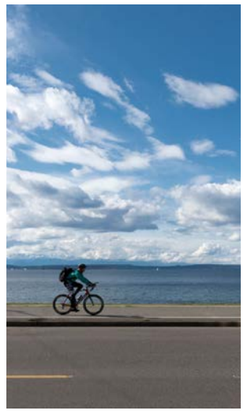
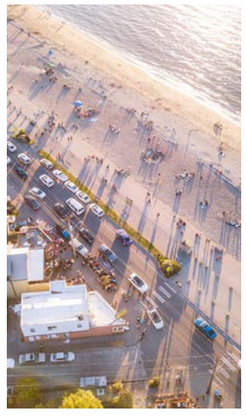
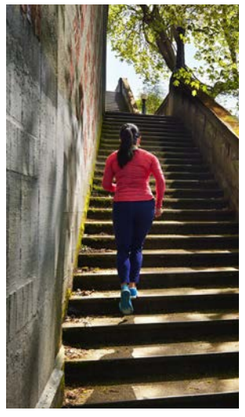






DRAFT

PROJECT #3034147-EG

3417 HARBOR AVE SW, SEATTLE, WA 98126

EARLY DESIGN GUIDANCE | DATE TBD

ATELIER DROME
architecture + interior design

2.0 CONTENTS | index

PROJECT INFORMATION

site address	3405/3411/3417 Harbor Ave SW
parcel numbers	7987400130, 7987400140, 7987400150
project number	3034147-EG

PROJECT TEAM

architect	atelier drome architecture
	112 prefontaine pl s
	seattle, wa 98104
contact	michelle linden
	michelle@atelierdrome.com
builder	STS Construction

PROJECT CRITERIA

zoning	C1-55 (M)
overlays	outer transitional surface
	parking flexibility
abutting zones	IG2 U/85 (east)
	SF5000 (west)
current use	(1) existing office building
lot area	3405 Harbor Ave: 3,957 sf
	3411 Harbor Ave: 3,957 sf
	3417 Harbor Ave: 7,918 sf
	15,832 sf TOTAL
allowable FAR	59,370.6sf (3.75)
ECAs	40% steep slope, potential slide, liquefaction, landfill
parking	44 stalls required

PROJECT PROPOSAL

gross building floor area	59,497 sf
proposed residential area	47,538 sf
proposed residential units	140 units
proposed parking	68 stalls
no. of stories	5 stories of residential with 1 below-grade level of parking
demolition	existing office building to be demolished

CONTEXT + SITE

The site is well served by transit in the north-south direction, providing connections to Alki, downtown Seattle, and beyond. Public bus, bicycle, and main vehicular routes are provided immediately adjacent to the site along Harbor Ave, with a pedestrian bike/ walking path across the street on Harbor Ave. The pedestrian bike path on the east side of Harbor Ave also affords easy access to Alki and the passenger ferry terminal. There is a pedestrian hillclimb stair connecting the residential neighborhoods to the south. Bridge access is directly to the south, allowing quick vehicular and bus access to downtown Seattle.

The neighborhood is one in transition, with most of the new development occurring as new residential units. The majority of the commercial activity is across the street to the west and east in the industrial zone. On the opposite side of the site is smaller scale, single family residential neighborhood. The steep slope of the lot in the east/west direction provides opportunity for views across the industrial zone to the east, towards the Duwamish Waterway and the Downtown Skyline. It also allows for reduced massing in deference to the single family homes. The site will be shaded from the sun by the hillside to the west at varying times of day throughout the year. Morning sun will be most consistent throughout the day and year as there are no buildings or landscape immediately blocking the light.

DEVELOPMENT PROPOSAL

This project proposes to create a transition node at one of the entries to West Seattle, acknowledging the site's unique position adjacent to the West Seattle Bridge and between varying zoning scales.

DEVELOPMENT OBJECTIVES

objective 1: provide modulated massing to create a respectful transition between zones
objective 2: maximize light and views
objective 3: provide comfortable and economic housing for a growing neighborhood

LEGAL DESCRIPTION

Per statutory warranty deed recording #199805062199)

Parcel A: Lots 3 and 4, Block 3, Steel Works Addition to West Seattle, according to the plat thereof recorded in Volume 12 of Plats, page 5, in King County, Washington.

Except that portion thereof condemned in King County Superior Court Case cause no. 142193 for Harbor Avenue Southwest, as provided by Ordinance No. 39368 of the City of Seattle.

Parcel B: Lots 5 and 6, Block 3, Steel Works Addition to West Seattle, according to the plat thereof recorded in Volume 12 of Plats, page 5, in King County, Washington.

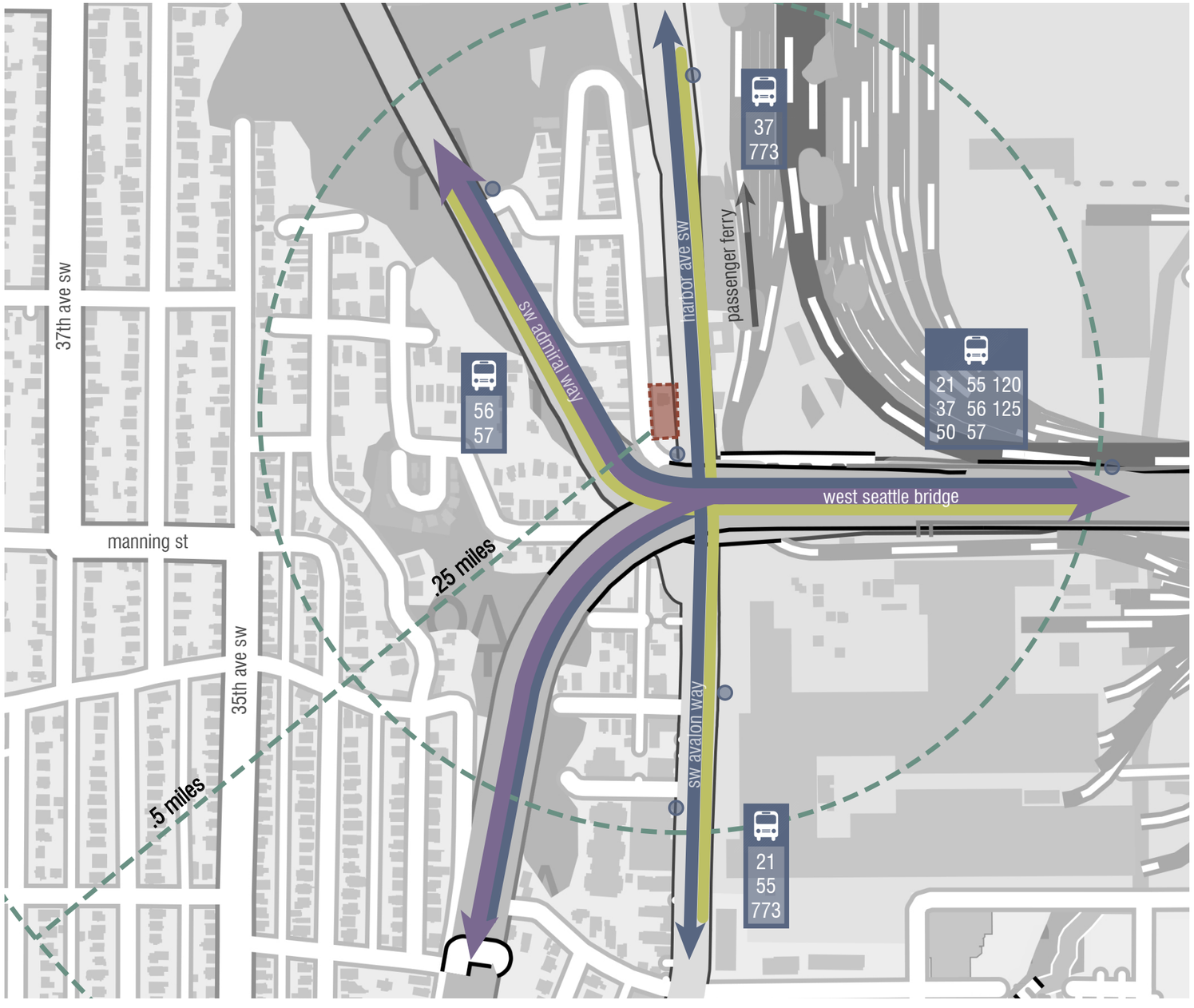
Except that portion lying east of the line 20 feet west from and parallel with the west margin of Harbor Ave Southwest as condemned under Superior Court Case cause no. 142193.

(Per statutory warranty deed recording #20000315000212)

Lots 7,8,9 and 10, Block 3, Steel Works Addition to West Seattle, according to the plat thereof recorded in Volume 12 of Plats, page 5, in King County, Washington.

Except the east 20 feet thereof condemned under King County Superior Court Case cause no. 142193, for street purpose.

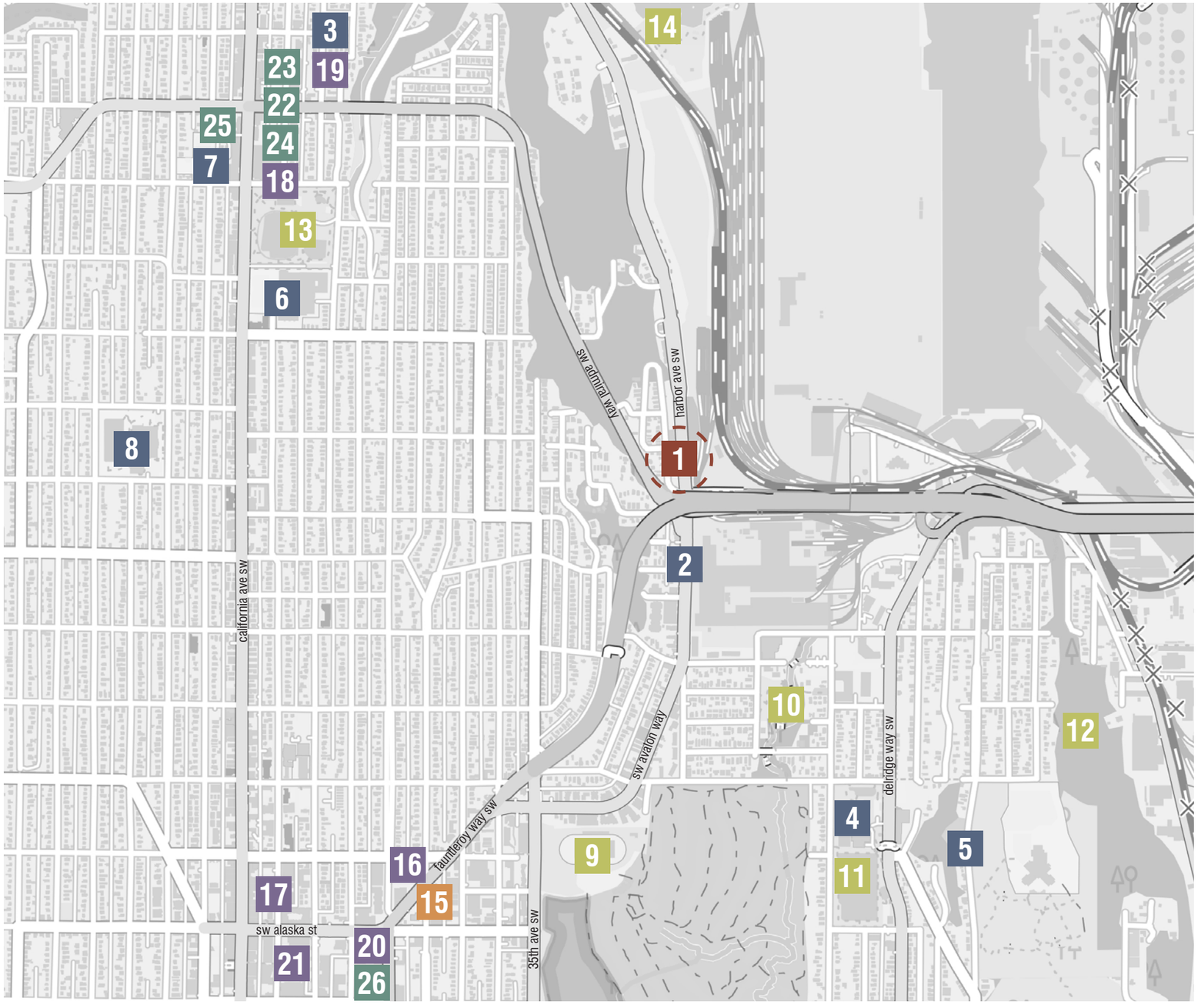
Situate in the City of Seattle, County of King, State of Washington.



LEGEND

- project site
- arterials
- bus route
- bus stop
- bike path
- bike friendly st
- walking radius

north

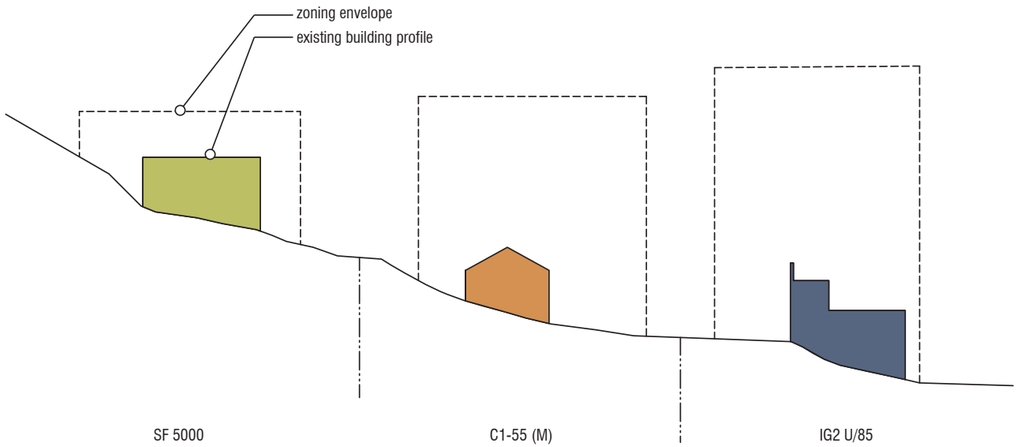


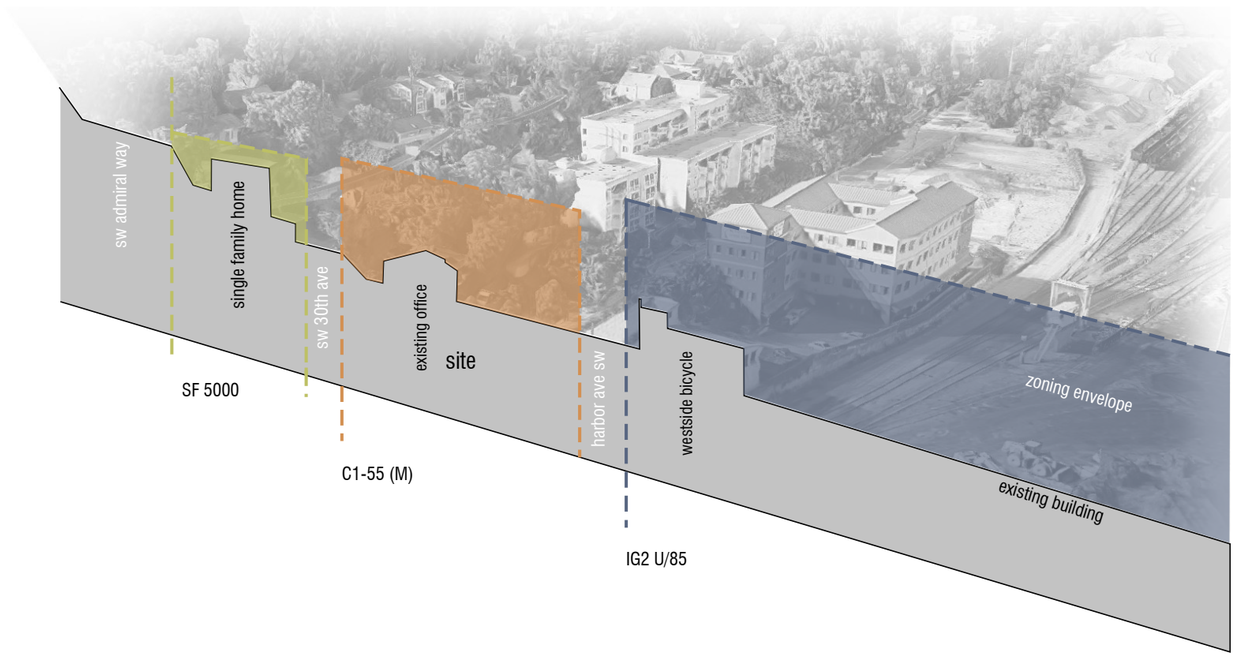
LOCAL AMENITIES

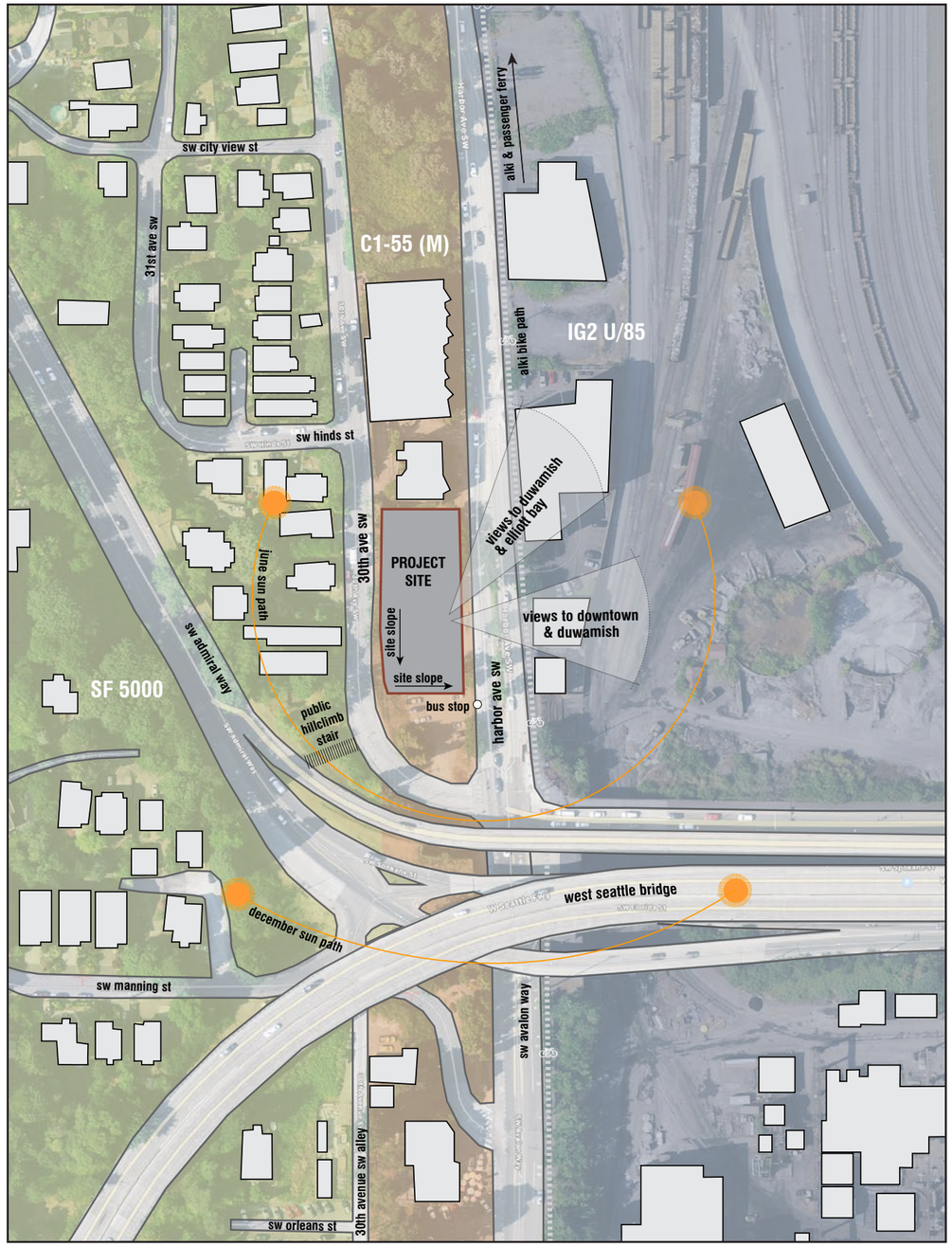
1 project site
2 luna park cafe
3 west seattle branch public library
4 delridge community center
5 pathfinder k-8 school
6 west seattle high
7 lafayette elementary
8 madison middle school
9 west seattle stadium
10 dragonfly garden
11 delridge playfield
12 puget park
13 hiawatha playfield
14 jack block park
15 chi franciscan health
16 trader joe's
17 qfc
18 safeway
19 metropolitan market
20 whole foods
21 safeway
22 chase bank
23 wells fargo bank
24 umpqua bank
25 bank of america
26 becu

