

## Neighborhood Context:

### Land Uses

The California Avenue corridor is an eclectic mix of uses, predominantly commercial with a mixture of multi-family residential, small or medium retail, restaurants, grocery and convenience stores. Many of the lots are underdeveloped, with uses in older 1-2 story retail buildings. Most retail or grocery have on-grade parking. Examples include PCC, Metropolitan Market, Jack in the Box, McDonald's, and Baskin Robbins. To the north (along California Avenue) is the Washington Mutual bank and Jack in the Box (along SW Admiral Street). Across California Avenue to the west are Lafayette Elementary School and an older two-story brick retail building with the Mud Bay Store. A variety of nondescript 1-4-story residential-over-retail buildings or all residential

buildings of all ages are mixed with 1-2 story older retail buildings up and down California Avenue to the north and south. Across 42nd Avenue to the east are mostly 3-story multi-unit residential buildings with a couple single-family houses mixed in. Most are set back from the sidewalk with ample landscaping. These are book-ended by the Safeway Gas Station on the north and the Sanctuary at Admiral on the south at the corner of Lander and 42nd Street. The Hiawatha Playfield is across Lander Street to the south.

### Architecture

The architecture, like the land use, varies widely. The majority of the older buildings are in average condition with little design significance. Typically these structures, often early 20th century retail buildings, underutilize their sites and are being held for future development.

Apartment buildings along California Avenue are conservative and of various vintage with few memorable features or prevalent architectural style. There are a few older historic apartment buildings in good condition clad in brick with some terra cotta. The newer apartment buildings to the north such as the The Admiral and Merrill Place have brick bases with upper bay modulation, which is complemented with a variety of siding materials.

### Community Landmarks

Landmarks include the classical West Seattle Public Library and Deco-inspired Admiral Theater. The Romanesque West Seattle High School and the Hiawatha Community Center are nicely restored examples of local historic architecture. The Lafayette Elementary School is a typical example of an early modern school but is in disrepair. The Sanctuary at Admiral is well preserved and has a nicely scaled fenced courtyard.

### Topography and Views

The area slopes down gradually from the south to the north. Although the Hiawatha Playfield is slightly higher, the views to the south across Lander Street have potential views of the park.

Admiral Safeway

West Seattle, Seattle, Washington

Neighborhood Context

Early Design Guidance No. 2 Presentation, Nov. 20, 2008

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Page

4

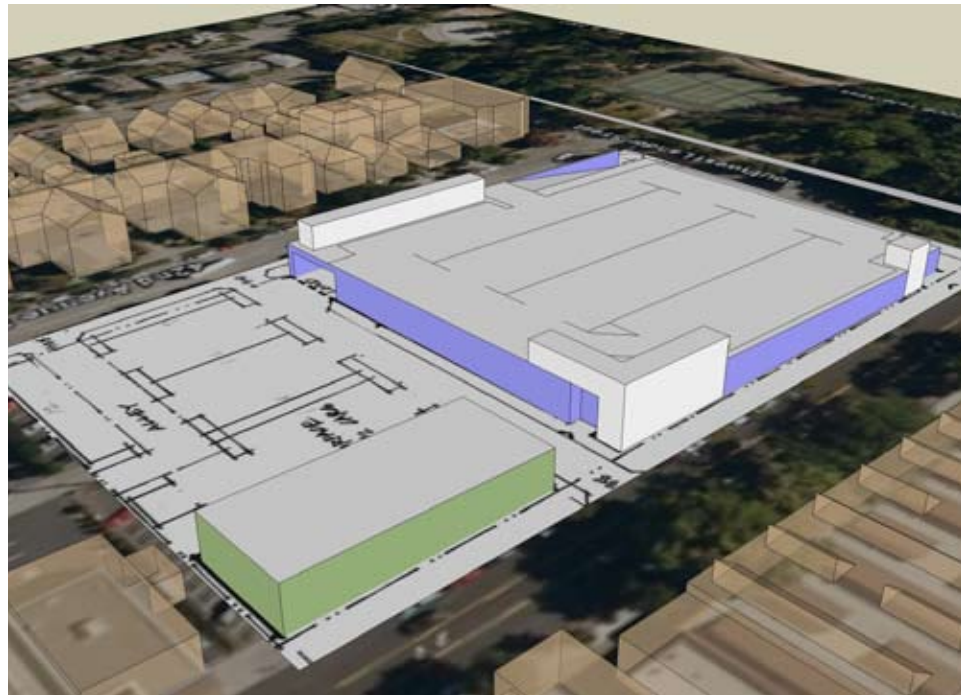


## SAFeway'S DEVELOPMENT PROGRAM:

1. **58,000 sf store** with minimum 3 cars per 1000 sf parking
2. **Minimize store closure time** (16 months)
3. **Provide some convenience surface parking**
4. **Provide 6,000-7,000 sf retail shops** with minimum 3 cars per 1000 sf parking
5. **Provide 30 to 40 residential units**



Alternative 1



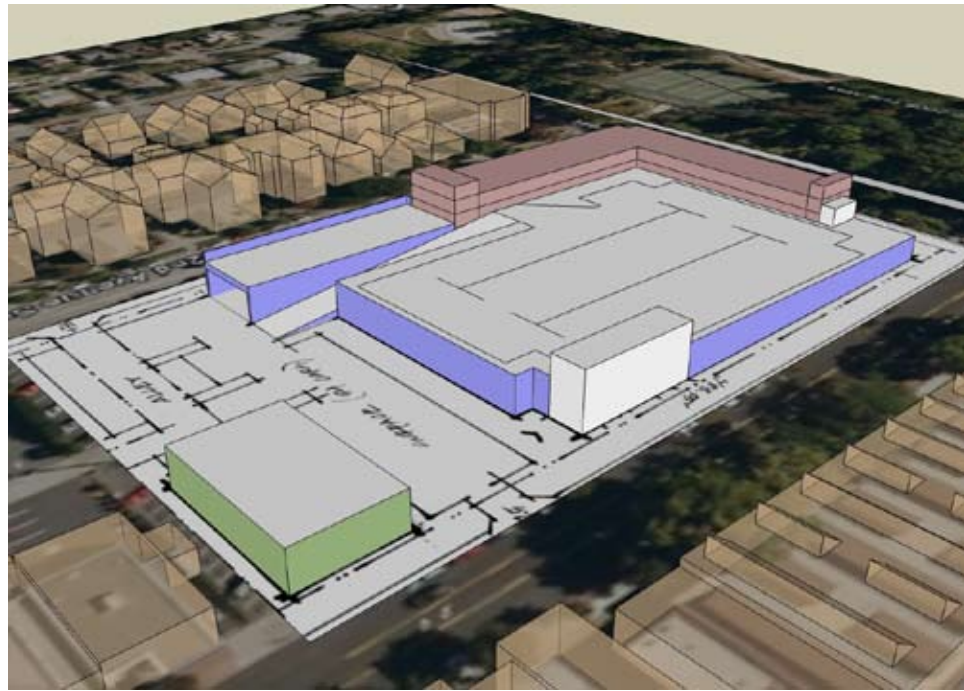
Alternative 2



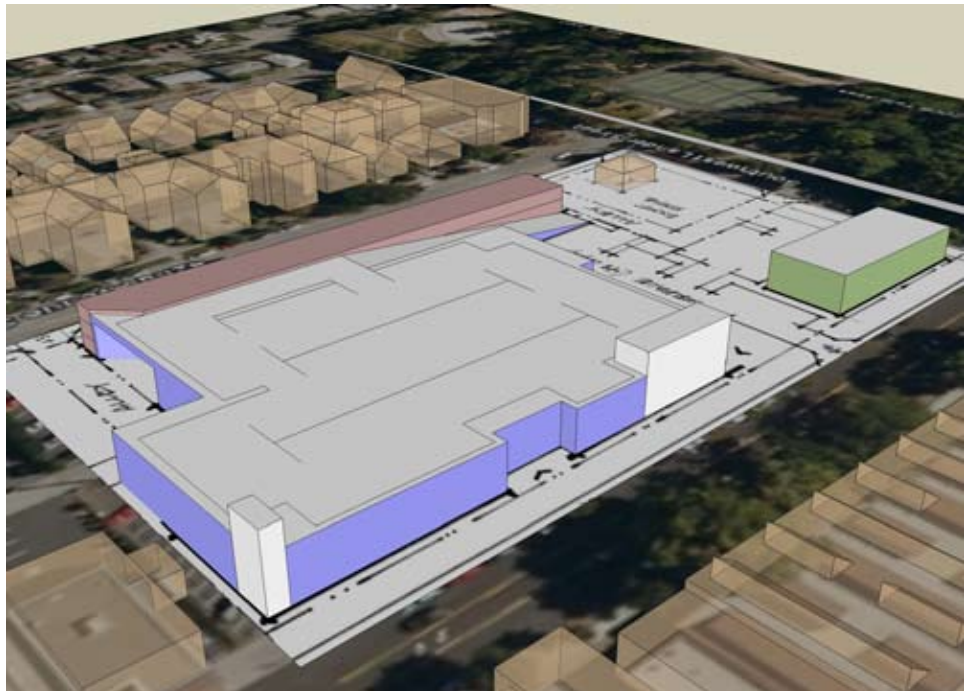
Alternative 3 — Preferred Scheme



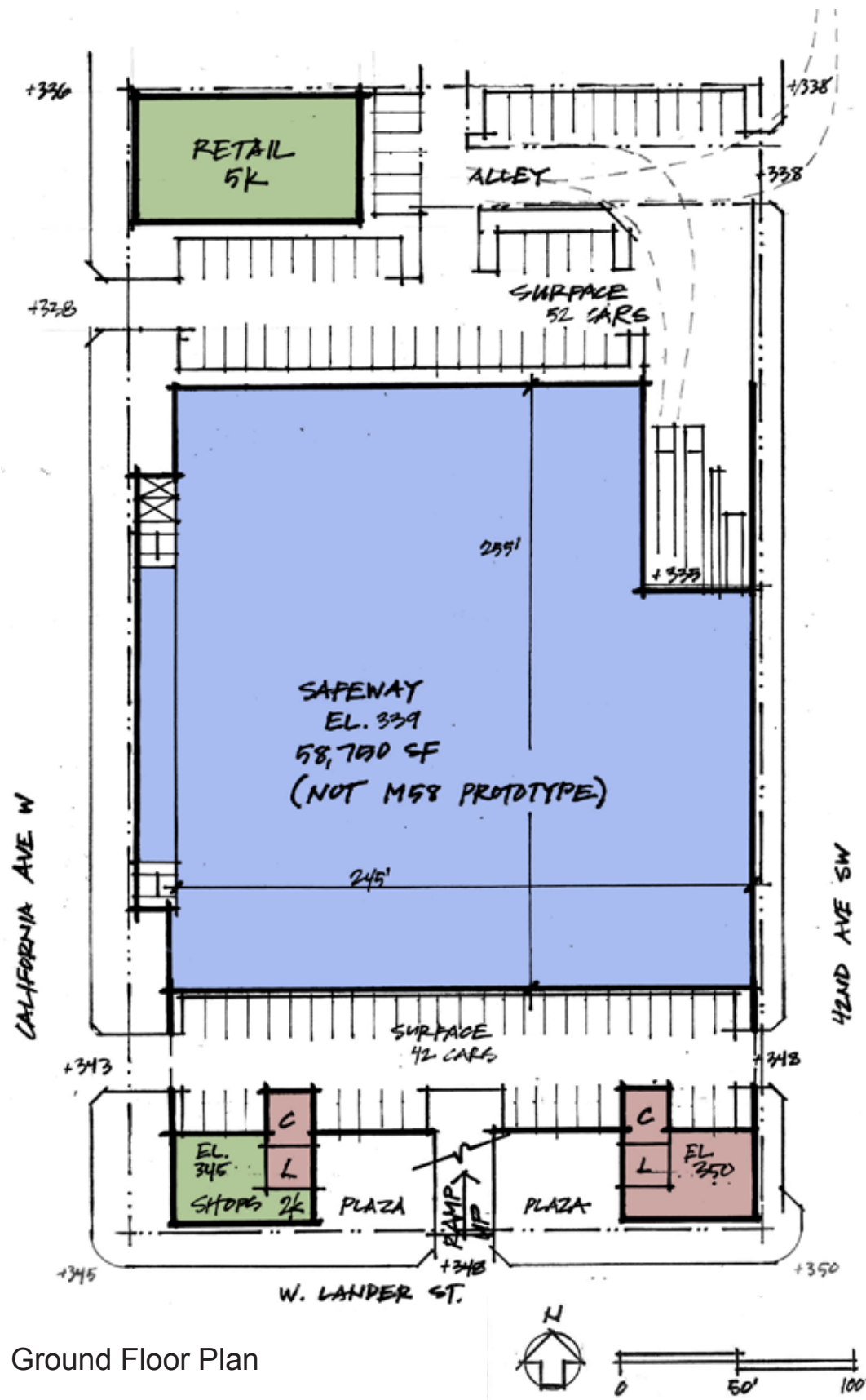
New Alternative 4



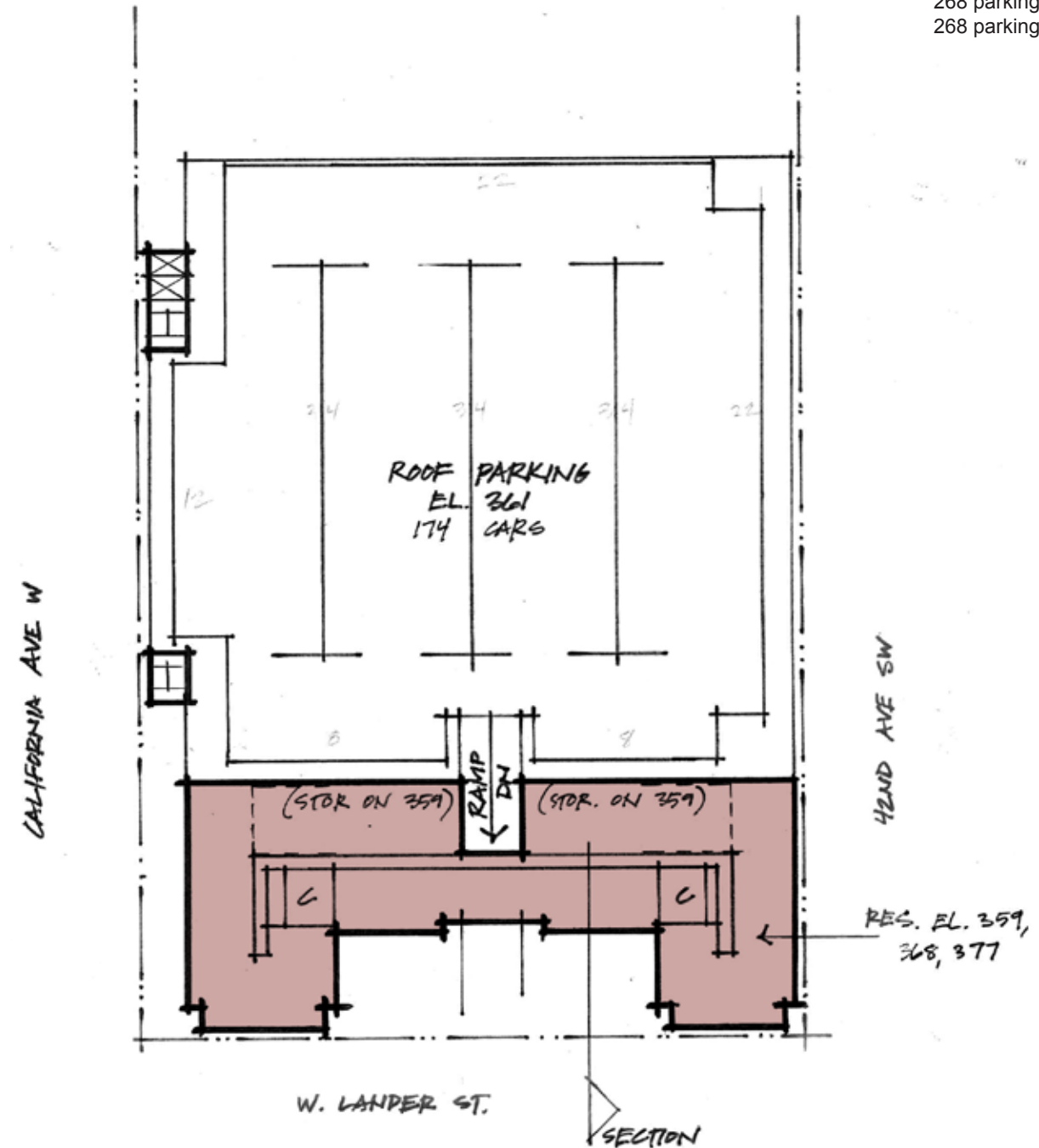
New Alternative 5



New Alternative 6



Ground Floor Plan



Upper Levels Plan

## Parking:

66,000 sf retail  
 3 stalls / 1000 sf required parking  
 198 parking stalls required  
**70 residential units**  
 1 stall / unit required parking  
 70 parking stalls required

