

INTRACORP ADMIRAL
3210 CALIFORNIA AVENUE SW



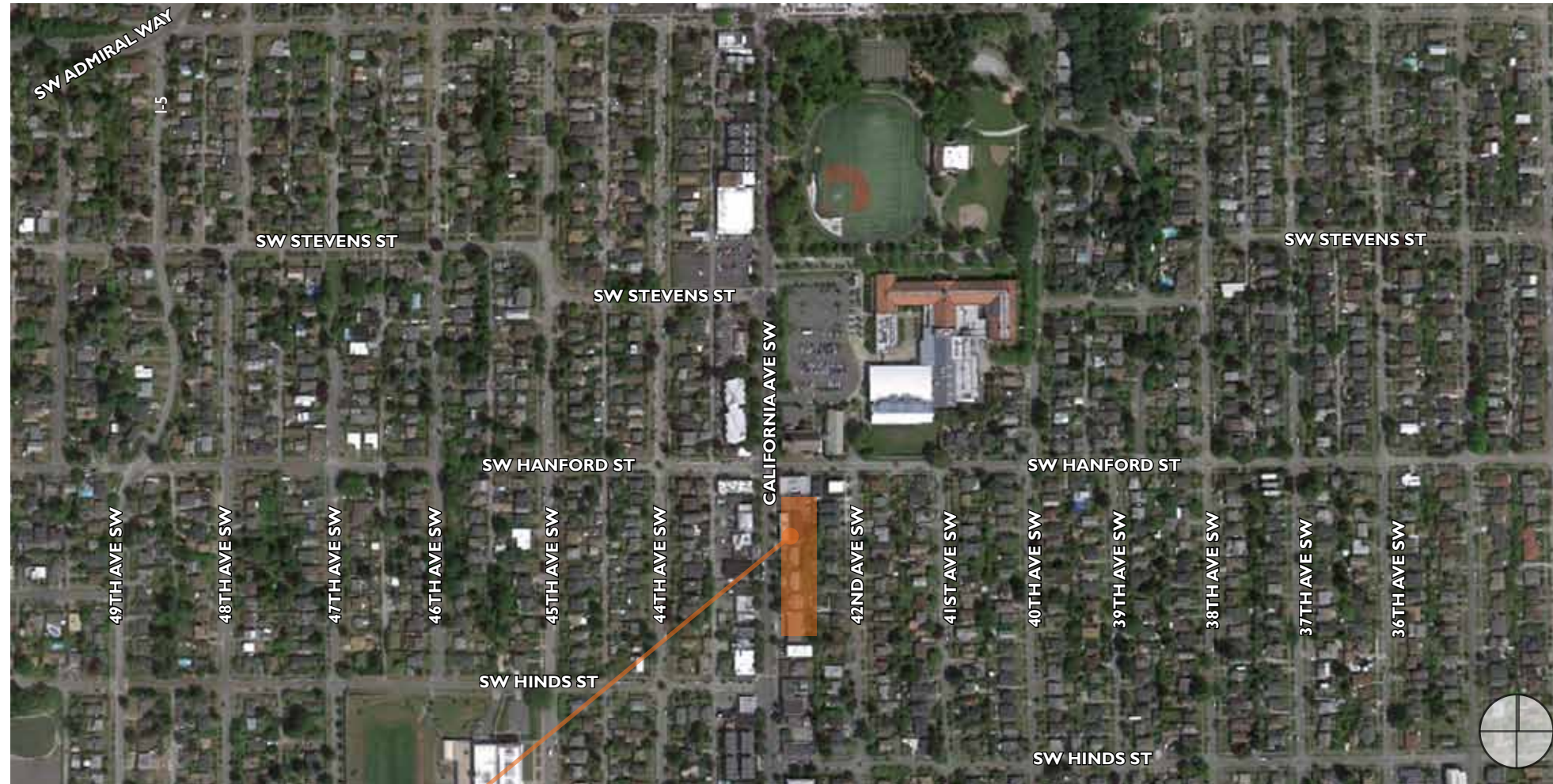
LOOKING EAST AT CALIFORNIA AVE SW

EARLY DESIGN GUIDANCE
DPD #3014176

310 First Avenue S, Suite 4S,
Seattle, WA 98104
206.933.1150
www.nkarch.com



PROJECT DESCRIPTION



SITE LOCATION

ADDRESS: 3210 California Avenue SW
 DPD PROJECT #: 3014176
 OWNER: Lis Soldano
 APPLICANT: Nicholson Kovalchick Architects
 CONTACT: Kurt Andersen

PROJECT PROGRAM

Number of Residential Units: Approximately 180
 Number of Parking Stalls: Approximately 180
 Area of Residential Uses: Approximately 124,000 sf
 Area of Live / Work: Approximately 4,000 sf
 Area of Parking Garage: Approximately 50,000 sf
 Total Area: Approximately 178,000 sf
 Total Area Above Grade: Approximately 128,000 sf

DEVELOPMENT OBJECTIVES

To create a new community that integrates itself well into the immediate context and responds to broader development patterns in West Seattle. Even though the project site has more than 400' of continuous frontage along California Ave SW, the project should be well massed and proportioned as to create a structure that is visually interesting both for pedestrians at grade and for those passing by the site in a vehicle.