SITE ZONING

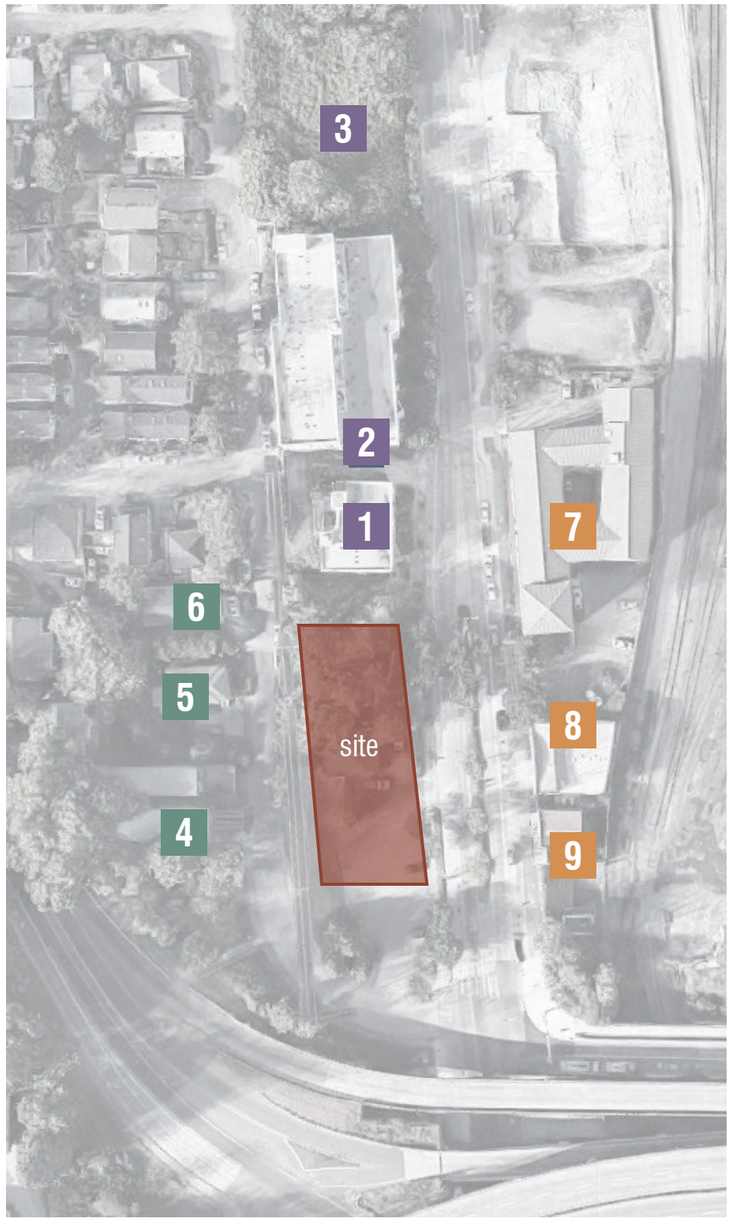
The site is located in a strip of a commercial zone (C1-55 M), bordered by an industrial zone (IG2-U/85) to the east and single-family zoning (SF5000) to the west.







PROJECT LOCATION KEY



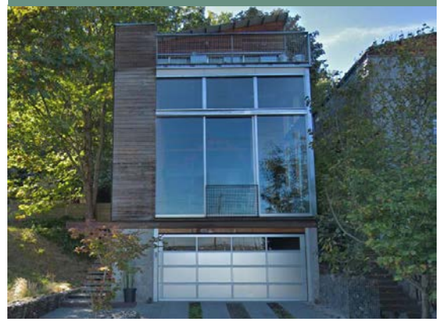
multi-family

1.harbor place condos

2. harbor place condos

3.proposed townhomes

single-family

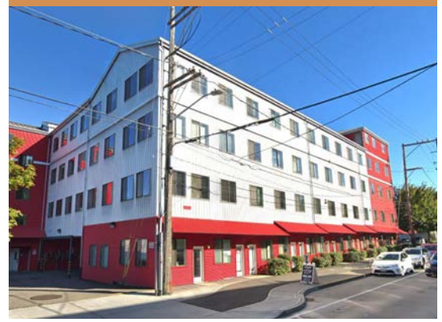


4. 3421 30th ave sw

5. 3411 30th ave sw

6. 3405 30th ave sw

small scale commercial



7. activspace

8. westside bicycle

9. emerald city kitty harbor

MATERIAL CONTEXT

With the enormous difference in building scales and uses present in the neighborhood, the material palette and compositions vary widely. There are several key themes this project proposes to use to guide the mass and facade development.

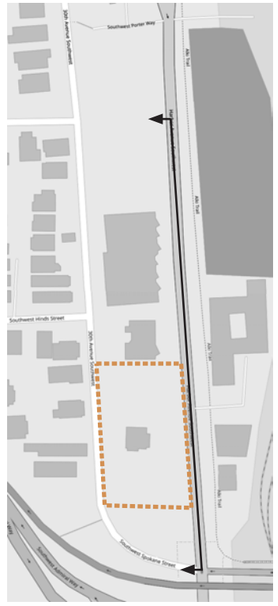
playful form

plinth-like base, strong verticality

strong verticality, residential scale materials

material changes, strong verticality, residential scale materials

material separation at base



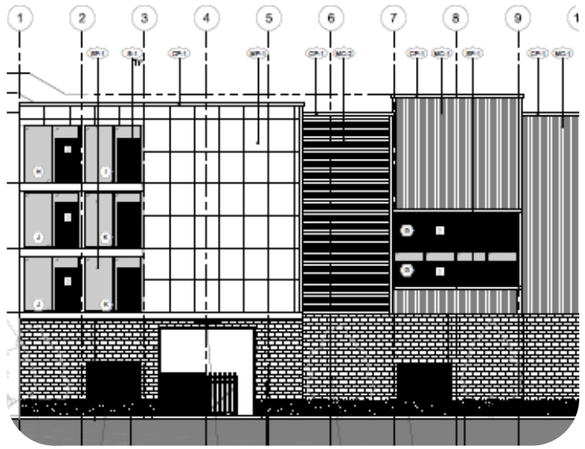
The adjacent site is owned by SPU and unlikely to be developed in the near future. This creates the feel of a corner lot condition

The existing multi-family structure and proposed townhomes both embrace verticality over a plinth-like base

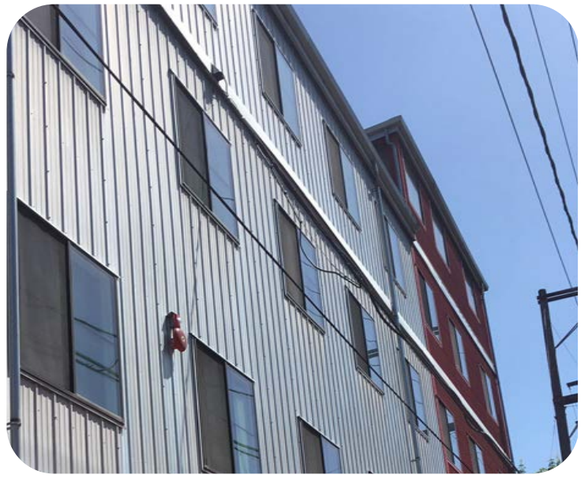
Many of the lots along this stretch of Harbor Ave are currently underdeveloped or vacant - leaving stretches of overgrown landscape. Some lots are intended to be developed prior to the completion of this project.

STREETSCAPE ON HARBOR AVE

PROJECT SITE | multi-family | proposed multi-family



The new proposed storage facility breaks up the massing with a variety of materials that echo the industrial nature of the neighborhood

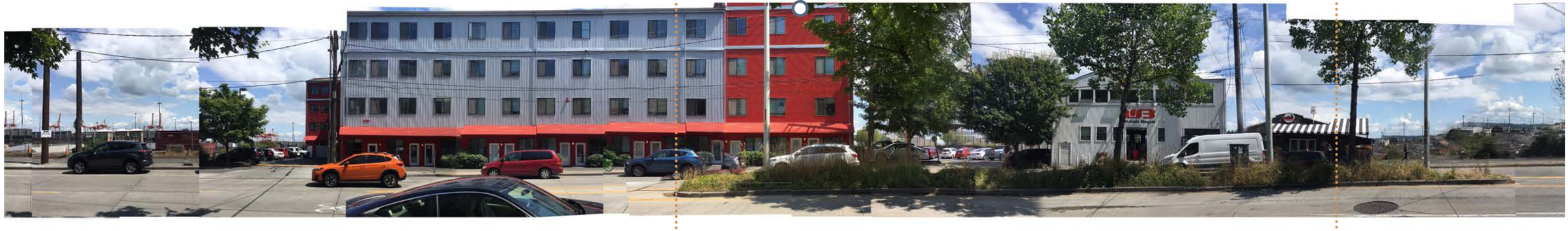


The existing commercial buildings use a strong and simple design rhythm, using limited materials and repeated window shapes.

Not all of the existing commercial takes full advantage of the zoning potential and may be further developed in the future, changing the streetscape.

OPPOSITE ON HARBOR AVE

proposed self storage facility | vacant | office space | commercial across from project site



A pedestrian stair connects 30th Ave to SW Admiral Way and provides a viewpoint towards downtown.

Much of the existing single family residential is an eclectic mix of styles and materials.

Modern construction uses materials that evoke the industrial structures common in the neighborhood at a residential scale.

STREETSCAPE ON 30TH AVE

single family residences across from project site

single family residences

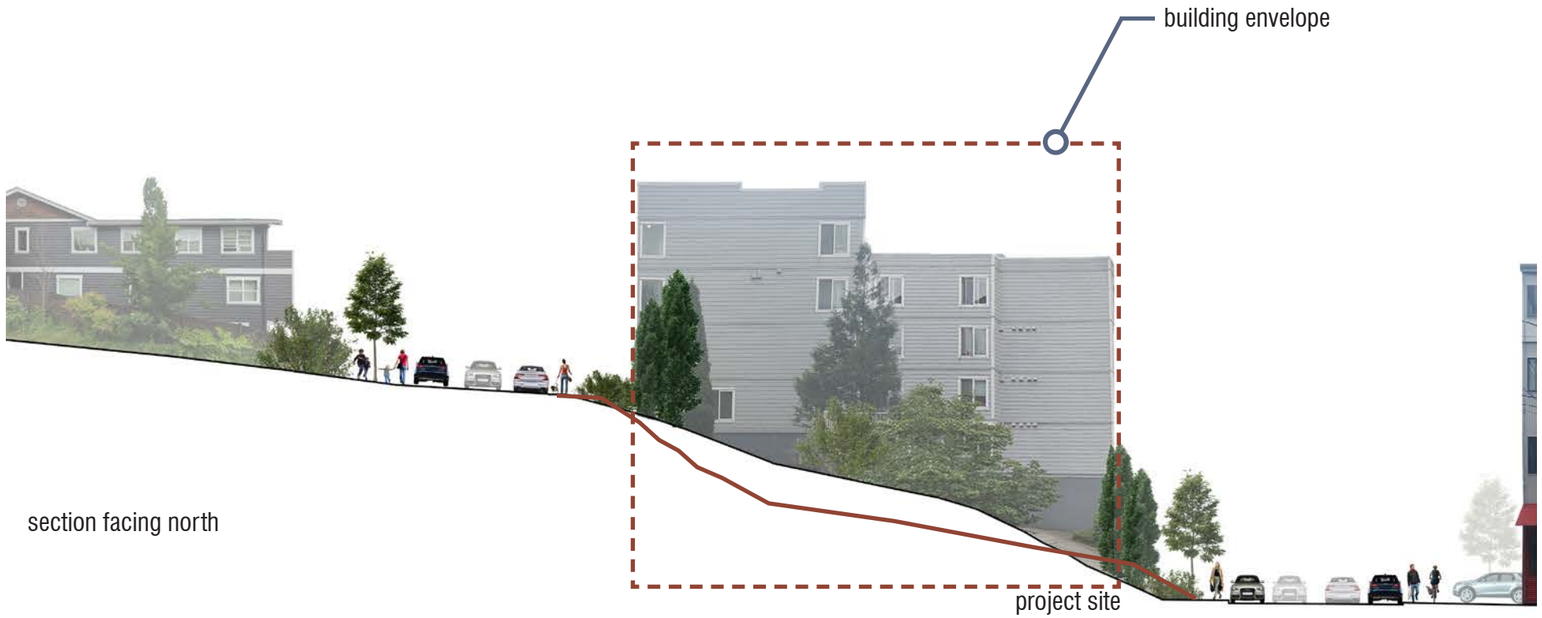
Proposed development along 30th Ave will contribute to changes in the character of 30th Ave.

The existing and proposed multi-family structures fronting 30th Ave have reduced their verticality compared to the Harbor Ave frontages and provided design elements at a more residential scale with a reduced perceived height.

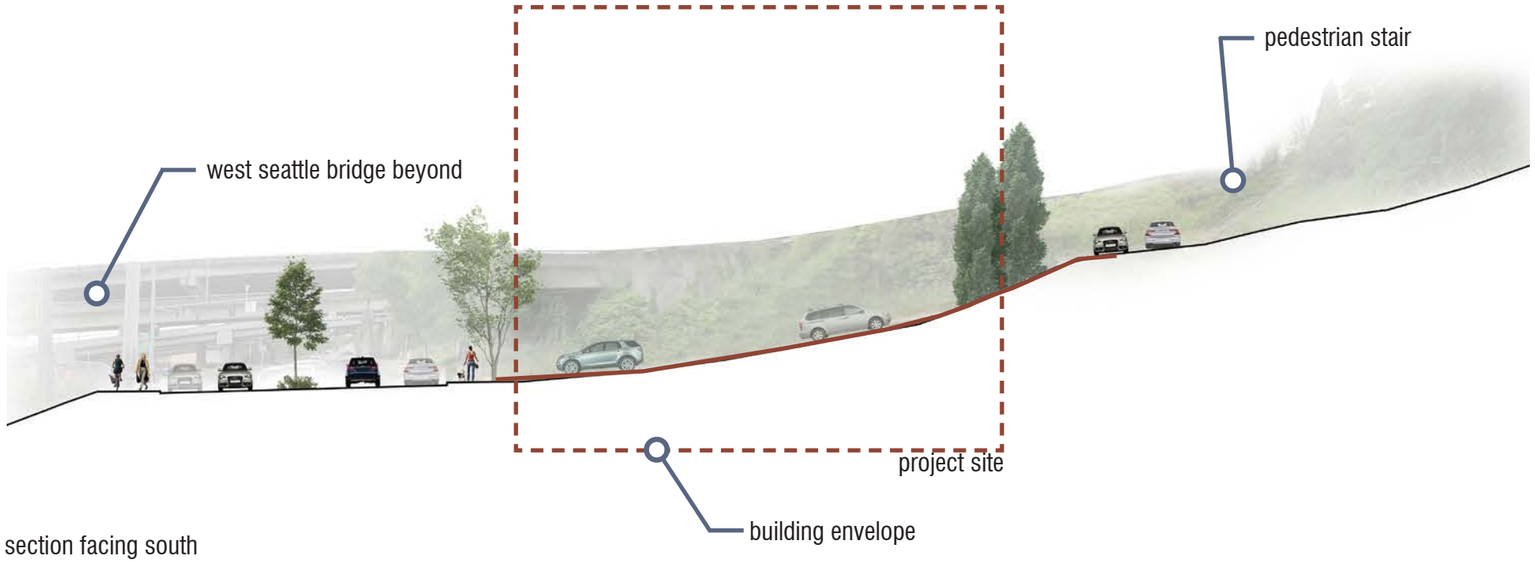
The grade drops sharply at the edge of 30th Ave, creating an interesting topographic challenge.

OPPOSITE ON 30TH AVE

proposed multi-family | multi-family | PROJECT SITE | vacant



section facing north



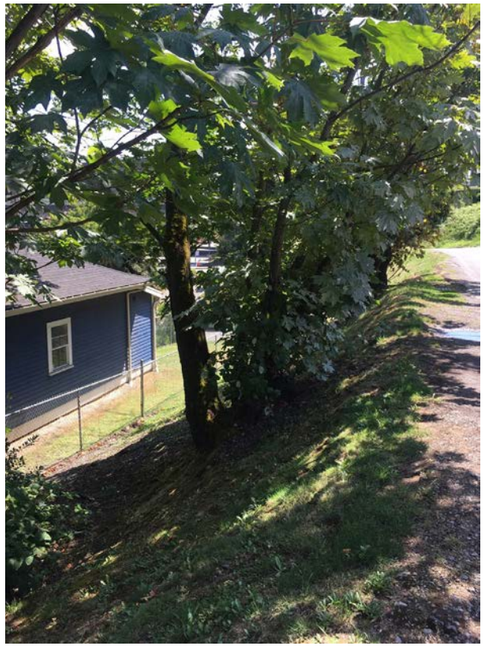
section facing south

1 view towards West Seattle Bridge

2 view up towards 30th Ave

3 view up to site from Harbor Ave

4 view down to site from 30th Ave



5 view down to site from 30th Ave

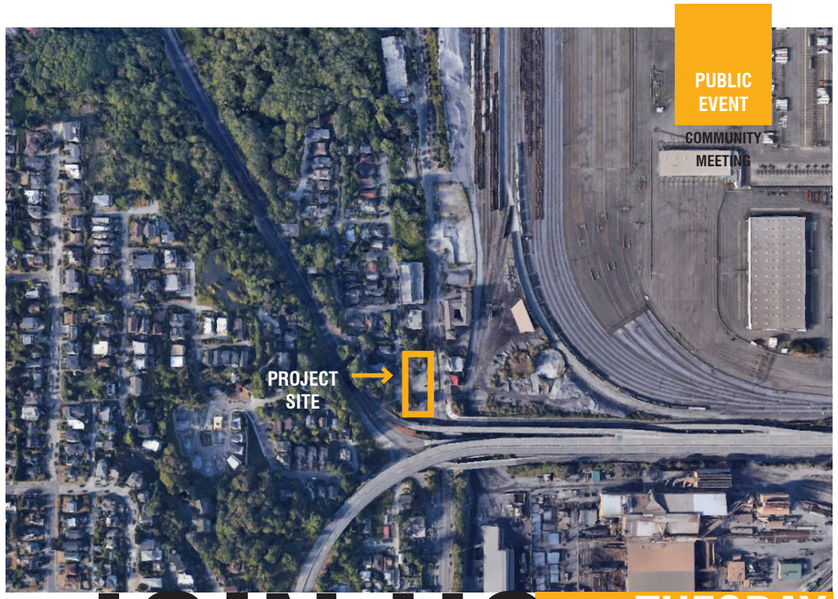
OUTREACH METHODS

As part of the community outreach program, the design team chose the following three methods of outreach.

PRINTED OUTREACH:
Posters were hung in ten locations at local businesses, community centers, and other local venues within a half-mile of the project site. The posters provided a basic description of the project and advertised an up-coming community meeting.

ELECTRONIC/DIGITAL OUTREACH:
The posters hung within community venues publicized a hotline number community members could use to request more information. The hotline provided a personalized voice message with information about the site location, brief project description, information about the up-coming community meeting, project email address, and the scheme to leave a voicemail. The voicemail was checked daily and any messages left were returned.

IN-PERSON OUTREACH:
A community meeting was hosted at the Hiawatha Community Center, as publicized in the printed and electronic/digital outreach methods. The meeting allowed the community members to provide insight and feedback to the project team. Approximately ten community members participated.



JOIN US

TUESDAY DEC. 17

Join us for a community meeting to provide input about the **3417 Harbor Avenue SW Project.**

This project proposes the demolition of an existing building and the construction of a five-story apartment building over a one story parking garage. The project is zoned C1-55.

