URBAN EVOLUTION

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WEBER THOMPSON GRAPHIC PRESENTATION

4724 CALIFORNIA

DESIGN RECOMMENDATION

DPD #3013264

NOVEMBER 8, 2012

WEBER THOMPSON

DEVELOPMENT OBJECTIVES

The applicant proposes to build an urban residential/mixed-use development that will provide rental housing in the West Seattle Junction neighborhood with commercial space that will engage pedestrians as part of an established and growing area of Seattle.

Construction Type: Five (5) floors of Type III fire-treated wood frame apartments over Two (2) floors of Type I concrete construction at grade.

Residential Uses: Approximately 73 residential market rate apartments; including open one bedroom, true one bedroom and two bedroom units.

Commercial Uses: Approximately 5,000 sf of retail and approximately fifteen (15) live/work units.

Use Distribution by floor:
Basement: Two floors of underground parking
Level 1 (Street level): Retail/Commercial and Amenity Space
Level 2: Live/work units
Levels 3-7: Residential apartments
Level 8 (Roof): Roof deck and outdoor amenity spaces

Sustainability Goal: Seattle Green Factor = .30

CONTENTS

PROJECT SITE

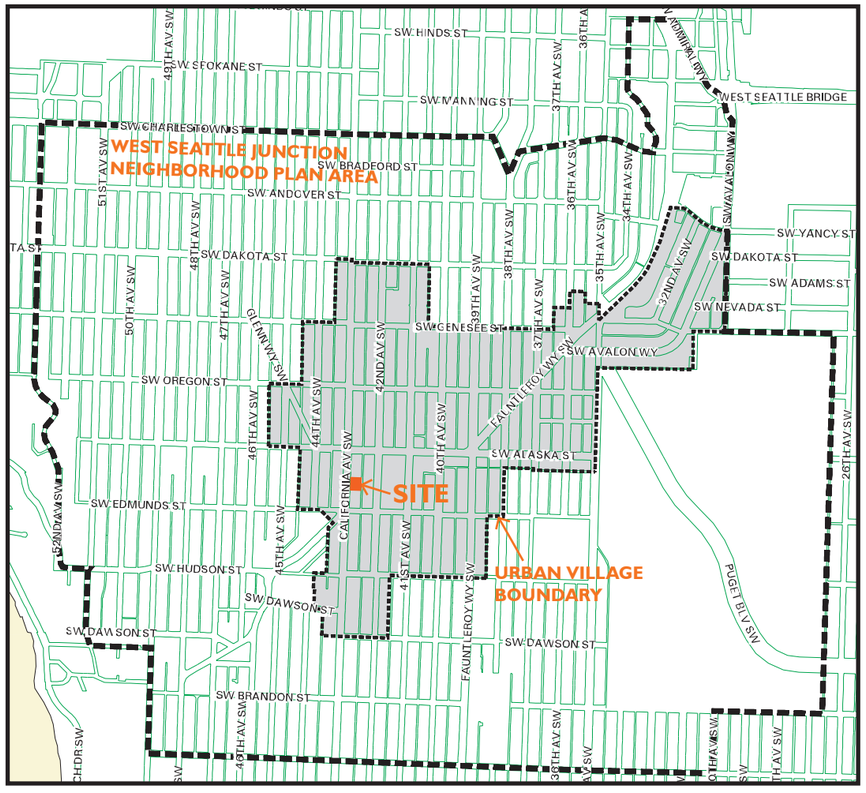
The site is located in the West Seattle Junction Hub Urban Village on the east side of California Ave. SW mid-block between SW Alaska St. and SW Edmunds St. The 14,375 sf parcel is addressed as 4724 California Ave. SW.

The existing building is one story and houses a large retail use. No parking is currently on the site.

The site is predominately flat with a difference of approximately 1'-9" between the lowest point (the SW corner of the site) and the highest point (the SE corner of the site).

The zoning for the site is classified as NC3P-85 and is a Pedestrian-Designated zone. The property across the alley to the east is designated NC3-85. Equity Residential is developing two sites, on the west and on the east of the shared alley, at the end of the block to the north.

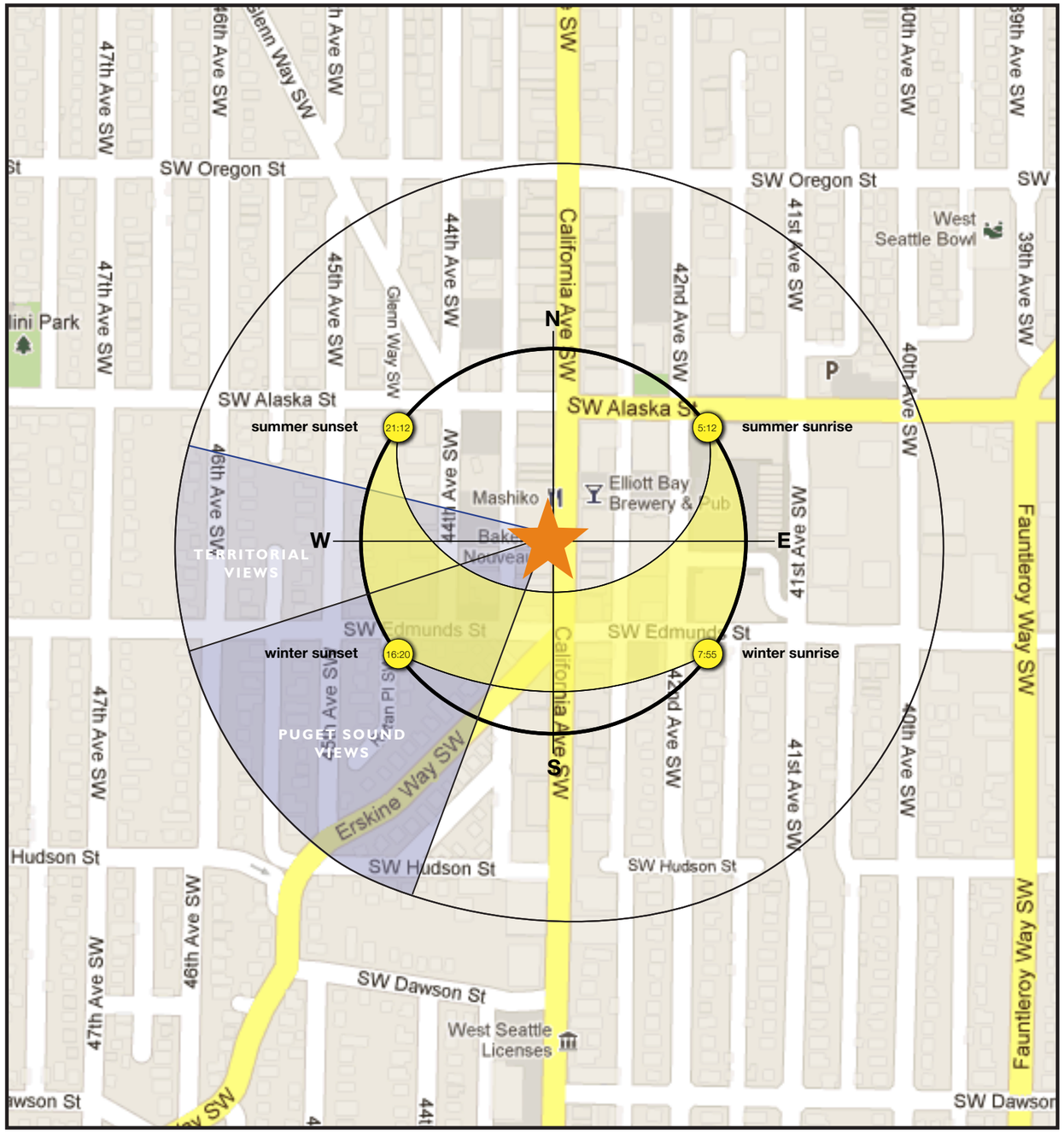
The northern portion of the site aligns with a mid-block crossing at California Ave. SW. To the east is the existing 136-unit Mural multifamily project.

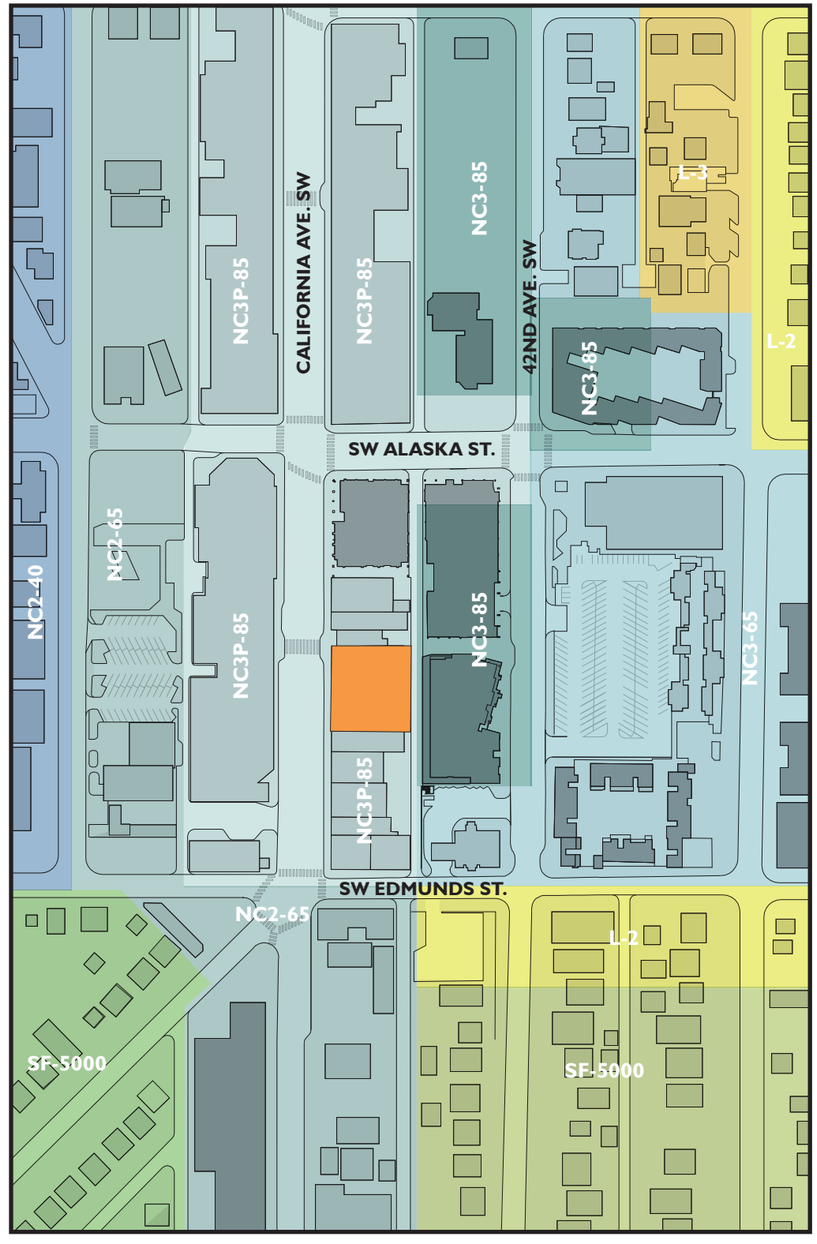


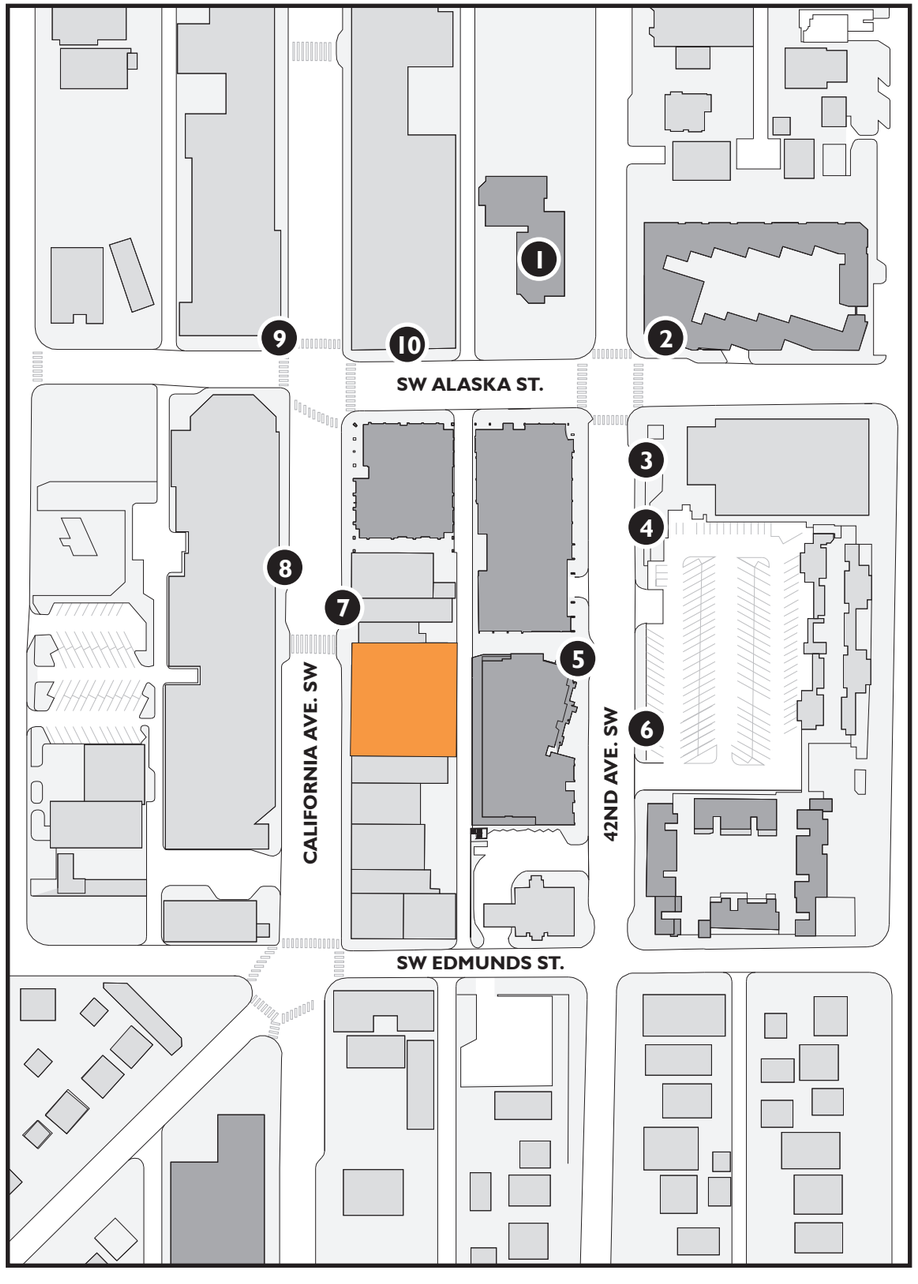
WEST SEATTLE JUNCTION NEIGHBORHOOD PLAN

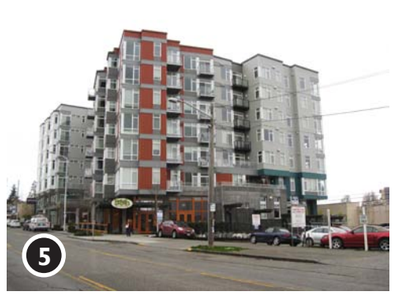
"The Junction Hub Urban Village is one of seven Hub Urban Villages in Seattle, and is the smallest of the seven in acreage. Hub Urban Villages are defined in the Comprehensive Plan as areas that have a core business district surrounded by residential uses."