The new building will preserve and enhance the existing character of the neighborhood by providing a mix of street-level commercial uses (live/work) and residential apartments. Massing of the building and articulation of the façade will serve to reinforce the contextual rhythm of the surrounding neighborhood. Street level plantings will create a pedestrian friendly environment as well as a buffer to preserving the privacy of residential dwellings.

EXISTING SITE

The existing site consists of 6 tax parcels located in midblock along California Avenue SW. Existing structures on the site consist of one and two-story

commercial buildings, apartments, and single family residential structures, which will be removed to accommodate the new construction. The site is rectangular in shape, measuring approximately 447' in length and 100' in width, with a gentle slope up from north to south (approximately 7') following California and a slope that rises quickly west to east (approximately 20-22'). Overall, there is a total grade change of more than 26' from the northwest to the southeast corner of the site. There is an exceptional Redwood tree near the east property line on an adjacent single family lot which all 3 schemes are designed to preserve.

ZONING AND OVERLAY DESIGNATION

The entire site is zoned NC2-40 and is located within the West Seattle Admiral Residential Urban Village, as are the parcels located to the north and south as well as the parcels located across California. The parcels immediately to the east of the site are zoned SF 5000.

NEIGHBORHOOD DEVELOPMENT

The project site is located within the Admiral Residential Urban Village along California Avenue SW, which is a minor arterial. The character of development along California is an eclectic mix of residential and commercial uses, comprised of low rise apartments, small scale commercial development and single family houses. West Seattle High School and the Hiawatha Playfield are located across SW Hanford Street to the north. PCC, the relatively new Safeway & Element 42 mixed-use development are approximately two blocks further north adjacent to Admiral Way. The site has a strong pedestrian character with street trees and numerous small shops, restaurants and grocery stores within walking distance of the site.

ZONING ANALYSIS



DPD ZONING MAP

PARCELS: 3016300015, 3016300025, 3016300045, 3016300060, 3016300075, 3016300085
ZONING: NC2-40
OVERLAYS: Admiral Residential Urban Village
LOT AREA: 44,692 sf

23.47A.004 PERMITTED USES (NC2-40)

- Permitted outright:
- Residential
 - Live/Work
 - Commerical Uses (Restaurants, Offices, General Sales) up to 25,000 sf

23.47A.005 STREET-LEVEL USES (NC2-40)

- Residential uses can occupy no more than 20% of the street-level, street-facing facade in NC zones on arterial streets per DR 17-2012.
- Where residential uses occur, the floor of a dwelling unit located along the street level street facing façade shall be at least 4' above or below sidewalk grade or be set back at least 10' from the sidewalk
- Live work units located on street-level street-facing facades must comply with blank façade and transparency requirements.
- Blank facade requirements apply (segments no more than 20' in width, total blank facade sements may not exceed 40% of width)
- Street-level, street facing facades must be located within 10' of the street lot line, unless wider sidewalks, plazas or other approved landscaped or open spaces are provided.
- 60% of street-facing facade between 2' and 8' above the sidewalk shall be transparent.
- Non-residential uses must be average 30' deep and no less than 15' deep.

23.47A.012 STRUCTURE HEIGHT (NC2-40)

Allowed Maximum Base Height: 40'-0"
 Maximum height w/4' increase* for non-residential use: 44'-0"
 * 4' maximum height increase is allowed with 13' floor to floor at street level non-residential use (SMC 23.47A.012.A.1.a)
 - 4' additional allowed for parapets: 48'-0"
 - 16' additional allowed for stair & elevator penthouses: 60'-0"
 Height of the structure is the difference between the highest point and the average grade level.

23.47A.013 FLOOR AREA RATIO (NC2-40)

Single-purpose: 3.0 Mixed-use: 3.25

23.86.006 STRUCTURE HEIGHT MEASUREMENT

The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level ('average grade level' means the average of the elevation of existing lot grades at the midpoints, measured horizontally, of each exterior wall of the structure or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure)

23.47A.014 SETBACK REQUIREMENTS (NC2-40)

- Front & Side Yard Setback (where not abutting residential zone): 0'
- Rear Setback (where abutting a residential zone):
 - Below 13' in height = 0'
 - Above 13' in height = 15' for building with residential use that abuts a residential zone. Add'l 1:10 setback > 40' above grade
- Additional setbacks: 5' Min distance of build opening from res. zoned lot

23.47A.024 AMENITY AREAS (NC2-40)

Required: 5% of gross floor area in residential use
 - Estimated requirement: 124,000 sf * 5% = 6,200 sf

General Requirements:

- All residents shall have access to at least one private or common amenity area
- Amenity areas shall not be enclosed
- Common amenity areas shall have a minimum dimension of 10 ft and be no less than 250 sf in size
- Private balconies and decks shall have a minimum area of 60 sf and no horizontal dimension less than 6 ft

23.47A.016 LANDSCAPING STANDARDS (NC2-40)

- Green factor score minimum 0.3 required.

