



4747 CALIFORNIA
EARLY DESIGN GUIDANCE - 50% DRAFT
05.10.2018



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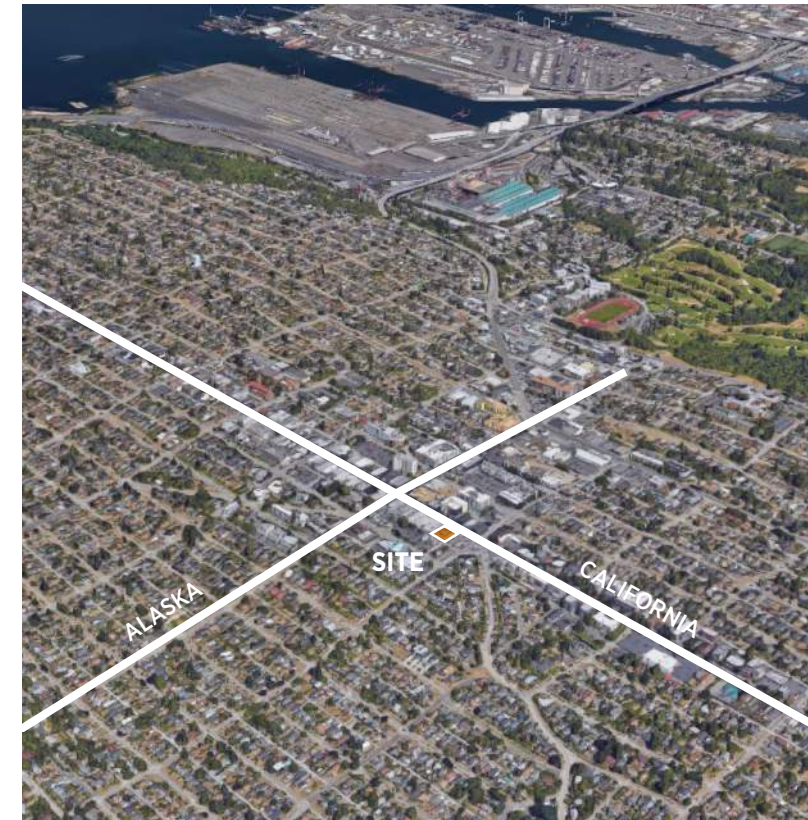
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PROJECT INFORMATION

ADDRESS: 4747 CALIFORNIA AVE SW

PROJECT #: 3031135

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DEVELOPMENT OBJECTIVES

The basic program includes:

- 6 STORIES OF APARTMENTS OVER 1 STORY OF RETAIL
- +/- 82 RESIDENTIAL UNITS
- +/- 45 RESIDENTIAL PARKING STALLS
- +/- 5,000 SF COMMERCIAL AREA AT STREET LEVEL

PROJECT GOALS



1. MAINTAIN THE CHARACTER AND STREETScape CONTINUITY

The design team recognizes and appreciates the historic retail building patterns along California Avenue. In order to create an uninterrupted one story massing to match the height of the existing buildings at street level, the residential portion of the building has been setback 10'. The proposed design compliments the scale of the historic storefronts, while providing amenity space and open terrace to overlook the street activity below.



2. BECOME AN ANCHOR

The intersection of California and Edmunds is one of the gateways to the commercial core of West Seattle. While the project site is not directly on the corner it will be the First tall building on the west side of the street. The intent is to create an attractive building massing as viewed from the South and North approach along California, and engaging pedestrian presence at the street level.



3. CREATE A QUALITY RETAIL EXPERIENCE

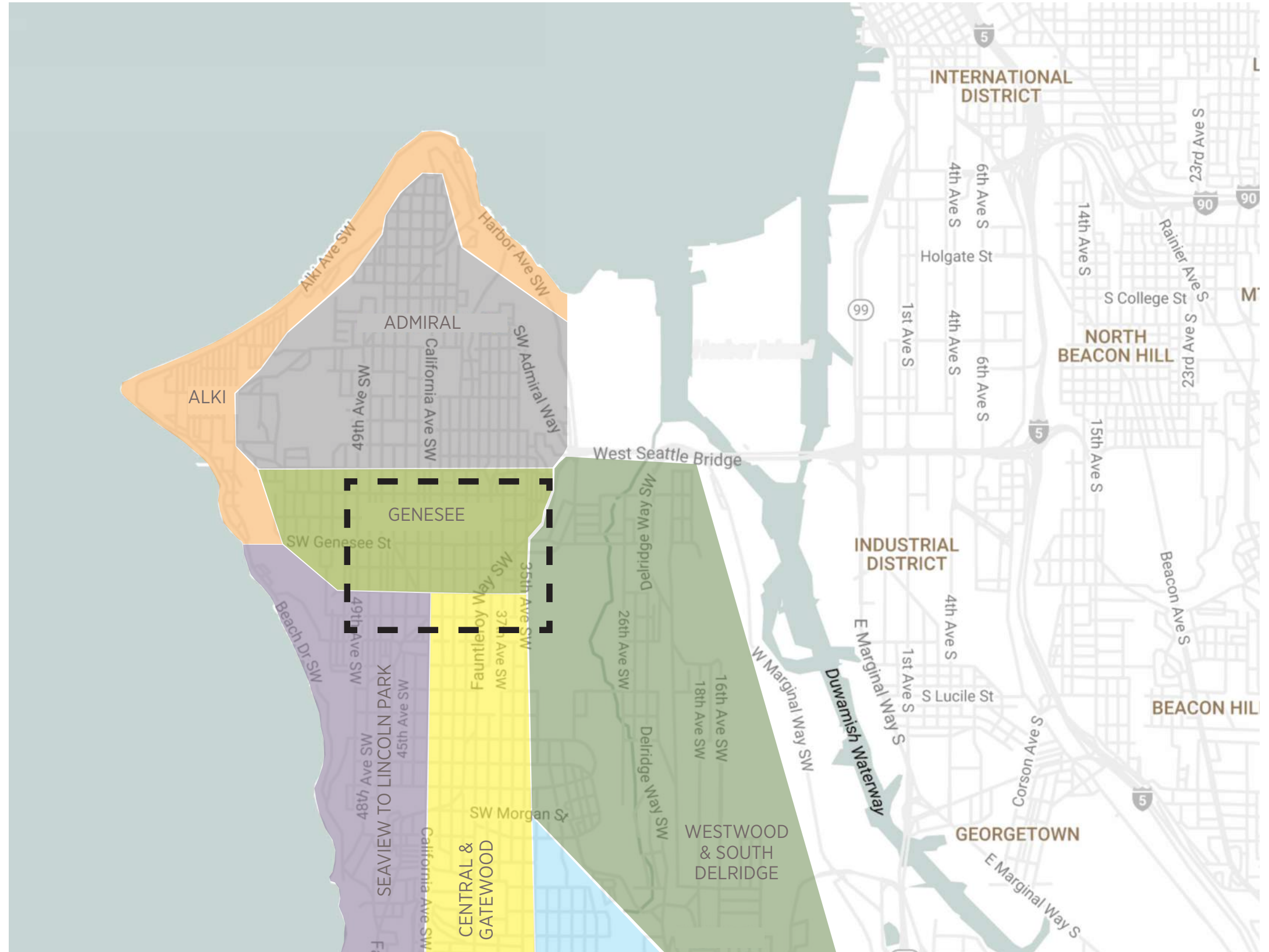
Most of the new Mixed-use Multi-Family projects in the neighborhood are designed with the retail as an empty shell for a future undetermined tenant. This project is unusual in that the primary retail tenant, Jack Miller of Husky Deli, is the building owner and involved in every detail of planning and design. Husky Deli has been serving West Seattle since 1932. The building and retail has been designed with the goal of serving the community well into the next century.

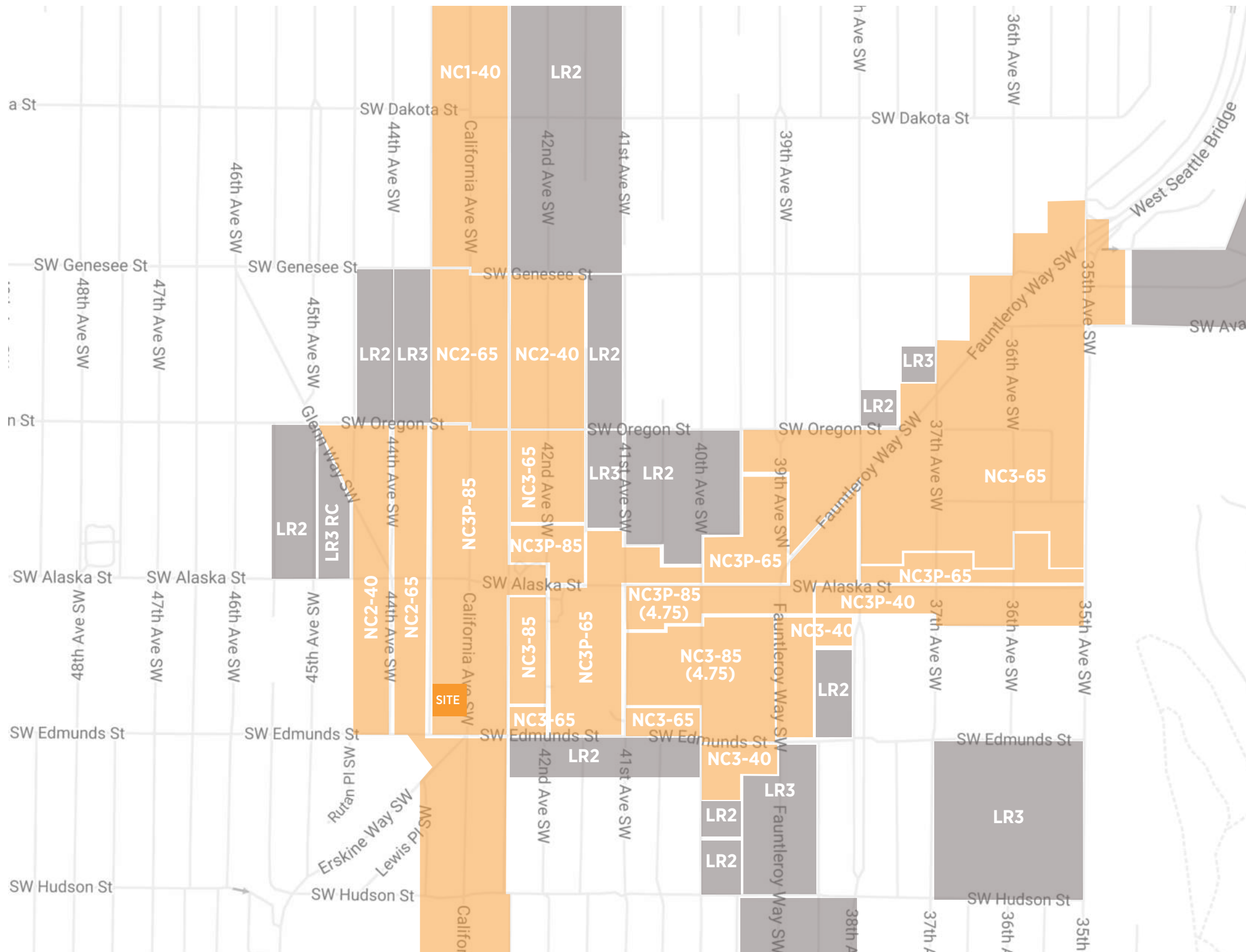
4.0 CONTEXT ANALYSIS

WEST SEATTLE NEIGHBORHOOD MAP

The project site is located in NC3P-85 Zone within the West Seattle Junction Urban Village. The West Seattle Junction Design Guidelines will apply to this project. There are no Overlay Districts. California Ave SW is classified as a Principal Pedestrian Street.

The project site is bordered by NC2-65 to the West of the alley.





ZONING SUMMARY

KING COUNTY PARCEL NUMBER
1495300100

CROSS STREETS
California Ave SW & SW Edmunds St

ZONING CODE
SMC 23.47A Commercial & 23.54 Parking

DESIGN GUIDELINES
West Seattle Junction Neighborhood Design Guidelines

ZONING CLASSIFICATION
NC3P-85

URBAN VILLAGE
West Seattle Junction Urban Village

SITE AREA
Total Lot Area = 11,700 sf

STREET CLASSIFICATION
California Ave SW 'Principal Pedestrian Street'

FAR
4.75 Single Use Max FAR
5.5 Combined Use FAR

PARKING
Parking not required if lot is within an Urban Village

4.0 CONTEXT ANALYSIS

DETAILED ZONING

SMC 23.47A.004 Permitted Uses

- Mix-use, Residential, live-work, office, commercial

SMC 23.47A.005 Street Level Uses

In all NC and C zones residential uses may occupy in the aggregate no more than 20% of the street level street facing façade in the following locations:

- In a pedestrian designated zone, facing a designated principal pedestrian street
- Within a zone that has a height limit of 85 feet or higher.
- Along designated principal pedestrian streets, one or more of following uses are required along 80 percent of street-level, street-facing facade in accordance with standards provided in subsection 23.47A.008.C.

SMC 23.47A.008 Blank Facades

- Blank Segments max. 20' in length between 2ft and 8ft above sidewalk.
- Total of all blank facades shall not exceed 40% of the width of the façade along the street

SMC 23.47A.008 Transparency

- 60% of the street façade between 2' and 8' above the sidewalk shall be transparent. For purposes of calculating 60 percent of a structure's street-facing facade, the width of a driveway at street level, not to exceed 22 feet, may be subtracted from the width of the street-facing facade if the access cannot be provided from an alley or from a street that is not a designated principal pedestrian street.

SMC 23.47A.008 Depth Provisions:

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.

SMC 23.47A.008 Street Level Height:

Height provisions for new structures or new additions to existing structures. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.

SMC 23.47A.008 Overhead weather protection:

- Continuous overhead weather protection required along at least 60 percent of the street frontage of a structure on a principal pedestrian street
- Covered area shall have a min. width of 6 feet
- Overhead weather protection must be provided over sidewalk or walking area within 10 feet immediately adjacent to sidewalk. When provided adjacent to sidewalk, covered walking area must be at same grade or within 18 inches of sidewalk grade and meet Washington state requirements for barrier-free access.
- Lower edge of overhead weather protection shall be min. 8 feet and max. of 12 feet above the sidewalk for projections extending a maximum of 6 feet. For projections extending more than 6 feet from the structure, the lower edge of the weather protection shall be a min. of 10 feet and a max. of 15 feet above the sidewalk.
- Adequate lighting for pedestrians shall be provided. Lighting may be located on facade of the building or on overhead weather protection.

SMC 23.47A.012 Structure Height

Height Limit: 85'

Additional Building Height Information:

- 85'-0" + 4'-0" for parapets, open railing, planters, skylights, clerestories
- 85'-0" + 7'-0" for solar collectors with unlimited coverage
- 85' + 16' for stair elevator penthouses
- 85'-0" + 15'-0" for solar collectors and mechanical equipment
- Provided roof features do not exceed 20% of roof area, or 25% with stair/penthouses and mechanical equipment

SMC 23.47A.013 Floor Area Ratio

- 4.75 Single use Max FAR
- 5.5 Combined Use FAR
- The following gross area is not counted toward maximum FAR:
 - All underground stories or portions of stories;
 - All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access;

SMC 23.47.014 Setback Requirements

- Front: No
- Rear: No
- Sides: No
- Powerline Setbacks: None

SMC 23.47.016 Landscaping Standards

Green Factor Score of .5 or greater is required

SMC 23.47.024 Amenity Area

- Amenity space equivalent to 5% of the res. gross area shall be provided, no more than 50% of which shall be enclosed. See section for add'l requirements
- All residents shall have access to at least one common or private amenity area
- Amenity areas shall not be enclosed
- Common amenity areas shall have a min. horizontal dimension of 10 feet and min. 250 sf.
- Private balconies and decks shall have a min. 60 sf and no horizontal dimension less than 6'.
- Rooftop areas excluded near communication utilities, parking and driveways excluded
-

SMC 23.54.015 Required parking

Parking not required if lot is within an Urban Village.

SMC 23.54.035 Loading Berth Requirements

Each loading berth shall be not less than ten (10) feet in width and shall provide not less than fourteen (14) feet vertical clearance.

