3010 APARTMENTS

3010 SW AVALON WAY, SEATTLE, WA

SDCI Project #3036362-EG

Early Design Guidance
Southwest Design Review Board
November 4th, 2021

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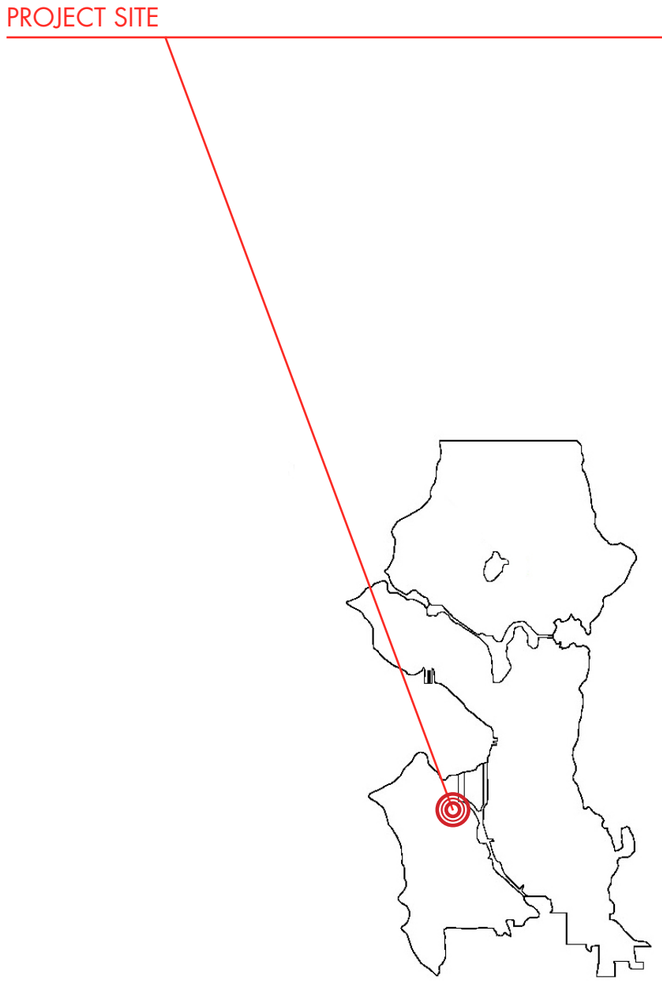


PROJECT TEAM

OWNER
YOSHIKAWA, LLC

ARCHITECT
Studio19 Architects
207½ 1st Ave S.
Suite 300
Seattle, WA 98104
206.466.1225

SITE INFORMATION

Project Location:
3010-3014 SW Avalon Way,
Seattle WA 98126

Parcel #:
9297300835, 9297300840

Lot Size:
9,600 SF

Max FAR Allowed:
4.5

Height Limitation:
80'-0"

Applicable Code:
Seattle Municipal Code

Base Zone:
MR (M)

Overlay Zones:
Hub Urban Village: West Seattle Junction

Adjacent Zones:
West: RSL (M)
North: MR (M)
South: MR (M)
East: LR1 (M)

Street Frontage:
SW Avalon Way
Alley

Design Guidelines:
Seattle Design Guidelines

West Seattle Junction Neighborhood Design Guidelines

ZONING SUMMARY ZONE MR (M)

Permitted Uses 23.45.504

Residential (including congregate residences if owned by certain entities or located within urban villages)
Ground floor commerical uses (permitted as an administrative conditional use pursuant to Section 23.45.506)
Parks and Community gardens

Street-level Development Standards 23.47A.008

- Blank segments of the street-facing facade between 2 feet and 8 feet above sidewalk may not exceed 20 feet in width. Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.
- Non-residential uses at street level shall have a floor-to-floor height of at least 13'
- Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade

Floor Area Ratio 23.45.510

Base FAR: 3.2
FAR with MHA Suffix: 4.5
The following gross floor area is not counted toward maximum FAR:

- All underground stories and all portions of a story that extend no more than 4 feet above grade

Structure Height 23.45.514

The height limit is: 80'-0"

Setback Requirements 23.45.518

Front and Side: 7 foot average setback; 5 foot minimum setback
Rear setback: 15 feet from a rear lot line that does no abut an alley; or 10 feet from the abutting alley
Side setback: 7 feet average and 5 feet minimum for portions below 42 feet in height; 10 feet average and 7 feet minimum for portions above 42 feet in height

Residential Amenity Areas 23.45.522

Required Area: 5% of the total gross floor area in residential use
Minimum horizontal dimension of the amenity: 10 feet, minimum area: 250 SF
Private balconies: min horizontal dimension: 6 feet, minimum area 60 SF

Landscaping and Screening Standards 23.45.524

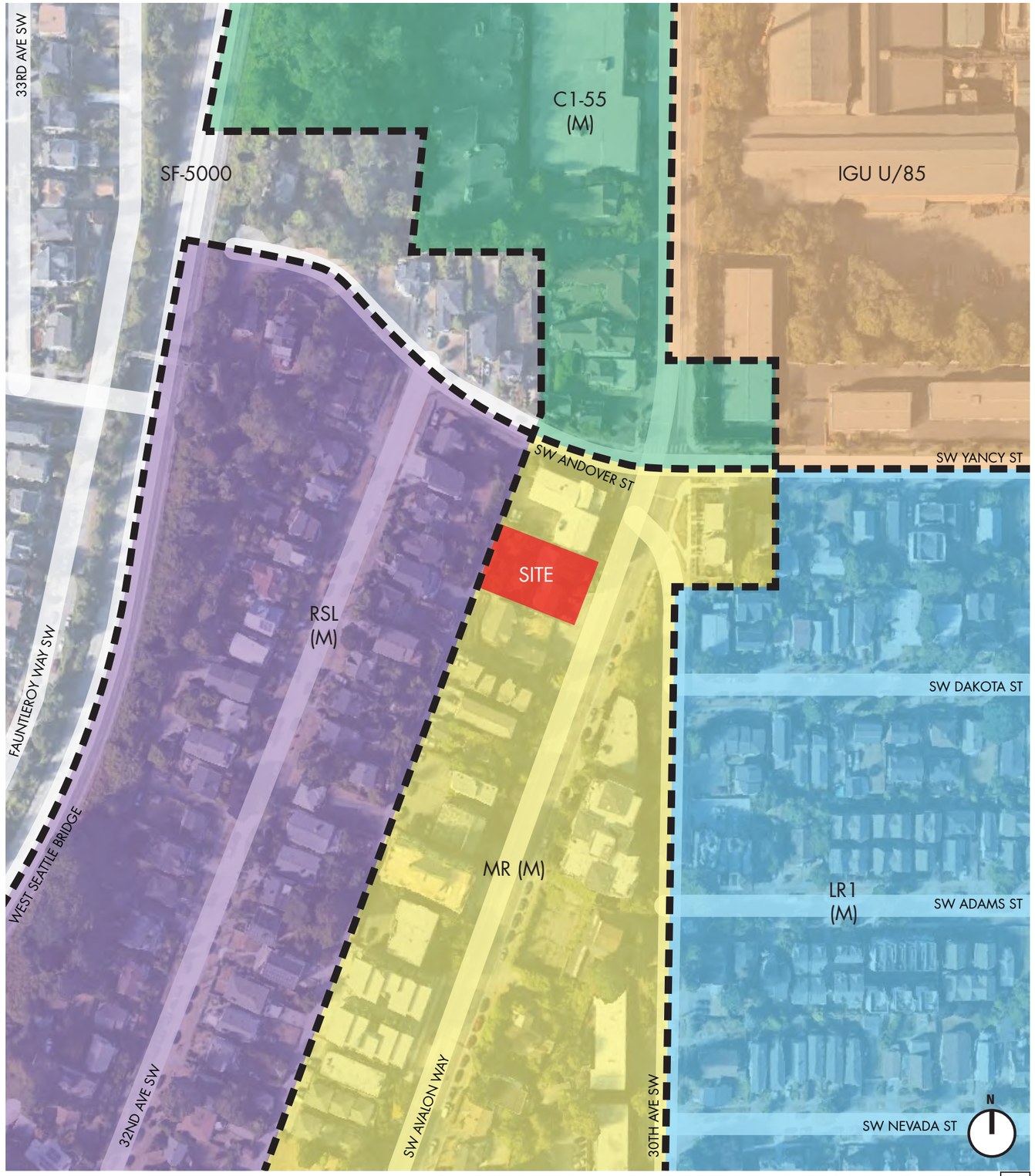
Green Factor Requirement: .50 or greater determined as set forth in Section 23.86.019

Design Standards 23.45.529

If the street facing facade exceeds 750 SF, division of the facade into separate facade planes is required. The separate facade plane needs to be 150 Sf minimum and 500 SF maximumn, and shall project or be recessed from abutting facade planes by a minimum depth of 18 inches (This only applied if not going through design review)

Required parking 23.45.536

Alley access required.
Access to parking shall be from the alley if the lot abuts an alley improved to the standards of subsection 23.53.030.C.
Parking shall not be located between a structure and a street lot line.
Parking to the side of a structure shall not exceed 60 feet of street frontage



SITE ANALYSIS CONTEXT MASSING/USES

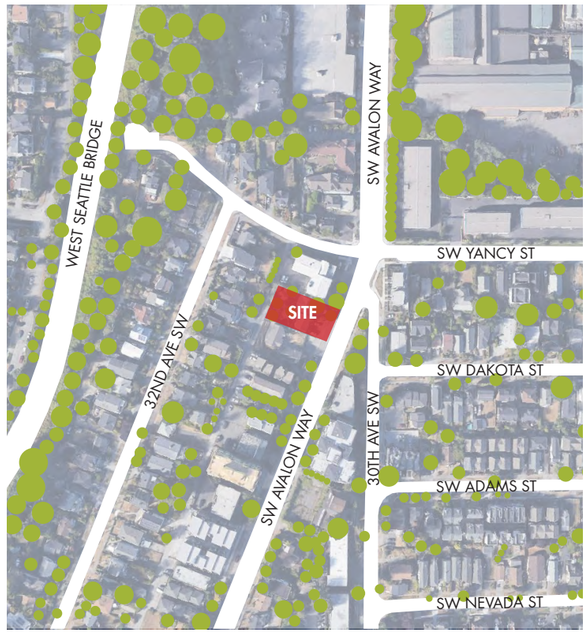
SITE ANALYSIS DIAGRAM

TREES
A few trees are to be cleared within the boundaries of the site. No significant trees have been identified within the boundaries of our site. One street tree located in front of our site will be retained. Vegetation should have little interference with views, shading, and circulation.

SIGNIFICANT VIEWS
Immediate ground level views are limited due to the heights of the surrounding buildings. However, due to the elevation of the Site, lower level floors will still have some views of the surrounding neighborhood to the East. The upper floors and the building's rooftop will have views of the surrounding neighborhood, Mt. Rainier, Elliott Bay, and Seattle downtown.

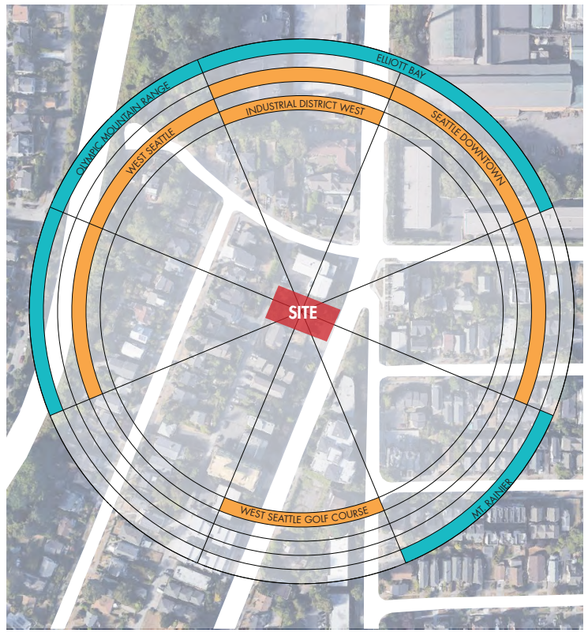
ACCESS OPPORTUNITIES + CONSTRAINTS
The site is located near the corner of the intersection of SW Avalon Way and SW Andover St. SW Avalon Way is the most active of the surrounding streets and is a major arterial road in this area. There are two nearby bus stops for Route 21, 773 and the C-Line, which travel from areas in West Seattle to Southlake Union. A bike route runs through SW Avalon Way.

SOLAR EXPOSURE + PREVAILING WINDS
The site is bordered by a 4 story multi-family building directly to the north, and several one-story and two-story single family homes to the South and West. The existing structures to the south of the site are relatively short, therefore the southern facades of the proposed structure are expected to receive full sun and wind exposure.



TREES LEGEND
- Site
- Trees

N

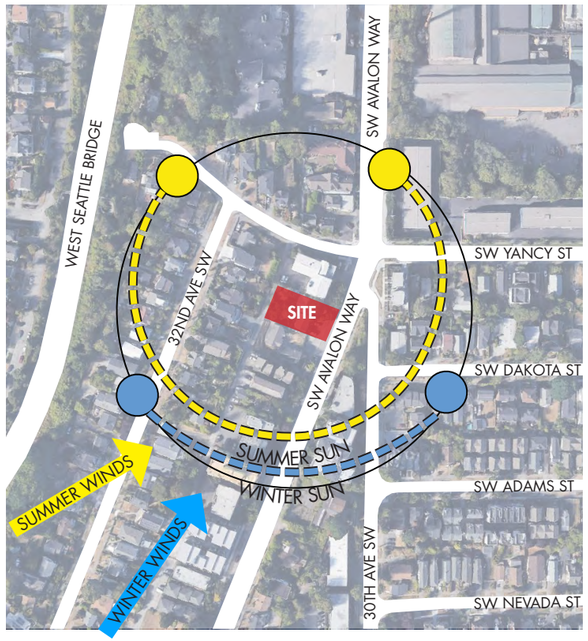


VIEWS LEGEND
- Site
- Neighborhoods and Structures
- Natural Surroundings

N

ACCESS/CIRCULATION LAYER
- Site
- Direction of Traffic
- Arterial Streets
- Bike Routes
- Bus Stops

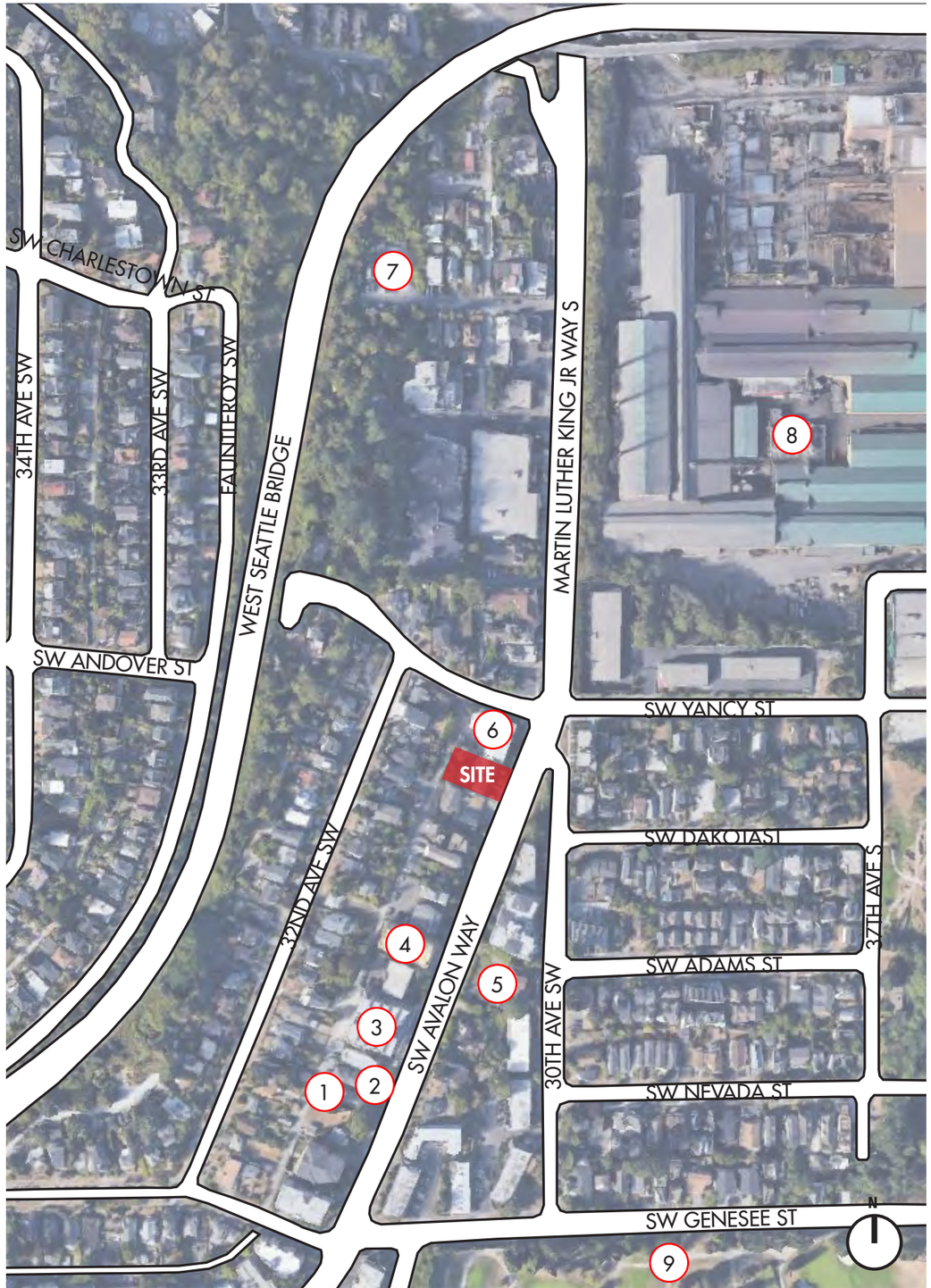
N



SOLAR/WINDS LEGEND
- Site
- Summer Sun and Winds
- Winter Sun and Winds

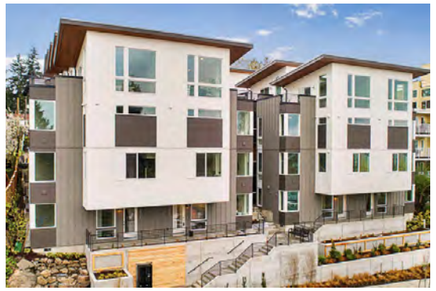
N

SITE ANALYSIS SURROUNDING BUILDINGS

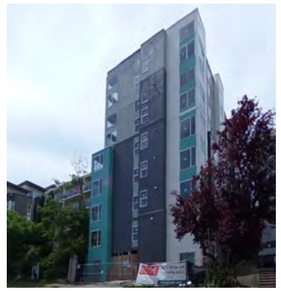


1- AVALON APARTMENTS
3084 SW AVALON WAY | APARTMENTS
7 stories and 35 residential units with roof deck

2- SW AVALON WAY TOWNHOMES
3078 SW AVALON WAY | TOWNHOMES
8 Townhouses, units entries face a shared walkway to the south. All units have a patio space at the ground level on the North side.



