PL3-B Residential Edges</i>	We agree with the board’s comments and removed the courtyard option.
iii. Echoing public comment, The Board noted that Option 3, the preferred option, proposed removing the trees at the rear of the site but did not appear designed to ‘give back’ any specific benefit along the visible frontage massing. The Board questioned if the massing was achieving the view corridors as indicated in the departure diagrams. They questioned why a side setback was requested when this option already gained floor area with the removal of the trees. The Board unanimously indicated a lack of support for Option 3’s massing proposal.	The two trees are removed in the new option 2 and 3 in EDG#2, there are two main benefits that are given back after the trees removed: 1.New trees will be planted at the visible frontage in both options, the central garden in option 2 and corner gardens in option 3 are the key design features of the entire massing. 2.the underground parking is accessible after the existing trees are removed in both options. This option provides more parking (99) than required (92), and ground-level parking is behind street-facing units, away from the street
b. The Board agreed with public comment that departures should not be necessary to achieve responsive and appropriate design solutions at this location. The Board asked to see three new alternate massing options. The Board noted that the options should refine massing proposals within typical Code requirements as much as possible. The Board clarified that any departure requests should be described of how the departure aids the design in better meeting the Design Guidelines. They noted that the options should include the following: <ul style="list-style-type: none">• Massing options that are visually distinct from each other at the street frontage;• Layout options that address streetscape and entry sequence development;• Options for creating respectful relationships to neighboring buildings, including studies of privacy, view protection, etc.; and• Parking that is integrated into the building massing, located to the rear of the site and below ground, in order to remove parking from the street frontage. <i>DC2-C-3. Fit With Neighboring Buildings, CS2-B-2. Connection to the Street, CS2-D-5. Respect for Adjacent Sites, DC1-C-2. Visual Impacts, DC2-B-2. Blank Walls</i>	The option 1 and 2 are the two brand new distinct options in EDG#2, while the new Option 3 massing may appear similar to the previous EDG, we believe there are key differences that make this the best design approach: 1. The two corner gardens are the key design feature in this option. The new replacement trees planted in both corners bring nature from the backside to the street front, creating a buffer zone between the units and the public and the adjacent building. 2. This is the only option to have the trees planted outside of the underground parking structure, allowing bigger and more variable trees to be planted on the ground. 3. The generous side setbacks at both corners preserve waterfront views for the adjacent buildings, with more water facing windows, less side facing windows are needed, preserve the view and privacy for the adjacent residents (See view and privacy study on P23). Furthermore, the large glazing are wrapping around the corner from water side, creating much more transparency for neighboring units to look through to the water, as requested in one of the public comments. 3. With smaller vertical modules, large windows, and balconies as secondary design elements, the street front façade design is fitting well in the Alki waterfront environment in terms of scale and aesthetic. 4. While Option 3 is the only option that will require departure for exceeding the max building dimension (150’x90’ for a single structure), its front façade width (150’) is the shortest compared to the other two options.
c. The Board noted that this site is in a very visually prominent location. Consideration of how the massing options enhance the architectural context, respond to existing adjacent uses, and respect the natural environment of the water’s edge and forested hillside should be highlighted in the description of the options. <i>CS2-A-2. Architectural Presence, DC2-C-3. Fit With Neighboring Buildings, DC3-C-3. Support Natural Areas</i>	

2. Architecture: Layout	
a. The Board supported development of the building frontage that enhances and encourages an active public realm. One Board member noted that there is a balance between number of units and number of parking stalls required and noted that parking should not be dominating the frontage design. The Board did not support parking along the street frontage, as shown in Option 1. DC2-A-1. Site Characteristics and Uses, CS2- B-2. Connection to the Street, DC1-C-2. Visual Impacts,	the underground parking is accessible after the existing trees are removed in both option 2 and 3 in EDG#2. This option provides more parking (99) than required (92), and ground-level parking is behind street-facing units, away from the street
b. The Board supported the development of an identifiable and attractive pedestrian entry to the front door along the sidewalk. PL3-A Entries	The recessed resident entry connects directly to the crosswalk in all 3 options, with extended canopies, the entry is highly visible from the sidewalk.
c. The Board discussed the ground-related entries shown in the Options 2 and 3. They noted that unit entries and related private outdoor space could help to activate the streetscape but asked that this edge be studied further (see further comments in the Site section). PL3-B-1. Security and Privacy, PL3-B-2. Ground-level Residential	Ground unit frontage in both option 2 and 3 in EDG2 is further developed, each unit has a small outdoor deck, with a dedicated planter in front as a privacy buffer from the site walk, see P43 for a section illustration of the street frontage design.
d. The Board questioned the layout limitations associated with the mechanical parking structures. They generally agreed with public comment that the parking layout needed clarification and simplification of access and use. DC1-B Vehicular Access and Circulation, DC1-C Parking and Service Uses	The parking layout in option 2 and 3 are simple and efficient, easy to access and use. Due to the limitation, option 1 has to utilize more mechanical parking in order to meet the required parking count.
3. Site	
a. The Board emphasized that future massing options should clarify how the proposals connect to the public realm and how the streetscape was being enhanced with each option. CS2-B-2. Connection to the Street, DC3-A Building-Open Space Relationship	Ground unit frontage in both option 2 and 3 in EDG2 is further developed, each unit has a small outdoor deck, with a dedicated planter in front as a privacy buffer from the site walk, see P43 for a section illustration of the street frontage design.
b. The Board generally supported units along the streetscape (as shown in Options 2 and 3) but questioned how the transition zone between busy sidewalk to private unit would be designed. They noted that there would need to be a balance in the site design between creating an active streetscape and providing privacy and safety at the private unit entry. PL3-B-1. Security and Privacy, PL3-B-2. Ground-level Residential	
c. There was discussion about how a ‘courtyard’ entry area could work, as shown in Option 2. It was noted that high fences and gates, as seen on some other nearby developments, did not engage or add to an active streetscape environment. The Board noted any courtyard massing option should be thoughtfully designed to create a transition between public and private realms. They requested that details of any proposed courtyard entry be illustrated in the package to show development of the entry sequence. PL3-A Entries, DC3-A Building-Open Space Relationship	We agree with the board’s comments and removed the courtyard option.
d. The Board enquired how the parking was proposed to be screened from the sidewalk environment. They supported inclusion of a garage door at the parking entry. The Board did not support locating parking along the street frontage as this does not create an active street wall. DC1-B-1. Access Location and Design, DC2-B-2. Blank Walls	The garage door is illustrated in all the options. The underground parking is accessible after the existing trees are removed in option 2 and 3 and ground-level parking is behind street-facing units, away from the street. The ground-level parking in option 1 is screened by decorated fences and street front planters
e. The Board unanimously supported removal of the two trees on site (including one exceptional tree). They noted that their support, which allows development to move into space at the rear of the site, is tied to the project providing enhancements along the streetscape. It was noted that the replacement trees should be thoughtfully located on the site as a meaningful replacement for removal of mature trees. Additionally, as removal of the trees will allow a more consolidated ground floor layout, a parking layout that is integrated with the building massing and that does not rely on mechanical parking should be provided. DC1-A Arrangement of Interior Uses, DC1-C Parking and Service Uses, DC4-D-3. Long Range Planning	The two trees are removed in the new option 2 and 3 in EDG#2, there are two main benefits that are given back after the trees removed: 1.New trees will be planted at the visible frontage in both options, the central garden in option 2 and corner gardens in option 3 are the key design features of the entire massing. 2.the underground parking is accessible after the existing trees are removed in both options. This option provides more parking (99) than required (92), and ground-level parking is behind street-facing units, away from the street



OPTION 1

BRIEF

Two separate structures - connected by open-air bridges. Code compliance with two existing trees preserved ([CS1-D-1. On-Site Features](#)). This option requires all parking to be at ground level since it's impossible to plan a ramp down to underground parking with the trees preserved. Ground-level parking is obscured by screen wall/ fencing and street front planters ([PL3-B-1. Security and Privacy](#)). The recessed resident entry connects directly to the crosswalk ([PL3-A Entries](#), [DC3-A Building-Open Space Relationship](#)), the vehicular parking and bike parking are from separate entries ([DC1-B Vehicular Access and Circulation](#), [PL4-B-2. Bike Facilities](#)). This option conforms to the 150'x90' maximum for any single structure, the overall width of front facade is 180'.



OPTION 2

BRIEF

Two separate structures - connect by open-air bridges. Code compliance with two existing trees removed. The gap between the two structures is widened to become a central garden ([DC2-A-1. Site Characteristics and Uses](#)), this garden is visible to the public, offers a direct view from the sidewalk to the hill at the back ([DC1-A-4. Views and Connections](#)). The trees will be planted in a raised planter since it is over the parking structure, steps, and paving will be integrated with the landscape to make it accessible to the public. This option provides more parking (99) than required (92), the underground parking is accessible after the existing trees are removed ([DC1-C-1. Below-Grade Parking](#)), and ground-level parking is behind street-facing units, away from the street. The recessed resident entry connects directly to the crosswalk ([PL3-A Entries](#), [DC3-A Building-Open Space Relationship](#)), the vehicular parking and bike parking are from separate entries ([DC1-B Vehicular Access and Circulation](#), [PL4-B-2. Bike Facilities](#)). This option conforms to the 150'x90' maximum for any single structure, the overall width of front facade is 180'.



OPTION 3

PREFERRED

BRIEF

A single structure with gradual corner setback, it opens up the water view for both the residents of this project and the neighboring buildings. After removing two existing trees, the open spaces on both sides of the building will become corner gardens ([DC2-A-1. Site Characteristics and Uses](#)). These gardens will feature a combination of trees and shrubs and act as natural barriers between the sidewalk and the residents. The garden is beneficial to both our project and neighboring buildings ([PL3-B Residential Edges](#), [CS2-D-5. Respect for Adjacent Sites](#)). This is the only option to have the trees planted outside of the underground parking structure, allowing trees to be planted on the ground. This option provides more parking (99) than required (92), the underground parking is accessible after the existing trees are removed ([DC1-C-1. Below-Grade Parking](#)), and ground-level parking is behind street-facing units, away from the street. The recessed resident entry connects directly to the crosswalk ([PL3-A Entries](#), [DC3-A Building-Open Space Relationship](#)), the vehicular parking and bike parking are from separate entries ([DC1-B Vehicular Access and Circulation](#), [PL4-B-2. Bike Facilities](#)). While Option 3 will require departure for the backside width (180') exceeding the max building dimension (150'x90' for a single structure), its front facade width (150') is the shortest compared to the other two options ([DC2-A-2. Reducing Perceived Mass](#)).



OPTION 1



OPTION 2



OPTION 3
PREFERRED

PRO

- Two Trees in the back are preserved
- No departures

CON

- Parking has to be on the first level, car ramp is not possible because of the two preserved trees.
- Ground Parking and mechanical parking are exposed to the street
- The front facade of the building is taking the entire width of the site (180')

PRO

- Two trees in the back are removed and replaced by the trees in the central garden, which is the main design feature of the project and highly visible to the street
- Underground parking is accessible after two trees removed, provides more parking than the requirement
- Street front units with planter as transition zone, parking is not visible from street
- No departures

CON

- The front facade of the building is taking the entire width of the site (180')
- two existing trees removed

PRO

- Two trees in the back are removed and replaced by the trees in the back as well as in the corner gardens, which is the main design feature of the project and highly visible to the street
- Increased setback from the neighboring buildings at the front, preserve / share waterview
- Less side facing windows, reduce view impact to the adjacent buildings
- Underground parking is accessible and easier to manage after two trees removed, provides more parking than the requirement
- Street front units with planter as transition zone, parking is not visible from street
- Multiple smaller module at street facade with balcony setbacks

CON

- Departure is needed - exceed max building dimension (150' x 90')

EDG #2 NEW DESIGN OPTIONS - VIEW & PRIVACY STUDY - EAST

The preferred option with the generous side setbacks at both corners preserve wider waterfront views for the adjacent buildings, with more water facing windows, less side facing windows are needed, preserve the privacy for the adjacent residents. Furthermore, the large glazing are wrapping around the corner from water side, creating more transparency for neighboring units to look through to the water

DC2-C-3. Fit With Neighboring Buildings, CS2-D-5. Respect for Adjacent Sites, DC1-C-2. Visual Impacts
*In response to EDG#1 comment 1b



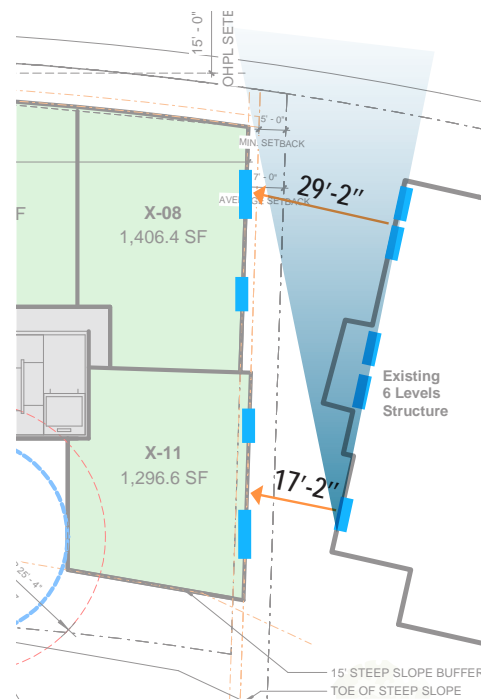
OPTION 1
SIDE FACING WINDOW AREA: **600 SF**