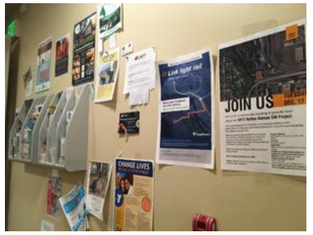
What: **Let us know what you think!** Join the project team and their architects to discuss the vision and approach for this new residential project in the neighborhood. Coffee and cookies will be provided. All are welcome. No RSVP needed.

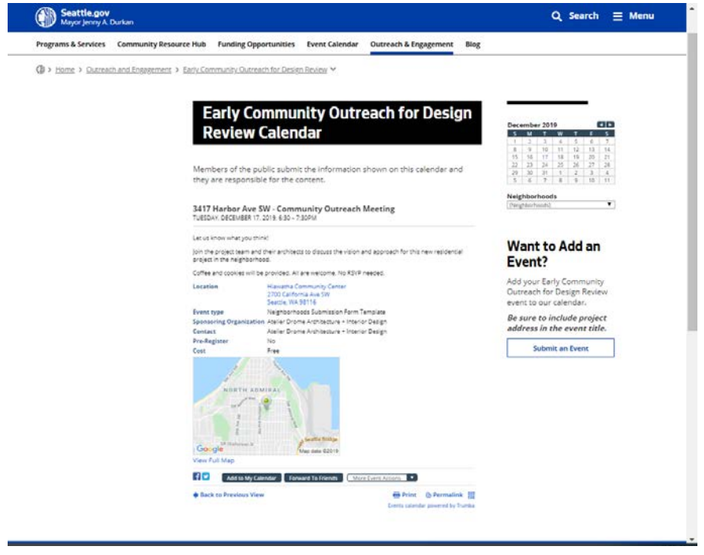
Time: Event begins promptly at 6:30pm and will end around 7:30pm

Date: **Tuesday, December 17th, 2019**

Where: Hiawatha Community Center, 2700 California Ave SW, Seattle, WA 98116

Project Address:
3417 Harbor Avenue S. Seattle, WA 98107
Contact:
Michelle Linden
Applicant:
Atelier Drome Architecture & Interior Design
Additional Project Information on Seattle Services Portal via Project Address: 3417 Harbor Ave SW
Project Hotline & Email:
(971) 319-3431
communityoutreachad@gmail.com
Note: Calls and emails are subject to City of Seattle public disclosure laws.





COMMUNITY FEEDBACK

The feedback received from the community can be divided into design-related and non design-related comments:

DESIGN RELATED

VIEWS / CONNECTIONS

- The location is a gateway site and should establish an architectural style for the neighborhood.
- Some neighbors are concerned there is a lack of engagement between the proposed building and 30th Ave.
- However, other neighbors are concerned with possible terraces or balconies on this side, citing privacy concerns, and prefer a buffer between the building and 30th Ave.

MATERIALS / DESIGN

- The neighbors voiced a strong preference for the proposed project to have character, suggesting a clean, industrial look. Added consideration that any light-colored materials will be potentially blackened by the nearby trains and traffic.
- No steel siding is requested on 30th Ave; the materials on this facade should reflect the more residential nature of this side.

STREET IMPROVEMENTS

- The neighbors requested no additional street lights be added; likewise, they requested the width of 30th Ave to be maintained.

NON DESIGN-RELATED

PARKING / TRAFFIC

- All members of the public present prefer the project to have access off of Harbor Ave.
- Neighbors were concerned that the cars from the proposed parking will require street parking that Harbor Ave and 30th Ave does not have capacity for.
- Several neighbors noted that the neighborhood has no light rail stop or any additional transit planned, so residents are required to have a car to navigate to local amenities as the steepness of the neighborhood limits the walkability to places such as grocery stores. This will cause increased traffic onto already congested streets.

TARGET MARKET / PROJECT TYPE

- The neighbors would like the developer to entertain building high value condominiums or townhouses instead, expressing concern that low / medium income apartments are not appropriate for the neighborhood, as the site serves as a gateway to the more affluent Alki neighborhood.

CONSTRUCTION

- The neighbors expressed concern about how to keep access and roads open to the neighborhood during construction. Neighbors stressed the need to maintain access in the short term without closing lanes or losing street parking spaces.

MISCELLANEOUS

- A resident of Harbor Condominiums raised the point that the waste collection for her building is currently located on the project site. What will happen to the waste collection location after the proposed project is built? If it is relocated to the garage of Harbor Condominiums, more parking stalls will be eliminated within her building.
- Several neighbors pointed out that the landscaping on the project site is frequently used as a toilet by the dogs in the neighborhood. Where will the dogs go if this landscaping is eliminated? Conversely, if landscaping is being proposed on the project site, neighbors warned about the potential smell, especially during the summer months, that will arise from the pet waste. A trash receptacle with dog waste bags is recommended on 30th Ave
- The neighbors brought up the existing large trees on SPU's lot where 30th Ave and SW Spokane St meet—these trees create a blind spot, which could pose a safety issue for pedestrians crossing from the new sidewalk to the existing sidewalk. They expressed support for these trees to be removed, especially because they are frequently used to hide needles.
- A neighbor opposed the roof deck, stating that roof access on a busy corner lot is not a good idea.
- Several neighbors recommended sound conscious windows, as the area can get very loud.

7.0 ZONING DATA

ZONE	ABUTS	INCENTIVES	RESTRICTIONS	OVERLAY	SITE AREA	USES PERMITTED OUTRIGHT
C1-55(M)	IG2 U/85, SF5000	frequent transit	liquefaction, steep slope, potential slide, landfill	outer transitional surface	15,832sf	residential uses

LAND USE CODE INFORMATION

USES PERMITTED OUTRIGHT
23.47A.004 TABLE A
- residential uses

STREET LEVEL DEVELOPMENT STANDARDS
23.47A.008
- blank segments of street-facing facades between 2 - 8 feet above the sidewalk may not exceed 20 feet in width
- the total of all blank façade segments may not exceed 40% of the façade width of the structure along the street
- street-level street-facing facades shall be located within 10 feet of the street lot line unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided
- at least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry
- The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk

PARKING LOCATION & ACCESS
23.47A.004 TABLE A
- one garage door is permitted for each curb cut
- when a lot fronts on two or more streets, the Director will determine which of the streets will be considered the front lot line
- parking shall be screened

MAXIMUM STRUCTURE HEIGHT
23.47A.012
- maximum structure height = 55'
- certain rooftop features may also extend beyond the height limit (in particular, a stair or elevator penthouse may extend an additional 16 feet), however, some of these features must be located at least 10 feet from the north edge of the roof

MAXIMUM FAR
23.47A.013
- 3.75 on a lot outside of the Station Overlay District
  lot area: 15,832 SF
  max. FAR: 59,370 SF
- area exempt from FAR: underground stories, portions of a story that extend no more than 4 feet above grade, rooftop greenhouse area

SETBACK REQUIREMENTS
23.47A.014
front (Harbor Ave SW):0'
front (30th Ave SW): 0'
side (north): none (does not abut a residential zone)
side (south): none (does not abut a residential zone)
- a minimum 5 foot landscaped setback may be required under certain conditions and for certain uses per 23.47A.016
- Structures permitted in required setbacks: decks, balconies, eaves, cornices, gutters, ramps, fences, underground structures, dumpsters (except trash compactors).

LANDSCAPING & SCREENING STANDARDS
23.47A.016
- a greenfactor score of .3 or greater is required (functionally equivalent to landscaping 30% of lot)
  **note: credit is awarded for green roofs, planters, green walls. landscaping, and plantings in the adjacent right-of-way*
  **note: street trees are required and are counted towards the greenfactor requirement*

REQUIRED AMENITY AREA
23.47A.024
- 5% of the total gross floor area in residential use (area excludes mech equipment and parking)
- bioretention facilities qualify as amenity areas
- all residents shall have access to at least one common or private amenity area
- amenity areas shall not be enclosed
- no amenity area shall be less than 250sf and shall have a minimum horizontal dim of 10 feet
- private balconies and decks shall have a minimum area of 60sf and no horizontal dimension shall be less than 6 feet

REQUIRED PARKING
23.54.015
- residential uses = 1 vehicular space per dwelling unit
  residential uses = 1 bicycle space per 4 dwelling units
  23.54.020.F.2
- minimum parking reduced by 50% if site is located within a frequent transit service area

MANDATORY HOUSING AFFORDABILITY
23.58C.040 TABLE B
- medium area
- zones with a (M) suffix - $14.46 / sf developer contribution

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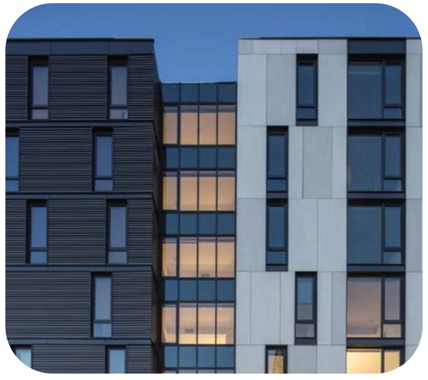
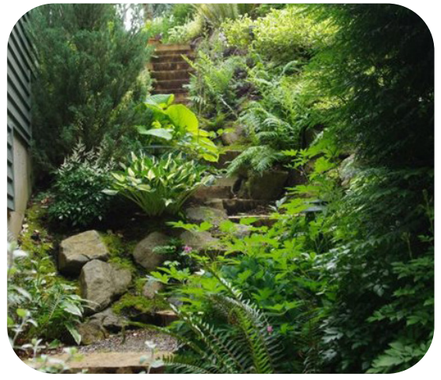
stepped massing


activated courtyard


facade patterns


terraced landscape


zone reflective scale


corner residential entry

CS1 NATURAL SYSTEMS

C2 ELEVATION CHANGES

Use the existing site topography when locating structures and open spaces on the site. Consider "stepping up or down" hillsides to accommodate significant changes in elevation.

The site has a significant grade change, sloping down from 30th Ave to Harbor Ave and in the N/S direction along 30th Ave. We utilized the hillside to create a stepped massing with a building that steps down the hillside, primarily at the southern portion, to preserve views from the residential homes on 30th Ave and above. The rear of the building is carved out, to provide open spaces and allow daylight at each residential unit, with at-grade connections to the landscape.

D1 ON-SITE FEATURES

Incorporate on-site natural habitats and landscape elements such as: existing trees, native plants species or other vegetation into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

The preferred scheme creates a landscaped courtyard that steps down the hillside and fits seamlessly with the adjacent residential neighborhood character. Terraced areas are planted with native landscape with bright pops of color that change seasonally, for year-round interest. The preferred scheme relocates the existing healthy trees and provides equivalent tree replacement for sick and hazardous trees. The landscape incorporates built elements such as benches and steps in order to activate the courtyard and to help provide a physical and visual connection to the residents on 30th Ave. At Harbor Ave, ground and vertical greenscape provides texture, seasonal interest, and garage screening.

DC2 ARCHITECTURAL CONCEPT

B1 FACADE COMPOSITION

Design all building facades - including alleys and visible roofs - considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On site that abut an alley, design the alley facade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing facade around the alley corner of the building.

The building facade will be developed intentionally, with awareness to material texture, patterning, and fenestration. The scale of the building will be studied, with special attention to the street frontage and the interaction with the residential neighborhood. We have begun this process in our response to the visible roofs - carefully considering placement of green roofs and their relationship to the neighboring residential views - and in our conceptual analysis of materials, to create a design that provides additional detail, depth, and scale that is secondary to the overall design.

CS2 URBAN PATTERN & FORM

A1 SENSE OF PLACE

Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established. Examples of neighborhood and/or site features that contributed to a sense of place include patterns of streets or blocks, slopes, sites with prominent visibility, relationships to bodies of water or significant trees, natural areas, open spaces, iconic buildings or transportation junctions, and land seen as a gateway to the community.

At the edge of North Admiral and Alki, the building's preferred scheme ties in to the local fabric and speaks to the neighborhood identity, through its main corner, response to zoning changes, and relationship to the streets. The strong street edge along Harbor Ave is maintained, while the massing is broken up along 30th Ave to relate to the residential zone

The building's corner establishes a gateway to the neighborhood, with the building's main residential entry at the street level. Additionally, the scheme responds directly to the two abutting zones – providing a strong form fronting the busy transit-oriented Harbor Ave and a more modulated, pedestrian scale form along 30th Ave. The residential neighborhood to the west feels tucked into the hillside and woods, and the landscaped courtyard will reflect the character of the neighborhood. The frontage along Harbor Ave SW responds directly to the typical typology of apartment buildings built in the area, with an orthogonal form above a plinth-like base with a garage entry.


neighborhood typology


residential scale massing


secondary facade elements


identify entry


integral bus stop

CS2 URBAN PATTERN & FORM

D3 ZONE TRANSITIONS

For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between anticipated development potential of the adjacent zone and the proposed development. Factors to consider:
a. distance to the edge of a less (or more) intensive zone;
b. differences in development standards between abutting zones;
c. the type of separation from adjacent properties (e.g. separation by property line only, by an alley or street or open space, or by physical features such as grade change);
d. adjacencies to different neighborhoods or districts; adjacencies to parks, open spaces, significant buildings or view corridors; and
e. shading to or from neighboring properties.

This project shifts the weight of the massing towards the more intensive industrial zone to the east and away from the less intensive residential zone to the west. The stepped massing on the southern edge also helps provide more opportunities for views and open air. The steeply sloping grade and distance between the edge of sidewalk and the edge of the building creates a large open buffer space adjacent to the single family zone.

A large roof deck is proposed which will allow all residents to take advantage of the spectacular views of downtown Seattle and the Duwamish Waterway. These areas will allow for social interaction, barbecues, etc. We are also providing a landscaped area on the hill at the western side of the building, which will provide areas to connect directly with nature and encourage physical activity.

PL3 STREET-LEVEL INTERACTION

A1 ENTRIES: COMMON ENTRIES TO MULTI-STORY RESIDENTIAL BUILDINGS

Need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.

In the preferred scheme, we propose a building entry that is easily identifiable and welcoming to residents and visitors, through color, material change, or a break in massing.

PL4 ACTIVE TRANSPORTATION

C2 ON-SITE TRANSIT STOPS

If a transit stop is located on-site, design project-related pedestrian improvements and amenities so that they complement (or at least do not conflict with) any amenities provided for transit riders. Consider the proximity of transit queuing and waiting areas to other pedestrian gathering spaces, aiming for enough room to accommodate all users. Similarly, keep lines of sign to approaching buses or trains open and make it clear through location and design whether project-related pedestrian lighting, weather protection, and/or seating is intended to be shared by transit users.

Currently there is an existing transit stop marked only by a sign on the site. We propose to develop this transit stop further and make it more functional, through seating that is integral to the building with adequate lighting.

DC2 ARCHITECTURAL CONCEPT

E1 LEGIBILITY & FLEXIBILITY

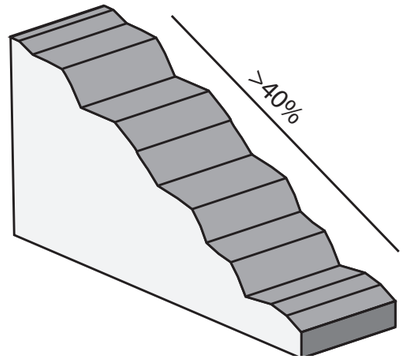
Strive for a balance between building legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

The typology of the building is readily apparent and consistent with the typology of structures all along Harbor Ave SW. The clearly defined base of the building containing the parking and access points supports the apartments above, making the building easy to access and understand. The compact apartments are laid out with regularity, so that they could be modified/combined in the future if the needs arises.

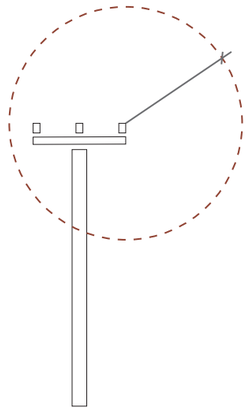

rooftop deck

SITE CONSIDERATIONS

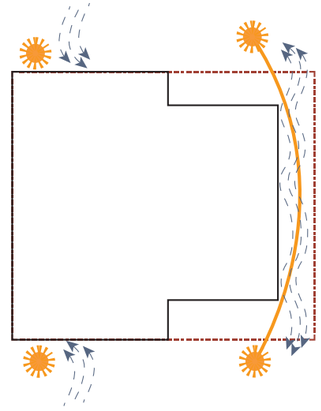
The existing site conditions present a few challenges that must be considered by any design scheme and inform the massing of all:



STEEP SLOPE
The site's slope is the most important factor in shaping the design. The site slopes in two directions - both north to south and east to west. Each direction impacts the mass.



POWERLINES
The high-voltage power lines running along 30th Ave require a 14' offset from any proposed structure.



SETBACK CONSIDERATIONS
Although no setbacks are required, pushing back the building at all sides benefits the project:
- better accommodate the existing topography
- allow more light & air for future residents
- creates more separation & views

DESIGN CONSIDERATIONS

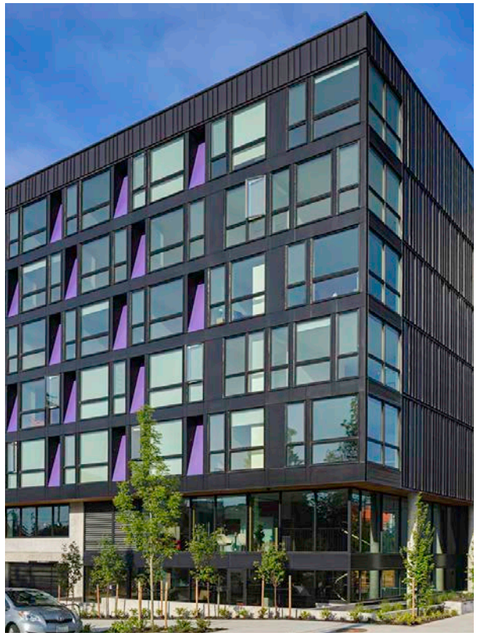
- modulation
- massing
- transition between scales
- transition between materials

material changes to accentuate modulation

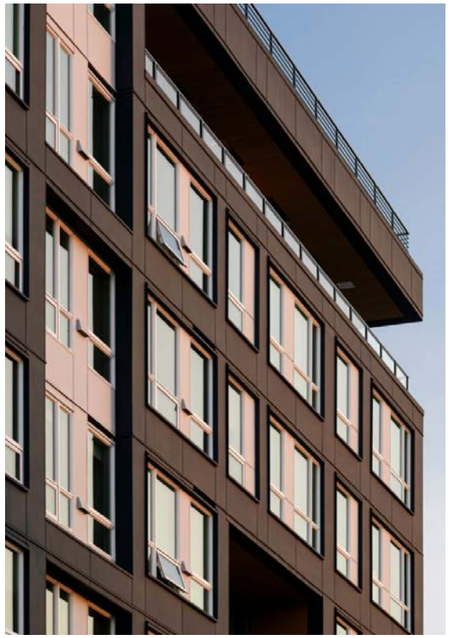
modulation to reduce scale

clean rhythms with simple massing

voids to break down massing



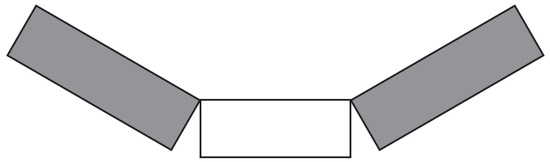
simple materials with bright accents



clean rhythm with clear moves

MASSING COMPARISONS

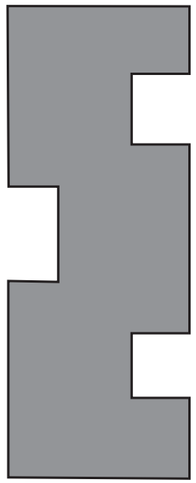
Responding to the differences in surrounding building scale, the massing schemes seek to take advantage of the site's natural slope. The schemes study ways to push the building form to the larger scale commercial edge of Harbor Ave and pull away from the smaller scale residential edge of 30th Ave.



scheme 1

HINGE (CODE COMPLIANT)

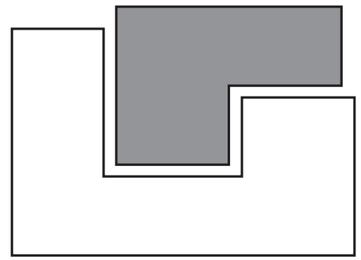
Folding the edges of the building reduces the sense of mass and frames a central courtyard.



scheme 2

DADO

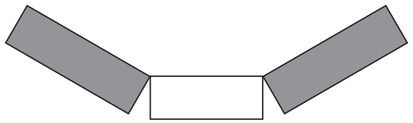
Pushing and pulling the building mass creates a rhythm to the modulation and two pockets of landscaping opportunities



scheme 3

INTERLOCK (PREFERRED)

Subtracting a large void from the building mass condenses the landscape into a central shared courtyard.