3- 3070 SW AVALON WAY
3070 SW AVALON WAY | APARTMENTS
2 identical apartment buildings that each have 4 stories containing 9 multistory units, that are contained in 5 rows with two units each, with a single unit in the center.



4- 3050 SW AVALON WAY
3050 AVALON WAY SW | APARTMENTS
7 story apartment building with lofts on the 6th and 7th floors. 14 unit apartment building containing 104 bedrooms. No parking proposed.

5- 3039 SW AVALON WAY
3039 SW AVALON WAY | APARTMENTS
The proposed building is a 7-story apartment building with parking for 19 vehicles below grade, which will be accessed via a ramp off Avalon Way.

6- 3000 SW AVALON WAY
3000 SW AVALON WAY | APARTMENTS
The existing building is a 5-story apartment building with parking on ground level

7- 3032 SW CHARLESTOWN
3032 SW CHARLESTOWN ST | TOWNHOMES
4 townhomes, 3 stories each with a private roof deck.

8- NUCOR STEEL
2424 SW ANDOVER ST | SOCIAL SERVICES
Steel plant dating back from 1904. Produces steel products for serveral industries.

9- WEST SEATTLE GOLF COURSE
4470 35TH AVE SW | GOLF COURSE
A 120 acre golf course from the 1940's

SITE ANALYSIS CIRCULATION

VEHICULAR CIRCULATION

The project site has one facade facing a major arterial, SW Avalon Way.

LEGEND

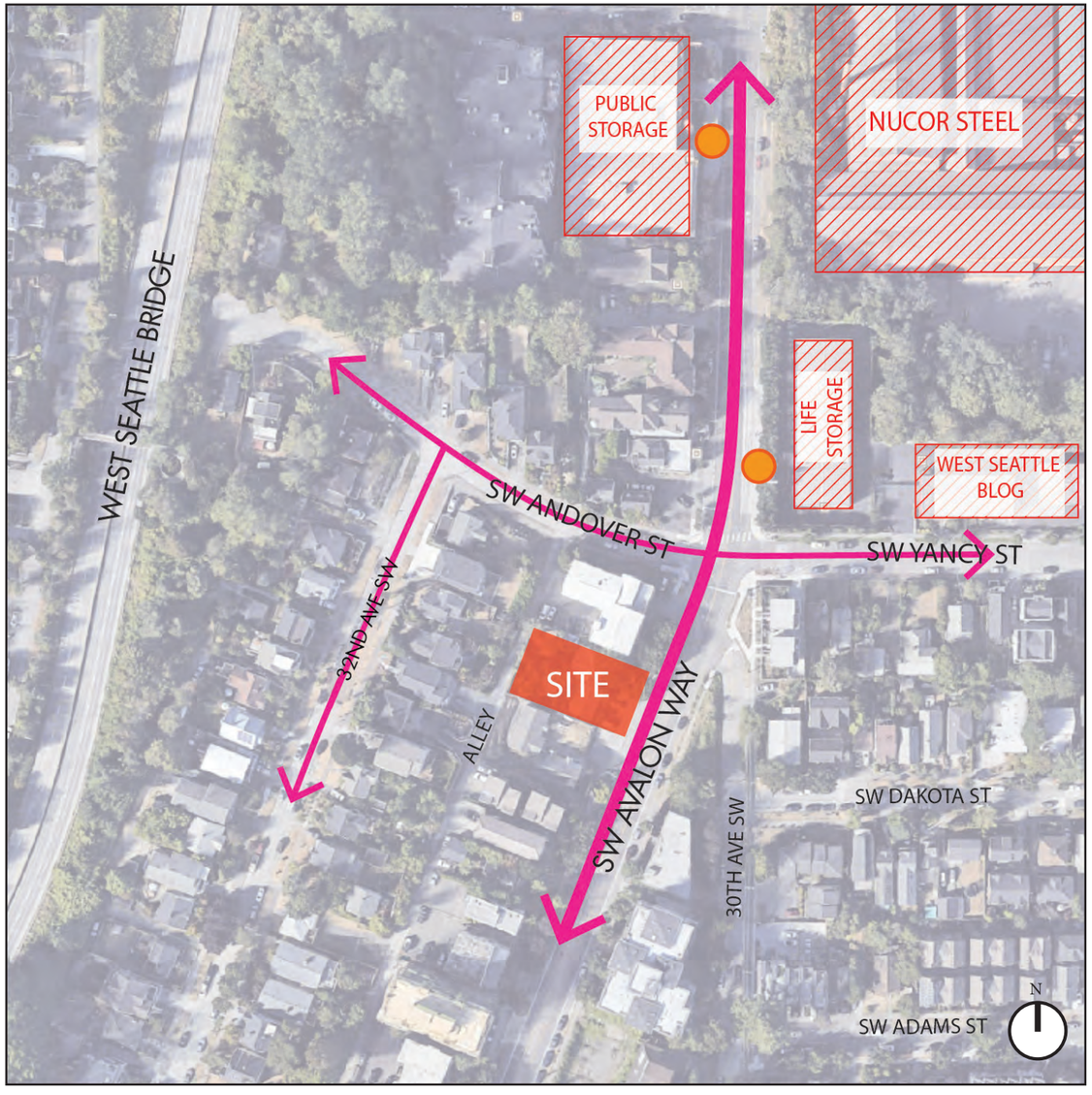
- Major Arterial Streets (heavy traffic)
- Non-arterial Streets
- Bicycle Routes
- Bus Stops

PEDESTRIAN CIRCULATION

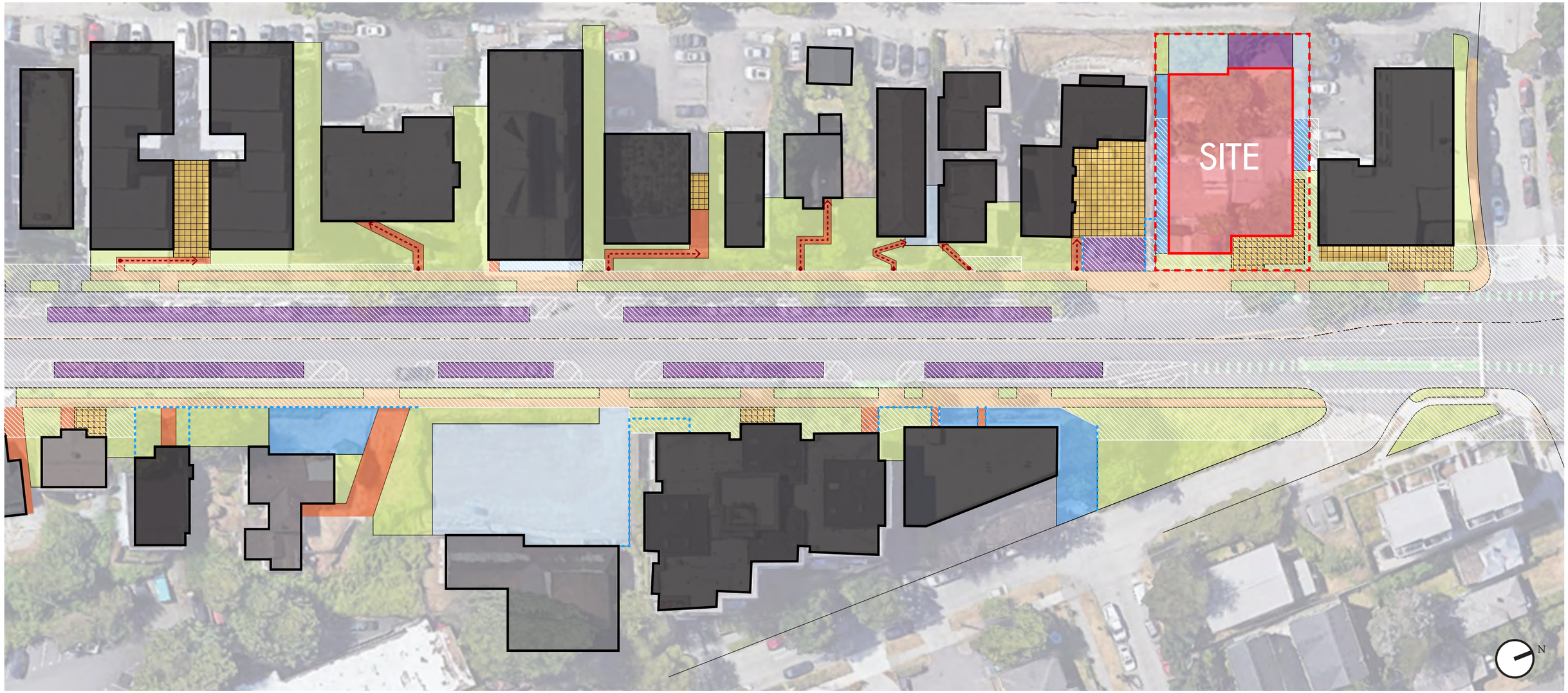
The project east side which is SW Avalon Way has more pedestrian activities.

LEGEND

- Direction of Major Pedestrian Flow
- Bus Stops



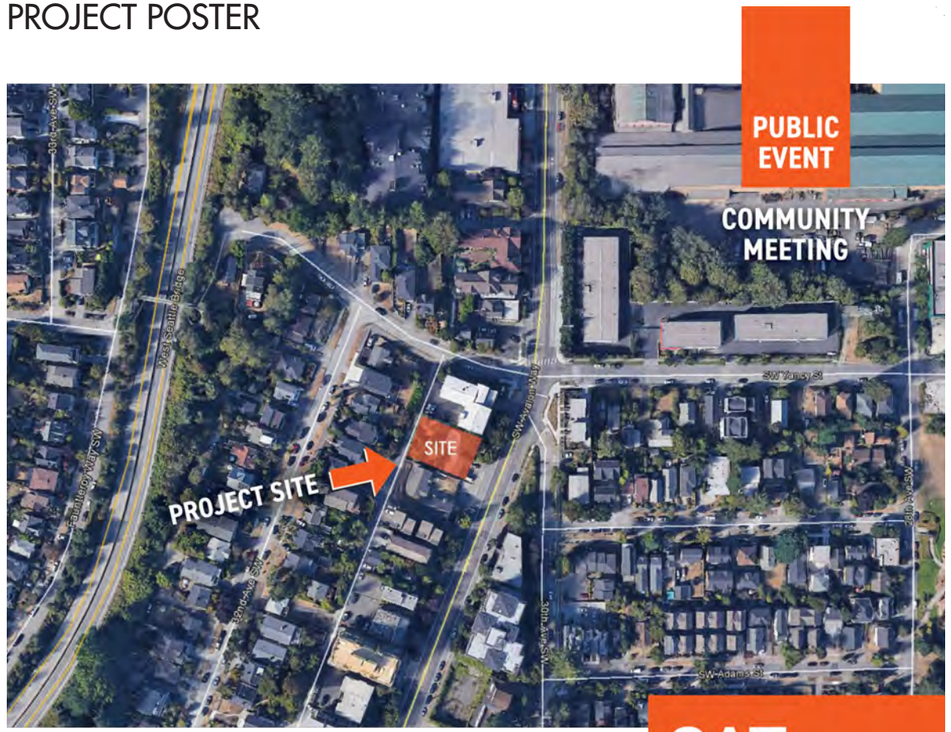
SITE ANALYSIS PEDESTRIAN EXPERIENCE



MULTI-FAMILY BUILDING
SINGLE-FAMILY BUILDING
PLAZA
ENTRANCE
SIDEWALK
PARKING
FENCE
STAIRS
LANDSCAPE
PAVED AREA
PRIVATE AREA
STREET LEVEL

SITE ANALYSIS COMMUNITY OUTREACH

PROJECT POSTER



JOIN US

Join Us for a Community Meeting to Provide Input on the

3010 & 3014 SW Avalon Way Project.

This project proposes construction of an eight-story, 87-unit apartment building. The existing structures will be demolished. The project site is zoned high-density multi-family.

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

Time: Event begins promptly at 11am and will end around 12pm

Date: **Saturday, February 29, 2020**

Where: Delridge Community Center, 4501 Delridge Way S, Seattle, WA 98106

SAT FEB 29

PROJECT HOTLINE: 206-322-1167

Project Address:
3010 & 3014 SW Avalon Way,
Seattle WA 98126

Contact: Natalie Quick

Applicant: Terry Yoshikawa

Additional Project Information on Seattle Services Portal via the Project Address:
3010 & 3014 SW Avalon Way

Project Hotline & Email:
206-322-1167
AvalonWayProject@earlyDRoutreach.com

Note: Calls and emails are returned within 1-2 business days. Calls and emails are subject to City of Seattle public disclosure laws.

OUTREACH METHODS

- Printed Outreach: : Posters were hung in 14 locations according to and exceeding requirements. Poster, spreadsheet with locations, and photos included in Appendix A.
- Electronic/Digital Outreach: Voicemail line and script established. Publicized hotline number via poster. Checked voicemail daily for messages. Script included in Appendix A.
- In-Person Outreach: Held a Community Meeting event, open to the public, publicized through posters and DON calendar. Event photos, agenda, sign-in sheets, and comments included in Appendix A.

DESIGN-RELATED COMMENTS

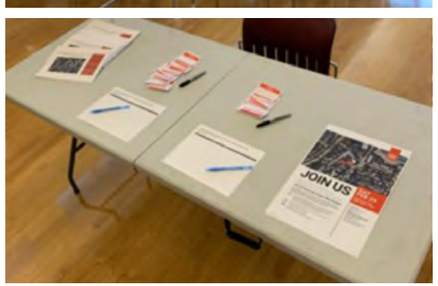
- Design: One attendee noted that while he is excited to see designs for the new project he would like the project team to avoid a "super-boxy" structure and be very considerate of how it blends into the neighborhood fabric.

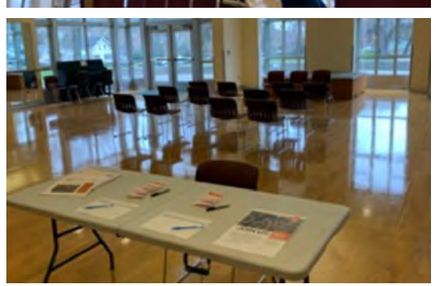
NON-DESIGN-RELATED COMMENTS

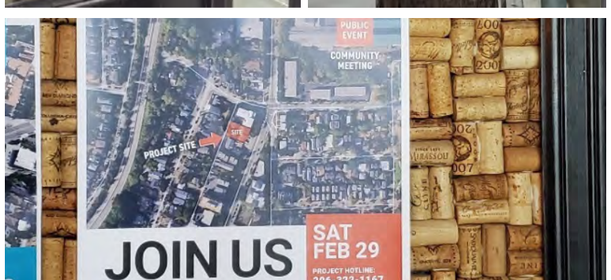
- Construction Impacts: One attendee inquired whether there would be any disruptions from the project on Andover Street.
- Context. One attendee acknowledged that the site context has changed with the recent up-zone and the light rail and associated park and ride that will be coming to the neighborhood soon.
- Height: One attendee expressed surprise that height limits are now eighty-feet, and asked the project team to consider designing less stories for the project.
- Retail: One attendee inquired whether there would be any retail on the first floor of the project.
- Parking: One attendee noted that parking in the neighborhood is getting bad, and acknowledged that once this project is completed it will likely be worse.

MISCELLANEOUS COMMENTS

- Neighborhood. One attendee expressed support for the beautification and improvements to the neighborhood through new projects and mentioned that new townhomes are also going up in the neighborhood.
- Community: One attendee advised that he will share details about the community meeting with members of the Neighbors Encouraging Reasonable Development, and noted neighbors are pretty passionate about it the neighborhood.







DESIGN CUES FROM CONTEXT

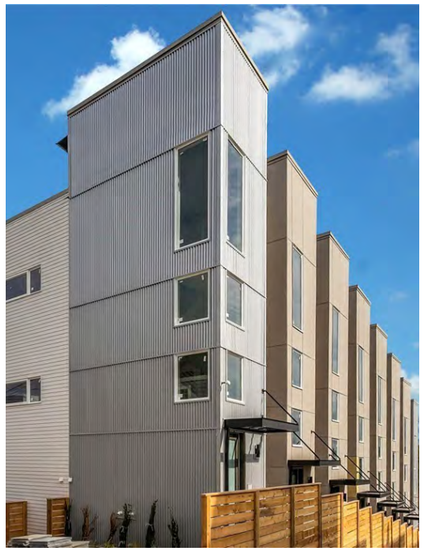
DESIGN PRECEDENTS

3084 SW AVALON WAY - MASSING MODULATION

3039 SW AVALON WAY - PEDESTRIAN EXPERIENCE

3062 SW AVALON WAY

3084 SW AVALON WAY - FACADE MODULATION



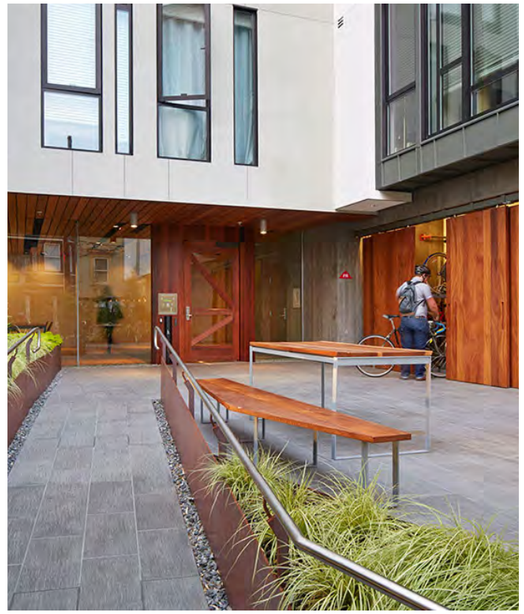
3078 SW AVALON WAY - MATERIAL

We drew inspiration from other apartment buildings and neighborhood to help us design all pedestrian zones in the project. Facade composition, ground level transparency, pedestrian experience, residential connectivity, and outdoor open space were concepts we focused on and strives to capture in our three schemes.