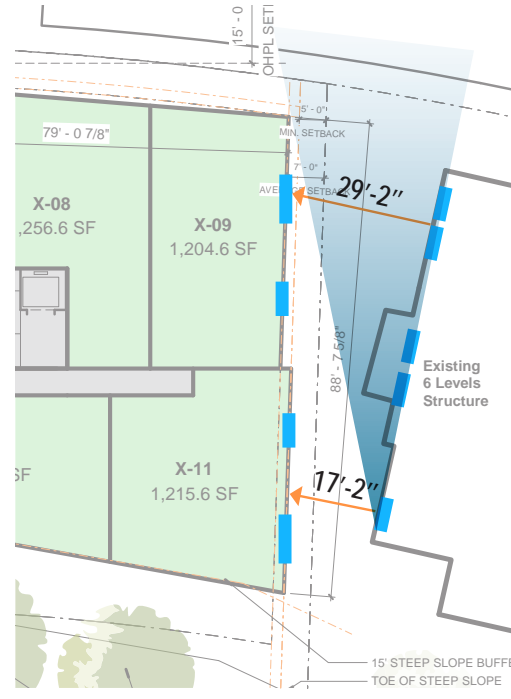
OPTION 2
SIDE FACING WINDOW AREA: **600 SF**



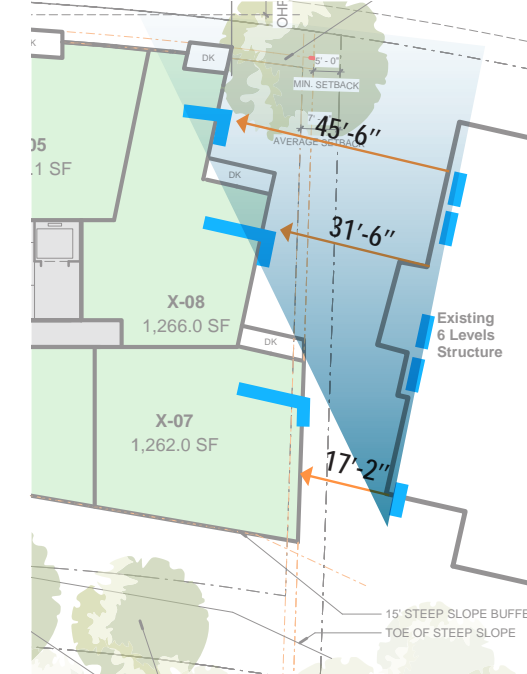
OPTION 3
SIDE FACING WINDOW AREA: **400 SF**
PREFERRED



OPTION 1
AVERAGE WINDOW DISTANCE TO THE ADJACENT BUILDING:
23'-2"



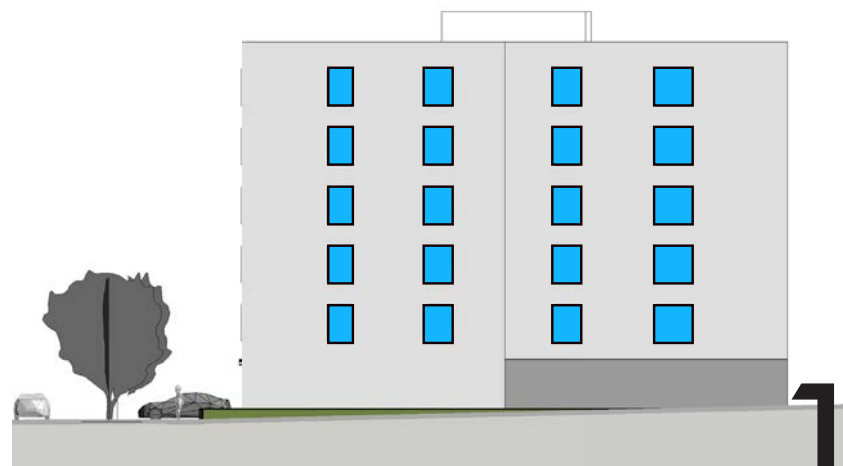
OPTION 2
AVERAGE WINDOW DISTANCE TO THE ADJACENT BUILDING:
23'-2"



OPTION 3
AVERAGE WINDOW DISTANCE TO THE ADJACENT BUILDING:
31'-4"

The preferred option with the generous side setbacks at both corners preserve wider waterfront views for the adjacent buildings, with more water facing windows, less side facing windows are needed, preserve the privacy for the adjacent residents. Furthermore, the large glazing are wrapping around the corner from water side, creating more transparency for neighboring units to look through to the water

DC2-C-3. Fit With Neighboring Buildings, CS2-D-5. Respect for Adjacent Sites, DC1-C-2. Visual Impacts
*In response to EDG#1 comment 1b



OPTION 1
SIDE FACING WINDOW AREA: **600 SF**



OPTION 2
SIDE FACING WINDOW AREA: **600 SF**



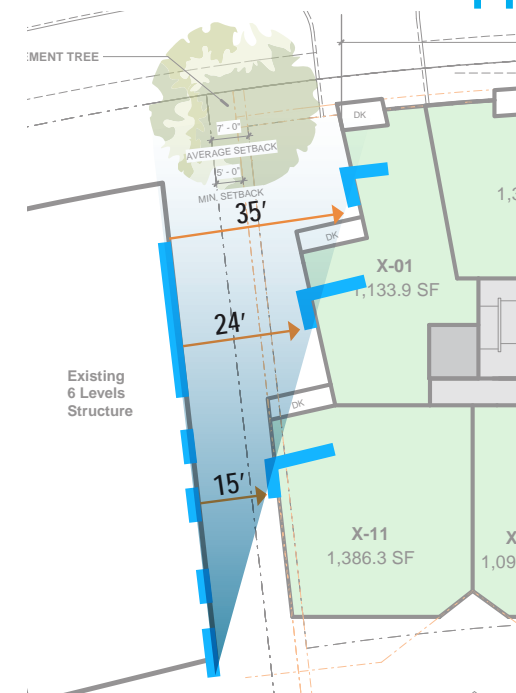
OPTION 3
SIDE FACING WINDOW AREA: **400 SF**
PREFERRED



OPTION 1
AVERAGE WINDOW DISTANCE TO THE ADJACENT BUILDING:
16'

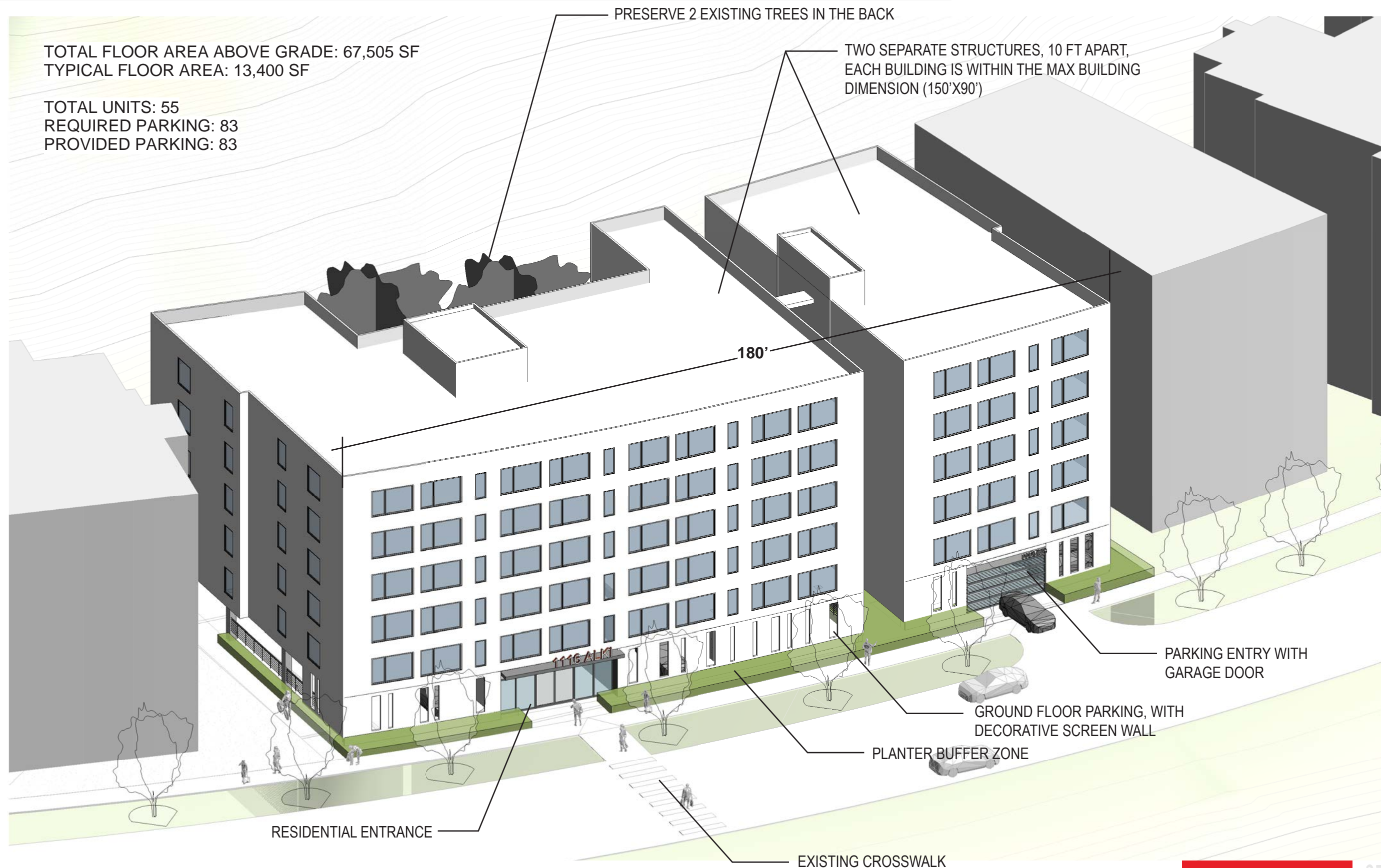


OPTION 2
AVERAGE WINDOW DISTANCE TO THE ADJACENT BUILDING:
16'



OPTION 3
AVERAGE WINDOW DISTANCE TO THE ADJACENT BUILDING:
24'-6"

