

Attachment 1: Response to Guidelines: MUP Application for Design Review

1. *Please describe the proposal in detail, including types of uses; size of structure(s), location of structure(s), amount, location and access to parking; special design treatment of any particular physical site features (e.g., vegetation, watercourses, slopes), etc.*

The proposal consists of a new 8-story 108,819 sf multi-family building, with 144 apartments and 70 parking spots, designed to meet current MR (M) zoning. Two commercial tenant spaces are located at the north side of the ground floor, an area totaling 3,666 sf. The project has committed to meeting a green building standard of LEED Gold. Two existing buildings, 4 and 5 stories, will be demolished. Grade drops from east to west on this property approximately 34 ft. The commercial and residential entries on the high side of the site are accessed through a courtyard on SW Avalon Way and the partially below grade parking level is accessed from the low side of the site on 31st Ave SW.

The mass of the building is setback on all sides and carved away at to minimize the impact on its neighbors. Additionally, the north and west façade at the corner of Avalon and Genesee, are setback due to a 14' HV powerline clearance.

Street improvements including new curb, sidewalk, street trees, and landscaping are proposed along 31st Ave SW. A Street Improvement exemption application has been completed and a determination has been made for 31st Ave. SW. Avalon and Genesee will receive new, sidewalk, street trees and planting strip. The project will employ green storm water infrastructure, including green roofs and bioretention planters to manage on-site storm water.

2. *Please describe in narrative text and on plans any specific requests for development standard departures, including specific rationale(s) and a quantitative comparison to a code-complying scheme. Include in the MUP plan set initial design response drawings with at least four (4) colored and shadowed elevation drawings and site/landscape plan*

EDG Departure Request Summary

At EDG, a Departure Request was discussed with the board for massing Option 2 but the board ultimately supported Option 3 (preferred alternate) with significant guidance. At that time, it was not understood that the preferred alternate would have required two additional departures (for structure width and upper level setback, see Figures 1 and 4). Desirable massing features of EDG Option 2 were encouraged to be carried forward in addressing board concerns. This proposal builds upon the concepts shown in the preferred alternate and modifies the preferred alternate at EDG to incorporate suggestions from the neighbors and to respond to the board's guidance. The MUP proposal also attempts to minimize the requested departures and to better meet the design guidelines. Summary information on discussion and status below for reference:

Departure Request #1: 23.45.528 - Structure Width

Standard:

Per 23.45.528:

The width and depth limits of this section 23.45.528 apply to lots greater than 9,000 sf in MR zones:

A) The width of principal structures shall not exceed 150 feet.

Proposed:

Building width per 23.86.014 A to be 217'-10" with the street level broken into three sections, 98 linear feet of ground floor commercial space, a 21'-7" wide breezeway, and a lobby area 43'-1" wide. Most of this level is transparent storefront glazing. At the upper story the building will be broken in two sections a 32'-0" rooftop deck, and the remaining portion of building being 144'-3" wide.

Rationale:

Departing from this requirement will allow the proposal to better address street frontages, respond to topography, and to create a mass that is perceptually smaller than a purely code compliant scheme (CS2-B-1, CS2-B-2). The intent of this code section is to break down the massing of the overall building width. Width is determined in the code by enclosing the proposed structure with a rectangle, regardless of topographic conditions or lot shape. The width of the MUP proposal is less than the width of the preferred scheme at EDG. Further study of the EDG preferred alternate found that it would have required a width departure as well (See Figure 1). The MUP proposal erodes the massing of the building creating portions of the building that would comply with the 150 ft requirement, however the total overall building width would exceed 150 ft when measured per code. At the ground floor, the highly transparent street level is broken up by a 21'-7" wide breezeway. A ground floor commercial space, 98 ft long, helps facilitate a better pedestrian experience (PL3-C-1, PL3-C-2). The top floor has been shortened by pushing back the north face bringing the total length of the upper story to 144'-3". The remaining stories have recessed portions of metal panel siding breaking down the length of the façade as well. Blocking and stacking the building in this way creates a perceptually smaller mass than a code compliant one would be (CS2-III-iv) (See Figure 2). At EDG the front courtyard relationship to the residential units was questioned by the board, this proposal also attempts to address those concerns by shifting the massing and courtyard in a way that reinforces the street edge and provides commercial space at the ground (PL3-A-1, PL3-A-4 CS2-C1, CS2-IIi). (See Fig. 3).