DESIGN CUES DESIGN INSPIRATIONS AND MATERIALS

FACADE MODULATION

CORNER TREATMENT



PEDESTRIAN EXPERIENCE

MASSING MODULATION

Our design concepts are centered around three priorities:

- treatment of the ground plane at the street level
- creation of outdoor space and residential interaction
- modulation of the building facade to reduce perceived mass

We studied precedents of other well-designed building entries and plazas. We also investigated outdoor green space options, both at the ground level and at the roof level and the pros and cons of both of these locations. The following three options explore multiple options for outdoor green space both at lower floor levels and on the roof.

Our proposed material palette consists of fiber cement panel as the primary material, with accents of wood, corrugated & perforated metals. Pops of bright color and sculptural architectural elements will add vibrancy to the massing and modulation.

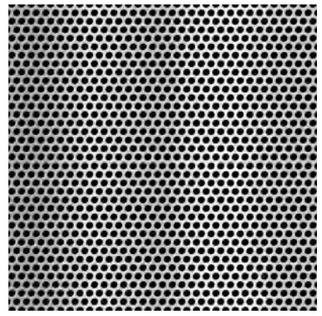
FIBER CEMENT

ARCHITECTURAL CONCRETE

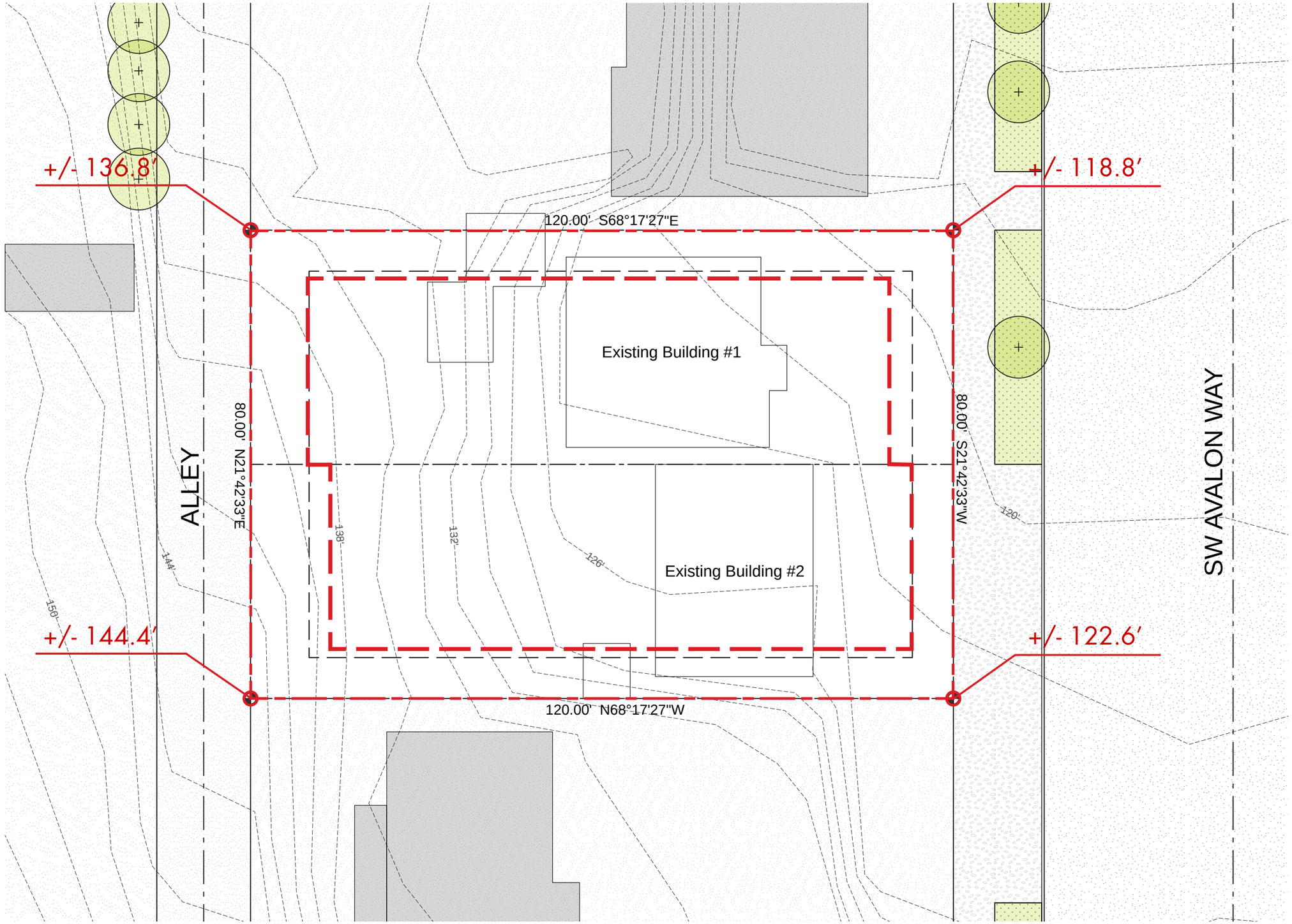
WOOD LOOK FINISH

CORRUGATED METAL

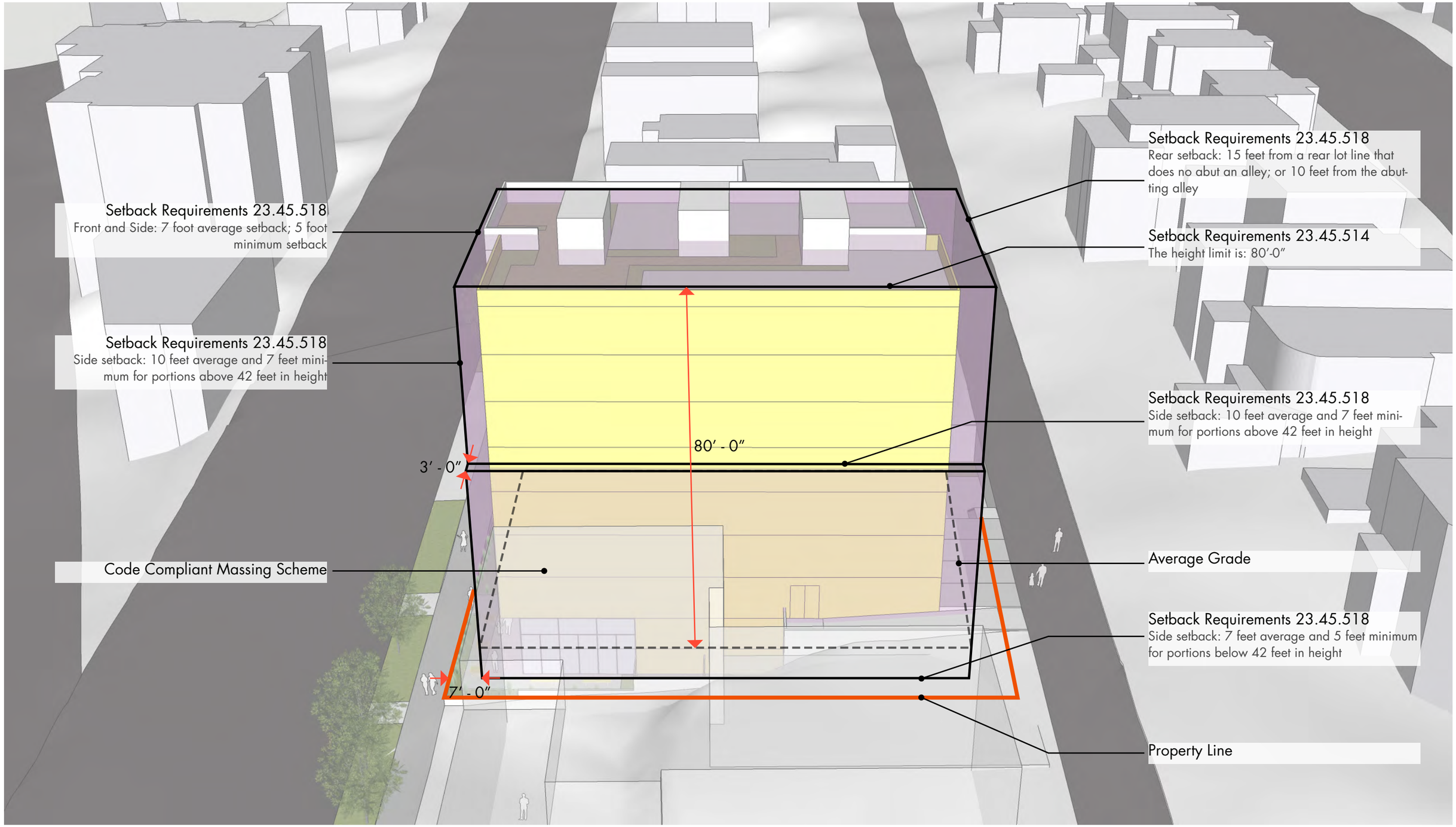
PERFORATED METAL



SITE SURVEY


+/- 136.8'
+/- 118.8'
120.00' S68°17'27"E
Existing Building #1
80.00' N21°42'33"E
ALLEY
80.00' S21°42'33"W
SW AVALON WAY
Existing Building #2
+/- 144.4'
+/- 122.6'
120.00' N68°17'27"W
150'
144'
138'
132'
126'
120'
N

DESIGN PROPOSAL ZONING ENVELOPE



SITE CONTEXT STREETSCAPE

VIEW A-A

SITE FROM S AVALON WAY

SW ANDOVER ST

VIEW B-B

SW ANDOVER ST

ACROSS FROM SITE

SITE CONTEXT STREETSCAPE

VIEW C-C

SW ANDOVER ST

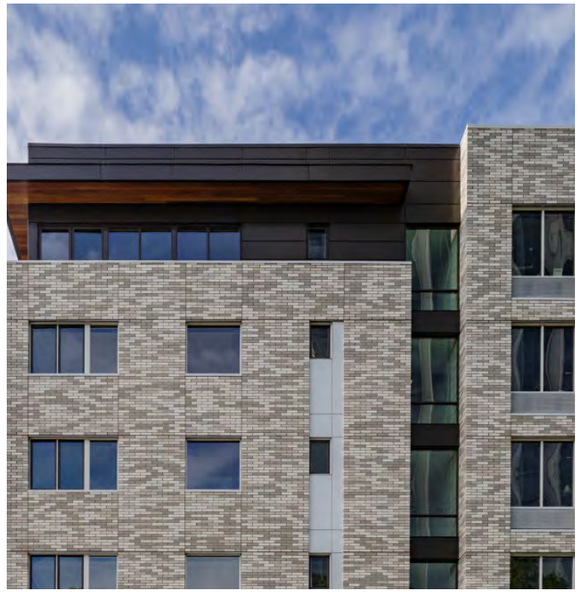
SITE FROM WEST ALLEY

VIEW D-D

ACROSS FROM SITE

SW ANDOVER ST

SEATTLE DESIGN GUIDELINES



CS2. URBAN PATTERN & FORM

CS2 URBAN PATTERN & FORM
I. STREETSCAPE COMPATIBILITY

A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction's mixed use areas (as previously defined). New development—particularly on SW Alaska, Genesee, Oregon and Edmunds Streets—will set the precedent in establishing desirable siting and design characteristics in the right-of-way.

i.) Reduce the scale of the street wall with well organized commercial and residential bays and entries, and reinforce this with placement of street trees, drop lighting on buildings, benches and planters.
ii.) Provide recessed entries and ground-related, small open spaces as appropriate breaks in the street wall.
iii.) Outdoor power and water sources are encouraged to be provided in order to facilitate building maintenance and exterior decorative lighting needs. Conveniently located sources could also be taken advantage of for special community events.

RESPONSE: The site is located in the multifamily area within the district, so there will not be any commercial uses in the project. The residential entry is recessed at the ground level and a small open space has been designed for the residents along the street front, which will break up the street wall. Lighting and power will be provided along the street front as well for convenience as well as safety for the residents.

PL2: WALKABILITY

CS2 URBAN PATTERN AND FORM
III. HEIGHT, BULK AND SCALE

Current zoning in the Junction has created abrupt edges in some areas between intensive, mixed-use development potential and less-intensive, multifamily development potential. In addition, the Code-complying building envelope of NC-65' (and higher) zoning designations permitted within the commercial core would result in development that exceeds the scale of existing commercial/mixed-use development. More refined transitions in height, bulk and scale—in terms of relationship to surrounding context and within the proposed structure itself—must be considered.

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

RESPONSE: The site is located in the MR zone, which is outside of the NC zones and the project will not include commercial uses. The zones to the north, south and east are the same and the zone to the west is the RSL zone, which is a lower density and height zone, however the site slopes significantly down from the west, so the building will appear shorter from the zoning transition. Modulation, color, texture among other details will be designed to bring down the scale of the building in the neighborhood.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER
I. ARCHITECTURAL CONTEXT

i.) Facade Articulation: To make new, larger development compatible with the surrounding architectural context, facade articulation and architectural embellishment are important considerations in mixed-use and multifamily residential buildings. When larger buildings replace several small buildings, facade articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core (see map 1, page 1).
ii.) Architectural Cues: New mixed-use development should respond to several architectural features common in the Junction's best storefront buildings to preserve and enhance pedestrian orientation and maintain an acceptable level of consistency with the existing architecture. To create cohesiveness in the Junction, identifiable and exemplary architectural patterns should be reinforced. New elements can be introduced - provided they are accompanied by strong design linkages.
Preferred elements can be found in the examples of commercial and mixed-use buildings in the Junction included on this page.

RESPONSE: The site is located in the multifamily area and will not have commercial uses. The building will be designed to work well with the newer building is the same area as well as include modulation and color/material changes to break down the scale of the building.

PL1 CONNECTIVITY
I. HUMAN ACTIVITY

An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realms.

i.) Particularly in the California Avenue Commercial Core, proposed development is encouraged to set back from the front property line to allow for more public space that enhances the pedestrian environment. Building facades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.
iii.) When a setback is not appropriate or feasible, consider maximizing street level open space with recessed entries and commercial display windows that are open and inviting.

RESPONSE: The project does not contain commercial uses, but the building is located away from the sidewalk and the residential entry has been recessed in order to provide open space outside the lobby area and includes seating and landscaping so the residents can interact with the public along the sidewalk.

SEATTLE DESIGN GUIDELINES

PL2 | STREET-LEVEL INTERACTION


PL2 | STREET-LEVEL INTERACTION


DC2 ARCHITECTURAL CONCEPT

PL2 WALKABILITY
I. HUMAN SCALE

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

i.) Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.
Overhead weather protection should be designed with consideration given to:
a. Continuity with weather protection on nearby buildings.
b. When opaque material is used, the underside should be illuminated.
c. The height and depth of the weather protection should provide a comfortable scale for pedestrians.

RESPONSE: Weather protection is provided outside of the residential entry in the open space area. In the preferred option this is provided by the building overhang above. As the site is not located in the commercial area there will not be continuous weather protection, but the proposed weather protection will be similar to other new buildings in the area.

PL2 WALKABILITY
II. PEDESTRIAN OPEN SPACES AND ENTRANCES

Design projects to attract pedestrians to the commercial corridors (California, Alaska). Larger sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area.

i.) Street Amenities: Streetscape amenities mark the entry and serve as way finding devices in announcing to visitors their arrival in the commercial district. Consider incorporating the following treatments to accomplish this goal:
a. pedestrian scale sidewalk lighting; b. accent pavers at corners and midblock crossings; c. planters; d. seating.
ii.) Pedestrian enhancements should especially be considered in the street frontage where a building sets back from the sidewalk.

RESPONSE: The design includes a residential open space outside of the lobby on the ground level facing the street. This area will include seating, landscaping and pedestrian scaled design elements. There is also weather protection provided in this area.

DC1 PROJECT USES AND ACTIVITIES
I. VISUAL IMPACTS OF PARKING STRUCTURES

i.) Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses.
ii.) The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.
iii.) There should be no auto access from the principal street (California Way. And Alaska St.) unless no feasible alternative exists. Located at the rear property line, the design of the parking façade could potentially be neglected. The City would like to see its alleys improved as a result of new development. The rear portion of a new building should not turn its back to the alley or residential street, but rather embrace it as potentially active and vibrant environment. The parking portion of a structure should be compatible with the rest of the building and the surrounding streetscape. Where appropriate, consider the following treatments:
a. Integrate the parking structure with building's overall design.
b. Provide a cornice, frieze, canopy, overhang, trellis or other device to "cap" the parking portion of the structure.
c. Incorporate architectural elements into the facade.
d. Recess portions of the structure facing the alley to provide adequate space to shield trash and recycling receptacles from public view.

RESPONSE: Parking is proposed along the alley and will have direct access to the building. There will be no parking accessed from the street.

DC4 EXTERIOR ELEMENTS AND FINISHES
I. HUMAN SCALE

i.) Signage: Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on streets.
The following sign types are encouraged:
a. pedestrian-oriented blade and window signs;
b. marquee signs and signs on overhead weather protection;
c. appropriately sized neon signs.

RESPONSE: As the project will not have commercial uses, the building will have minimal signage, but the signs used at the residential entry will add interest to the street level environment and provide wayfinding for building. The signage will be sized appropriately to the pedestrian scale.

DC2 ARCHITECTURAL CONCEPT
I. ARCHITECTURAL CONCEPT AND CONSISTENCY

i.) New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher - should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.
ii.) The use and repetition of architectural features and building materials, textures and colors can help create unity in a structure. Consider how the following can contribute to a building that exhibits a cohesive architectural concept:
a. facade modulation and articulation;
b. windows and fenestration patterns;
c. trim and moldings;
d. grilles and railings;
e. lighting and signage.

RESPONSE: The building will not be a mixed use project and will only have residential uses. The building will be designed with the modulation, massing, texture, materials, window openings and other architectural elements in mind to make a cohesive design that works well with the scale of the existing context and align with other new buildings in the area.