OPTION
1



OPTION
1

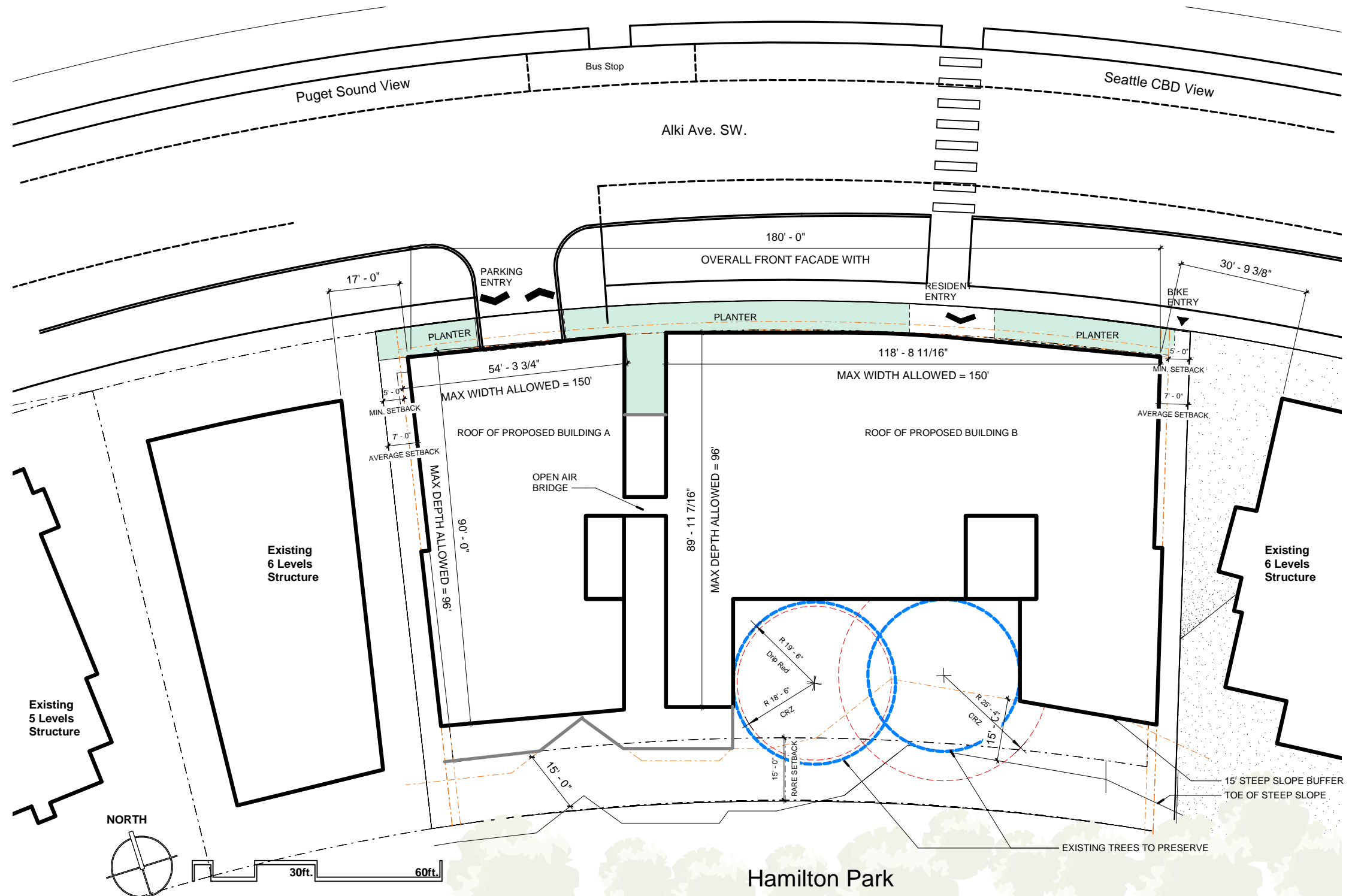


OPTION
1

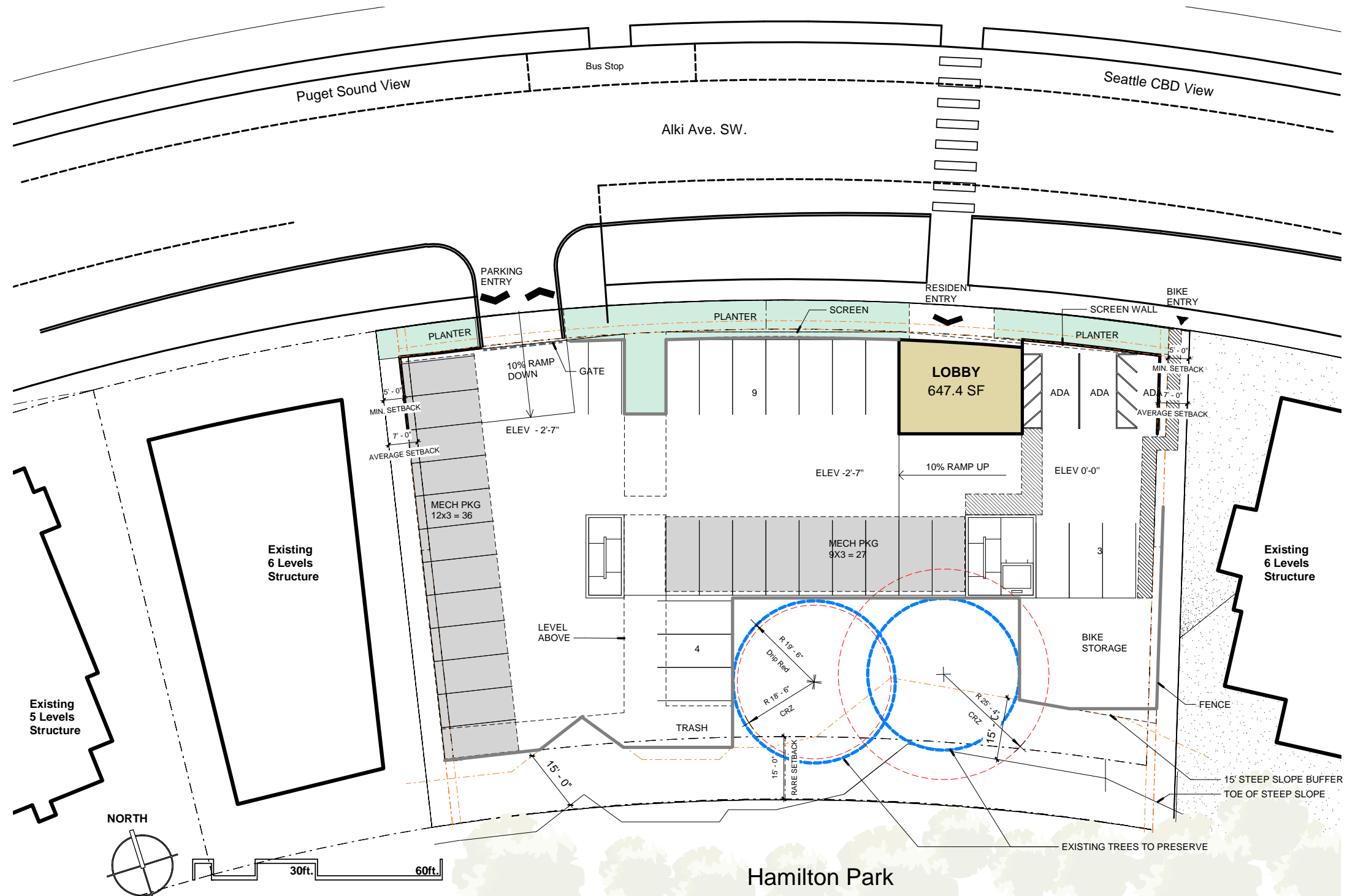


OPTION
1





SITE PLAN



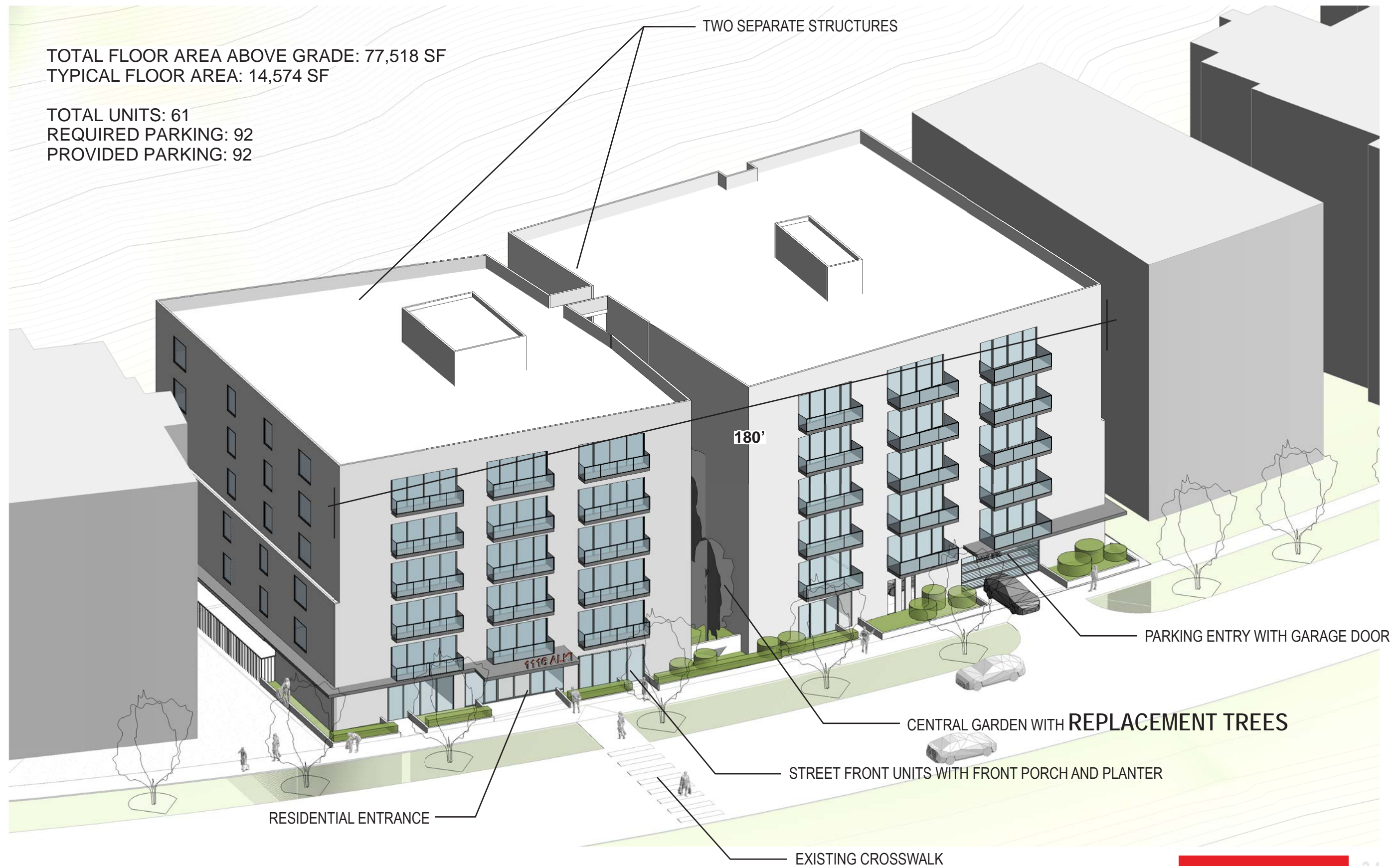
LEVEL 1



OPTION
2

TOTAL FLOOR AREA ABOVE GRADE: 77,518 SF
TYPICAL FLOOR AREA: 14,574 SF

TOTAL UNITS: 61
REQUIRED PARKING: 92
PROVIDED PARKING: 92



OPTION
2

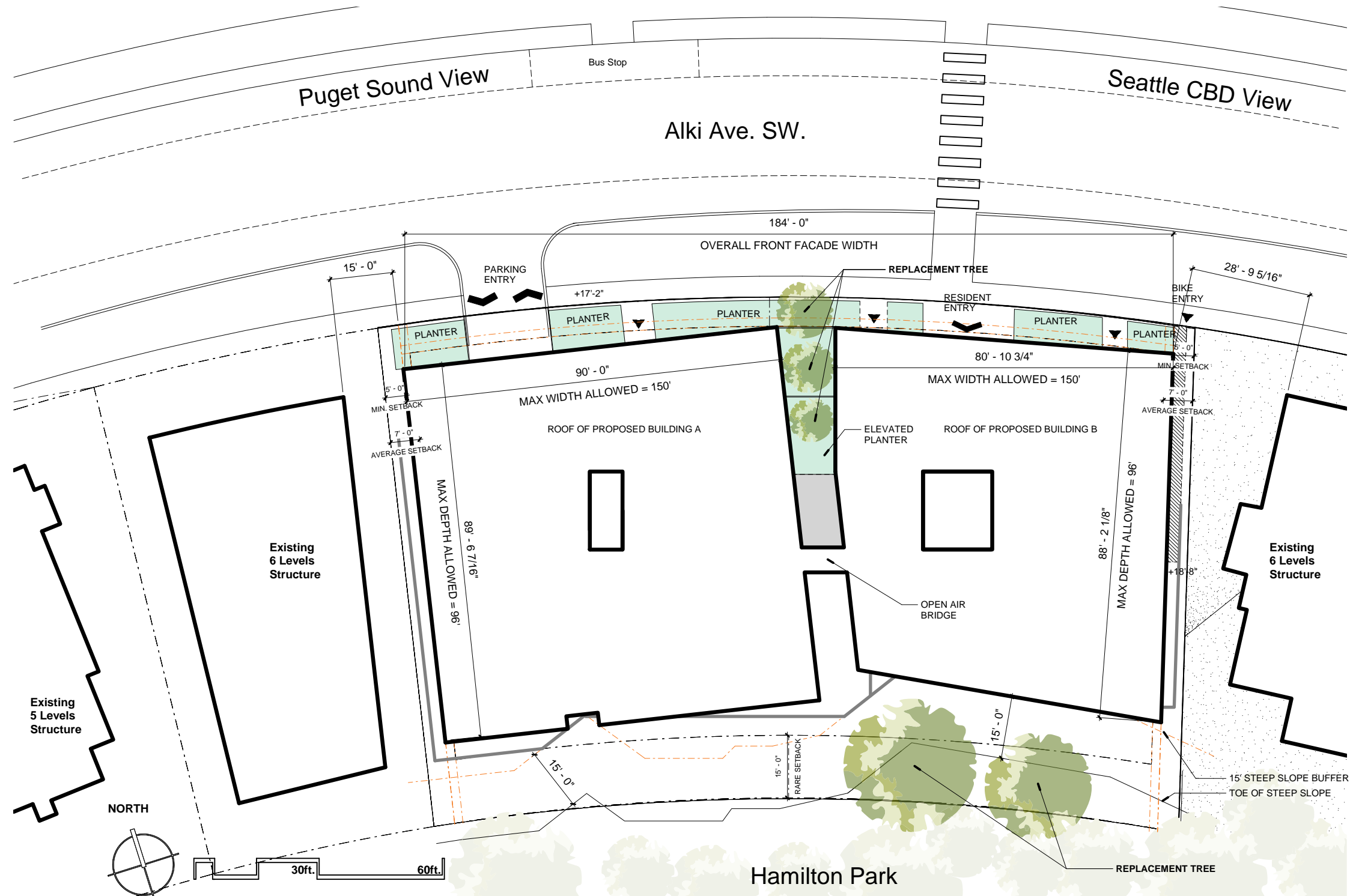


OPTION
2

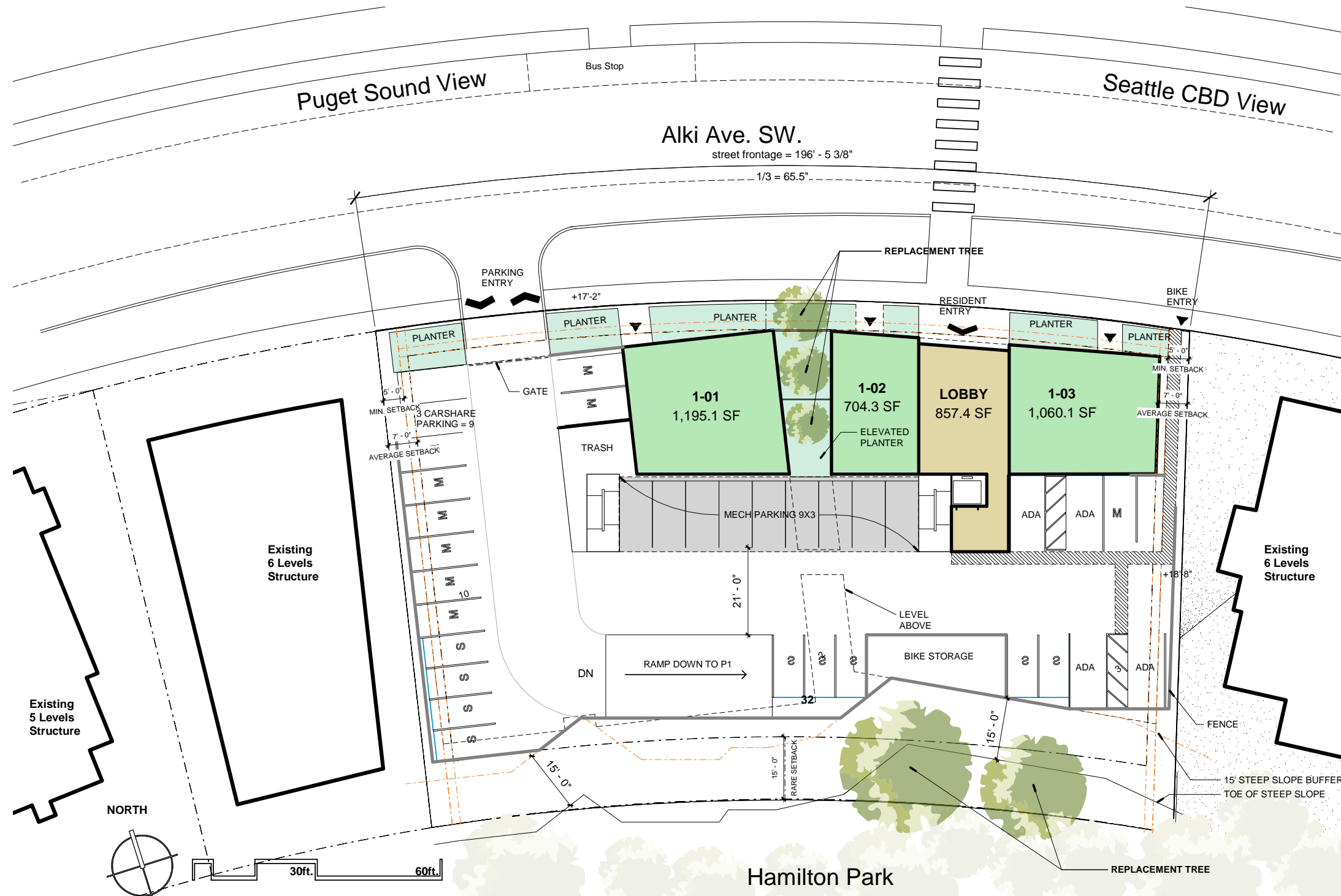


OPTION
2





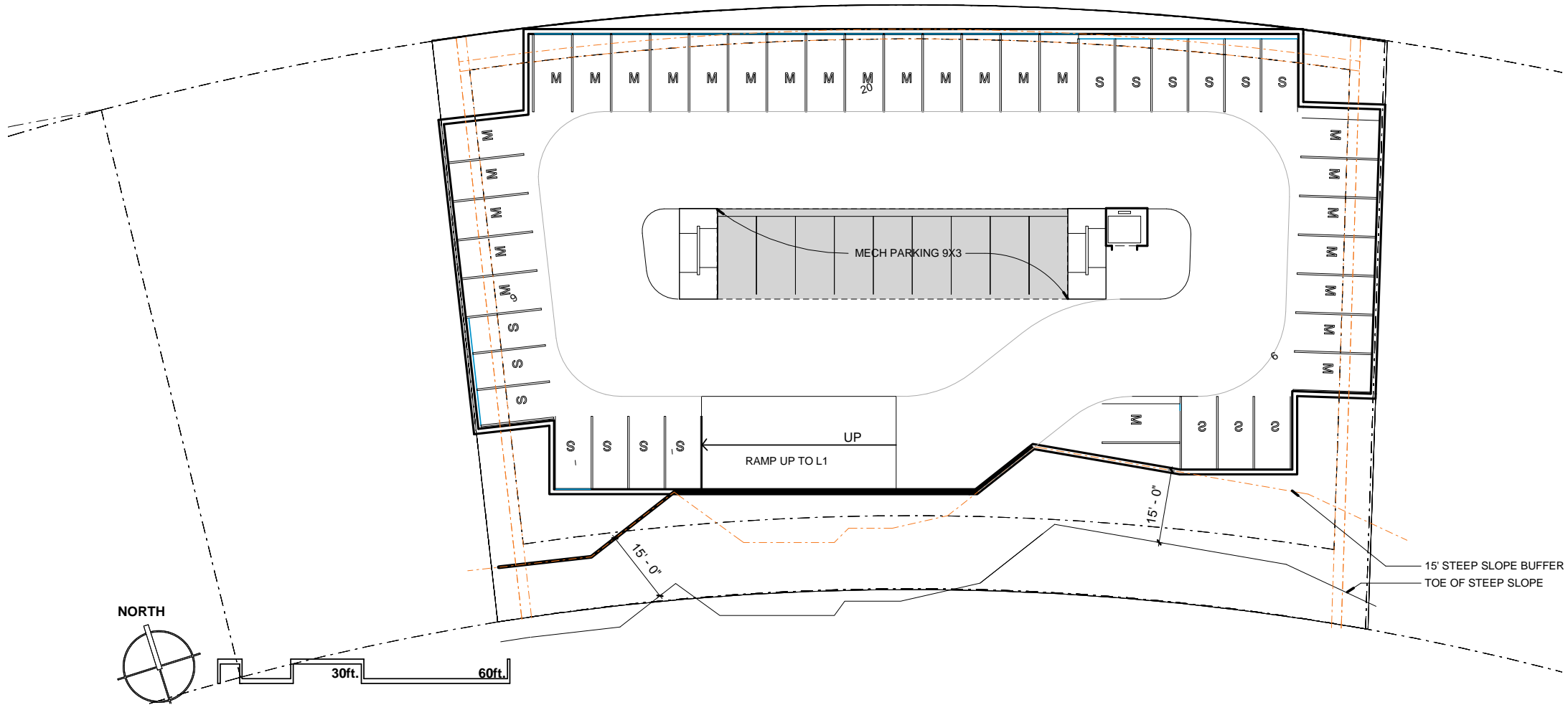
SITE PLAN



LEVEL 1



LEVEL 2-6

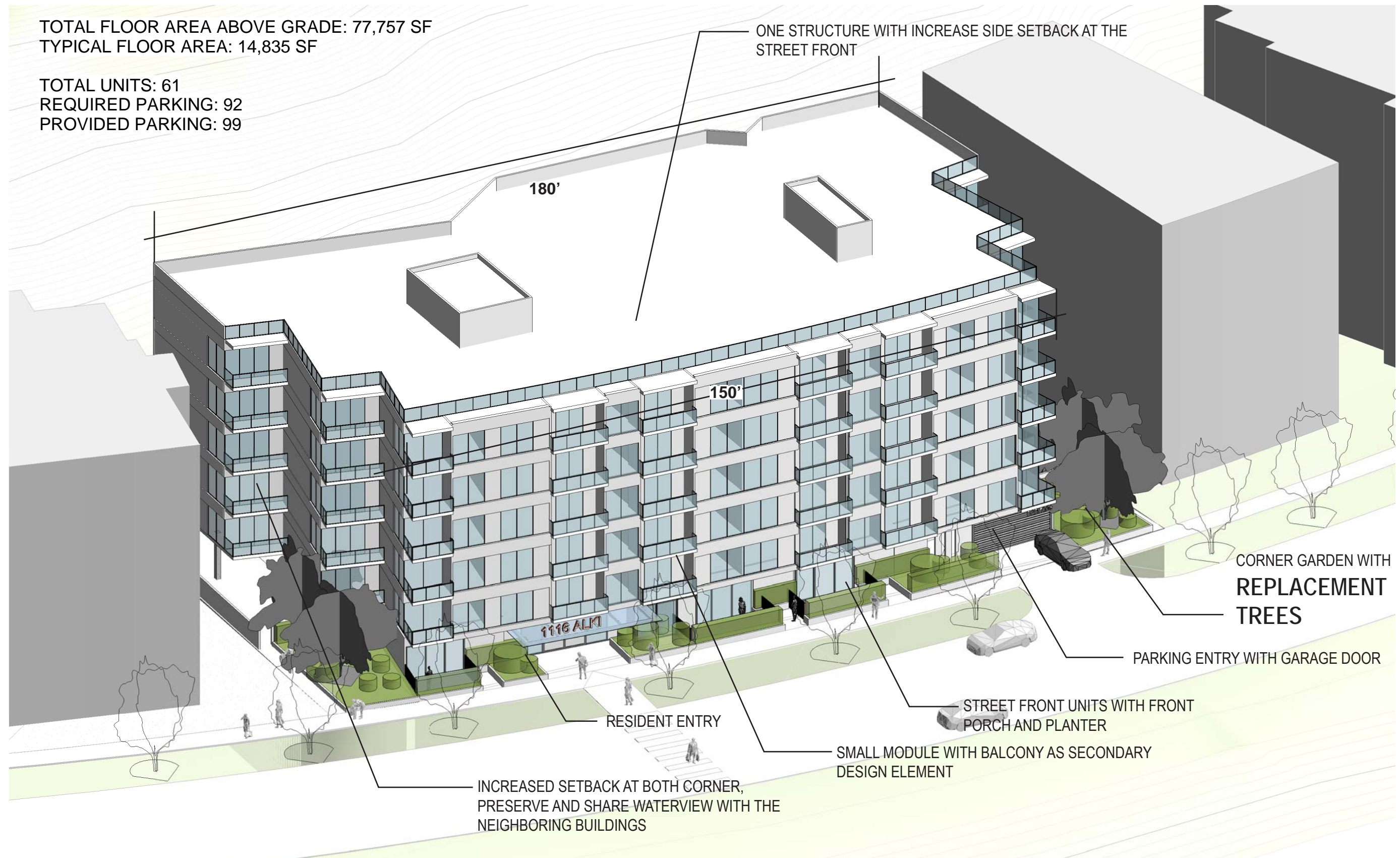


LEVEL P1

OPTION
3

TOTAL FLOOR AREA ABOVE GRADE: 77,757 SF
TYPICAL FLOOR AREA: 14,835 SF

TOTAL UNITS: 61
REQUIRED PARKING: 92
PROVIDED PARKING: 99



OPTION 3

The recessed resident entry connects directly to the crosswalk, with the extended canopies, the entry is highly visible from the sidewalk.

CS2-B-2. Connection to the Street, PL3-A Entries
*In response to EDG#1 comment 2b



OPTION
3