—West Seattle Junction Hub Urban Village Neighborhood Plan, 01/22/99



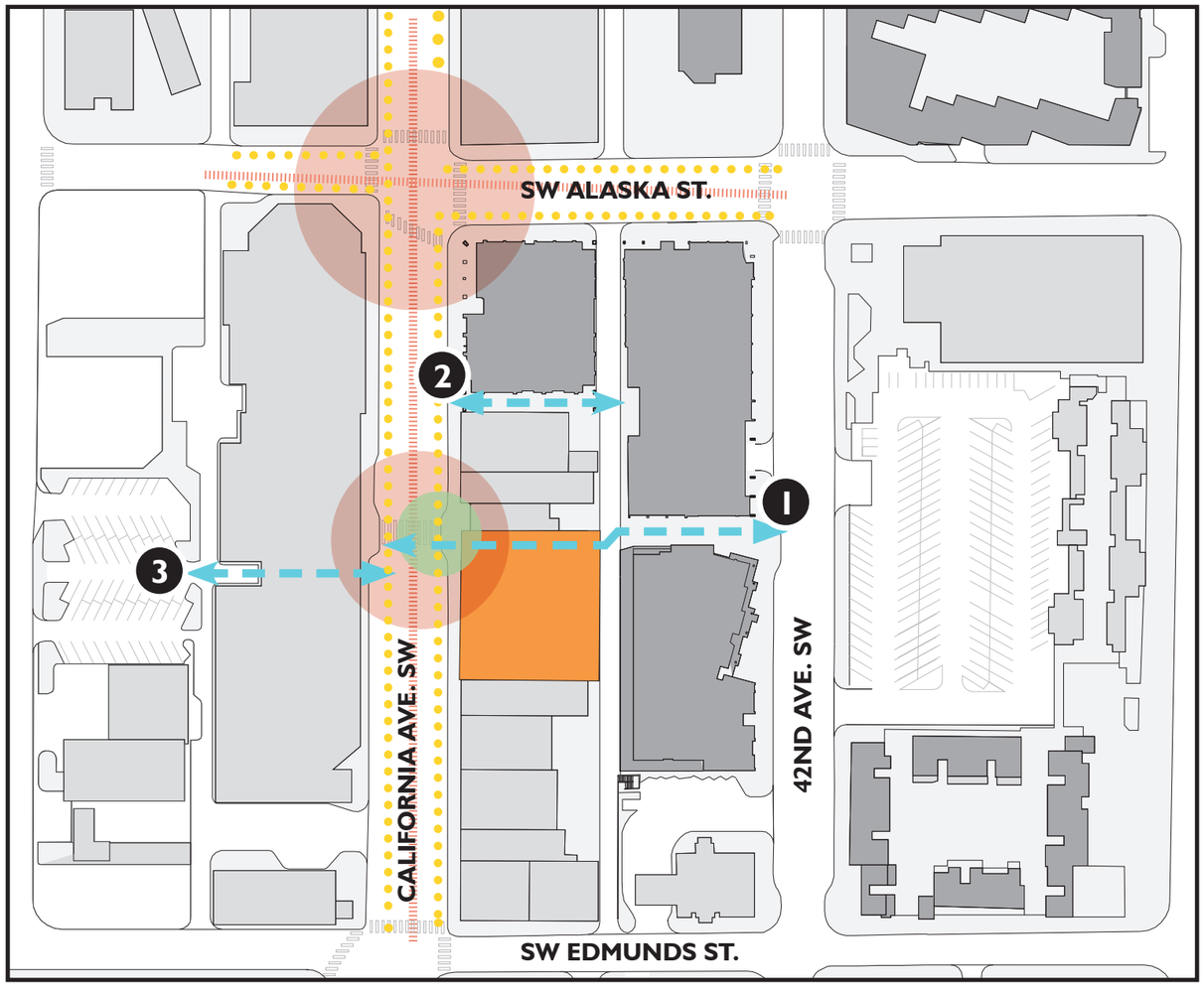


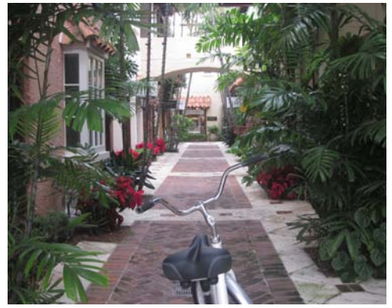




LEGEND

- Mid-low density buildings
- High density buildings



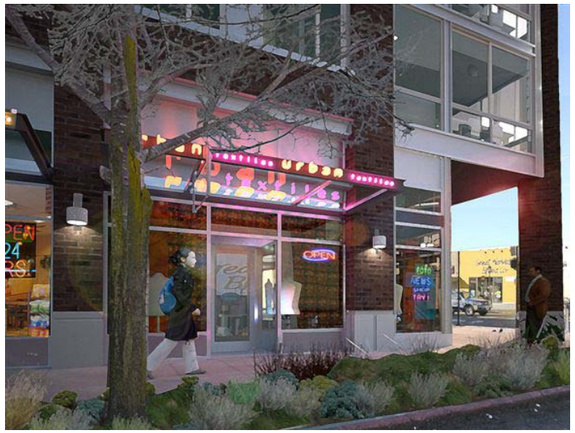


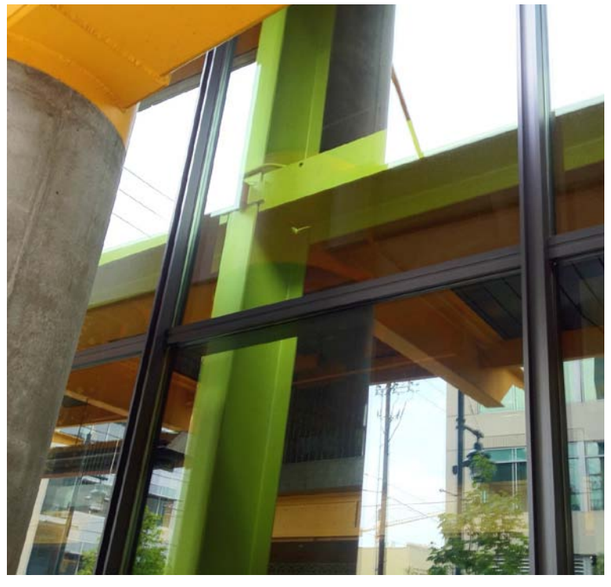
LEGEND

- Major intersection
- Pedestrian Node
- Mid-block pedestrian connection
- Retail frontage
- Pedestrian Designated Street

ZONING ANALYSIS

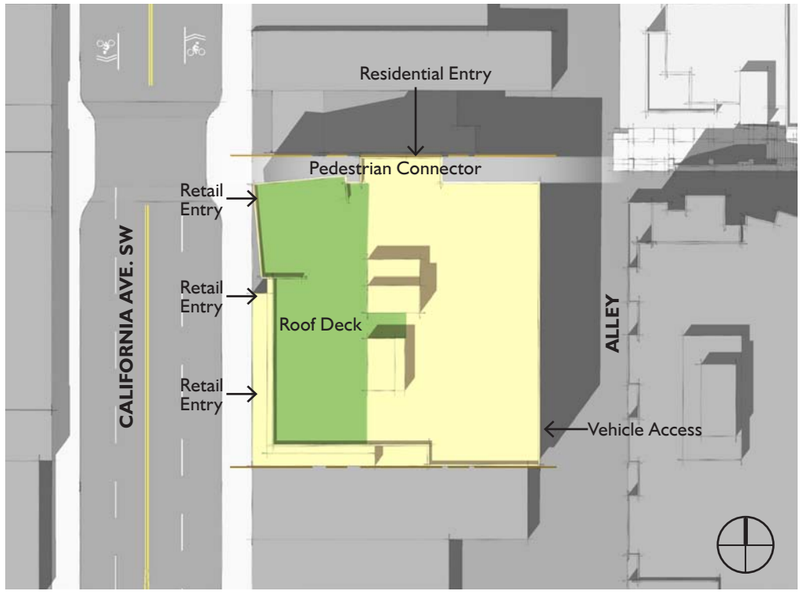
ADDRESS	4724 California Ave. SW Seattle, WA
PROJECT DESCRIPTION	Five Story Type III residential building over two story Type IA commercial, with two levels of below-grade parking. The building will be fully sprinklered. All existing construction and on-site landscaping is to be demolished.
LEGAL DESCRIPTION	Lots 10, 11, 12, 13 and 14, block 1, scenic park addition, according to the plat thereof recorded in volume 15 of plats, page 34, records of King County, Washington.
LOT AREA	14,375 sf
PARCEL #	757920-0050
ZONING/OVERLAY DISTRICT	NC3P-85 West Seattle Junction Hub Urban Village
DESIGN GUIDELINES Building/Sidewalk Relationships	Pedestrian Street – California Ave SW
PERMITTED USES	Mixed-use, Residential, Office, Commercial
STREET-LEVEL NON-RESIDENTIAL	Blank Facades • 20' maximum width between elevation 2' & 8' • Blank facades may not exceed 40% along a street Non-Residential depth to be a minimum of 15' and an average of 30' Floor to ceiling to be 13' 80% of the street level façade is to be non-residential (pedestrian zone)
STREET-LEVEL RESIDENTIAL	20% max street façade allowed to be residential Units allowed at 4' above or 4' below street level
BUILDING HEIGHT	85' height limit 4' increase for parapets, open railings, planters, skylights, clearstories and greenhouses. 15' increase for penthouses
FLOOR AREA RATIO (FAR)	6.0 total for structures containing a mixed-use & 4.5 for a single use within a mixed-use building 6.0 x 14,375 sf = 86,250 sf developable area 4.5 x 14,375 sf = 64,687 sf developable residential area
ALLEY WIDENING	The existing 16' wide alley will need a 2' wide dedication on each side to create a 20' wide alley.
LANDSCAPE REQUIREMENTS	• Green Factor score of .30 or greater is required. • Street trees required on new projects.
RESIDENTIAL AMENITY AREA	5% of total residential gross square footage is required as amenity space Open space is N/A due to Residential Amenity Area code.
PARKING REQUIREMENTS	0 stalls / unit (urban village) Tandem stalls area allowed and are counted as one space for each double-stall-deep tandem space for units. First 5000 sf is exempt for non-residential parking.
ADDITIONAL INFORMATION	Building was constructed in 1942 No substantial grade on site
CODE DEPARTURES	See page 47





STREET VIEW FROM SOUTH

AERIAL FROM NORTHWEST



SITE PLAN

STREET VIEW FROM NORTH

MASSING SCHEME C – PREFERRED

Common to all schemes:

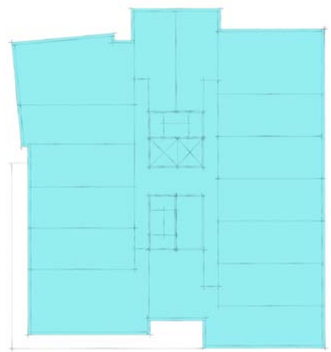
- Step back at upper-level floors
- Recessed areas at party walls to reduce blank walls

Pros:

- Angled corner marks entrance to pedestrian mid-block crossing and breaks up façade on California
- Minimal blank walls at north and south party wall condition
- More window area for units facing north and south
- Good reduction in massing and scale toward lower density development to southeast
- Mid-block pedestrian walkway
- Creates more sidewalk setback for outdoor seating at angled NW corner

Cons:

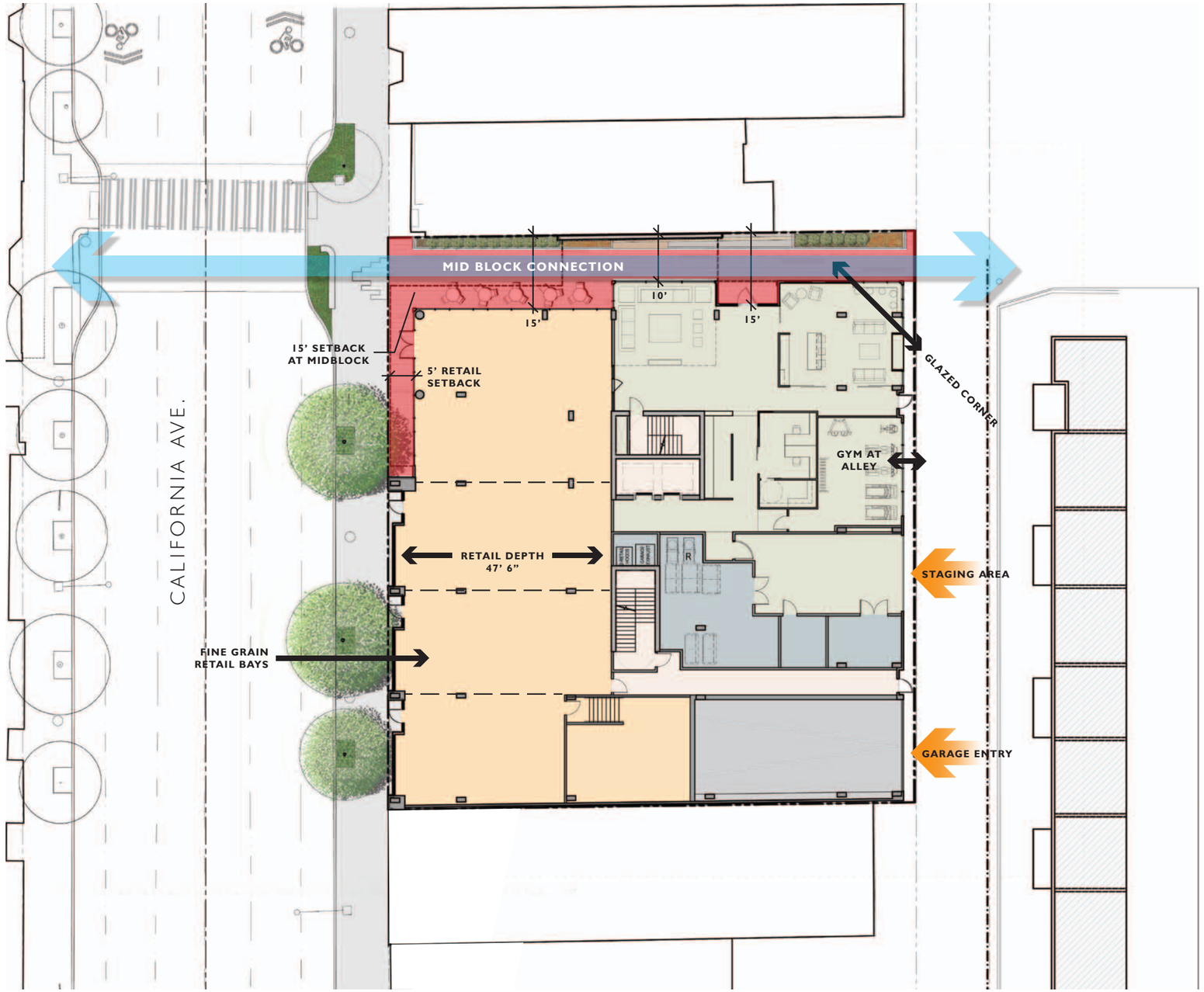
- More complicated massing creates a more expensive building



TYP. RESIDENTIAL FLOOR

USE DIAGRAM: MASSING

PROPOSED DESIGN



4724 CALIFORNIA

The new building will enhance the existing fine grained retail found along California Avenue and relate thoughtfully to the emerging higher density buildings in the neighborhood. The entire ground floor facing California will be devoted to retail frontage that will enhance the existing pedestrian environment and commercial uses. Additional retail frontage and pedestrian access will be provided along the new mid-block walkway. This important connection will provide pedestrian access from 42nd Ave. SW to California Ave. In order to daylight the walkway the majority of the building will be pulled back 10' to 15' from the north property line.