23.54.015 REQUIRED PARKING (NC2-40)

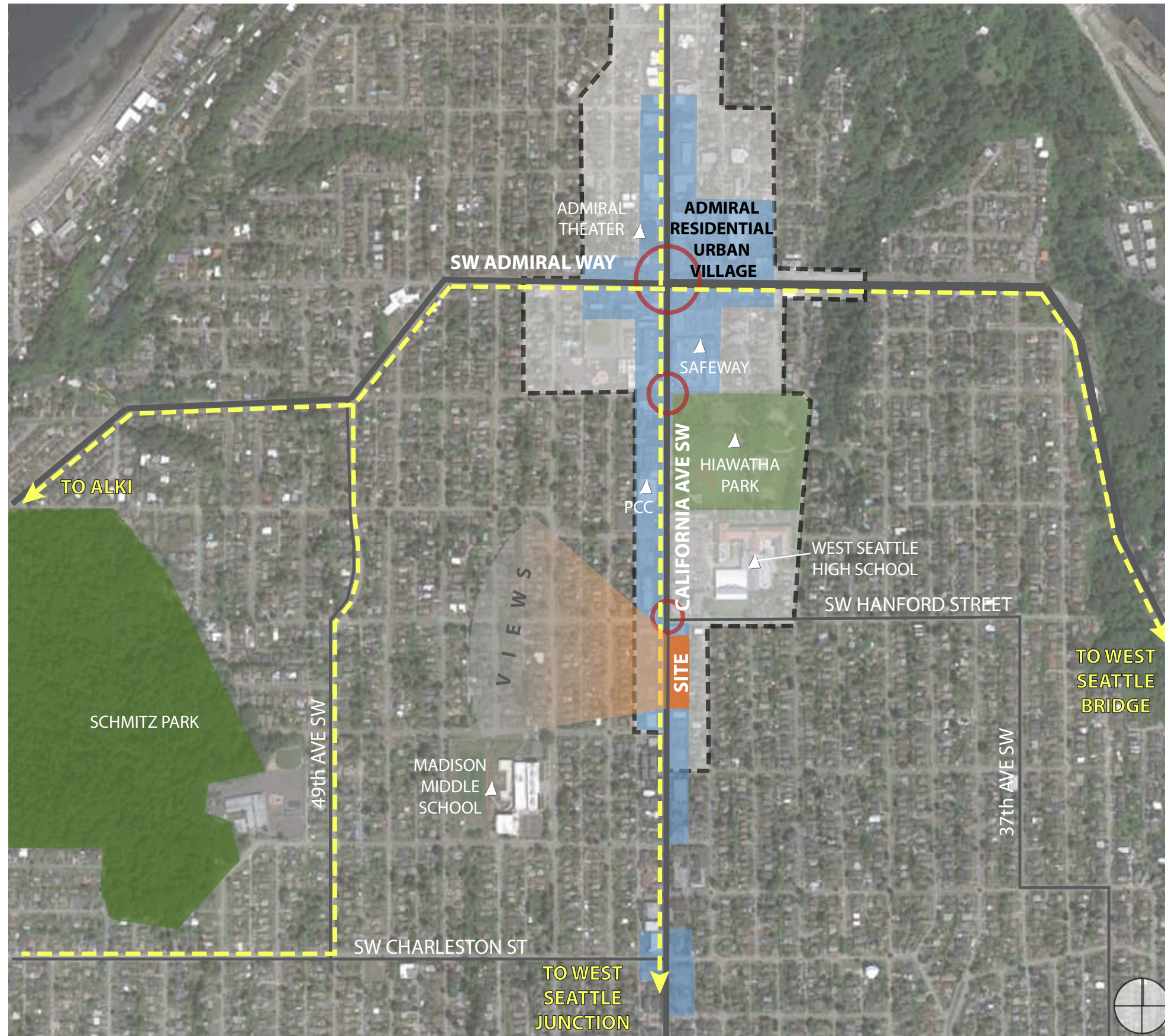
Residential Use:
 - 1 space per dwelling unit
 Live / Work Unit:
 - If ≤ 1500 sf = None (First 1500 sf exempt 23.54.015 Table A)
 - If > 1500 sf = 1 parking space for each unit
 Estimated parking requirement: Approximatly 170 stalls
 Proposed parking: Approximately 180 spaces
 Bicycle long-term parking:
 - Required: 1 per 4 units
 - Estimated requirement: 180 units/4 = 45 spaces