The two corner gardens are the key design feature in this option. The new replacement trees planted in both corners bring nature from the backside to the street front, create a buffer zone between the units and the public and the adjacent building. This is the only option that has the trees planted outside of the underground parking structure, allowing more variable trees to be planted on the ground.

DC2-C-3. Fit With Neighboring Buildings, DC3-C-3. Support Natural Areas



OPTION
3

The underground parking is accessible after the existing trees are removed, ground-level parking is behind street-facing units, away from the street. A garage door at the parking entry ensure security and screen the ground parking from the street.

DC1-C Parking and Service Uses, PL3-B-1. Security and Privacy,
*In response to EDG#1 comment 2a,2d and 3e



OPTION 3

With smaller vertical modules, large windows, and balconies as secondary design elements, the street front façade design is fitting well in the Alki waterfront environment in terms of scale and aesthetic.

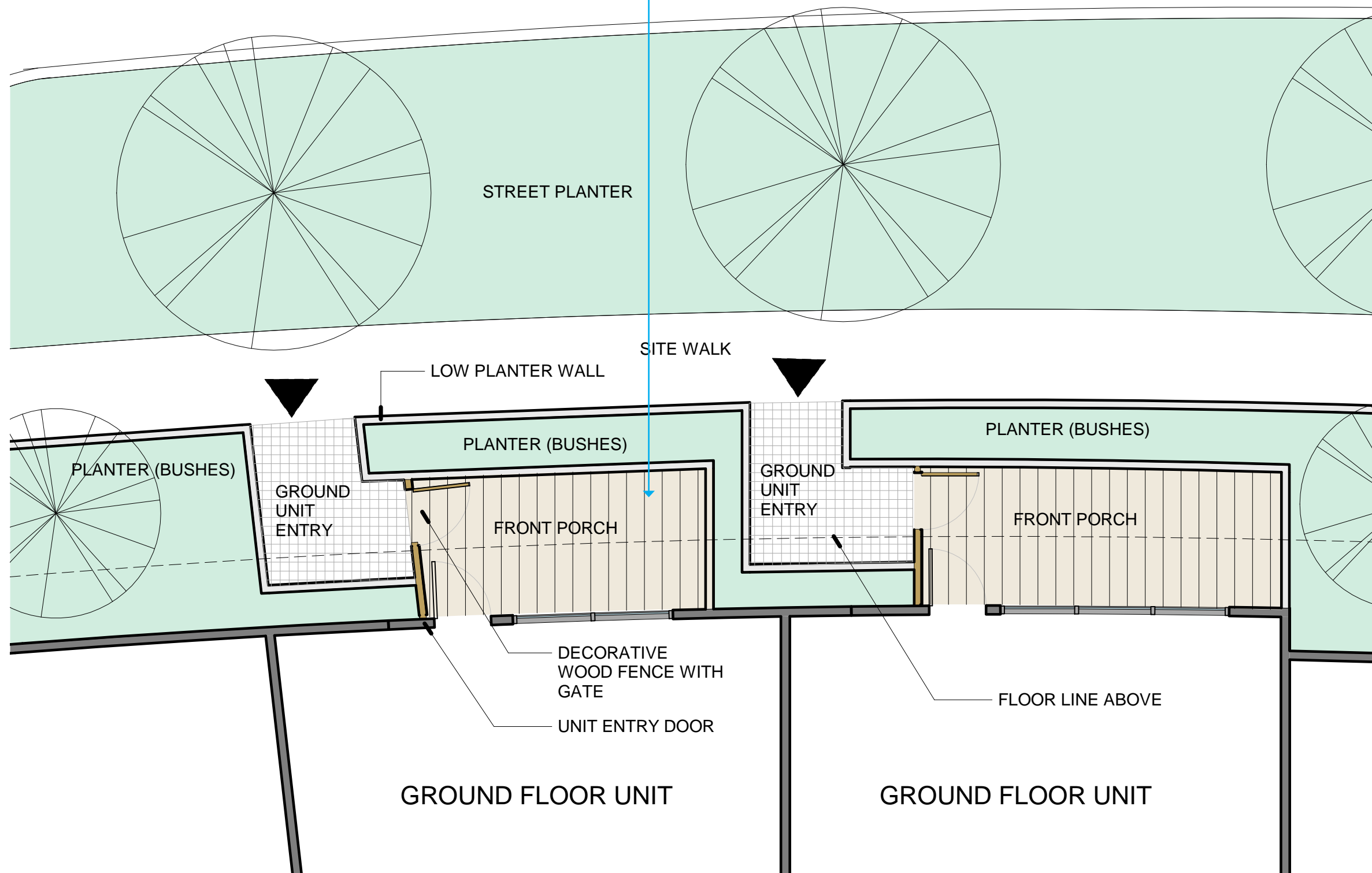
DC2-C-3. Fit With Neighboring Buildings, CS2-A-2. Architectural Presence
*In response to EDG#1 comment 1c