268 parking stalls required  
 268 parking stalls provided



Alternative 4 - Northwest View



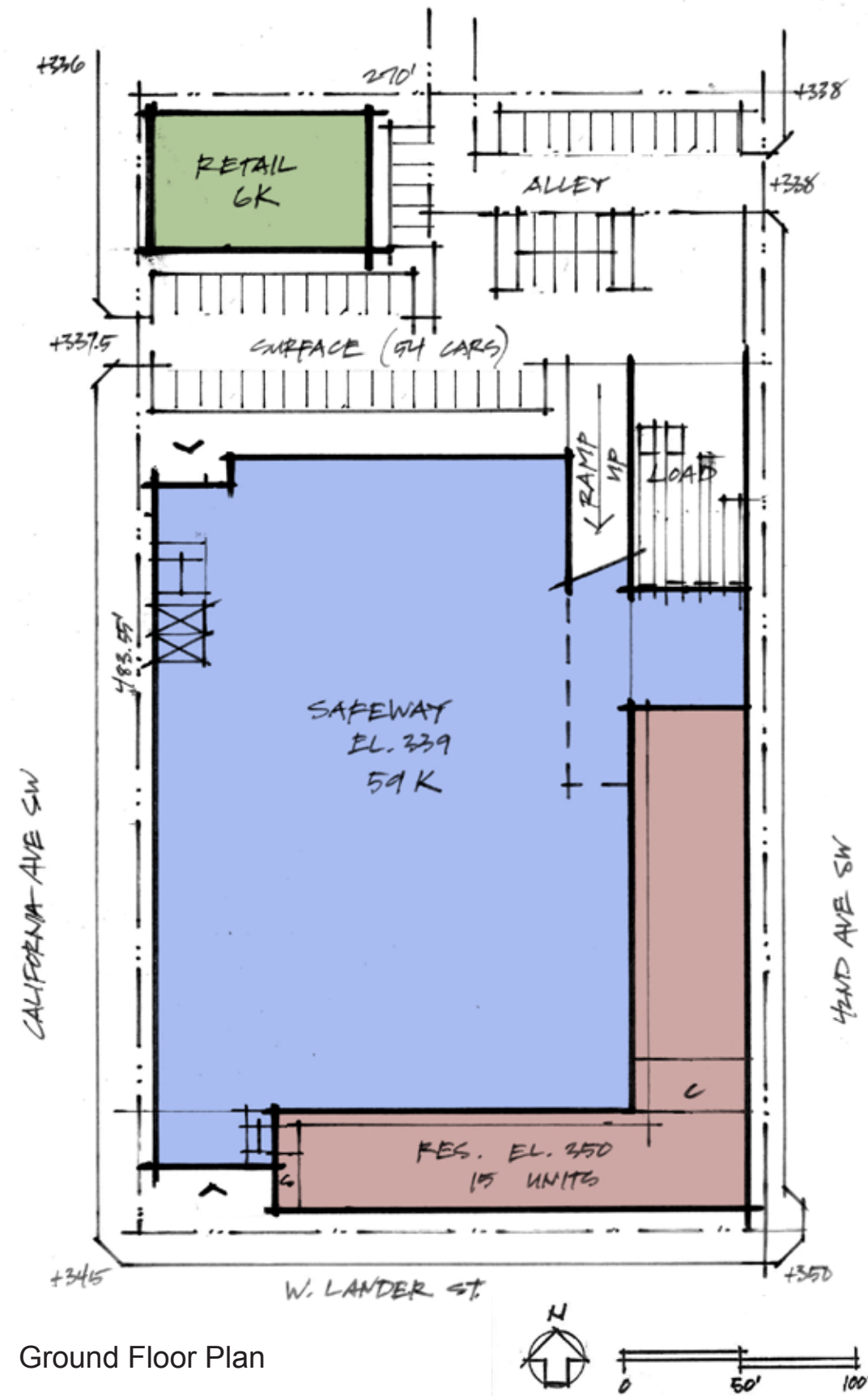
Alternative 4 - Southeast View

**Pros**

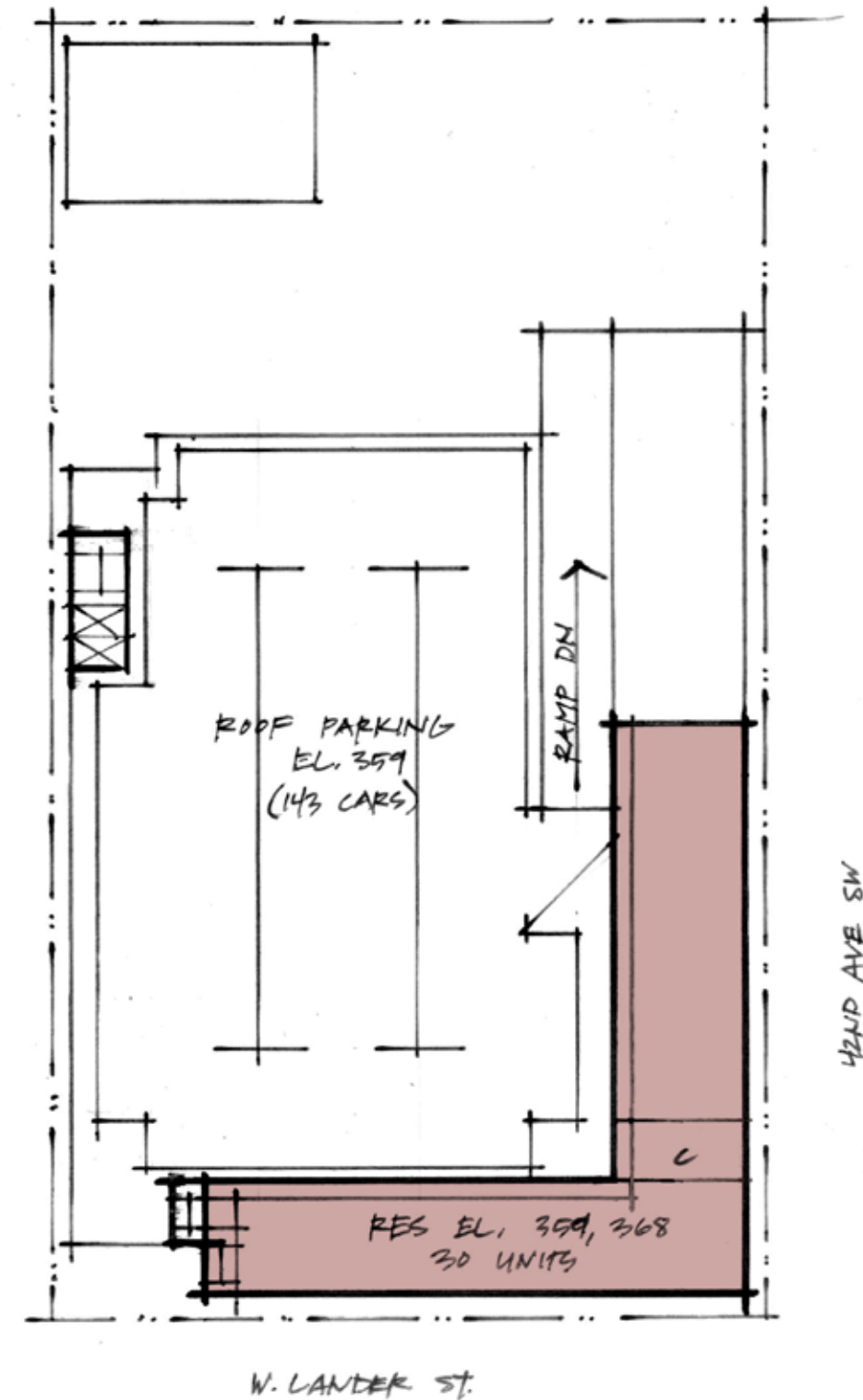
- ENHANCES RETAIL FRONTAGE on California
- SCREENED ROOFTOP PARKING in lieu of large surface lot

**Cons**

- CITY STREETS REQUIRED to connect parking fields
- Fails to meet CITY'S DESIGN GUIDELINES  
(Blank walls facing residential on 42nd)
- Fails to meet SAFEWAY'S DEVELOPMENT PROGRAM  
(Doesn't respect adjacent residential on 42nd)  
(Residential unit count does not meet program)



Ground Floor Plan



Upper Levels Plan

## Parking:

65,000 sf retail  
 3 stalls / 1000 sf required parking  
 195 parking stalls required  
 45 residential units  
 1 stall / unit required parking  
 40 parking stalls required