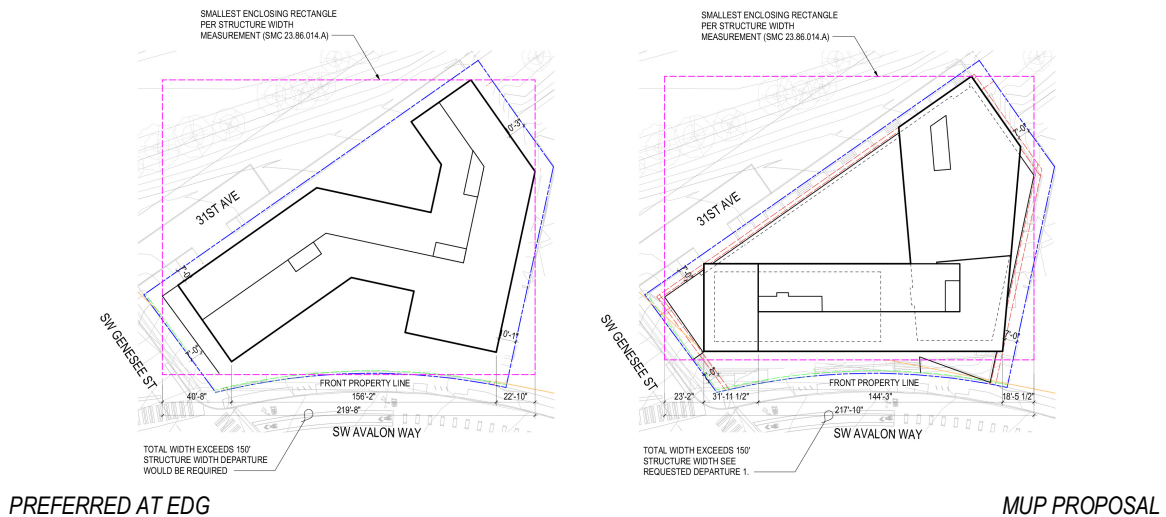
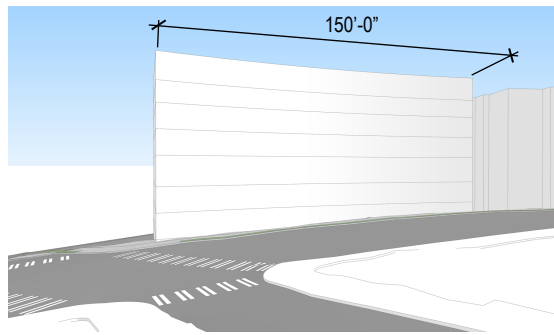
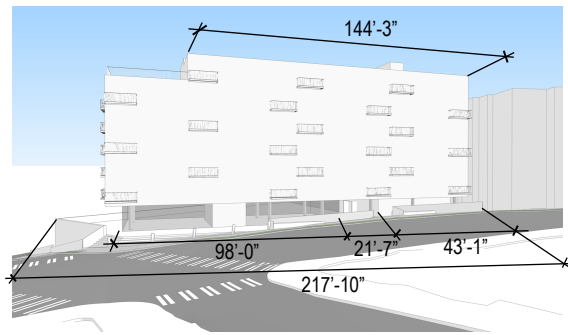


Figure 1: Structure Width Comparison

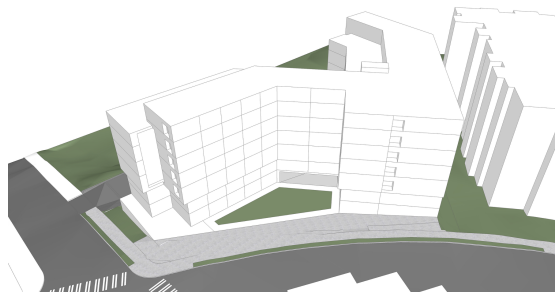


CODE COMPLIANT SCHEME



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Figure 2: 3D Width Comparison at Street Level



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Ground floor commercial space at courtyard

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Figure 3: EDG Width Comparison

Departure Request #2: 23.45.518.B.2 - Upper-Level Setbacks in MR Zones

Standard:

Per 23.45.518.B.2:

- a. For lots abutting a street that is less than 56 feet in width, all portions of the structure above 70 feet in height must be setback 15 feet from the front lot line abutting that right-of-way.