DC2 ARCHITECTURAL CONCEPT
II. HUMAN SCALE

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

RESPONSE: Human scale will be emphasized within the design of the building. The design includes a residential open space plaza located along the street front and in front of the building connecting the street to the lobby. This area will be designed with human scale in mind and will include seating, landscaping and artwork. Upper levels will be designed with human scale appropriate window sizes and cladding materials as well.

DESIGN PROPOSAL MASSING CONCEPT 1 - SLIDING

CONCEPT 1

- Unit Count: 87 units
- Parking: 4 stalls
- Total Area: 44,714 SF
- Max FAR: 43,200 SF
- FAR Proposed: 42,385 SF

Concept 1 is designed to break down the massing horizontally into two masses. The upper three levels are recessed considerably on the street facing façade and pushed back toward the alley to provide a setback at the upper levels and bring the scale of the building down along the street front. The mass of the upper level overhangs the lower level on the alley side as well to break up the massing of the façade. The sides of the upper mass are also recessed in order to bring down the scale of the building. All recessed areas can provide good areas for outdoor private space as well. The massing shifts will allow for material and texture changes in the façade to bring down the scale of the building. The residential entry is located in the northeast corner of the building along the street front and adjacent to outdoor public space next to the sidewalk. The public area will be designed with seating, landscaping and other pedestrian amenities. A roof deck is designed on the top of the building for the residents and will have nice territorial views as well as provide seating, landscaping and building amenities. Additional landscaping and patio space is designed on both side of the building.

PROS:

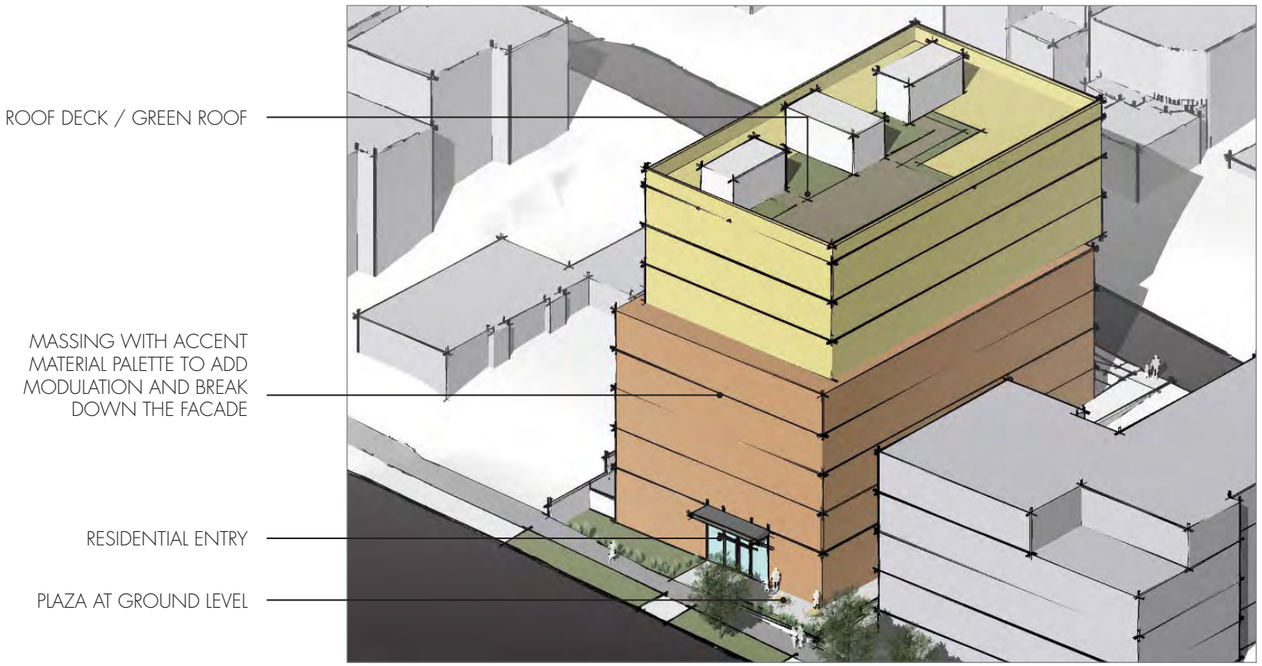
- Clearly articulated residential entrance
- Upper level setback to break down the massing
- Recessed residential plaza at lobby entrance
-
- Public space in the front of the building
- Roof top community deck

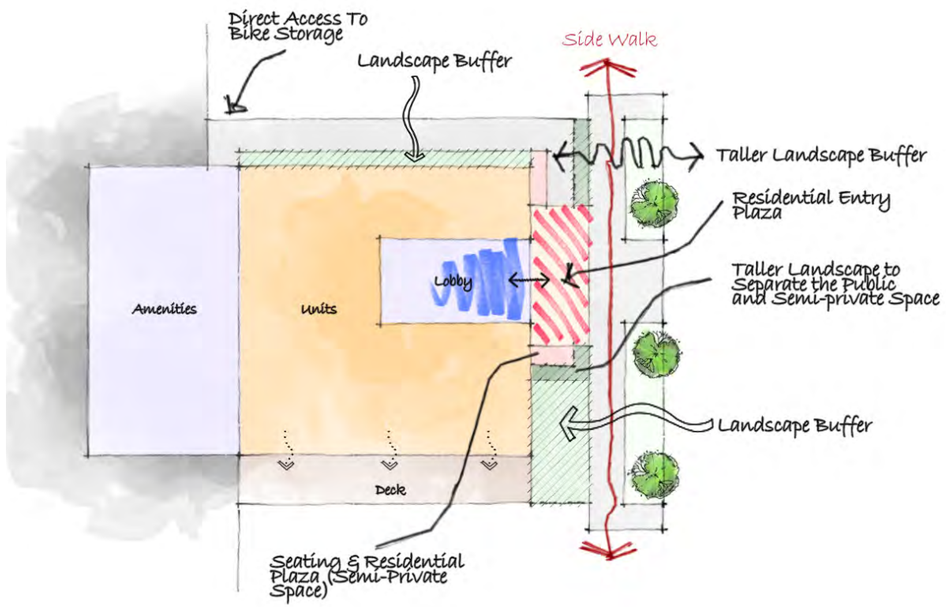
CONS:

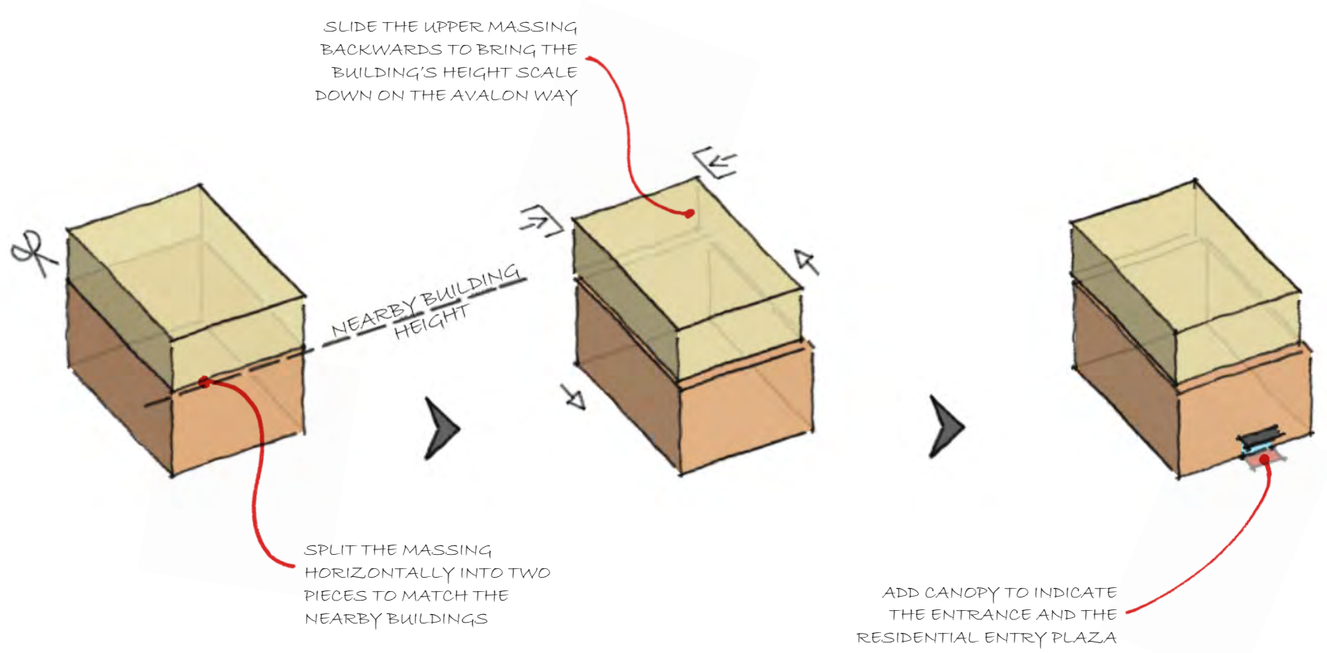
- Front plaza has less area

DEPARTURES: 23.45.518

- None







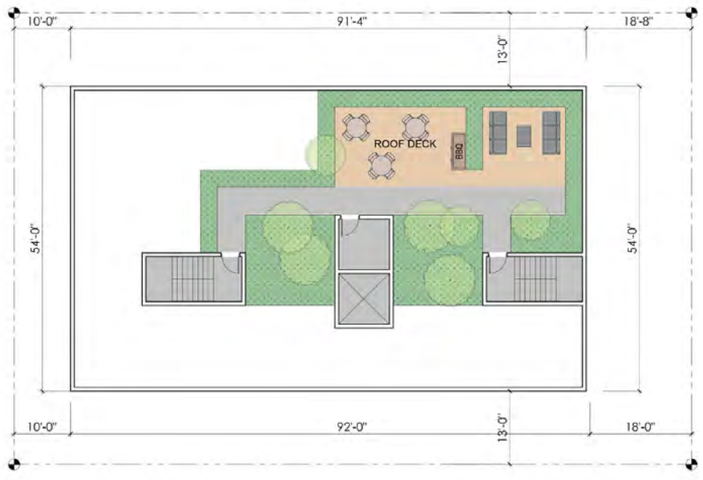
DESIGN PROPOSAL MASSING CONCEPT 1 - SLIDING

GROUND LEVEL

LEVEL 2

LEVEL 3-5

LEVEL 6-8



ROOF LEVEL

N

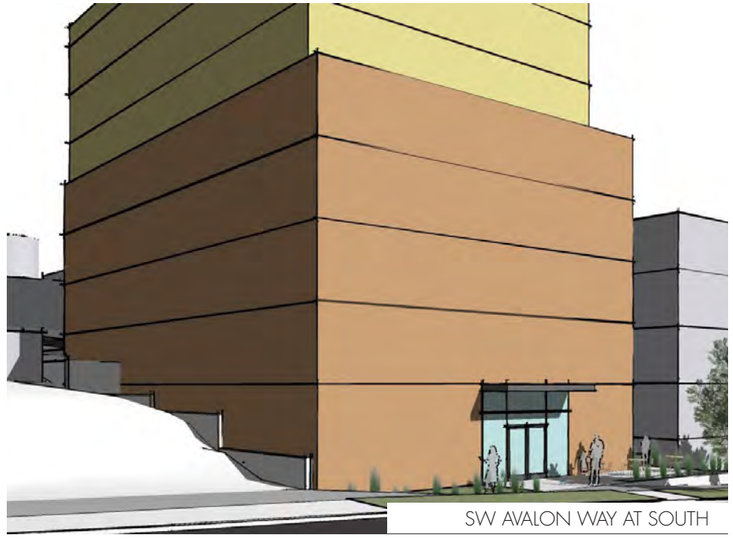
KEY

Amenity	Outdoor Space/ Terrace	Deck
Residential	Utility	
Circulation	Retail	

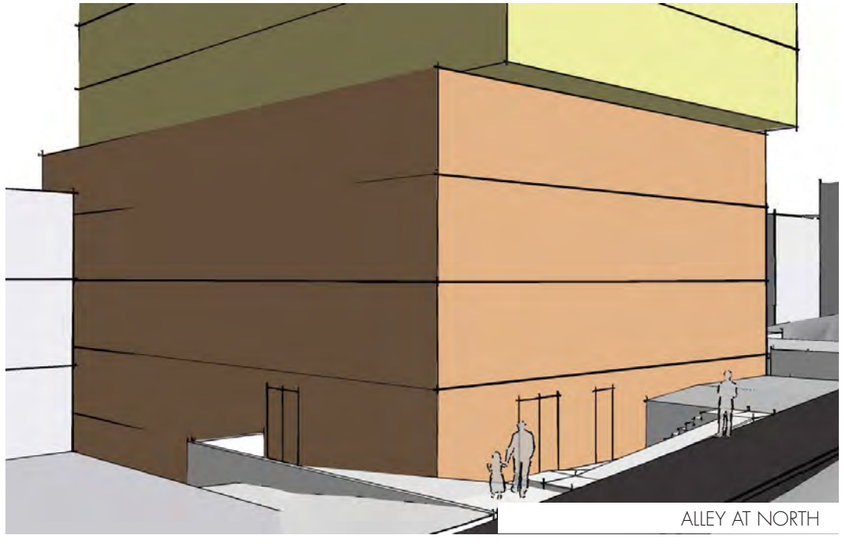
DESIGN PROPOSAL MASSING CONCEPT 1 - SLIDING

SW AVALON WAY AT SOUTH

SW AVALON WAY AT NORTH



SW AVALON WAY AT SOUTH



ALLEY AT NORTH

EAST ELEVATION

DESIGN PROPOSAL MASSING CONCEPT 1 - SLIDING

SOUTH EAST AERIAL VIEW

SOUTH WEST AERIAL VIEW

NORTH WEST AERIAL VIEW

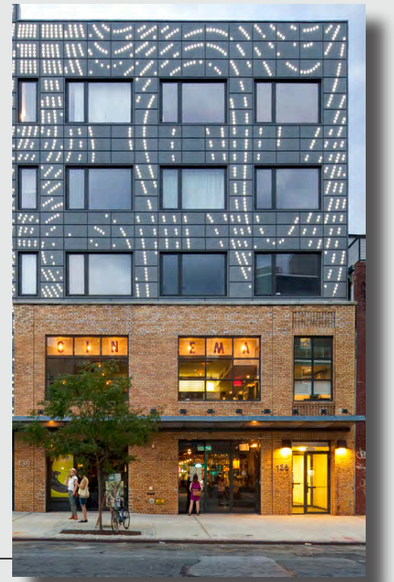
NORTH EAST AERIAL VIEW

CROSS SECTION

DESIGN PROPOSAL MASSING CONCEPT 1 - SLIDING

PRECEDENT IMAGES

Different Material & Window Pattern



Recessed volume

UNIVERSITY WAY NE AT NORTH

Metal canopy entrance

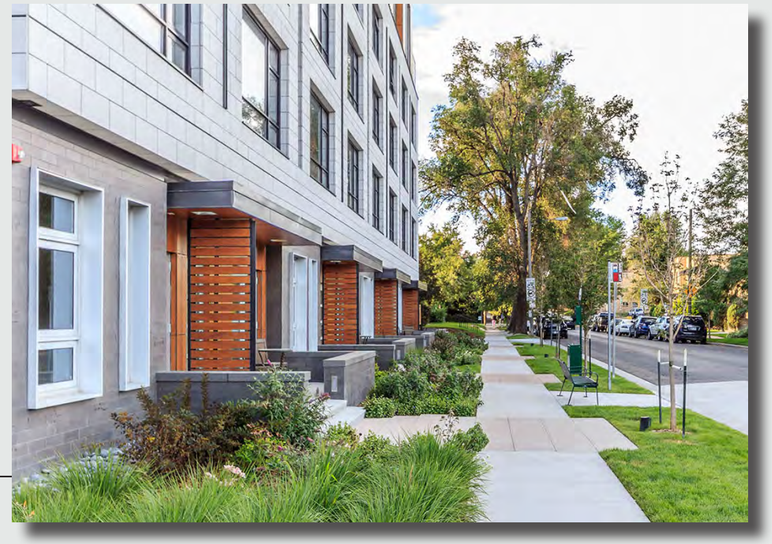
Street fornt landscape

DESIGN PROPOSAL MASSING CONCEPT 1 - SLIDING

SW AVALON WAY AT SOUTH

SW AVALON WAY AT NORTH

PRECEDENT IMAGES



Pedestrian Responses

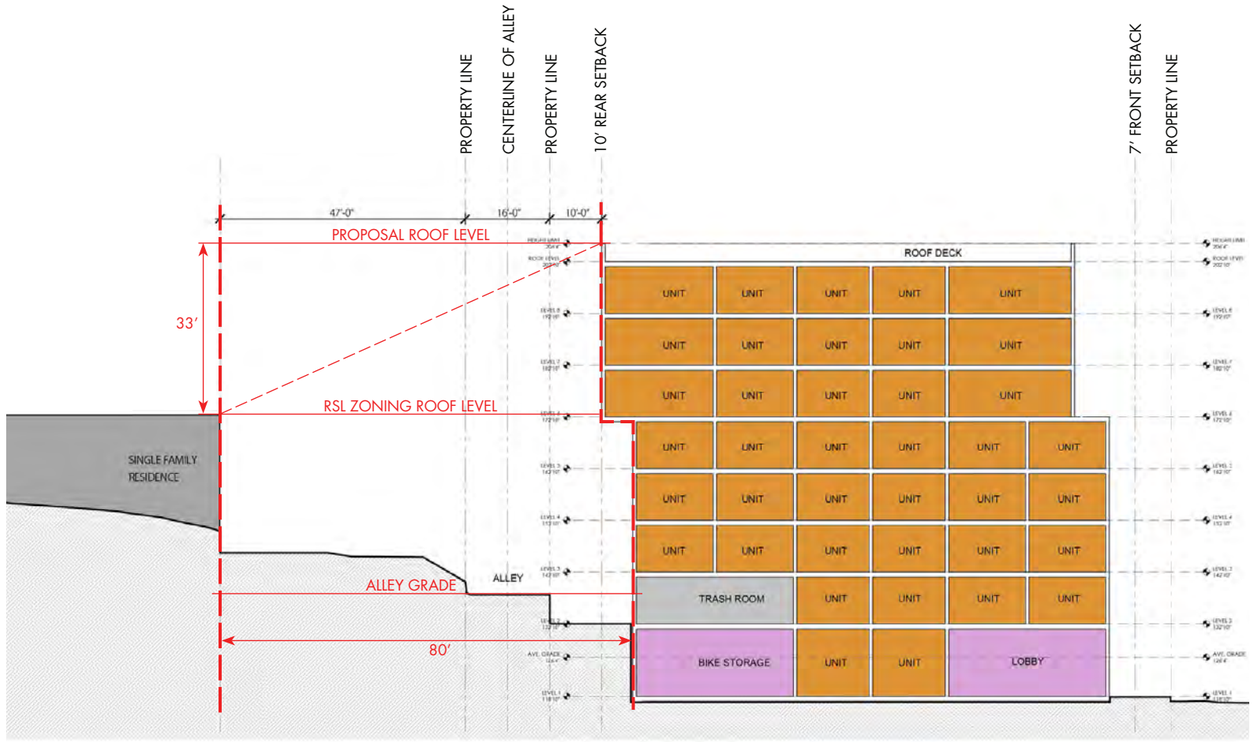
Concept 1 provides a small public plaza with warm material on the ground level for residents with high pedestrian use. Some landscape buffers are provided to create a semi-private walkway for the residents, which can also get access to the bike storage directly from the SW Avalon Way.