The massing of the building will respond to the mid-block's emergence on California Ave. by providing a vertically organized corner element lifted above the ground floor retail. The retail glazing will be recessed in plan to create opportunity for seating and pedestrian circulation at this important juncture. Further south along California Ave. the podium will be comprised of ground floor retail and Live/work units at the second floor. This will be architecturally differentiated from the upper five levels of residential program above to express a more commercial language at the base of the building.

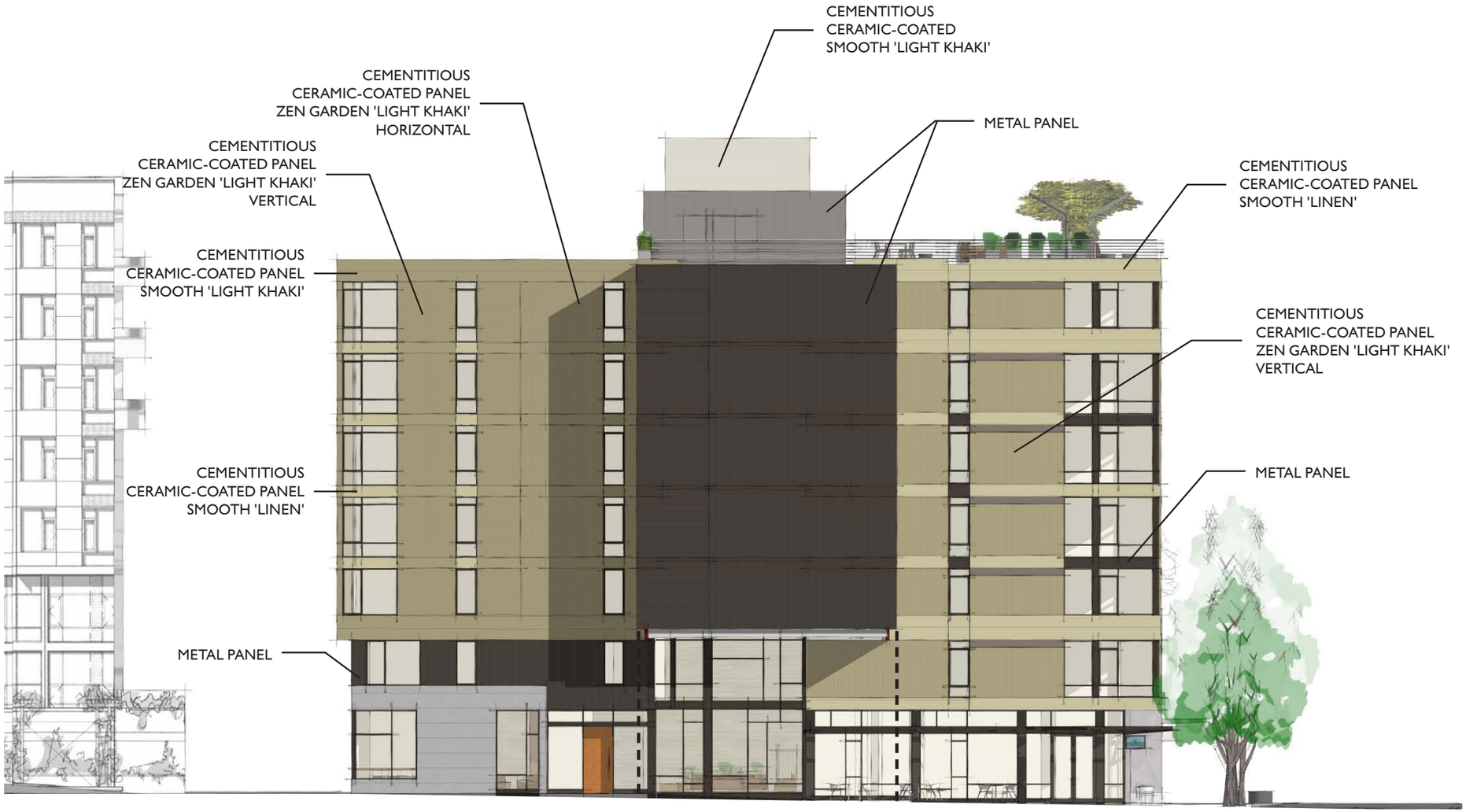
Both North and South elevations will pull off the property lines to minimize blank walls as much as possible and provide corner glazing for the units. Live/work units will occupy the second floor along California Ave. and the alley. Vehicular entry to the garage and building loading/service will also be located on the alley.