OPTION
3

Ground unit frontage is further developed, each unit has a small outdoor deck, with a dedicated front porch and planter as a privacy buffer from the site walk

PL3-B-1. Security and Privacy, PL3-B-2. Groundlevel Residential
*In response to EDG#1 comment 2c



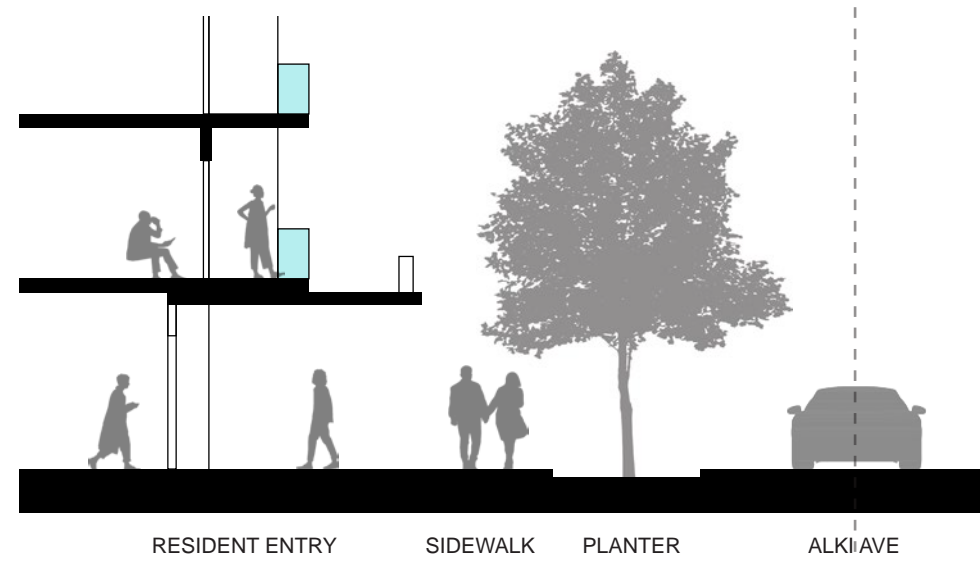
OPTION
3

Ground unit frontage is further developed, each unit has a small outdoor deck, with a dedicated front porch and planter as a privacy buffer from the site walk

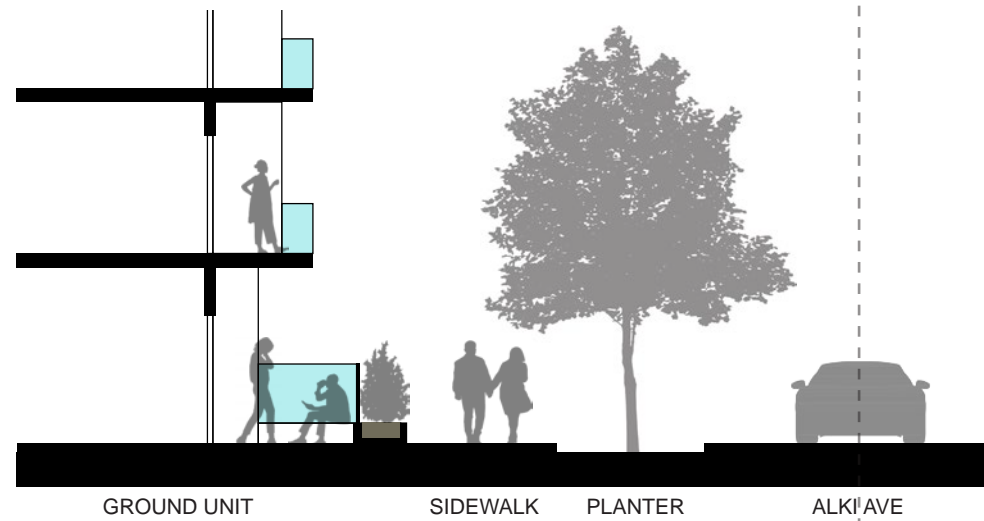
PL3-B-1. Security and Privacy, PL3-B-2. Groundlevel Residential
*In response to EDG#1 comment 2c