- 35' can be reduced to 25' if the director can determine that the vehicles will not extend the property line because of site design.

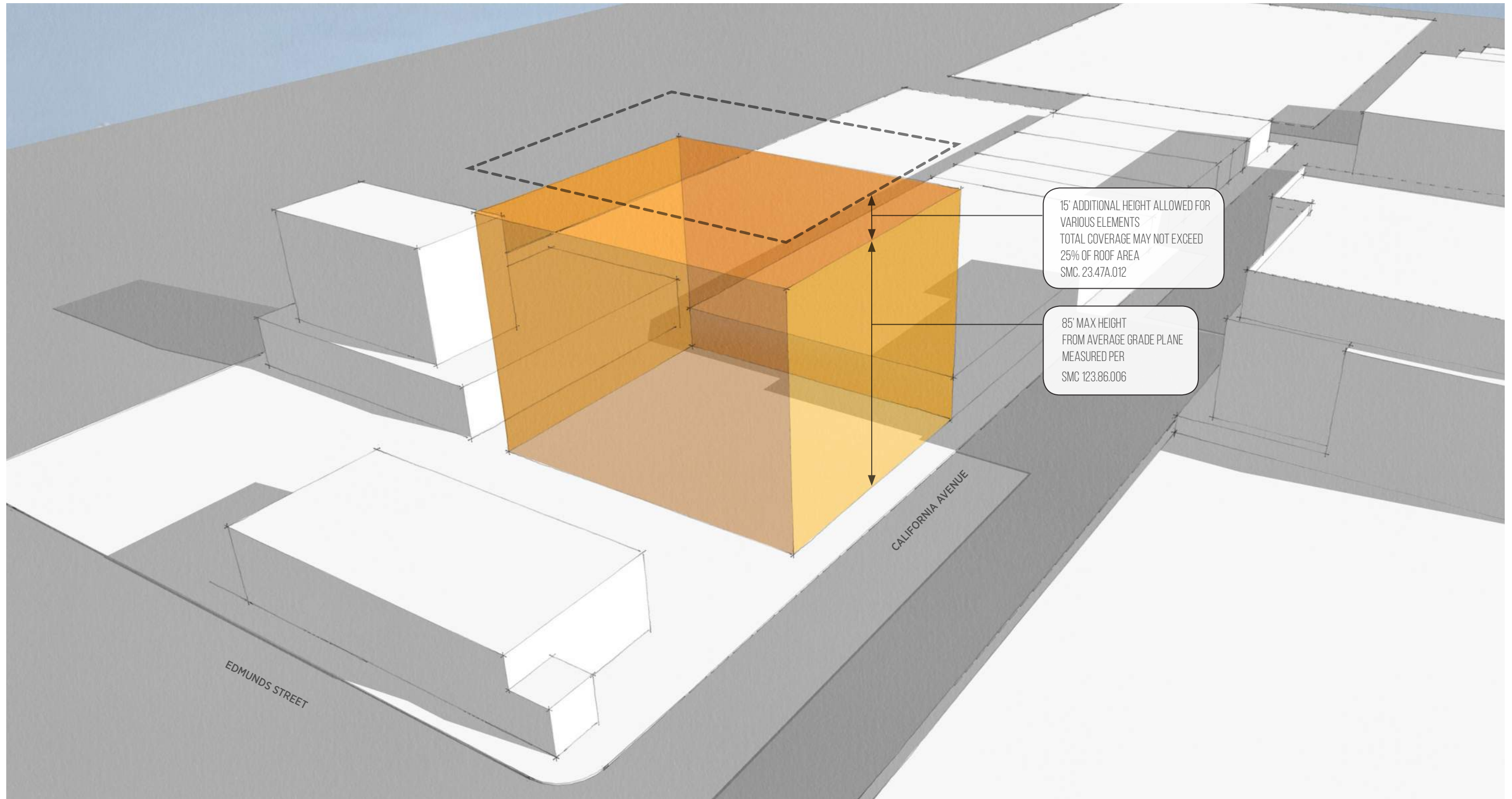
SMC 23.54.015 Bicycle Parking:

Residential: One space per four units

SMC 23.54.040 Waste & Recyclable Materials

Residential: > 100 units = 575 sf + 4 sf for each additional unit above 50









- For 51-100 units = 375 SF +4SF for each additional unit above 50
- For development with more than 100 dwelling units, the required minimum area for storage space may be reduced by 15 percent, if the area provided as storage space has a minimum horizontal dimension of 20 feet.
- For developments with nine dwelling units or more, the minimum horizontal dimension of required storage space is 12 feet;
- If located outdoors, the storage space shall be screened from public view and designed to minimize light and glare impacts.
- For larger than 2 cubic yard containers and all compacted refuse; direct access shall be provided from the street, min. 10' access route, 21' overhead clearance if accessed through the structure



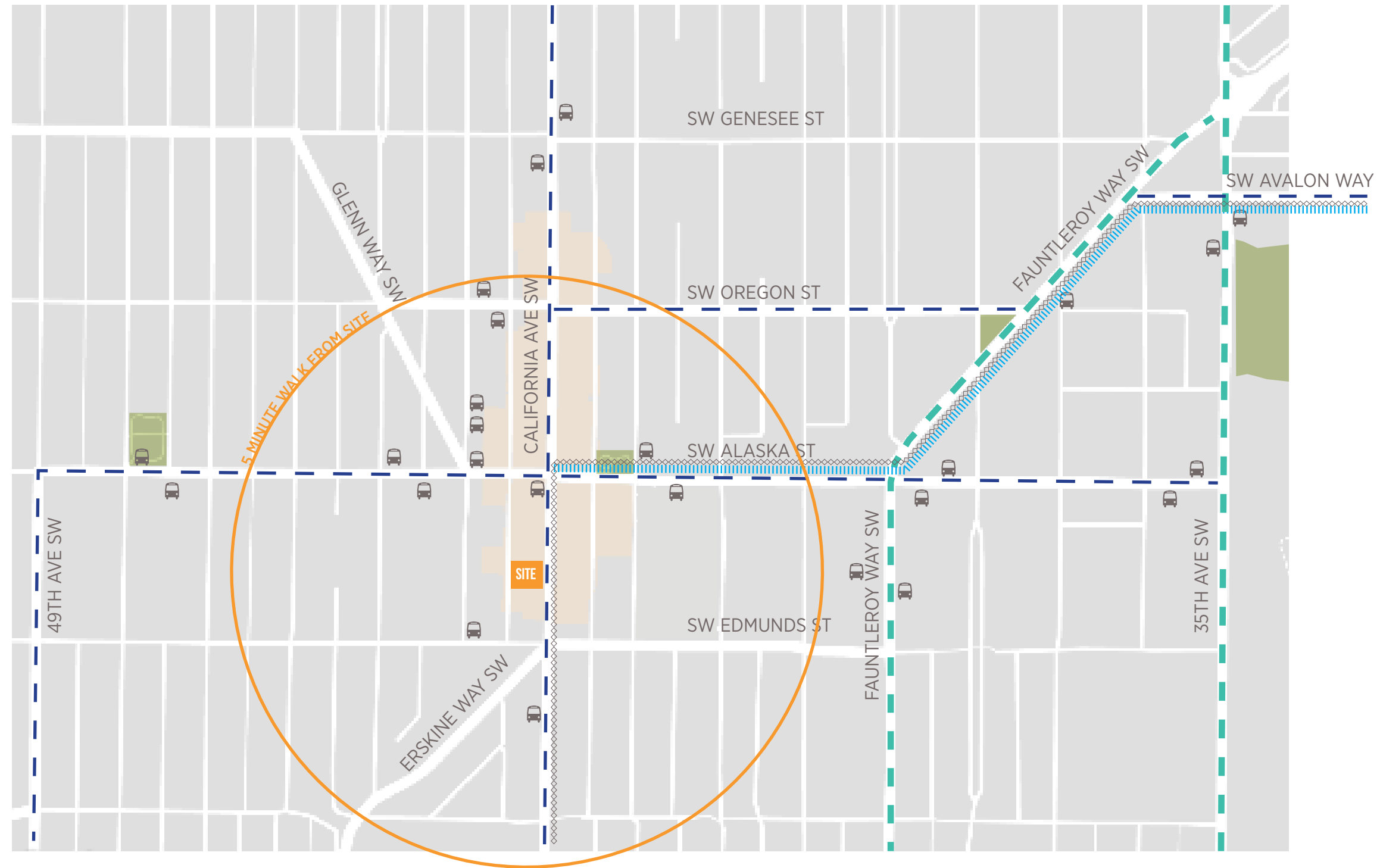
4.0 CONTEXT ANALYSIS

TRANSPORTATION & STREET CHARACTERISTICS

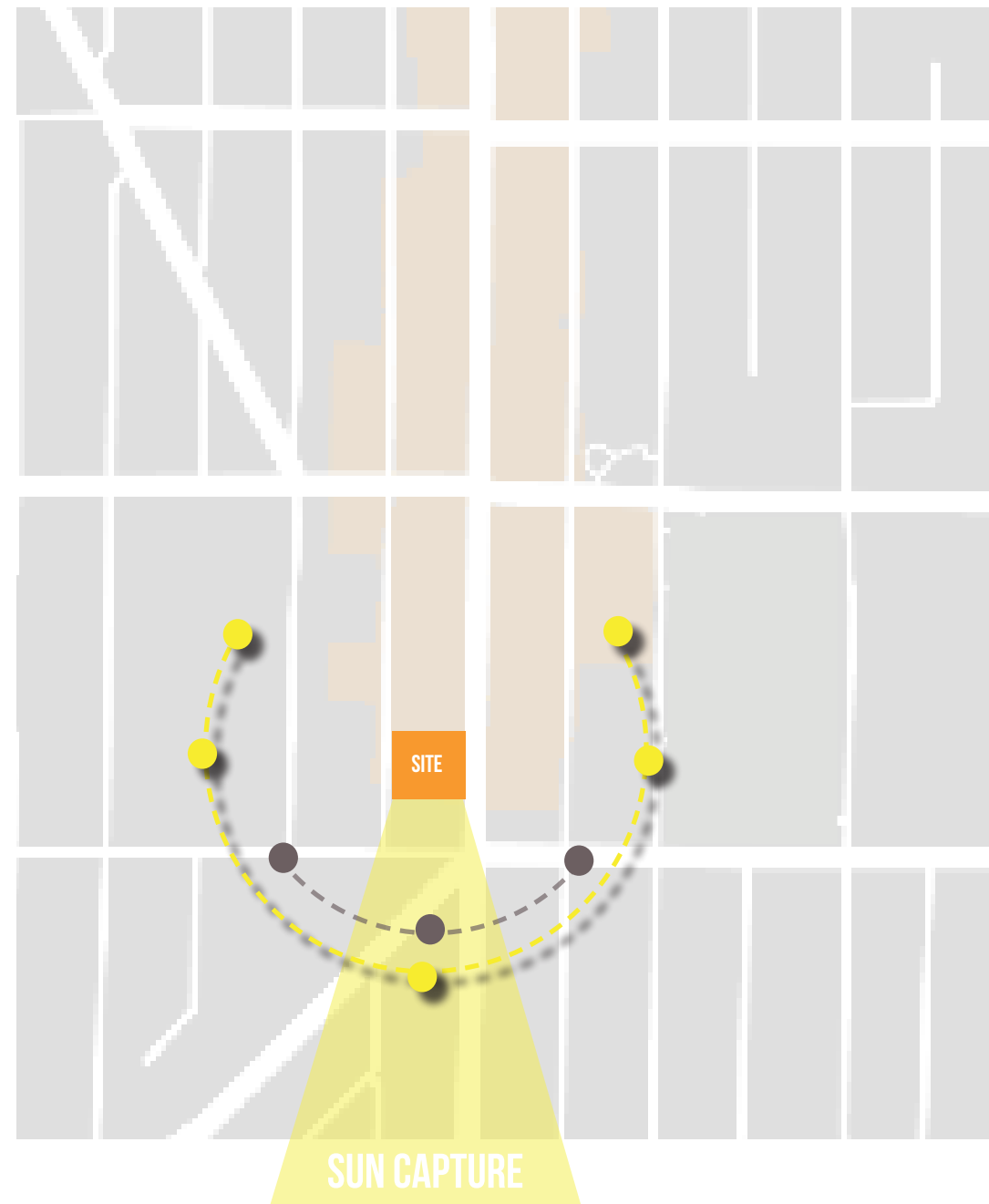
The site is located along multiple bus routes and located within blocks of the future Alaska Junction Light Rail Station.

-  SITE
-  MAJOR BUS STOPS
-  FUTURE LIGHT RAIL STATION
-  PRINCIPAL ARTERIALS*
-  MINOR ARTERIALS*
-  BIKE LANE
-  FUTURE LIGHT RAIL
-  BUS RAPID TRANSIT CORRIDOR**

*Per Seattle Arterial Classifications Planning Map
 **Per SDOT Seattle Transit Master Plan