235 parking stalls required  
 198 parking stalls provided

**This scheme does not meet Safeway's parking requirements.**



Alternative 5 - Northwest View



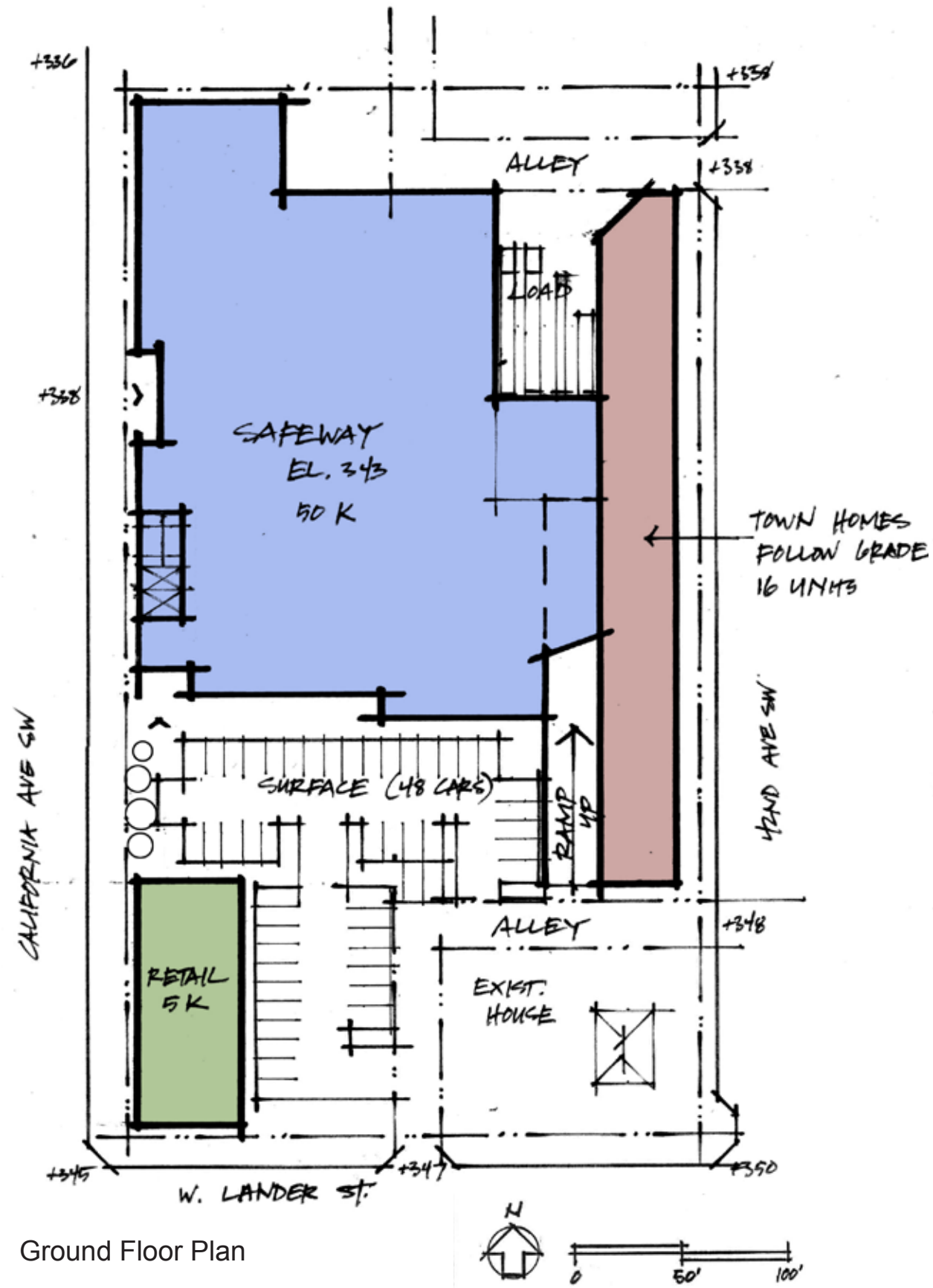
Alternative 5 - Southeast View

**Pros**

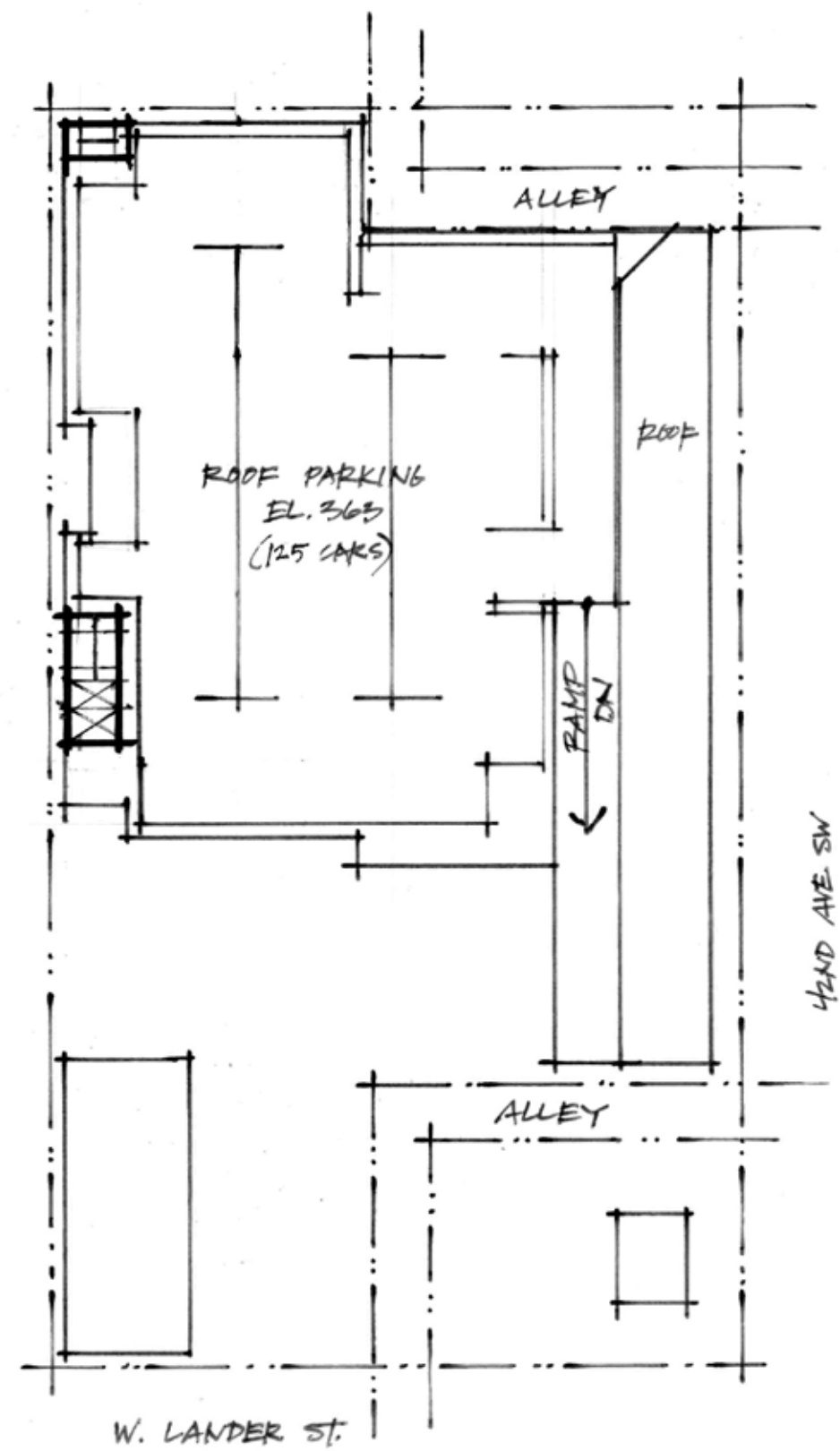
- ENHANCES RETAIL FRONTAGE on California
- SCREENED ROOFTOP PARKING in lieu of large surface lot
- ON-SITE CONNECTION: Surface and Rooftop Parking

**Cons**

- Fails to meet SAFEWAY'S DEVELOPMENT PROGRAM  
(Parking Stall count does not meet program)



Ground Floor Plan



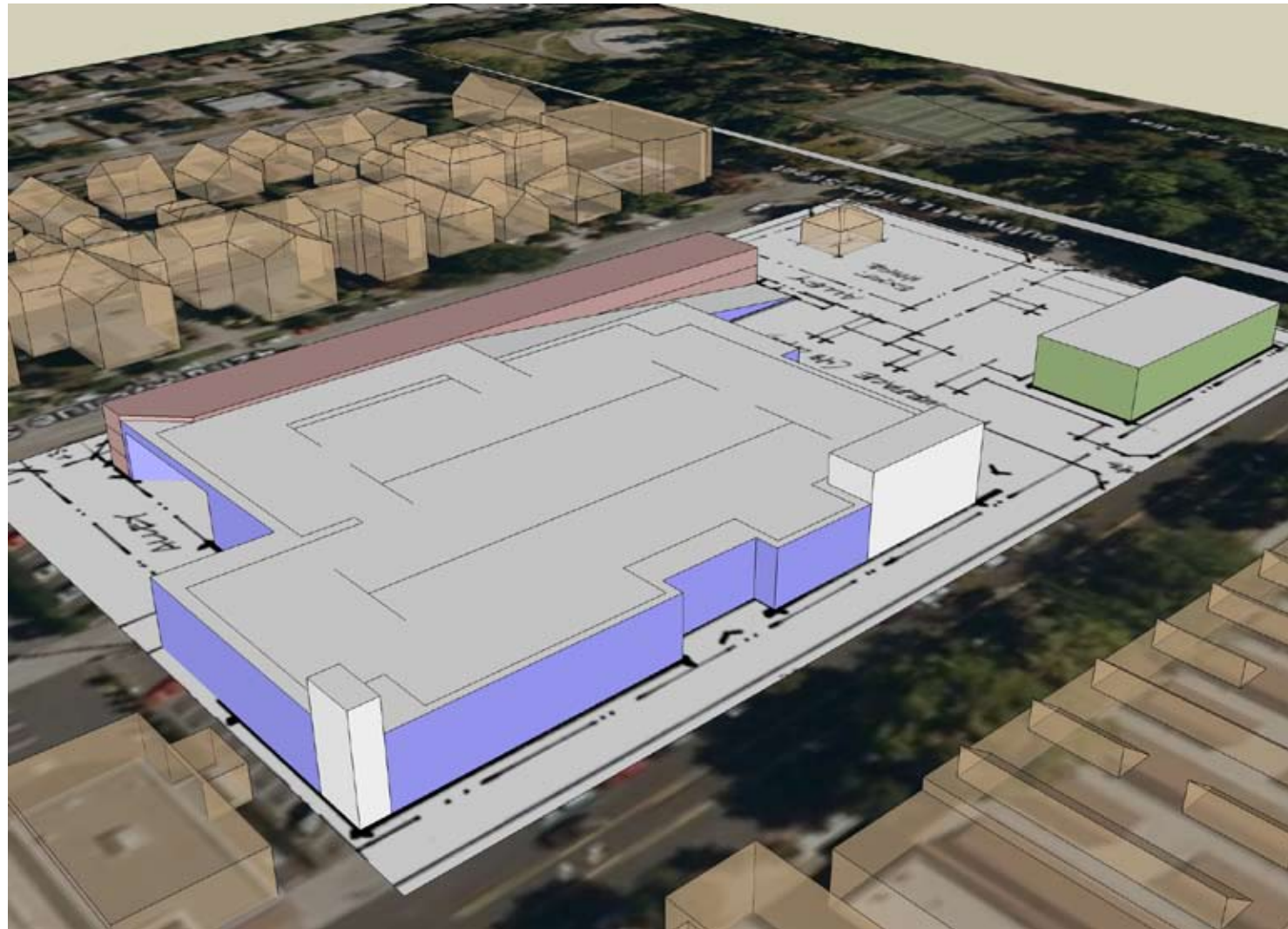
Upper Levels Plan

## Parking:

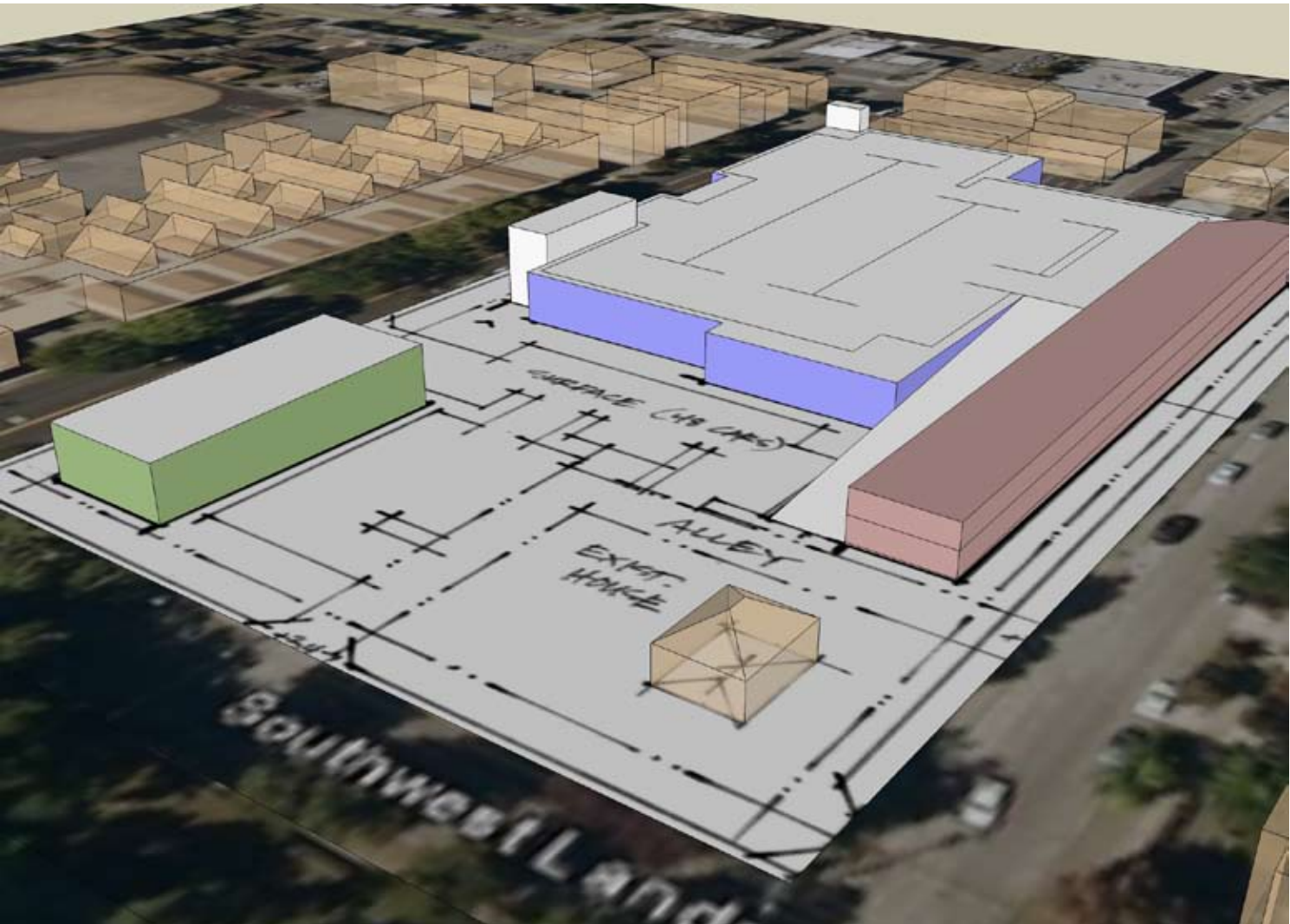
55,000 sf retail  
 3 stalls / 1000 sf required parking  
 165 parking stalls required  
 16 residential units  
 1 stall / unit required parking  
 16 parking stalls required

181 parking stalls required  
 173 parking stalls provided

This scheme requires no alley vacation, rezone, or departures, but it does not meet Safeway's development program.