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS (NC2-40)

More than 100 units:
 - 575 sf, plus 4 sf for each additional unit above 100
 - Min. storage area may be reduced 15% if min. horizontal dimension is 20'
 - Estimated requirement: 575 sf + (4 sf * 80 units) = 895 sf

DEPARTURE MATRIX (OPTIONS 2 & 3 ONLY)

DEVELOPMENT STANDARD	Street-level street-facing residential facades. (SMC 23.47A.008.D.2)
REQUIREMENT	At street-level street-facing residential facades, the floor shall be at least four feet above or below sidewalk grade, or shall be set back at least ten feet from the sidewalk.
PROPOSED	IN OPTIONS 2 & 3: 1 of the 3 street-level residential units is less than 4'-0" above the sidewalk. Two of the street-level residential units meet the standard and is not included in this departure request.
PROPOSED	The affected street street-level residential units are set back at least 5'-6" from the sidewalk, and are all elevated above the sidewalk by amounts between 3'-0" and 4'-8."
DEPARTURE	To allow a combination of raising (by at least 3'-0") and settingback (by at least 5'-6") the street-facing residential units located at street-level in lieu of a singlar minimum of 4' up or 10' back.
REASON FOR DEPARTURE	In both of these options, the building massing has been moved forward on the site, toward the street, to maximize the buffer space between this proposed project and the existing single family properties to the east. Consequently, the space available for setting back the street-level residential units has been reduced. The space separating all of these units from the sidewalk will be landscaped with raised planters and private decks to effectively screen the private residential spaces from the public sidewalk. Entry stoops with privacy gates will be provided to further enhance the streetscape.
RELEVANT DESIGN REVIEW GUIDELINES	A-1 Responding to Site Characteristics A-2 Streetscape Compatability A-6 Transition Between Residence and Street C-3 Human Scale D-1 Pedestrian Open Spaces and Entrances D-7 Personal Safety and Security E-2 Landscaping to Enhance the Building and/or Site



OPPORTUNITIES AND CONSTRAINTS

SITE DIMENSIONS

The site is 447 feet long and 100 feet deep, with a long street frontage along California Avenue SW. The site is in West Seattle's vital Admiral Residential Urban Village and provides an opportunity for a mixed-use structure that activates and participates in the street life along this arterial. The ample amount of street frontage provides both a design challenge and an opportunity: how to introduce techniques to reduce the overall bulk of the project while introducing a human scale, especially at the ground floor along the street edge. In addition, the streetscape should avoid a series of rigid, repetitive elements that would appear monotonous along the long frontage.

TOPOGRAPHY

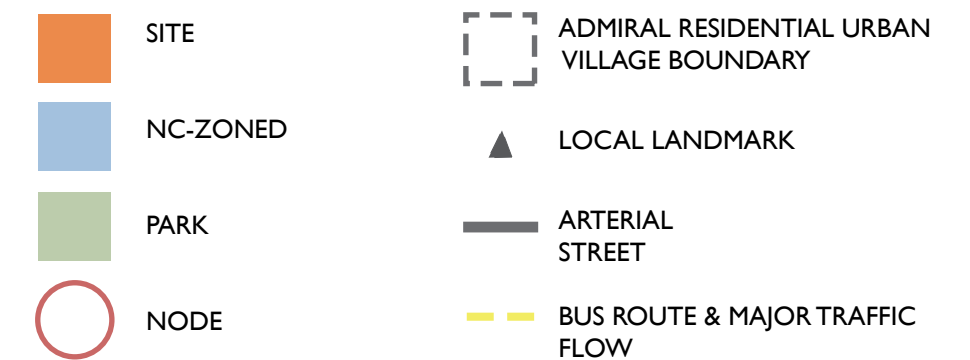
There is more than 26 feet of slope from the low point at the northwest corner of the site to the high point at the southeast corner of the site. The site rises dramatically from the street frontage to the rear property line – at most points across the site, the rear property line is 20' higher than the front property line. In addition, the site slopes approximately 7' along the California Ave SW frontage, rising uphill as one travels south. While negotiating changes in topography can pose challenges, such as creating a series of street-level spaces that align with the sidewalk, a number of positive design solutions become apparent. For instance, garage levels can be buried into the rising hillside and a variety of street-level spaces can be crafted to resolve the grade transition along California.