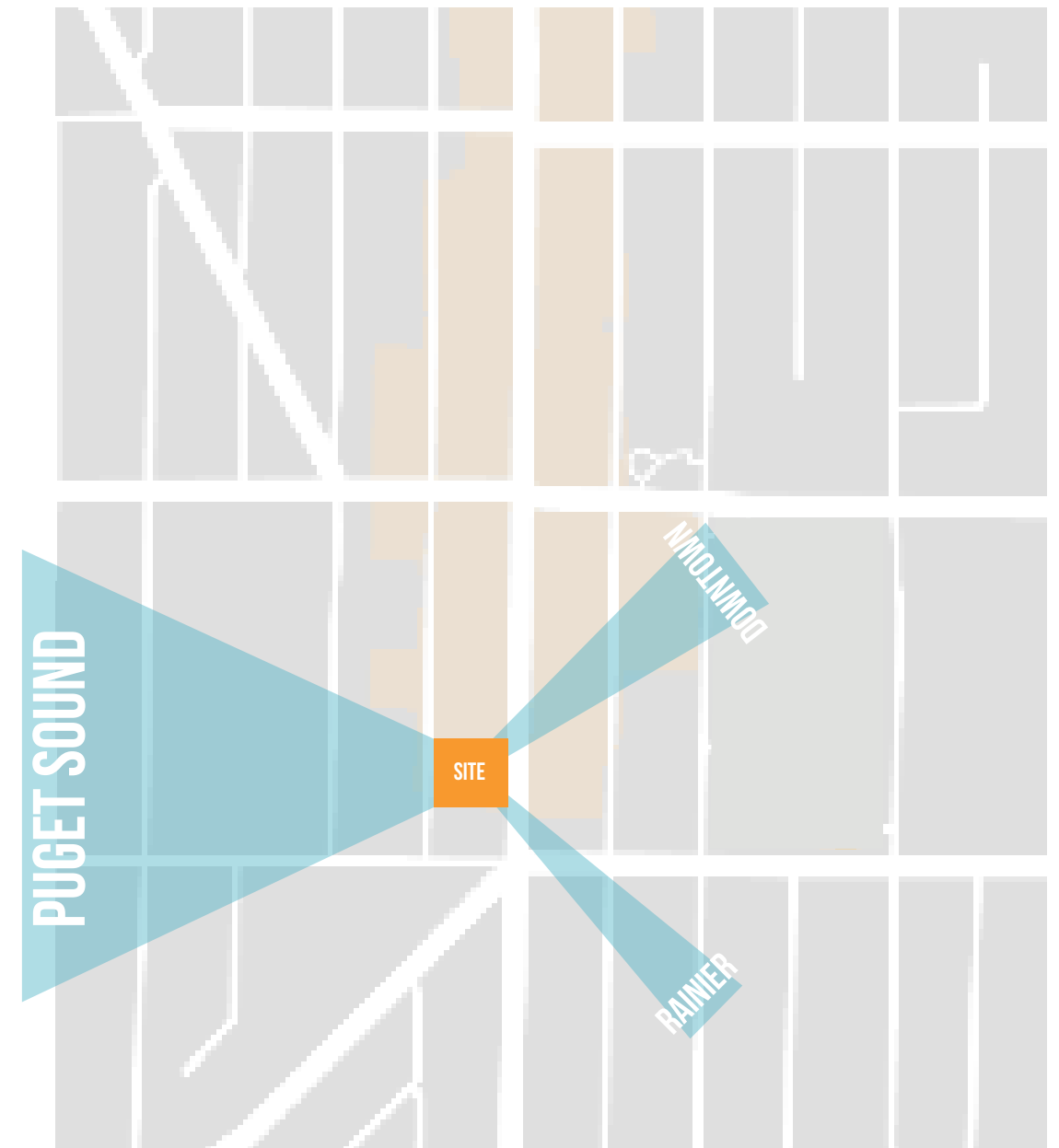


SUN PATH



- 21 JUNE 2018: SUNRISE 5:12 AM. SUNSET 9:11 PM
- 22 DECEMBER 2018: SUNRISE 7:55 AM, SUNSET 4:21 PM

SITE VIEWS

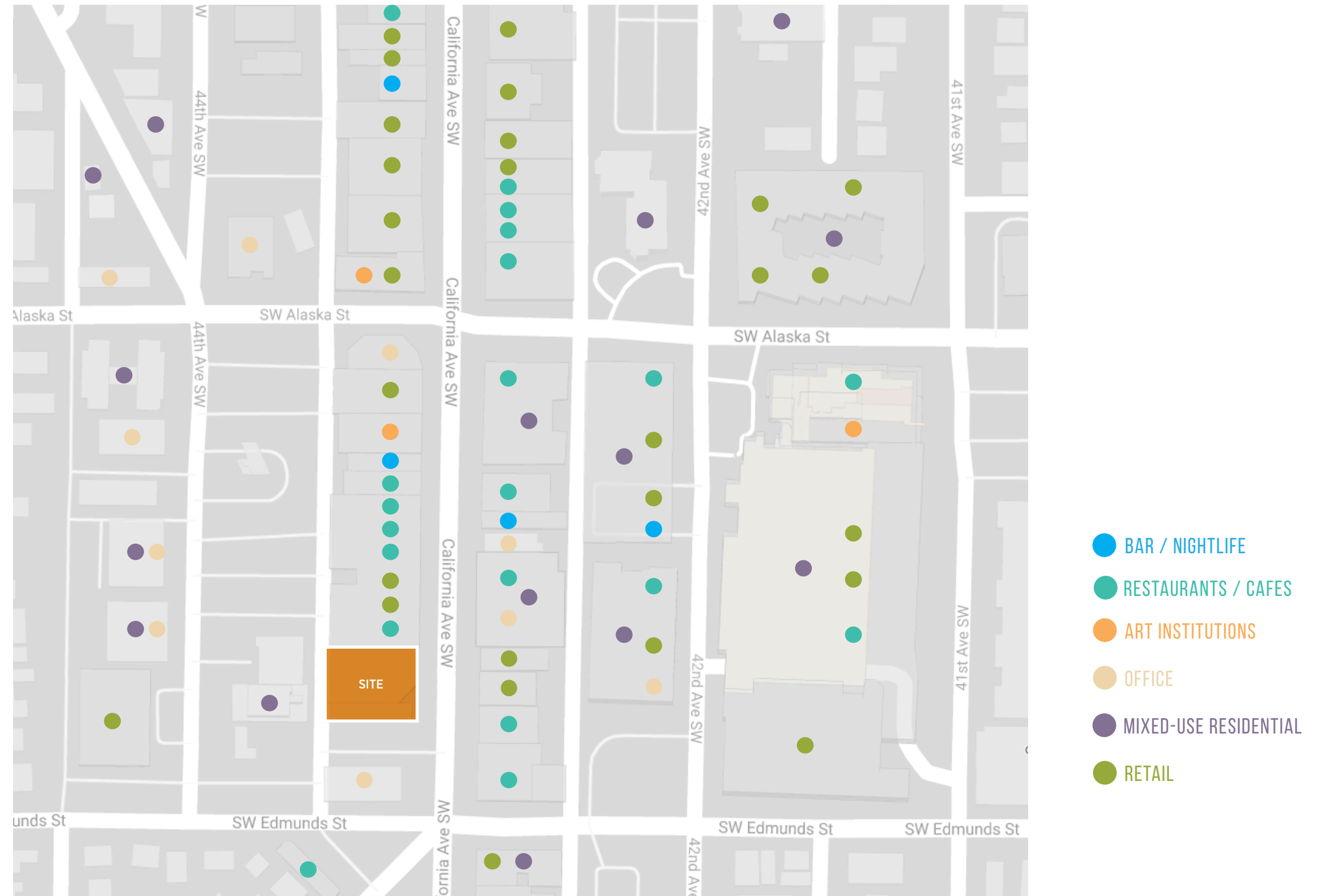


4.0 CONTEXT ANALYSIS

NEIGHBORHOOD GATEWAYS



SURROUNDING USES



COMMUNITY NODES & STRUCTURES



01 EASY STREET RECORDS



02 JUNCTION PLAZA PARK



03 HUSKY DELI



04 BAKERY NOUVEAU



05 TALARICO'S PIZZERIA



06 NORTHWEST ART & FRAME



07 JUNCTION 47 APARTMENTS



08 FARMERS MARKET



09 TRADER JOE'S



10 LA FITNESS



11 W. SEATTLE GOLF COURSE



12 WEST SEATTLE BRIDGE



13 WEST SEATTLE STADIUM



14 QFC



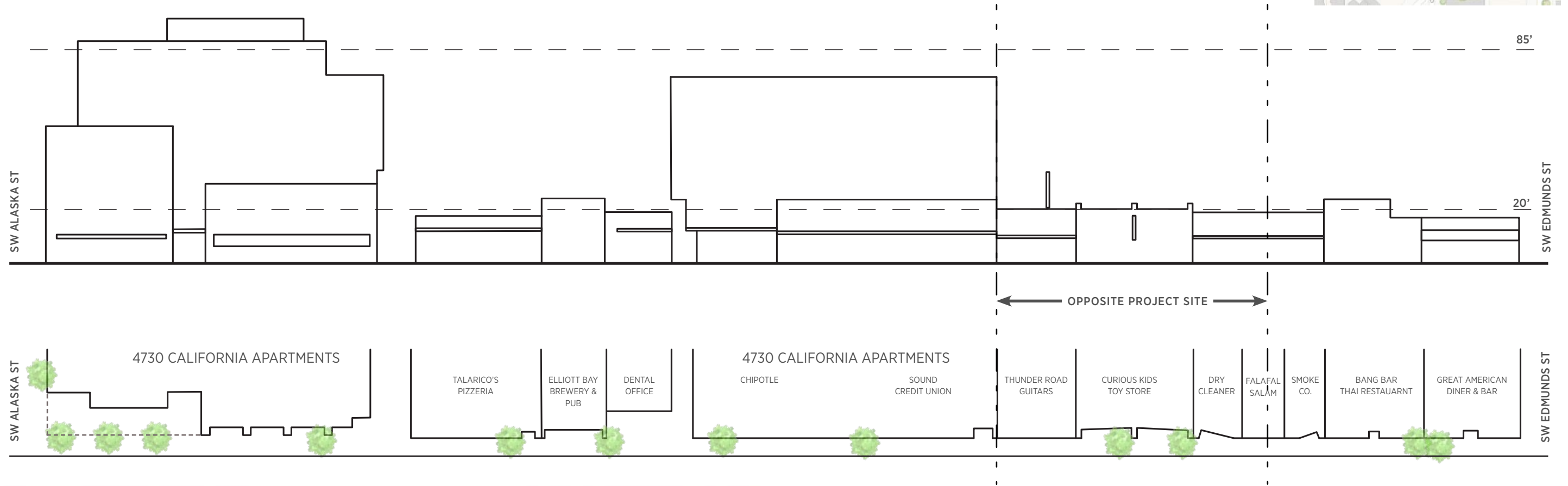
15 SUMMER FEST



4.0 CONTEXT ANALYSIS

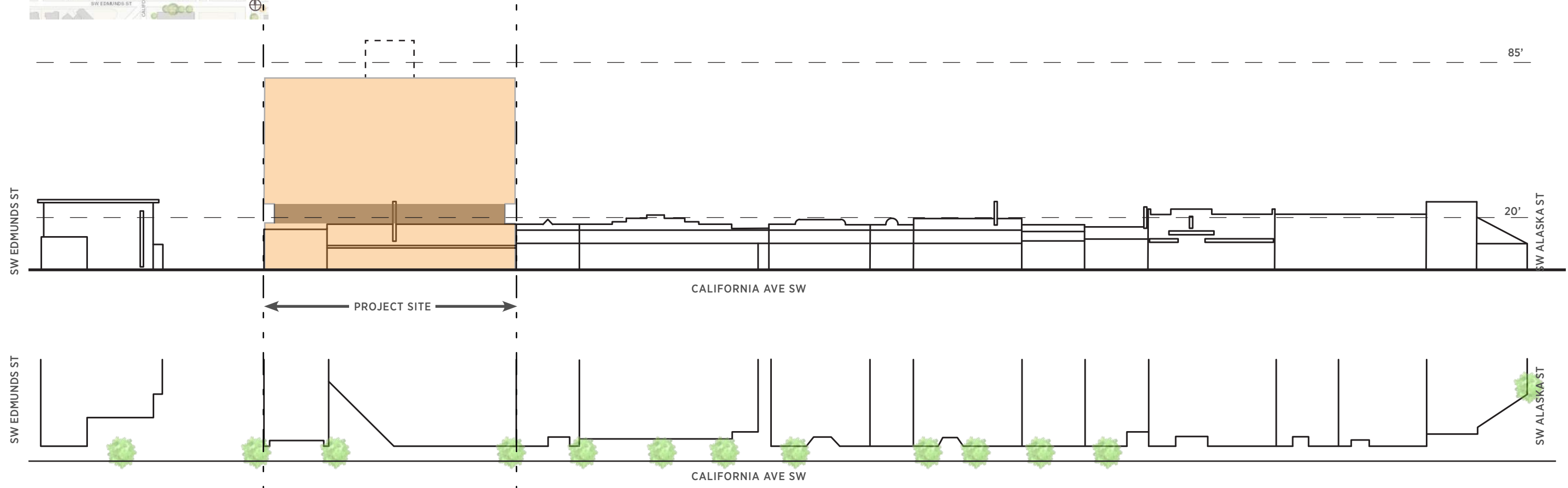
STREETSCAPES

02 CALIFORNIA AVE FACING EAST



STREETSCAPES

01 CALIFORNIA AVENUE FACING WEST

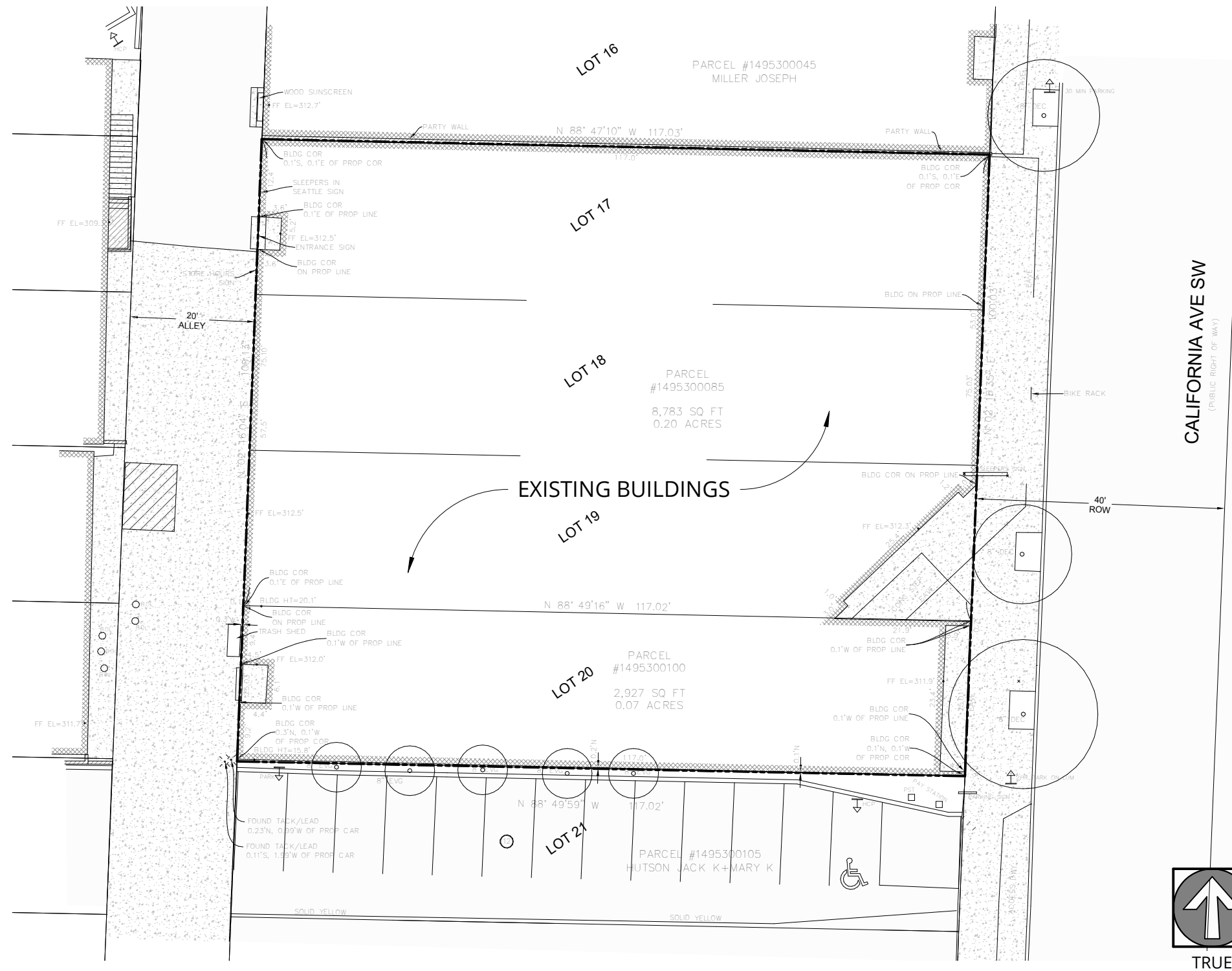


5.0 EXISTING SITE CONDITIONS

SITE PHOTOGRAPHS



PRELIMINARY SITE PLAN



PARCEL NO. 1495300085

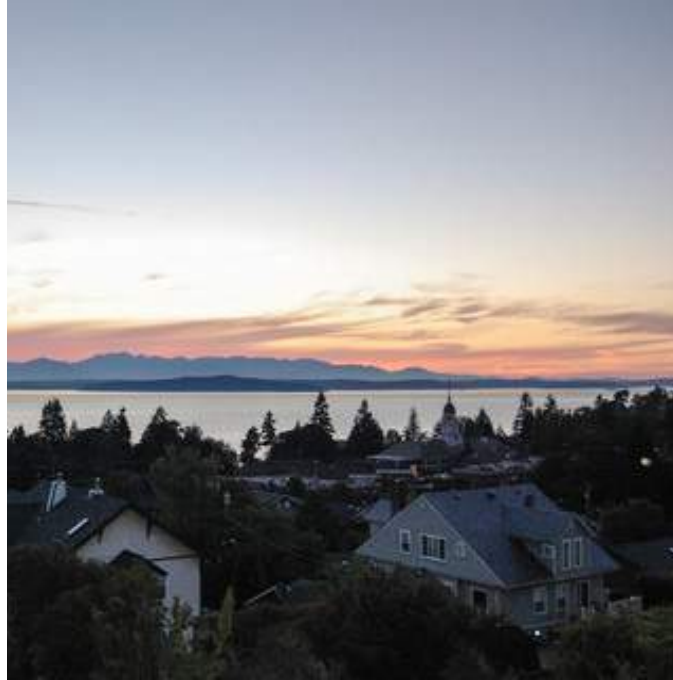
LOTS 17, 18 AND 19, BLOCK 1, CENTRAL PARK ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 14 OF PLATS, PAGE 5, IN KING COUNTY, WASHINGTON;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

PARCEL NO. 1495300100

LOT 20 IN BLOCK 1 OF CENTRAL PARK ADDITION TO WEST SEATTLE, AS PER PLAT RECORDED IN VOLUME 14 OF PLATS, PAGE 5, RECORDS OF KING COUNTY AUDITOR;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.



CS1 NATURAL SYSTEMS AND SITE FEATURES

Use natural systems and features of the site and its surroundings as a starting point for project design.