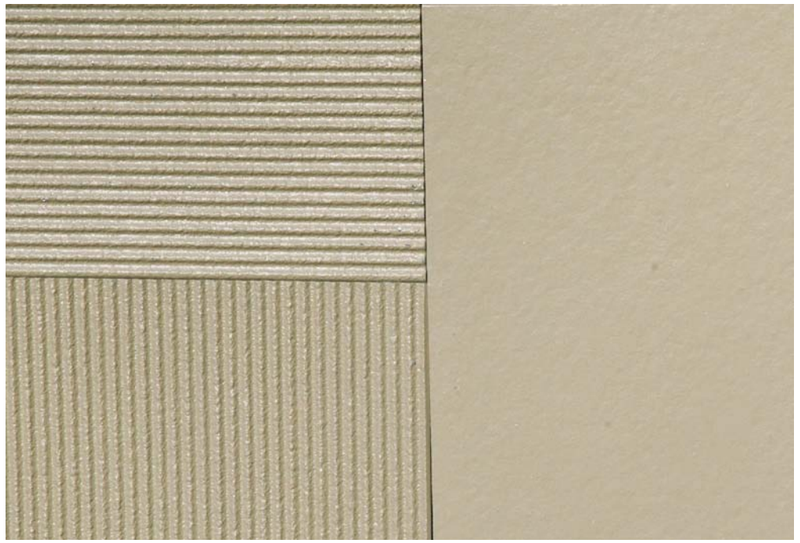
VIEW FROM NORTHWEST

VIEW FROM SOUTHWEST

VIEW FROM NORTHEAST

VIEW FROM SOUTHEAST

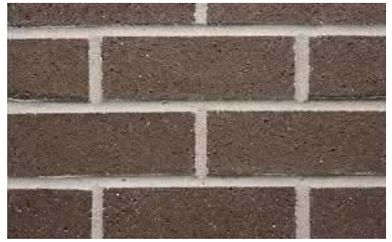




ACCENT METAL PANEL
SW7875 SUNDRIED TOMATO

BRICK – EBONY

METAL PANEL – DARK BRONZE



BRICK – MAUNA LOA

ALLEY SCONCE

SCONCE

CEMENTITIOUS CERAMIC-COATED PANEL
'ZEN' LIGHT KHAKI

CEMENTITIOUS CERAMIC-COATED PANEL
LIGHT KHAKI

CEMENTITIOUS CERAMIC-COATED PANEL
LINEN

BRICK – VINTAGE

LANDSCAPE DIRECTIONAL LIGHTING

RETAIL ENTRY AT BRICK

ARCHITECTURAL CONCRETE

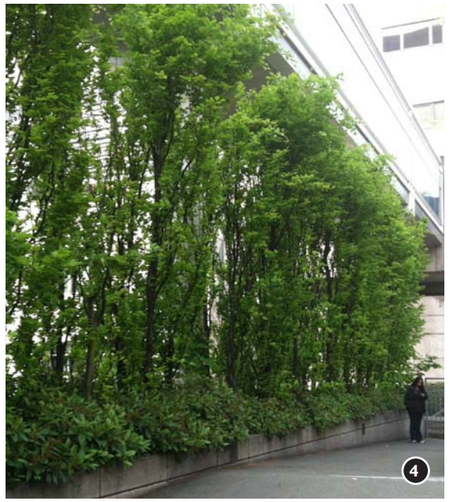
WEATHERED STEEL

CANOPY LIGHTING

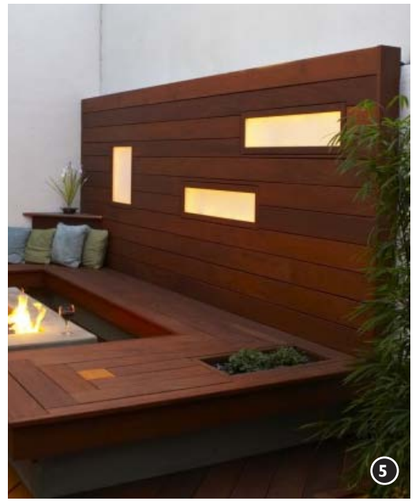
BLACK MONDO GRASS

HALCYON BLUE HOSTA

AUTUMN SEDGE



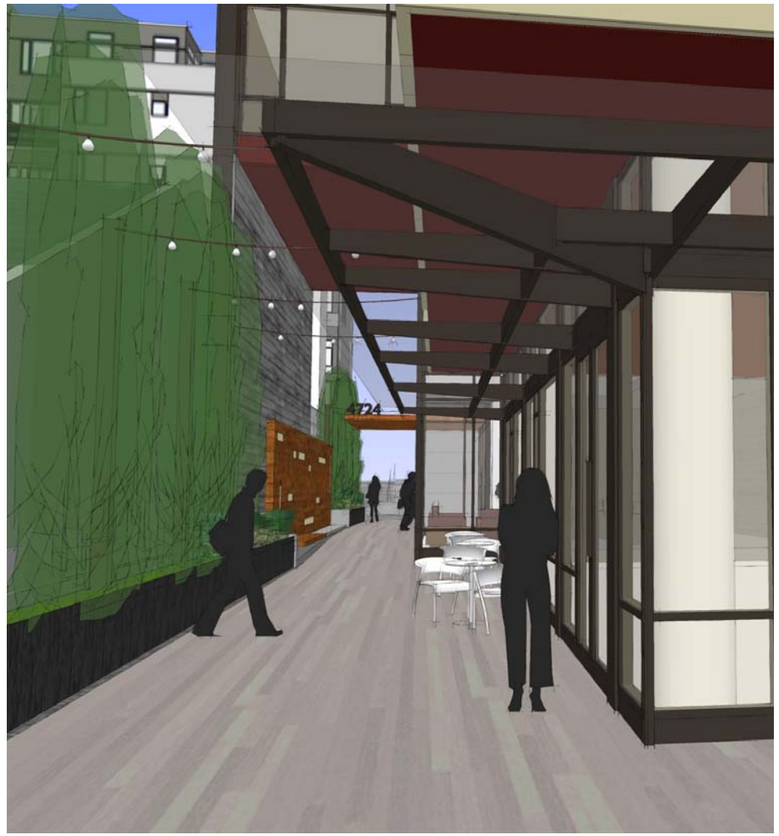
COLUMNAR BEECH



WOOD ACCENT WALL W/ LIGHTING

NARROW PAVERS AT MID-BLOCK CONNECTION

CORTEN STEEL PLANTERS



MID-BLOCK CONNECTION LOOKING EAST FROM CALIFORNIA

MID-BLOCK CONNECTION LOOKING EAST FROM MIDDLE

MID-BLOCK CONNECTION LOOKING WEST FROM ALLEY

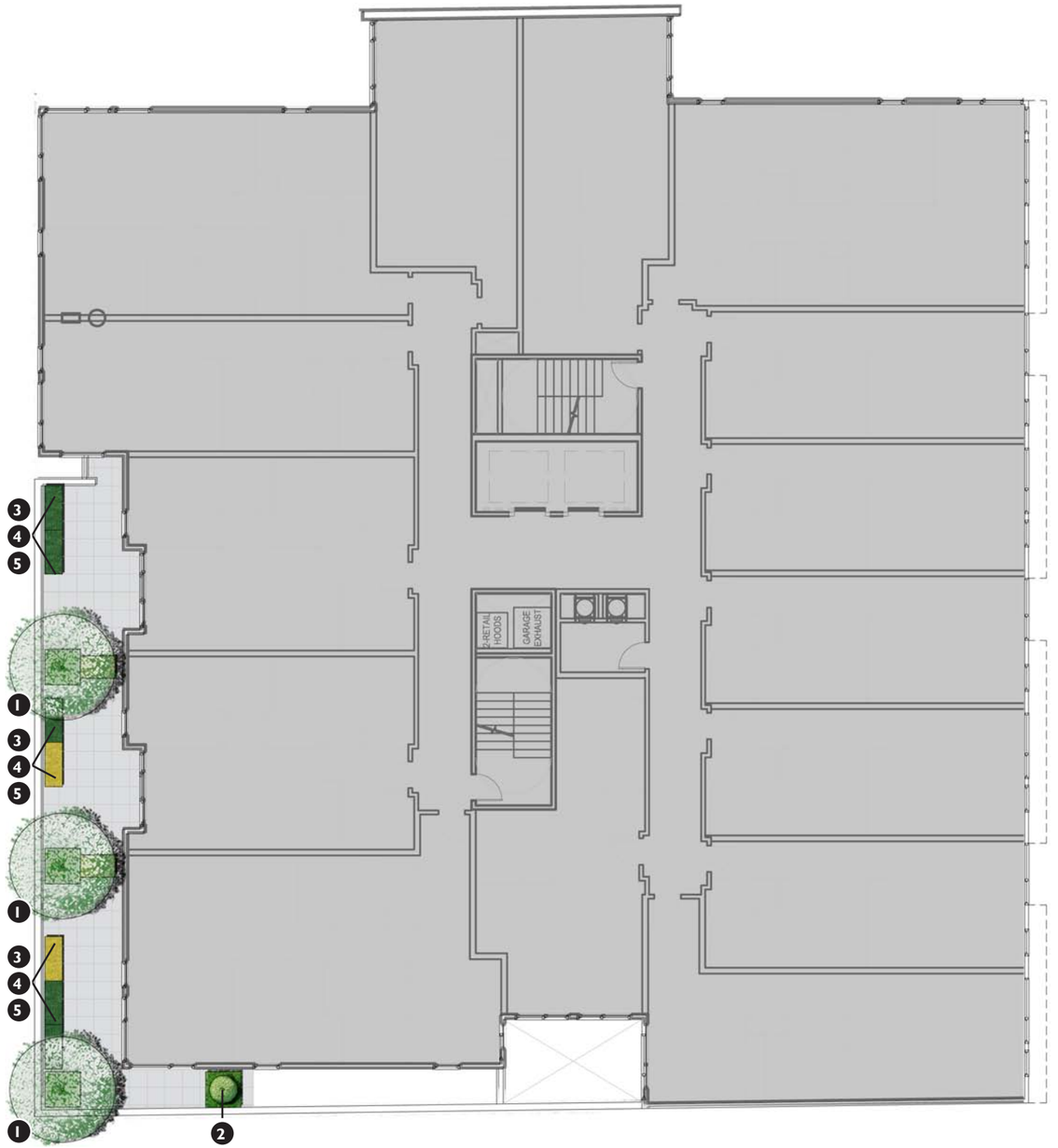
CRAPE MYRTLE

COMPACT STRAWBERRY TREE

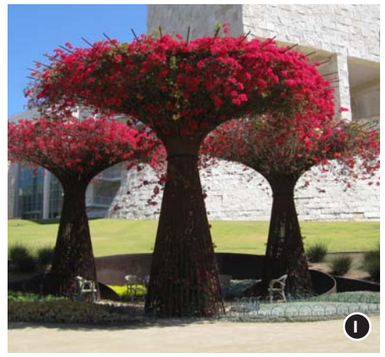
HEAVY METAL SWITCH GRASS

MAIDEN GRASS

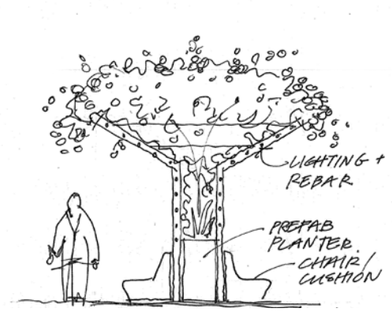
COTONEASTER CREEPER



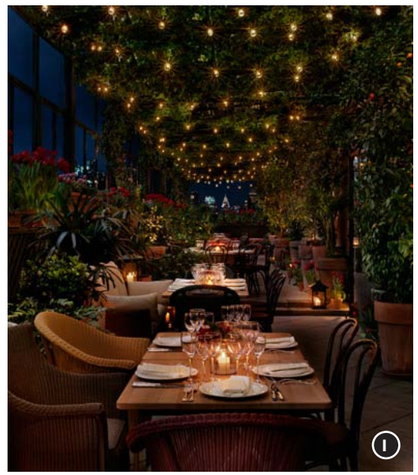
CLIMBING BANKS ROSE



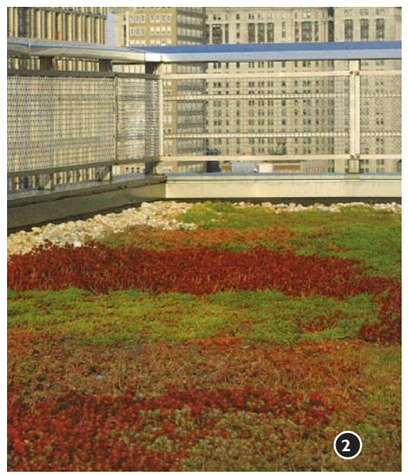
ROSE ARBOR INSPIRATION



ROSE ARBOR CONCEPT SECTION



LIGHTING ON ARBOR

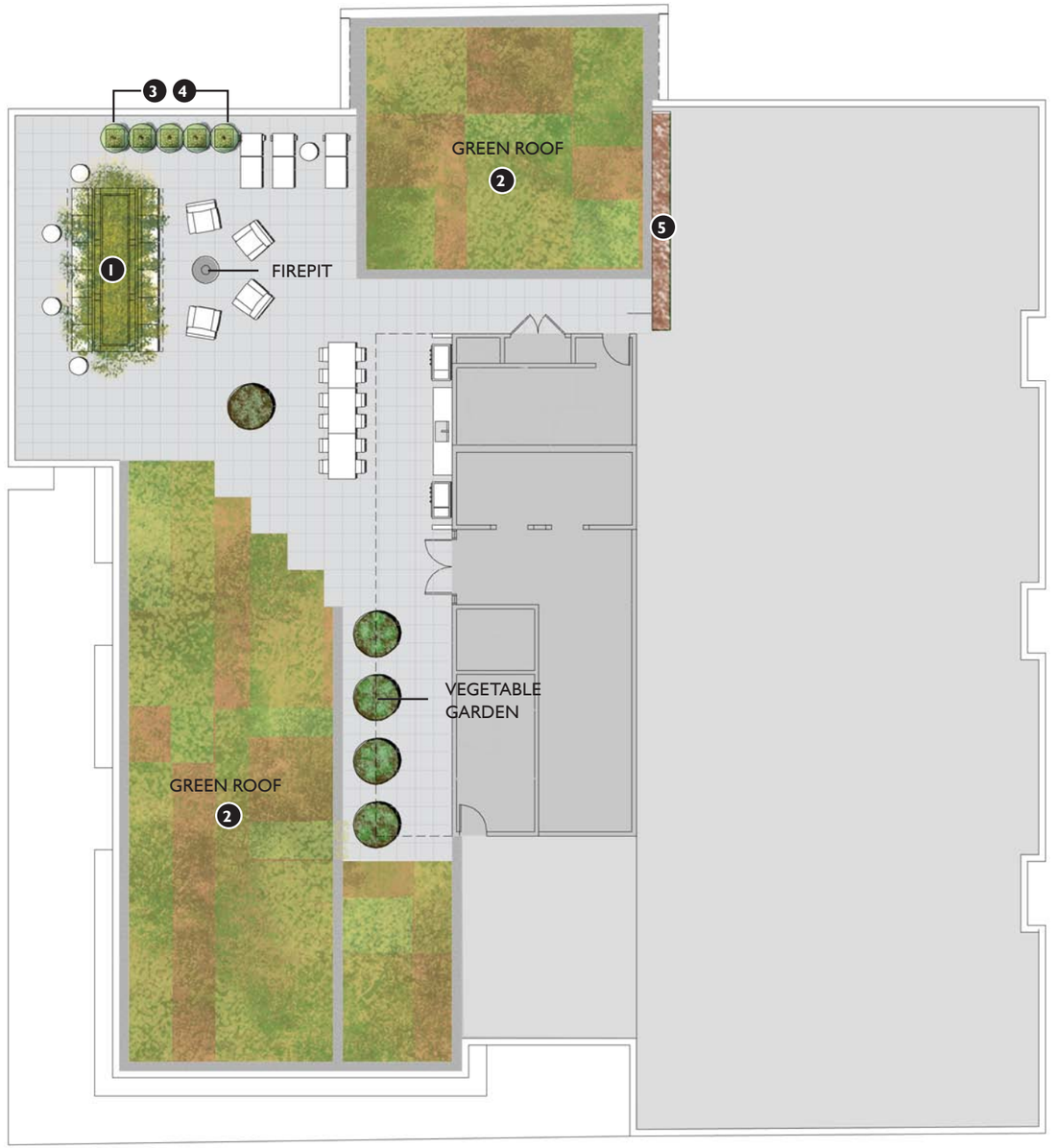


GREEN ROOF

COMPACT STRAWBERRY TREE

BERGENIA

AUTUMN SEDGE



PUBLIC COMMENT

- Mural Apartments residents wanted to see more information about the design of the east façade, since the Mural Apartments building is located directly east across the alley from this site.
- Appreciation for the applicant's public outreach efforts and involving nearby residents in the design of this building.
- The upper stories of the building should be designed to minimize the scale and relate the 7-story structure to the 1-2 story structures nearby.
- Would like to see the design go in the 'brave' directions of the West Seattle Triangle combined with the traditional designs of the Junction.
- Concern with adding to the existing alley congestion of delivery trucks, moving trucks and vehicular traffic, given the narrow alley dimensions.
- Mural Apartments management concerned with blocked views; the design should include setbacks for consideration of some views.
- The design challenge is to blend existing very low height development with the existing 85' zoning. The direction of this design is good, but more effort is needed.
- The mid-block passage is a good aspect of the proposal and should be maximized. A 15' wide passage would be better, with landscaping.
- Human scaled materials are needed to break up the massing and make the scale relate to people at the street level.
- The design should include high quality materials, such as brick and other traditional durable materials.

OUTREACH & MEETINGS WITH NEIGHBORHOOD GROUPS

MEETING DAY(S)	GROUPS REPRESENTED
April 1-May 1	West Seattle Junction Assoc., Chamber, nearest neighbors, Junction Neighborhood Organization, Equity Residential, West Seattle Blog.
April 24, 2012	Chamber, JuNO, individual residents, West Seattle Junction Assoc., Nearby business owners
May 1, 2012	JuNO, West Seattle Junction Assoc., Chamber, individual residents
May 23, 2012	West Seattle Junction Assoc. members, JuNO members, interested residents
July 26, 2012	West Seattle Junction Assoc. members, JuNO members, local architect, West Seattle Blog, interested residents
July 29, 2012	Door-to-Door outreach with neighbors
Aug. 1-Oct. 1	Individualized contact with interested parties for reaction to working sessions
Oct. 1, 2012	JuNO, individual residents
Nov. 1, 2012	JuNO, individual residents

PRIORITIES & BOARD RECOMMENDATIONS

EARLY DESIGN GUIDANCE:

1. RELATING PROPOSED DEVELOPMENT TO EXISTING SCALE:

The existing development is one to two stories tall, and the zoning allows 85' tall structures. The challenge will be to use materials and massing and articulation to relate to the existing development, while keeping in mind that the maximum zoning will likely translate to taller buildings as the context in the near future.

a. Modulate the building beyond the current amount of modulation shown in Option C. (A-2, B-1)

b. Consider further setting back the 7th floor, increase the setback at the 4th floor, and use other modulation and treatment to let the upper portions of the building recede from the street wall. (A-2, B-1, C-2, C-3)

   - Examine the modulation used in the Connor building, as an example of this guidance.

c. A terrace or similar at the fourth level would help to accentuate the division between the three story base and the upper masses. (A-2, B-1)

d. The 3-story base should have a durable material with a human scale that relates to nearby context, such as brick. (A-2, C-2, C-3)

e. Use materials, massing, and articulation to emphasize the differences between live/work/commercial and residential uses. (A-2, B-1, C-2, C-3)

Response: The Option C massing breaks the building down into two major components along California Ave.

A. The more vertical NW corner element which orients to the corner of the California Ave. /mid-block intersection.

B. The body of the building which fronts California Ave. with a two story commercial expression at the base emphasized by the recessed residential floors above.

Additional modulation/materiality has been provided in the following ways:

- Because of the strong cornice relationship with the existing street wall a10' setback is proposed above the 2nd floor of the commercial base. At EDG this setback was 6'. The two story base is clad in brick and will have a well detailed storefront with retail bays appropriately scaled to relate to the nearby retail context along California Ave. Landscaping, visible from the sidewalk below, will be provided at the setback and will further accentuate the division between the base and upper massing. The 7th floor will be setback as well and clad with a darker metal panel to provide additional visual setback.
- A series of large double height recesses have been introduced into the body of the building facing California Ave. to provide residential decks and additional modulation beyond what was shown at EDG.
- Retail glazing at the corner element has been recessed 5' at California Ave. and 5' at the mid-block connection for a total setback of 15' at mid-block.
- At the two story podium the live/work units and retail are conceived as a commercial podium and relate strongly to the adjacent retail street wall in a very traditional manner. At the NW Corner Element the retail glazing is pulled back to contribute more exterior space to the sidewalk and mid-block crossing. The NW Corner above is seen as a stronger more singular element that operates in a more iconic way to mark an important urban intersection. For this reason the architectural expression above is intended to be more consistent. At the same time the NW corner is linked to the body of the building with strong horizontal bands and vertical window "zippers" which are used to emphasize the very light and open corner glazing. A heavier horizontal band is used to mark the break from live/work to residential units above.

2. THE ALLEY FAÇADE:

a. Clearly show the distance between the proposed building and the residential balconies and windows across the alley. (A-5)

b. Include graphics that show how proposed windows and balconies relate to the window and balcony locations across the alley. (A-5)

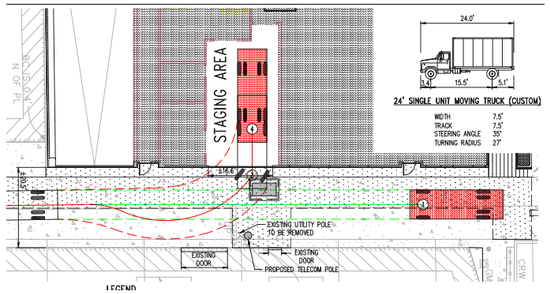
c. The alley facing façade should include high quality visually interesting materials at upper and lower levels. (A-5, C-2, D-2)

d. The pedestrian connection should be designed to be welcoming and safe for pedestrians. The connection across the alley to the adjacent mid-block connection should be designed for pedestrian safety. (D-7, D-8, E-2)

Response: The alley façade has been broken into four vertically proportioned bays modulated by metal and glass recesses.

- A combination of ceramic coated panels, metal panels and well proportioned windows and mullions will provide visual interest at the upper levels.
- Balconies have been eliminated on the alley façade to help mitigate privacy issues with the existing building.
- Dark metal panels will emphasize the live/work units and provide a clear transition from the upper floors to the concrete base. At the lower level a series of reveals will be cast into the concrete at the alley. Windows from ground level residential amenity program will provide additional relief and interest to the lower level alley façade.