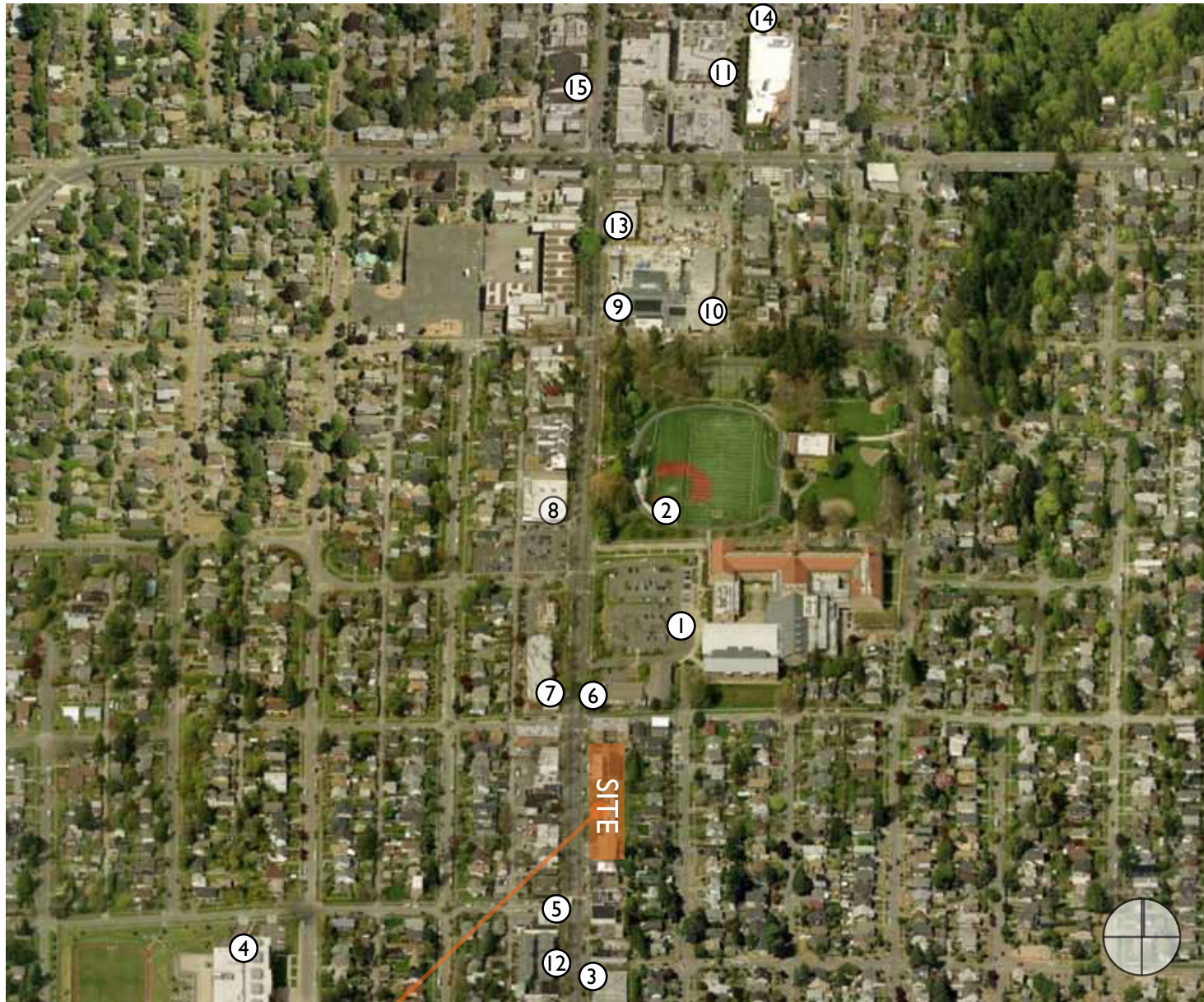
SENSE OF PLACE - NOW & IN THE FUTURE

The project will serve as a bridging element between the strong residential and commercial core of the Admiral District and the developing corridor that stretches southward along California Ave SW to the West Seattle Junction, paralleling the urban structure established by the old street car line. The proposed commercial space within the development will feature high ceilings and will be adaptable (from live/work units to future retail) should this better meet the needs of the evolving neighborhood.

TRANSITION IN ZONING

While zoned NC2-40, the site abuts a single-family zone, uphill along the rear property line. Crafting a design solution that respects the single family homes by setting back the building massing and maintaining a sense of separation and privacy will be an important aspect of the proposed project. Fortunately, the change in topography allows the project to be massed along the street edge at the lower portion of the site. The back yards of the adjacent homes will be located above the proposed rear patio spaces and an ample landscape buffer with deep planting (the garage wall has been set back from the property line to accommodate this) will aid in maintaining this separation.