PROJECT DESIGN RESPONSES

- The proposed design takes advantage of the views to the Southeast, Southwest and West.



CS2 URBAN PATTERN AND FORM

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-1 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.

PROJECT DESIGN RESPONSES

- Continue established retail massing at street level
- Maintain transparency
- Create interactive facade



CS2-3 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.

PROJECT DESIGN RESPONSES

- Setback above retail
- Upper levels simple and rhythmic to match the patterns of California Ave



CS3 ARCHITECTURAL CONTEXT AND CHARACTER

Contribute to the architectural character of the neighborhood.

PROJECT DESIGN RESPONSES

- Podium height continuation, architectural rhythm
- Architectural cues considered from surrounding existing architecture



PL1 CONNECTIVITY - HUMAN ACTIVITY

Complement and contribute to the network of open spaces around the site and the connections among them.

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

PROJECT DESIGN RESPONSES

- Recessed retail entries
- Retail exterior space at interior corner



PL2 WALKABILITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-1 + DC2-2 + DC4 HUMAN SCALE

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

PROJECT DESIGN RESPONSES

- Overhead weather protection consistent with existing architecture
- Maximum transparency at Retail
- Retail signage to match existing trends on California Ave



PL2-3 PEDESTRIAN OPEN SPACES & ENTRANCES

Design projects to attract pedestrians to the commercial corridors (California, Alaska).

PROJECT DESIGN RESPONSES

- Residential entrance pulled back for active Retail corner
- Prominent anchor tenants to draw pedestrian traffic down California Ave
- Alley entrance to retail to maintain existing block fluidity



PL3 STREET-LEVEL INTERACTION

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PROJECT DESIGN RESPONSES

- Visibility maximized into retail interior
- Interior corner porosity at retail



PL4 ACTIVE TRANSPORTATION

Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PROJECT DESIGN RESPONSES

- Secured bike parking for residents
- Sidewalk bike parking for retail patrons



DC2 ARCHITECTURAL CONCEPT

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-1 ARCHITECTURAL CONCEPT AND CONSISTENCY

New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels.

PROJECT DESIGN RESPONSES

- Base to match existing and historical heights along California Ave



DC3 OPEN SPACE CONCEPT

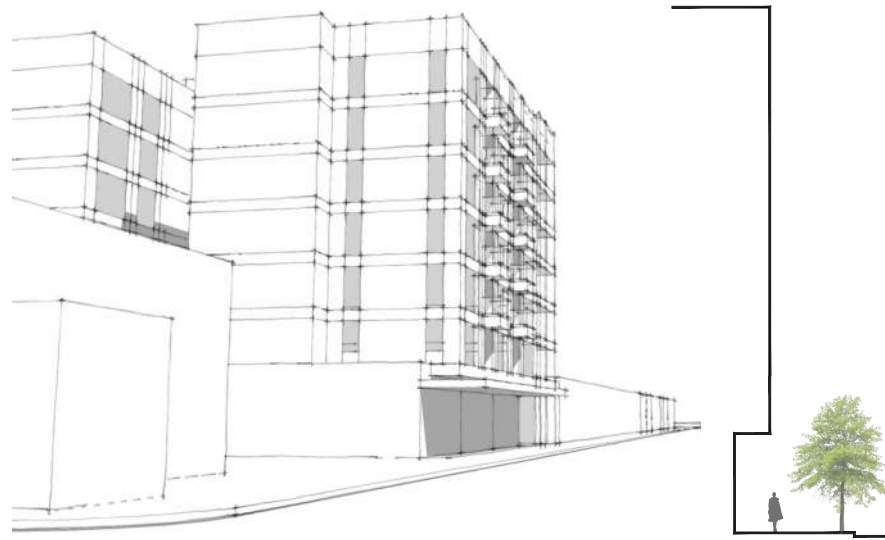
Integrate open space design with the design of the building so that each complements the other.

PROJECT DESIGN RESPONSES

- Retail exterior space at interior corner
- Private open spaces provided for residents

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CONCEPT 1: COURTYARD

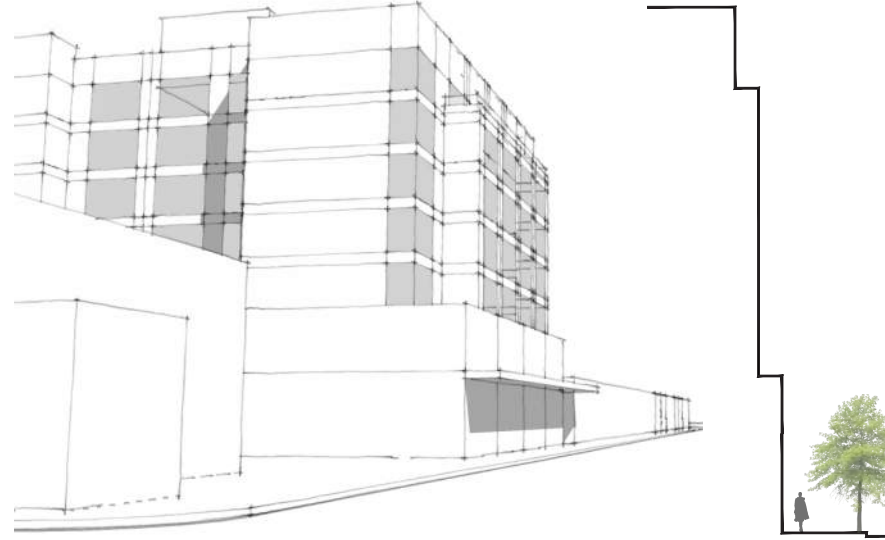
90,966 GSF
 76 STUDIOS
 41 1-BEDROOMS
 117 APARTMENTS
 45 RESIDENTIAL PARKING STALLS

OPPORTUNITIES

- SOUTH-FACING COURTYARD
- INCREASED SIDEWALK AREA
- HIGHEST UNIT COUNT

CONSTRAINTS

- NARROW COURTYARD
- RESIDENTIAL LOOMS OVER SIDEWALK
- LIMITS NATURAL LIGHT INTO RETAIL



CONCEPT 2: 2-STORY BASE

90,730 GSF
 47 STUDIOS
 36 1-BEDROOMS
 83 APARTMENTS
 45 RESIDENTIAL PARKING STALLS

OPPORTUNITIES

- FOLLOWS DESIGN GUIDELINES

CONSTRAINTS

- BASE OUT OF SCALE WITH CONTEXT
- DOES NOT FIT ARCHITECTURAL CHARACTER OF ALASKA JUNCTION NEIGHBORHOOD
- DEEP UNITS ON LEVEL 2, LIMITING NATURAL LIGHT
- FORM DOESN'T FOLLOW FUNCTION / PROGRAM



CONCEPT 3: THE SETBACK (PREFERRED)

90,615 GSF
 12 STUDIOS
 70 1-BEDROOMS
 83 APARTMENTS

OPPORTUNITIES

- 1 STORY RETAIL CONTINUITY
- LARGE AMENITY TERRACE OVERLOOKING CALIFORNIA AVE
- RESIDENTIAL MASSING SETBACK FROM STREET
- TAKES ADVANTAGE OF VIEWS
- PROGRAM DRIVES THE FORM

CONSTRAINTS

- LOWER UNIT COUNT

8.0 ARCHITECTURAL CONCEPTS

CONCEPT 1 - COURTYARD

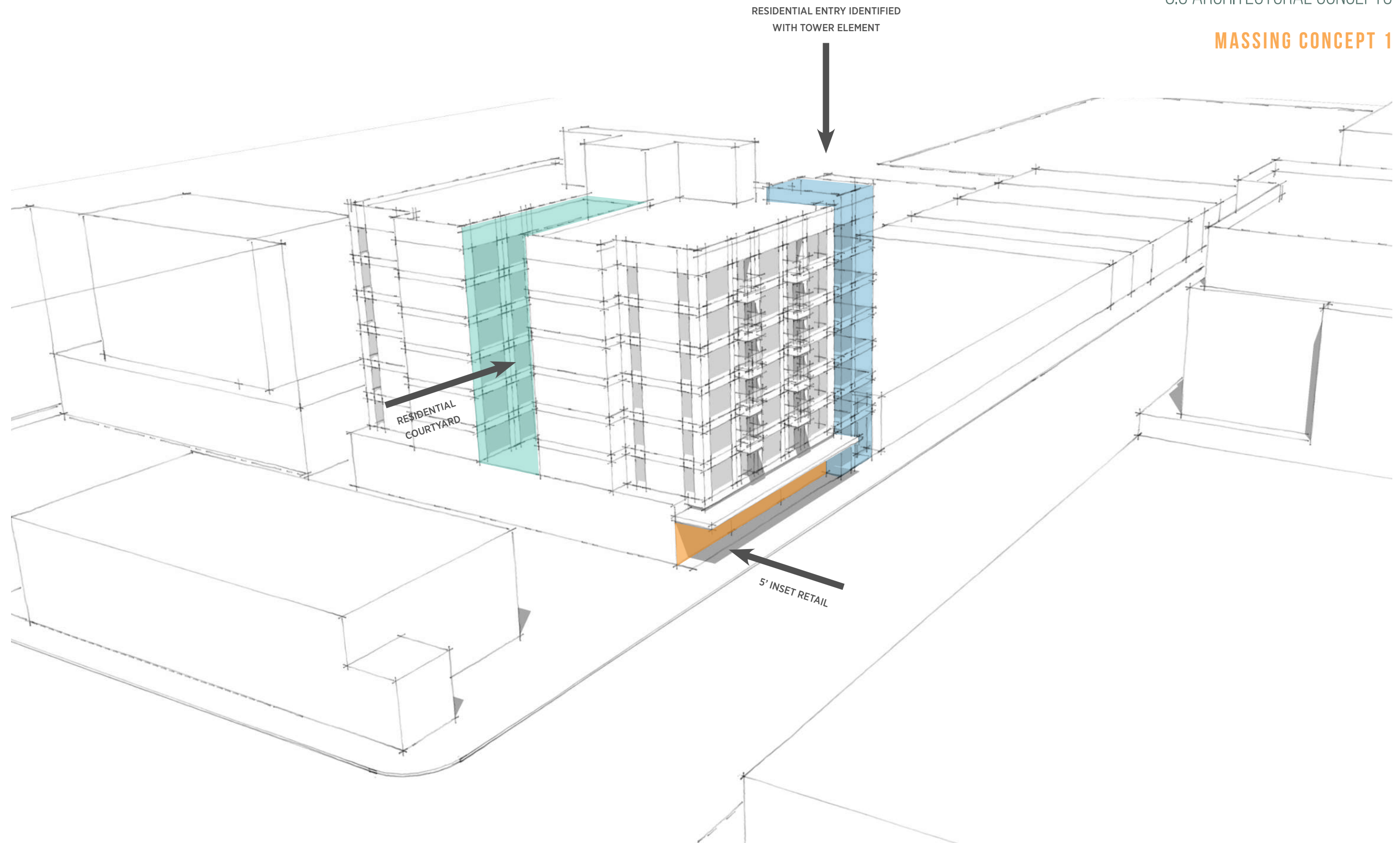
The design team initially set a goal to have as many south-facing units as possible. Because the south façade of the building is located along a shared property line, a strategy emerged to create a south facing courtyard. This resulted in the following design features. The residential units above the retail at level 1, pushed out to the East property line to make room for the courtyard. While no setback is required along California, this creates a very solid shear face to the building along the retail edge, which we felt is inappropriate and unprecedented for California Avenue. To counter the move at the residential floors the Retail façade is set back five feet, providing a wider sidewalk for the retail. A precedent for a street-level setback can be found one block to the North of our site at the Next to Nature Pet Supply Store.

The residential entry is located at the Northeast Corner of the site, and its associated vertical massing creates an iconic element helping to create the southern gateway to the heart of the junction retail neighborhood.

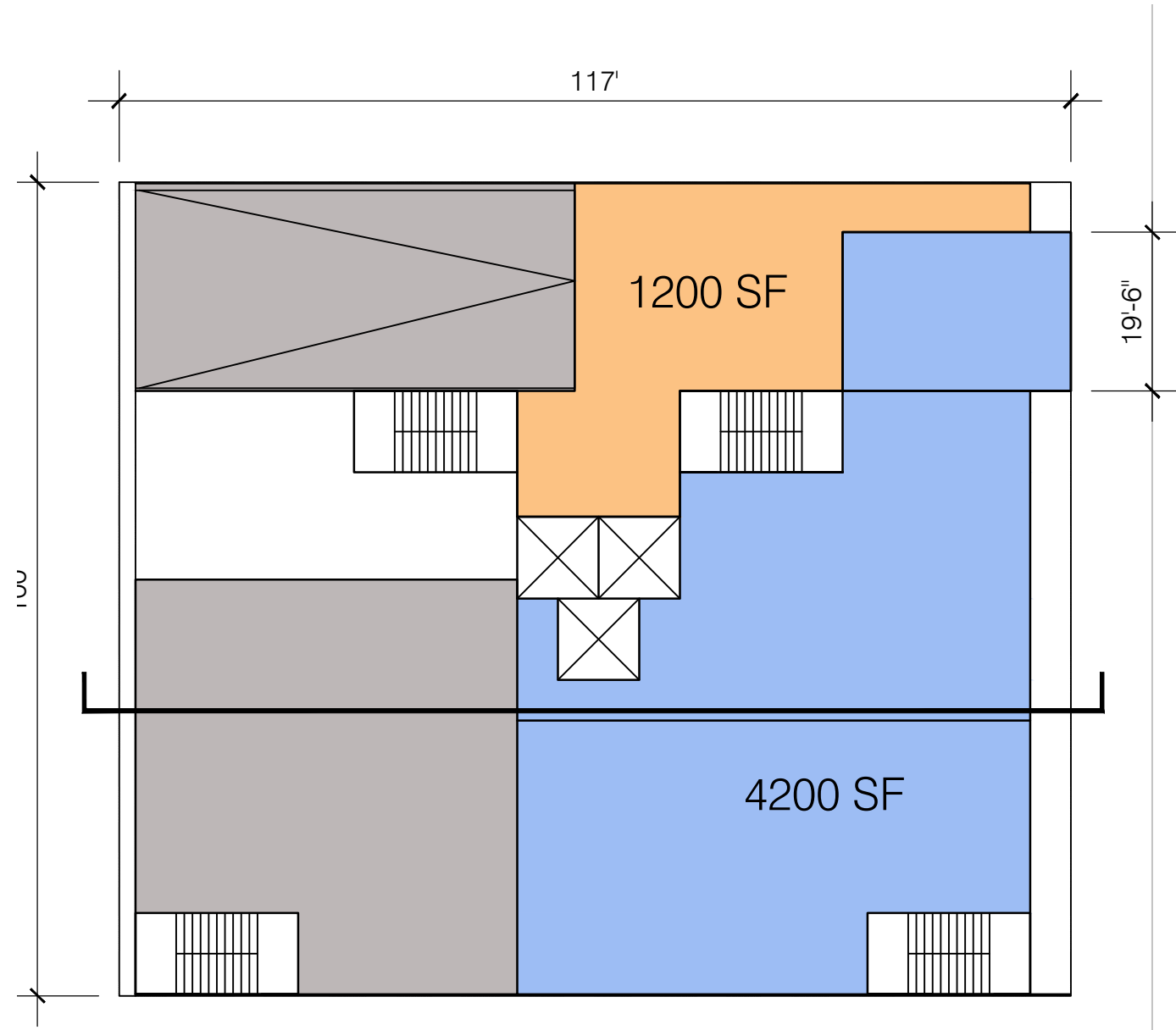
While the team sees benefits to widening the sidewalk, there are also some significant challenges to this concept. The project will be the first tall building on the West side of the street, but ultimately it is an infill building not a gateway to the retail core, that will be the responsibility of the building to the South of our site. Although the concept prioritized and activates the pedestrian experience, it pays very little respect to the existing pattern and form of the neighborhood.