Entrance Plaza

Pedestrian Experience

DESIGN PROPOSAL MASSING CONCEPT 1 - SLIDING

ALLEY AT NORTH



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DESIGN PROPOSAL MASSING CONCEPT 2 - INTERSECTING

CONCEPT 2

- Unit Count: 87 units
- Parking: 4 stalls
- Total Area: 44,447 SF
- Max FAR: 43,200 SF
- FAR Proposed: 42,520 SF

Concept 2 is designed by recessing the southeast and northwest facades as well as the upper two stories to reduce the massing. It provides a recessed residential entry to the lobby in the southeast corner of the building as well as a public plaza outside the entry that will have seating, landscaping and pedestrian amenities. The alley façade is equally recessed to break down the massing. The massing shifts will allow for changes in materials, texture and colors that will help bring down the scale of the building as well. A roof top amenity space is designed along the frontage of the building to connect the residents with the pedestrians along the street and will also have good territorial views. The roof deck will also have seating, landscaping and building amenities for the residents.

PROS:

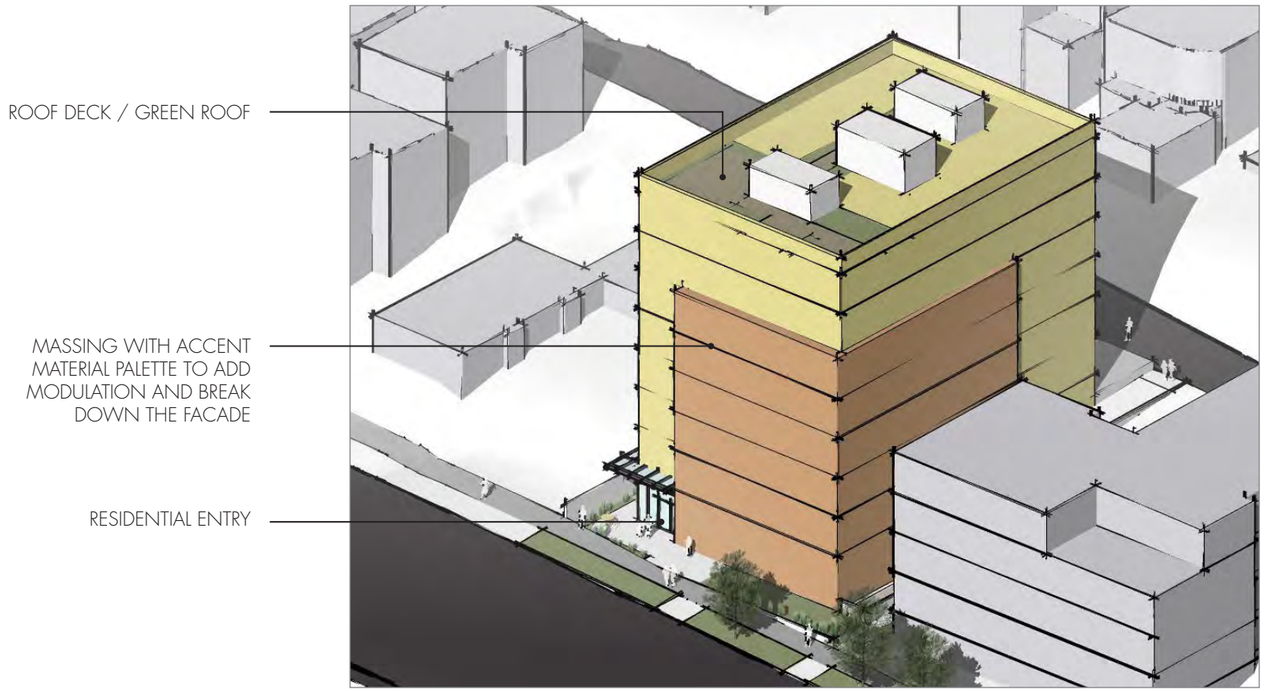
- Clearly articulated residential entrance
- Upper level setback to break down the massing
- Recessed residential plaza at lobby entrance
- Roof top community deck

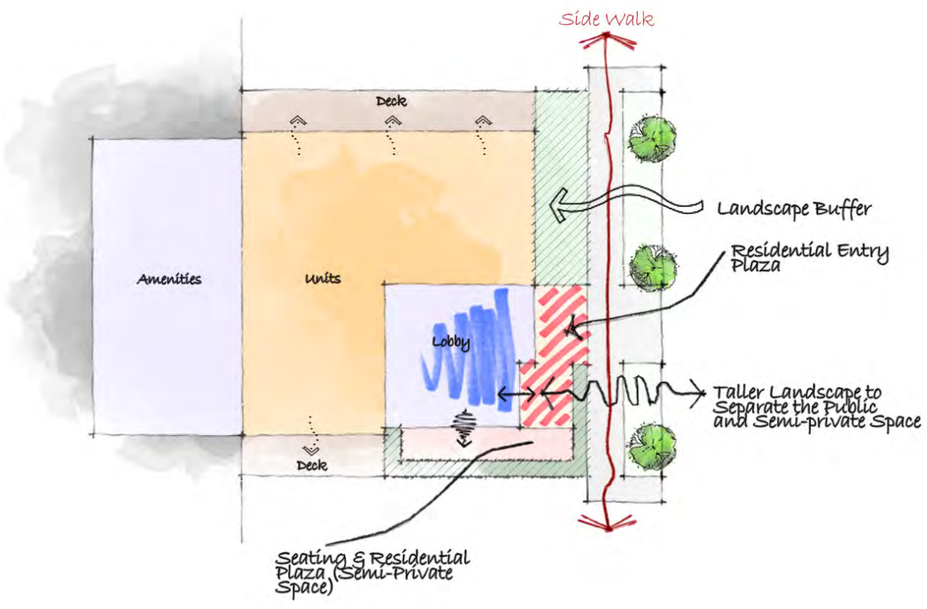
CONS:

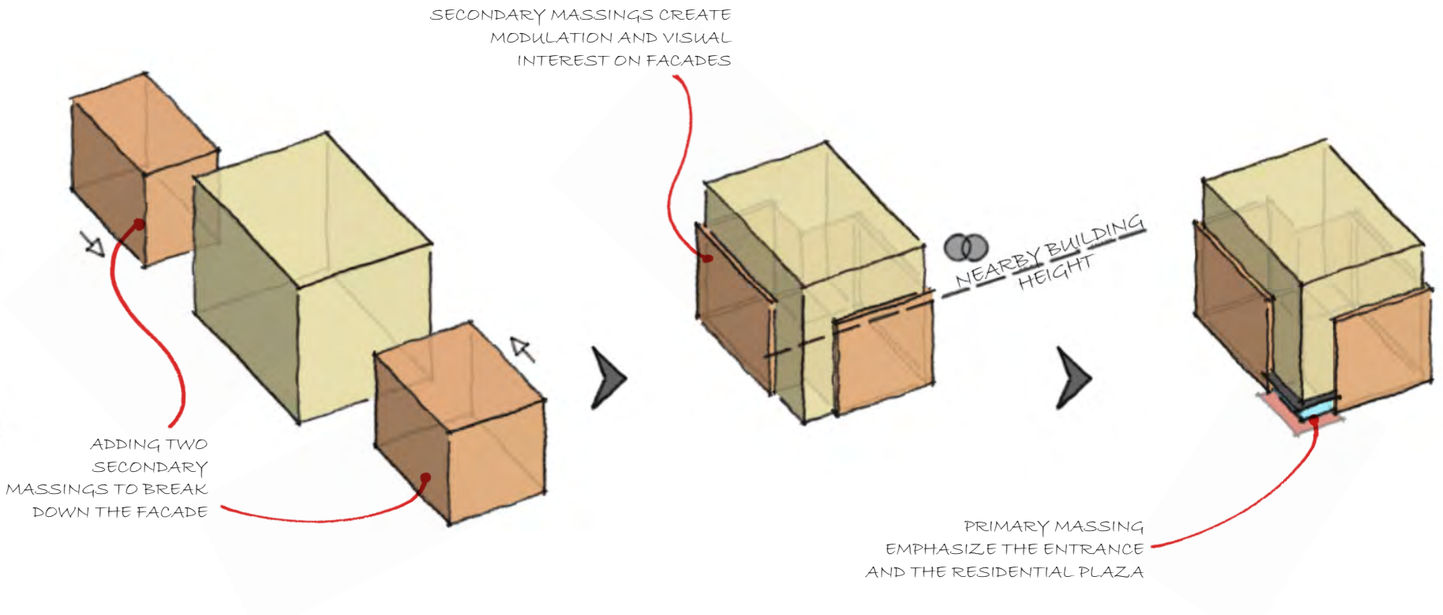
- Recessed residential entrance on the southeast corner is less visible from street

DEPARTURES: 23.45.518

- Side setback: 10 feet average and 7 feet minimum for portions above 42 feet in height