SCHEME 1: HINGE (CODE COMPLIANT)

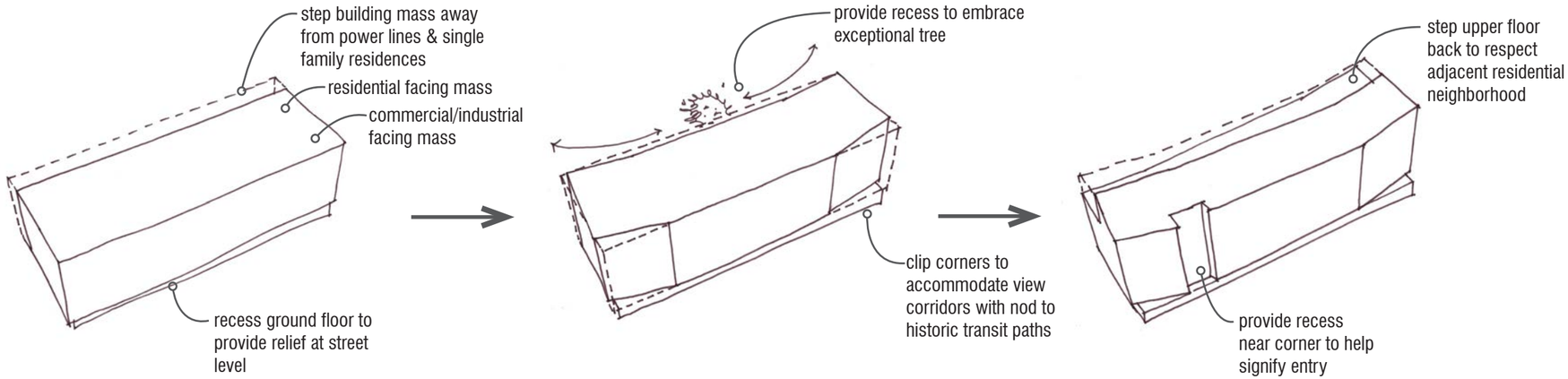
Scheme 1 is a zoning compliant scheme that primarily maintains the hard line building frontage along Harbor Ave, with the hinge points providing clipped corners for relief in the mass. Along 30th Ave, the building embraces the existing exceptional tree and accommodates a landscaped courtyard facing the residential zone. The building mass steps back from the residential zone in order to provide additional relief. The lobby is located at the south-eastern corner of the building, with the garage access at the north-eastern corner. The plan is designed for efficiency with a double-loaded corridor with 134 units and 44 stacked parking stalls.

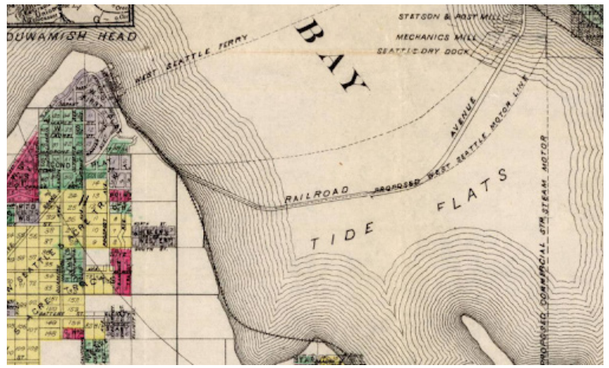
BENEFITS:
- provide bulk of massing along eastern edge fronting the commercial/industrial zone
- steps building away from residential zone

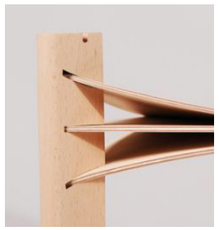
CONCERNS:
- massing does not step with the grade
- a blank hallway faces the residential zone
- little/no variation and modulation along length of building

POTENTIAL DEPARTURES:
- none

COMMUNITY OUTREACH INTEGRATION:
- upper floor is facing Harbor Ave, instead of looming over 30th Ave for increased privacy for neighbors
- provide dog waste receptacles along 30th ave

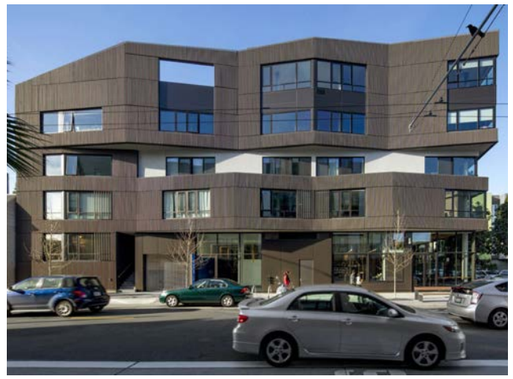


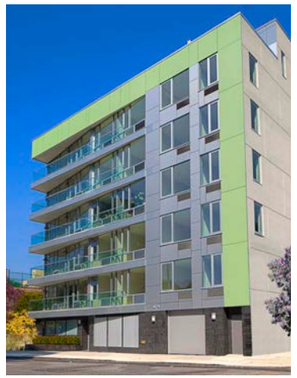


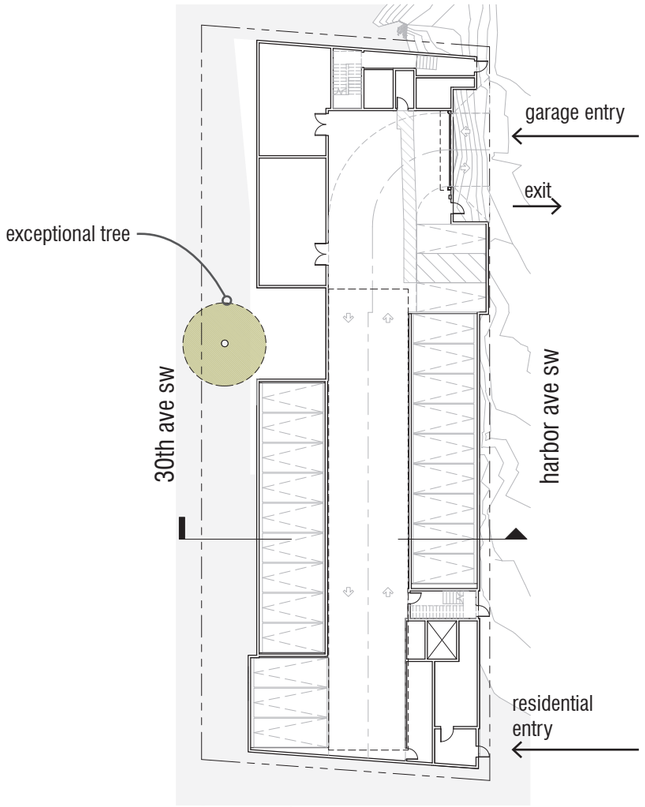


CONCEPT
The project site was historically near an industrial center, and it became a prime location for sawmills, shipyards, brickyards, steel works, and canneries because of its accessibility to Seattle by rail and ferry

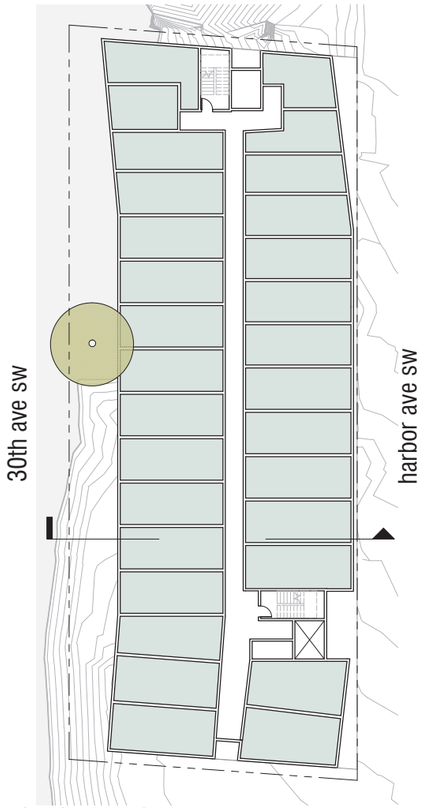
This concept speaks to the hinge point of these connection pathways, from the historic ferry terminal to the north, the Railroad Avenue line that ran across the bay, and to the wooden plank roads connecting to Youngstown