MASSING CONCEPT 1

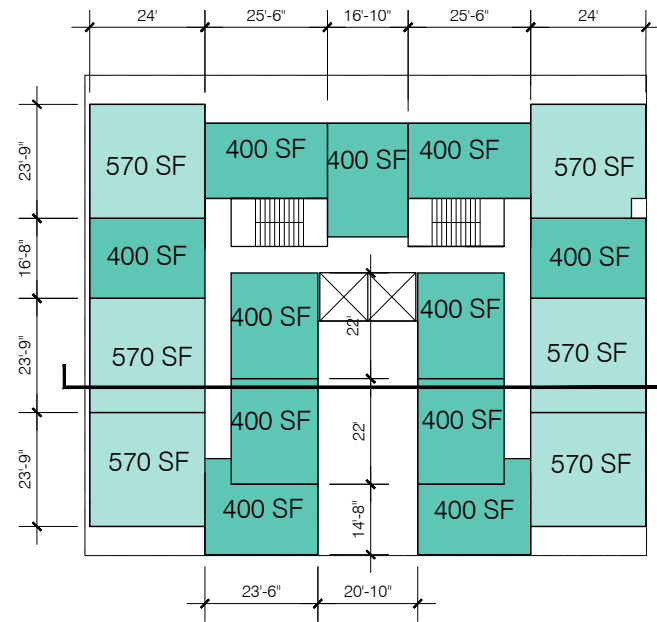


MASSING CONCEPT 1

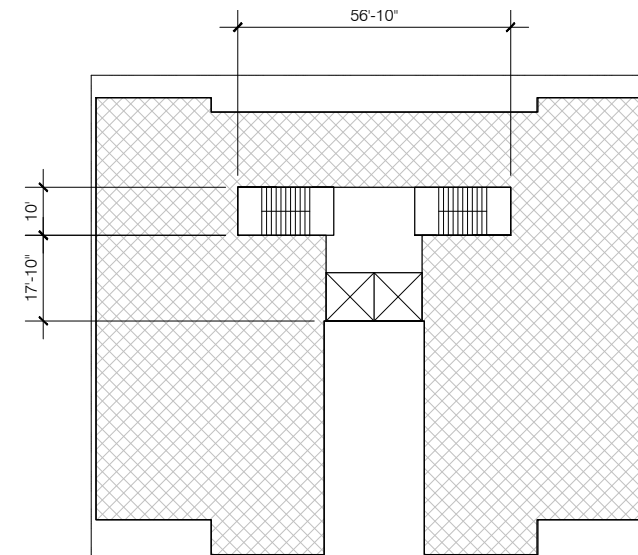


GROUND FLOOR PLAN

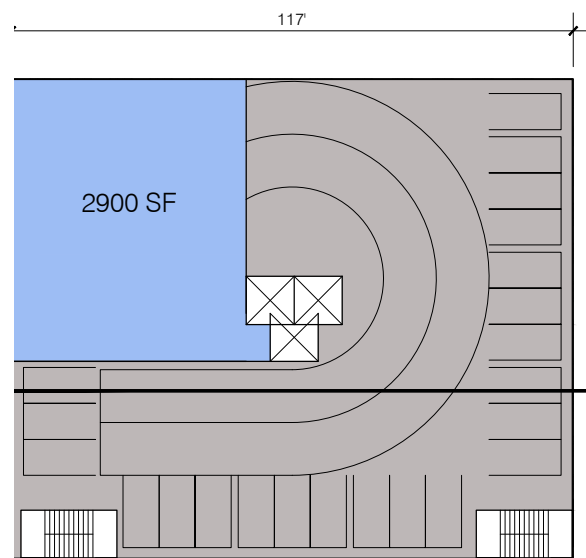
MASSING CONCEPT 1



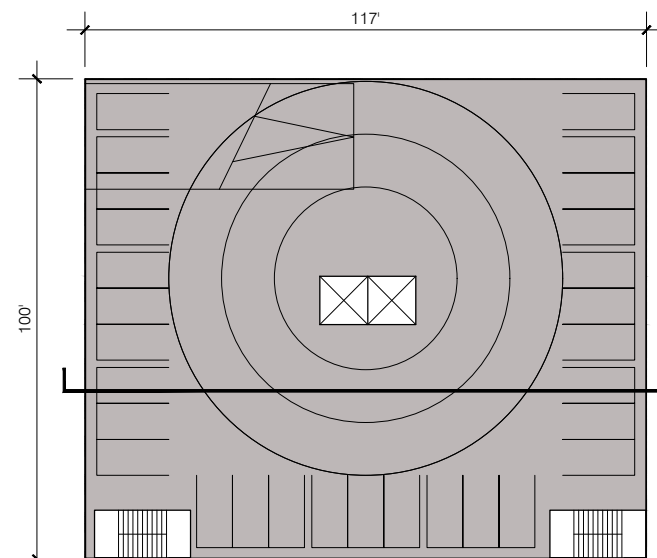
TYPICAL RESIDENTIAL PLAN



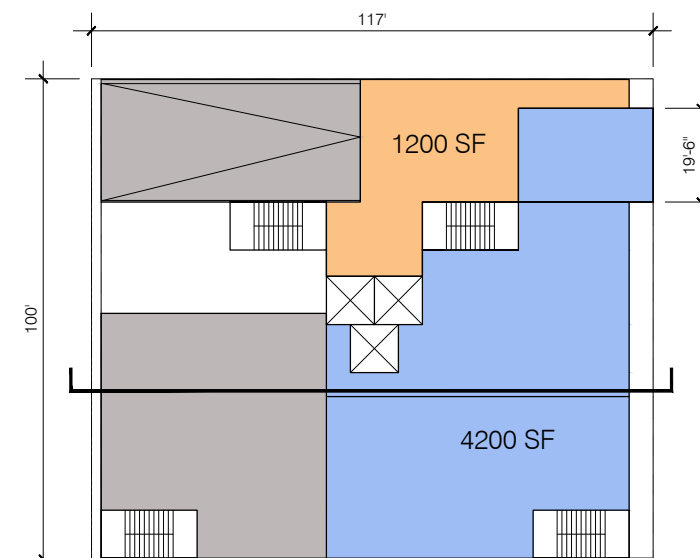
ROOF PLAN



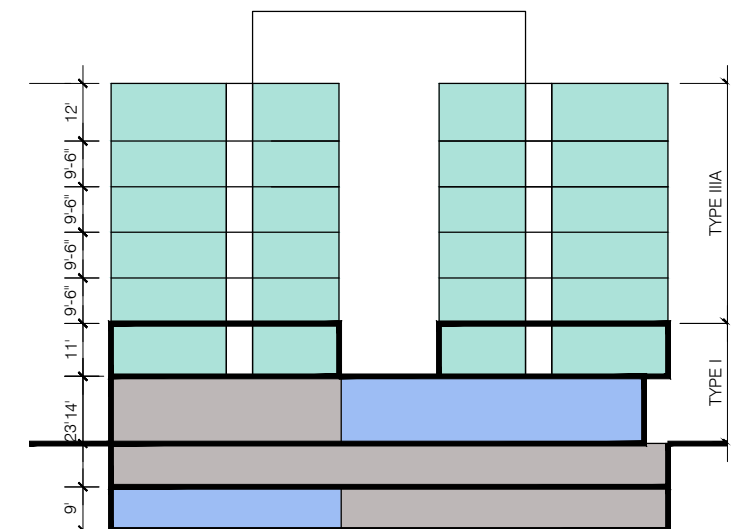
LEVEL P2 PLAN



LEVEL P1 PLAN



LEVEL 1 PLAN



WEST-EAST SECTION

MASSING CONCEPT 1



NORTHEAST CORNER

MASSING CONCEPT 1

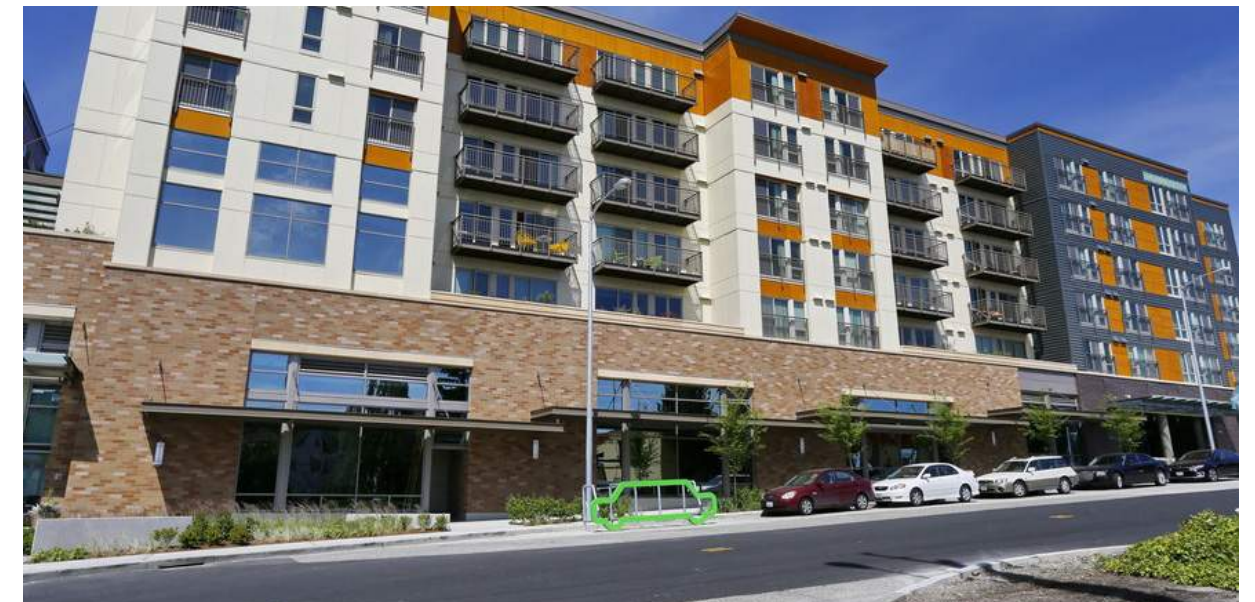
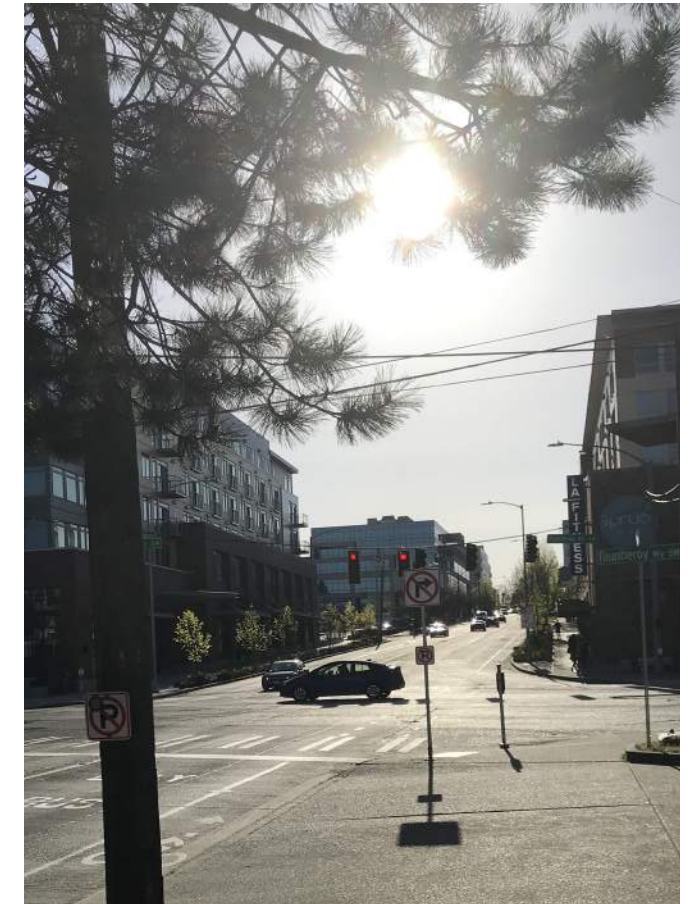