SITE LOCATION



① WEST SEATTLE HIGH SCHOOL



② HIAWATHA PARK



③ SWEDISH PHYSICIANS CLINIC



④ MADISON MIDDLE SCHOOL



⑤ SPIRO'S PIZZA & PASTA



⑥ EPISCOPAL CHURCH



⑦ MULTI-FAMILY HOUSING



⑧ PCC GROCERY STORE



⑨ SAFEWAY



⑩ ELEMENT 42



⑪ ADMIRAL MIXED USE



⑫ PROST RESTAURANT



⑬ SAFEWAY STREET FRONT RETAIL



⑭ WEST SEATTLE PUBLIC LIBRARY



⑮ ADMIRAL THEATRE



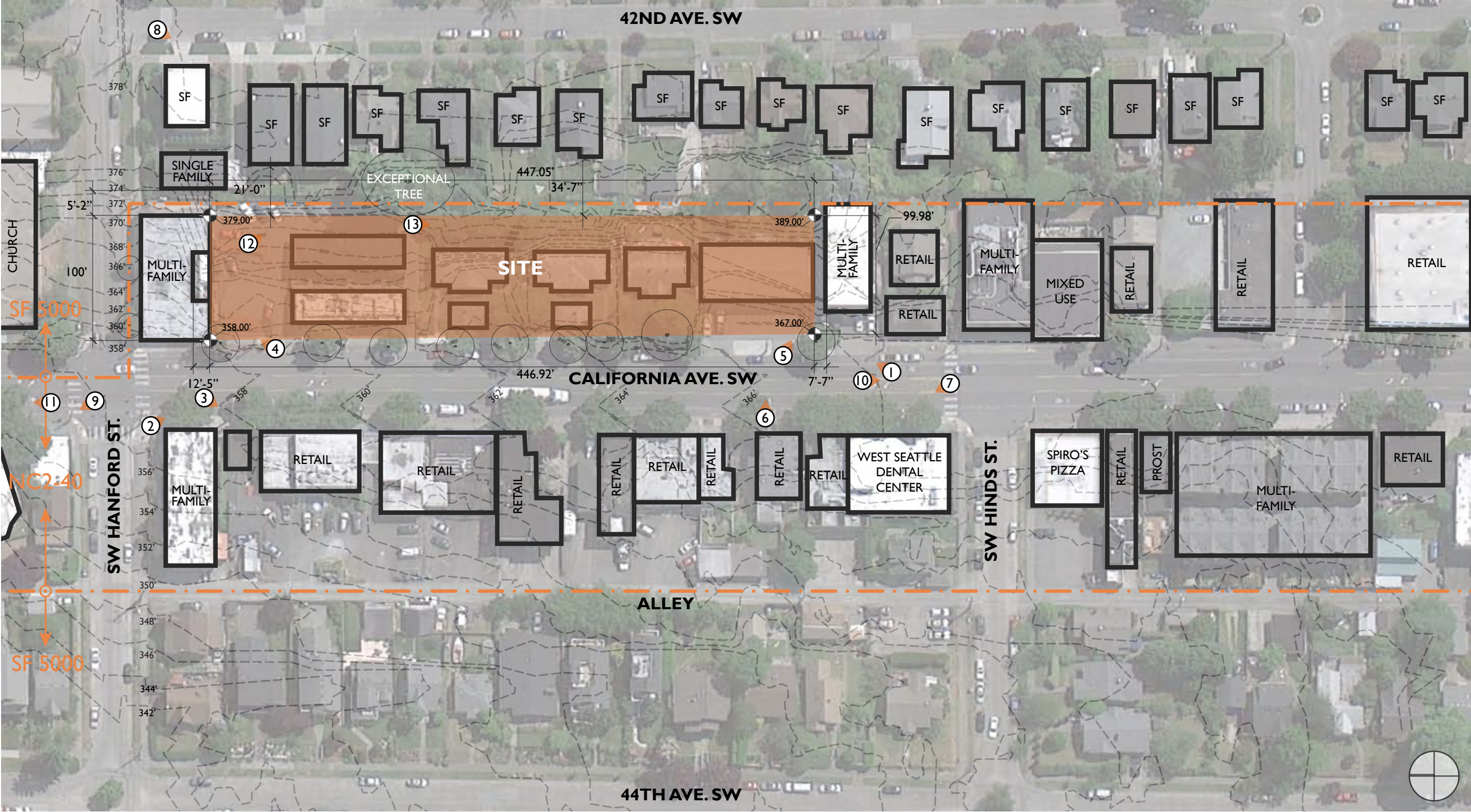
SITE CONTEXT AND DESIGN CUES

While the project site is located fully within in the boundaries of the Admiral Residential Urban Village, it is located a few blocks south of the Admiral Junction, separated by Hiawatha Park and West Seattle High School. The architectural character of the project site's immediate surroundings could be described as eclectic. This stretch of California Ave SW characterized by a mix of 4-story apartment buildings, townhomes, retail and office buildings, churches, a fast food restaurant and grocery stores. The architectural styles of these buildings vary a great deal as well - from the distinctly modern Orion Building to the early 20th-Century neo-renaissance West Seattle High School building. A number of mid-century structures immediately surround the site. The two apartment buildings immediately north and south of the site were built in 1957 and a number of the retail structures across the street were built in a mid-century modern style or altered to appear mid-century modern.