Alternative 6 - Northwest View



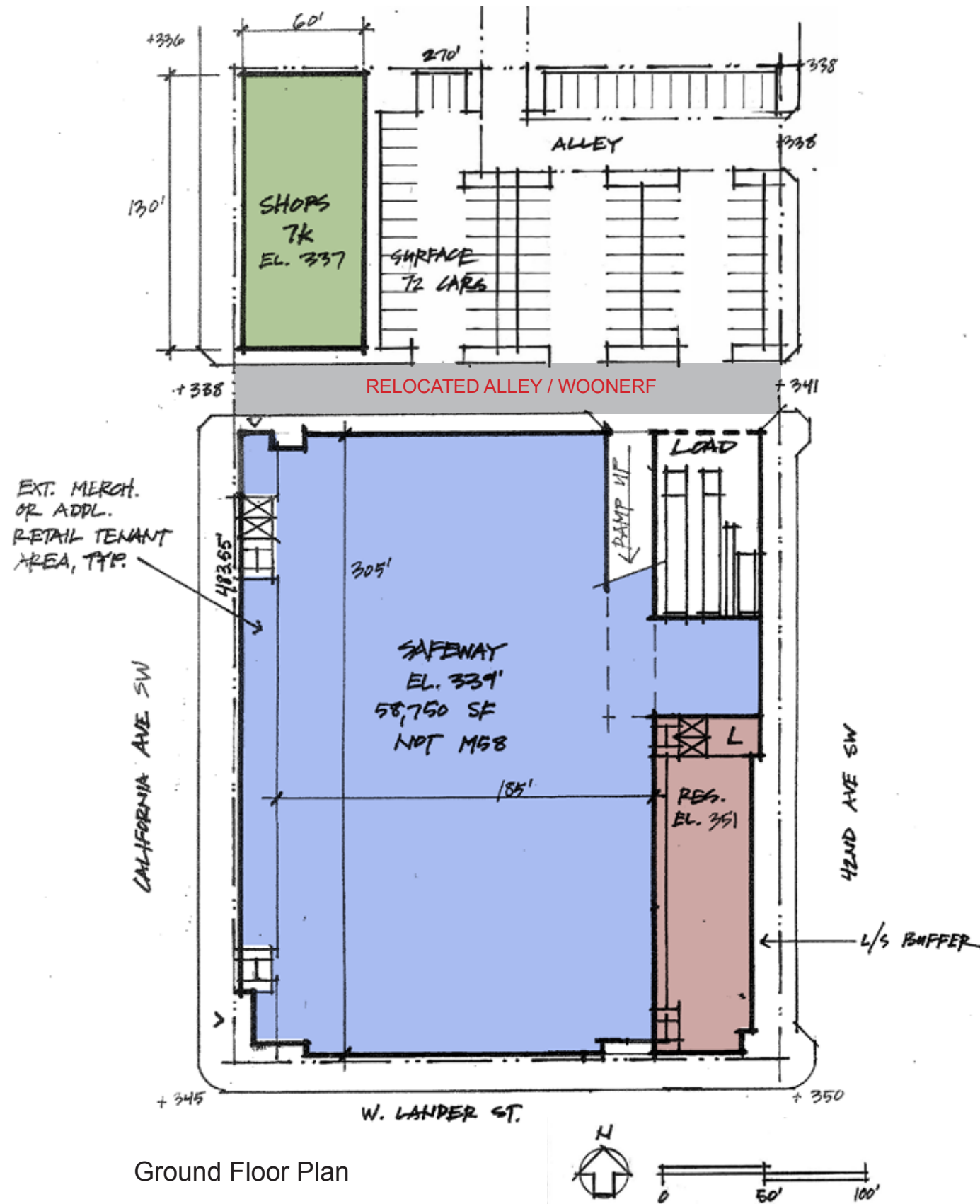
Alternative 6 - Southeast View

**Pros**

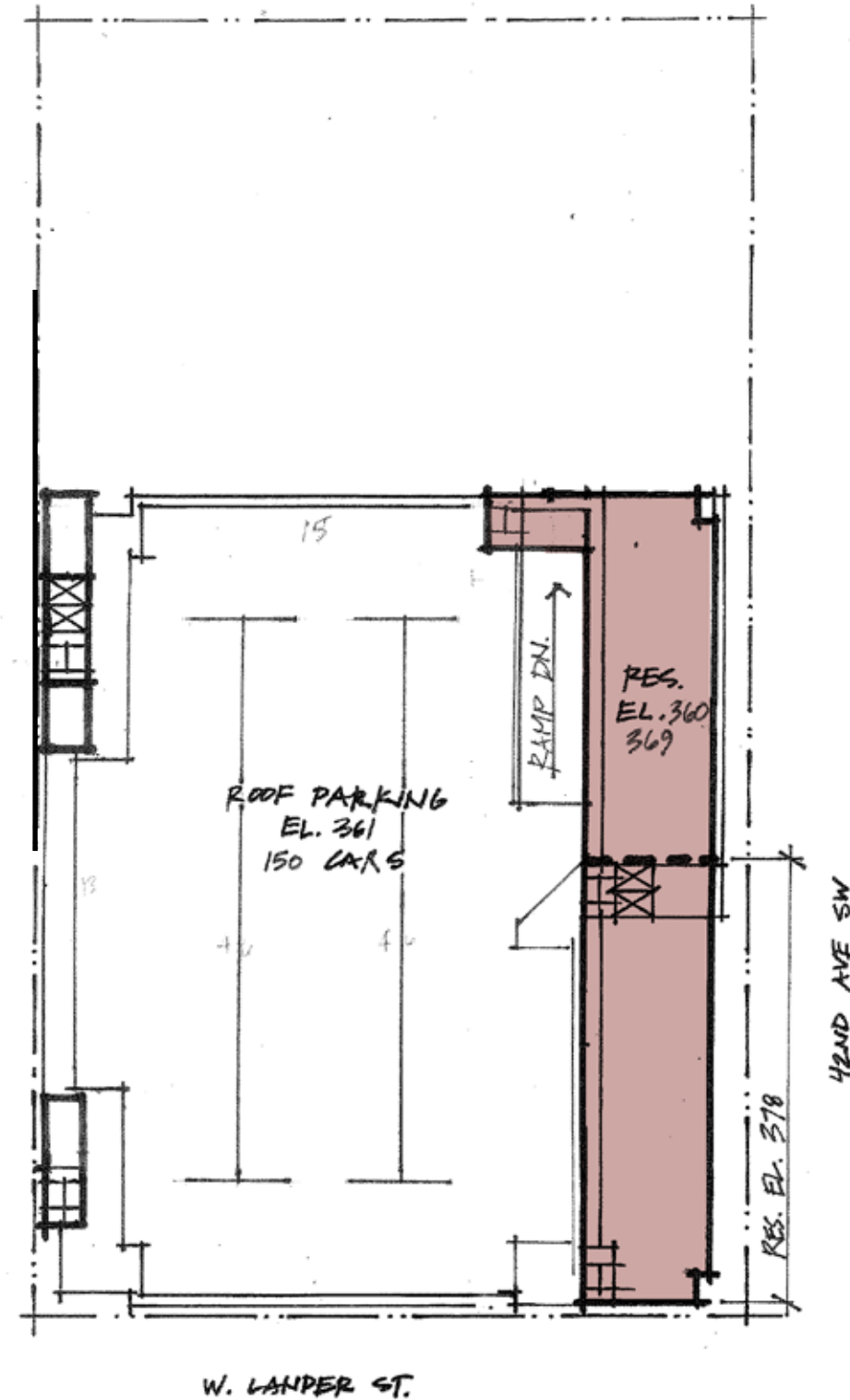
- ENHANCES RETAIL FRONTAGE on California
- SCREENED ROOFTOP PARKING in lieu of large surface lot
- ON-SITE CONNECTION: Surface and Rooftop Parking

**Cons**

- Fails to meet SAFEWAY'S DEVELOPMENT PROGRAM  
(Store size insufficient to justify redevelopment)  
(Residential unit count does not meet program)



Ground Floor Plan



Upper Levels Plan

## Parking:

66,000 sf retail  
3 stalls / 1000 sf required parking  
198 parking stalls required  
34 residential units  
1 stall / unit required parking  
34 parking stalls required

232 parking stalls required  
222 parking stalls provided



Alternative 7 - Northwest View



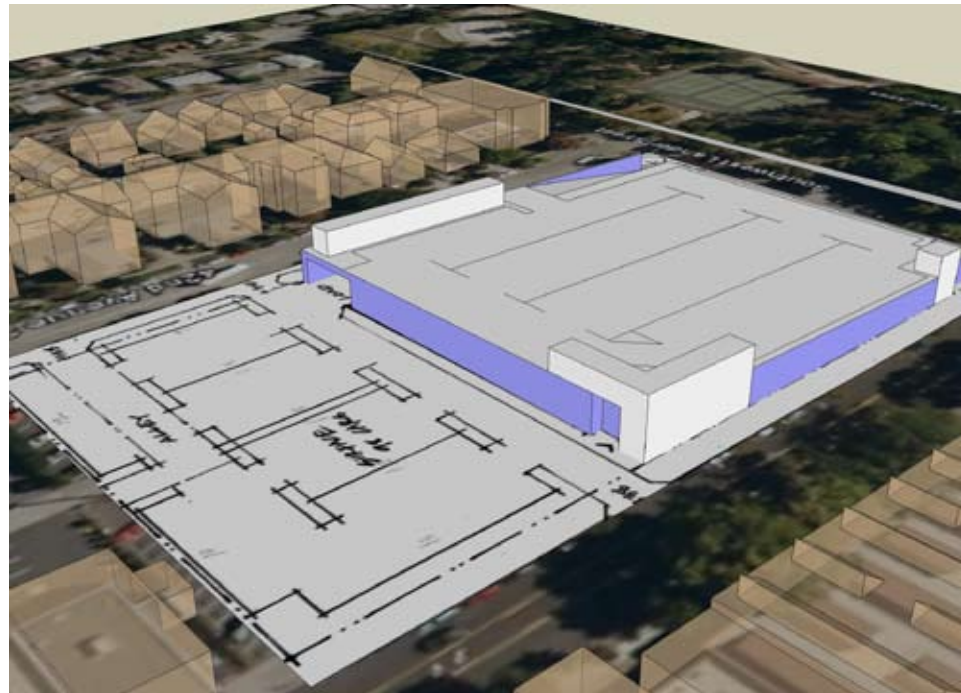
Alternative 7 - Southeast View

### Pros

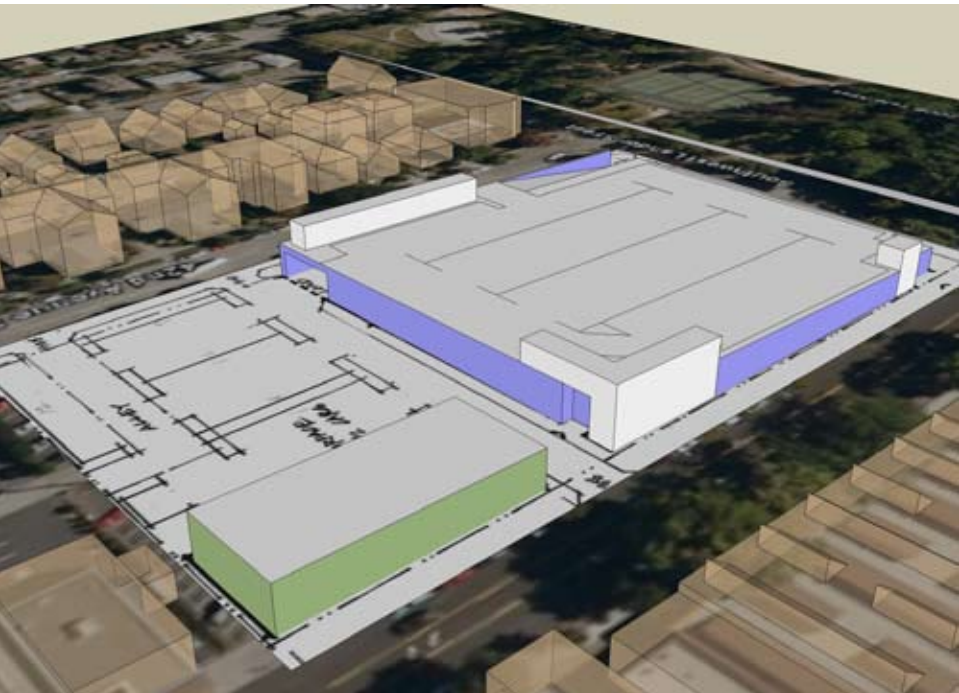
- ENHANCES RETAIL FRONTAGE on California
- SCREENED ROOFTOP PARKING in lieu of large surface lot
- CONTINUOUS RETAIL FRONTAGE on California
- ON-SITE CONNECTION: Surface and Rooftop Parking
- RESPECTS ADJACENT RESIDENTIAL on 42nd
- ALLEY ACCESS for Loading & Customers

### Departures

- May require departure from allowable Street-Level Uses to allow abutting the loading area to street frontage along 42nd Street. Also may require departure for blank façade and transparency requirements along the same frontage.
- May require departure from the Street Level Development Standards along Lander Street if Sidewalk to grocery floor height elevations makes it difficult to provide the minimum transparency requirements.



**Alternative 1**



**Alternative 2**



**New Alternative 4**

**Pros**

- ENHANCES RETAIL FRONTAGE on California
- SCREENED ROOFTOP PARKING in lieu of large surface lot

**Cons**

- CITY STREETS REQUIRED to connect parking fields
- Fails to meet CITY'S DESIGN GUIDELINES (Blank walls facing residential on 42nd)
- Fails to meet SAFEWAY'S DEVELOPMENT PROGRAM (Doesn't respect adjacent residential)

**Pros**

- ENHANCES RETAIL FRONTAGE on California
- SCREENED ROOFTOP PARKING in lieu of large surface lot
- CONTINUOUS RETAIL FRONTAGE on California

**Cons**

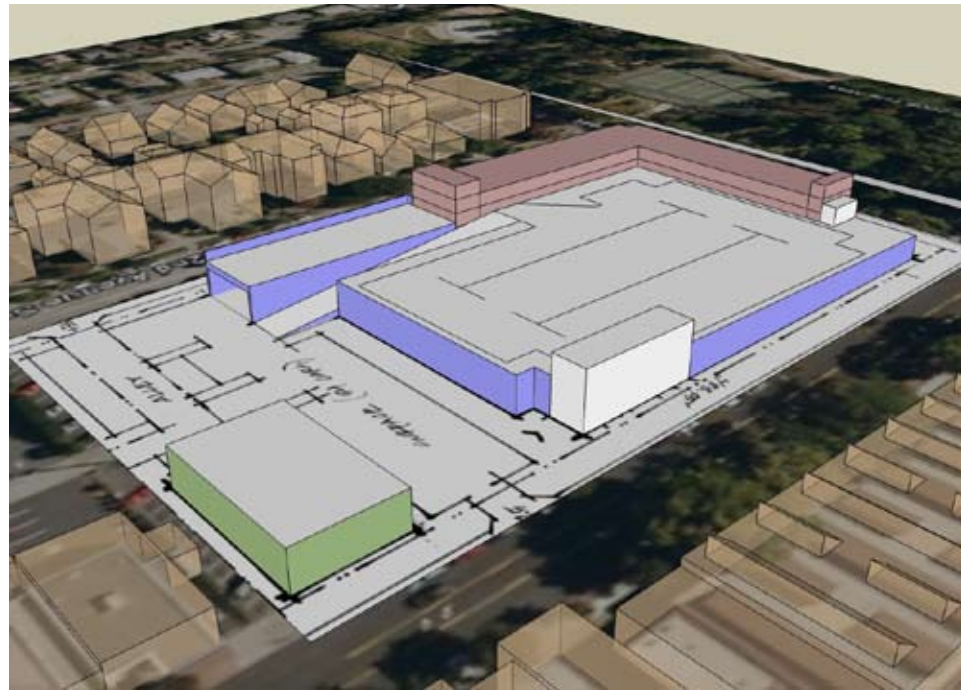
- CITY STREETS REQUIRED to connect parking fields
- Fails to meet CITY'S DESIGN GUIDELINES (Blank walls facing residential on 42nd)
- Fails to meet SAFEWAY'S DEVELOPMENT PROGRAM (Doesn't respect adjacent residential)

**Pros**

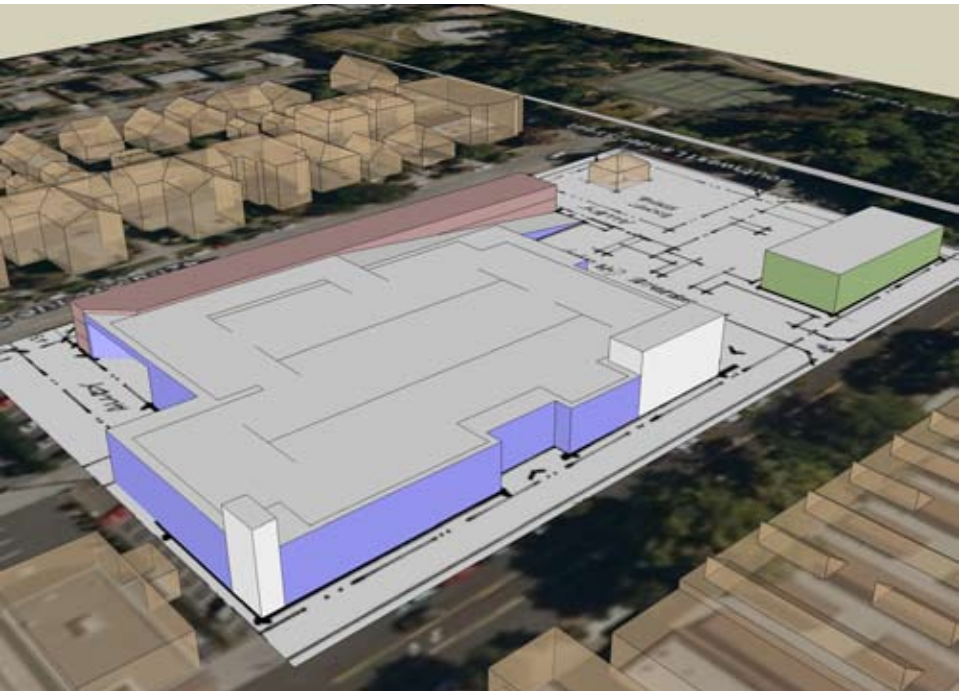
- ENHANCES RETAIL FRONTAGE on California
- SCREENED ROOFTOP PARKING in lieu of large surface lot

**Cons**

- CITY STREETS REQUIRED to connect parking fields
- Fails to meet CITY'S DESIGN GUIDELINES (Blank walls facing residential on 42nd)
- Fails to meet SAFEWAY'S DEVELOPMENT PROGRAM (Doesn't respect adjacent residential) (Residential unit count does not meet program)



**New Alternative 5**



**New Alternative 6**



**New Alternative 7 — Preferred Scheme**

**Pros**

- ENHANCES RETAIL FRONTAGE on California
- SCREENED ROOFTOP PARKING in lieu of large surface lot
- ON-SITE CONNECTION: Surface and Rooftop Parking

**Cons**

- Fails to meet SAFEWAY'S DEVELOPMENT PROGRAM  
(Parking Stall count does not meet program)

**Pros**

- ENHANCES RETAIL FRONTAGE on California
- SCREENED ROOFTOP PARKING in lieu of large surface lot
- ON-SITE CONNECTION: Surface and Rooftop Parking

**Cons**

- Fails to meet SAFEWAY'S DEVELOPMENT PROGRAM  
(Store size insufficient to justify redevelopment)  
(Residential unit count does not meet program)

**Pros**

- ENHANCES RETAIL FRONTAGE on California
- SCREENED ROOFTOP PARKING in lieu of large surface lot
- CONTINUOUS RETAIL FRONTAGE on California
- ON-SITE CONNECTION: Surface and Rooftop Parking
- RESPECTS ADJACENT RESIDENTIAL on 42nd
- ALLEY ACCESS for Loading & Customers



**A-3**  
Entries Visible from Street

**A-4**  
Space for Human Activity

**A-2**  
Streetscape

**A-1**  
Solar Orientation

#### A-1 - Responding to Site Characteristics

##### Solar Orientation

- Compose the structure's massing to enhance solar exposure for the project, minimize shadow impacts onto adjacent structures, and enhance solar exposure for public spaces.