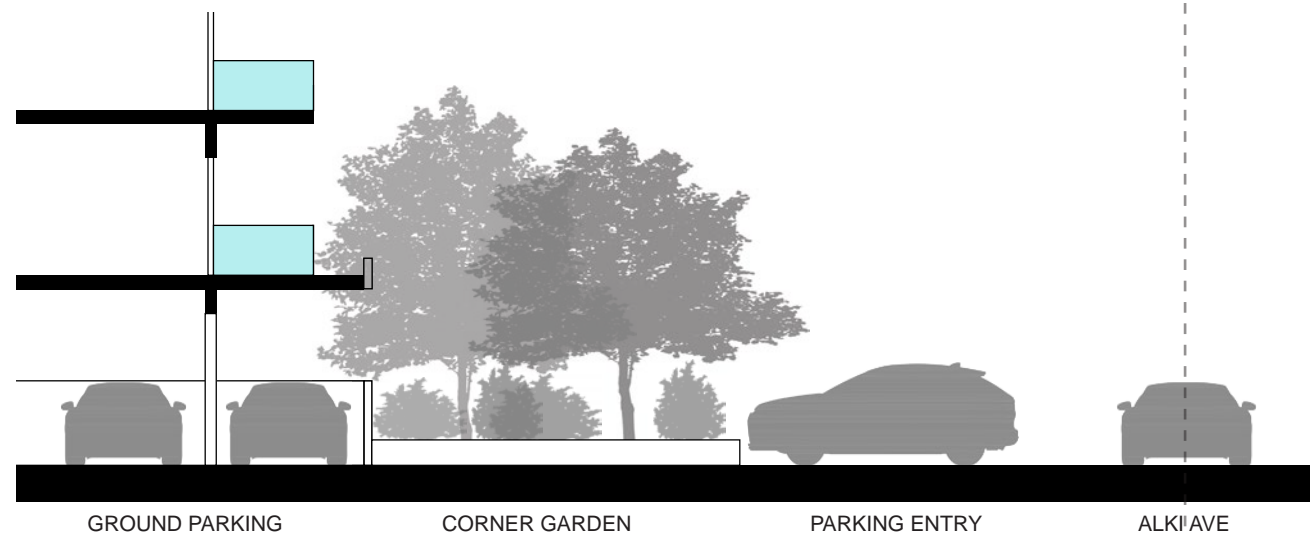
OPTION 3



SECTION AT RESIDENT ENTRY

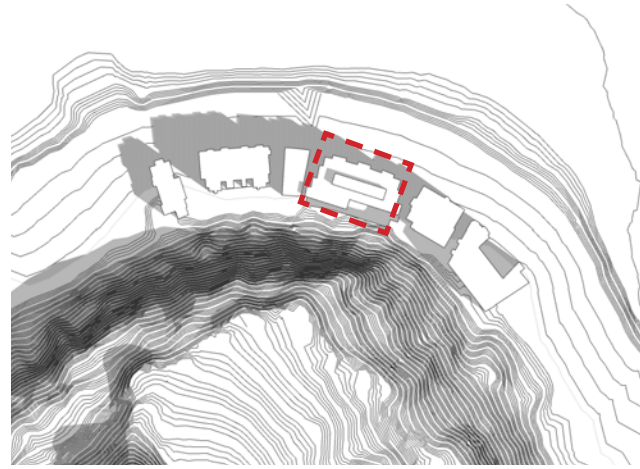


SECTION AT GROUND UNIT

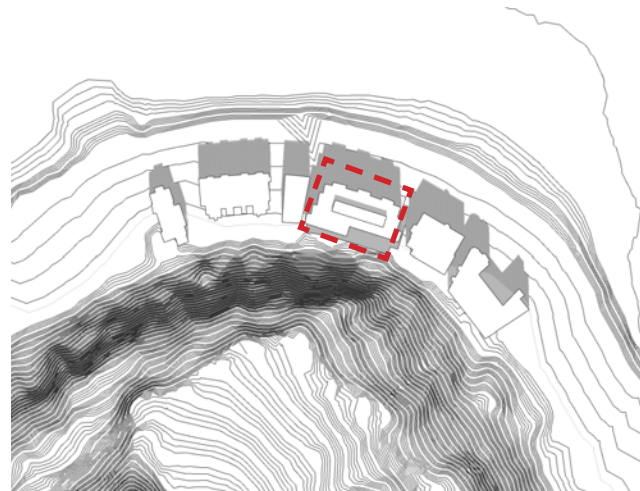


SECTION AT PARKING ENTRY

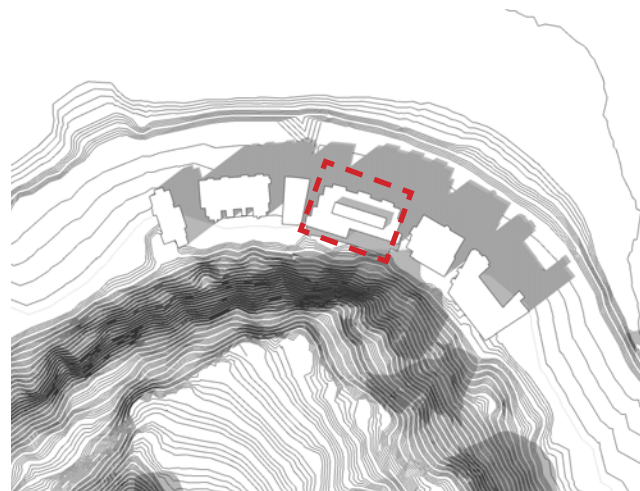
March/Sept 21



9 AM

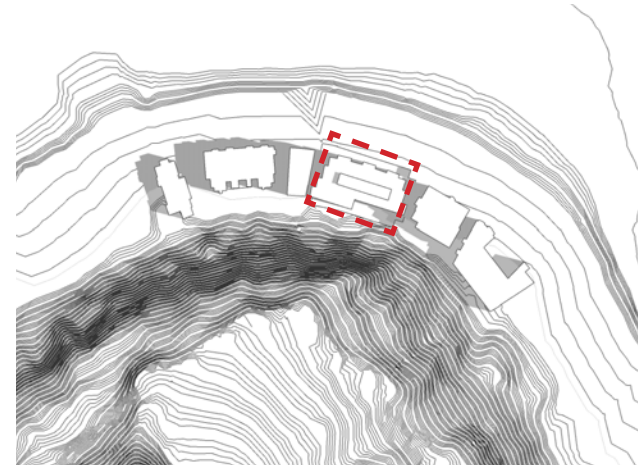


12 PM

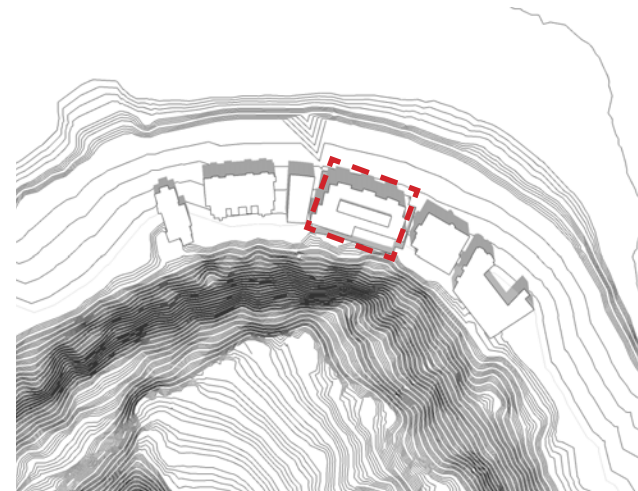


15 PM

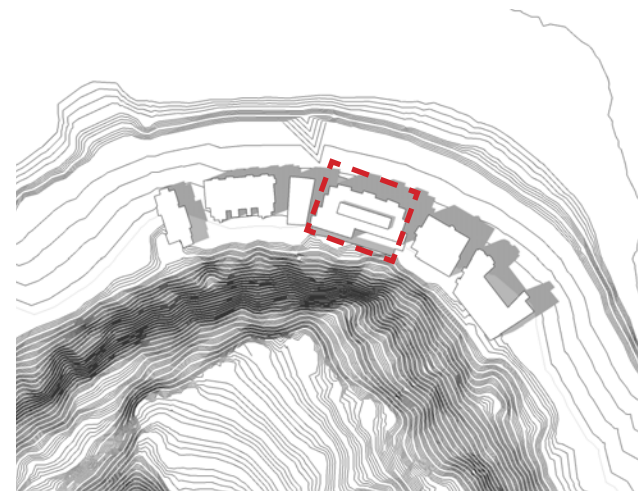
June 21



9 AM

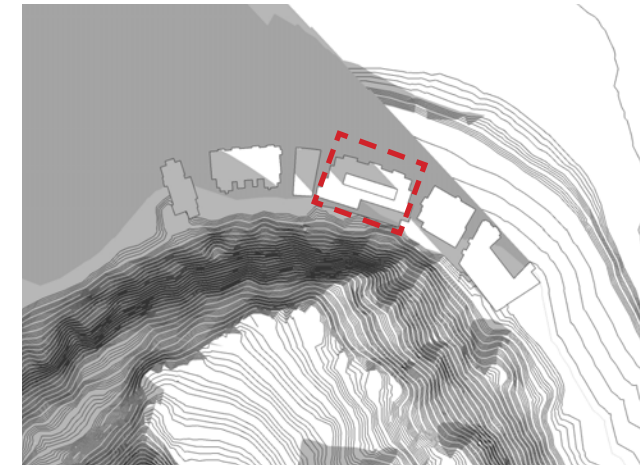


12 PM

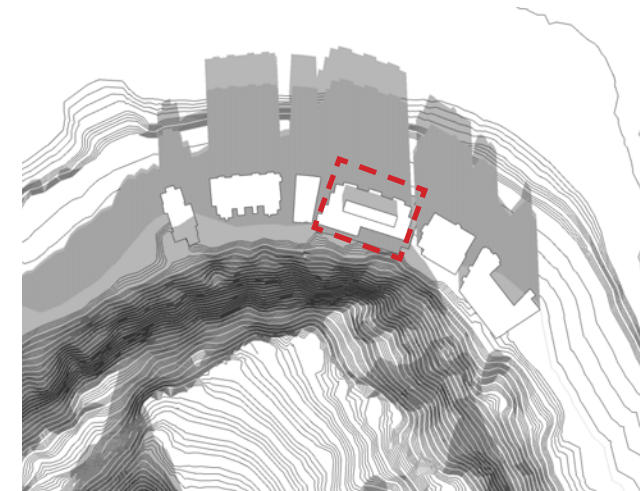


15 PM

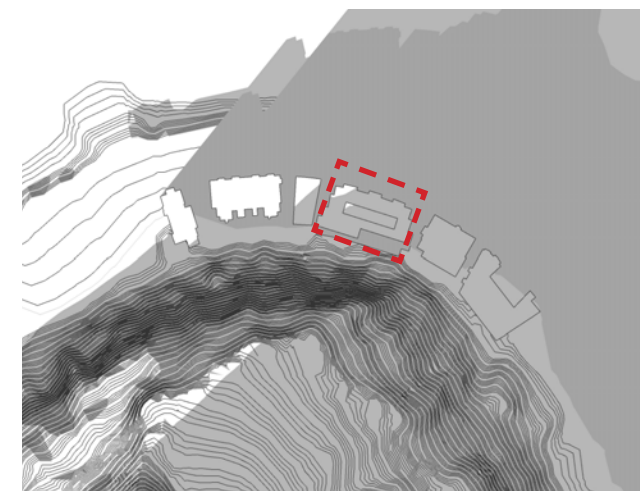
Dec 21



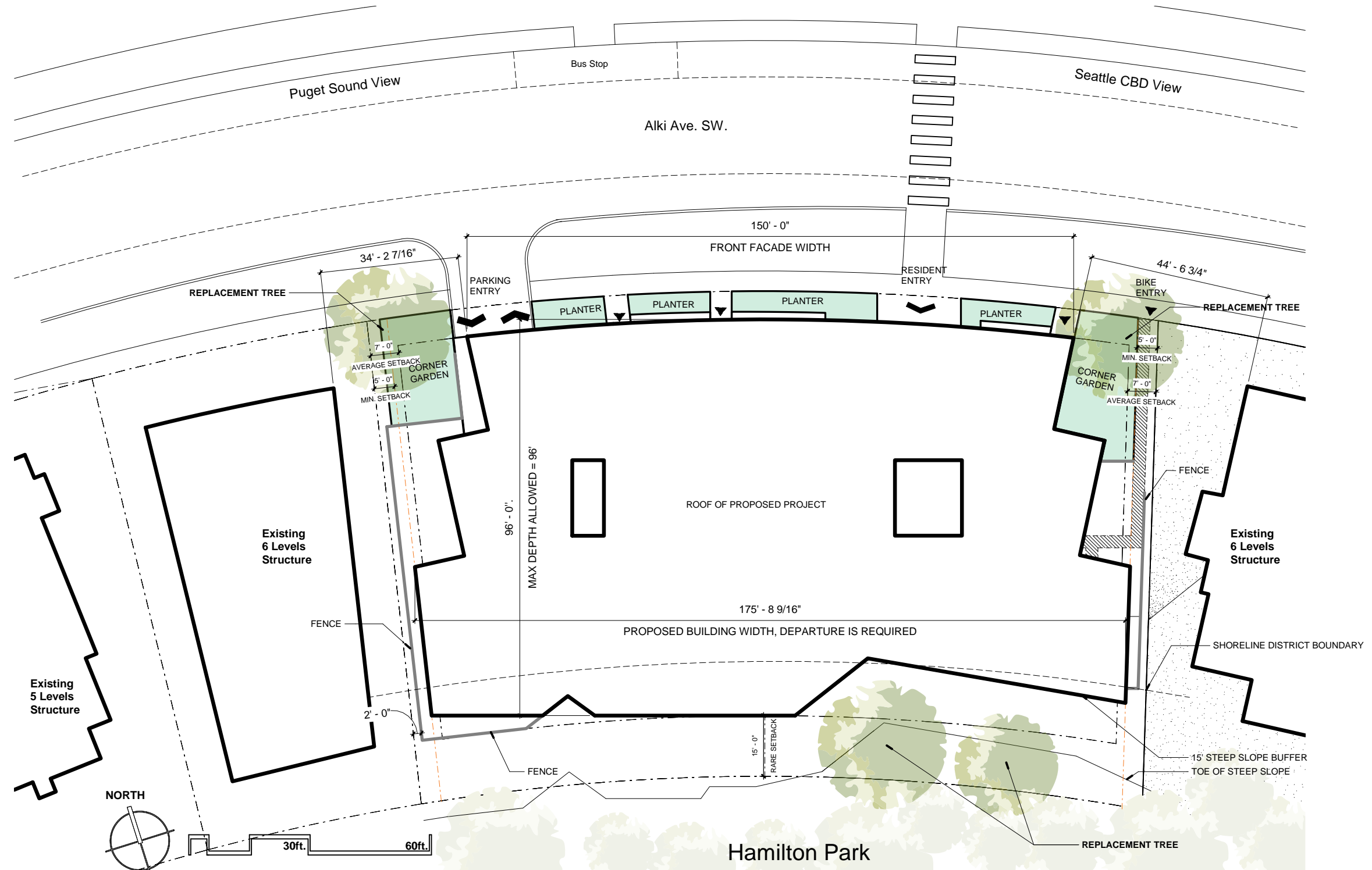
9 AM



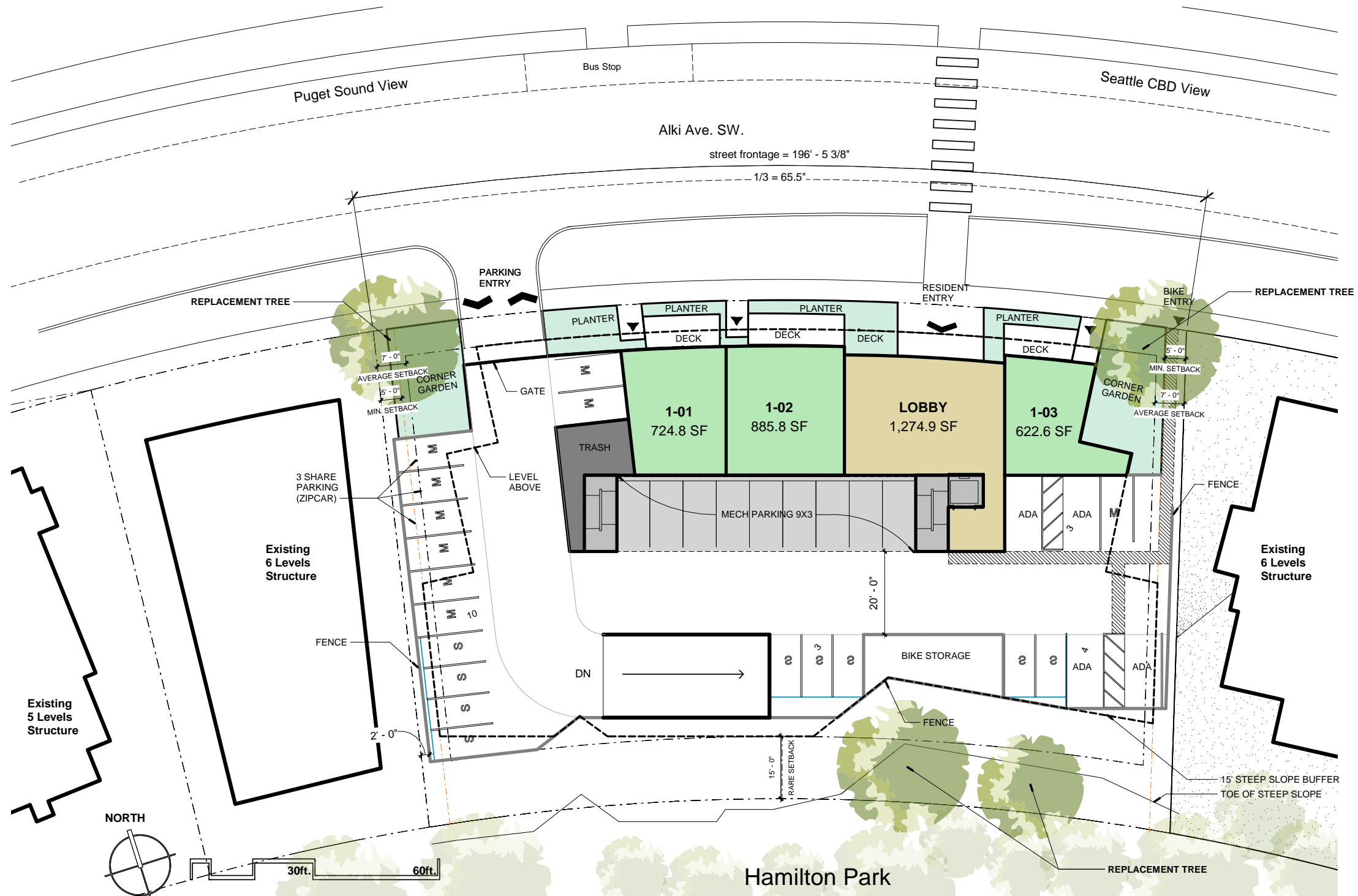
12 PM



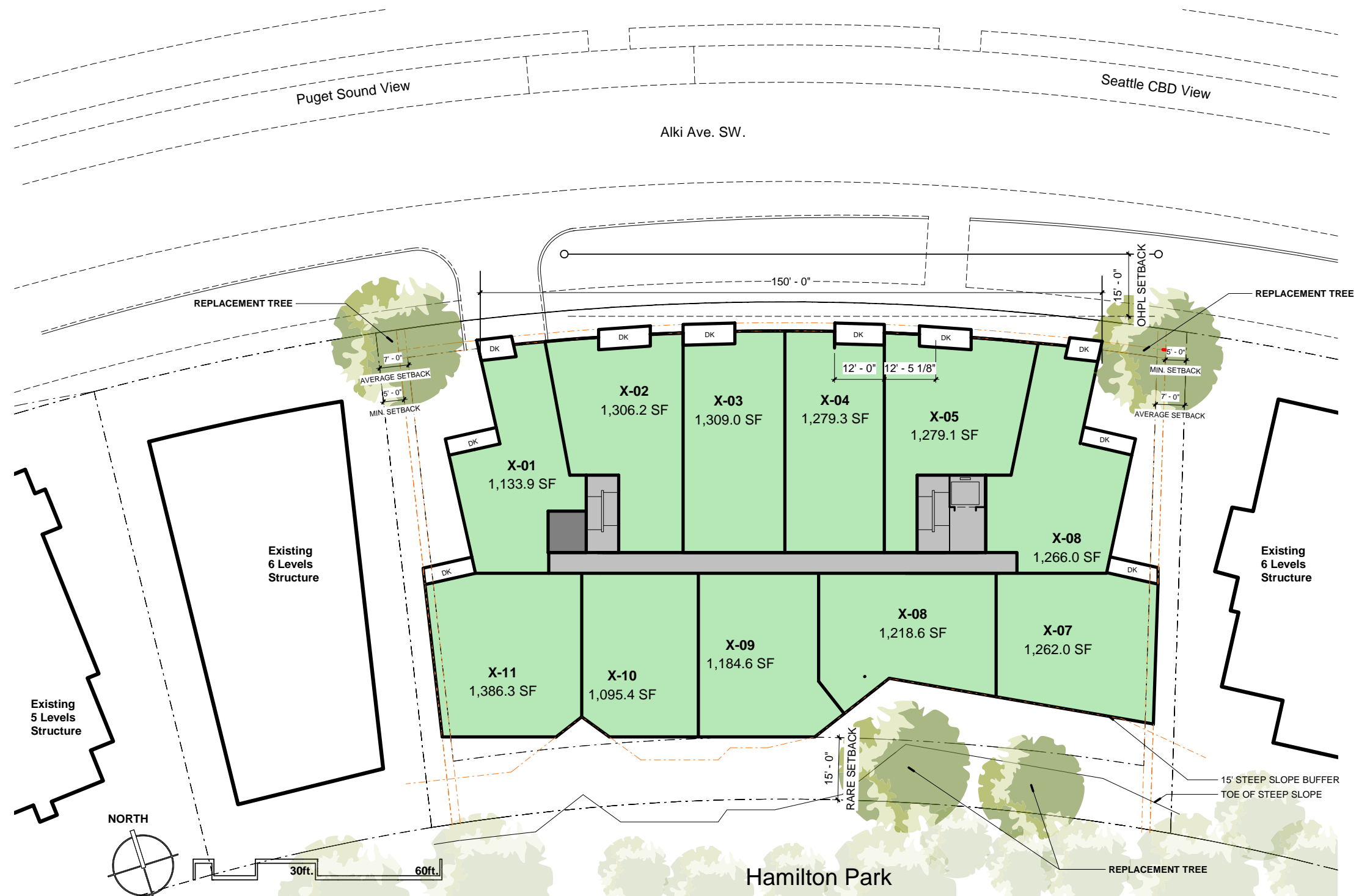
15 PM



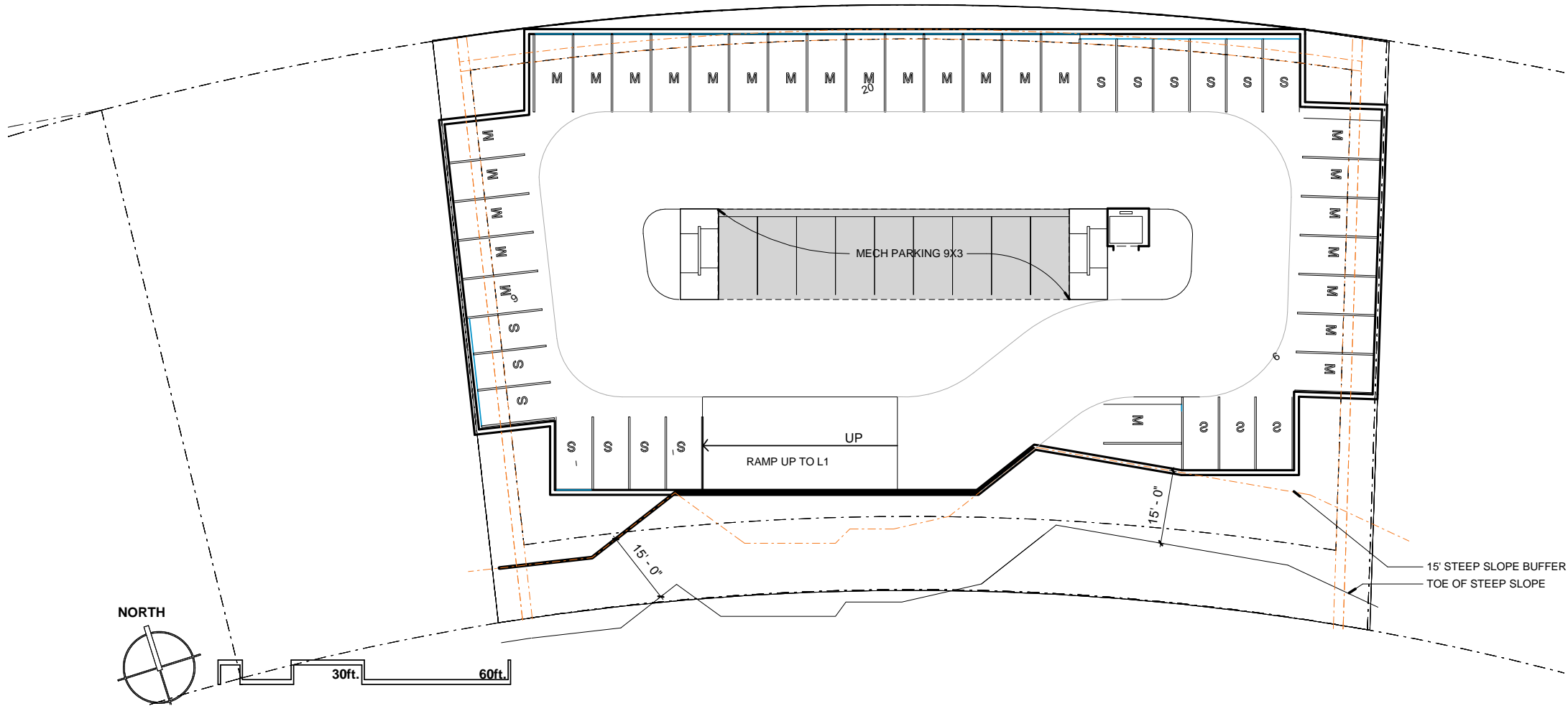
SITE PLAN



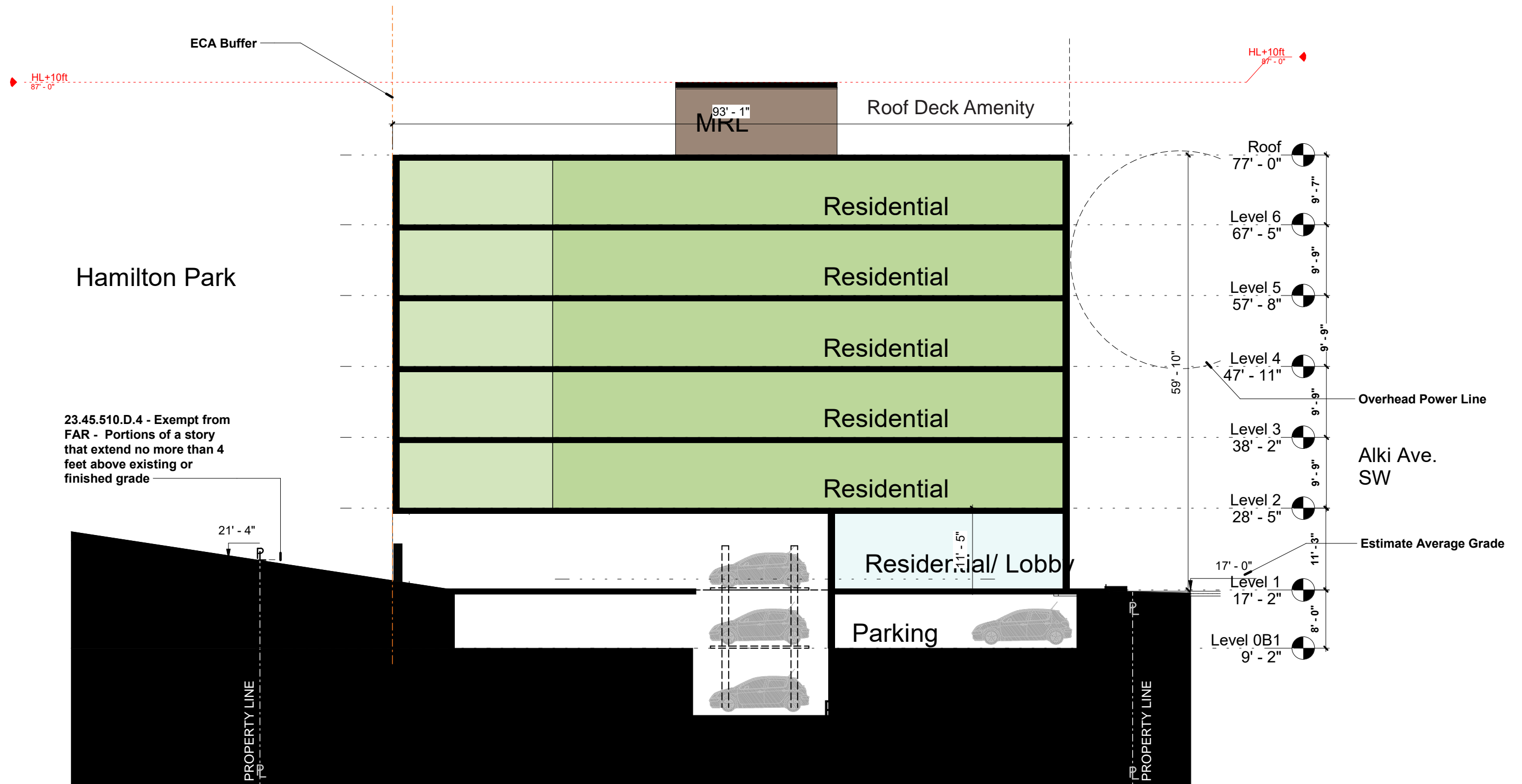
LEVEL 1



LEVEL 2-6



LEVEL P1



NORTH-SECTION SECTION

SMC 23.45.528 - MAXIMUM WIDTH

Structure width and depth limits for lots greater than 9,000 square feet in Midrise zones
A. The width of principal structures shall not exceed 150 feet.

PROPOSED

Option 3 (Preferred option):
To reduce the street front impact, the proposed design staggers the massing into a trapezoid shape, resulting a shorter front facade (150') and a wider building width at the back (175'-8").