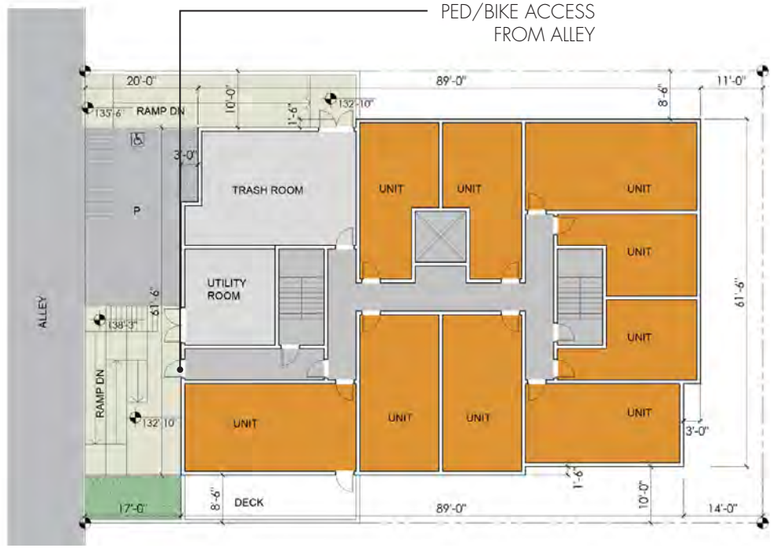






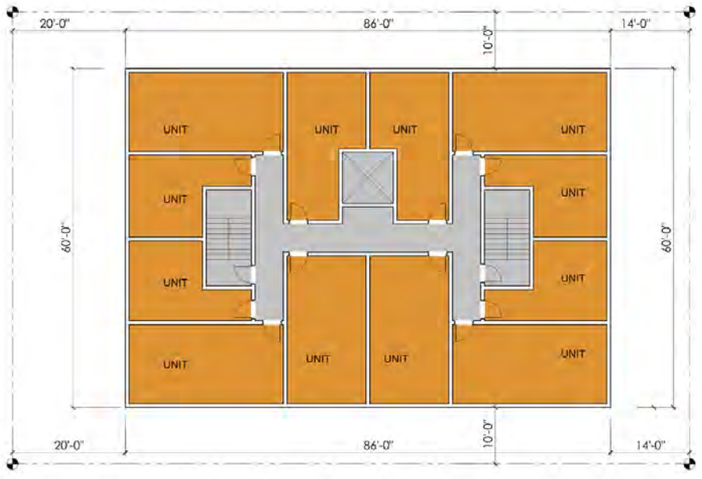
DESIGN PROPOSAL MASSING CONCEPT 2 - INTERSECTING

GROUND LEVEL

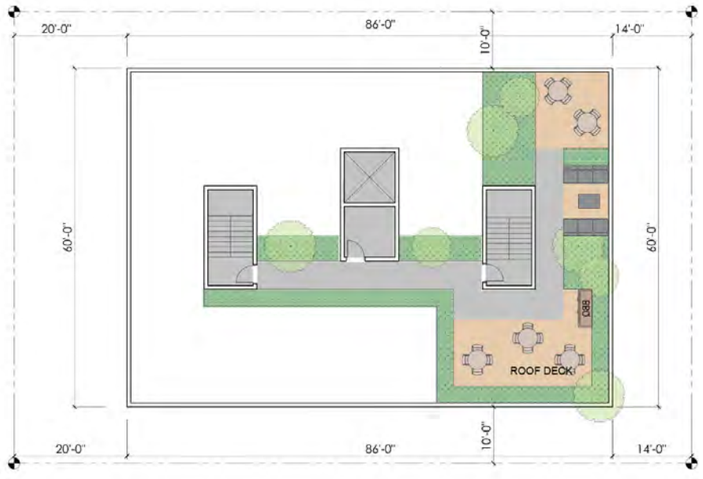


LEVEL 2

LEVEL 3-6



LEVEL 7-8



ROOF LEVEL

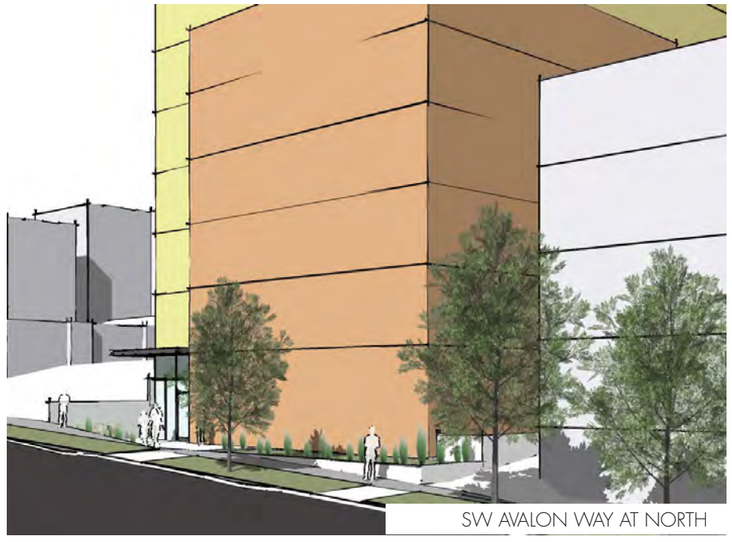
KEY

Amenity	Outdoor Space/ Terrace	Deck
Residential	Utility	
Circulation	Retail	

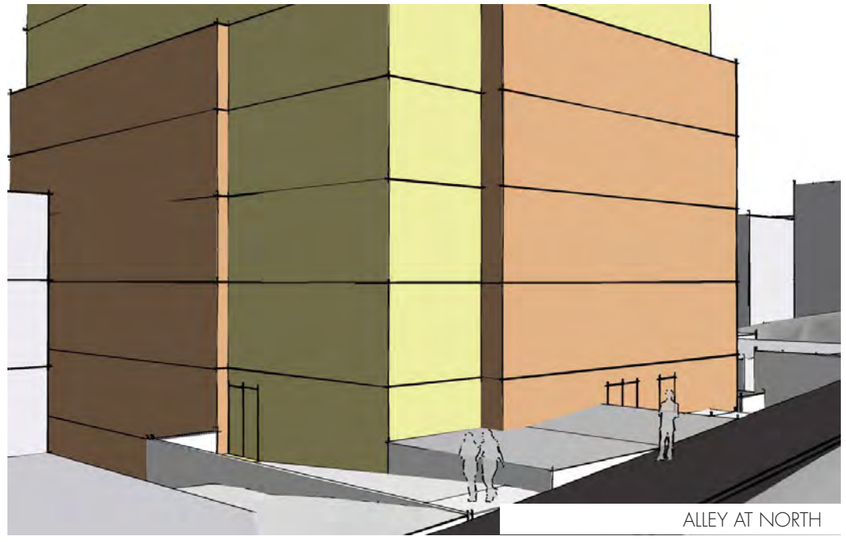
DESIGN PROPOSAL MASSING CONCEPT 2 - INTERSECTING

SW AVALON WAY AT SOUTH

SW AVALON WAY AT SOUTH



SW AVALON WAY AT NORTH



ALLEY AT NORTH

EAST ELEVATION

DESIGN PROPOSAL MASSING CONCEPT 2 - INTERSECTING

SOUTH EAST AERIAL VIEW

SOUTH WEST AERIAL VIEW

NORTH WEST AERIAL VIEW

NORTH EAST AERIAL VIEW

CROSS SECTION

DESIGN PROPOSAL MASSING CONCEPT 2 - INTERSECTING

PRECEDENT IMAGES

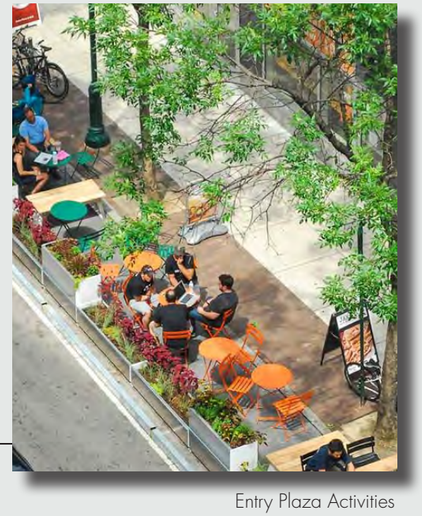
Material Differences

Massing Modulation

Facade Modulation

SW AVALON WAY AT SOUTH

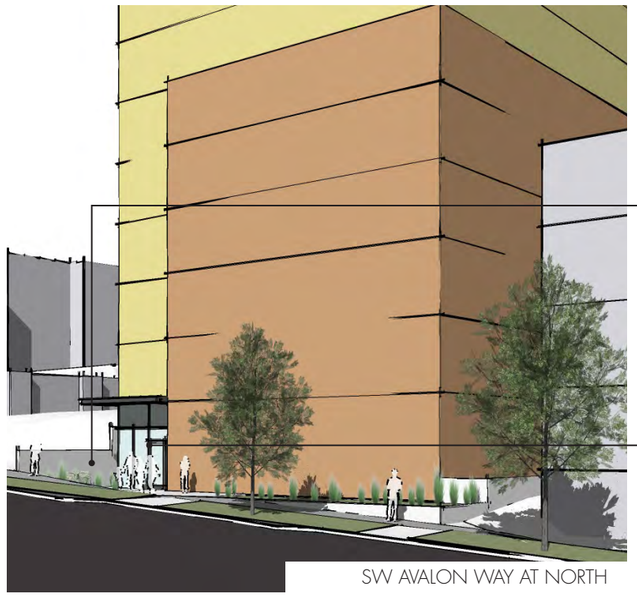
Metal canopy entrance



Entry Plaza Activities

DESIGN PROPOSAL MASSING CONCEPT 2 - INTERSECTING

SW AVALON WAY AT SOUTH



SW AVALON WAY AT NORTH

PRECEDENT IMAGES

Pedestrian Responses

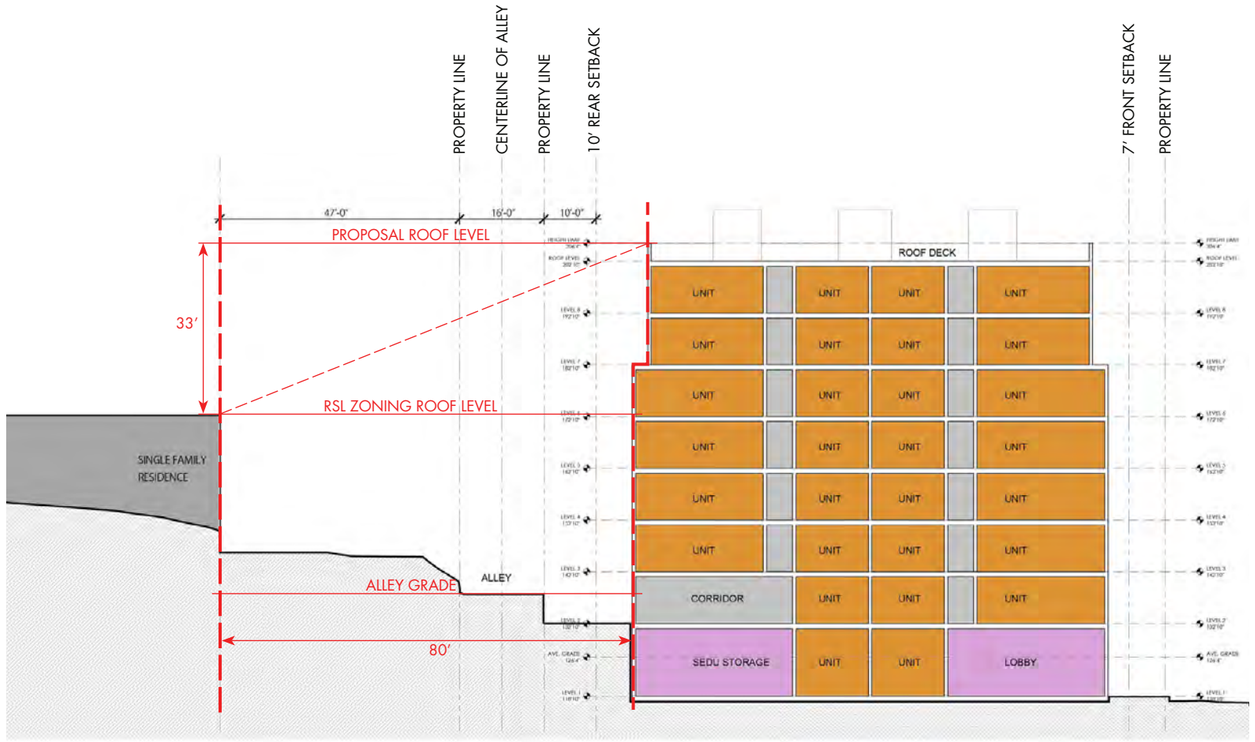
Concept 2 provides a public plaza using warm material on the ground level at the South corner for residents with high pedestrian use, providing a more pleasant pedestrian experience with the recessed massing. Some landscape buffers are also provided to create a semi-private walkway for the residents.

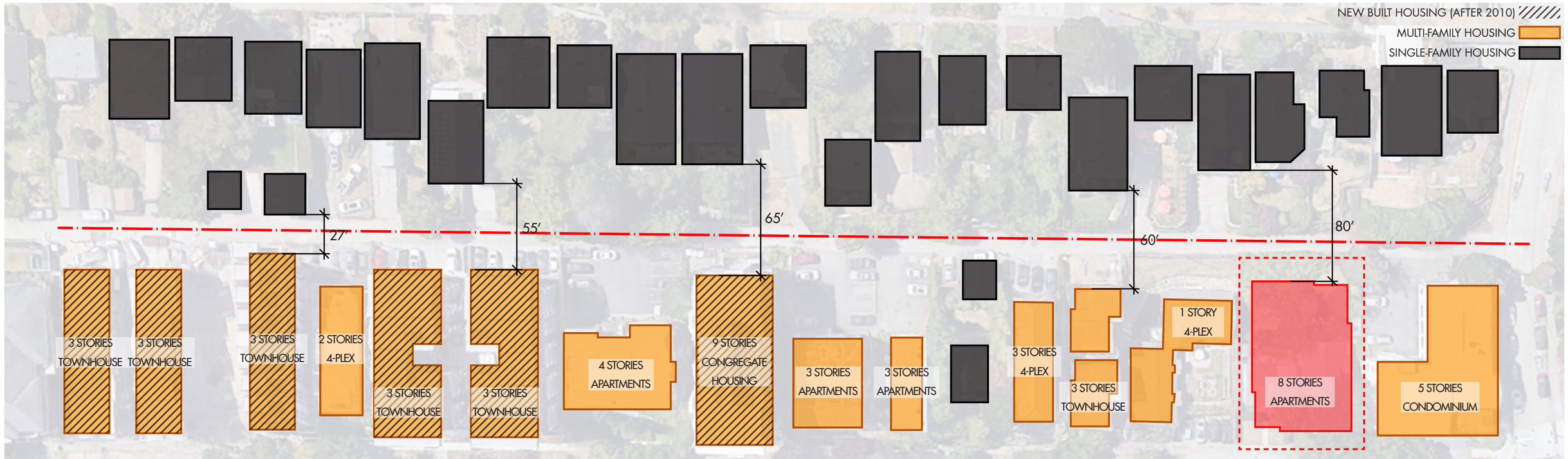
Entrance Plaza

Entrance Plaza Landscape

DESIGN PROPOSAL MASSING CONCEPT 2 - INTERSECTING

ALLEY AT NORTH





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DESIGN PROPOSAL MASSING CONCEPT 3 - SHIFTING (PREFERRED)

CONCEPT 3

- Unit Count: 86 units
- Parking: 4 stalls
- Total Area: 44,425 SF
- Max FAR: 43,200 SF
- FAR Proposed: 42,437 SF

Concept 3 is designed to break down the massing vertically into two masses. The residential entry is located in the north mass of the building in the northeast corner and recessed on the ground level in order to make the public plaza larger at this location. The plaza will include seating, landscaping and pedestrian amenities. The north mass is also slightly lower than the southern mass in order to respond to the slope of the site and street frontage. The two masses are also shifted east and west to differentiate them and provide a vertical break in the building. The vertical and horizontal massing shifts are consistent throughout the site facing both the street and alley. The massing changes will allow for material, color and texture variations that will help bring down the scale of the building. A roof deck is designed on the top of the building as well, which will provide seating, landscaping and building amenities for the residents as well as have good territorial views.

PROS:

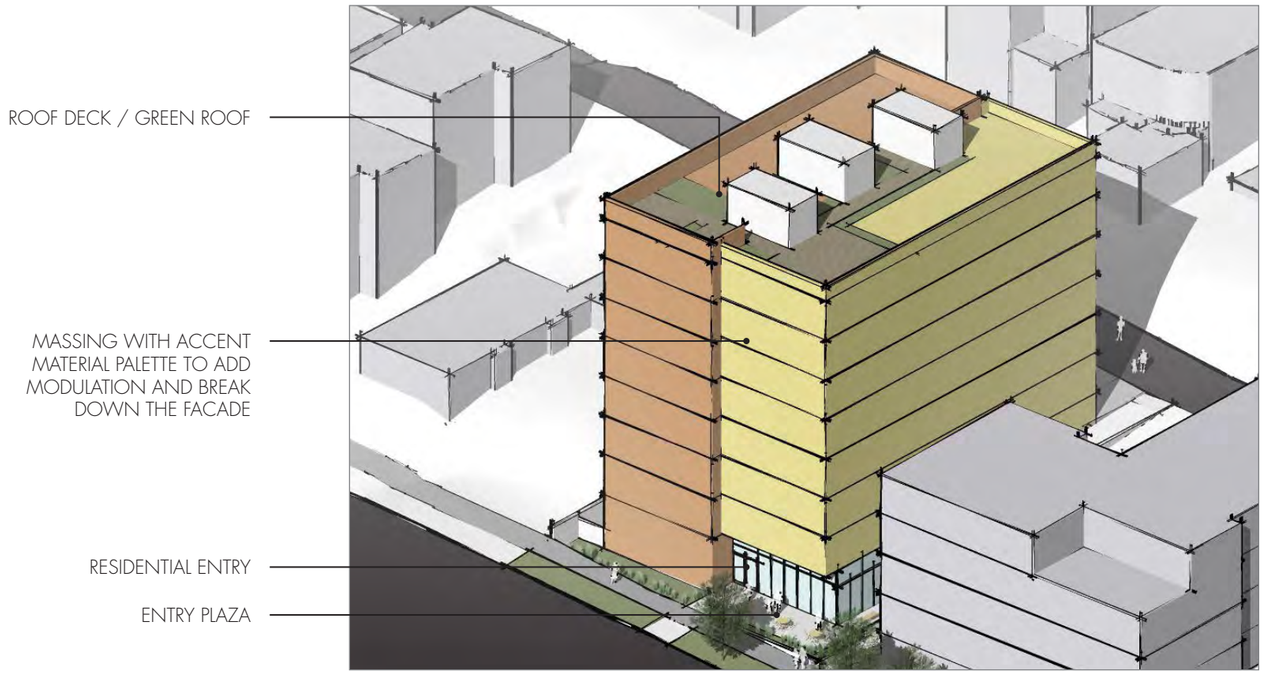
- Clearly articulated residential entrance
- Entrance plaza on ground level
- Roof top community deck
- Massing steps with the slope of the site

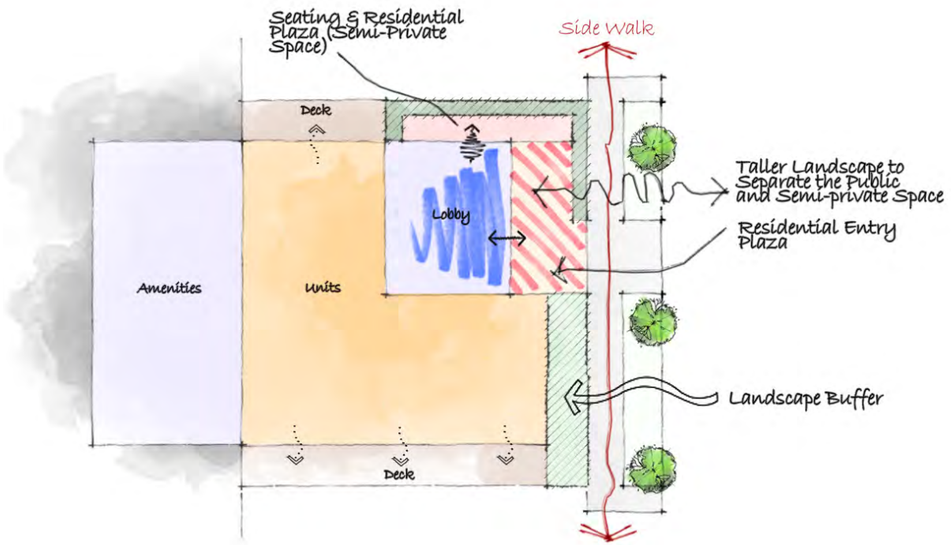
CONS:

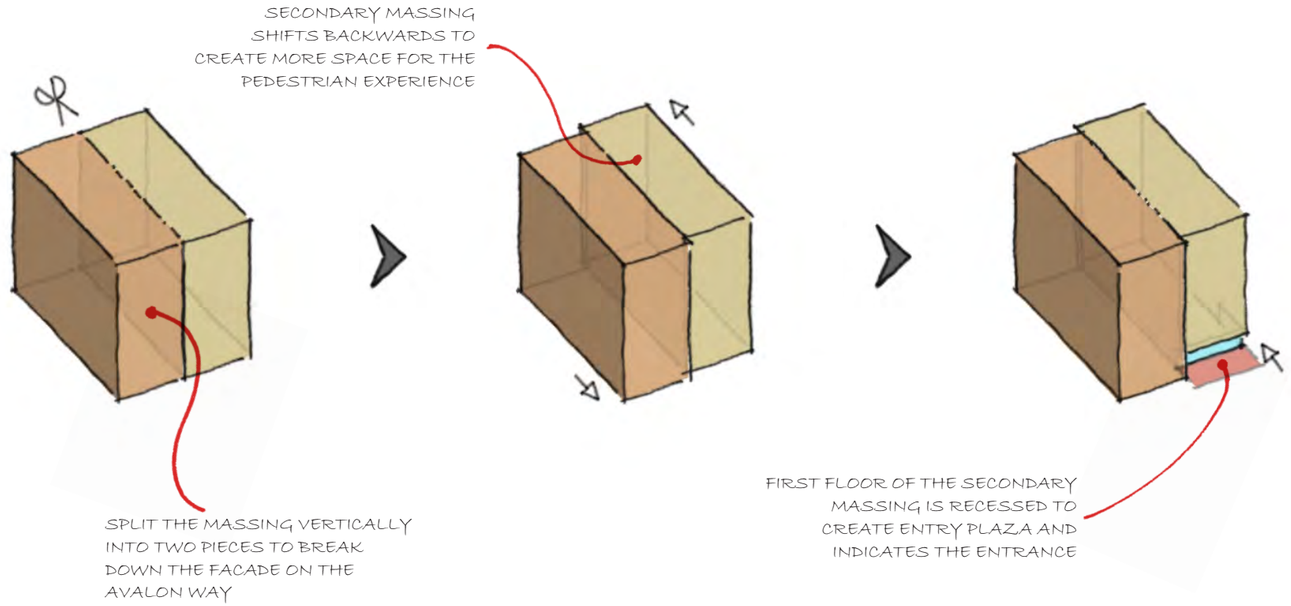
- Building massing setbacks less horizontally

DEPARTURES:

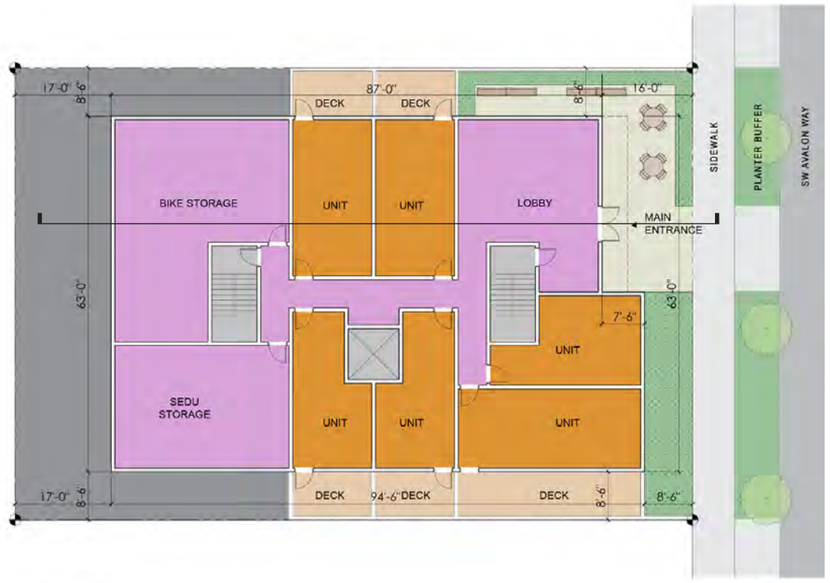
- Side setback: 10 feet average and 7 feet minimum for portions above 42 feet in height







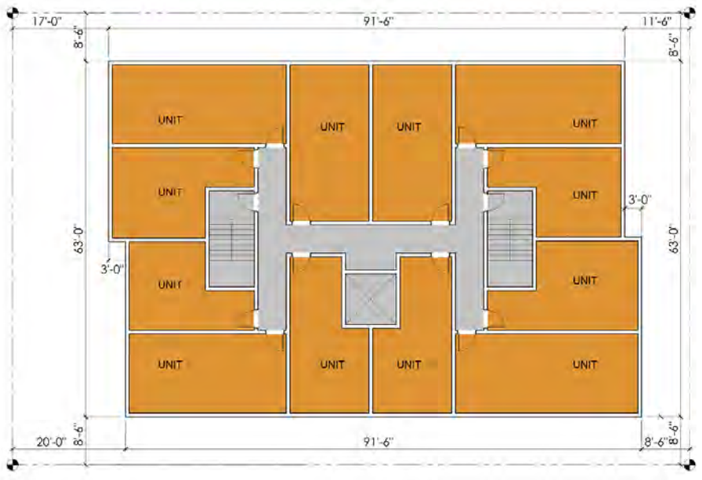
DESIGN PROPOSAL MASSING CONCEPT 3 - SHIFTING (PREFERRED)