Single-family homes are located immediately behind this commercial corridor, both to the west and east, as one moves south away from the Admiral Junction. The single-family homes located adjacent to the site include everything from modern 3-story structures to one and two-story bungalows located above partial basements.

The aesthetic direction of the project would respond to the mid-century modern structures immediately surrounding the site in a complementary, but not literal, manner through the use of a warmer material palate and fenestration patterns. This would help the project bridge the eclectic architectural character of the neighborhood.

EXISTING SITE PLAN



RELEVANT DESIGN GUIDELINE PRIORITIES

A-1 RESPONDING TO SITE CHARACTERISTICS

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

- Solar Orientation: Preserving the solar exposure in Single Family zones is an important design consideration. Compose the structure's massing to enhance solar exposure for the project, minimize shadow impacts on the 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.

Response: The building sits close to the streetfront along California Ave. SW and is set back from the rear property line, which borders the residential area. Keeping the building close to the street allows for closer proximity between the sidewalk and the live / work units. This siting also serves to reduce the project's impact on the exceptional redwood and to increase the level of privacy for the neighboring homes. It also serves to lessen shadow impacts on these properties.

A-2 STREETScape COMPATIBILITY

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

Response: The existing pattern of development along California Avenue is an eclectic mix of small commercial structures, low rise multifamily apartments, and townhomes. The proposed development seeks to preserve and enhance this character by providing a mix of commercial live / work dwellings and street level apartments. The street level facades are buffered from the street with floor planes that are slightly above grade at some points. Additional buffering is provided by stepping the façade back and providing landscape screening where needed. This varied articulation of both the horizontal and vertical façade planes creates an interesting streetscape with a scale compatible with the mix of development in the area. The proposed live / work use within the development will be adaptable to retail use allowing the development to adjust to increasing patterns of commercial development along California Avenue SW.

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 preferred scheme pulls the building back from east and south property lines to pull windows back from neighboring residences and matches the adjacent courtyard to the north. Stairwells are located on the north and south sides of the building, minimizing the amount of residential use at these locations and increasing the level of privacy. Exterior patios along the eastside of



① LOOKING NORTHEAST ALONG CALIFORNIA AVE. SW



④ ADJACENT MULTI-FAMILY STRUCTURE AT NORTH PROPERTY LINE



② LOOKING SOUTHEAST ALONG CALIFORNIA AVE. SW



⑤ SOUTH PROPERTY LINE SHOWING CHANGES IN GRADE



③ LOOKING SOUTHWEST ALONG CALIFORNIA AVE. SW



⑥ ADJACENT MULTI-FAMILY STRUCTURE AT SOUTH PROPERTY LINE

the building are bounded by a low retaining wall, making them less visible to the adjacent single family homes, and providing an increased level of privacy to both the residents of the apartments and the residents of the single family homes.

A-6 TRANSITION BETWEEN RESIDENCE AND STREET

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

Response: Entries into the residential apartments along California Avenue are set back from the street and are above the existing sidewalk level. Raised planters with wide cap stones allow for informal spontaneous seating along the street and at the entrances into the units creating opportunities for social interaction. The main entry into the building is wide, pulled back from the street and again lined with raised planters which allow for informal seating and the socializing.

A-7 RESIDENTIAL OPEN SPACE

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Response: The project offers a variety of public and private open spaces. There are public areas at the entry plaza in the front of the building and the fitness area on level 2 which opens onto a patio on the east side of the building. Some of the apartments will feature private decks, and a west-facing roof deck amenity will be available to all residents of the building.

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: Parking is located below grade on two levels and is buffered from the surrounding neighborhood by street-level live / work units and residential apartments. Due to the lack of an alley, access from California Ave. SW is provided by two driveway ramps, located at the north and south ends of the building, one for each level of parking. Only the entry drives will be visible from the street, and the two curb cuts are one less than the three curb cuts allowed by code and are two fewer than the existing four curb cuts currently along the frontage.

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 sited 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 scale between anticipated development potential of the adjacent zones.

Response: In the preferred scheme, the project provides a balance between the limits of what is allowed by land use policy, and the desirable characteristics

of the neighborhood. The building utilizes part of the additional 4' of height allowed for providing 13' commercial use spaces, while at the same time setting the structure lower in the ground to stay nearly 2'-10" below the maximum allowed height. The patios along the east side are a buffer for the single family residences adjacent to the development and provide additional access to sunlight. The façade adjacent to California Avenue is opened near the middle, reducing the perceived bulk of the structure and providing more light and views for some properties to the east. Articulation of the façade further reduces the scale and creates increased visual interest along the street.