##### Existing Vegetation

- Site buildings to preserve and respect existing vegetation of exceptional quality, as defined by its species, size, and/or neighborhood significance (i.e. how it creates a sense of place). Such vegetation should be retained unless a reasonable use of the property (comparable to the allowable floor area permitted by the zone's development standards) is comprised.

#### A-2 - Streetscape Compatibility

- The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.



**A-3**  
Entries Visible from Street

**A-4**  
Space for Human Activity

#### A-3 - Entrances Visible from the Street

- Entries should be clearly identifiable and visible from the street.

#### A-4 - Human Activity

- New development should be sited and designed to encourage human activity on the street.



**A-5**  
Suggest Scale of Adjacent Sites

**B-1**  
Height, Bulk and Scale Compatibility

#### A-5 – Respect for Adjacent Sites

- Reduce the number of windows and decks on proposed buildings that overlook neighboring residences.
- Step back upper floors or increase side and rear setbacks to pull windows farther away from neighboring residences
- Stagger windows to not align with adjacent windows and minimize the impact of windows in living spaces that may infringe on the privacy of adjacent residents.

#### B-1 – Height, Bulk and Scale Compatibility

- Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.
- Provide a sensitive transition to less intensive zones by reducing the appearance of bulk by setting back upper floors using methods described on page 25 of the Citywide Design Guidelines.
- Use architectural styles and details (such as roof lines or fenestration), color or materials derivative from surrounding, less intensive structures.



**B-1**  
Height, Bulk and Scale Compatibility

- Locate features such as required open space on the zone edge to create further separation and buffering from the lower intensive zone.
- Articulate the building facades vertically or horizontally in intervals that conform to the existing structures or platting pattern in the vicinity.



**A-7**  
Residential Open Space

**A-6**  
Transition between Residence and Street

**A-6 – Transition between Residence and Street**

- Consider setting residential projects, or the residential portion of a mixed-use project, back from the street.

**A-7 – Residential Open Space**

- Consider the types of residents the project will likely attract, and design open spaces that meet the needs of all residents – both for commercial and private enjoyment.
- Site outdoor spaces to take advantage of sunlight as much as possible.



**A-7**  
Residential Open Space

**A-6**  
Transition between Residence and Street



**A-8**  
Parking Access to Rear of Lot  
and Reduced in Scale

**A-9**  
Parking Located Behind Building



**A-9**  
Parking Located Behind Building

#### A-8 – Parking and Vehicle Access

- Locate surface parking and access to parking at rear of lot. If this is not possible, locate parking in lower level or less visible portion of the site.
- Reduce the scale of larger parking lots to give the perception of smaller ones.
- Minimize the number and width of driveways and curb cuts (reduced from 7 to 3).

#### A-9 – Location of Parking on Commercial Street Fronts

- Parking on a commercial street front should be minimized and where possible should be located behind a building.

#### A-10 – Corner Lots

- Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.



**C-3**  
Human Scale

**C-2**  
Entry

**C-2**  
Elevators

**C-2**  
Atrium and Circulation

**C-2**  
Store Display

#### C-2 - Architectural Concept and Consistency

- Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.
- Buildings should exhibit form and features identifying the functions within the building.
- In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

#### C-3 - Human Scale

- The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.



**C-2**  
Residential Type A

**C-2**  
Residential Lobby and Core

**C-2**  
Residential Type B

**C-5**  
Garage Entry Minimized

#### C-4 - Exterior Finish Materials

- Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged

#### C-5 - Structured Parking Entrances

- The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.



**D-1**  
Parking Screened by Landscape



**D-1, D-6**  
Loading and Service Areas Screened by Landscape

#### D-1 – Pedestrian Open Spaces and Entrances

- Provide visual and pedestrian access (include barrier-free access) into the site from the public sidewalk.
- Provide landscaping that screens undesirable elements, such as surface parking lots and dumpsters, or that enhances the space and architecture. Design screening to provide clear visibility into parking areas to promote personal safety.
- Provide visible signage identifying building addresses at the entrance(s) as a functional and aesthetic consideration.

#### D-3 - Retaining Walls

- Retaining walls near a public sidewalk that extends higher than eye level should be avoided where possible. Where high retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscape. A textured surface or inlaid material is encouraged, especially when the wall is near a public sidewalk.

#### D-4 - Design of Parking Lots near Sidewalks

- Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.

#### D-6 – Screening of Dumpsters, Utilities and Service Areas

- Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.



**D-2**  
Screening and Articulation  
of Blank Walls



**D-2**  
Screening and Articulation  
of Blank Walls

**D-2 – Blank Walls**

- Employ small setbacks, indentations or other means of breaking up the wall surface into human-scaled intervals.

**D-7 Personal Safety and Security**

- Project design should consider opportunities for enhancing personal safety and security in the environment under review.

**D-8 - Treatment of Alleys**

- The design of alley entrances should enhance the pedestrian street front.

**D-9 Commercial Signage**

- Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area

**D-10 Commercial Lighting**

- Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.



#### D-5 Visual Impacts of Parking Structures

- The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.



#### D-11

Transparent Commercial Storefronts

#### D-11 - Commercial Transparency

- Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

#### D-12 - Residential Entries and Transitions

- For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

#### E-1 - Landscaping to Reinforce Design Continuity with Adjacent Sites

- Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

#### E-2 - Landscaping to Enhance the Building and/or Site

- Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

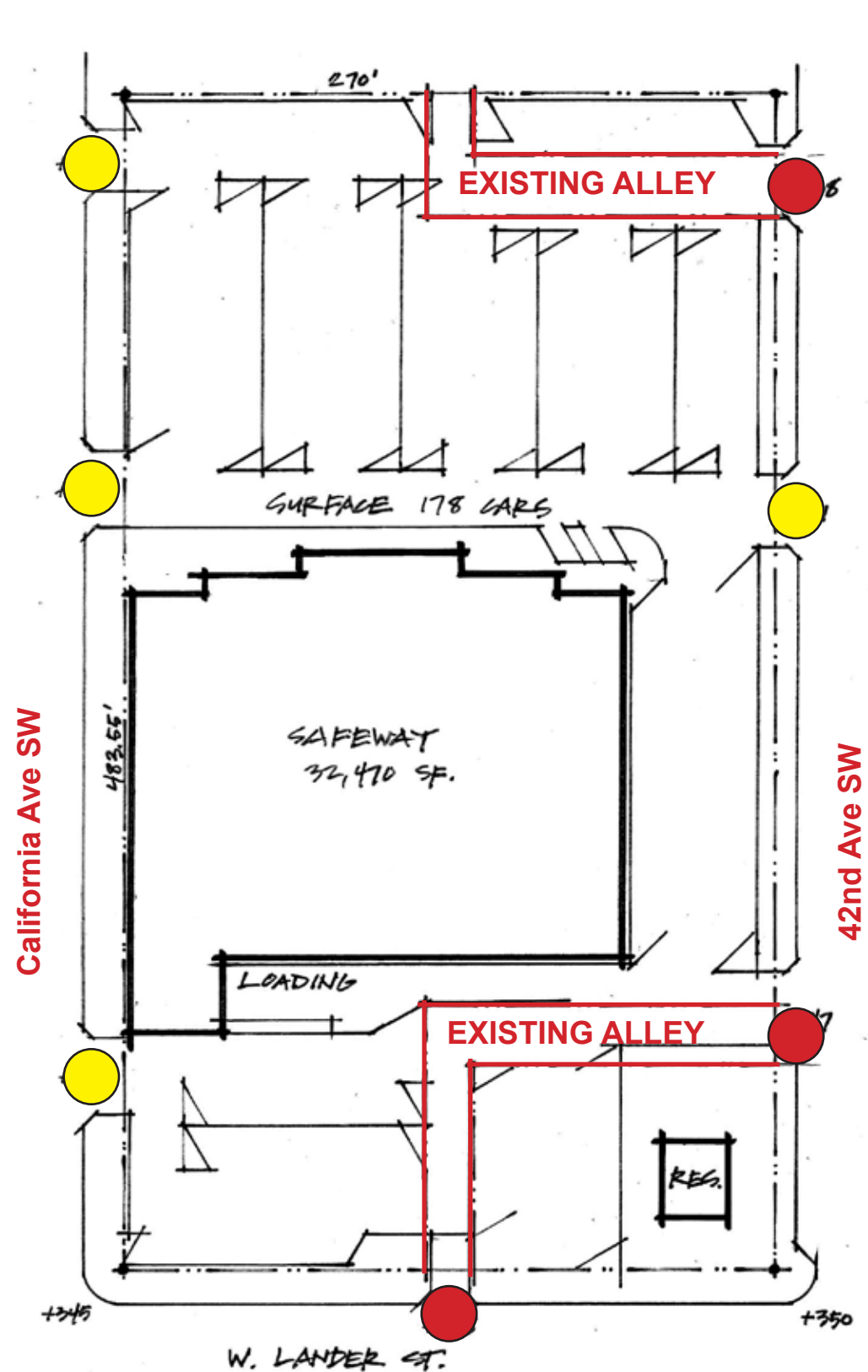


#### D-11

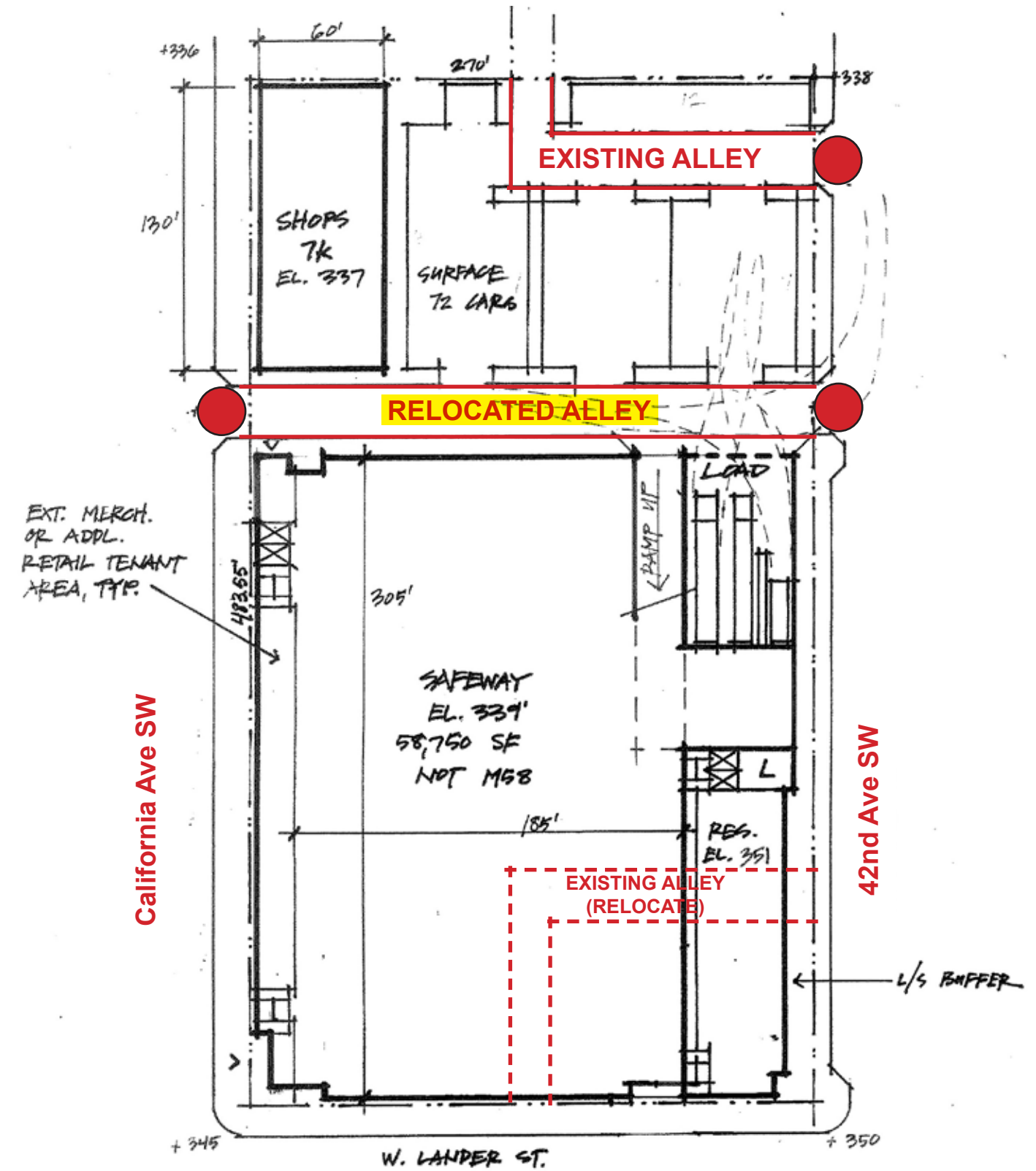
Transparent Commercial Storefronts

#### E-3 - Landscape Design to Address Special Site Conditions

- The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.



Existing Curb Cuts



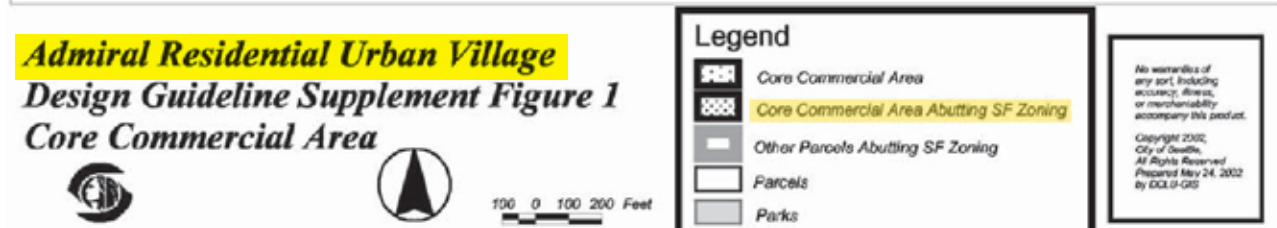
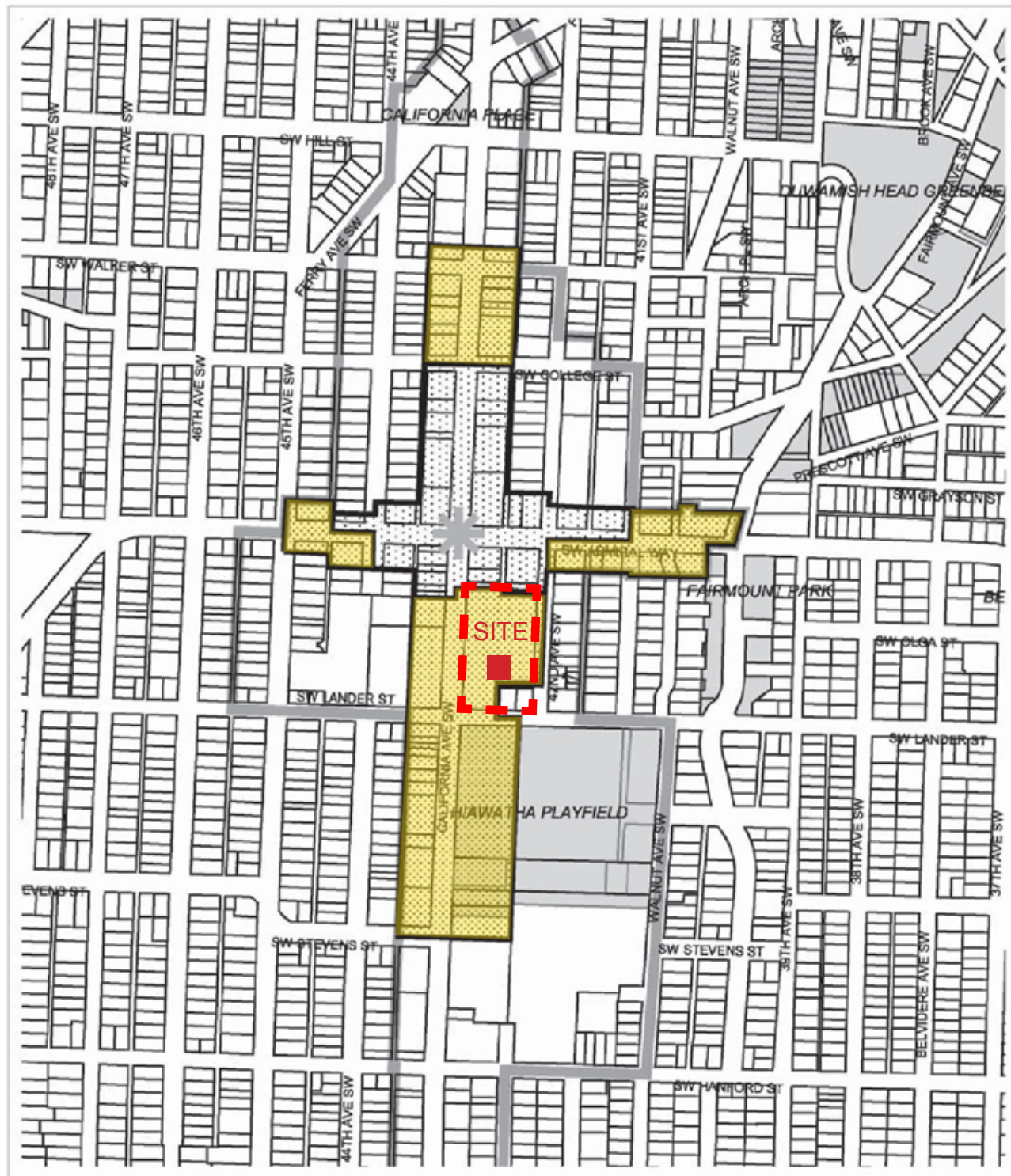
Proposed Curb Cuts