- Extensive glazing will be used at the NE building corner where the mid-block connection meets the alley. This will help put additional "eyes on the alley" for personal safety as well as helping mitigate pedestrian/vehicular conflicts. The applicant will coordinate with SDOT to explore different paving/paint options to emphasize the connection across the alley.



3. ALLEY VEHICULAR ENTRY AND SERVICES: (A-8, D-6)

a. At the Recommendation stage of review, the applicant should demonstrate how:

- The alley entry is designed to provide adequate vehicular turning radii.
- Loading needs such as moving in and out will be accommodated.
- Trash and recycling storage will be accommodated within the building and how these materials will be staged on collection days.

Response: To help mitigate vehicular conflicts at the alley the applicant has voluntarily located a staging area within the building for all move in-out uses. All trash/recycle storage will be within the building adjacent to the staging area. The alley garage entry is sized per Seattle DPD requirements and will accommodate turning radii of all vehicles anticipated to be in the garage. To further mitigate conflicts between vehicles and pedestrians mirrors will be installed adjacent to the garage entry.

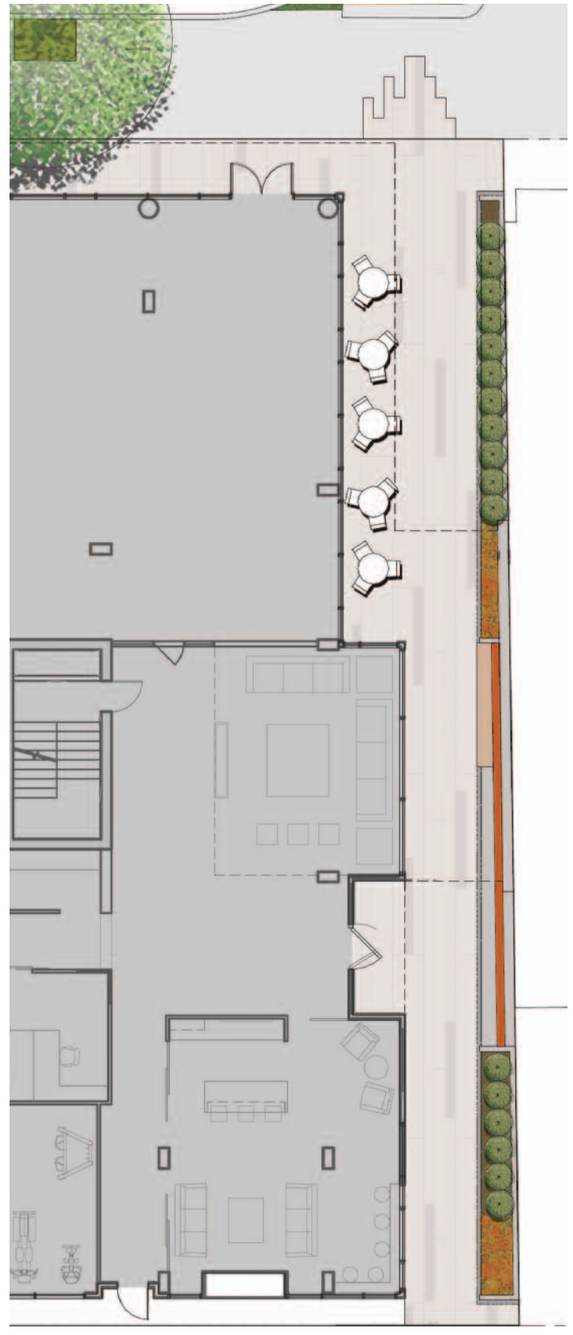
4. THE MID-BLOCK CONNECTION ENTRY POINT provides interesting opportunities for design and can help to activate the passage.

a. Use landscaping to define and enhance the mid-block connections. (D-1, D-12, E-2)

b. At the Recommendation stage of review, include detailed graphics and renderings demonstrating the design of the mid-block connections. (D-1, D-12, E-2)

Response: The mid-connection is designed as a high quality urban space fully accessible to the public at all times. The mid-block is divided into three basic zones, the retail oriented seating area adjacent to California Ave, the mid-portion pass thru under cover adjacent to the double height glazed seating area and lastly the portion adjacent to the residential entry/amenity area.

- The retail zone is 15' wide with an 30" landscape zone adjacent to the north property line. The retail glazing has been pulled back to allow for seating adjacent to the mid-block.
- The mid-portion pass thru is covered adjacent to the double height glazed seating area and helps transition from the retail to the apartment entry/amenity area of the mid-block walkway. This portion will also have 30" of landscaped area.



5. DESIGN CONCEPT:

a. The preferred Option C is acceptable, and the mid-block crossing is a critical aspect of this Option. (C-2)

b. The development will be very visible due to the lower adjacent building heights. Therefore, a strong over-arching design concept is needed. (C-2)

c. Provide information about how a mural on the south façade would relate to the overall design concept. (C-2, C-4)

d. The twist at the northwest corner is an acceptable move and complements the Mural pedestrian entry at the northeast corner of that building. (A-2, C-2)

e. The street level retail should include maximum transparency, a strong architectural expression at the building base, and high quality human scale materials. (A-2, C-2, C-3, D-11)

f. At the Recommendation stage of review, the applicant should demonstrate with diagrams, sections, and other graphics how the live/work units would function at the second story and at the alley. (C-2, D-9, D-10)

g. The live/work units should be clearly expressed in the exterior façade treatment. This may be achieved with modulation, articulation, fenestrations, signage and materials. (C-2, D-9, D-10)

h. Provide a conceptual signage plan, indicating signage design requirements for tenants and areas on the building designed for future signage opportunities. The plan should indicate the location and design of signage for the building (such as a large graphic building sign indicated in preliminary sketches). (C-2, D-9)

Response: The goal is to link pedestrian and retail vitality along California Ave. by providing not only viable retail but also a variety of architectural expression. The project's massing will respond to the scale along California Ave. as well as the confluence of the mid-block crossing with California Ave. at the NW corner of the site.

This variety is achieved by breaking the building down into two parts. At the NW corner a vertically proportioned, highly glazed, very light expression is proposed. In order to relate the corner to the rest of the building's geometry the twist has been eliminated. This also provides a better relationship to the more traditional context along California Ave. To better express the lightness of the NW corner the highly glazed retail base has been recessed 5' on all sides. Within this 12'-6"' high recess a glazed canopy at 10' will provide a well scaled seating area. Because the major move at the NW corner is the recessed base, the upper six levels are desired to read more consistently and therefore minimize the difference between the live/work and the residences for this portion only.

In contrast to the more "iconic" NW corner the more horizontally proportioned part to the south steps back to create a 2-story commercial podium. Here the live/work expression is combined with the retail bays. Masonry, extensive glazing, a well-detailed storefront system and a glazed canopy will provide overhead protection and pedestrian scale at the street. Above this the residential portion will step back 10' at level 3 and an additional 2' at level 7.

As this portion of the building turns the SW corner, the stepping, materials and fenestration of the California Ave façade will continue to a glazed recess on the south facade. At this point the façade will transition to a ceramic coated panel party wall. The panel proportions and joint lines have been composed to add visual interest to the wall.

PREFERRED MASSING FROM EDG

DESIGN GUIDELINES

A-2 STREETSCAPE COMPATIBILITY

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

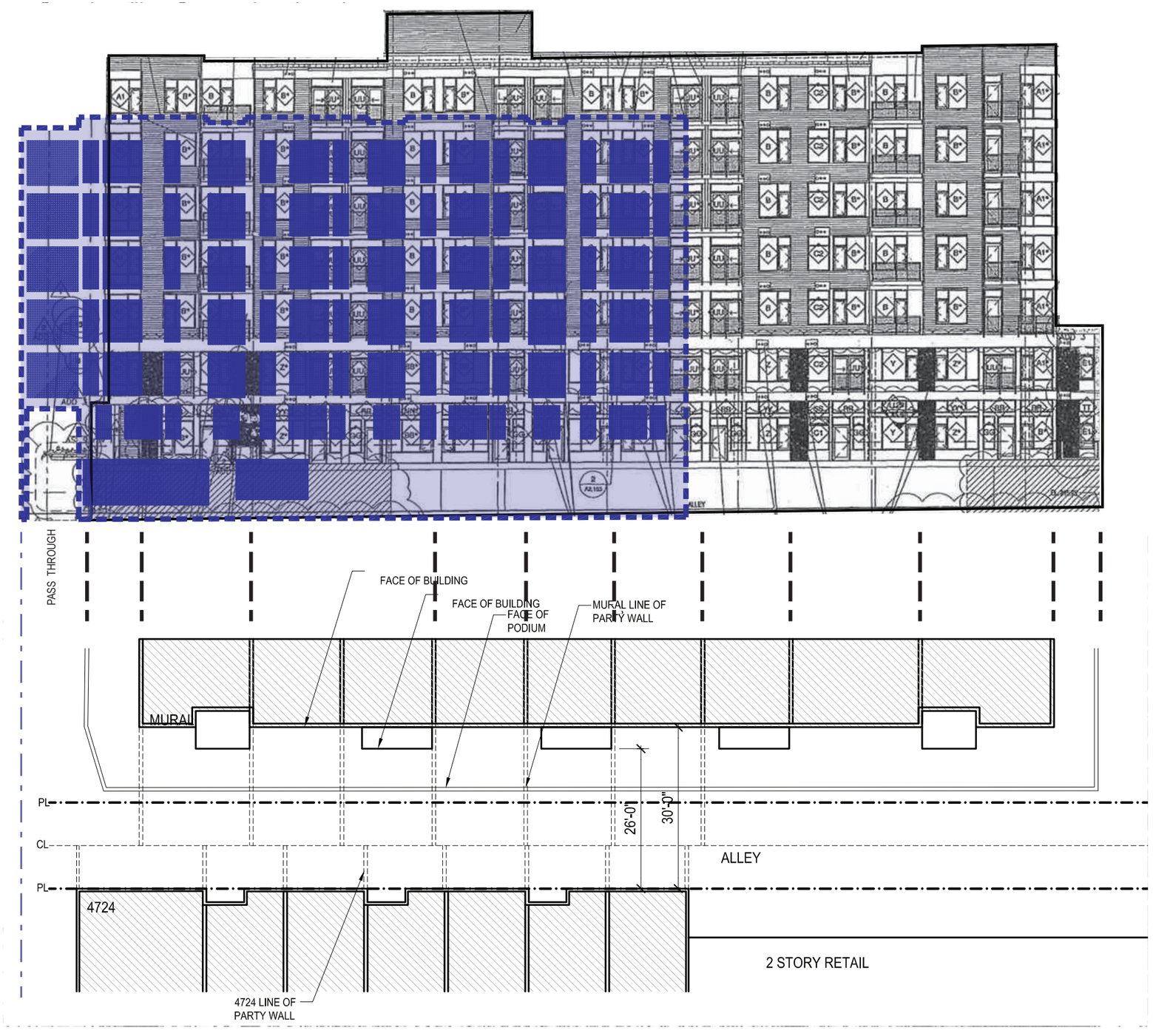
West Seattle Guideline: A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction's mixed use areas (as previously defined). New development – particularly on SW Alaska, Genesee, Oregon and Edmunds Streets – will set the precedent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

Response: *The massing of the proposed building continues the existing commercial frontage along California. There is a setback at the third floor that relates to the height of the neighboring buildings. At the brick podium a high-quality retail storefront with canopies and signage will enhance the pedestrian environment. At the NW corner the retail glazing will be recessed to create space for seating and pedestrian circulation.*

A-5 RESPECT FOR ADJACENT SITES

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

Response: *The proposed mid-block pass thru has a wide area for outdoor space. Also, there is a widening of space along the California Ave. sidewalk. The alley façade has been designed and modulated for a more aesthetic relationship with the building to the east. Modulation and material variation also helps create interest on the south and north facades.*



Alley looking north from site.

Alley looking north from site.

A-8 PARKING AND VEHICLE ACCESS

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

Response: *The parking and move-in staging areas are located along the alley façade and away from the pedestrian experience of the mid-block pass through. A vehicle staging area has been provided to mitigate traffic conflicts.*

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.

Response: *The parking entrance has been located away from the street frontage on the alley.*

D-8 TREATMENT OF ALLEYS

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

Response: *A series of reveals will be cast in to the concrete at the alley. Windows from ground level residential amenities will provide add relief and interest to the lower level alley façade. The applicant will coordinating with SDOT to explore different paving/paint options to emphasize the connection across the alley.*

B-1 HEIGHT, BULK, AND SCALE COMPATIBILITY

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be cited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scaled between anticipated development potential of the adjacent zones.

West Seattle Guideline: 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.

Response: *The proposed building has been broken into two segments on California. The podium made of brick relates to the size and scale of the southern neighboring buildings. A deep 10 foot step back at the 3rd floor supports the relationship of the two story podium with surrounding buildings. Another step back and material change at the 7th floor breaks the massing down, further reducing the perceived height. The corner element relates to the height of the future major buildings to the north, while also marking the mid-block connector. Along the alley a series of vertical bays and recesses articulate the façade. At the alley, a material change between the upper bays and concrete base express the Live/work program. The north and south facades have been articulated to minimize the amount of blank wall. Materials, joints and color will be used to better incorporate these blank walls into the overall design in a consistent manner with the rest of the building.*

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 façade walls.

West Seattle Guideline: 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.

Response: *Delineation of retail spaces, residential spaces and live/work units are marked by using combinations of plane shifts and material changes. The California Ave. SW façade marks the separation of the residential floors from the live/work and commercial with a two story brick podium and ten foot setback. The integration at the corner element along California Ave. of upper floors overlapping the brick element helps to anchor the body of the building on a solid podium while a heavier horizontal band notes the live/work units on the second floor. The alley façade delineates the different uses with concrete at the amenities on the first floor, metal paneling at the live/work units on the second floor and ceramic coated cementitious panels and bays at the upper residential floors.*

C-3 HUMAN SCALE

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

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

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.

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.

Response: *Along California Ave., the overhead weather protection is used to accent the three bays at the two story podium. At the mid-block crossing, the canopy turns the corner with the retail storefront glazing helping to call attention to the pass-thru. At the northwest corner the retail glazing is recessed 5' to provide additional usable outside space.*

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.

Response: *Blade signage is incorporated below the canopy using the same metal color as the store front. Retail signage will be located as required depending on number and size of tenants. Retail signage and style will reflect the unique character found along California Avenue.*

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.