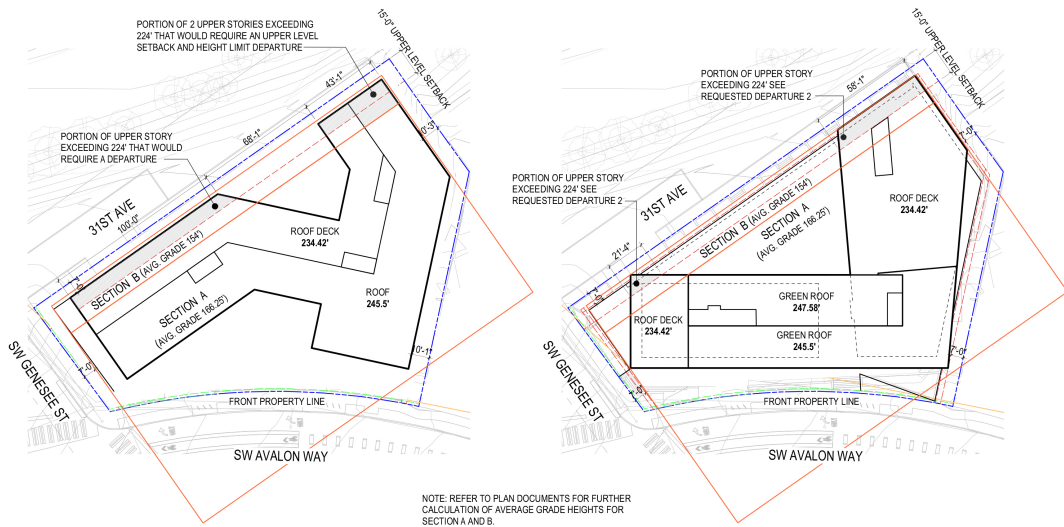
Proposed:

79.42 LF of upper story to encroach into the upper-level setback for a portion of the frontage.

Rationale:

This proposal provides more relief to 31st Ave than a code compliant scheme would. The right-of-way is less than 56 ft wide, however, half of 31st Ave as originally platted was vacated and is a short dead-end, unimproved street. Most of the required SIP improvements have been waved through the Street Improvement Exemption process and much of the area in the right-of-way is a steep slope. West Seattle Golf Course is across the street, and a large portion of the right-of-way will remain unpaved due to existing trees and topography. As proposed, 31st Ave will function as a driveway for the project and provide a landscape buffer between the proposed development and the golf course (DC3-B-3). In short, 31st Ave is a street that has very few characteristics of a street. Also, portions of the MUP proposal setback much further than what is required. The proposal provides 426,965 CF of relief when compared to a code compliant scheme that provides 221,300 CF of relief (DC2-A-1) (See Figure 5). Further study has revealed that the preferred alternate at EDG would also have required this departure. The