Overall Building Width = 175' - 8" do not meet the maximum building width (150')

RATIONALE

1. SHORTER FRONT FACADE

The shorter front facade width (150') reduce the visual impact of the overall massing, comparing to the wider front facade width in the other options. [DC2-A-2, Reducing Perceived Mass](#)

2. PRESERVED WATER VIEW

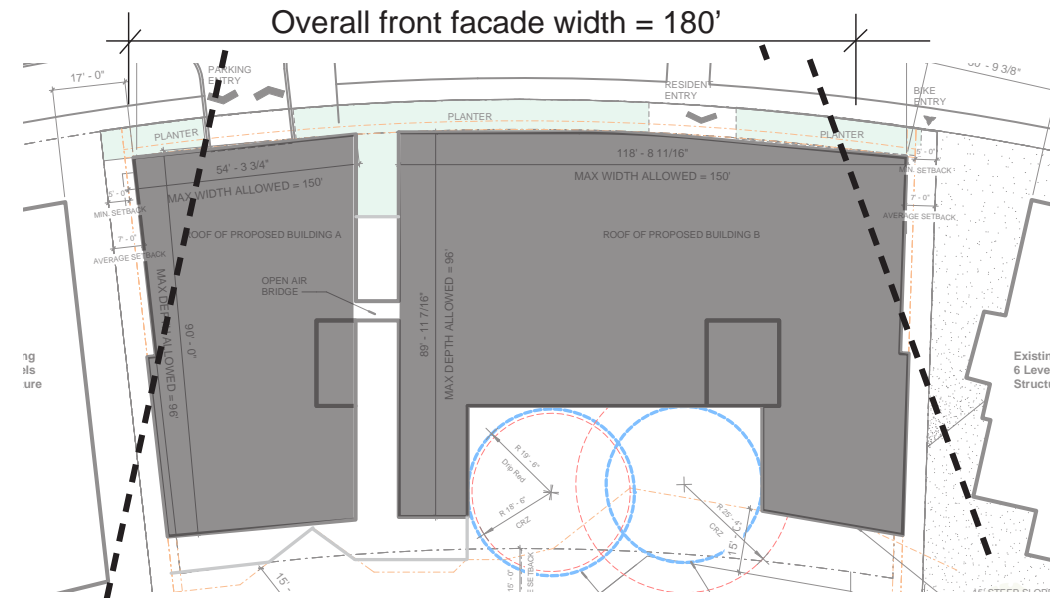
The generous side setbacks at both corners preserve wider waterfront views for the adjacent buildings, with more water facing windows, less side facing windows are needed, preserve the privacy for the adjacent residents. [CS2-D-5. Respect for Adjacent Sites](#), [DC1-C-2. Visual Impacts](#)

*See page 27,28 for view & privacy study

3. CORNER GARDENS

The side setbacks create two corner gardens, which become the key design feature. The new replacement trees planted in both corners bring nature from the backside to the street front, creates a buffer zone between the units and the public and the adjacent building. This is the only option that has the trees planted outside of the underground parking structure, allowing more variable trees to be planted on the ground.