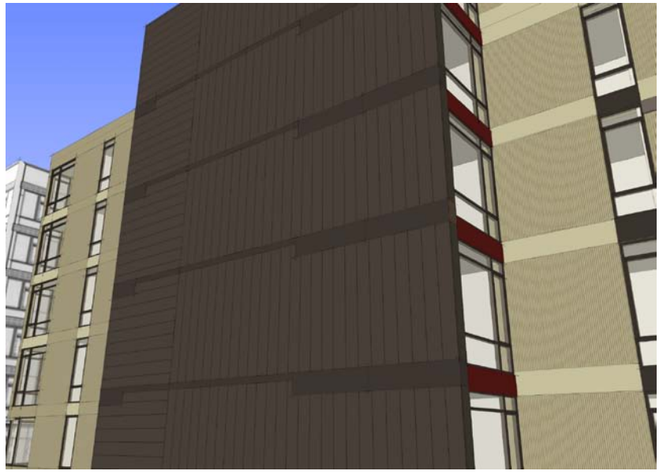
Response: *Cladding materials include well-detailed storefront, finished concrete and brick at the lower levels. On the upper levels, high quality ceramic finished panels are used with well-detailed joints for aesthetic design effect and appropriate building scale. At the mid-block connection, linear pavers will be used to establish direction and impart a finer scale and texture. Window mullions will add variety and interest at the retail and lobby fenestration.*

D-I PEDESTRIAN OPEN SPACES AND ENTRANCES

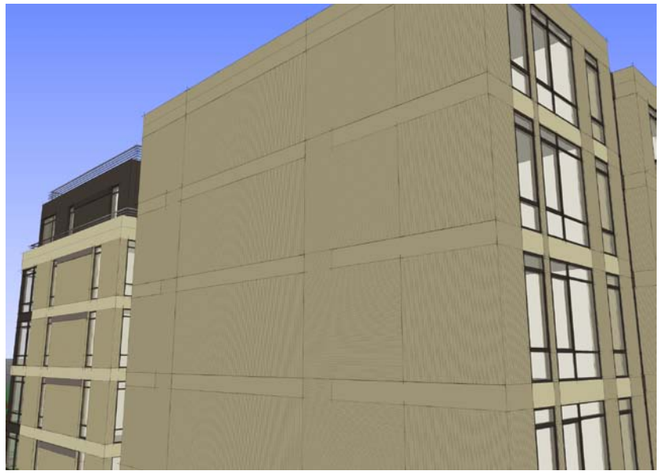
Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

West Seattle Guideline: 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. The Design Review Board would be willing to entertain a request for departures from development standards (e.g. an increase in the 64% upper level lot coverage in NC zones and a reduction in open space) to recover development potential lost at the ground level.

Response: *A mid-block connection will be incorporated along the north retail space. In order to continue the commercial character of California, the project will place the residential entry in that pass-thru creating a secure pedestrian walkway, which is both well-lit and active.*



NORTH DETAIL



SOUTH DETAIL

D-2 BLANK WALLS

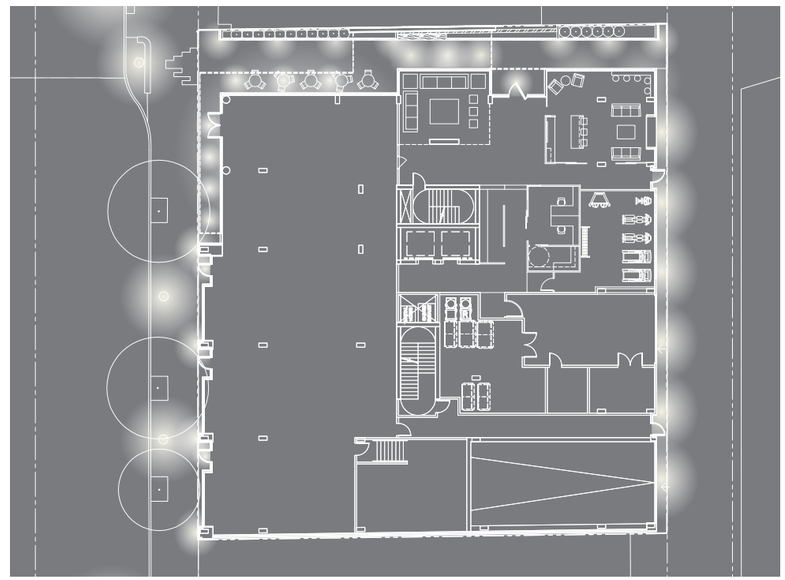
Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

Response: *The areas of blank wall have been located away from the street in order to minimize their presence on California Ave. SW. Where the walls were unavoidable, a design using metal panel (to the north) and ceramic coated cementitious panel (to the south) articulates a pattern of interest through color, texture and joint lines.*

D-7 PERSONAL SAFETY AND SECURITY

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

Response: *Lighting will be provided throughout the ground plane with special attention to the mid-block connection. Along the California Ave. SW. accent on the brick element will accompany the existing sidewalk lighting which will remain. The alley will be lit for safety with attention given to the mid-block cross walk for pedestrian safety. In conjunction with the lighting, the building's large amount of transparency allows for "eyes-on-the-street" for nearly all three sides of building.*



SEE FULL PLAN ON PAGE 46

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.

Response: *Retail frontage on California Ave. SW. and into the mid-block connector will have storefront glazing for the majority of the façade. Blank walls have been limited to brick clad structure along the commercial oriented street frontage. Along the pass-thru, the storefront has been recessed which allows for more glass and connection to the interior uses.*

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.

Response: *In order to maintain the commercial aspect of California Ave. SW, the residential entry and large lobby/amenity space is proposed to be along the north façade at the mid-block connector. This separation of retail and residential entries will allow a clarity and security in the different uses of the building.*

E-2 LANDSCAPING TO ENHANCE 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.

Response: *At the street level, the mid-block pedestrian connection is lined by a planter full of columnar beech trees, ferns and black mondo grass. The planter base is faced with corten steel, which has a warm color. Under the covered part of the pedestrian connection is a wall of board formed concrete with an applied lower wood wall and light feature. This lower wood wall rests on a plinth of concrete as does a wood bench to encourage pedestrians to sit and mingle. The paving material is made of a narrow and long brick with two subtly different colors. An narrow edging of river washed rock separates the corten steel planter wall from the brick paving and provides a drainage trough for rainwater runoff.*

On the third level, the exterior terraces are landscaped with plantings that will be visible from the street. Flowering Crape Myrtle trees with grasses that will 'weep' over the wall and trailing plants will be strong features on the building façade as well as privacy screens between adjacent terraces.

On the roof level, nearly half the roof is covered by a green roof. The most striking feature is the rose arbor made of metal and re-bar. The metal arbor supports a prolifically flowering and sprawling thornless climbing roses. These roses will also be visible from across the street. The roof will also have additional plantings of compact strawberry trees, herb gardens and vegetable gardens.

RETAIL

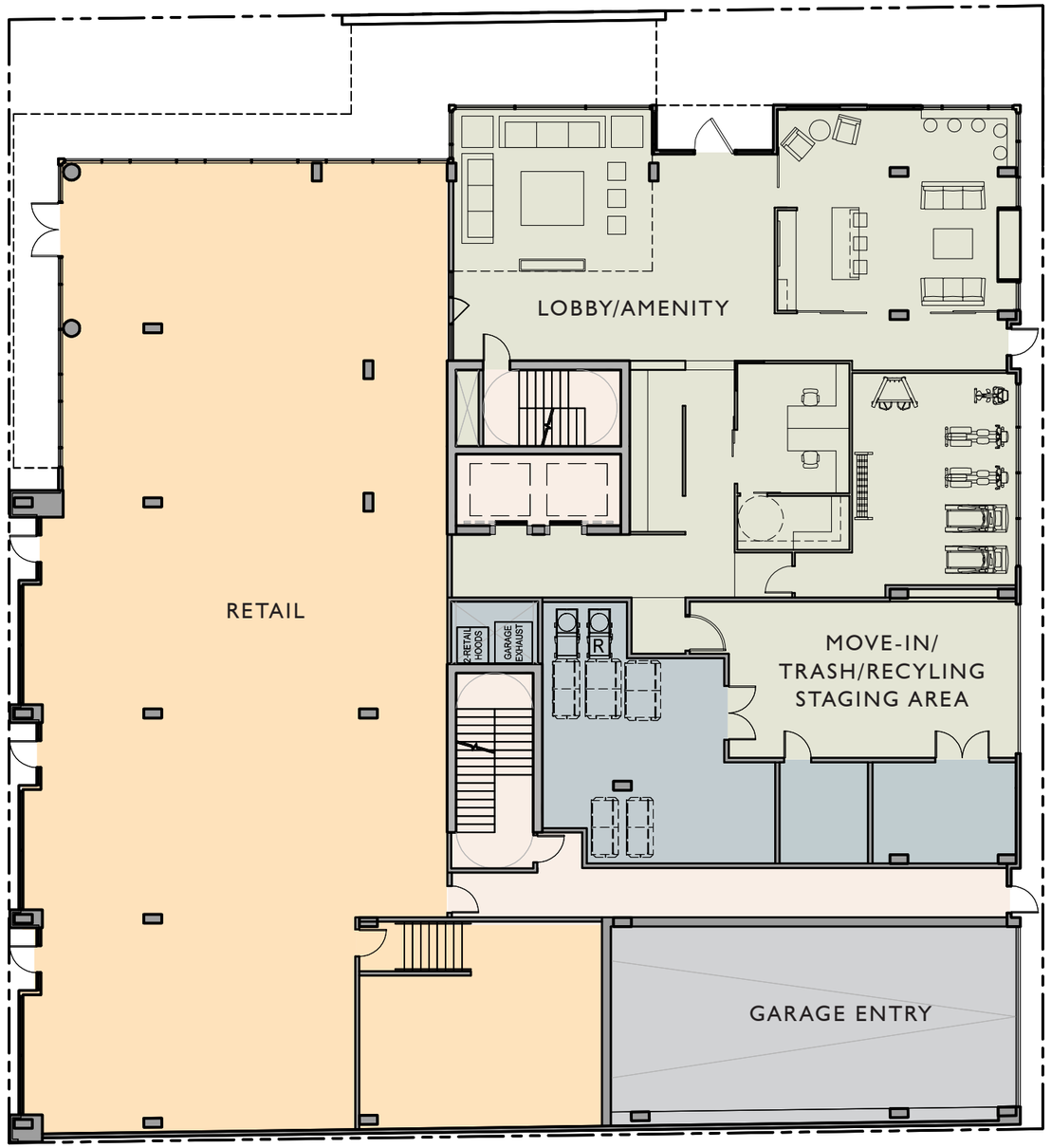
RESIDENTIAL

AMENITY

B.O.H.

PARKING

VERTICAL TRANS/
CORRIDOR



0 8' 16' 32'

1/16"=1'-0"

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4724 CALIFORNIA | LEVEL 1 PLAN

11.08.12 43

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RETAIL

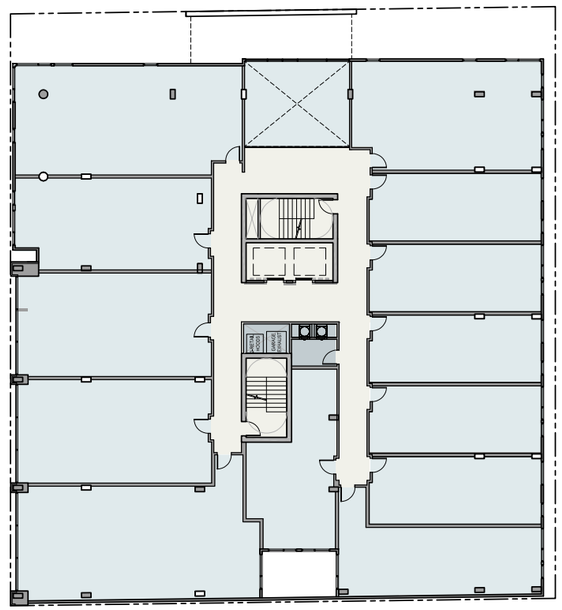
RESIDENTIAL

AMENITY

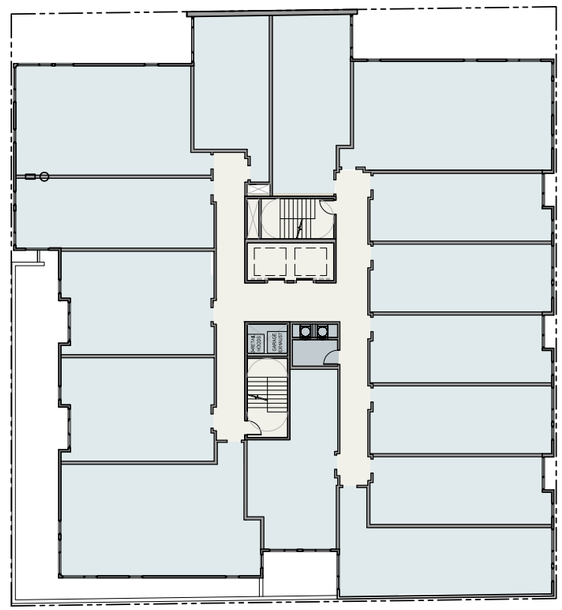
B.O.H.