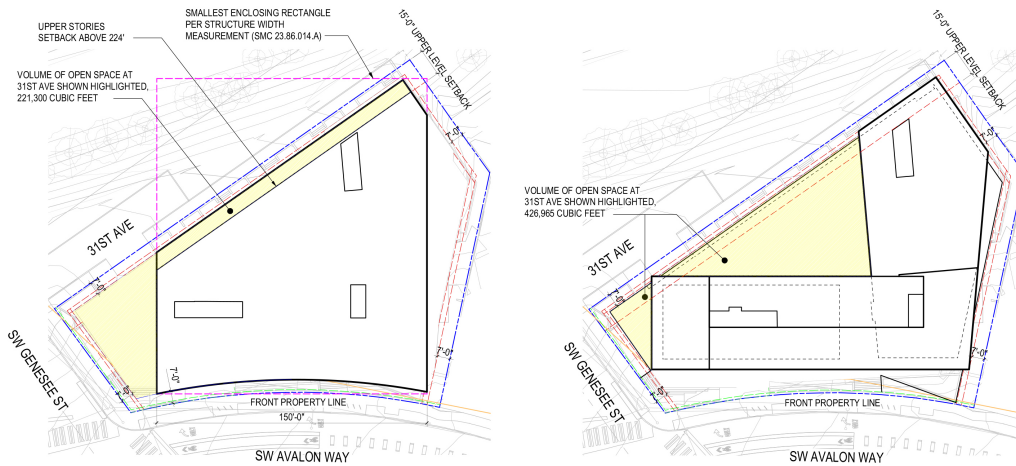
preferred alternate would have had approx. 143 LF of upper story encroach into the upper-level setback as compared to the MUP proposal having 79.42 LF (See Figure 4).



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Figure 4: Upper-Level Setback Comparison



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Figure 5: Volume Comparison

3. Please describe how the proposed design responds to Early Design Guidance.

The following Design Guidance was offered by the Design Review Board at the September 20, 2018 EDG meeting. The design response is summarized after the EDG report sections (in grey italics).

1. **Massing:**

- a. *The Board ultimately supported massing Option 3, the applicant's preferred massing option, with substantial guidance (discussed below) pertaining to the treatment of the south façade, courtyard and northern edge. (CS2-C-1, CS2-D-1, CS2-D-5, DC2-A, DC2-C-3, DC3)*
- b. *The Board noted the mass responds well to topography and prioritized Design Guideline CS1-C-2, Elevation Changes, to be applied as the mass evolves. (CS1-C-2)*
- c. *In response to public comment, the Board directed further development of the mass along the south property line in a manner that provides relief and achieves a successful fit with the adjacent site. The Board encouraged pulling back the upper-levels or otherwise modulating the façade to reduce height and bulk impacts, and noted that the upper-level setback along the east property line may be better positioned along the south property line. (CS2-D-1, CS2-D-5, DC2-A, DC2-C-3)*
- d. *The Board heard public comment regarding the stepped mass in the southeast corner of massing Option 2, and encouraged the applicant to consider incorporating this massing move into the final design to ease the transition with the adjacent site. (DC2-A, DC2-C-3)*
- e. *The Board requested dimensioned cross sections and plans that illustrate the relationship – in terms of building height and separation – between the proposed development and the adjacent site to the south at the Recommendation phase. (CS2-D-1, CS2-D-5)*
- f. *The Board prioritized Design Guideline CS2-C-1, Corner Sites, and stated that the articulation of the north façade and northwest corner should be strengthened. The design should ultimately hold the corner, while being considerate of traffic patterns. (CS2-C-1, CS2-II-i)*

Design Response:

The proposal builds upon the concepts shown in the preferred alternate and modifies the scheme to incorporate suggestions from the neighbors, to respond to the board's guidance, and to better respond to site geometry and topography. The MUP proposal incorporates changes to the massing to provide relief on the south and eastern sides of the property. At the southern property line the proposal is pulled back, providing 29 - 42 ft of separation between at the neighboring building to the south. The updated massing also removes a floor from the top of the southern wing to provide better access to light and air for the southern neighbor (CS2-D1, CS2-D5, DC2-A, DC2-C-3, DC3). See Figures 6 and 7.