## APPENDIX

(INCLUDES MATERIAL FOR EDG NUMBER 1, SEPTEMBER 25, 2008)



# Development Plans

## Objectives

Our objective is to construct a well-designed building that creates an excellent grocery store and retail shops and contributes to the character of its surroundings by:

- Adding to the retail activity and character along California Avenue
- Providing clearly defined entrances and convenient access to surrounding neighborhood and nearby transit systems.
- Creating an urban density while minimizing the impact of parking and loading and their access.
- Making light-filled units that create great spaces for urban living (if residential units are provided).
- Defining and activating the street edges with uses which compliment the various street characters and adjoining surroundings.

## Desired Uses

A single level 60,000 SF grocery store with roof parking and some surface parking, additional retail shop spaces, and 30-50 residential units, which compliment the development.

## Approximate Structure Size

A single level 18-25 foot tall structure of approximately 60,000 SF with taller corner entrance massing and featured vertical circulation. The residential units along the east façade will approach the zoning height limit of 40 feet. An additional retail shops building is planned at north end of site along California Avenue.

## Retail

This site along a prominent arterial such as California Avenue is well suited to street-level retail use. The success of this retail will be dependent upon convenient and ample parking.

## Residential

Three to four levels of residential units are possible within the 40-foot height limit.

The design intent will be to have light-filled units with an advantageous solar orientation, and a building mass that reinforces the urban street edge while relating to the residential across 42nd Ave SW.

## Access and Parking

Access off California Avenue is proposed along the west property line between the grocery and the retail shops building to maximize the distance from intersections. Our preference is to access the rooftop parking from the surface parking lot to allow shoppers to look for surface parking, then drive to the rooftop parking without leaving the site. Given the walkability of 42nd Avenue, it is best used for green space and residential use, rather than for the rooftop parking access. Access to the surface parking level is provided from California Avenue, the alley to the north and a curb cut off 42nd Avenue, which also serves the loading area. Market trends indicate that some parking is required for the residential units, but not all of the units require parking due to the proximity of current and future transit systems and the location in an Urban Center Village. Residential parking is planned to be on the rooftop of the grocery with direct access to the residential core.

## Potential Design Departures

1. Allow some departure from allowable Street-Level Uses and Street Level Development Standards due to number of street frontages.
2. Allow departure to exceed maximum parking width along street frontage of front lot line due to number of street frontages.

## NC1 Neighborhood Commercial 1

A small shopping area that provides primarily convenience retail sales and services to the surrounding residential neighborhood

### Typical Land Uses

Small grocery store, hair salon, coffee shop, and apartments above.

### Building Types

Small commercial structures, multi-story mixed-use and residential structures. Non-residential uses typically occupy the street front.

### Street-level Uses

Non-residential uses required at street-level on arterial streets. Residential uses are limited to 20% of the facade on an arterial street, but may occupy 100% of the facade on non-arterial streets.

### Street-level Non-residential Design

Transparency required for 60% of a street-facing facade. Nonresidential uses at street level must have an average depth of 30', and have a minimum height of 13'.

### Street-level Residential Design

Must contain at least one visually prominent pedestrian entry for residential uses. Must be at least 4' above, or 10' back, from a sidewalk.

### Maximum Size of Commercial Use

10,000 square feet for most uses.

### Parking Location

At the rear or side of a building, within a structure, or off-site within 800'. Parking between a building and a street is not allowed. Parking between buildings along the street is limited to 60'.

### Parking Access

Must be from the alley if feasible. Curbcuts are limited.



## NC2 Neighborhood Commercial 2

A moderately-sized pedestrian-oriented shopping area that provides a full range of retail sales and services to the surrounding neighborhood



### Typical Land Uses

Medium-sized grocery store, drug store, coffee shop, customer service office, or medical/dental facility, and apartments.

### Building Types

Single purpose commercial structures, multi-story mixed-use and residential structures. Non-residential uses typically occupy the street front.

### Street-level Uses

Same as NC1 zone.

### Street-level Non-residential Design

Same as NC1 zone.

### Street-level Residential Design

Same as NC1 zone.

### Maximum Size of Commercial Use

25,000 square feet for most uses; 50,000 square feet for multipurpose retail sales facilities.

### Parking Location

Same as NC1 zone.

### Parking Access

Same as NC1 zone.



## NC3 Neighborhood Commercial 3

A larger pedestrian-oriented shopping district serving the surrounding neighborhood and a larger community, citywide or regional clientele; allowing comparison shopping among a range of retail businesses

### Typical Land Uses

Supermarkets, restaurants, offices, hotels, clothing shops, business support services, and residences that are compatible with the area's mixed-use character.

### Building Types

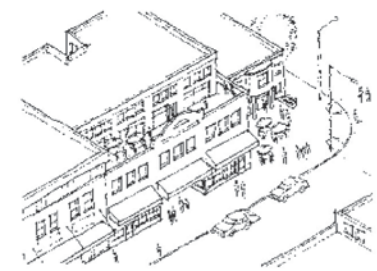
Single purpose commercial structures office buildings, multi-story mixed-use and residential structures. Non-residential uses typically occupy the street front.

### Street-level Uses

Same as NC1 zone.

### Street-level Non-residential Design

Same as NC1 zone.



### Street-level Residential Design

Same as NC1 zone.

### Maximum Size of Commercial Use

No size limits for most uses; 25,000 square feet for wholesaling, light manufacturing and warehouse uses.

### Parking Location

Same as NC1 zone.

### Parking Access

Same as NC1 zone.



Illustration: Val Thomas

## P Pedestrian-Designated Zones

P designations are applied to NC zones along pedestrian-oriented commercial streets

The P designation preserves and encourages an intensely pedestrian-oriented, retail shopping district where non-auto modes of transportation, both to and within the district, are strongly favored.

### Street-level Uses

Limited to pedestrian-oriented nonresidential uses that have the potential to animate the sidewalk environment, such as retail, entertainment, restaurants, and personal services. Drive-in or drive-thru businesses are prohibited.

### Parking Quantity

Depends on land use. No parking is required for the first 4,000 to 5,000 square feet of retail businesses.

### Parking Location

In addition to NC zone standards, parking is prohibited inside a structure at street-level facing a designated pedestrian street.

### Parking Access

Must be from alley or side-street if feasible, otherwise a two-way curbcut on the principal pedestrian street may be allowed.



## C1 Commercial 1

An auto-oriented, primarily retail/service commercial area that serves surrounding neighborhoods as well as a citywide or regional clientele

### Typical Land Uses

Large supermarkets, building supplies and household goods, auto sales and repairs, and apartments.

### Building Types

A variety of commercial building types and site layouts including one-story commercial structures with extensive surface parking, and multi-story office or residential buildings.

### Street-level Uses

Same as NC1 zone.

### Street-level Non-residential Design

Same as NC1 zone for structures containing residential uses, or when across a street from a residential zone. No requirements for non-residential structures, or when not across from a residential zone.

### Street-level Residential Design

Same as NC1 zone.

### Maximum Size of Commercial Use

No size limits for most uses; 25,000-40,000 square feet for warehouse and wholesale showroom uses; 35,000 square feet or size of lot, whichever is greater, for office uses.

### Parking Location

No restrictions generally. When a development contains residential uses or is across a street from a residential zone, it must meet NC1 zone standards.

### Parking Access

No restrictions generally. When a development contains residential uses or is across a street from a residential zone, it must meet NC1 zone standards.



## C2 Commercial 2

An auto-oriented, primarily non-retail commercial area, characterized by larger lots, parking, and a wide range of commercial uses serving community, citywide or regional markets

### Typical Land Uses

Warehouses, wholesale, research and development, and manufacturing uses. Residential use is generally not allowed, but exceptions meeting specific criteria may be considered through a conditional use process.

### Building Types

A variety of building types and site layouts, including single-story warehouse or manufacturing structures with extensive surface parking and loading areas, and multi-story buildings containing office or other non-retail uses.

### Street-level Uses

Residential uses anywhere in a structure are conditional uses. When conditional use criteria are met, same as NC1 zone. Otherwise, 100% of street-level space must be in non-residential use.

### Street-level Non-residential Design

Same as C1 zone.

### Maximum Size of Commercial Use

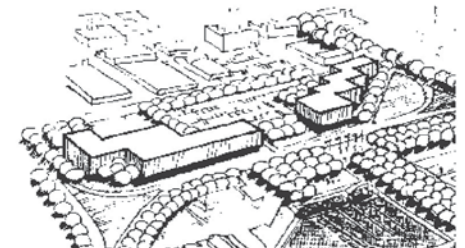
No size limits for most uses; 35,000 square feet or size of lot, whichever is greater, for office uses.

### Parking Location

Same as C1 zone.

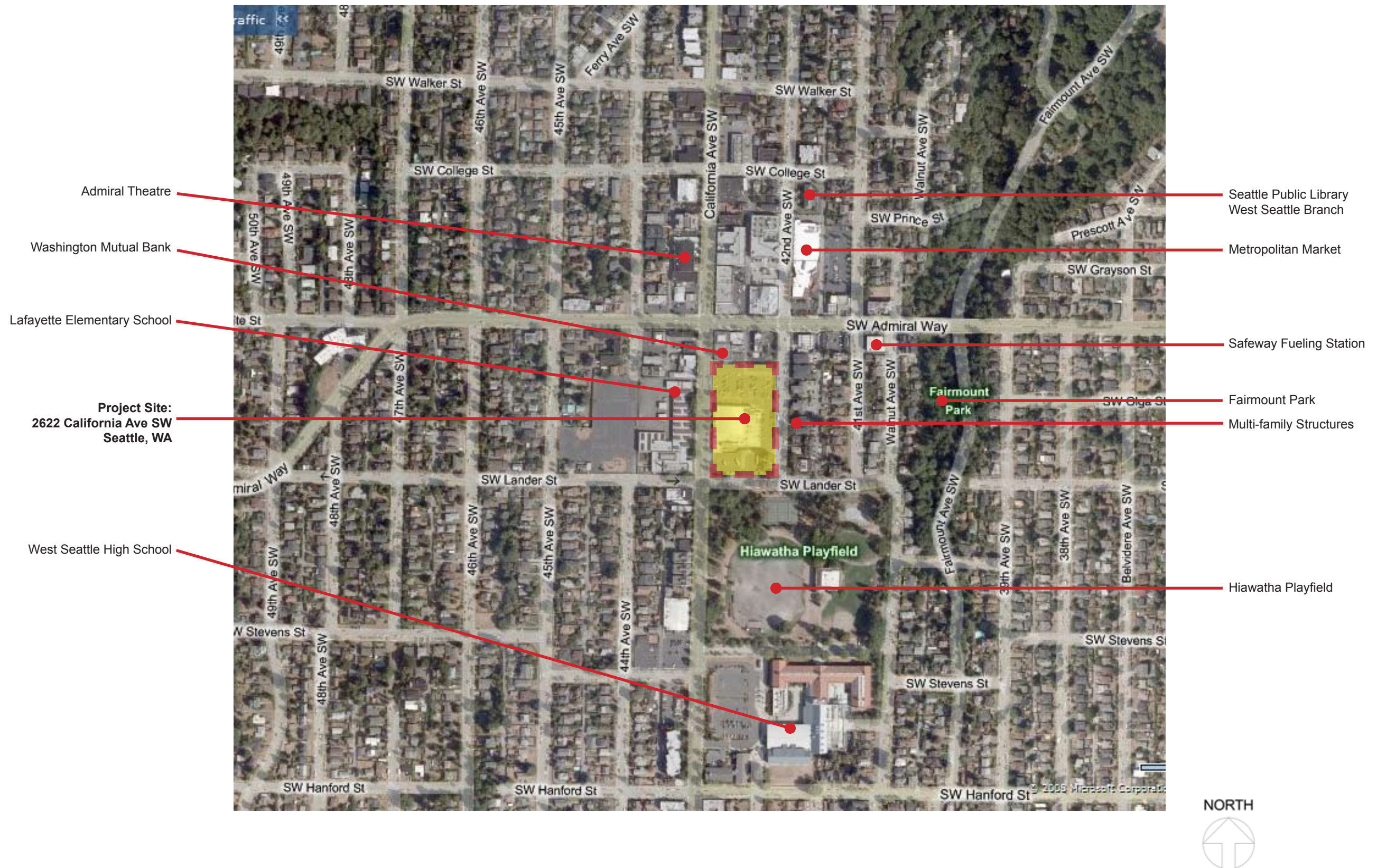
### Parking Access

Same as C1 zone.