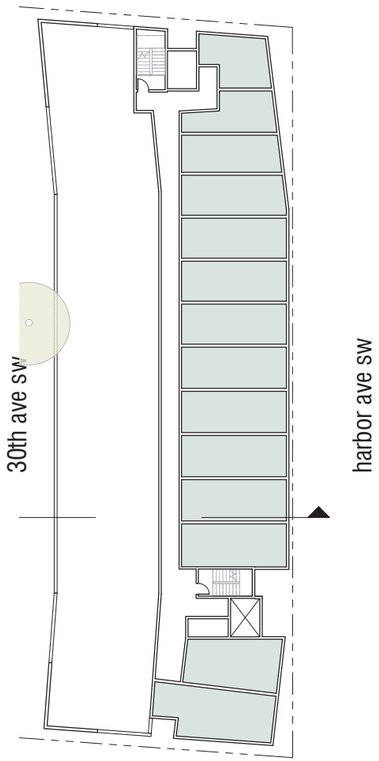




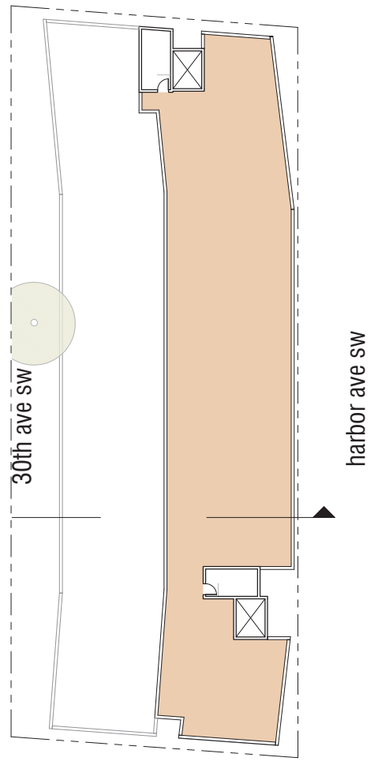
basement



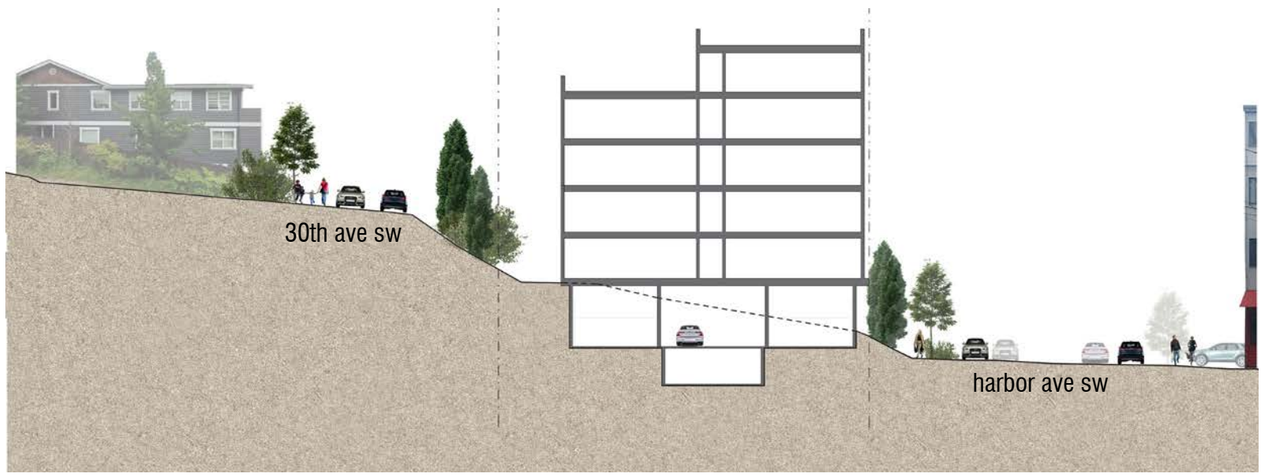
levels one - four

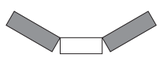


level five

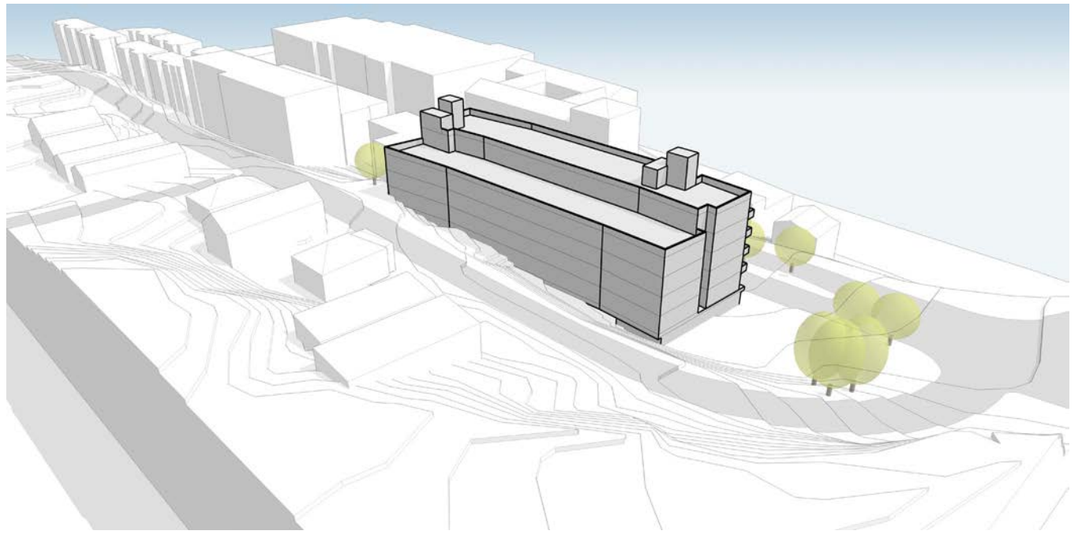


roof



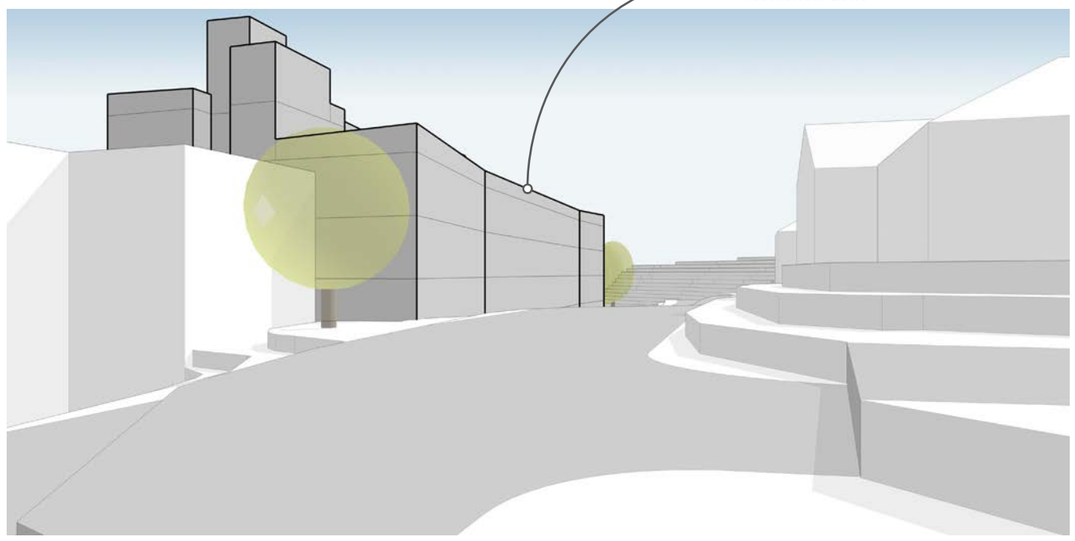


aerial view from West Seattle Bridge

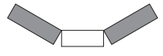


aerial view north along 30th Ave

view of north corner from Harbor Ave



view from 30th looking south towards West Seattle Bridge

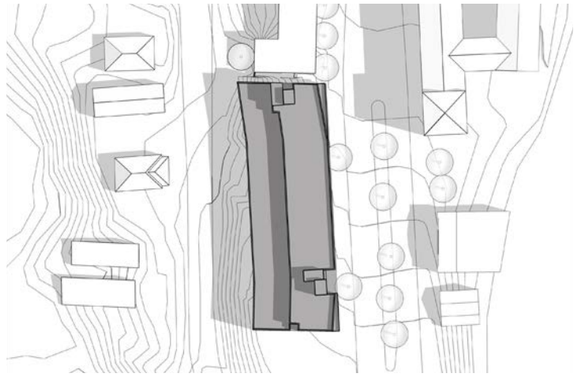


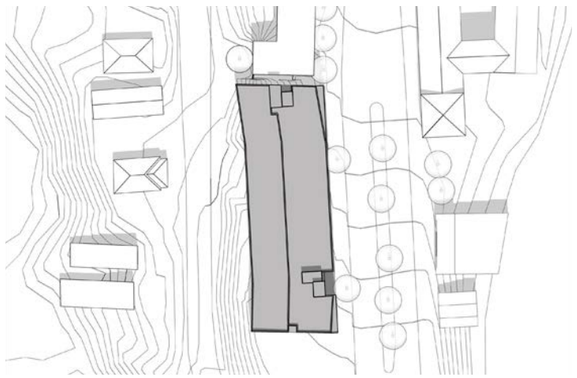
9AM

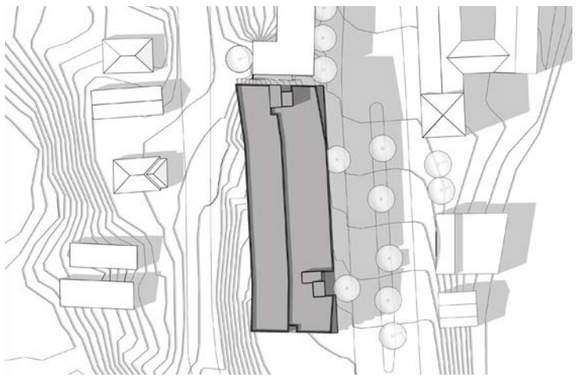
12PM

3PM

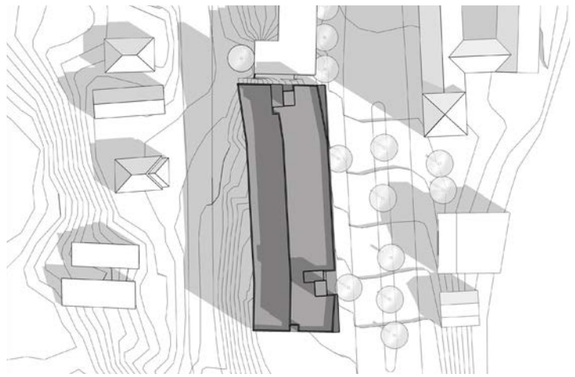
JUNE 21

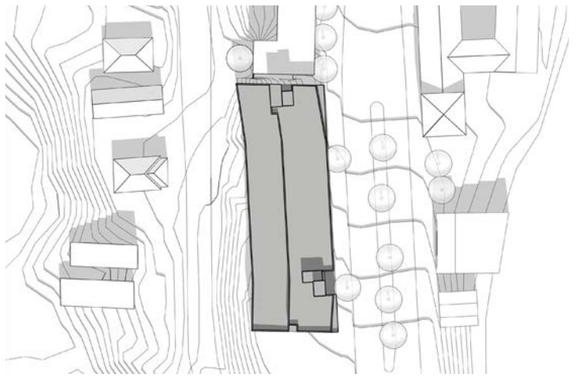


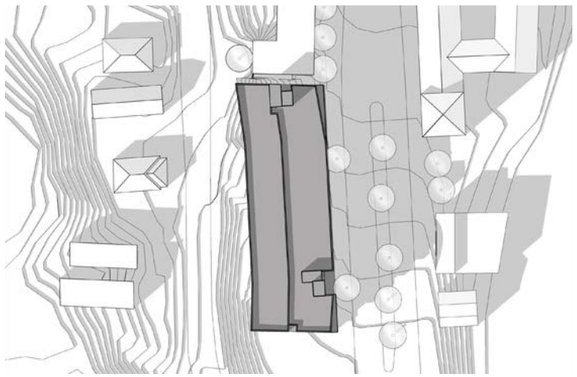




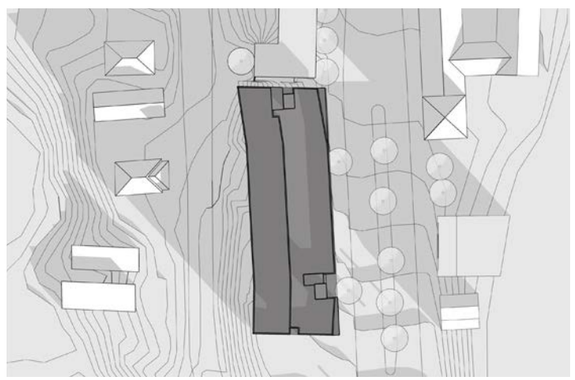
MARCH/SEPTEMBER 21

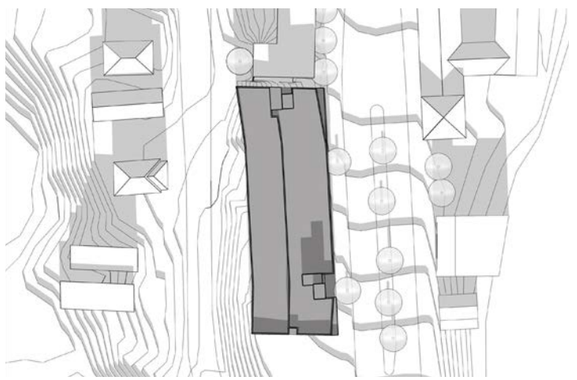


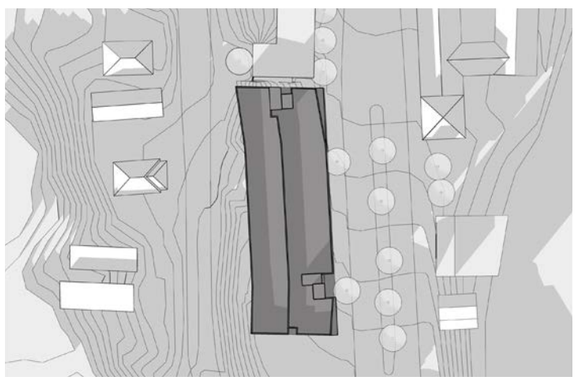


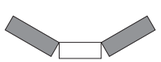


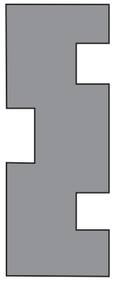
DECEMBER 21











Scheme 2: DADO

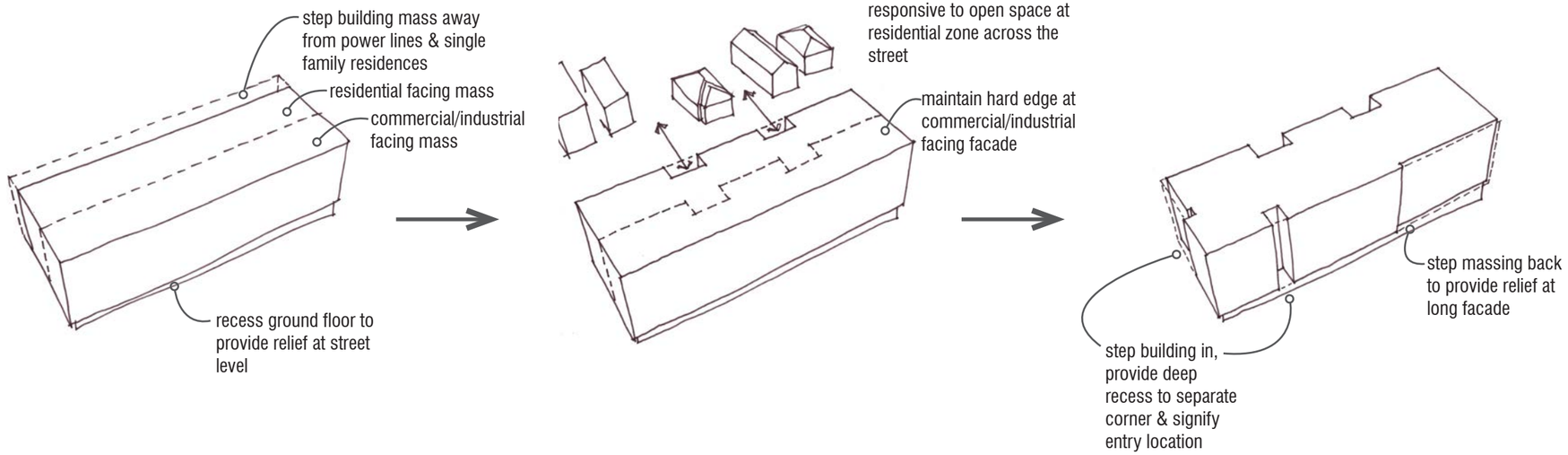
Scheme 2 maximizes the building's frontage along Harbor Ave, and provides a stepped down massing and modulation facing 30th Ave. The lobby is located at the center of the Harbor Ave frontage, with garage access off of Harbor Ave on the north end of the site. The plan is designed for efficiency with a double-loaded corridor with 135 units and 68 stacked parking stalls.

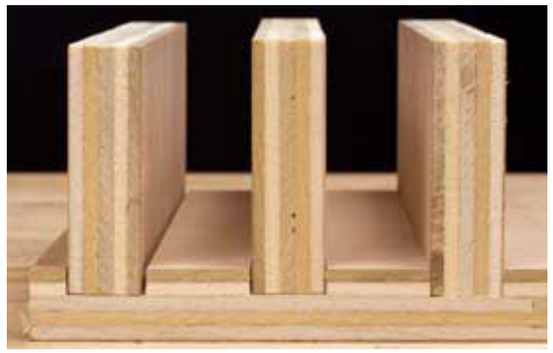
BENEFITS:
- maximizes light and views to the east.
- provides a modulated massing facing the residential zone.

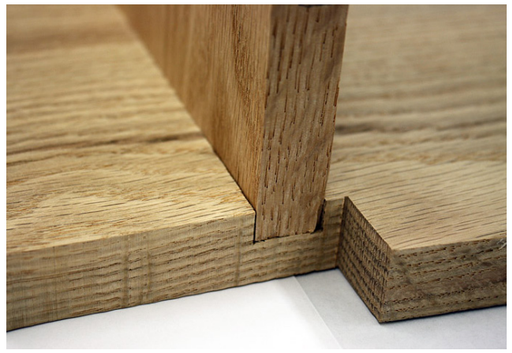
CONCERNS:
- little/no variation and modulation along the Harbor Ave facade.
- height and bulk of the building is maintained on the residential side & zone
- interior courtyards facing 30th Ave will receive little direct light due to narrow width and steep slope to the west.

POTENTIAL DEPARTURES:
- exceptional tree

COMMUNITY OUTREACH INTEGRATION:
- provide dog waste receptacles along 30th Ave
- increase parking over code compliant scheme (44 stacked parking stalls in the "hinge" scheme)

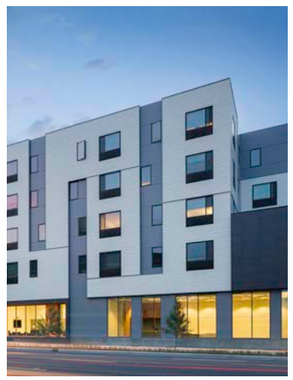


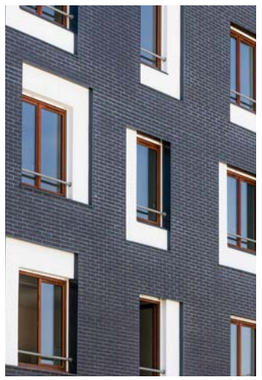


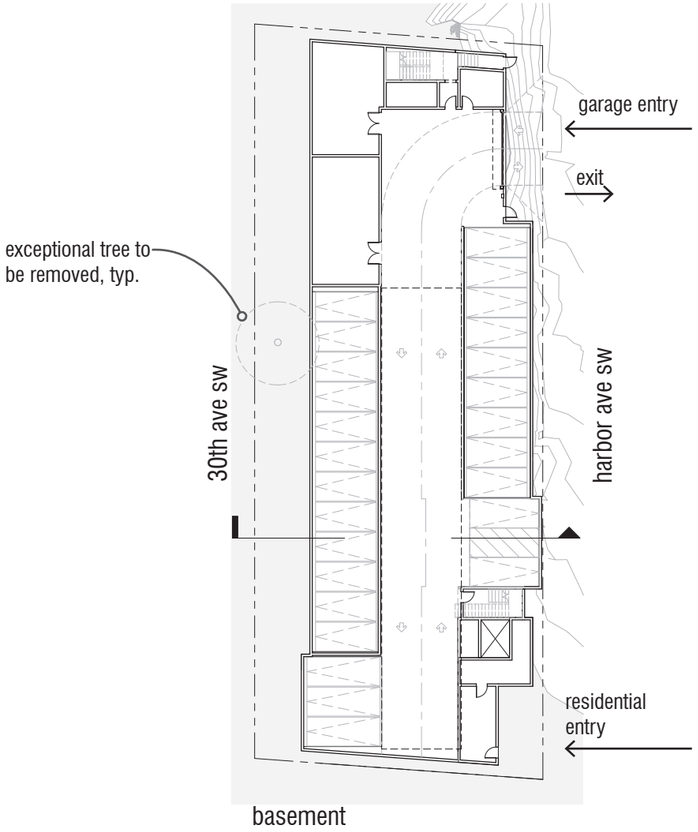


CONCEPT

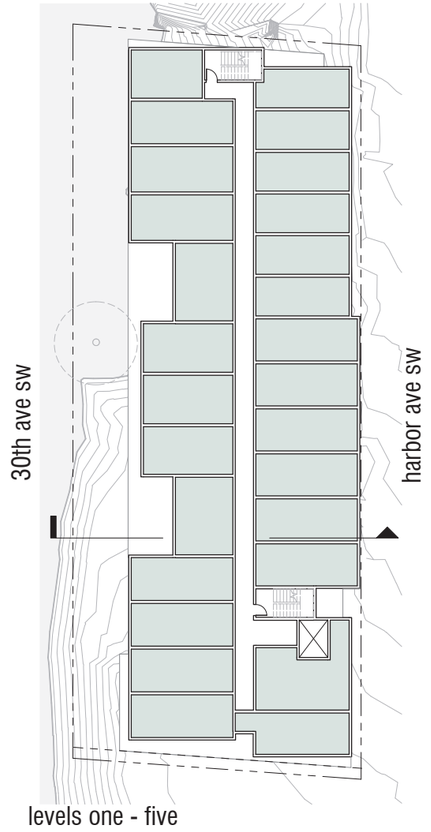
By inserting smaller scale residential elements into a larger scale commercial elements, a rigid connection is created between. The joining of the two elements strengthens the relationship between the zones, an important factor in an area with distinct and sometimes extreme zone changes.



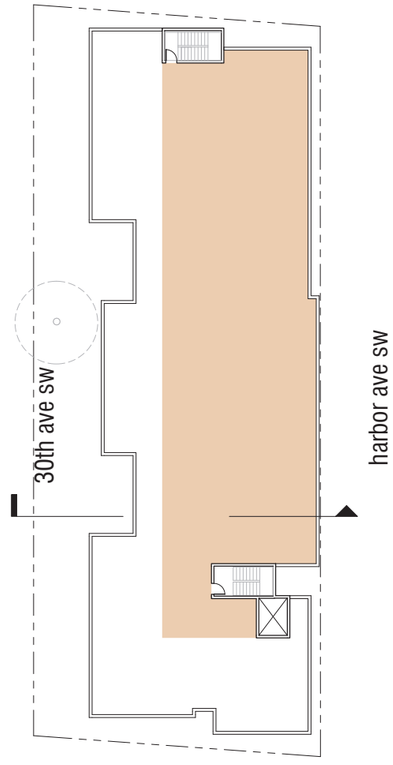




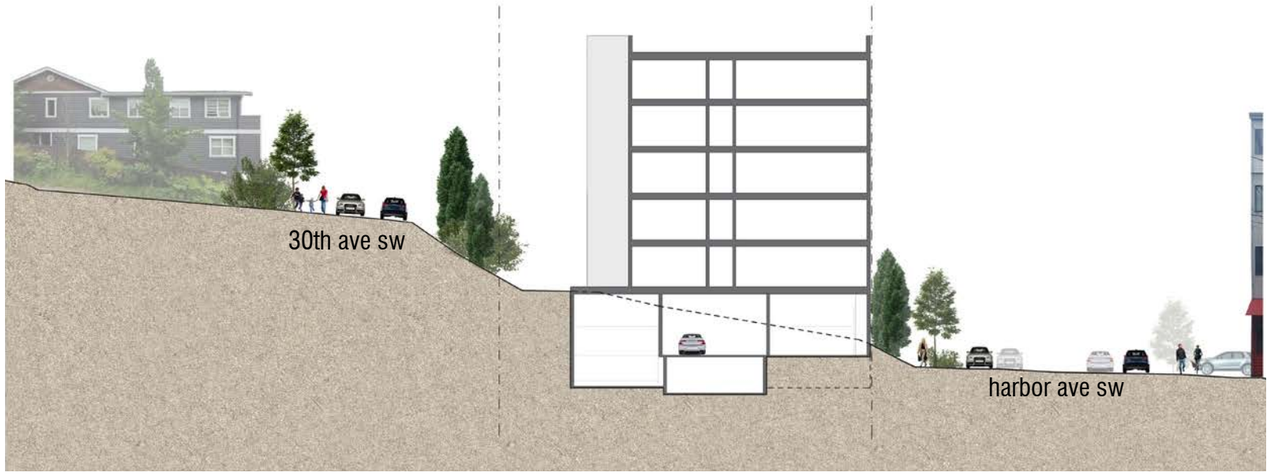
basement

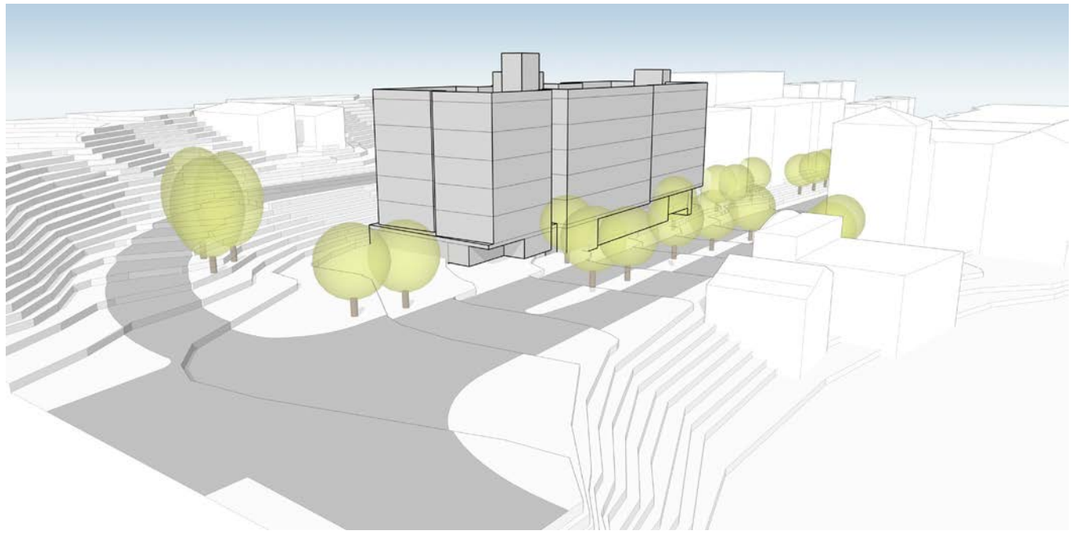


levels one - five

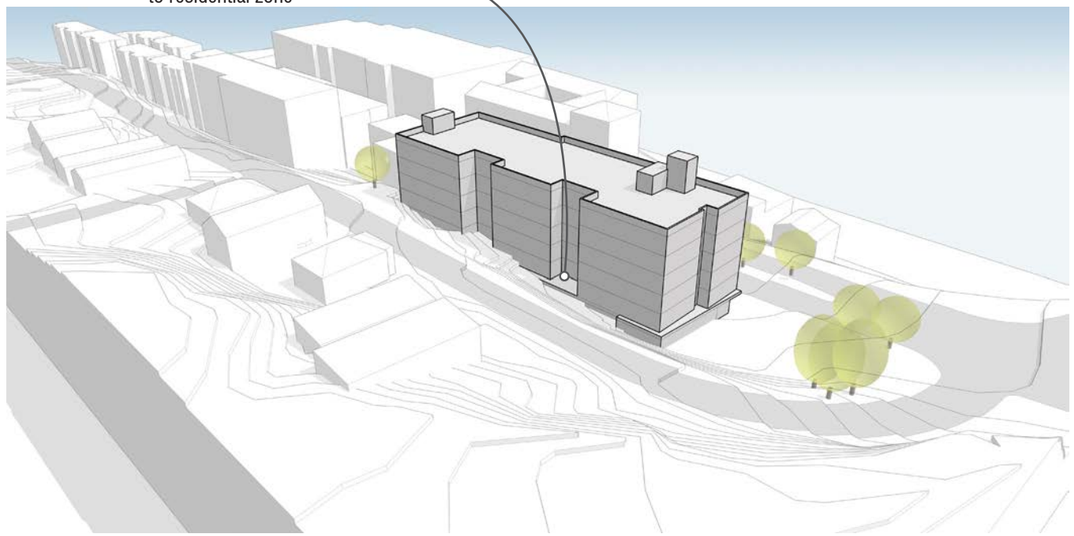


roof

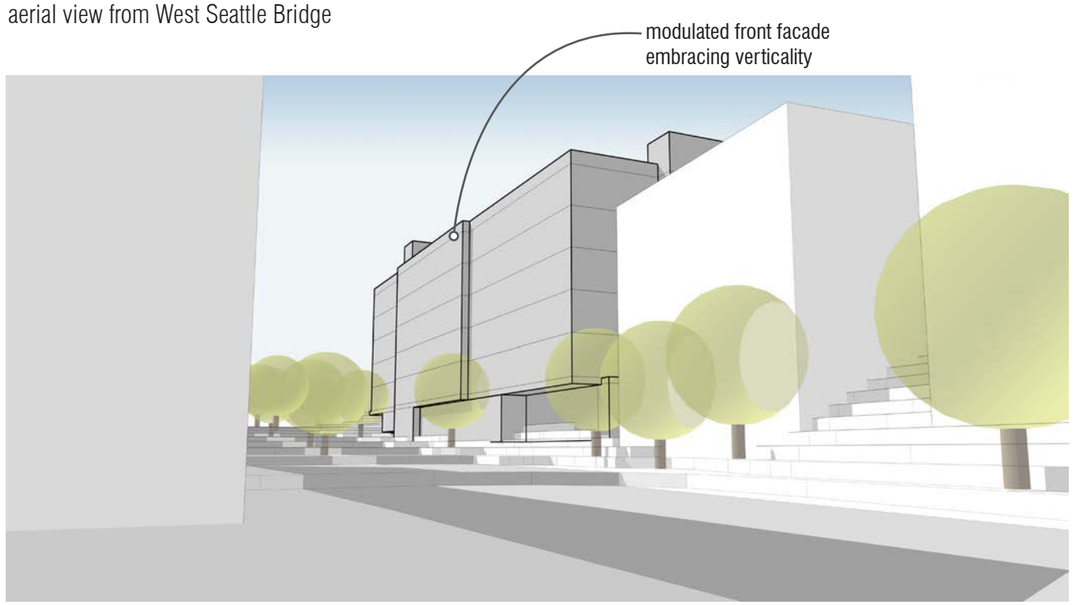




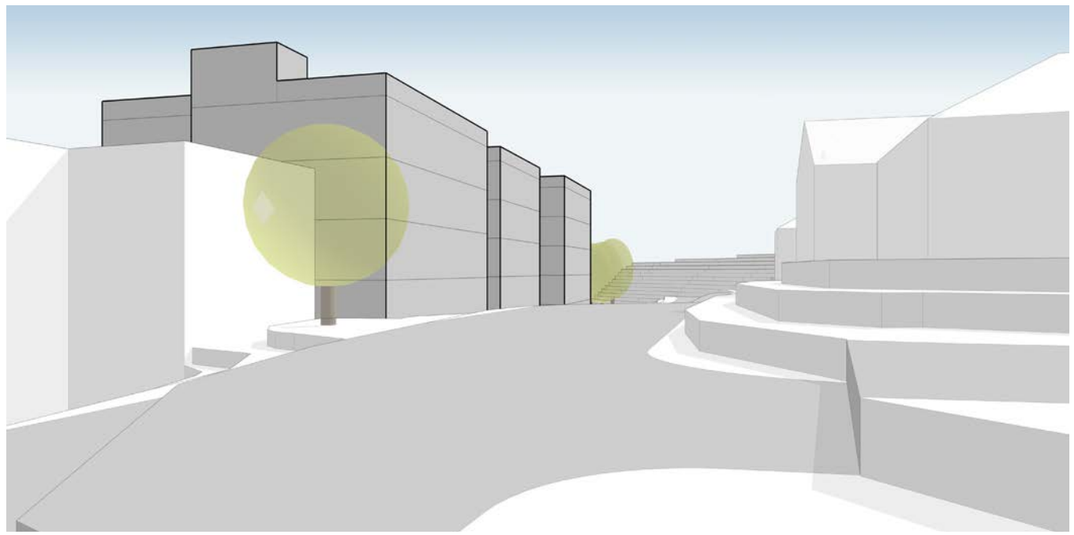
aerial view from West Seattle Bridge



aerial view north along 30th Ave



view of north corner from Harbor Ave



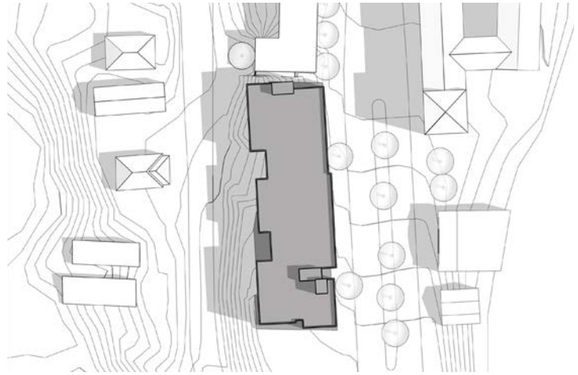
view from 30th looking south towards West Seattle Bridge