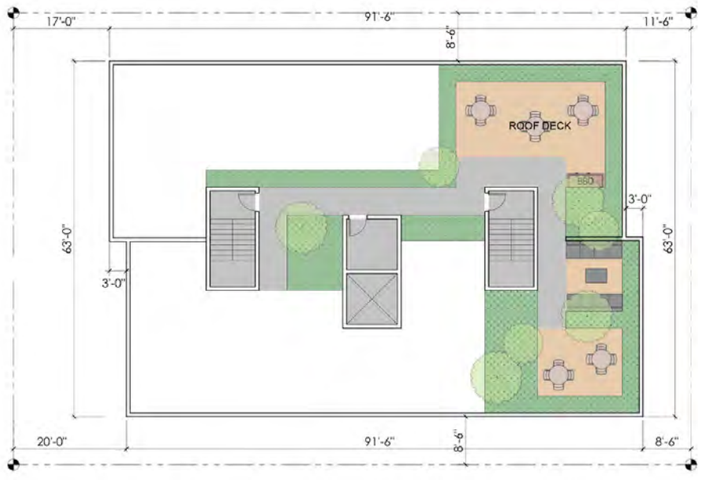
GROUND LEVEL

LEVEL 2

LEVEL 3



LEVEL 4-8



ROOF LEVEL

N

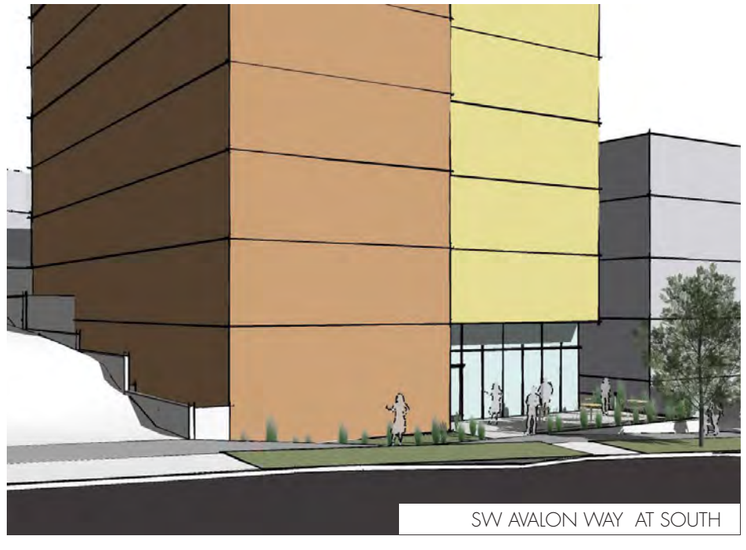
KEY

Amenity	Outdoor Space/ Terrace	Deck
Residential	Utility	
Circulation	Retail	

DESIGN PROPOSAL MASSING CONCEPT 3 - SHIFTING (PREFERRED)

SW AVALON WAY AT SOUTH

SW AVALON WAY AT NORTH



SW AVALON WAY AT SOUTH

ALLEY AT NORTH

EAST ELEVATION

DESIGN PROPOSAL MASSING CONCEPT 3 - SHIFTING (PREFERRED)

SOUTH EAST AERIAL VIEW

SOUTH WEST AERIAL VIEW

NORTH WEST AERIAL VIEW

NORTH EAST AERIAL VIEW

CROSS SECTION

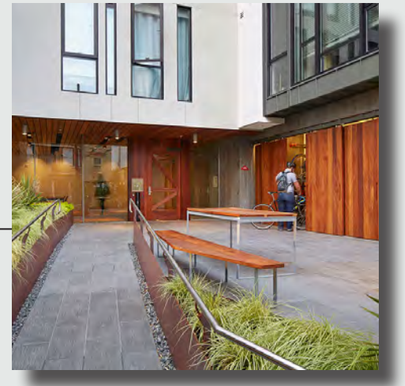
DESIGN PROPOSAL MASSING CONCEPT 3 - SHIFTING (PREFERRED)

PRECEDENT IMAGES

Facade Modulation

Material & Window Pattern Differences

UNIVERSITY WAY NE AT NORTH

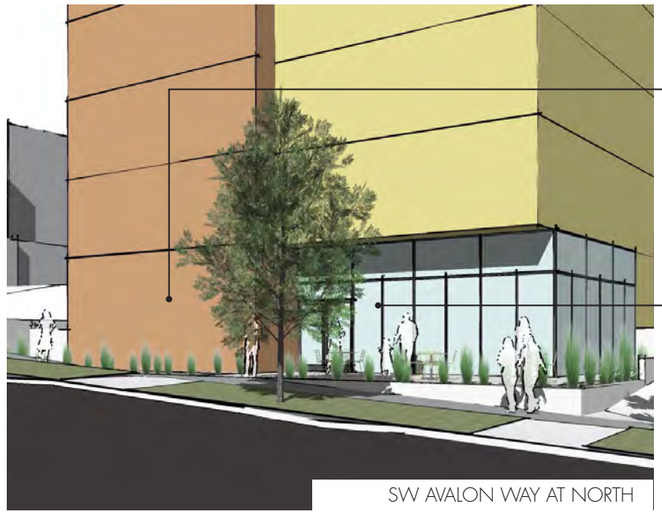


Outdoor amenities

pedestrian interaction

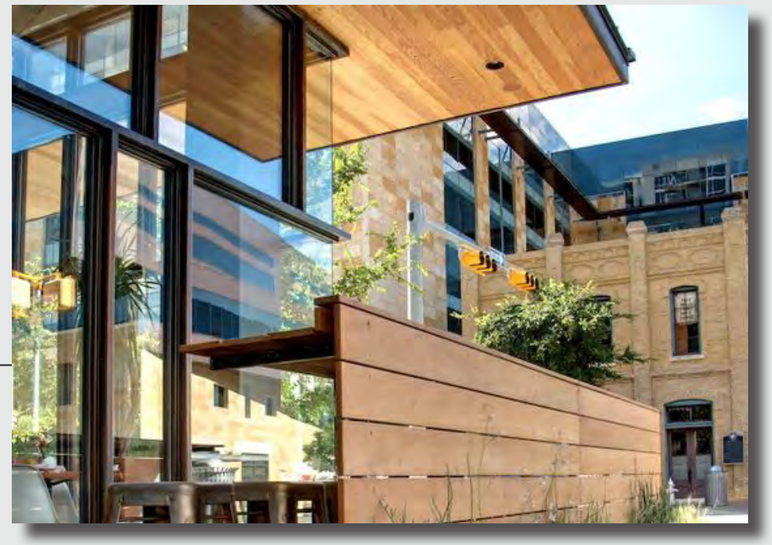
DESIGN PROPOSAL MASSING CONCEPT 3 - SHIFTING (PREFERRED)

SW AVALON WAY AT NORTH



SW AVALON WAY AT NORTH

PRECEDENT IMAGES



Pedestrian Responses

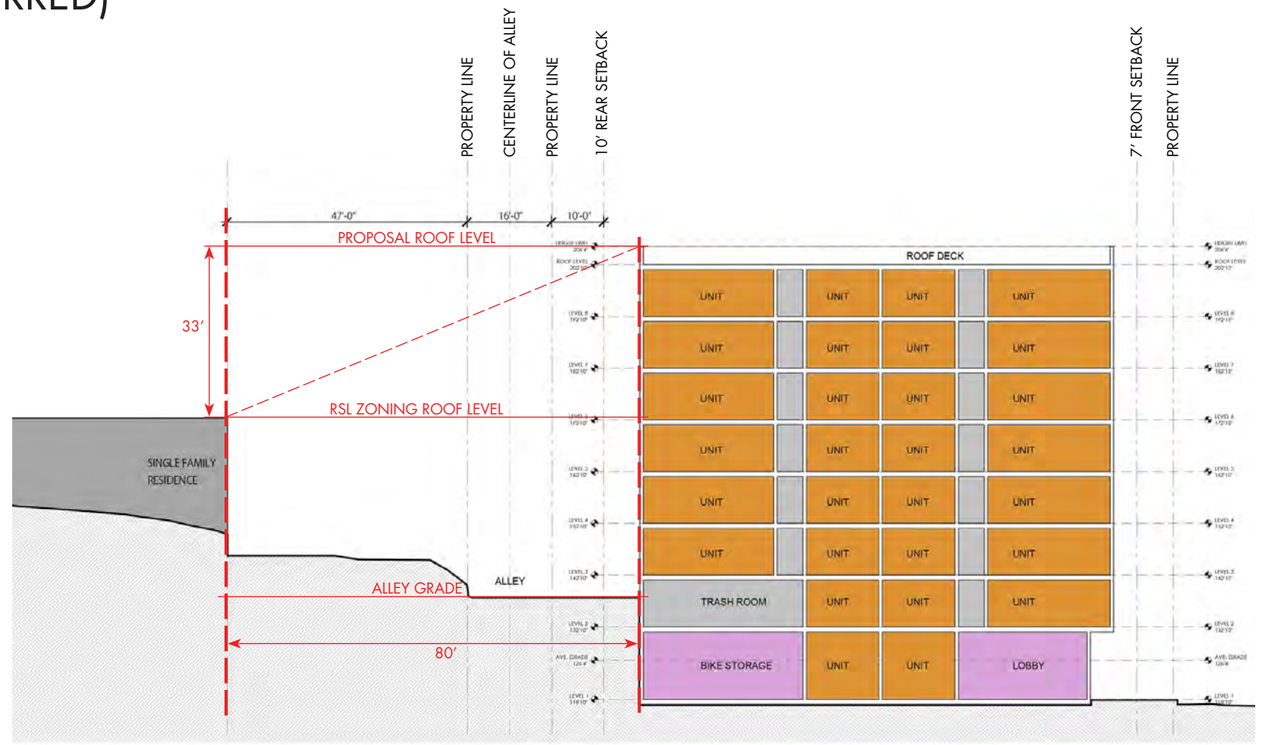
Concept 3 provides a public plaza with warm material on the ground level at the Nouth corner for residents with high pedestrian use, providing a more pleasant pedestrian experience with the recessed massing. Some landscape buffers are also provided to create a semi-private space for the residents.

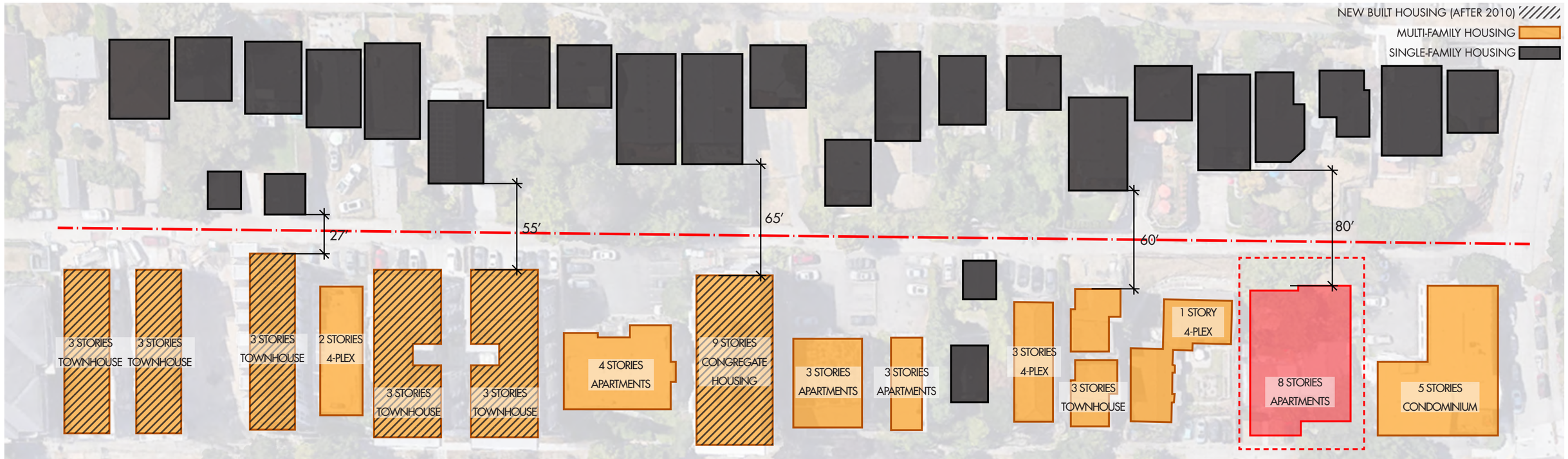
Entrance Plaza

Transparent Facade at street level

DESIGN PROPOSAL MASSING CONCEPT 3 - SHIFTING (PREFERRED)

ALLEY AT NORTH





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DESIGN PROPOSAL MASSING OPTIONS

OPTION 1

PROS:
- Clearly articulated residential entrance
- Upper level setback to break down the massing
- Recessed residential plaza at lobby entrance
- Public space in the front of the building
- Roof top community deck

CONS:
- Front plaza has less area

DEPARTURES:
- None

OPTION 2

PROS:
- Clearly articulated residential entrance
- Upper level setback to break down the massing
- Recessed residential plaza at lobby entrance
- Roof top community deck

CONS:
- Recessed residential entrance on the southeast corner is less visible from street

DEPARTURES:
- 23.45.518

Side setback: 10 feet average and 7 feet minimum for portions above 42 feet in height

OPTION 3 (PREFERRED)

PROS:
- Clearly articulated residential entrance
- Entrance plaza on ground level
- Roof top community deck
- Massing steps with the slope of the site

CONS:
- Building massing setbacks less horizontally

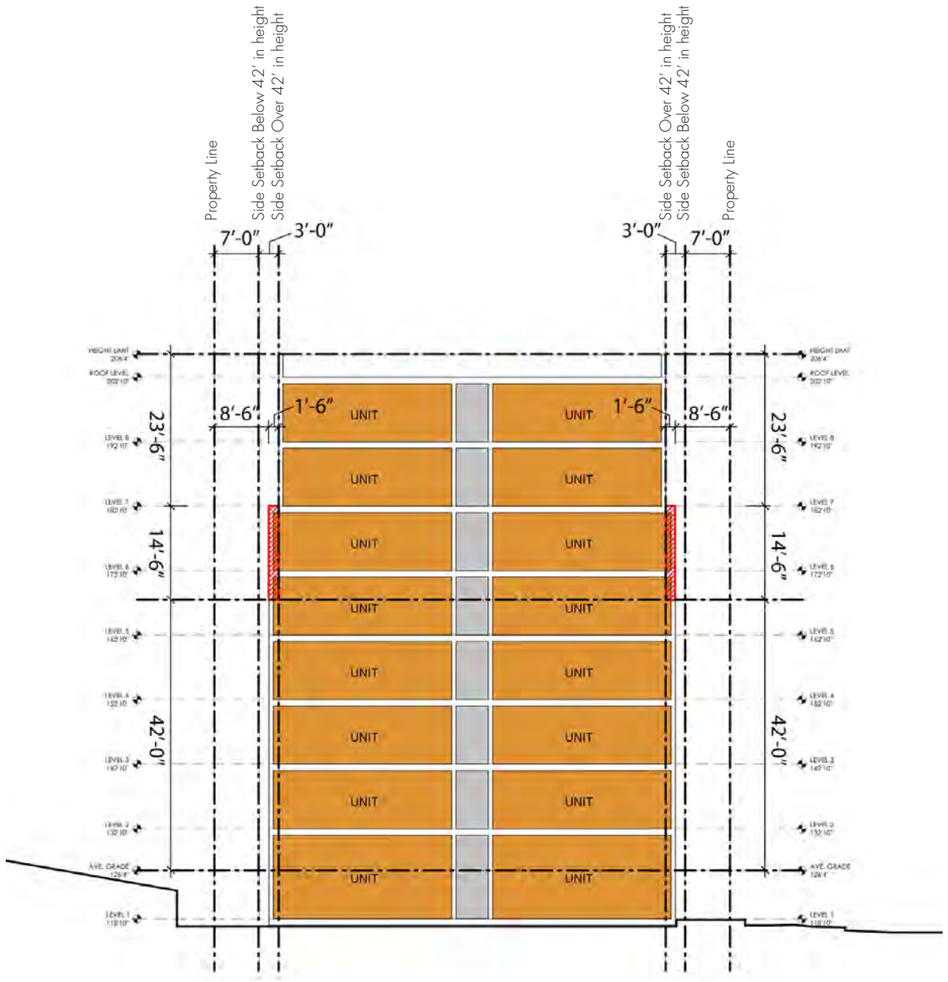
DEPARTURES:
- 23.45.518

Side setback: 10 feet average and 7 feet minimum for portions above 42 feet in height