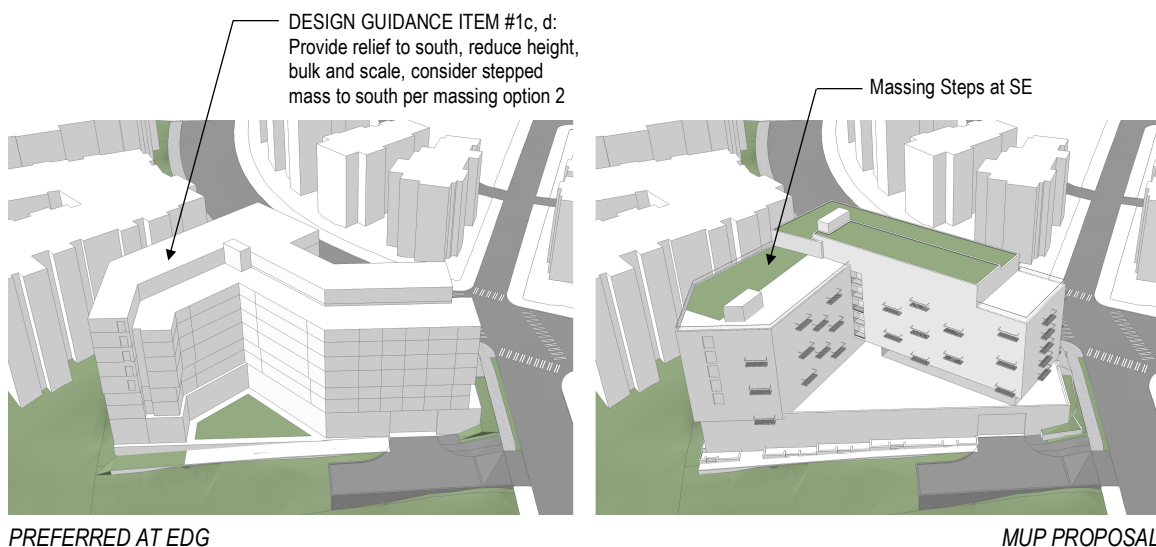
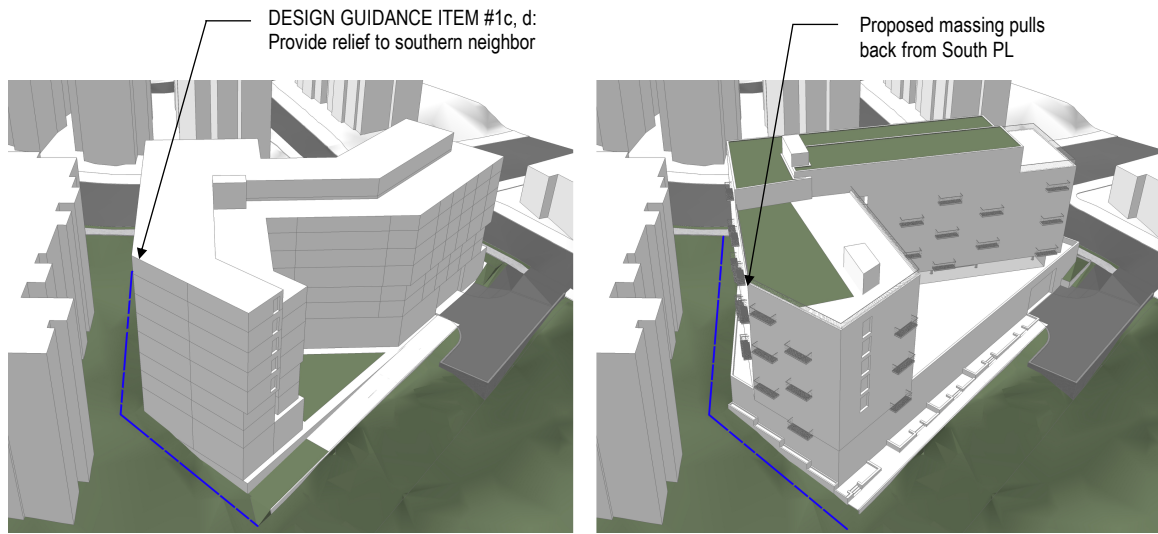