SOUTHEAST CORNER

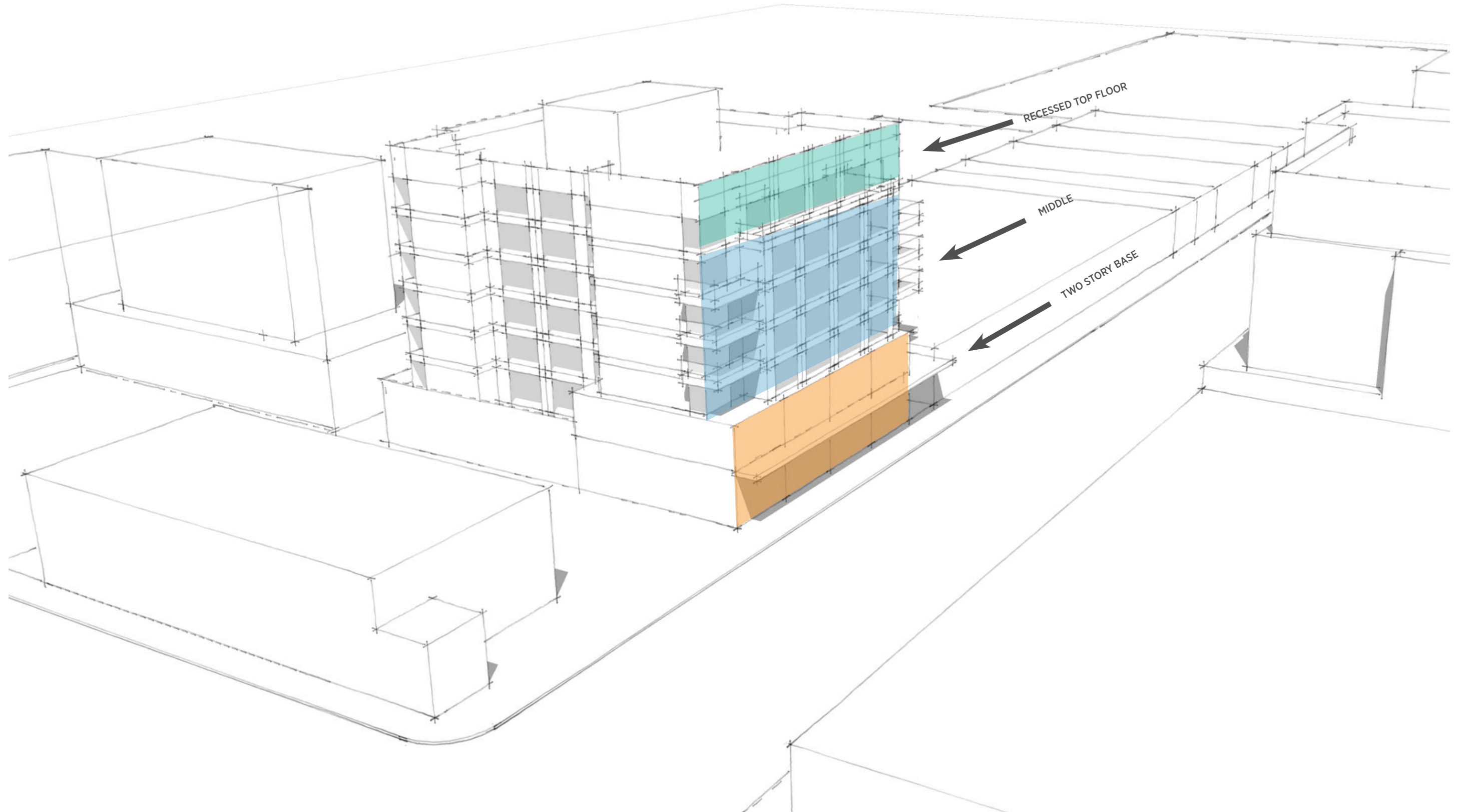
8.0 ARCHITECTURAL CONCEPTS

CONCEPT 2 - TWO-STORY BASE

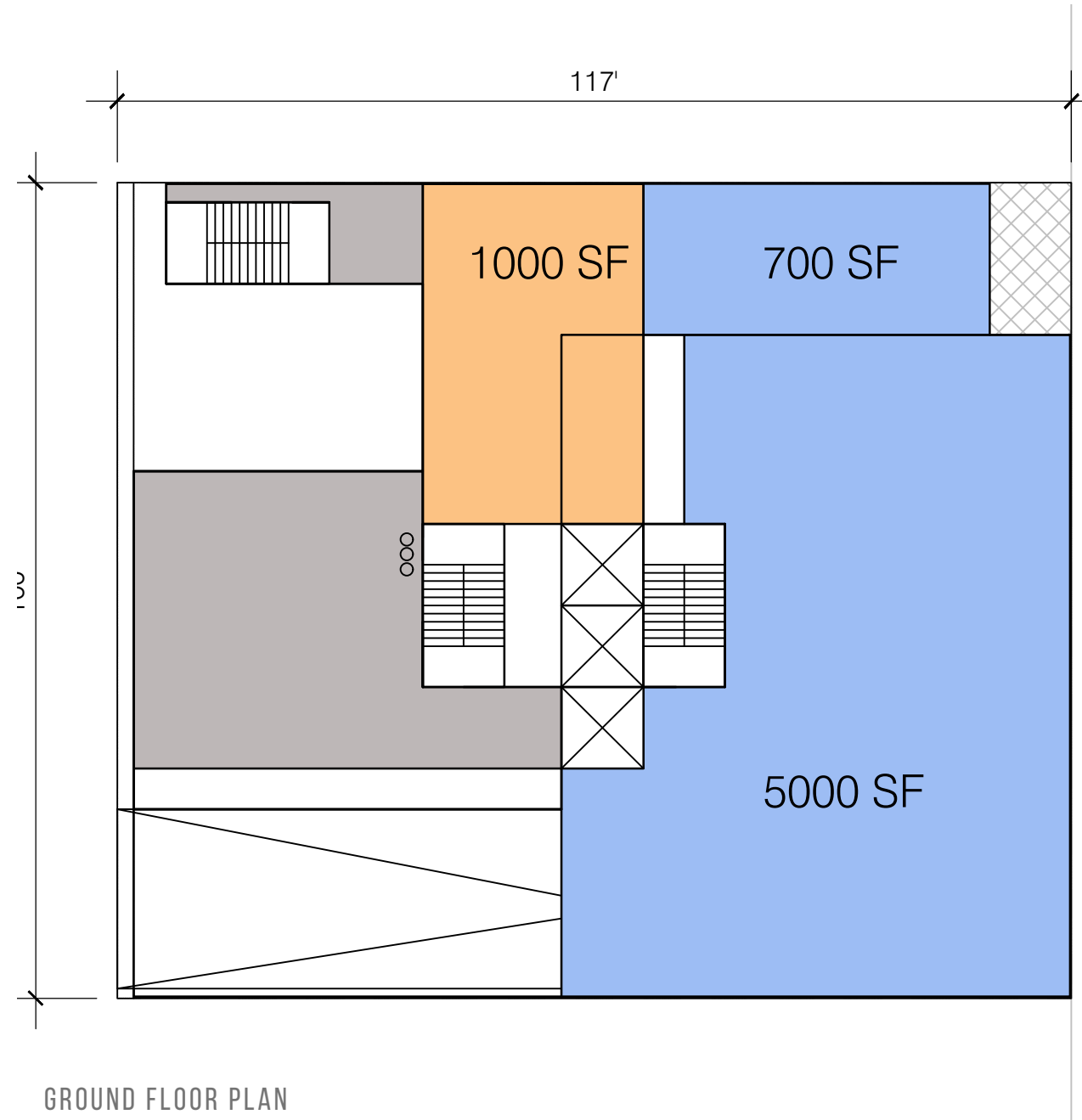
Concept 2 is developed directly from the recommended massing in the West Seattle Junction Neighborhood Design Guidelines. These guidelines recommend, but do not prescribe, a strong two story base and a distinct setback above 65' to delineate a penthouse level. We like this massing. But not for our site. This type of massing scheme has been successfully deployed at the two recent mixed use projects at the corner of Alaska and Fauntleroy, (The Spruce & The Whitaker). Here the strong base element matches the scale and speed of Fauntleroy at that major intersection, helping to negotiate the transition between the West Seattle Freeway offramp and the Eastern edge of the retail core. The same massing does not work in the heart of the pedestrian core. In this massing scheme the residential entry is located on the Northeast corner of the site to allow retail to fill in to the south, drawing pedestrian traffic toward the end of the block.