PARKING

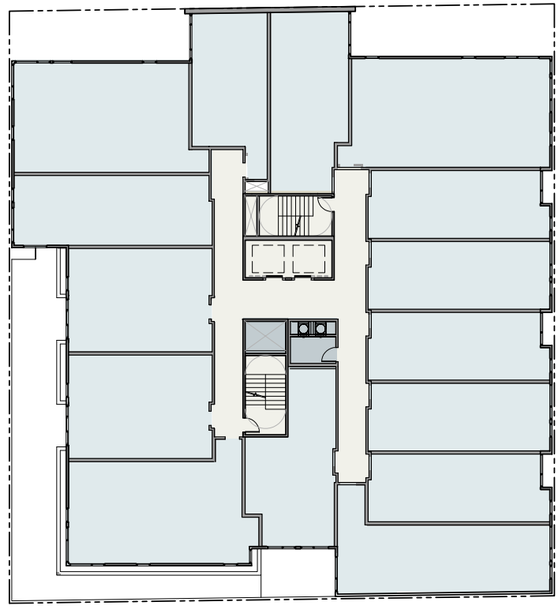
VERTICAL TRANS/
CORRIDOR



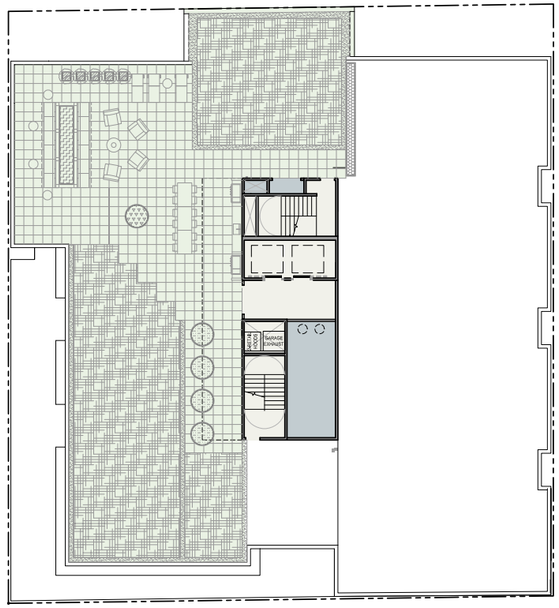
LEVEL 2 PLAN



LEVEL 3-6 PLAN



LEVEL 7 PLAN



ROOF LEVEL PLAN

0 8' 16' 32' 64'

1/32"=1'-0"

COMMERCIAL

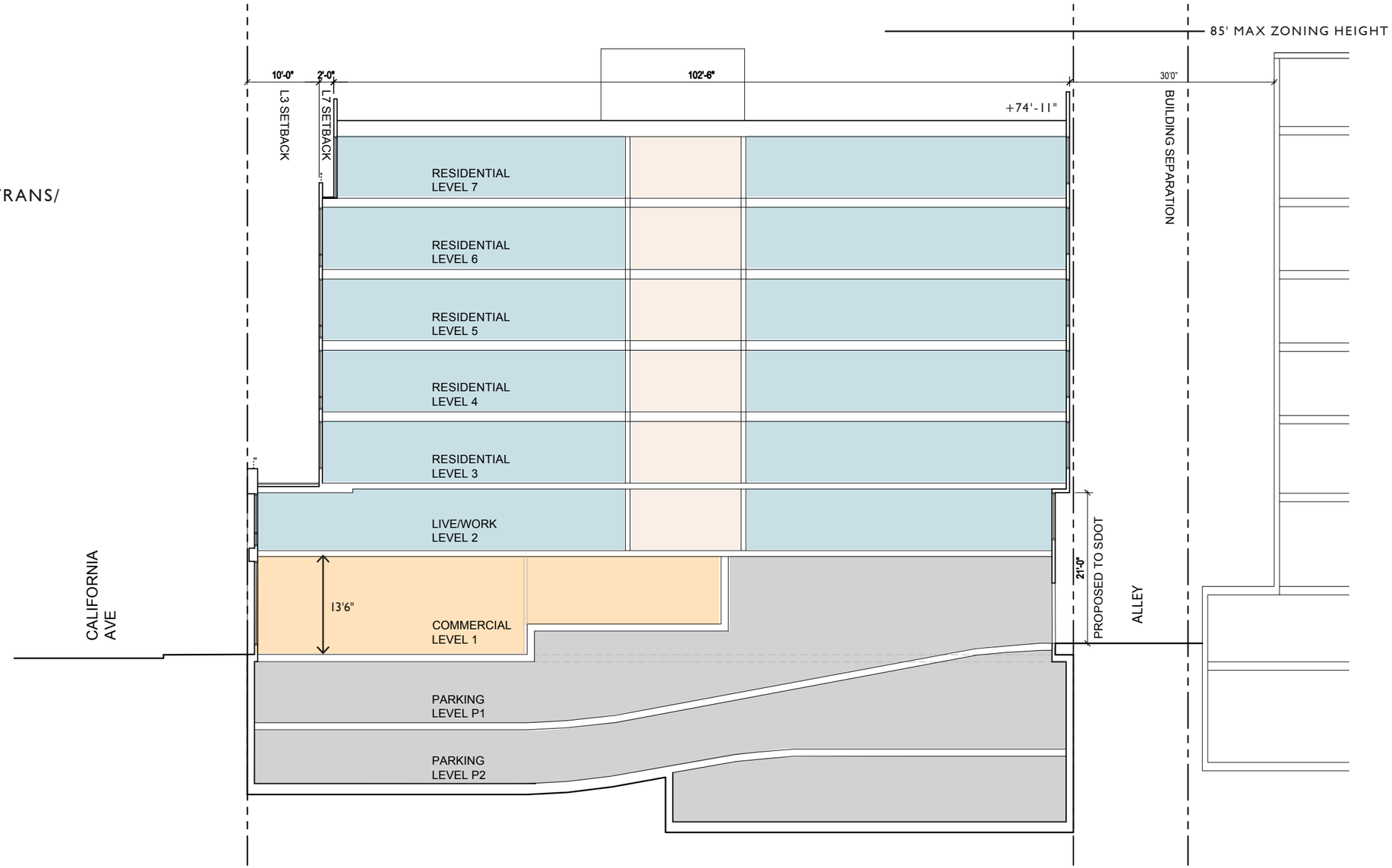
RESIDENTIAL

AMENITY

B.O.H.

PARKING

VERTICAL TRANS/
CORRIDOR



0 8' 16' 32'

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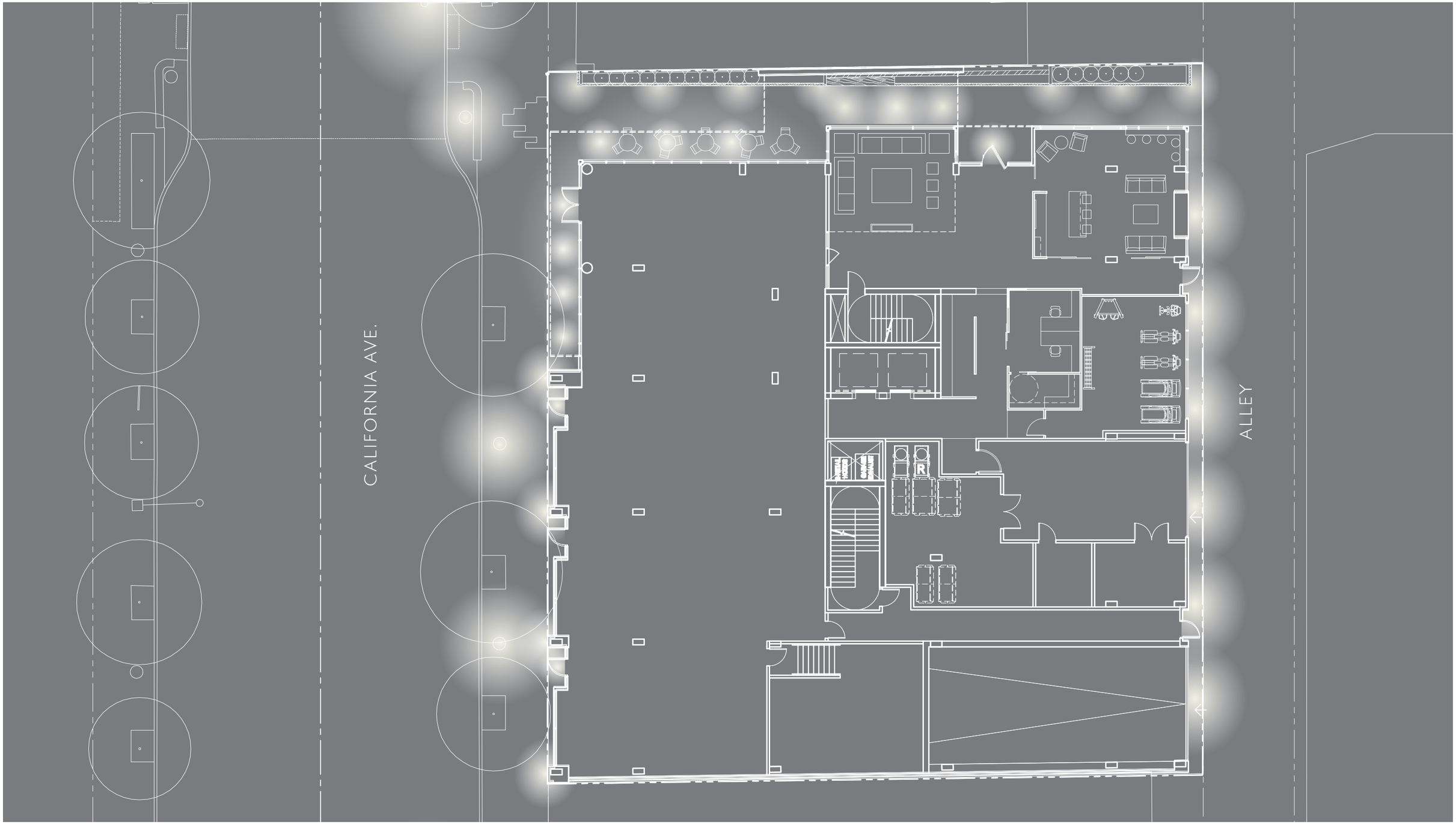

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4724 CALIFORNIA | LIGHTING PLAN

11.08.12 **46**

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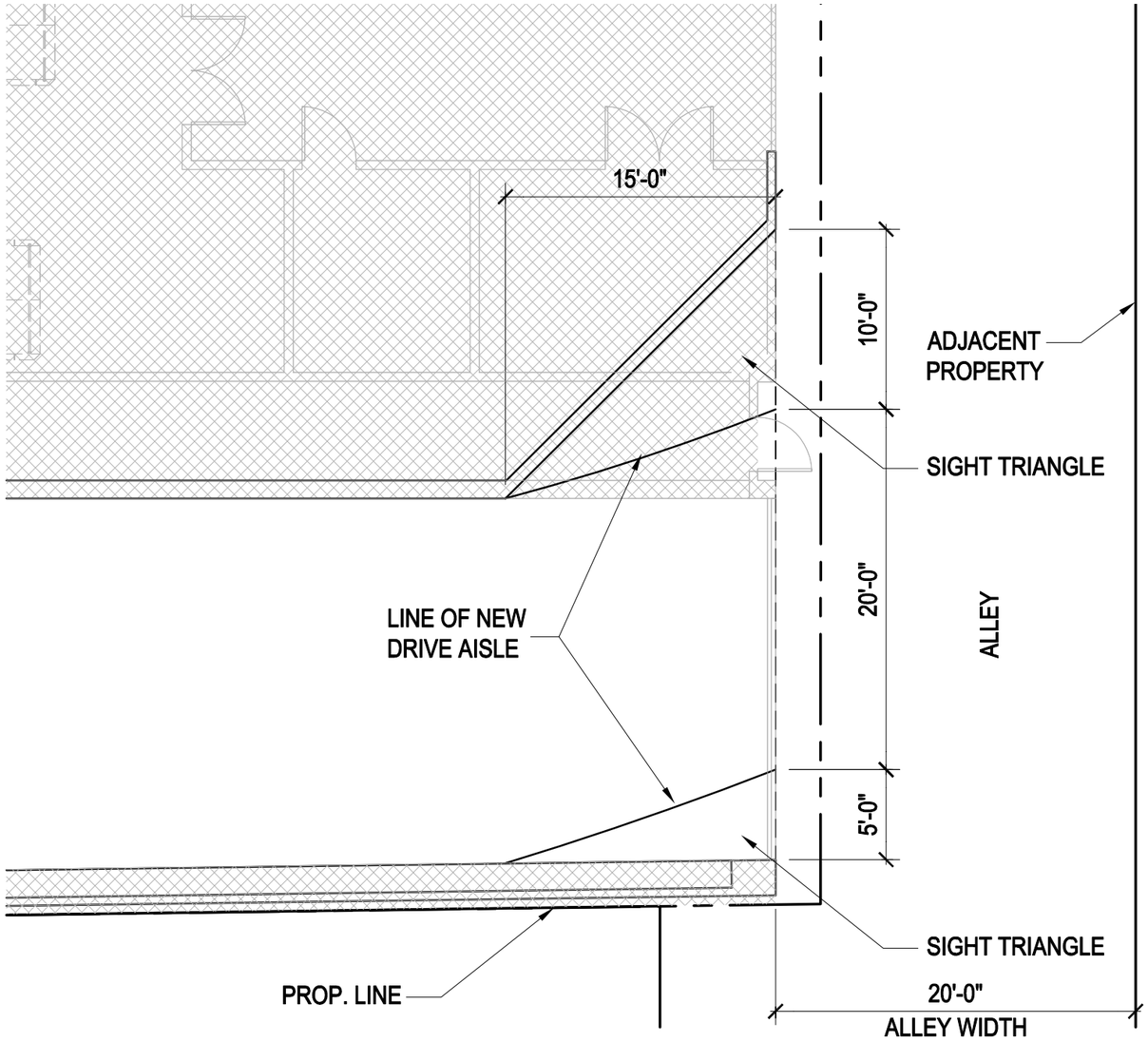
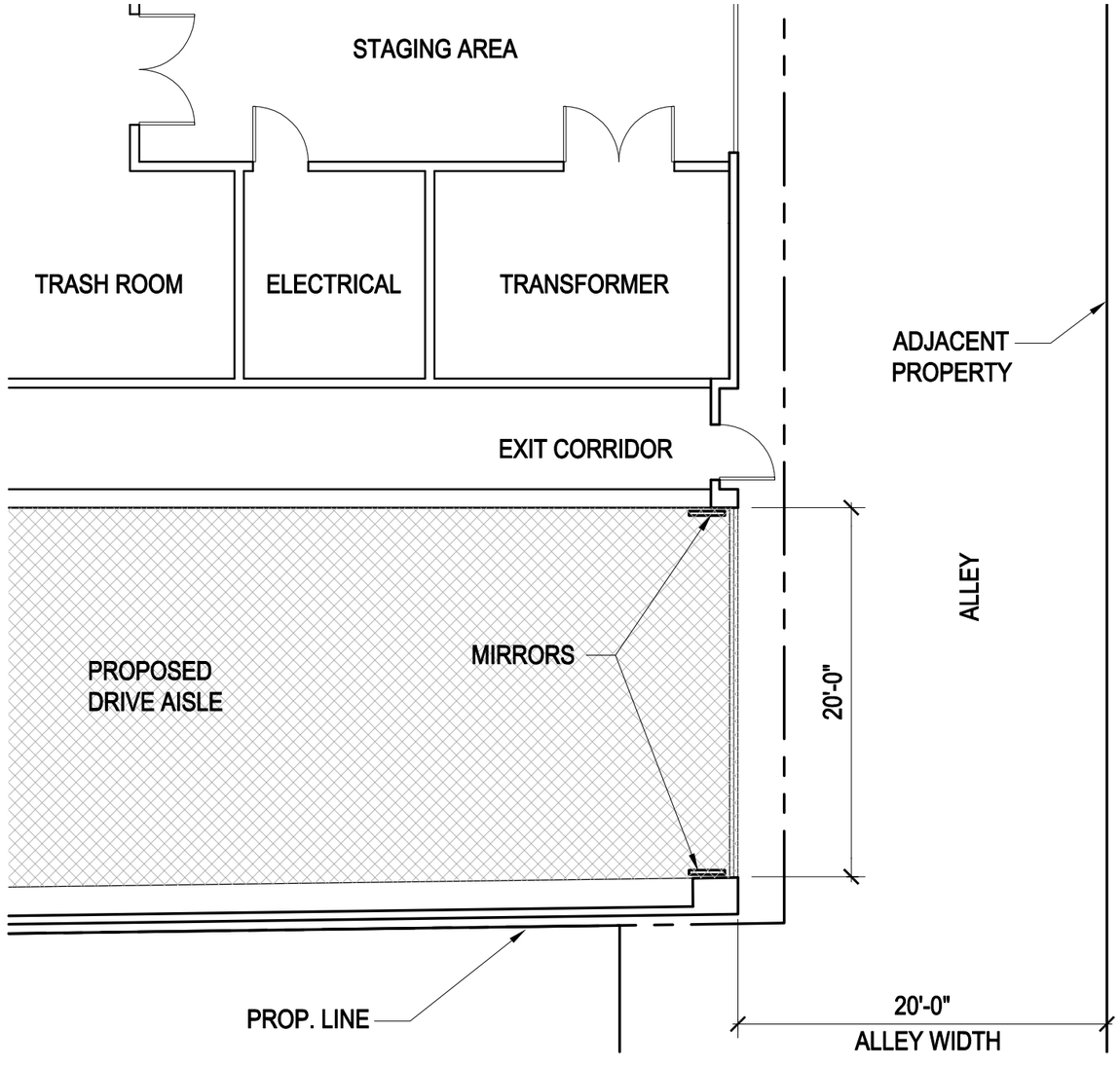
Departure Title	Code Requirement	Departure Request	Rationale for Request
Site Triangle	SMC.54.030 requires a site triangle be provided on the exit side of the parking drive at the intersection of the driveway with an easement, sidewalk, or curb intersection if there is no sidewalk.	The project proposes the use of mirrors at the garage entry to meet safety egress requirements	The small size of the site and the request by the neighborhood and design review board for multiple pedestrian activated facades, including California Avenue retail frontage, the pedestrian pass through and alley activation, required that the building plan become efficient. By locating almost all service and back of house spaces in one small area, the design team was able to incorporate these important pedestrian facades. If the sight triangle were to be required our service and back of house spaces would need to shift within the building, taking away pedestrian frontage as well as decreasing usable area on the first floor.