Figure 6: East Side Comparison

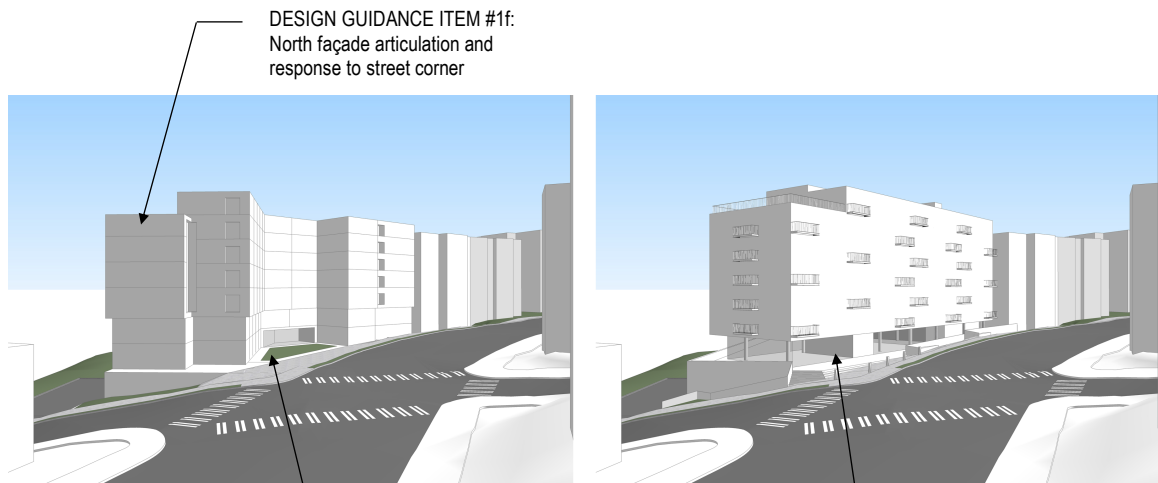


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Figure 7: South Side Comparison

The massing has been modified at the north end of the site to better address the corner and reinforce the street edge while also being setback enough to allow for site lines at the intersection and have a courtyard at the corner. A ground floor commercial space has been added to help activate the street frontage as well (CS2-C1, CS2-III) (See Figure 8).



DESIGN GUIDANCE ITEM #3c:
Courtyard on Avalon concerns

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Corner activated with primary
public entry and commercial
use relating to street

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Figure 8: North Corner Comparison

2. Façade Composition & Materiality:

- a. *In response to public comment, the Board prioritized Design Guideline CS2-D-5, Respect for Adjacent Sites; noting windows should be located in a manner that minimizes disruption of the privacy of residents.*

The Board requested a privacy study that illustrates window overlap with the adjacent site to the south at the Recommendation meeting. (CS2-D-5)

- b. The Board was concerned with the exposed blank wall at the corner of SW Genesee St and 31st Ave SW and its impact on pedestrian experience. The Board directed further study of treatments, such as landscaping, that will soften this condition. (DC2-B, DC2-D-2, DC4)*
- c. The Board specifically prioritized Design Guidelines DC2-I-ii, Cohesive Architectural Concept, and DC4-A-1, Exterior Elements and Finishes. The proposed development should be constructed of durable, attractive materials that lend themselves to a high-quality of detailing and contribute to a unified architectural concept. (DC2-I-ii, DC4-A-1)*

Design Response:

The Genesee facade has been modified to incorporate landscaping as well as an outdoor seating terrace and building signage at the ground floor. Commercial spaces and an exterior terrace for outdoor restaurant seating on the north side of the project also allows for activity along this street frontage (DC2-B, DC2-D-2, DC4).

The building is composed of 2 primary elements, a brick base and a wood clad upper volume. They are separated by a highly transparent street level story that contains commercial space, the lobby, and a landscaped courtyard visible from the street. The street level features large doors that encourage an indoor-outdoor relationship and a connection with pedestrians. On the upper volume, staggered windows, metal panels, and balconies provide scale, detail, and pattern. These elements composed together give a rich look and texture to the building. At the base, brick and steel provide solidity as the structure meets the ground. Both the plinth, and the upper volume, have materials selected for durability and texture. (DC2-I-ii, DC4-A-1). See Figure 9 and 11. The south façade has been pulled back to provide relief to the southern neighbor and so the buildings do not directly face each other. The windows on the MUP proposal have been staggered to provide more privacy between buildings (CS2-D-5). (See Figure 10).