DESIGN PROPOSAL DEPARTURES

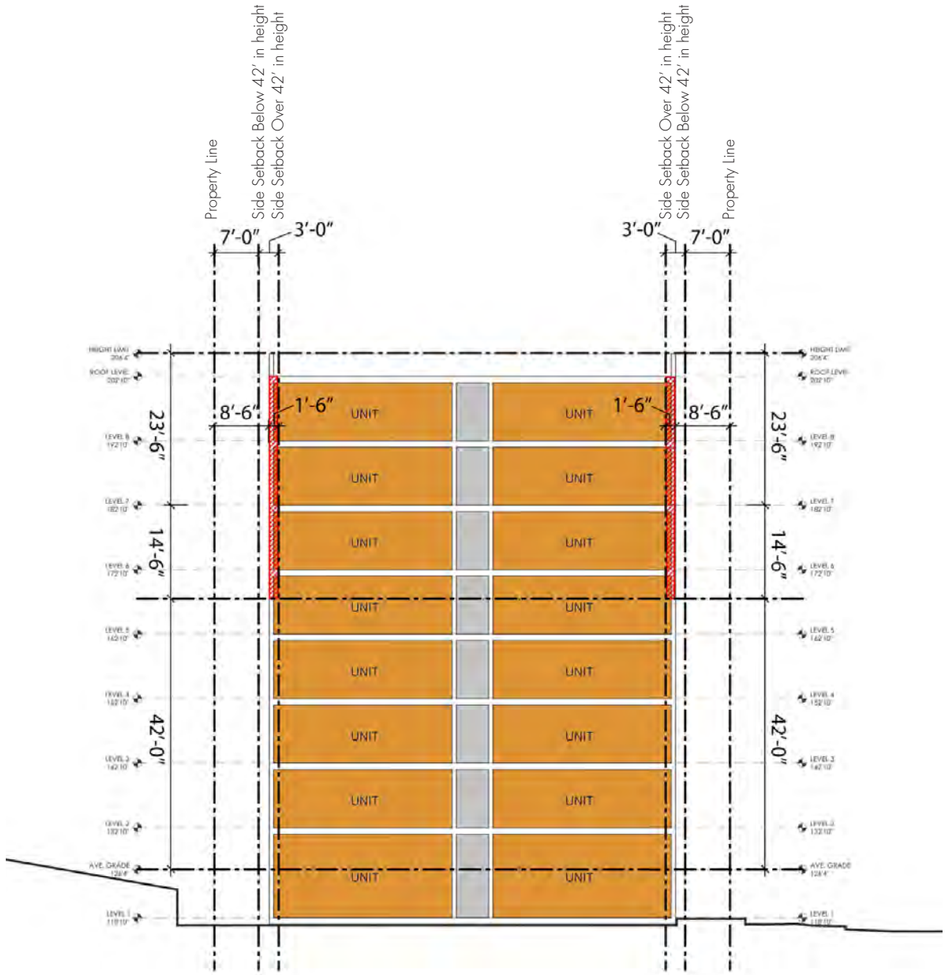
OPTION NUMBER	REQUIRED	REQUEST	JUSTIFICATION
1	None	None	None
2	23.45.518 Side setback: 10 feet average and 7 feet minimum for portions above 42 feet in height	Requesting a reduction of required setback at the side facades: 1) a 61′- 0″ wide by 14′- 6″ high portion of the level 5-6 encroaches 1′- 6″ into the 42′ setback on side facades. 2) a 61′- 0″ wide by 14′- 6″ high portion of the level 5-6 encroaches 1′- 6″ into the 42′ setback on side facades.	We are requesting a reduction in the upper stories setback for a very small portion of the building so that we can have adequate modulation and setbacks on the front and back facade to break up the building horizontally and vertically responding to the design guidelines DC2 I to create the architectural consistency, as well as creating a strong horizontal treatment at 65 feet according to CS2 III iv. This will enhance the pedestrian experience and allow it to be more aesthetically pleasing for the neighboring developments. The departure request would only be for the side façades and an average of a reduction of 1.5 feet for the portion above 42 feet.
3	23.45.518 Side setback: 10 feet average and 7 feet minimum for portions above 42 feet in height	Requesting a reduction of required setback at the side facades: 1) a 91′- 6″ wide by 34′-6″ high portion of the level 5-8 encroaches 1′- 6″ into the 42′ setback on side facades. 2) a 91′- 6″ wide by 34′-6″ high portion of the level 5-8 encroaches 1′- 6″ into the 42′ setback on side facades.	We are requesting a reduction in the upper stories setback for a very small portion of the building so that we can have adequate modulation and setbacks on the front and back facade to break up the building horizontally and vertically responding to the design guidelines DC2 I to create the architectural consistency, as well as reflecting the original platting pattern according to CS3 I i. This will enhance the pedestrian experience and allow it to be more aesthetically pleasing for the neighboring developments. The departure request would only be for the side façades and an average of a reduction of 1.5 feet for the portion above 42 feet.

DESIGN PROPOSAL DEPARTURES



OPTION NUMBER	REQUIRED	REQUEST	JUSTIFICATION
2	23.45.518 Side setback: 10 feet average and 7 feet minimum for portions above 42 feet in height	Requesting a reduction of required setback at the side facades: 1) a 61'- 0" wide by 14'- 6" high portion of the level 5-6 encroaches 1'- 6" into the 42' setback on side facades. 2) a 61'- 0" wide by 14'- 6" high portion of the level 5-6 encroaches 1'- 6" into the 42' setback on side facades.	We are requesting a reduction in the upper stories setback for a very small portion of the building so that we can have adequate modulation and setbacks on the front and back facade to break up the building horizontally and vertically responding to the design guidelines DC2 I to create the architectural consistency, as well as creating a strong horizontal treatment at 65 feet according to CS2 III iv. This will enhance the pedestrian experience and allow it to be more aesthetically pleasing for the neighboring developments. The departure request would only be for the side façades and an average of a reduction of 1.5 feet for the portion above 42 feet.

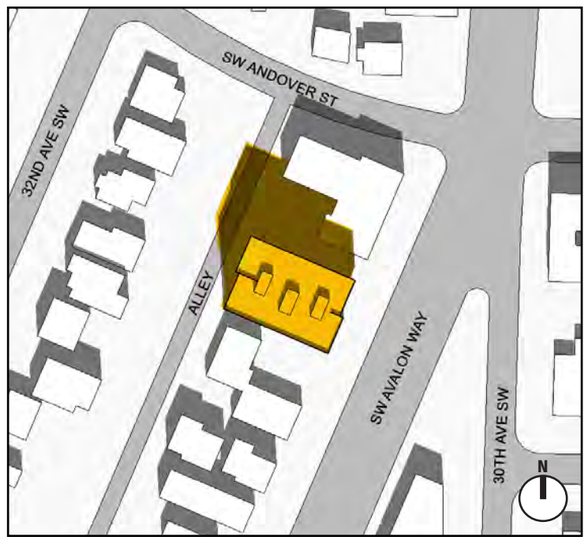
DESIGN PROPOSAL DEPARTURES



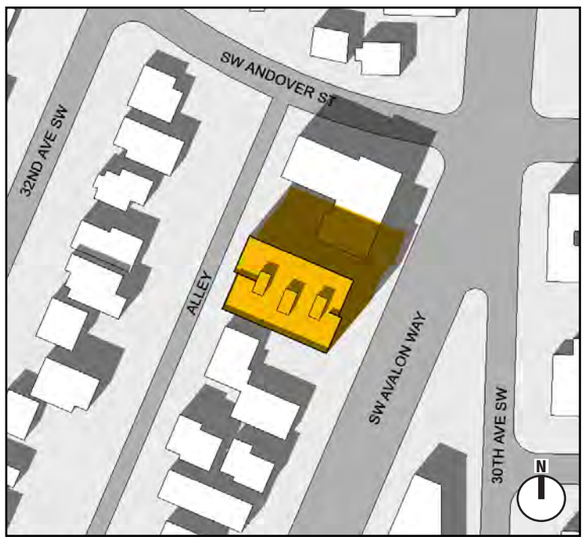
OPTION NUMBER	REQUIRED	REQUEST	JUSTIFICATION
3	23.45.518 Side setback: 10 feet average and 7 feet minimum for portions above 42 feet in height	Requesting a reduction of required setback at the side facades: 1) a 91'- 6" wide by 34'-6" high portion of the level 5-8 encroaches 1'- 6" into the 42' setback on side facades. 2) a 91'- 6" wide by 34'-6" high portion of the level 5-8 encroaches 1'- 6" into the 42' setback on side facades.	We are requesting a reduction in the upper stories setback for a very small portion of the building so that we can have adequate modulation and setbacks on the front and back facade to break up the building horizontally and vertically responding to the design guidelines DC2 I to create the architectural consistency, as well as reflecting the original platting pattern according to CS3 I i. This will enhance the pedestrian experience and allow it to be more aesthetically pleasing for the neighboring developments. The departure request would only be for the side façades and an average of a reduction of 1.5 feet for the portion above 42 feet.

DESIGN PROPOSAL SEASONAL SHADOW ANALYSIS

10 AM | SPRING EQUINOX
March 20, 2019



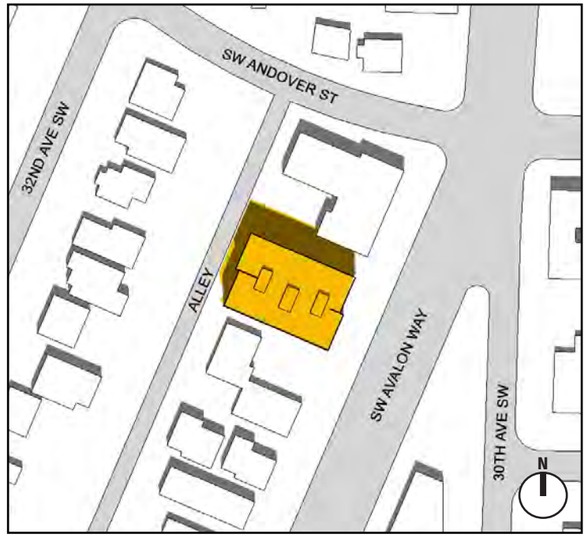
12 PM | SPRING EQUINOX
March 20, 2019



2 PM | SPRING EQUINOX
March 20, 2019

4 PM | SPRING EQUINOX
March 20, 2019

10 AM | SUMMER SOLSTICE
June 21st, 2019

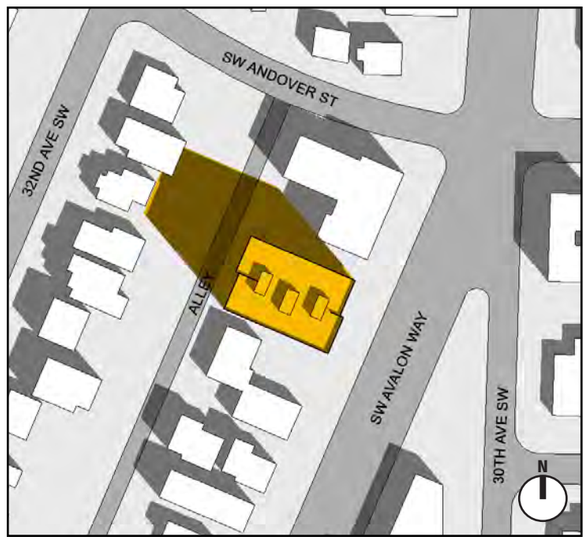


12 PM | SUMMER SOLSTICE
June 21st, 2019

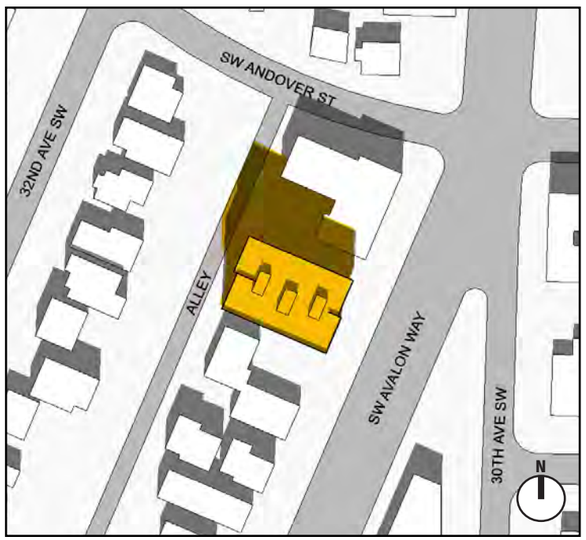
2 PM | SUMMER SOLSTICE
June 21st, 2019

4 PM | SUMMER SOLSTICE
June 21st, 2019

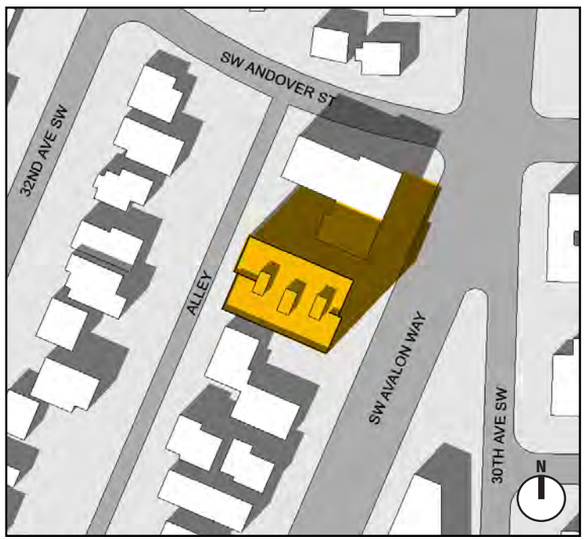
DESIGN PROPOSAL SEASONAL SHADOW ANALYSIS



10 AM | AUTUMN EQUINOX
September 23, 2019



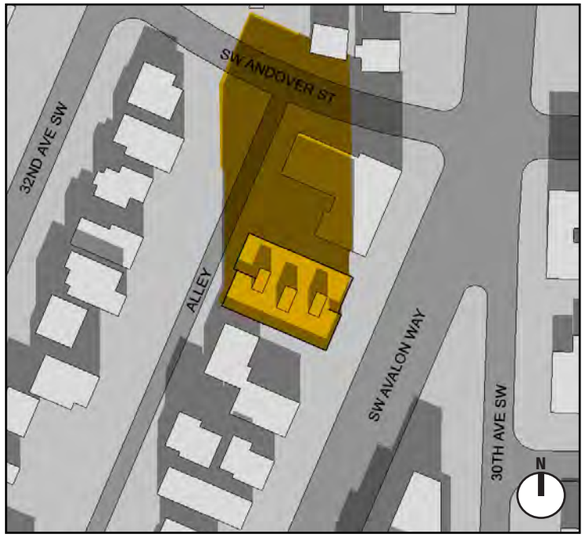
12 PM | AUTUMN EQUINOX
September 23, 2019



2 PM | AUTUMN EQUINOX
September 23, 2019

4 PM | AUTUMN EQUINOX
September 23, 2019

10 AM | WINTER SOLSTICE
December 21st, 2019

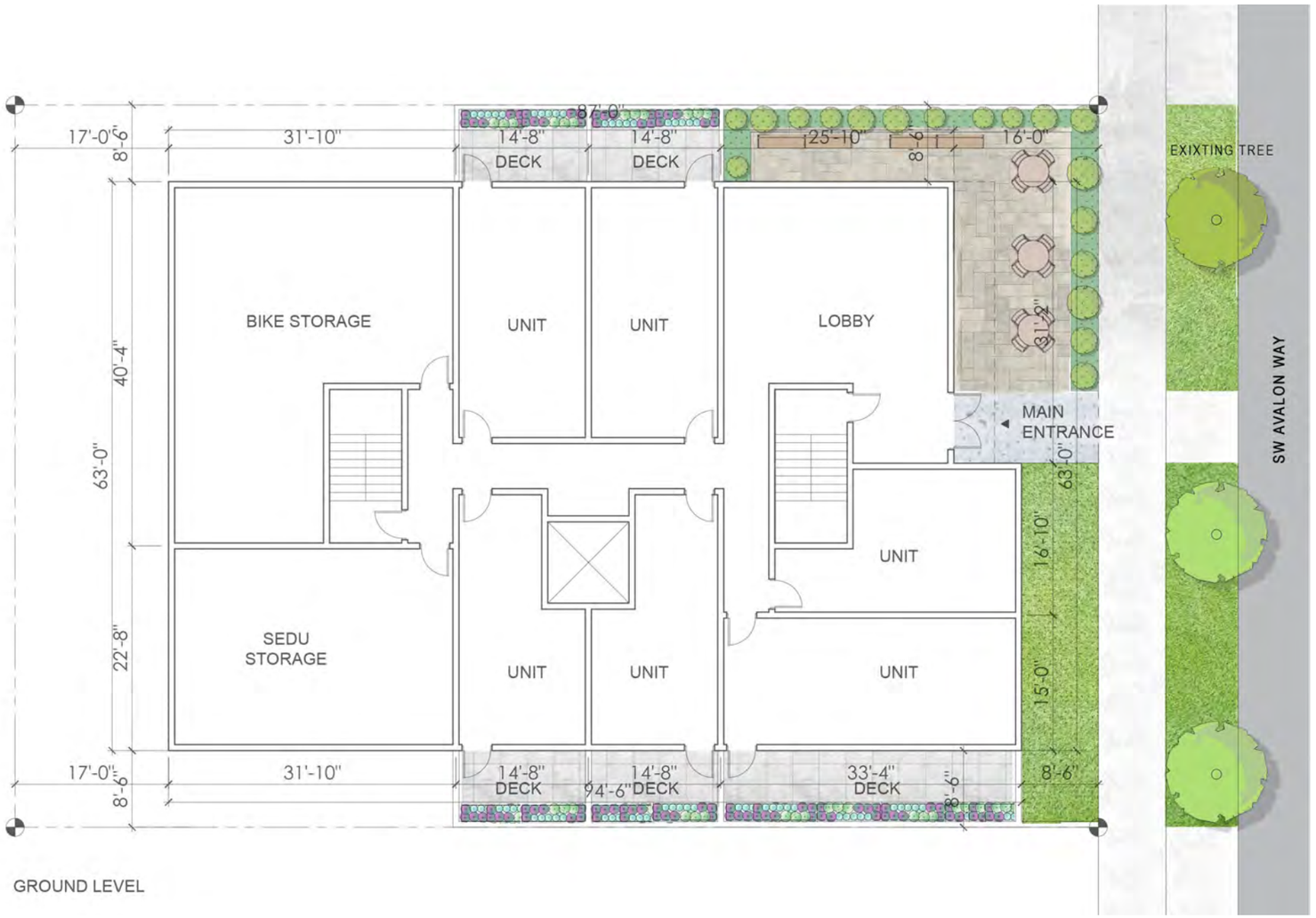


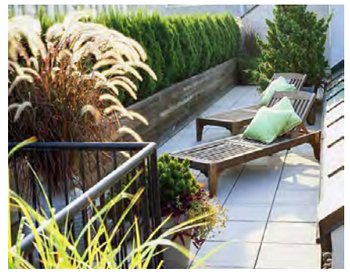
12 PM | WINTER SOLSTICE
December 21st, 2019

2 PM | WINTER SOLSTICE
December 21st, 2019

4 PM | WINTER SOLSTICE
December 21st, 2019

DESIGN PROPOSAL MASSING CONCEPT 3 (PREFERRED) / LANDSCAPE GROUND FLOOR





The intent of the landscape design is to provide a pedestrian friendly streetscape with street level transparency, to encourage visibility of the residents' entrance. One existing street tree will be retained and two additional trees with be added to ensure cohesive street tree planting as well as to meet code requirements.

The ground level entrance plaza and units will have raised planters sized to accommodate large shrubs and groundcover used to define an outdoor patio space and provide screening from the adjacent properties.

At the rooftop level, one portion is used as a community gathering space and includes casual dining and seating elements, as well as raised planters, which will help define the overall gathering space and the more intimate lounge areas. The planters will be deep enough to accommodate groundcovers, small shrubs and small trees. All of the planted landscape features on the project will contribute to meeting or exceeding Seattle Green Factor requirements.

DESIGN PROPOSAL MASSING CONCEPT 3 (PREFERRED) / LANDSCAPE ROOF

ROOF LEVEL