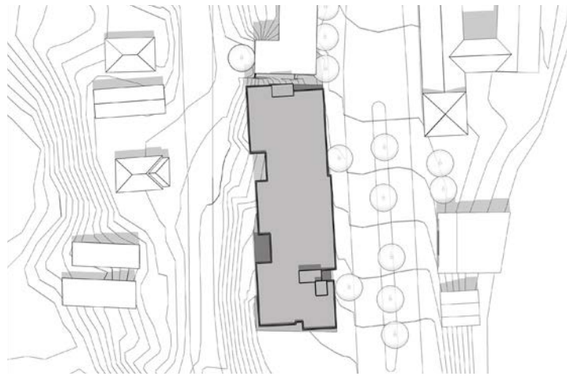
9AM

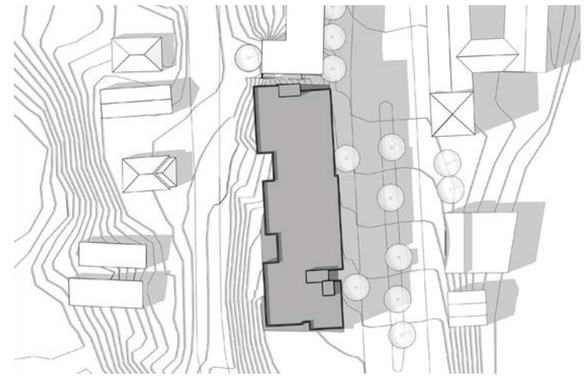
12PM

3PM

JUNE 21







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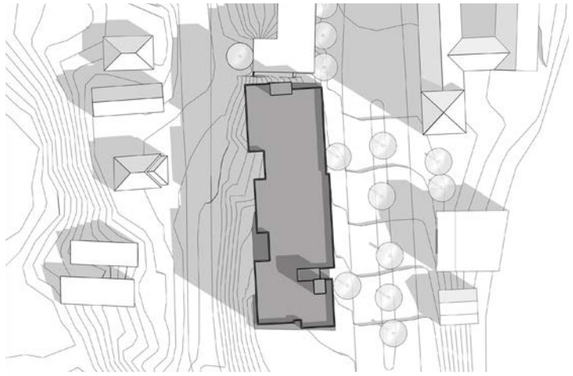
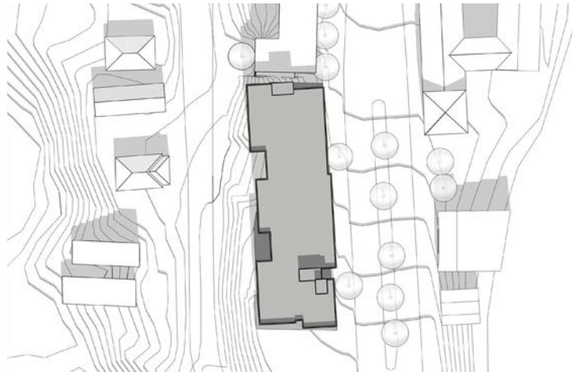
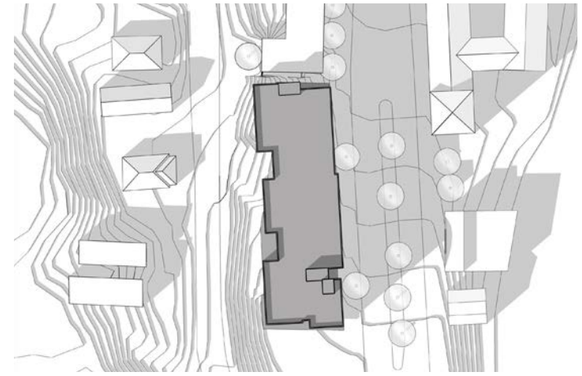
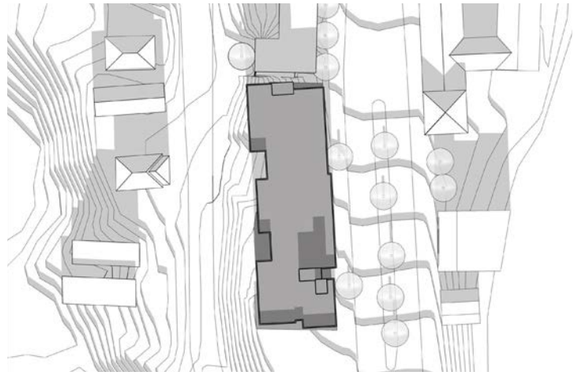
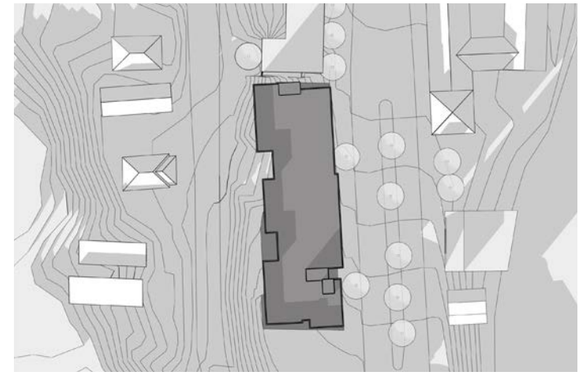


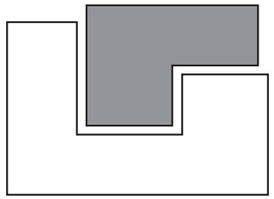


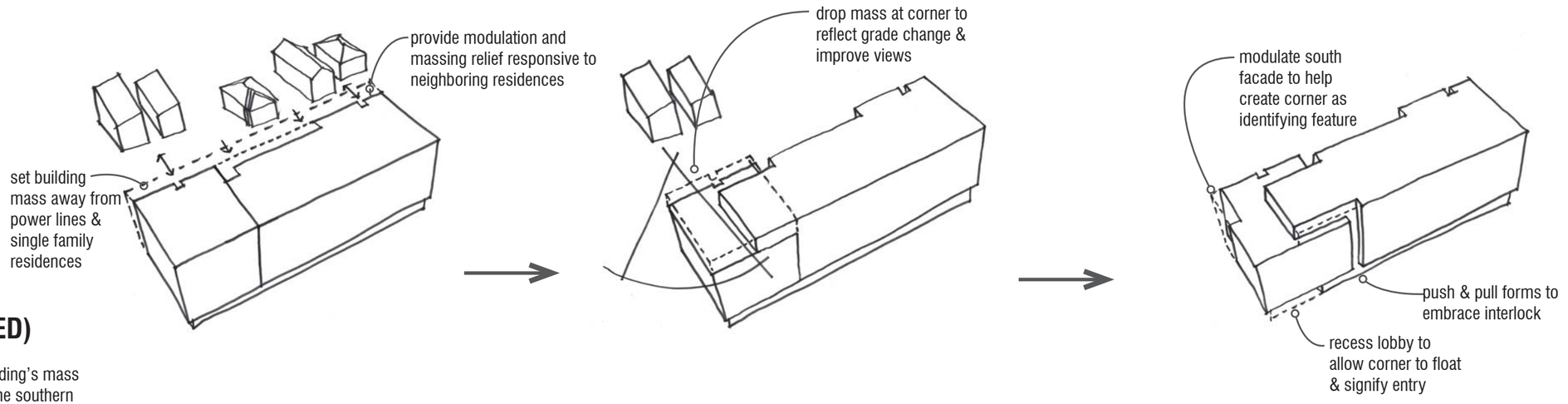


DECEMBER 21









Scheme 3: INTERLOCK (PREFERRED)

Scheme 3 is the preferred scheme that breaks up the building's mass along 30th Ave, while providing a reduced bulk towards the southern edge of the property, and provides a landscaped courtyard element facing 30th Ave. The southern mass is shorter than the northern masses, helping to create a transition in building scale. The lobby is located at the southern corner, with garage access off of Harbor Ave on the north end of the site. The plan is also designed for efficiency with a double-loaded corridor with 140 units and 38 stacked parking stalls.

BENEFITS:
- gestures towards the assumed corner shared with SPU property to the south.
- responds to site topography, stepping with the slope in the N/S direction
- locates the bulk of the massing away from the 30th Ave residential zone
- larger courtyard allows for usable landscaped areas for increased eyes on the street

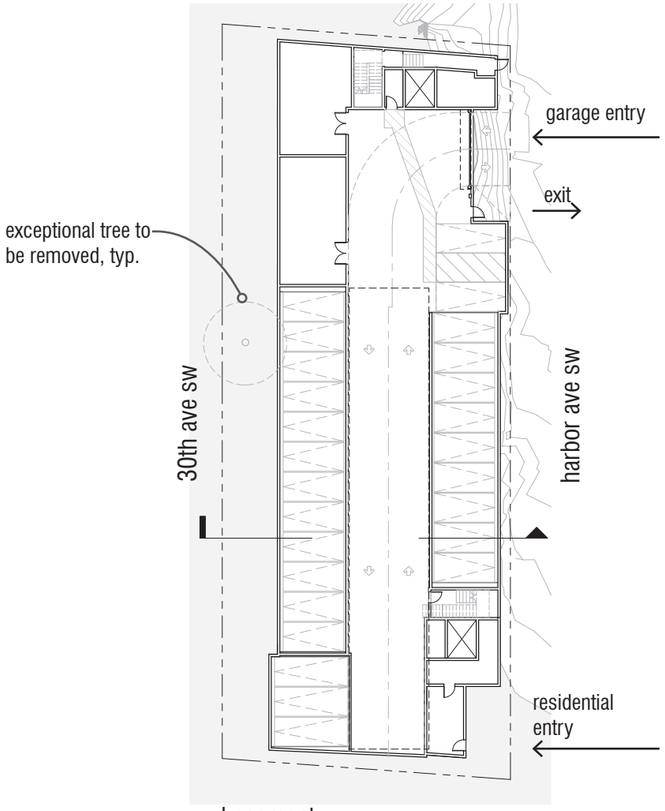
CONCERNS:
- tallest portion of mass faces the adjacent neighboring building

POTENTIAL DEPARTURES:
- sight triangle
- exceptional tree

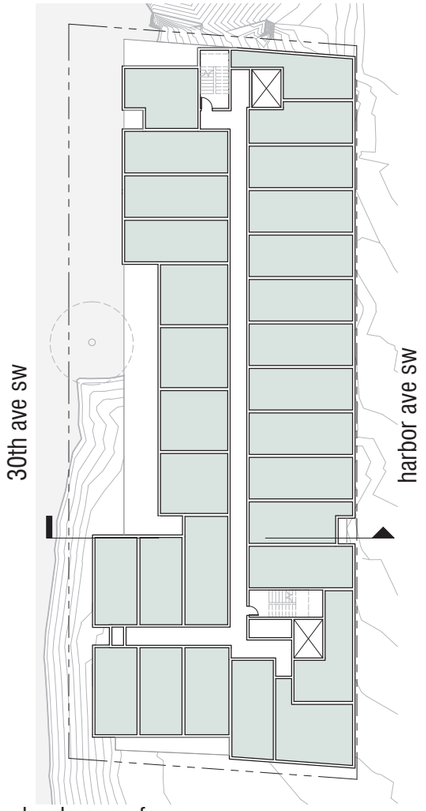
COMMUNITY OUTREACH INTEGRATION:
- provide dog waste receptacles along 30th Ave
- increased parking over code compliant proposal (44 stacked parking stalls in "hinge" scheme)
- roof deck set back from edge of building
- large landscaped courtyard encourages engagement with residents of 30th Ave
- lower level terraces allow engagement while setting building back from property edge helps to maintain privacy of residential neighbors

CONCEPT

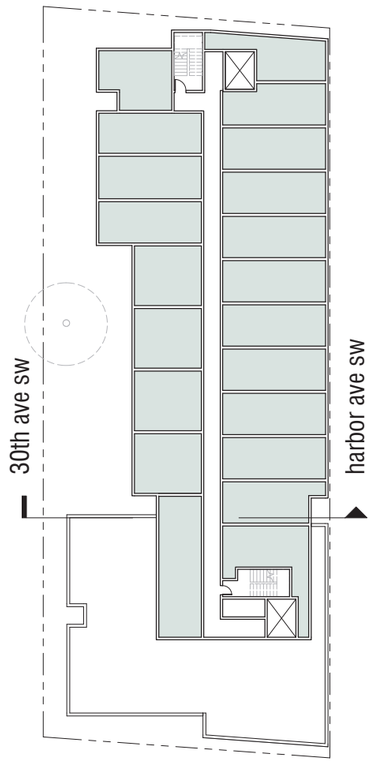
This scheme embraces the site's transitions that occur through topography, zoning and neighborhood. It captures and responds to them, interweaving with push and pull, to create a building that is respectful and embracing of its surroundings.