Figure 9: Plinth, Upper Volume, and Storefront



Figure 10: Window Privacy Study

3. Open Space & Pedestrian Experience:

- a. The Board generally supported the courtyard along SW Avalon Way, but directed further development of a human scale within the space. The Board noted this could be achieved through massing and façade modulation adjacent to the courtyard; ultimately, the scale of the mass should complement the scale of the open space. (PL3, DC2-A-1, DC2-D-1, DC2-II-I, DC3, DC3-A-1)
- b. The Board specifically prioritized Design Guideline PL1-A-2, Adding to Public Life, and DC3-A-1, Interior/Exterior Fit. The courtyard should be designed to foster human interaction and relate well to interior uses. (PL1-A-2, DC3-A-1)
- c. In agreement with public comment, the Board was concerned with the perception of safety and security of such a large and deep street-facing courtyard. The Board requested street-level sections illustrating how the landscaped courtyard relates to the sidewalk and incorporates the principles of Crime Prevention Through Environmental Design (CPTED). (DC3, PL2-B-1, PL2-B-2, DC4-C)
- d. The Board prioritized Design Guidelines PL2-B-1, Eyes on the Street, and PL2-B-2, Lighting for Safety; and recommended the use of lighting within the courtyard, along SW Genesee St and along 31st Ave SW to enhance public safety. (PL2-B-1, PL2-B-2, DC4-C-1)
- e. The Board prioritized Design Guideline DC4-D-1, Choice of Plant Materials; landscaping should reinforce the overall architectural and open space design concepts. (DC4-D-1)

- f. *The Board requested more information on the bicycle and pedestrian experience, specifically along 31st Ave SW. (PL4)*

Design Response:

A front courtyard on Avalon Way has been developed adjacent to ground floor commercial spaces providing transition and connection from the street corner to the building. The commercial space, open space, exterior seating terraces, and a connection to the courtyard help facilitate opportunities for human interaction. A portion of the courtyard has been elevated and separated from the sidewalk to create a place protected from traffic while the low end of the courtyard provides wheelchair accessibility. Planters, and benches provide additional human scale features along Avalon Way. (PL1-A-2, DC3-A-1, DC3, DC4 C) (See Figure 11 and 13).



Figure 11: Pedestrian Connection at Intersection

The eastern side of the building has a landscaped courtyard at the ground floor that can be made private during nighttime hours. This area is connected both to the commercial spaces, as well as the residential common areas. The space features landscaping, various types of seating, and recreational opportunities (DC3-A-1).

A landscape plan with opportunities for seating and outdoor recreation have been designed to be harmonious with and sensitive to the architectural concept. Covered areas at the ground floor adjacent to the courtyard and entries contribute to a pedestrian-oriented façade. In addition, commercial storefront with blade signs, benches, and other elements have been designed to protect pedestrians and contribute to a human scaled pedestrian-oriented street. (DC2-A-1, DC2-D-1, DC2-II-I, DC4-D-1).

Units with semi-private entry stoops have been located to face on 31st Ave SW. Units facing Genesee, Avalon and patios on the courtyard help provide safety and security through natural surveillance of the site and surrounding areas. Downward facing lighting will be integrated into both the public and private exterior open spaces to illuminate pathways and provide visibility while not creating glare conditions that would annoy tenants or neighbors. A gate located in the breezeway creates an operable boundary providing privacy to the eastern courtyard when desired. A 6 ft wide sidewalk fronts the ground level units with patio stoops on 31st Ave. SW. This sidewalk will activate this side of the building and will allow for a connection to the city of Seattle parks property to the south (PL2-B-1, PL2-B-2, DC4-C-1, DC4-C-2). See Figure 12.

Bike amenities occur at various places in the proposed development. A bike storage room is located adjacent to the building lobby with a separate access to the exterior, a bike wash and tune up station are located in the storage area on the first floor. More long-term bike storage is located in the garage accessed off of 31st. Ave SW (PL4).



Figure 12: Sidewalk at 31st Ave SW with semi-private entry stoops



Figure 13: Rendering from Corner of Genesee and Avalon