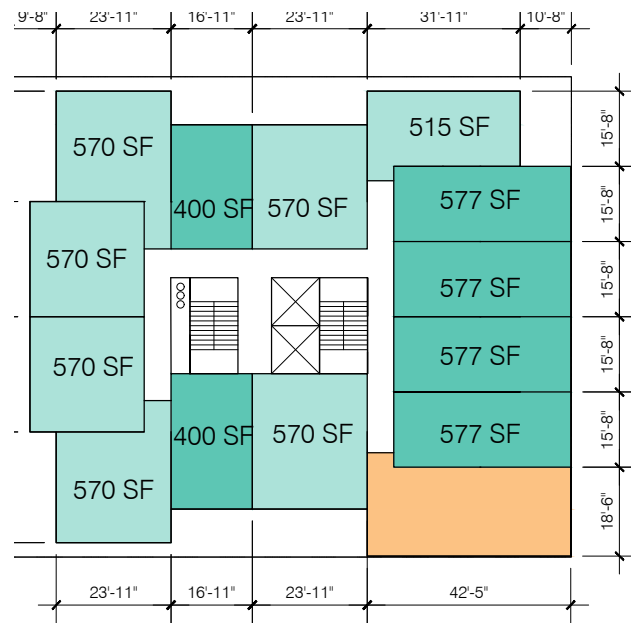
MASSING CONCEPT 2



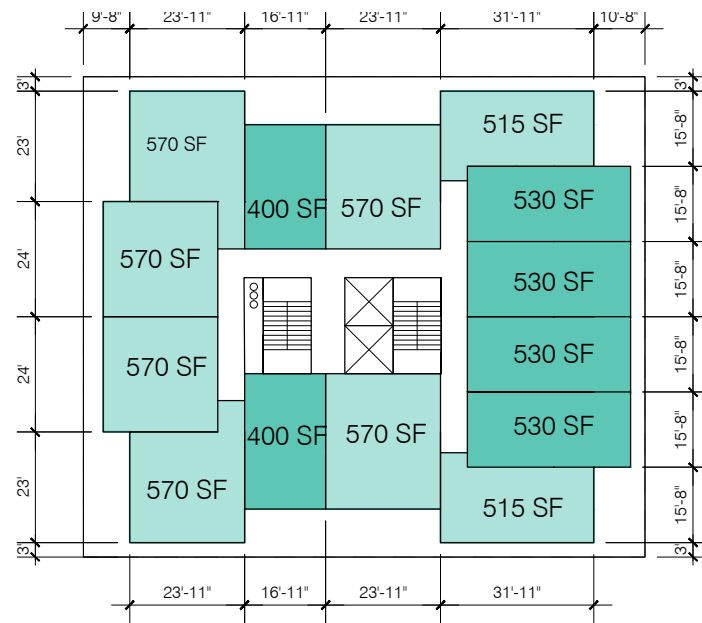
MASSING CONCEPT 2



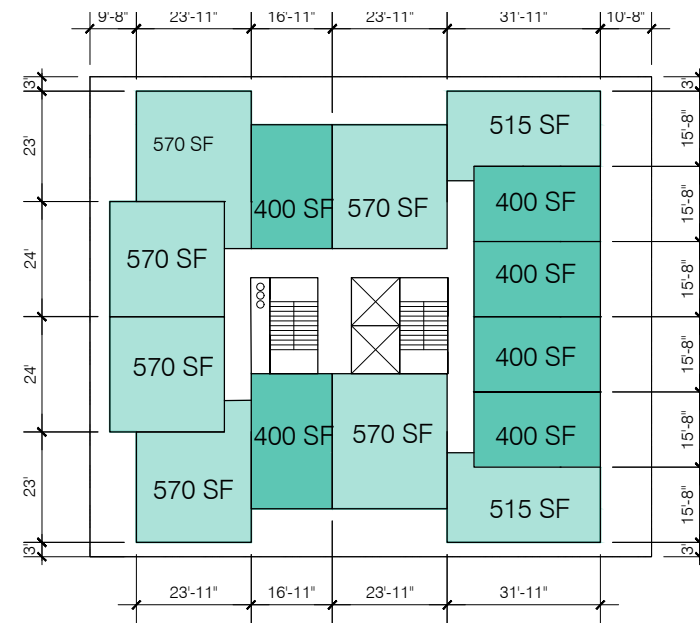
MASSING CONCEPT 2



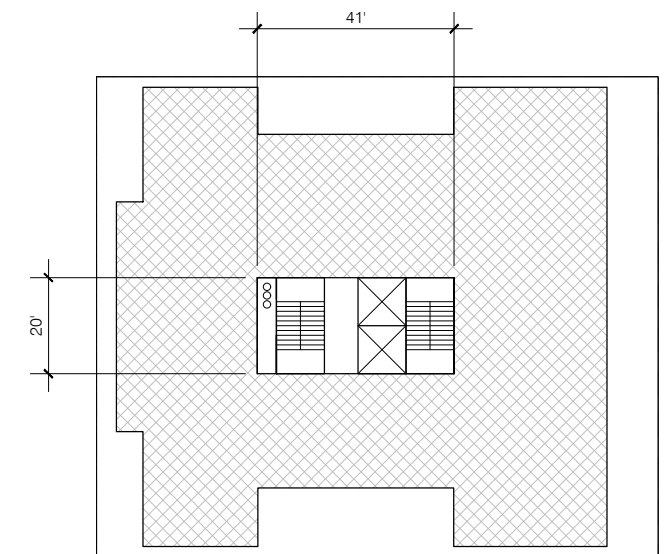
LOWER LEVEL RESIDENTIAL PLAN



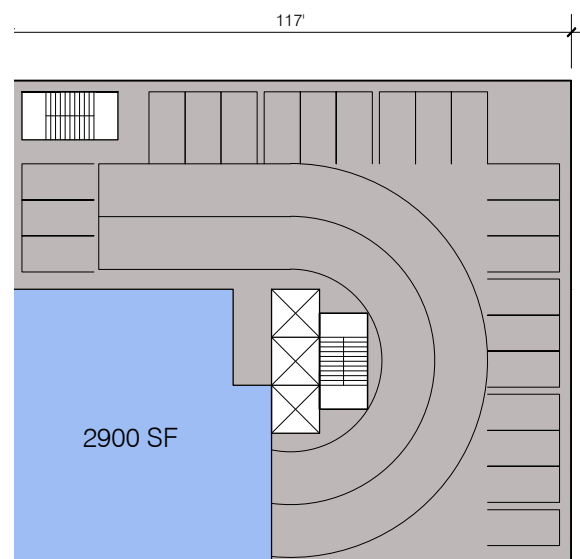
TYPICAL RESIDENTIAL PLAN



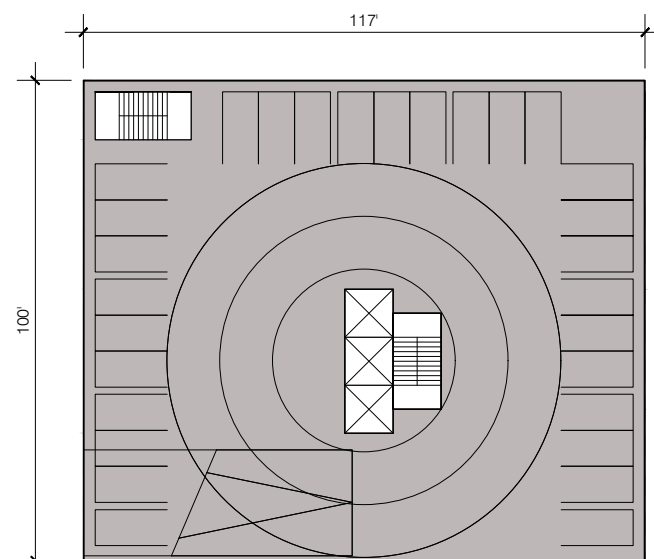
UPPER LEVEL RESIDENTIAL PLAN



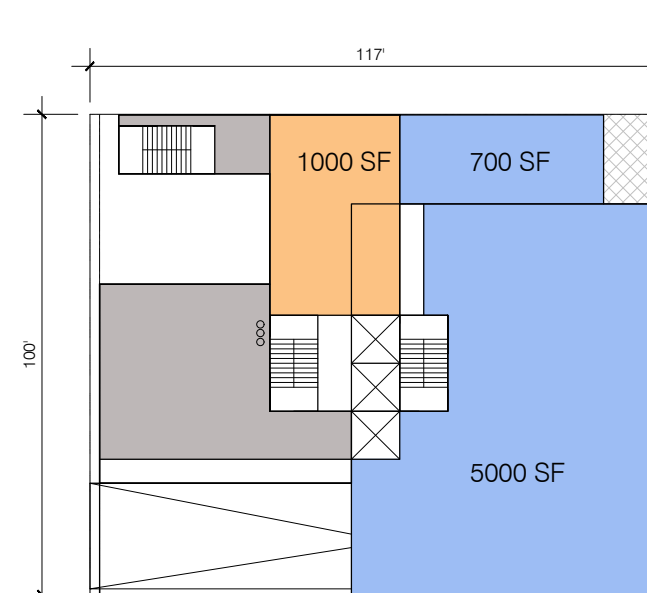
ROOF PLAN



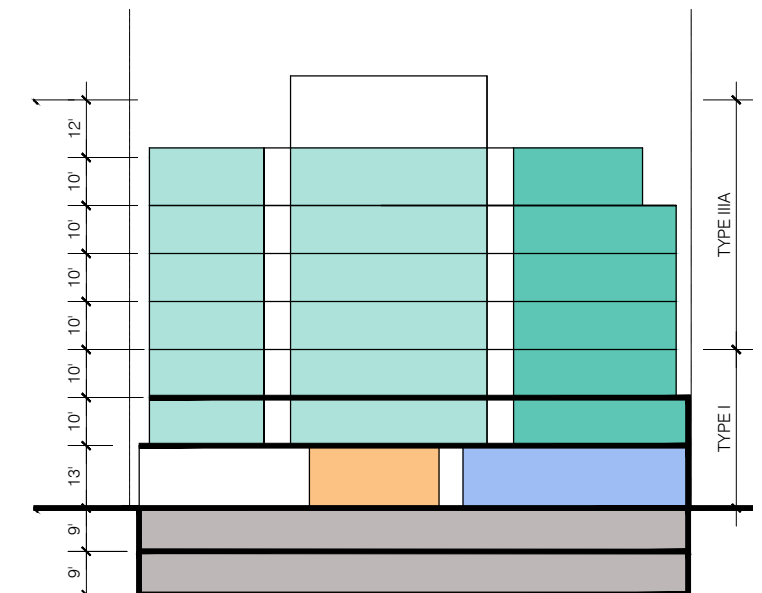
LEVEL P2 PLAN



LEVEL P1 PLAN



LEVEL 1 PLAN



WEST-EAST SECTION

MASSING CONCEPT 2



NORTHEAST CORNER

MASSING CONCEPT 2



SOUTHEAST CORNER

8.0 ARCHITECTURAL CONCEPTS

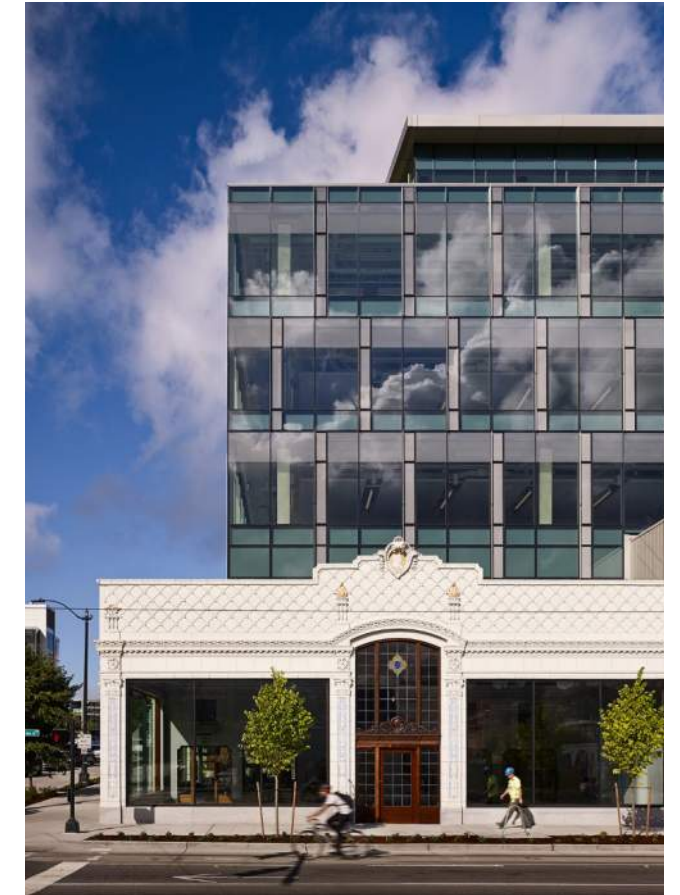
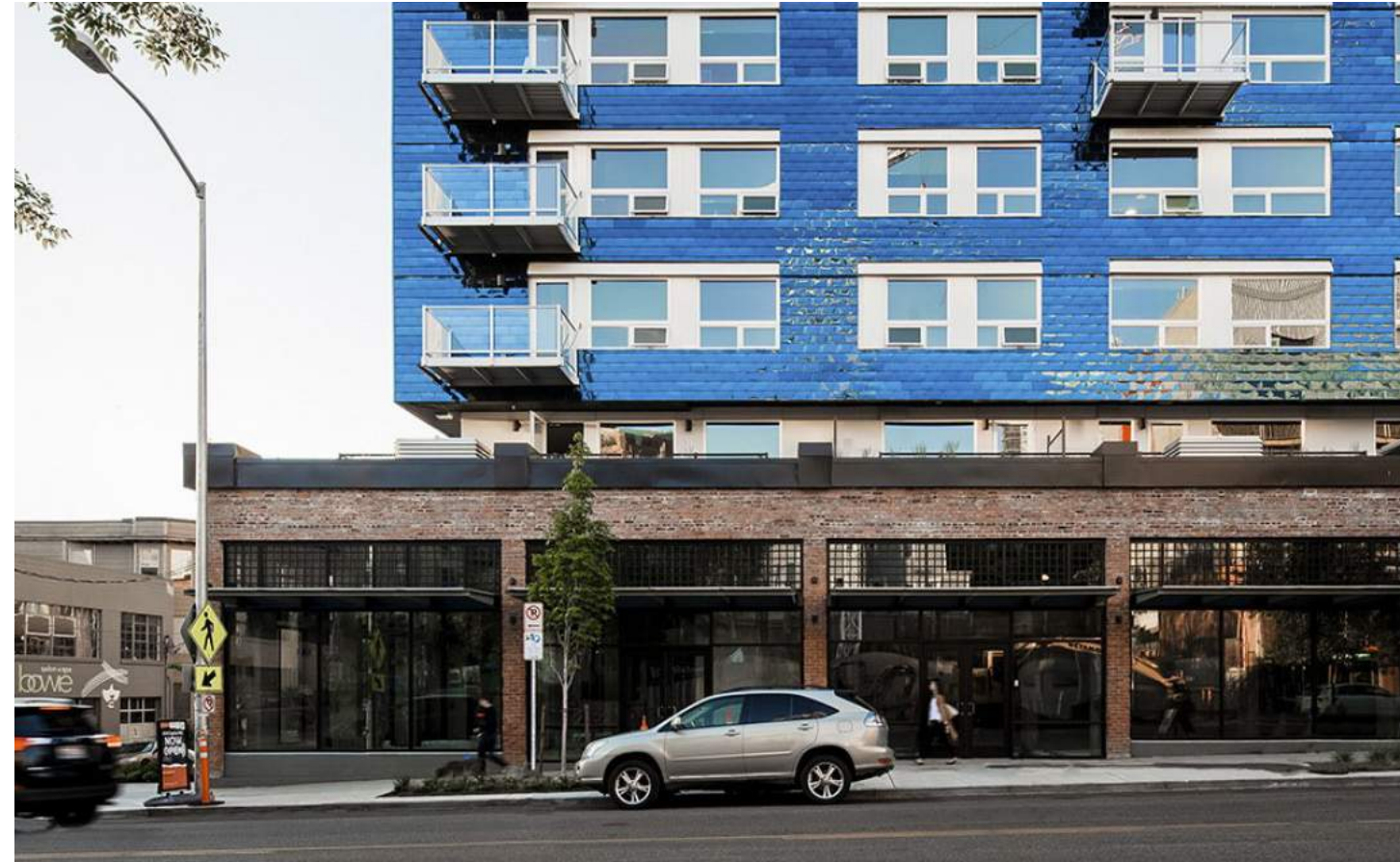
CONCEPT 3 - THE VILLAGE (PREFERRED)

In our preferred massing concept, the building form is primarily based on respecting the pattern, scale, and character of the surrounding neighborhood. From the West Seattle Design Guidelines: "The massing prescribed by the Neighborhood Commercial development standards does not result in mixed-use development that is compatible with the existing context." The design team agrees!

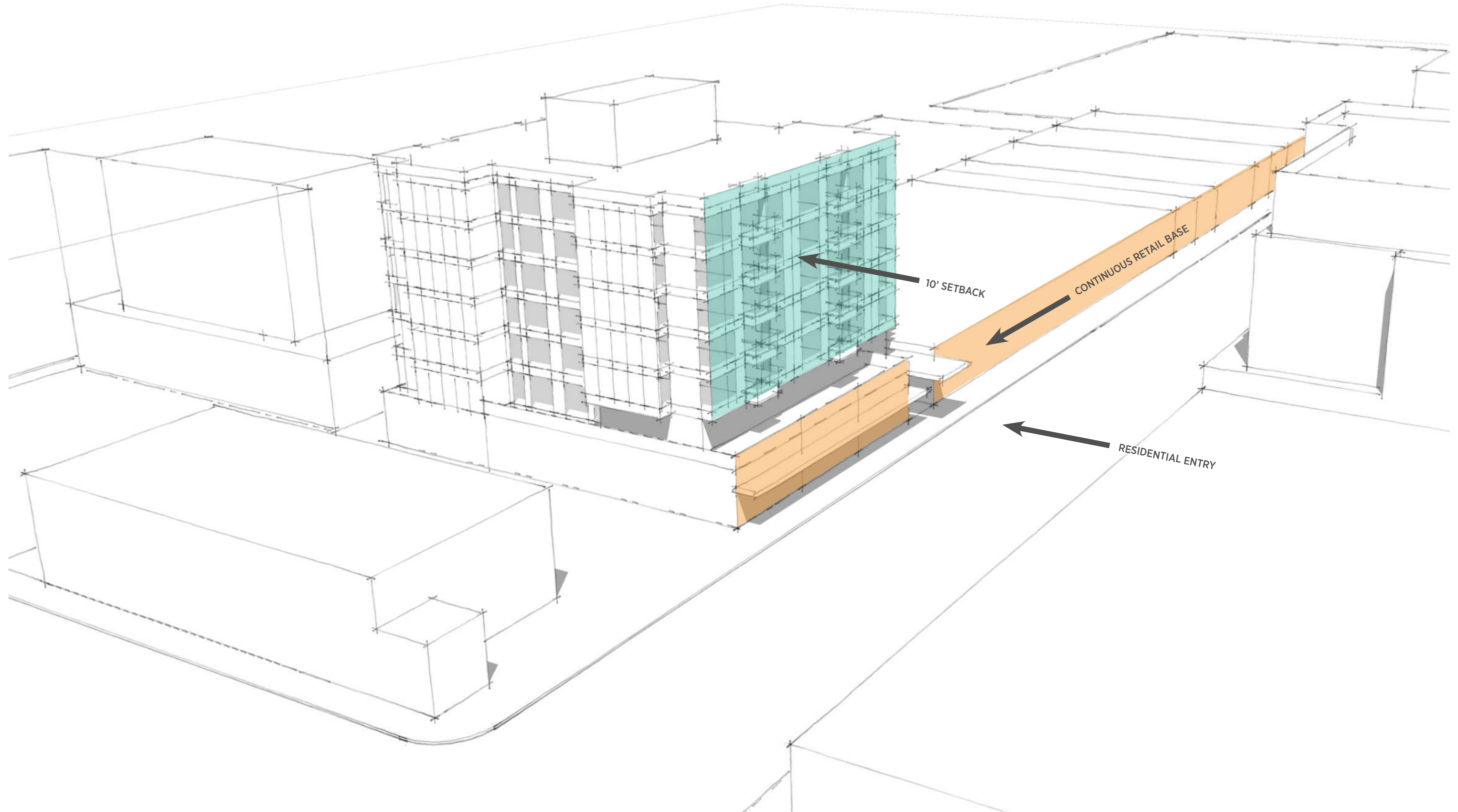
The signature move of the preferred scheme is to setback the residential units as far as possible from California. There is no required setback on California. The preferred massing is providing 10' The setback results in the following positive features, 1. It allows the retail base to maintain a continuous height along California Avenue. The most common feedback we have received is to maintain the small town feel of California Street. 2. It provides an amazing second story common amenity terrace to overlook the activities of the street below, This is part of the West Seattle Grand Parade route, as well as part of the Summerfest Area. And finally 3. It helps mitigate the effect of the height of the residential mass and shadow on California Avenue. The North-South façade is enlivened with additional modulation and balconies.

We recognized the public benefit of the recessed retail in Concept 1, and have included a similar feature at the Northeast corner of our site to act as a residential entry and spill out from the retail tenant to activate the sidewalk and entice pedestrians from North of the site.

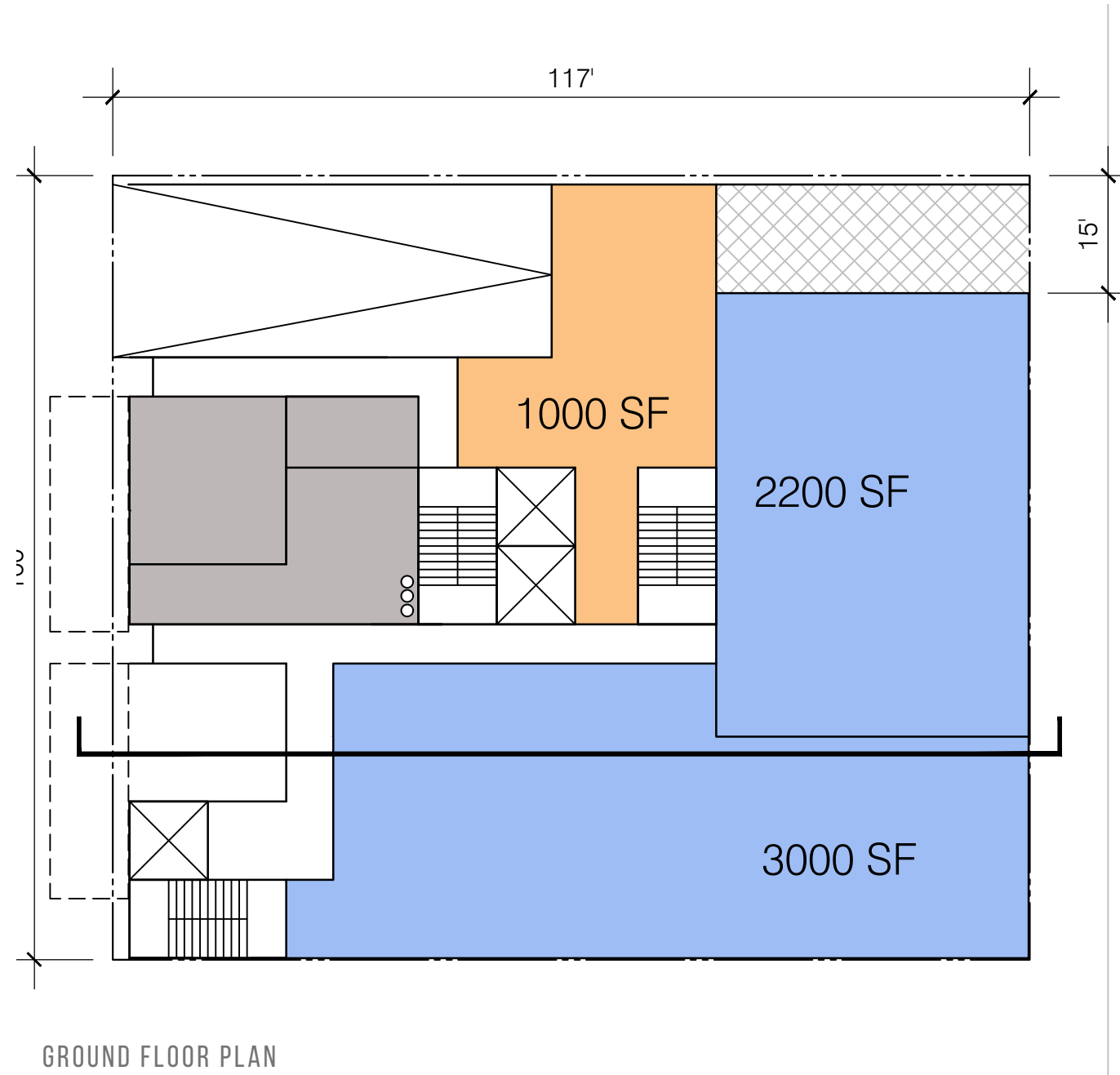
Concept 3 honors the history and character of this special street while providing homes for the next generation of West Seattleites.



MASSING CONCEPT 3 (PREFERRED)

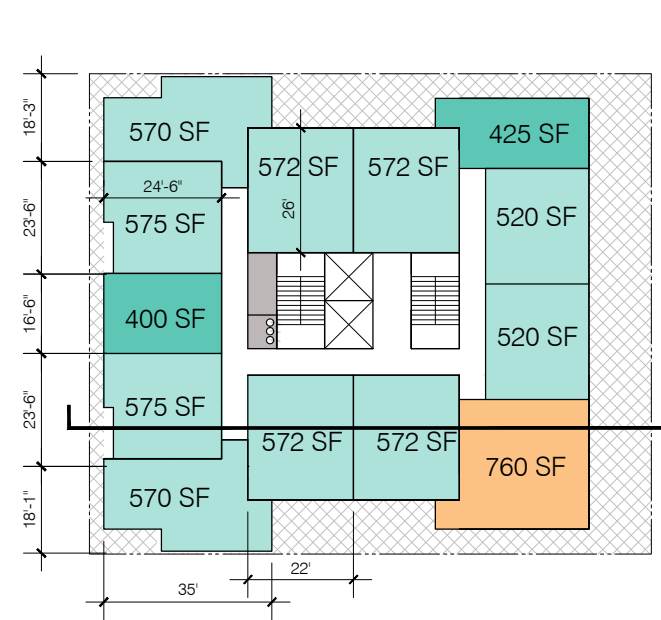


MASSING CONCEPT 3 (PREFERRED)

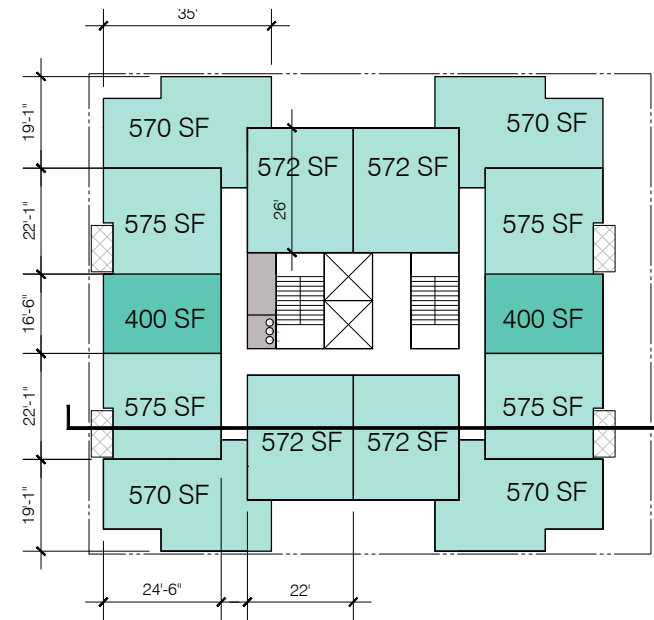


GROUND FLOOR PLAN

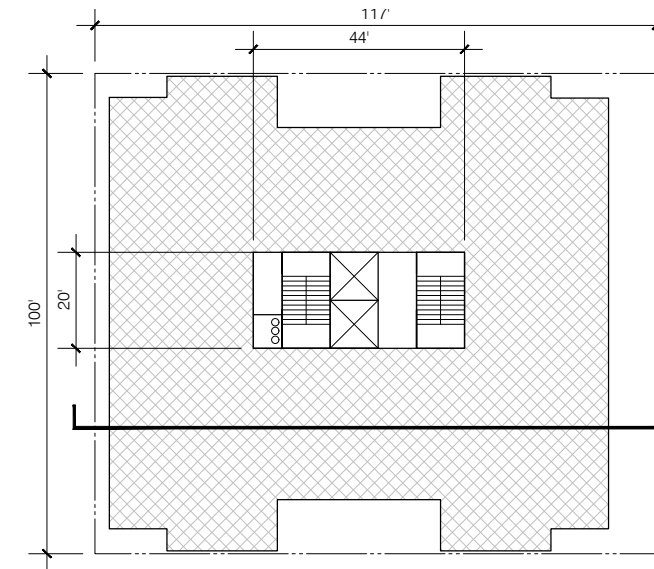
MASSING CONCEPT 3 (PREFERRED)