Metropolitan Market

Washington Mutual Bank

Lafayette Elementary School

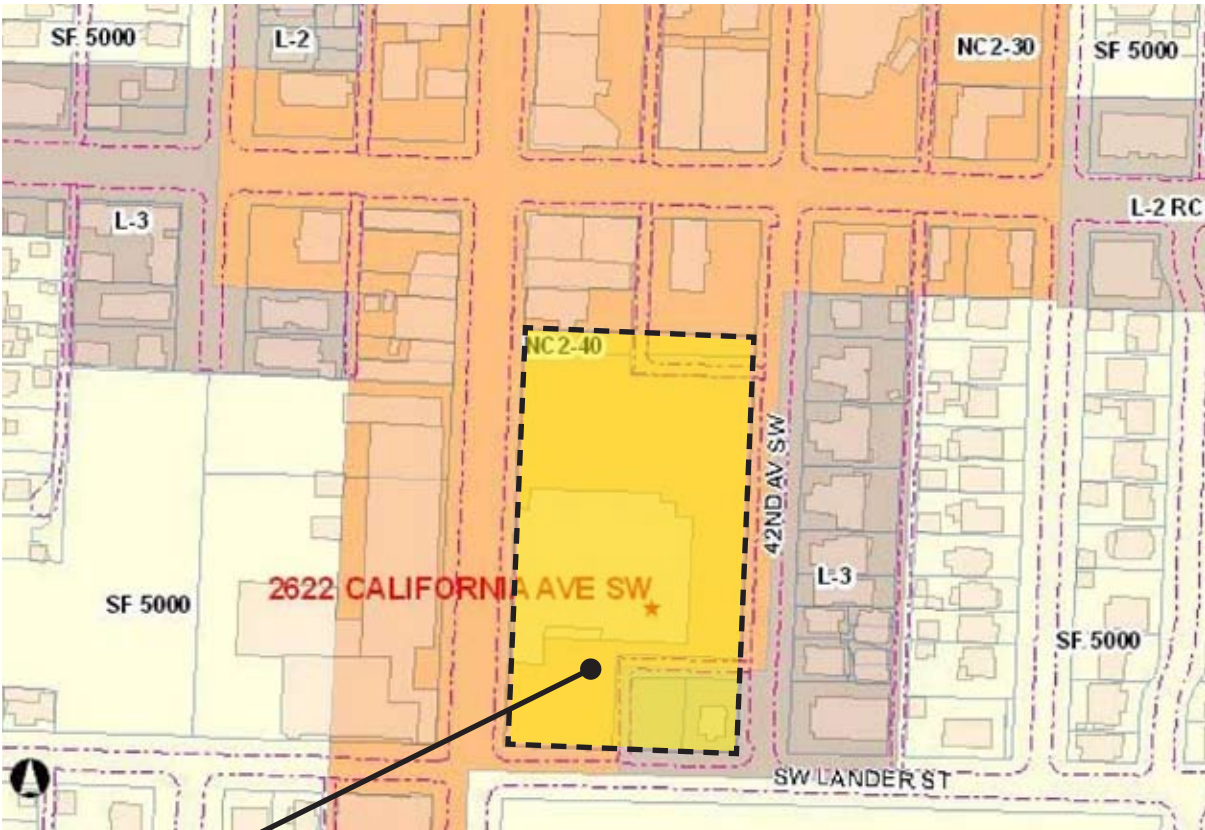
**Project Site:**  
2622 California Ave SW

Hiawatha Playfield

Safeway Fueling Station

Multi-family Structures





**Site Location**  
2622 California Ave SW  
Seattle, WA 98116

**Zoning Code Summary**  
The site would be rezoned NC3-40. The site is currently zoned NC2-40 as are both sides of California Avenue in this area as well as the adjoining properties to the north. The properties across 42nd Ave to the east are zoned L-3. The park to the south is zoned SF 5000.

**Site Area**  
Approximately 130,550 sf (including approx. 4,075 sf of north alley)

**Site Zoning**  
NC3-40 (after rezone)  
Admiral Residential Urban Village  
Site located on minor arterial (California Ave SW)

**Adjacent Zoning**  
NC2-40 to the north and to the west across California Avenue SW, L-3 to the east across 42nd Avenue SW, SF-5000 to the south across SW Lander Street (Hiawatha Playfield).

**SEPA Review**  
(CAM 208)  
Required with construction of over 4 residential units in

an NC zone. Required with over 4,000 commercial sf in an NC zone.

**Permitted Uses**  
(23.47A.004)  
Proposed uses are residential and retail sales and services; those are permitted outright in NC3.

**Street-Level Uses**  
(23.47A.005)  
Residential uses are permitted anywhere in the building, but residential use is limited to 20% of the street-level façade facing an arterial (California Avenue SW). Parking and utility uses may not abut the street façade, and parking must be separated from the façade by another use.

**Street-Level Development Standards**  
(23.47A.008)  
Blank façade segments (measured 2-8 feet above the sidewalk) limited to less than 20 feet in length and may not exceed 40% of street-level façade in total. Maximum setback for street-level façade is 10 feet.

Nonresidential uses must be 60% transparent along street-level façade (measured 2-8 feet above the sidewalk), must average 30 feet in depth, and must have a floor-to-floor height of 13 feet minimum. Residential uses must be set back 10 feet from the sidewalk or elevated 4 feet above the sidewalk.

**Outdoor Activities**  
(23.47A.011)  
Outdoor activities that are part of permitted commercial uses are allowed, subject to some size limits and restrictions.

**Structure Height**  
(23.47A.012)  
Height limit is 40 feet. Structures may be permitted to exceed the limit by 4 or 7 feet, based on several factors, but the additional height will not allow an extra story beyond the number that could be built otherwise. Some additional height permitted for sloping lots. Some elements are allowed 4 feet above the limit, including open railings, clerestories, greenhouses, parapets, and firewalls. Some elements are allowed 15 feet above the limit, including stair and elevator penthouses and mechanical equipment, but are limited to 20% or 25% of the roof area.

Some elements, such as planters and parapets, must be located 10 feet min. from the north edge of the roof to avoid shadowing adjacent properties, but this does not apply to firewall parapets or stair and elevator penthouses.

**Floor Area Ratio**  
(23.47A.013)  
FAR for mixed-use buildings in 40 foot height zone = 3.25. Above-grade parking is included in FAR calculations. Gross floor area below existing or proposed grade level (whichever is lower) is exempt. Gross floor area is measured to inside face of exterior wall at the floor line.

**Setback Requirements**  
(23.47A.014)  
None, as the site does not abut any residential zones.

**Landscaping and Screening**  
(23.47A.016)  
Seattle Green Factor score of .30 or greater is required for developments with more than 4 dwelling units or 4,000 non-residential sf. Street trees will be required. Landscape screening will be required by blank street-facing facades, parking garages facing the street, or parking garages abutting a residential zone. Surface parking requires landscaping, trees, and perimeter screening.

**Noise Standards**  
(23.47A.018)  
Refuse compacting and recycling must be within an enclosed structure. HVAC equipment is considered a major noise generator and will require a report by an acoustical consultant describing mitigation measures.

**Odor Standards**  
(23.47A.020)  
Venting shall be 10 feet min. above sidewalk grade and directed away from adjacent residential uses.

Light and Glare Standards  
(23.47A.022)  
Exterior lighting must be shielded and directed away from adjacent uses. Interior lighting in parking garages must be shielded

**Residential Amenity Areas**  
(23.47A.024)  
Residential amenity areas must be provided, min. 5% of gross floor area in residential use (excludes mechanical equipment, parking, and residential amenity areas). May include decks, balconies, terraces, roof gardens, plazas, courtyards, play areas, sports courts, etc. All residents must have access to at least one area. Parking, driveways, and pedestrian building access do not count. Common recreation areas must have minimum horizontal dimensions of 10 feet and a minimum area of 250 sf. Private balconies must have minimum horizontal dimensions of 6 feet and a minimum area of 60 sf.

**Solid Waste and Recyclable Materials**  
(23.47A.029)  
Residential buildings with 26-50 units requires min. 150 sf front-loading space for trash and recycling. Non-residential building (or mixed use with more than 20% non-residential) with 100,001-200,000 sf requires min. 275 sf front-loading space. Front-loading containers must have a 10 foot wide direct route to the ROW. See Table 23.47A.029.

**Parking and Loading**  
(23.47A.030 > 23.54)  
See Charts A and B for parking requirements based on gross square footage. General sales and service uses require 1 space per 500 sf. No parking is required for the first 1,500 sf of each business establishment.

Multifamily structure requirements vary based on the number and size of residential units provided.

Residential use requires bicycle parking: 1 per 4 units (long term). Sales and service uses require bicycle parking: 1 per 12,000 sf (long-term) and 1 per 2,000 sf (short-term).

Parking space standards:  
large = 8.5' x 19'  
medium = 8' x 16'  
small = 7.5' x 15'  
barrier-free = 8' wide, 5' wide access aisle  
van-accessible barrier-free = 8' wide, 8' wide access aisle  
one barrier-free space must be 19' long

Residential parking (more than 5 spaces): min. 60% of spaces must be medium sized. The remaining spaces may be any size. Two-way driveways must be 10 feet min. wide (if serving less than 30 spaces and less than 100 feet long), or 20 feet min. wide (if serving more than 30 spaces).

Commercial parking (20 or more spaces): min. 35% of spaces must be small sized, and min. 35% of spaces must be large sized. The remaining spaces may be any size. Two-way driveways must be 22-25 feet wide.

All driveways and parking aisles must meet standard curvature, slope, and width requirements per code.

Residential curb cuts are allowed, seven each on California and 42nd, and five on Lander, and are limited to 10 feet wide, but may be as wide as the required width of the driveway being served.

Commercial curb cuts are allowed, five each on California and 42nd, and three on Lander, and are 22-25 feet wide, except they may be 30 feet wide when truck and auto access are combined.

Curb cut flare is max. 2.5 feet each side. A 10 foot sight triangle is required on both sides of a driveway less than 22 feet wide, or the exit side of a driveway 22 feet or more wide, measured from the sidewalk.

**Parking Location and Access**  
(23.47A.032)  
Access to parking must be from the alley, although the Director may allow street access for safety reasons.

For each permitted curb cut, the street-facing facade may contain one garage door, not to exceed the maximum width allowed for curb cuts.

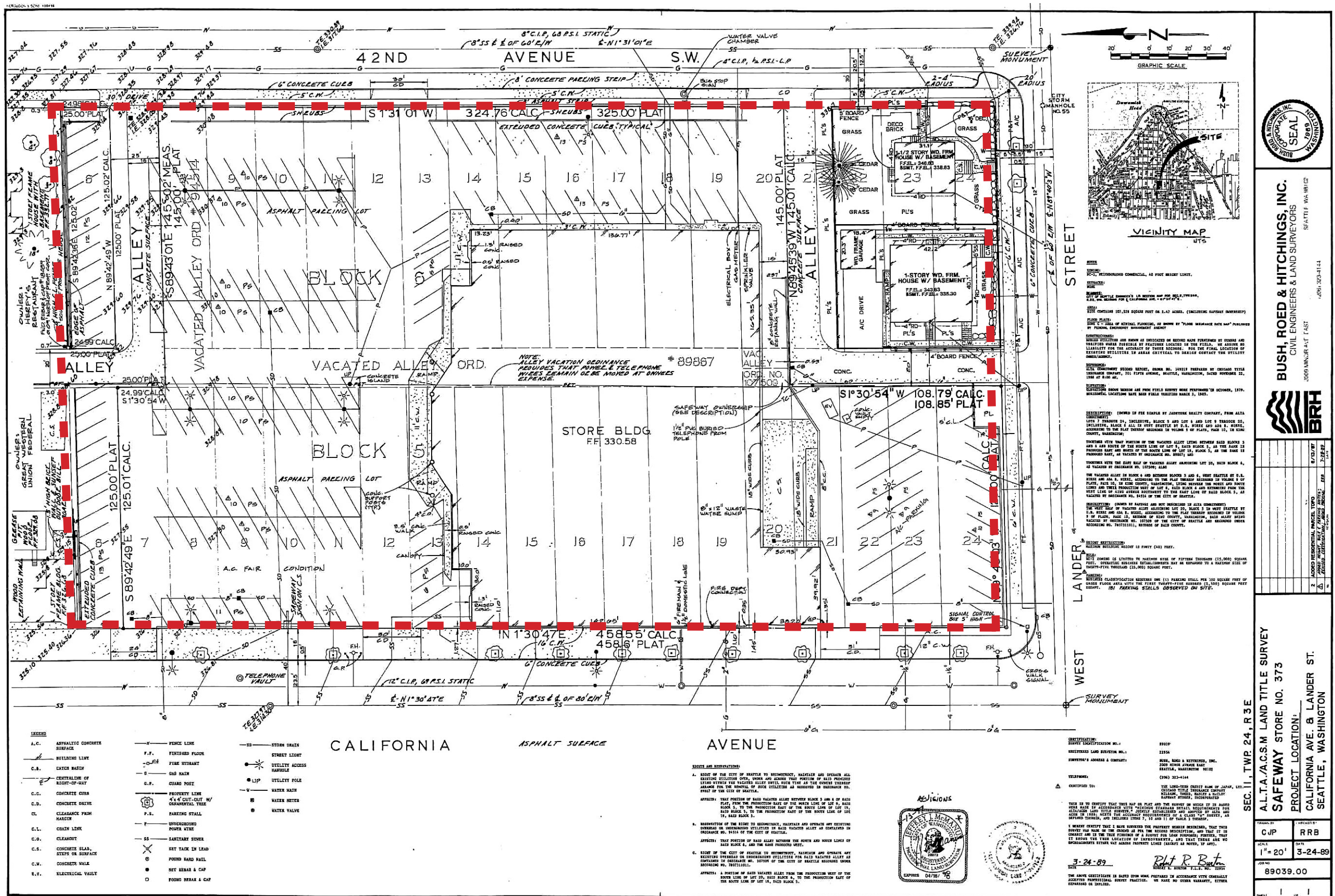
Parking may not be located between a structure and a street lot line, or inside a structure abutting the street façade. Parking to the side of a structure may not exceed 60 feet of street frontage. The Director will determine which lot line is the front lot line for the purposes of parking location.

Surface parking must include pedestrian access to the entry and from the street (if applicable).

**Transportation Concurrency LOS Standards**  
(23.47A.033 > 23.52)  
A traffic study will be required.

**Improvement Requirements for Existing Streets**  
(23.53.015)  
The following street improvements may be required: pavement, curb and sidewalk, drainage, no-protest agreements, street trees and landscaping.

The min. ROW width shall be as specified in the ROW Improvements Manual. California Avenue SW is a minor arterial with a ROW width of 80 feet, same as required. 42nd Avenue SW and SW Lander Street are both non-arterials with ROW widths of 60 feet, more than the 52 feet minimum.





View to the southwest



View to the north along California Ave SW



View to the south along 42nd Ave SW



View to the southeast



View to the west from the south side of the site

**Uses**  
The site occupying approximately 3/4 of a block is located between California Avenue SW and 42nd Avenue SW. There is an existing Safeway grocery store located at mid point of the site, which abuts California Avenue SW. There is a single family residence on the southeast corner. This property is proposed to be rezoned to NC3-40 from its current zoning designation of L-3.

**Topography**  
The site is almost entirely paved. It rises from north to south, which follows the grade of the two adjacent streets (California Ave SW & 42nd Ave SW).

**Access**  
The site fronts three streets; California Ave SW to the west, 42nd Ave SW to the east and West Lander Street to the south. There are two alleys that provide access to the site. One alley is located to the north, which is entered off SW Admiral Way and 42nd Ave SW. The second alley is located to the south (proposed to be vacated) and is accessed from West Lander Street and 42nd Ave SW. The other access points are as follows: three locations along California Ave SW and one location along 42nd Ave SW.