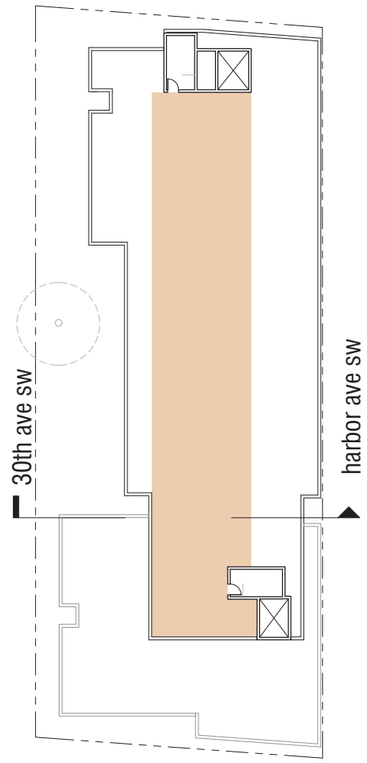
basement



levels one - four

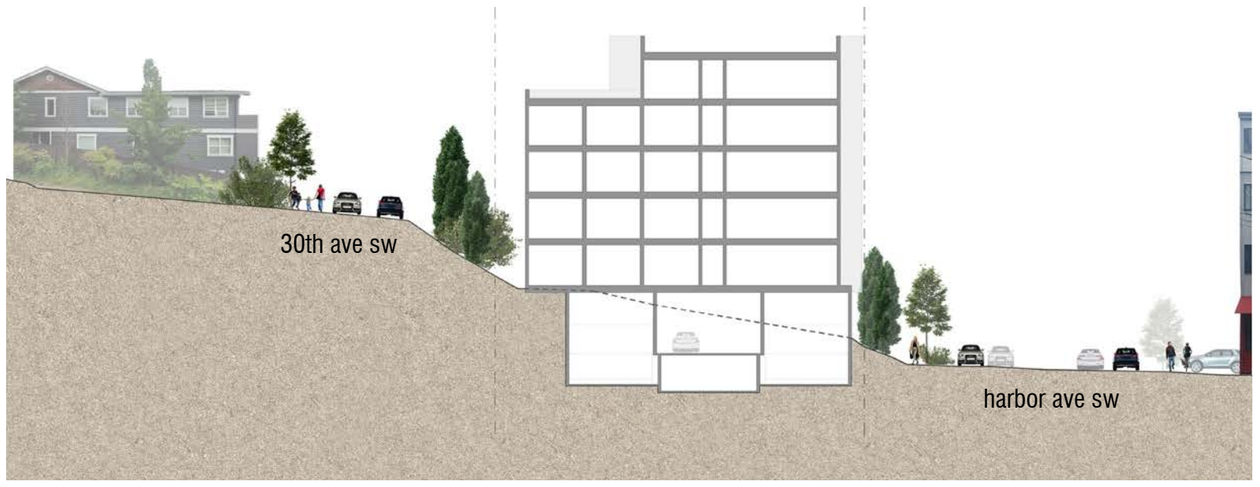


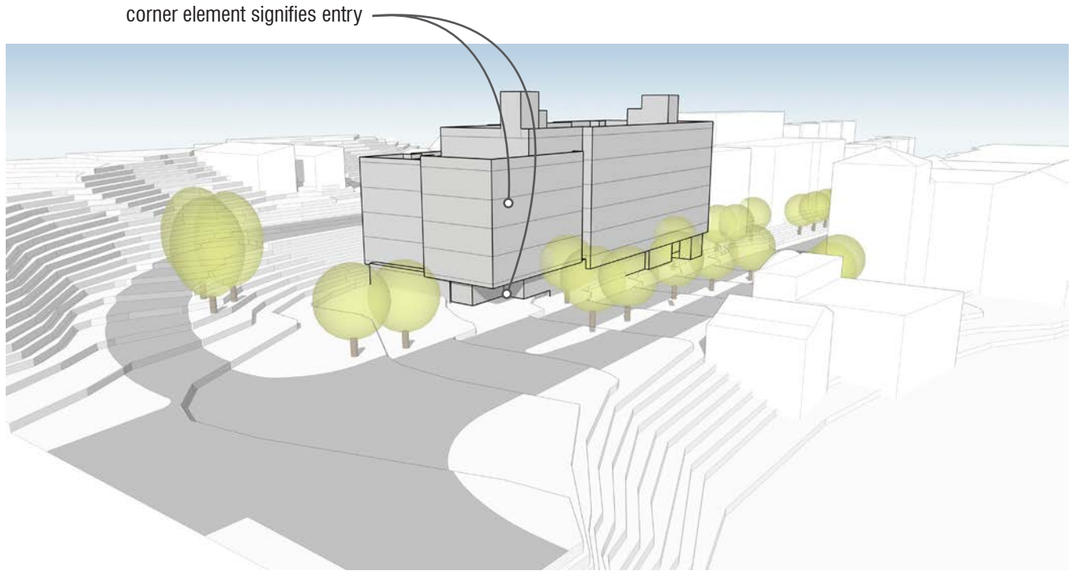
level five



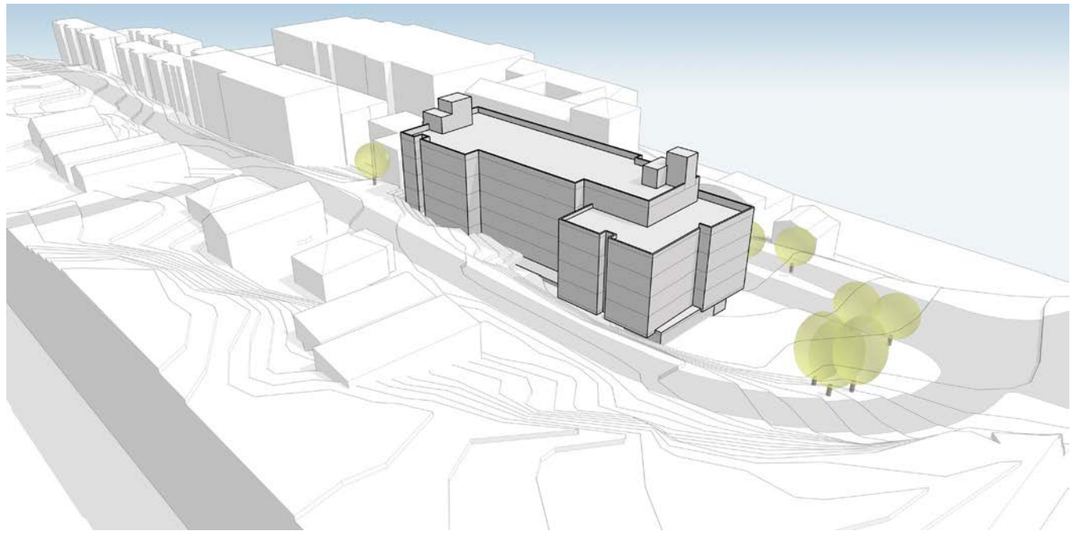
roof

lobby entrance

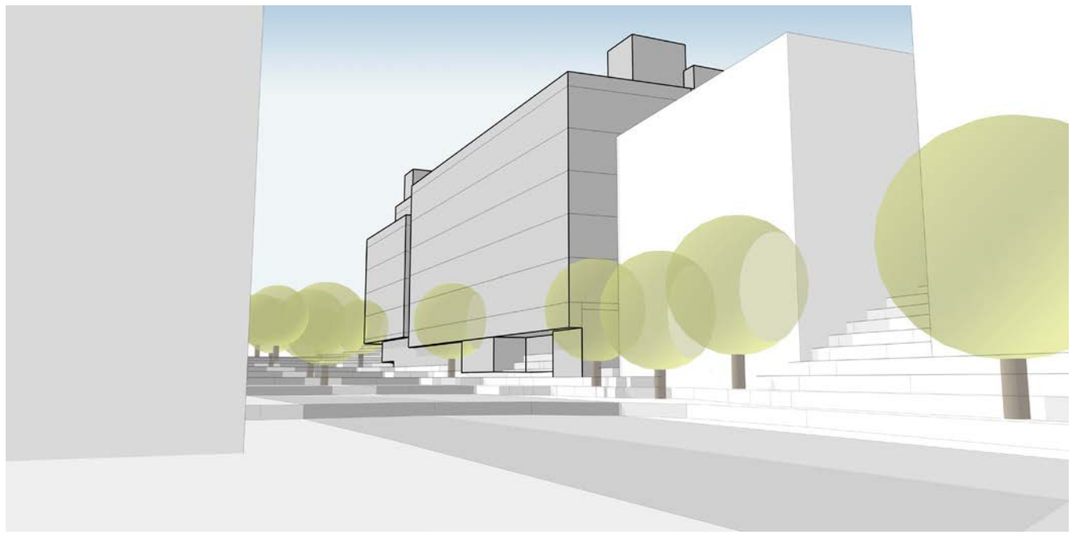




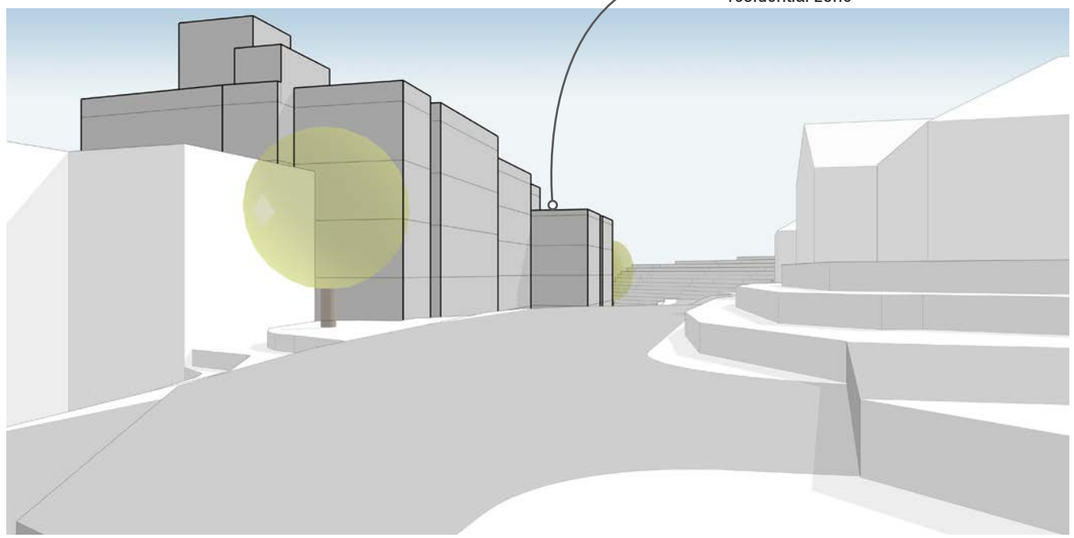
aerial view from West Seattle Bridge



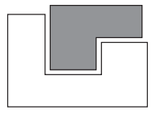
aerial view north along 30th Ave



view of north corner from Harbor Ave



view from 30th looking south towards West Seattle Bridge



10AM

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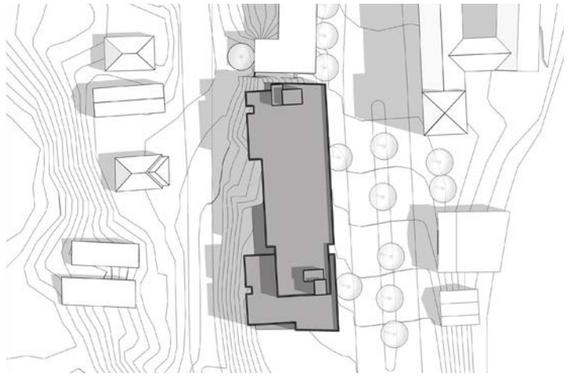
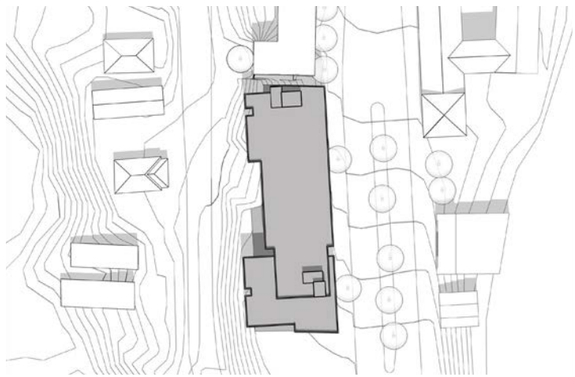
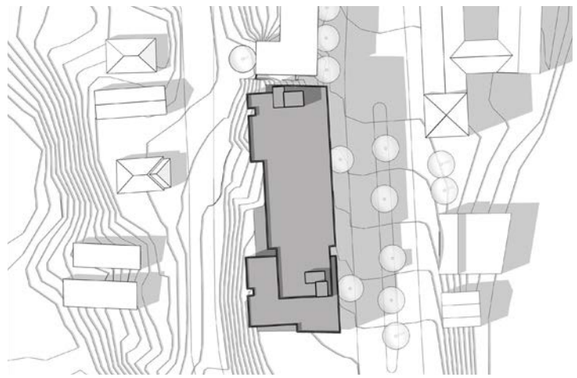
2PM

JUNE 21







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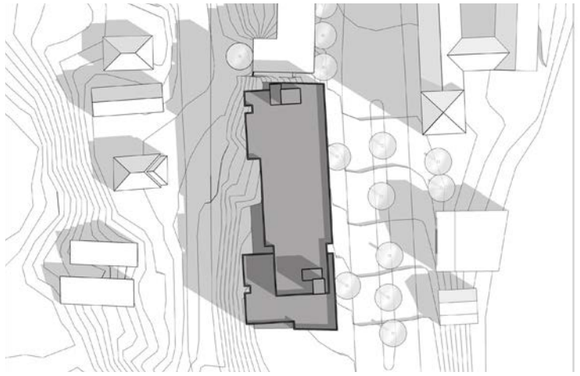
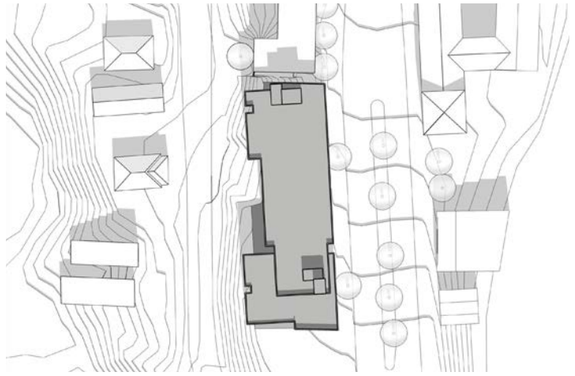
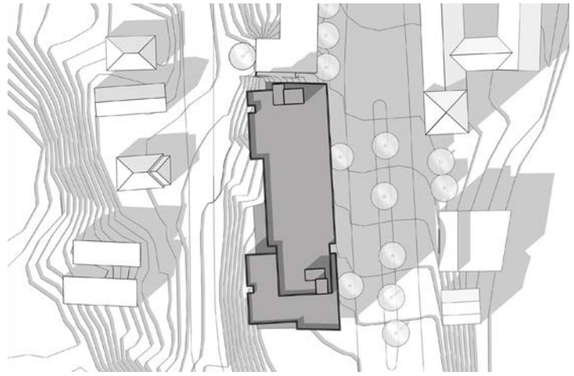
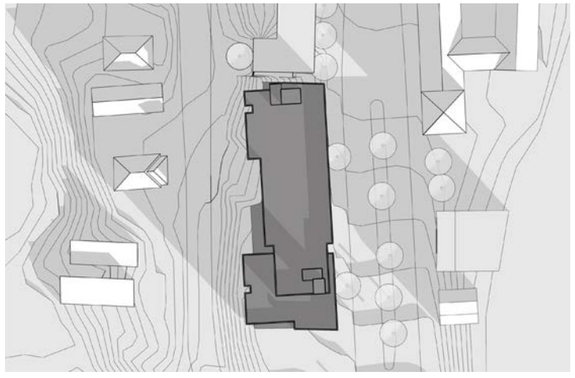
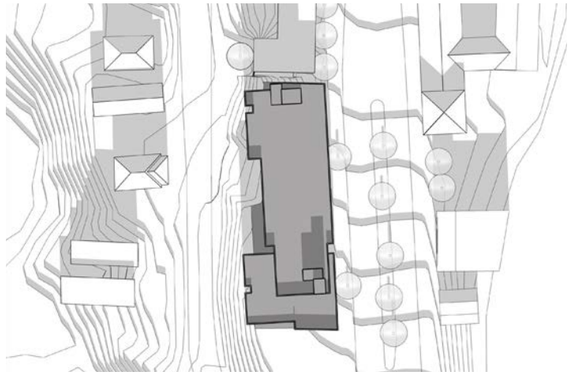


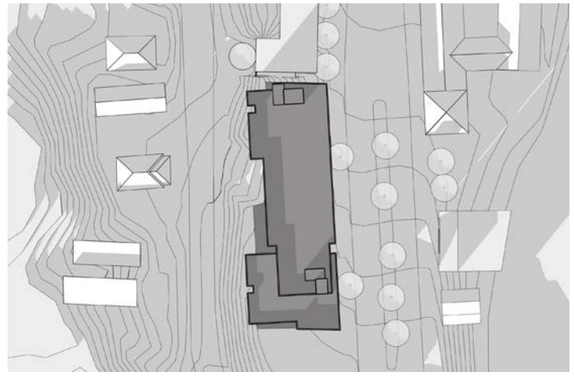


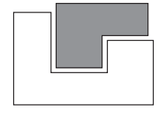


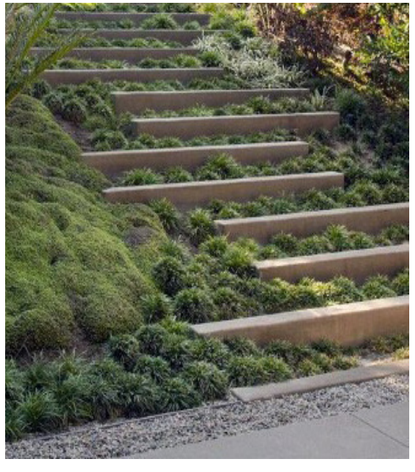
DECEMBER 21

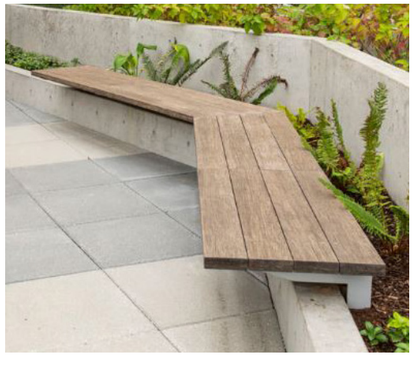










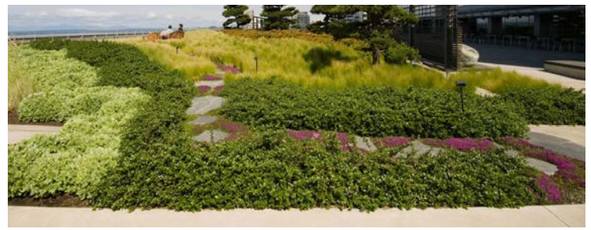


HARBOR AVENUE LANDSCAPE

- Layers of textural evergreen and deciduous greens would provide a foundation along the building exterior with pops of color throughout
- There would be year-round seasonal interested with berries, flowers and changing foliage colors along with bright bark revealed when deciduous leaves make way
- A welcoming corner entry plaza features a special paving pattern to signal the entry to passersby on the sidewalk along with a welcoming two-sided bench

30TH AVENUE LANDSCAPE

- Layers of textural greens with a mix of evergreen and deciduous plants to fit seamlessly with the neighborhood character and add seasonal interest
- Terraces areas surround the patio with linear steps that pull from the rhythm of the building and erode up the hillside, melting in with lush planting material and provide opportunity for community interaction
- Taking a cue from the building, the landscape would include pops of bright color throughout the seasons like berries, flowers and bark for year-round interest



ACCESSIBLE ROOF DECK

- Space includes amenities for residents such as a grilling area, various sizes of tables, lounge chairs and views outward
- Swaths of flowering ground covers, sweeping grasses, succulents and evergreens weave around a central accessible deck space
- Planters with small trees divide spaces to allow for multiple spaces and users

INACCESSIBLE VEGETATED ROOF

- Undulating swaths of succulents provide habitat and additional food sources for pollinator species and birds, assist in stormwater infiltration and urban heat island reduction
- Provide pleasing vegetated views for the residents on the east side of the building as well as looking down from above

SIGHT TRIANGLE

SMC23.54.030.G

REQUIREMENT

A sight triangle shall be provided on either side of the driveway and kept clear for 10'.

REQUEST

adjust the exit side of the sight triangle to be directly adjacent to the exit drive aisle

APPLICABLE SCHEMES

Scheme 3 (interlock)

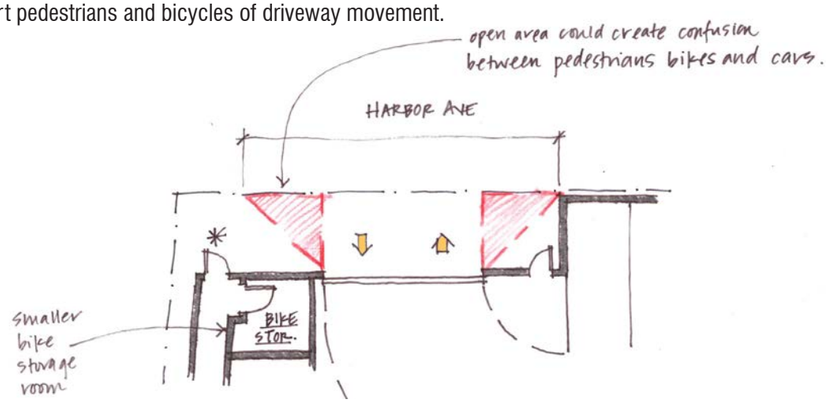
RELATED DESIGN GUIDELINES

DC1.B1 access location & design
DC1.C2 visual impacts

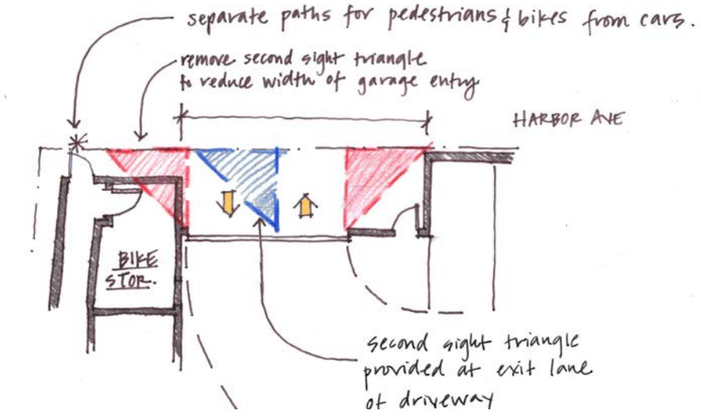
RATIONALE

Adjusting one side of the sight triangle will provide several benefits:
- reduce the visual impact of the driveway on the street;
- separates the bike and pedestrian pathway to increase safety;
- increases the size of the bike storage room.

Additionally, we propose a sight line mirror to increase a driver's visual range and flashing light to alert pedestrians and bicycles of driveway movement.



PROPOSAL



EXCEPTIONAL TREE

SMC23.47A.008.2

REQUIREMENT

Exceptional trees must be retained and protected during construction in the City of Seattle.

REQUEST

We request removal of one exceptional tree, a big leaf maple, that is in poor health, and to replace it with a tree that will provide the same canopy coverage at maturity.

RATIONALE

The existing maple is unfortunately in poor condition from lack of maintenance and inappropriate pruning over the years. It has been topped; the trunk is covered in thick ivy and blackberry vines. Additionally, the canopy is filled with broken and dead branches. All of these elements have contributed to the tree's poor state. We feel that removing the tree will allow for healthy growth of new trees and plants on the site. We propose to move a healthy existing tree to this location so that the site maintains some of the mature growth.

Maintaining this unhealthy tree will require a reduction of parking due to the required shoring. Because the tree will likely not survive much longer (with or without the effects of new construction), we feel this is an unreasonable trade-off.

Removing the tree will both allow for increased parking as the neighborhood has requested, but will more importantly allow for more natural and mature landscaping and an improved connection to the residential zone.

APPLICABLE SCHEMES

Scheme 2 (dado)
Scheme 3 (interlock)

RELATED DESIGN GUIDELINES

DC3.C2 amenities & features
DC3.C3 support natural areas

A healthy and mature big leaf maple.

The existing big leaf maple, acer macrophyllum, that is located on the west side of the site. The maple has been poorly maintained and topped many times. In addition to being topped, an overgrowth of ivy, blackberry vines, and tangled power lines have contributed to its poor condition.