CODE COMPLIANT PLAN



PROPOSED PLAN

APPENDIX

ALLEY OVERHANG HEIGHT STUDY

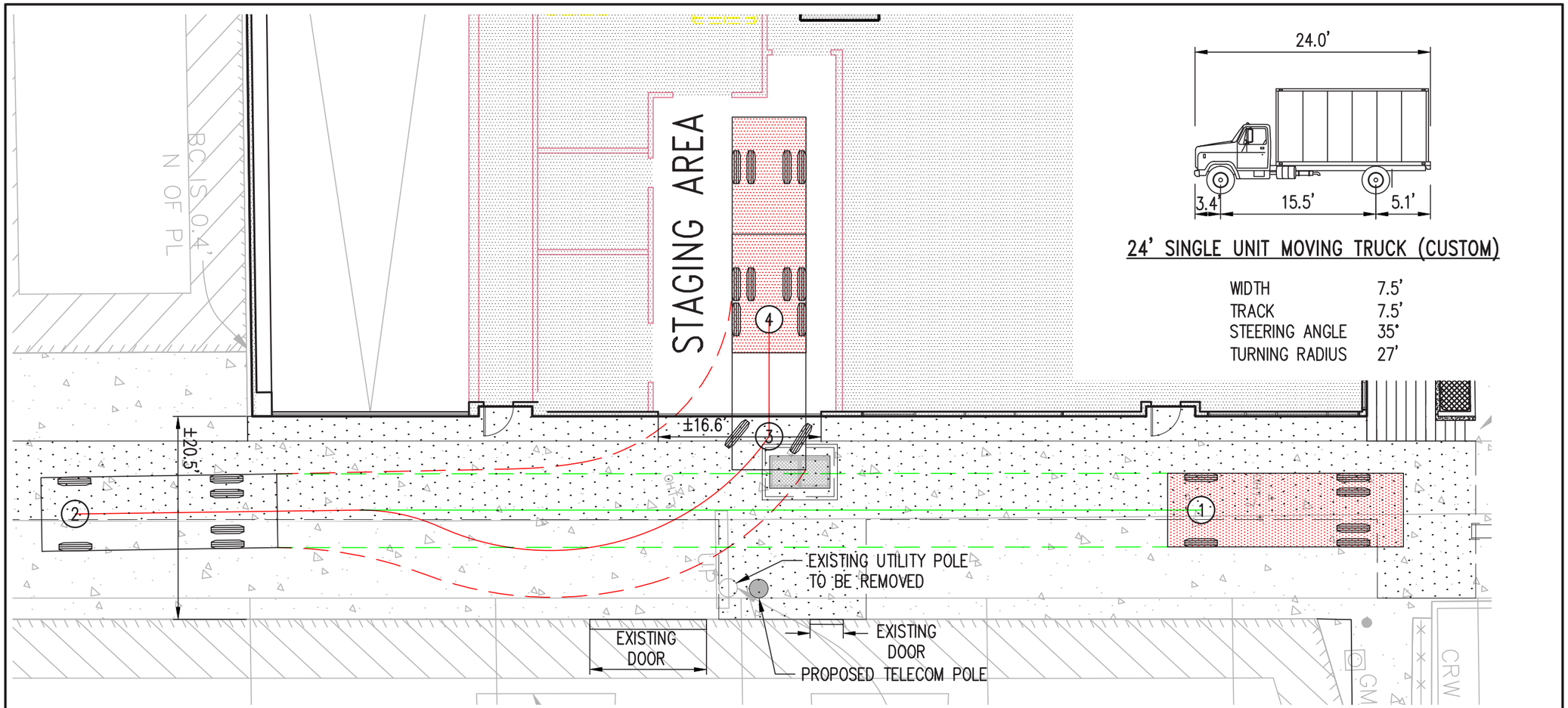
PROPOSED ALLEY CONCEPT

RAISED ALLEY CONCEPT

LIVE/WORK GLAZING STUDY AT CORNER ELEMENT

PROPOSED CONCEPT

ALTERNATE CONCEPT



24' SINGLE UNIT MOVING TRUCK (CUSTOM)

WIDTH	7.5'
TRACK	7.5'
STEERING ANGLE	35°
TURNING RADIUS	27'

LEGEND

- CENTERLINE FORWARD MOVEMENT
- SWEPT PATH EXTENTS – FORWARD MOVEMENT
- CENTERLINE REVERSE MOVEMENT
- SWEPT PATH EXTENTS – REVERSE MOVEMENT

POSITION SEQUENCE

1. HEADED SOUTH DOWN APPROX. CENTER OF ALLEY.
2. STOP. REVERSE. TURN WHEEL TO RIGHT.
3. STOP. TURN WHEEL STRAIGHT AHEAD. REVERSE.
4. STOP.

0 5 10 20

1 inch = 10 ft.

DRAWN BY SJD	DESIGNED BY SJD	
CHECKED BY JSF	APPROVED BY JSF	
DATE 10/23/2012		
J O B No. :112206	S C A L E: 1" = 10'	

kpff Consulting Engineers
1601 Fifth Avenue, Suite 1600
Seattle, Washington 98101-3665
(206) 622-5822 Fax (206) 622-8130

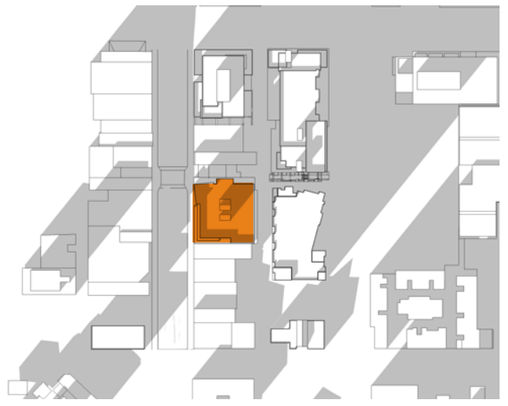
4724 CALIFORNIA – WEST SEATTLE

STAGING AREA AUTOTURN EXHIBIT

SHEET

WINTER 09:00

WINTER 12:00

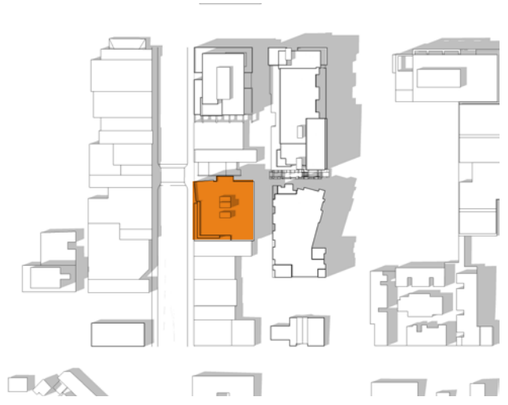


WINTER 15:00

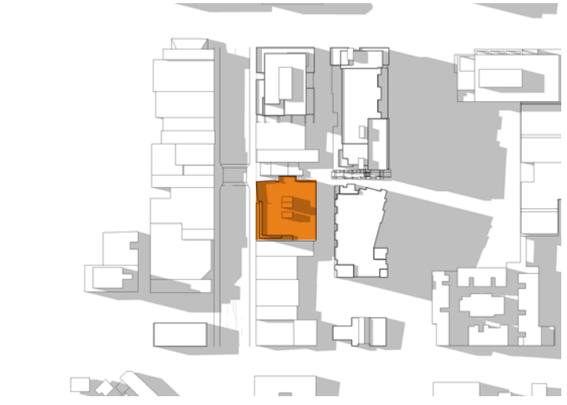
WINTER 16:00

SUMMER 09:00

SUMMER 12:00



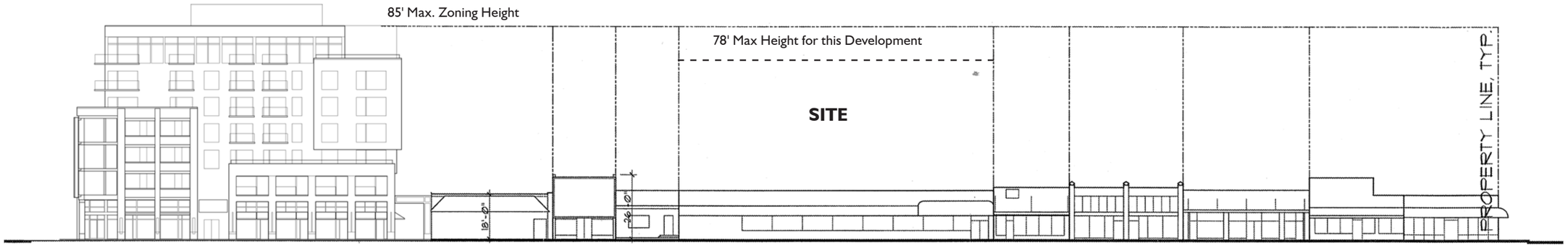
SUMMER 15:00



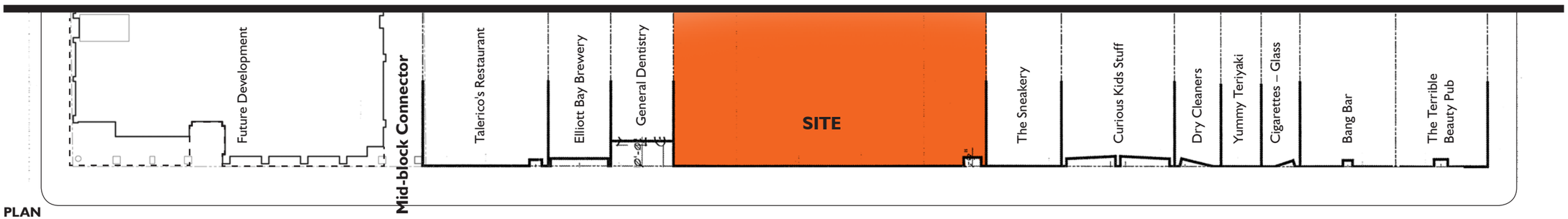
SUMMER 18:00

ELEVATION

SITE

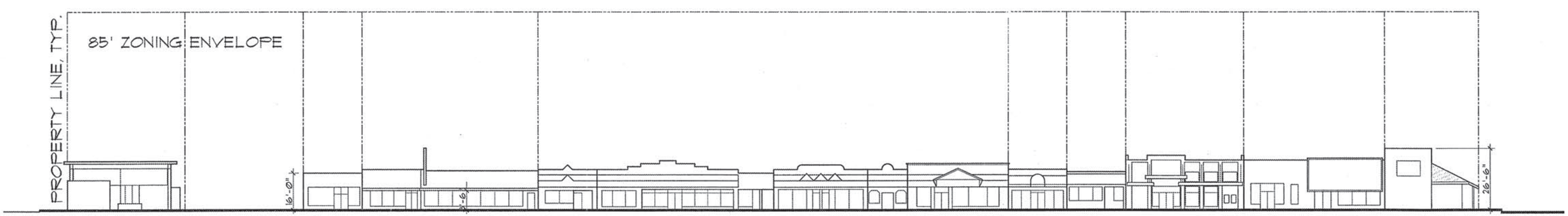


ELEVATION

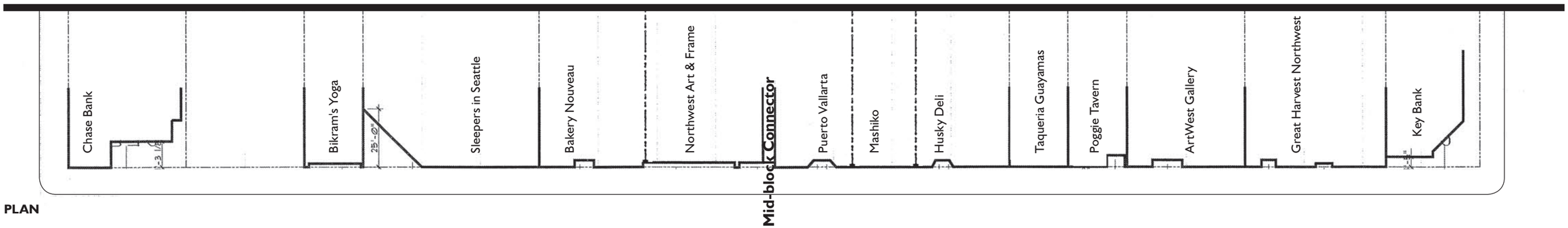


PLAN

ELEVATION



ELEVATION



PLAN