North Property Line



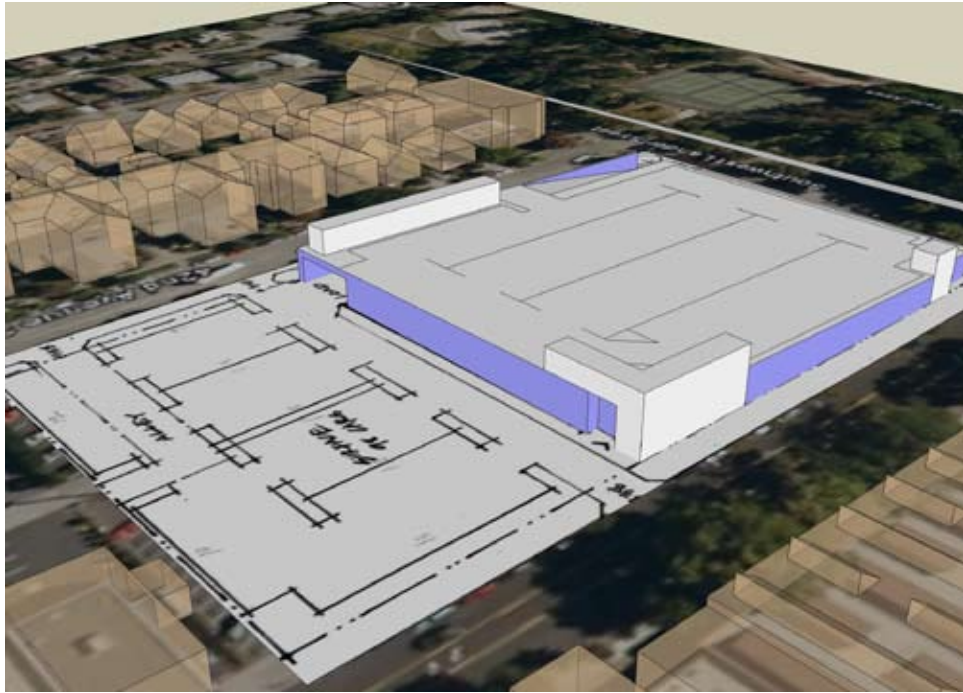
Southwest Lander Street



California Avenue Southwest



42nd Avenue Southwest



### Alternative 1

**Advantages**

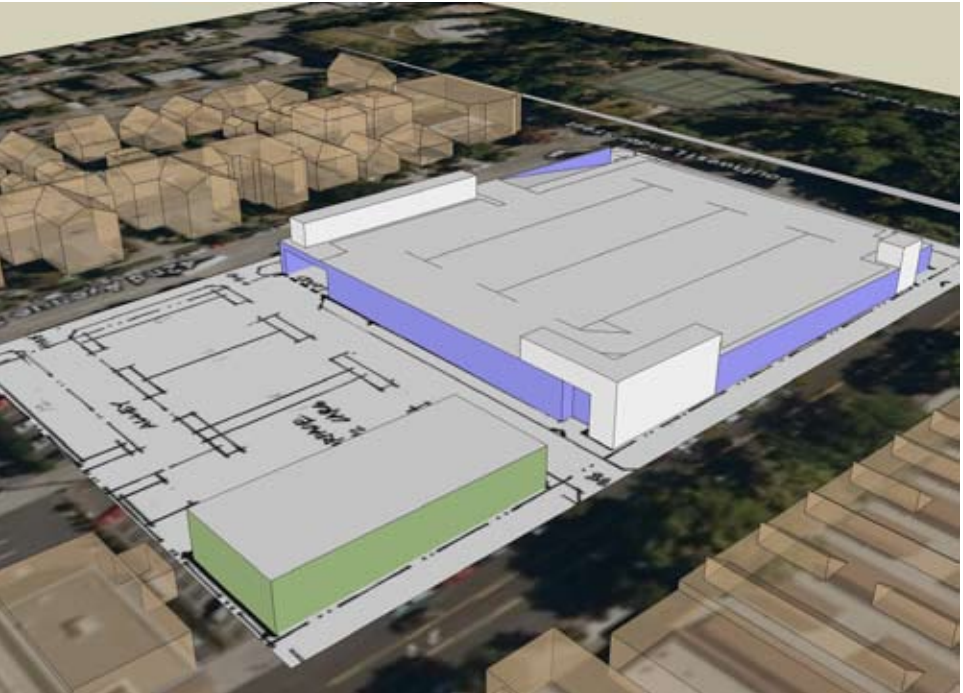
- Creates a strong street edge along most of California Ave., Lander Street and 42nd Avenue.
- Provides screened rooftop parking in lieu of a large surface parking lot.

**Challenges**

- The north surface parking is fronting onto California Avenue and 42nd Ave and will need to be screened with landscaping. This creates an interruption to the retail character of California Avenue.
- Rooftop parking access ramp is on corner and may be difficult to provide a safe pedestrian situation.
- Rooftop parking may be visible from upper levels of multi-unit residential to the east.
- The rooftop parking ramp is exposed to the residences to the east.
- The 42nd Avenue façade will appear like the rear of the building and uses are not complimentary with the residential character of this street.

**Departures**

1. May require departure to exceed 60 foot maximum parking width along street frontage of front lot line along California Ave and 42ND Avenue.
2. May require departure from allowable Street-Level Uses to allow abutting the loading area to street frontage along 42nd Street. Also may require departure for blank façade and transparency requirements along the same frontage. We would like to propose a green wall and/or landscaping to mitigate this situation.
3. May require departure from the Street Level Development Standards along Lander Street if Sidewalk to grocery floor height elevations makes it difficult to provide the minimum transparency requirements.



### Alternative 2

**Advantages**

- Creates a strong street edge along California Ave., and most of Lander Street and 42nd Avenue.
- Provides screened rooftop parking in lieu of a large surface parking lot.
- New freestanding retail building provides additional retail storefront continuity along the vibrant California Avenue SW frontage
- One curb cut off California Ave.

**Challenges**

- Rooftop parking access ramp is on corner and may be difficult to provide a safe pedestrian situation.
- Rooftop parking may be visible from upper levels of multi-unit residential to the east.
- The 42nd Avenue façade will appear like the rear of the building and uses are not complimentary with the residential character of this street.
- The rooftop parking ramp is exposed to the residences to the east.

**Departures**

1. May require departure to exceed 60-foot maximum parking width along street frontage of front lot line along 42ND Avenue.
2. May require departure from allowable Street-Level Uses to allow abutting the loading area to street frontage along 42nd Street. Also may require departure for blank façade and transparency requirements along the same frontage. We would like to propose a green wall and/or landscaping to mitigate this situation.
3. May require departure from the Street Level Development Standards along Lander Street if Sidewalk to grocery floor height elevations makes it difficult to provide the minimum transparency requirements.



### Alternative 3 — Preferred Scheme

**Advantages**

- Creates a strong street edge along California Ave., and most of Lander Street and 42nd Avenue.
- Provides residential frontage along most of the 42nd Street frontage, which is reflective of the residences to the east.
- Provides screened rooftop parking in lieu of a large surface parking lot.
- New freestanding retail building provides additional retail storefront continuity along the vibrant California Avenue SW frontage.
- Rooftop parking access ramp is off the surface parking lot, providing a safer pedestrian condition.
- Rooftop parking will not be visible from upper levels of multi-unit residential to the east.
- The rooftop parking ramp is buffered from the residences to the east.
- One curb cut off California Ave.
- Provides a total of 4 curb cut and alley access points.

**Challenges**

- Coordination issues of more complex mixed-use project; potential negative impact on store closure time frames.

**Departures**

1. May require departure from allowable Street-Level Uses to allow abutting the loading area to street frontage along 42nd Street. Also may require departure for blank façade and transparency requirements along the same frontage. We would like to propose a green wall and/or landscaping to mitigate this situation.
2. May require departure from the Street Level Development Standards along Lander Street if Sidewalk to grocery floor height elevations makes it difficult to provide the minimum transparency requirements.



### Alternative 4

**Advantages**

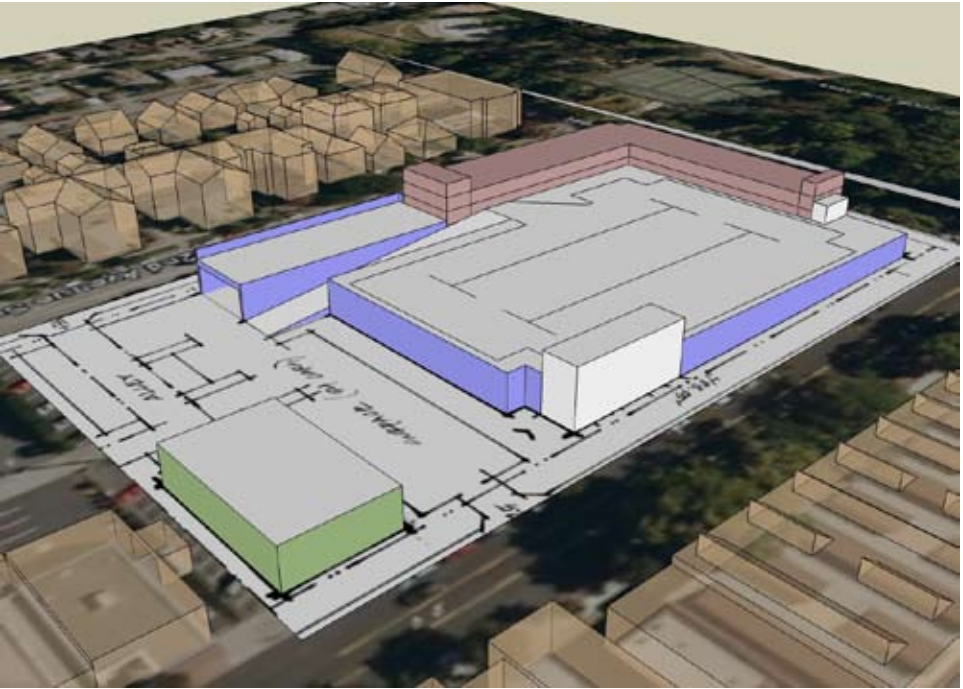
- Creates a strong street edge along California Ave., and most of Lander Street and 42nd Avenue.
- Provides residential frontage along most of the 42nd Street frontage, which is reflective of the residences to the east.
- Provides screened rooftop parking in lieu of a large surface parking lot.
- New freestanding retail building provides additional retail storefront continuity along California Avenue SW frontage.
- Rooftop parking will not be visible from upper levels of multi-unit residential to the east.
- The rooftop-parking ramp is buffered from the residences to the east.

**Challenges**

- Coordination issues of more complex mixed-use project; potential negative impact on store closure time frames.
- Requires rooftop screening of parking vs. residential massing.
- Two curb cuts off California Ave.
- Rooftop parking access ramp is off Lander Street causing a conflict with pedestrians.
- Rooftop parking ramp will have impact on on-site residential units.
- The 42nd Avenue façade will appear like the rear of the building and uses are not complimentary with the residential character of this street.
- Break in California Avenue retail frontage is wider (75' vs. 40') than in Alternate 3.
- Provides a total of 6 curb cut and alley access points.

**Departures**

1. May require departure to exceed 60-foot maximum parking width along street frontage of front lot line along 42ND Avenue.
2. May require departure from allowable Street-Level Uses to allow abutting the loading area to street frontage along 42nd Street. Also may require departure for blank façade and transparency requirements along the same frontage.
3. May require departure from the Street Level Development Standards along Lander Street due to Plazas fronting onto Lander Street.
4. May require departure from allowable Street-Level Uses to allow abutting the loading area to street frontage along 42nd Street. Also may require departure for blank façade and transparency requirements along the same frontage. We would like to propose a green wall and/or landscaping to mitigate this situation.



### Alternative 5

**Advantages**

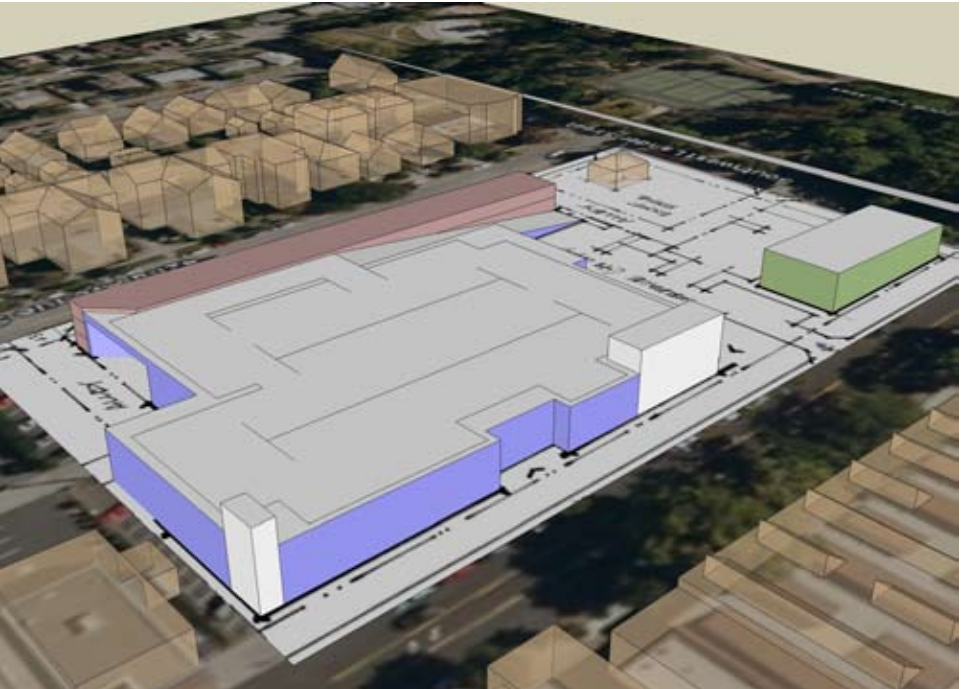
- Creates a strong street edge along California Ave., and most of Lander Street and 42nd Avenue although not as consistent as Alternative 3.
- Provides residential frontage along most of the 42nd Street frontage, which is reflective of the residences to the east.
- Provides residential frontage along most of the Lander Street frontage facing the park.
- Provides screened rooftop parking in lieu of a large surface parking lot.
- New freestanding retail building provides additional retail storefront continuity along California Avenue SW frontage.
- Rooftop parking access ramp is off the surface parking lot, providing a safer pedestrian condition.
- Rooftop parking will not be visible from upper levels of multi-unit residential to the east.
- The rooftop-parking ramp is buffered from the residences to the east.
- One curb cut off California Ave.
- Provides a total of 3 curb cut and alley access points.

**Challenges**

- Coordination issues of more complex mixed-use project; potential negative impact on store closure time frames.
- Break in California Avenue retail frontage is wider (85' vs. 40') than in Alternate 3.
- Screening of rooftop parking from residences across 42nd Ave will require some rooftop screening in addition to residential units.

**Departures**

1. May require departure from allowable Street-Level Uses to allow abutting the loading area to street frontage along 42nd Street. Also may require departure for blank façade and transparency requirements along the same frontage.



### Alternative 6

**Advantages**

- Creates a strong street edge along California Ave., and most of Lander Street and 42nd Avenue although not as consistent as Alternative 3.
- Provides residential frontage along most of the 42nd Street frontage, which is reflective of the residences to the east.
- Provides screened rooftop parking in lieu of a large surface parking lot.
- New freestanding retail building provides additional retail storefront continuity along California Avenue SW frontage.
- Rooftop parking access ramp is off the alley.
- Rooftop parking will not be visible from upper levels of multi-unit residential to the east.
- The rooftop-parking ramp is buffered from the residences to the east.
- One curb cut off California Ave.
- Does not require rezoning of commercial zone or residential zone.
- Does not require alley vacation.

**Challenges**

- Does not provide adequate grocery size and footprint configuration is not conducive to merchandising.
- Surface parking and access ramp circulation is confusing to customers.
- Does not provide critical mass of residential units.
- Coordination issues of more complex mixed-use project; potential negative impact on store closure time frames.
- Break in California Avenue retail frontage is wider (85' vs. 40') than in Alternate 3.
- Screening of rooftop parking from residences across 42nd Ave will require rooftop screening over the residential units.
- Leaves Lander Street frontage similar to existing conditions.
- Provides a total of 5 curb cut and alley access points.

**Departures**

1. Requires no departures.



- Curb Cut
- Alley