BLANK FACADE TREATMENT

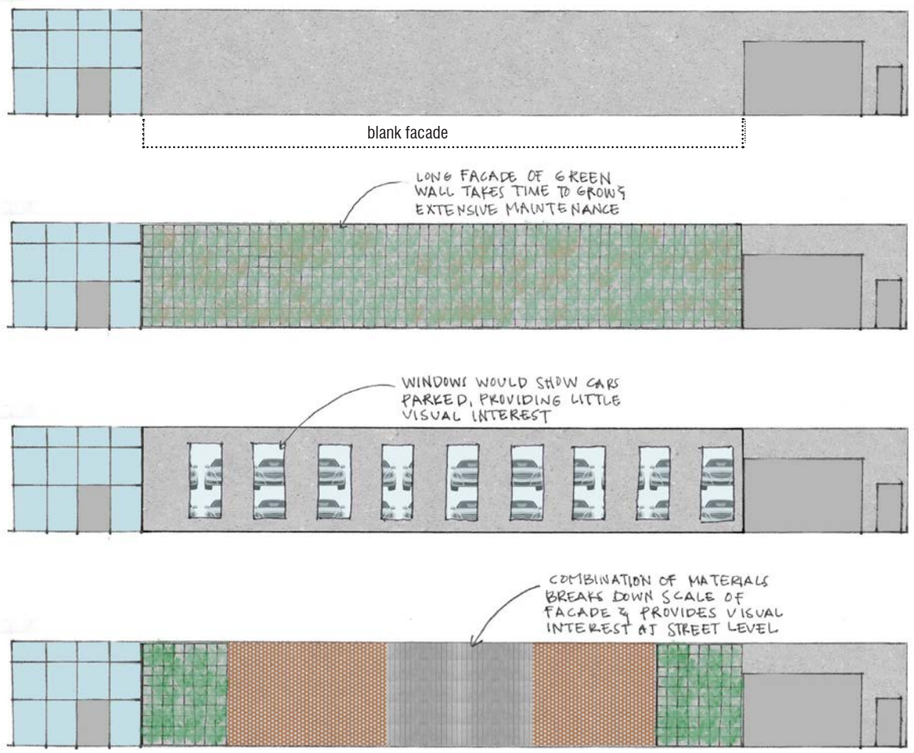
Per SMC23.47A.008, street-level facades are considered blank if they do not contain windows, entry/doorways, stairs/stoops/porticoes, decks, balconies, screening, or landscaping on the facade. Locating the parking at the basement level minimizes the visual impact of the parking on the majority of the facades, but presents a design challenge on the Harbor Ave facade - a site long concrete wall.

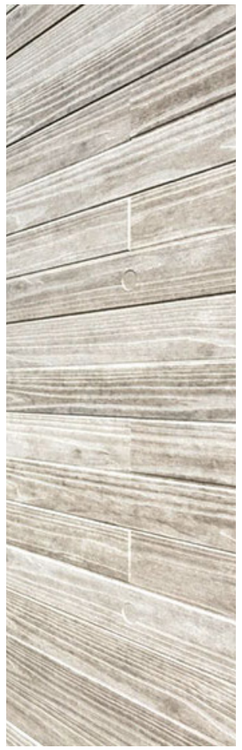
Projects have found many ways to break up the length of concrete wall typically associated with a parking garage. As all three design schemes would be impacted, the design team is exploring effective methods to provide modulation or visual interest without the use of glazing. These methods could include textured concrete, decorative metal screens, or landscaped green walls, but will likely include a combination of these elements.

decorative screen

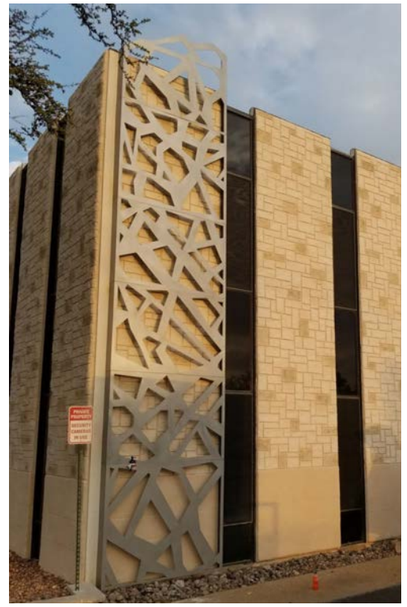

decorative screen


green wall




patterned concrete

green/living wall

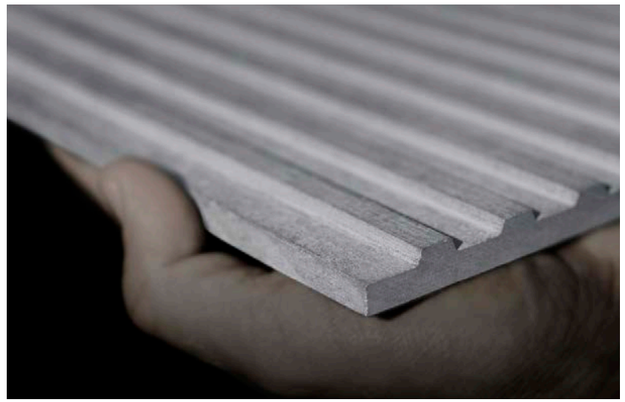

decorative screen

mural (there is a rich history of murals in West Seattle)

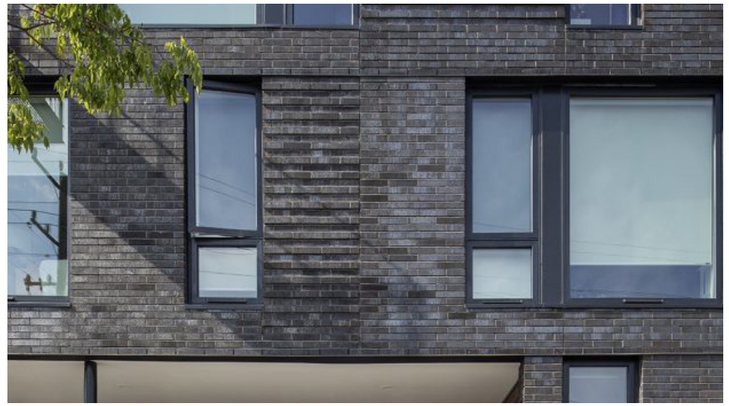
MATERIAL EXPLORATIONS

The project is exploring durable, quality materials that can be used to create simple rhythms. More commercial and larger scale materials will be used facing Harbor Ave to respond to the tougher nature of the industrial zone. Smaller scale materials typically used in residential projects will be used across the 30th Ave facade to mimic the lower scale development.

vertical fiber cement siding



textured siding

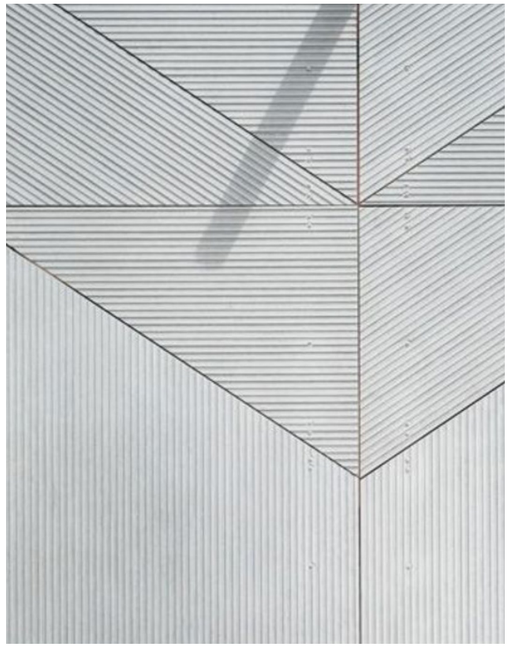


inset windows

pops of color

variations in material scale

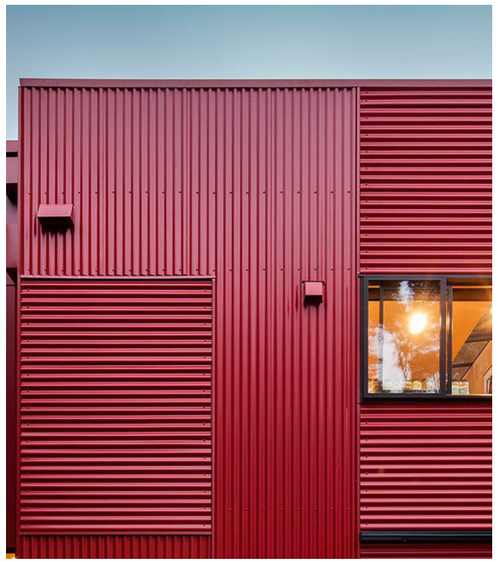
wood accents



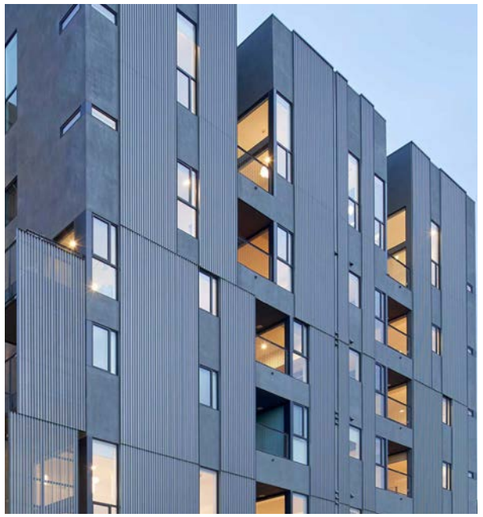
attention to detail

careful transitions

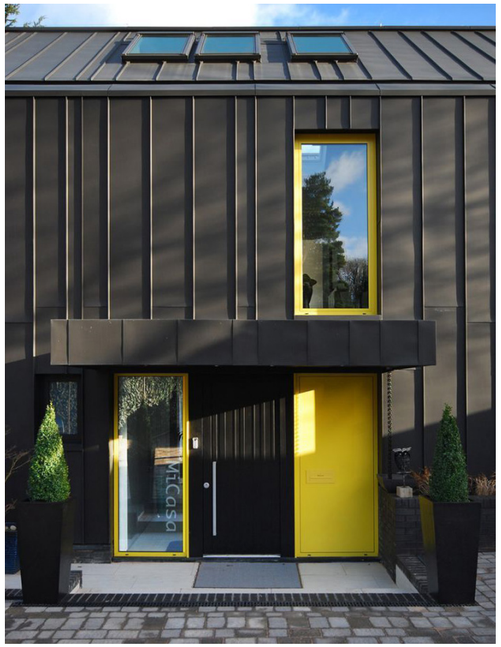
patterns with materials



playful siding

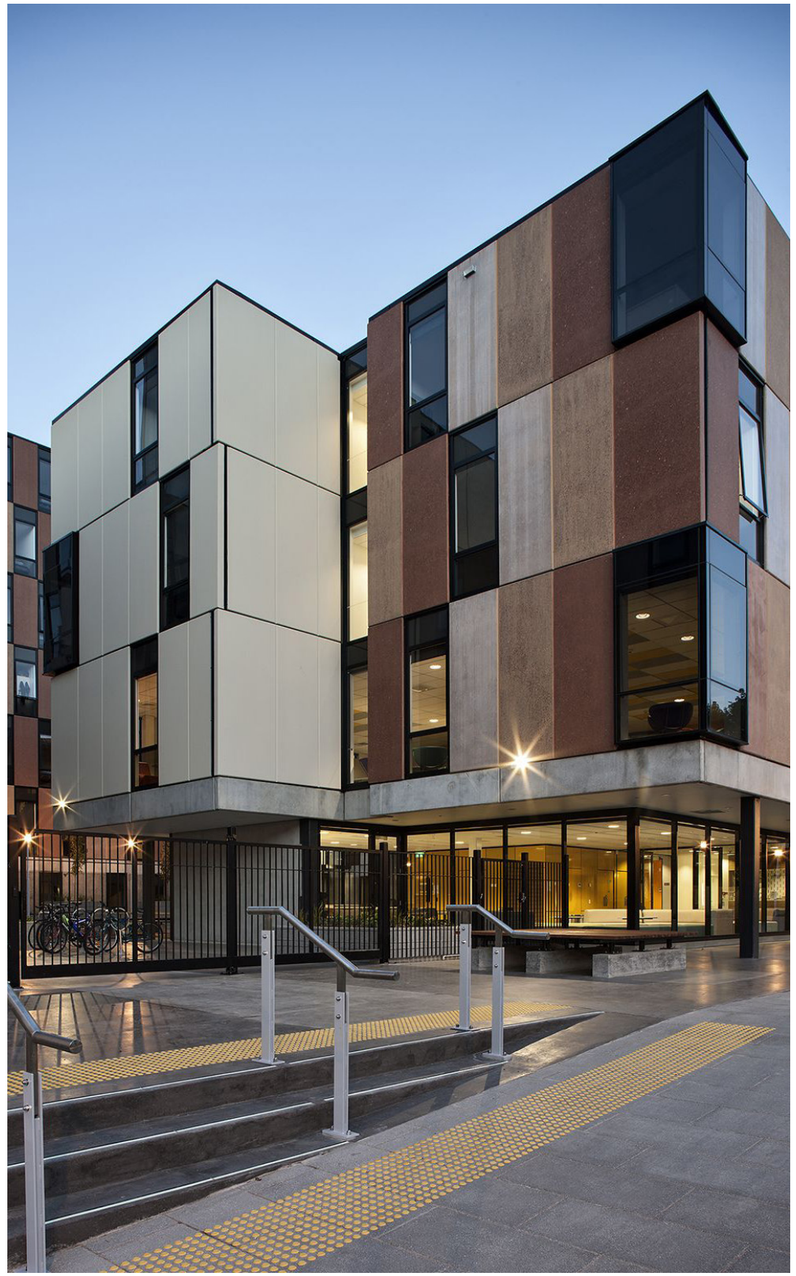


industrial materials

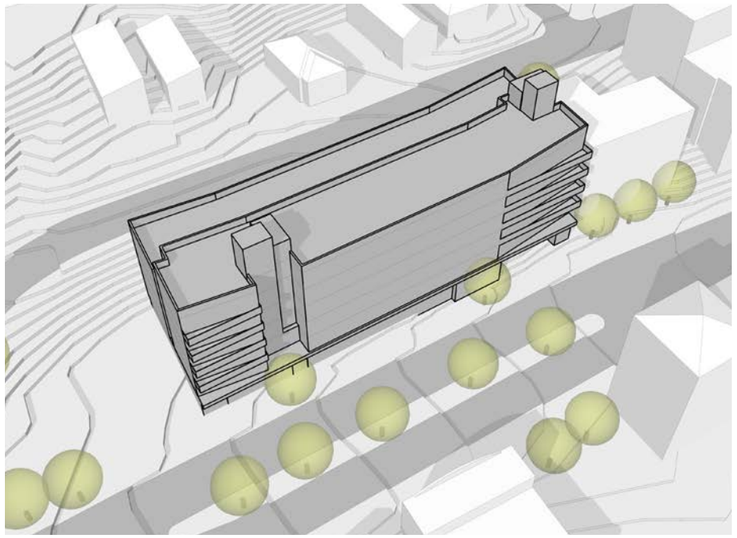


color as wayfinding

distinct graphics



pattern hierarchy



SCHEME 1: HINGE (CODE COMPLIANT)

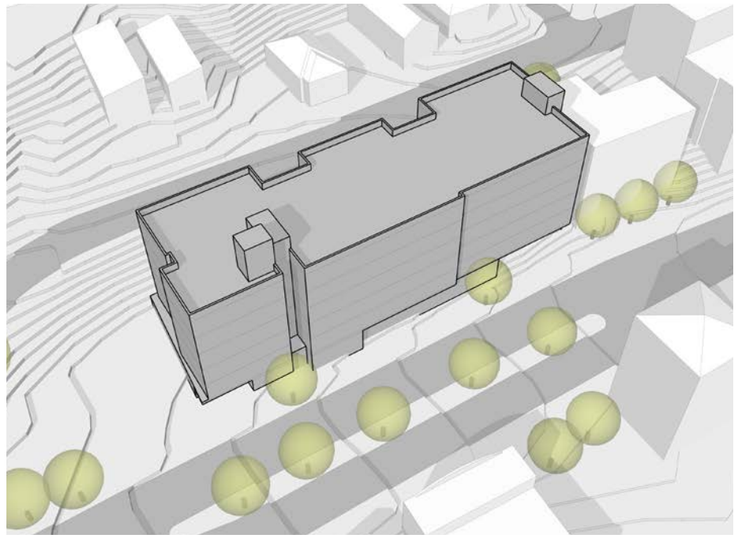
Scheme 1 is a zoning compliant scheme that primarily maintains the hard line building frontage along Harbor Ave, with the hinge points providing clipped corners for relief in the mass. Along 30th Ave, the building embraces the existing exceptional tree and accommodates a landscaped courtyard facing the residential zone. The building mass steps back from the residential zone in order to provide additional relief. The lobby is located at the south-eastern corner of the building, with the garage access at the north-eastern corner. The plan is designed for efficiency with a double-loaded corridor with 134 units and 44 stacked parking stalls.

BENEFITS:
- provide bulk of massing along eastern edge fronting the commercial/industrial zone
- steps building away from residential zone

CONCERNS:
- massing does not step with the grade
- a blank hallway faces the residential zone
- little/no variation and modulation along length of building

POTENTIAL DEPARTURES:
- none

COMMUNITY OUTREACH INTEGRATION:
- upper floor is facing Harbor Ave, instead of looming over 30th Ave for increased privacy for neighbors
- provide dog waste receptacles along 30th Ave



Scheme 2: DADO

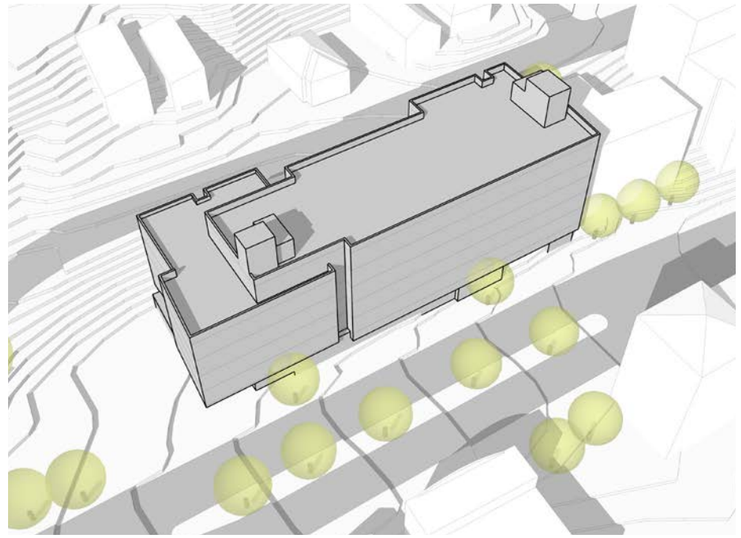
Scheme 2 maximizes the building's frontage along Harbor Ave, and provides a stepped down massing and modulation facing 30th Ave. The lobby is located at the center of the Harbor Ave frontage, with garage access off of Harbor Ave on the north end of the site. The plan is designed for efficiency with a double-loaded corridor with 135 units and 68 stacked parking stalls.

BENEFITS:
- maximizes light and views to the east.
- provides a modulated massing facing the residential zone.

CONCERNS:
- little/no variation and modulation along the Harbor Ave facade.
- height and bulk of the building is maintained on the residential side & zone
- interior courtyards facing 30th Ave will receive little direct light due to narrow width and steep slope to the west.

POTENTIAL DEPARTURES:
- exceptional tree

COMMUNITY OUTREACH INTEGRATION:
- provide dog waste receptacles along 30th Ave
- increase parking over code compliant scheme (44 stacked parking stalls in the "hinge" scheme)



Scheme 3: INTERLOCK (PREFERRED)

Scheme 3 is the preferred scheme that breaks up the building's mass along 30th Ave, while providing a reduced bulk towards the southern edge of the property, and provides a landscaped courtyard element facing 30th Ave. The southern mass is shorter than the northern masses, helping to create a transition in building scale. The lobby is located at the southern corner, with garage access off of Harbor Ave on the north end of the site. The plan is also designed for efficiency with a double-loaded corridor with 140 units and 68 stacked parking stalls.

BENEFITS:
- gestures towards the assumed corner shared with SPU property to the south.
- responds to site topography, stepping with the slope in the N/S direction
- locates the bulk of the massing away from the 30th Ave residential zone
- larger courtyard allows for usable landscaped areas for increased eyes on the street

CONCERNS:
- tallest portion of mass faces the adjacent neighboring building

POTENTIAL DEPARTURES:
- sight triangle
- exceptional tree

COMMUNITY OUTREACH INTEGRATION:
- provide dog waste receptacles along 30th Ave
- increased parking over code compliant proposal (44 stacked parking stalls in "hinge" scheme)
- roof deck set back from edge of building
- large landscaped courtyard encourages engagement with residents of 30th Ave
- lower level terraces allow engagement while setting building back from property edge helps to maintain privacy of residential neighbors