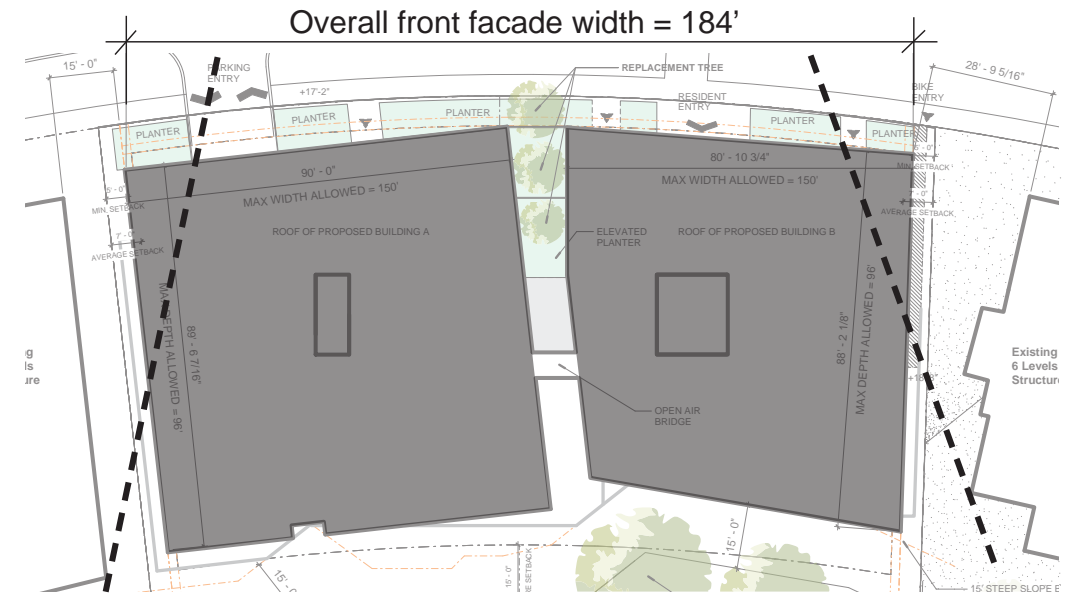
[DC2-C-3. Fit With Neighboring Buildings](#), [DC3-C-3. Support Natural Areas](#)



OPTION 1 - NO DEPARTURES

Total floor area above grade = 67,505 SF

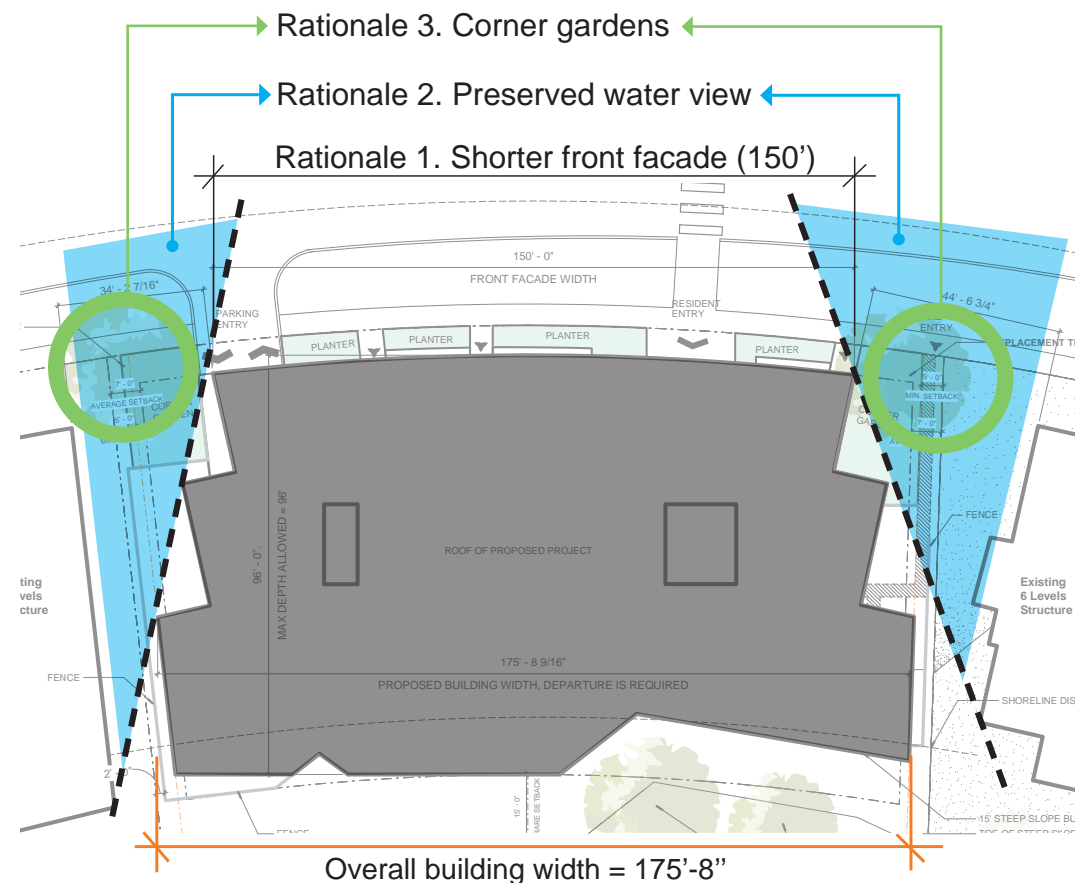
*Two separate structures, width and depth of each structure are within the max allowable dimensions



OPTION 2 - NO DEPARTURES

Total floor area above grade = 77,518 SF

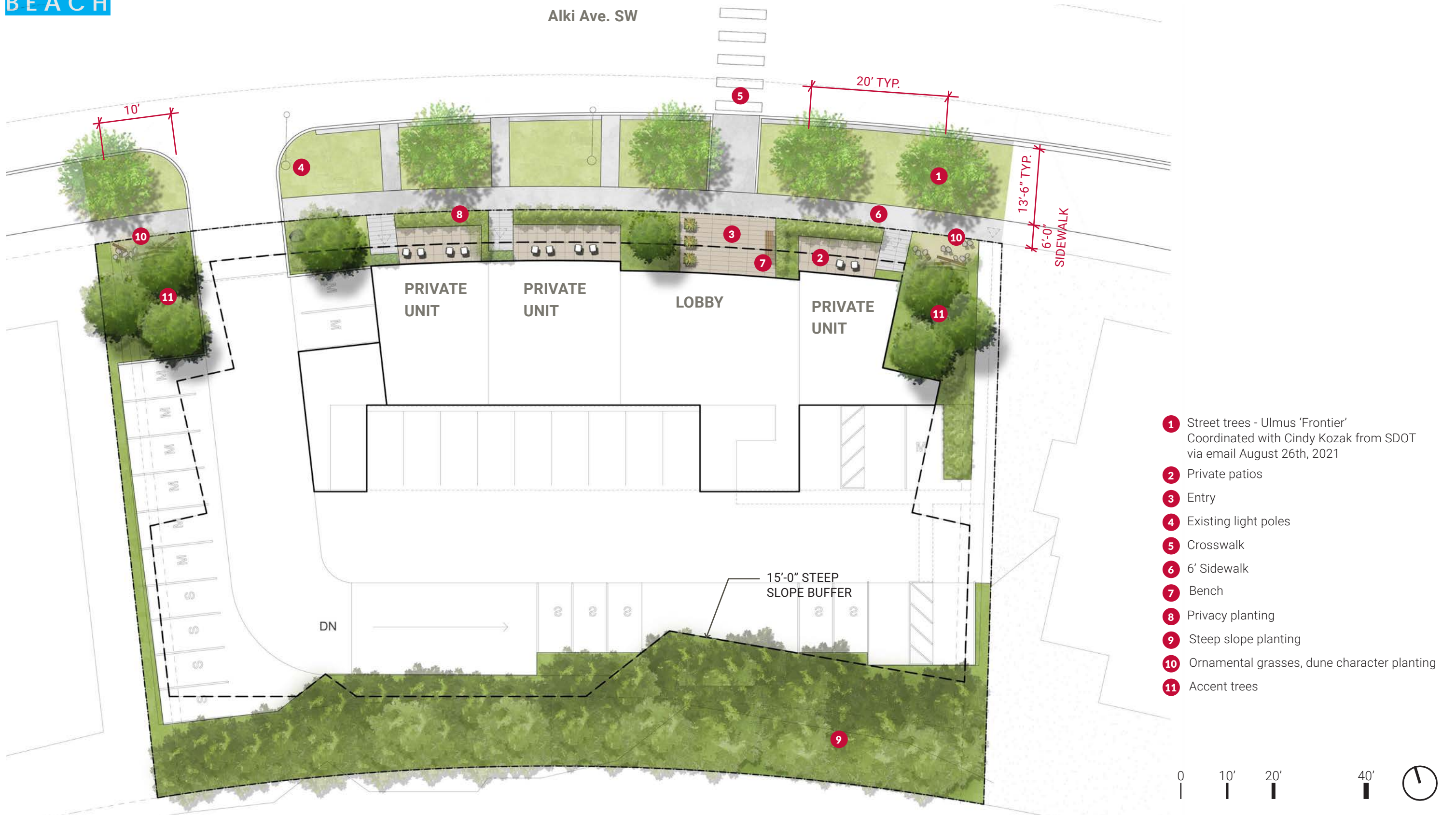
*Two separate structures, width and depth of each structure are within the max allowable dimensions



OPTION 3 (PREFERRED) DEPARTURE - MAXIMUM WIDTH

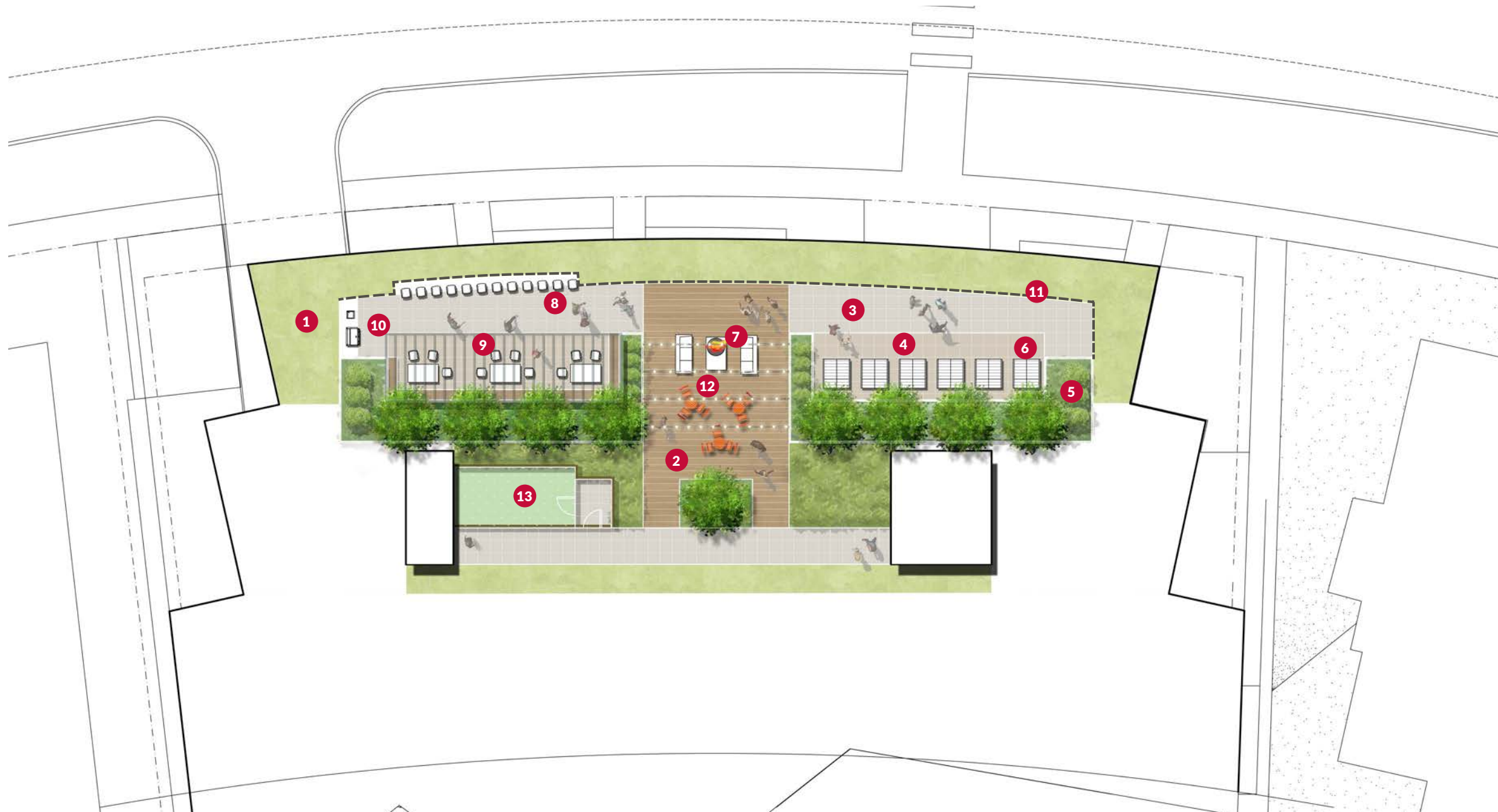
Total floor area above grade = 77,575 sf

OPTION 3 - PREFERRED - LANDSCAPE PLANS

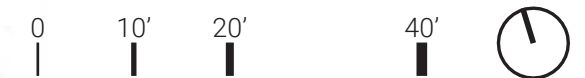


FIRST FLOOR LANDSCAPE PLAN

Alki Ave. SW



- 1 Green roof
- 2 Wood Deck
- 3 Pedestal paver type 1
- 4 Pedestal paver type 2
- 5 Planters
- 6 Sun deck seating
- 7 Fire pit
- 8 Bar height seating
- 9 Covered outdoor seating
- 10 BBQ
- 11 Guardrail
- 12 Tivoli light
- 13 Dog area



ROOF LANDSCAPE PLAN