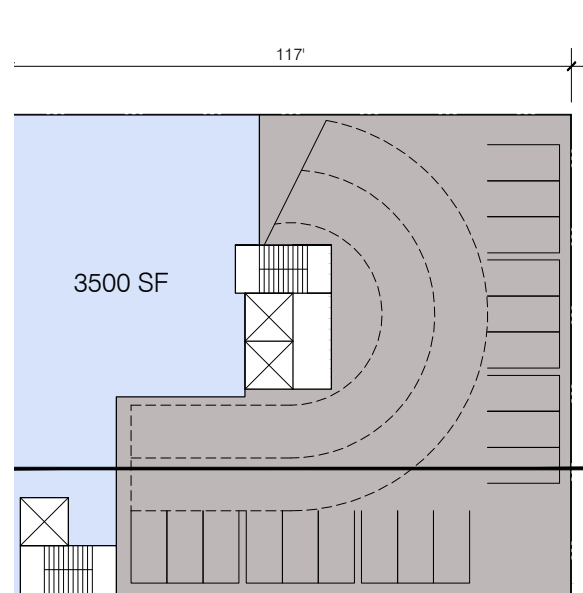
LOWER LEVEL RESIDENTIAL PLAN



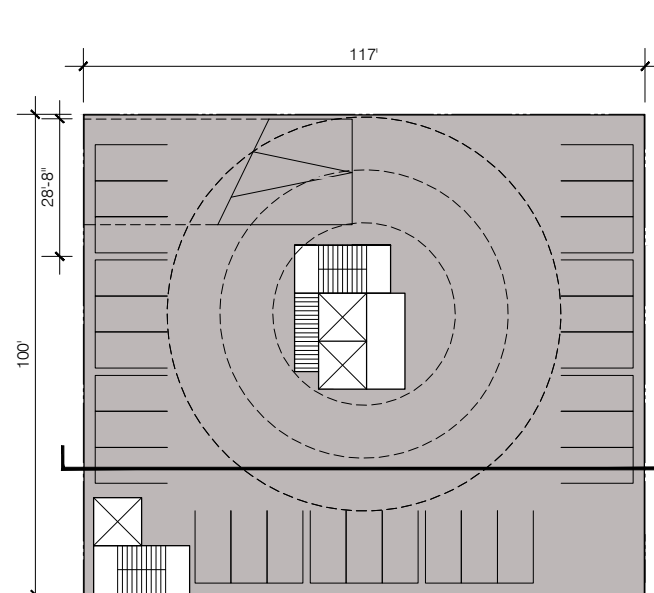
TYPICAL RESIDENTIAL PLAN



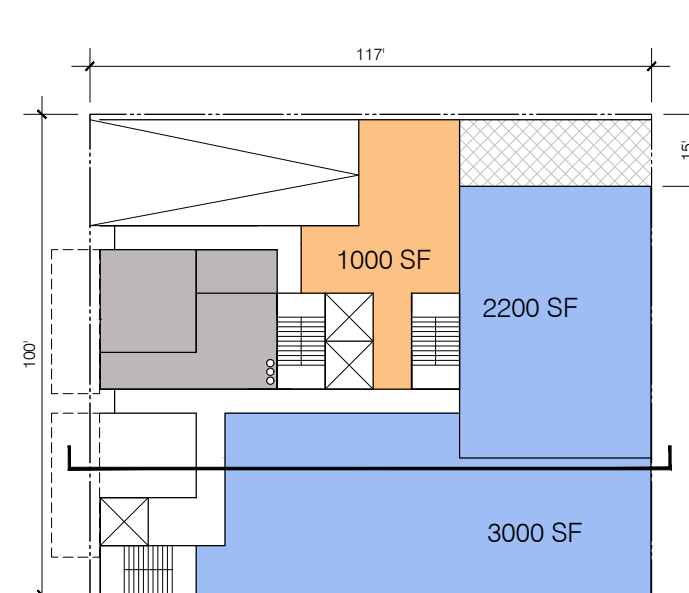
ROOF PLAN



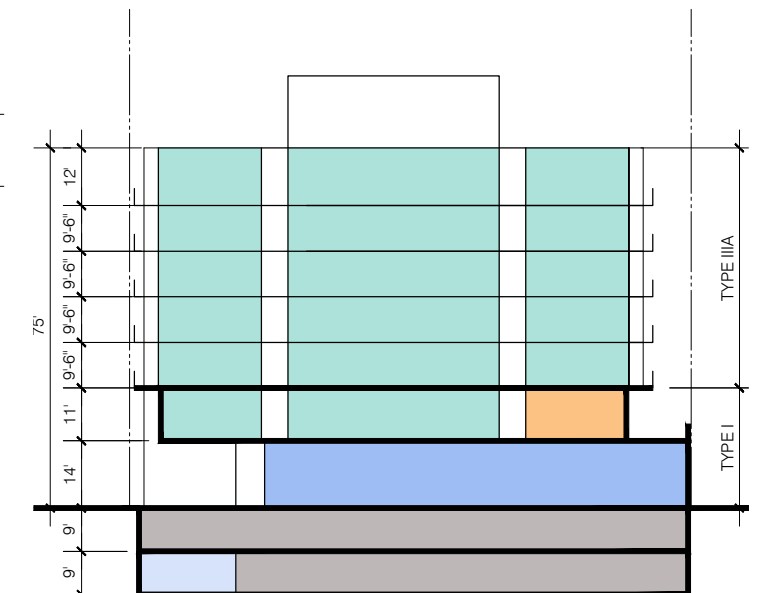
LEVEL P2 PLAN



LEVEL P1 PLAN



LEVEL 1 PLAN



WEST-EAST SECTION

MASSING CONCEPT 3 (PREFERRED)



NORTHEAST CORNER

MASSING CONCEPT 3 (PREFERRED)



SOUTHEAST CORNER

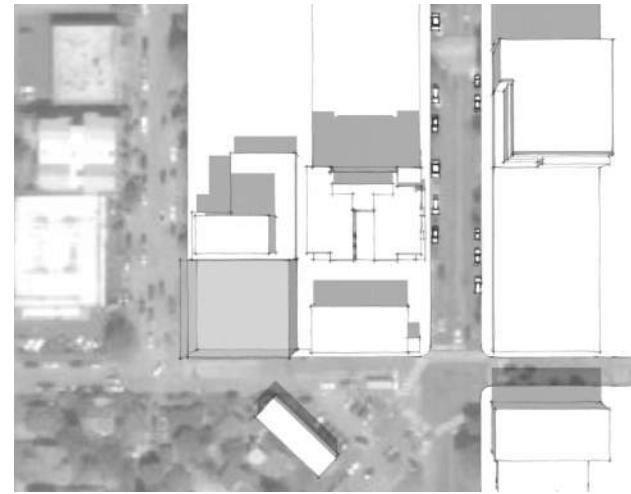
SUN/SHADOW ANALYSIS - EQUINOX

MARCH/SEPT 21 - 9AM

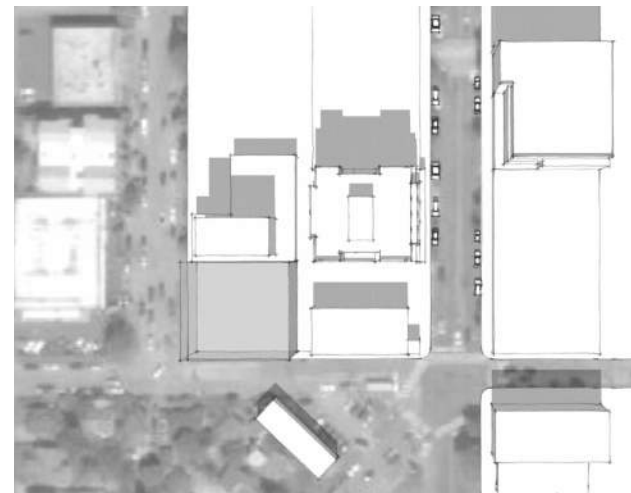
MARCH/SEPT 21 - 12PM

MARCH/SEPT 21 - 3PM

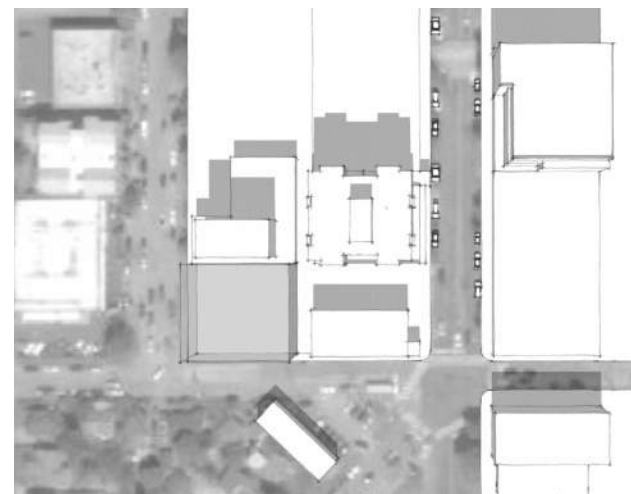
CONCEPT 1



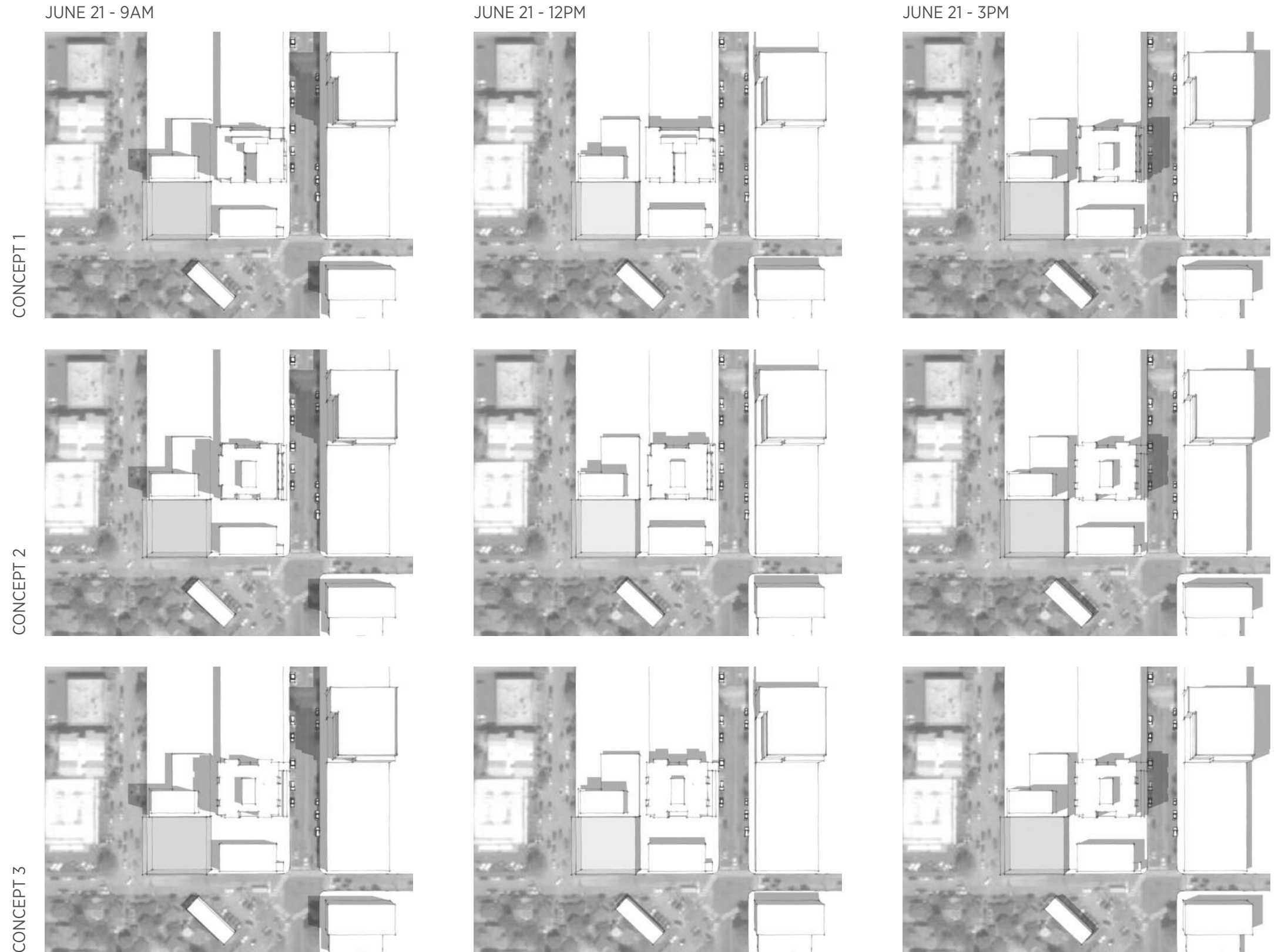
CONCEPT 2



CONCEPT 3



SUN/SHADOW ANALYSIS - SUMMER SOLSTICE



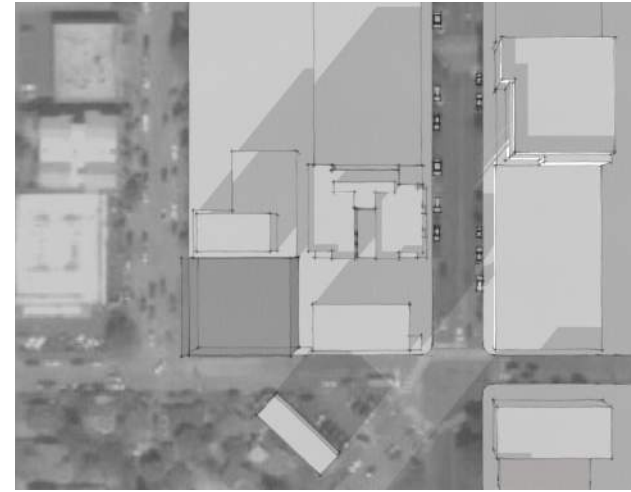
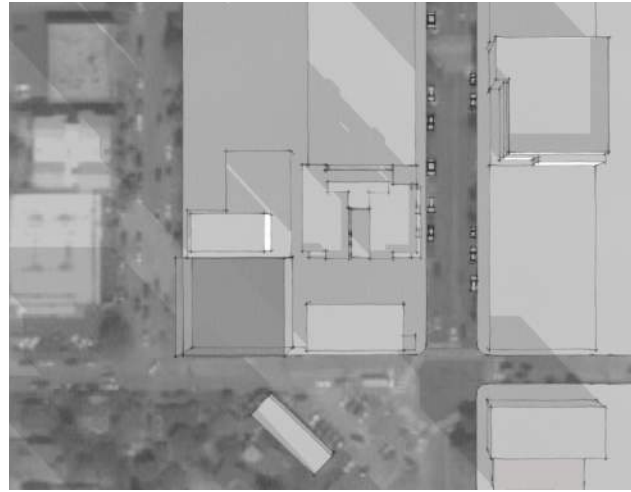
SUN/SHADOW ANALYSIS - WINTER SOLSTICE

DECEMBER 21 - 9AM

DECEMBER 21 - 12PM

DECEMBER 21 - 3PM

CONCEPT 1



CONCEPT 2



CONCEPT 3