C-3 HUMAN SCALE

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

Response: The preferred design features ground level residences, which are setback from the pedestrian walk way, allowing for the creation of planting areas



⑨ LOOKING NORTHWEST ALONG CALIFORNIA AVE. SW



⑦ LOOKING NORTH WEST ALONG CALIFORNIA AVE. SW



⑩ LOOKING SOUTH ALONG CALIFORNIA AVE. SW



⑧ LOOKING SOUTHWEST ALONG 42ND AVE. SW



⑪ LOOKING NORTH ALONG CALIFORNIA AVE. SW

EXISTING SITE PLAN

that soften the pedestrian environment and reduce the scale of the street façade. Stoops to connect these units to the sidewalk and entry canopies are proposed to provide visual interest for passersby. The introduction of bays and some balconies at the upper floors reduces the scale of the massing and provides more visual interest.

D-1 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.

Response: The building entrance is located near the middle of the structure. In the preferred option, the primary entry is setback into a landscaped entry court, which distinguishes it from the rest of the street level façade. Street level residential entrances are separated from the pedestrian walkway by changes in level and raised landscape planters.

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 garage levels are located below grade, and the side walls of the building are setback and modulated even though a zero lot line is allowed by zoning. The street façade is pulled back, modulated, and punctuated with commercial and residential windows.

D-3 RETAINING WALLS

Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.

Response: There are no retaining walls along the California Ave. SW sidewalk. Retaining walls along the side and rear lot lines will be used only where necessary to stabilize existing slopes, and will be integrated into the landscape design.

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.

Response: The parking structure is below grade and allows for the creation of patios and landscaped planters on its lid, providing a wide buffer for the nearby single family homes. The only portions of the parking structure along California Avenue SW which are above grade are the vehicular entrances. The remaining

parking is separated from the pedestrian walk by ground level live / work and residential units.

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.

Response: Dumpsters, recycling and utilities are located entirely within the building and are not visible from the street.

D-7 PERSONAL SAFETY AND SECURITY

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

Response: The project enhances the safety of the neighborhood by creating a more active streetscape with improved lighting along the pedestrian walkways. The presence of street level live / work and residential uses provides the opportunity for "eyes on" surveillance.

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: The residential entries along the pedestrian walkway are setback from the street and are further separated by stairways and privacy gates. Setbacks of the building façade allow for the creation of raised planting areas which serve to screen residential windows and provide opportunities for informal seating.

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.

Response: The building façade is softened through the use of lush landscaping along the pedestrian walkways, the residential entrances and the main entry court. The streetscape features not only one planting strip along the curb but a second planting strip between the sidewalk and the building. The main building entry is setback from the street offering additional open space which is covered to provide residents protection from the elements as they gain access into the building. The large rear setback will be planted to provide screening for the single family homes to the east.



⑫ LOOKING SOUTH ALONG EAST PROPERTY LINE (EXCEPTIONAL TREE)



⑬ LOOKING SOUTH ALONG EAST PROPERTY LINE

PROJECT SITE



OPTION I (CODE COMPLIANT)

DISTINGUISHING FEATURES

- A code-compliant scheme designed to utilize the full allowable zoning envelope, including building height and rear-yard setback.
- The building massing consists of one double-loaded corridor stretching the length of the site. Units facing the rear of the building are arranged in a series of bays that alternate in proximity to the property line, with a majority of the façade set at the rear setback line.
- Approximately 185 units (including 9 live/work units fronting the sidewalk) and 155,000 GSF of heated space above grade.
- Approximately 183 parking stalls (note: live/work units <1,500 sf are not required to provide parking)
- All street-level, street-facing units are live/work without any true residential units directly at grade. Stoops from the live/work units to the sidewalk are not provided due to disabled access standards.

PROS

- 13' street-level commercial spaces are located below the podium slab, which would accommodate future conversion to a retail space.
- The building is heavily modulated along the rear façade, facing the single family zone, reducing the perceived bulk and providing some additional buffering.
- The building façade along California is modulated as well to reduce the perceived bulk of the structure. A recess in the façade allows the elevator lobby to receive natural light and views to the west.
- Residential units at LI are raised up above the sidewalk and pulled back, allowing for the creation of a landscape areas to buffer the units from traffic.
- Patios along the eastern edge of the building are located below the rear yards of the adjacent single family homes and an additional landscape buffer along the property line is proposed.

CONS

- The overall length of the structure nearly matches the length of the frontage along California Ave SW and is arranged in a singular massing.
- The structure extends to the required rear yard setback for a majority of the east-facing façade, reducing the amount of late afternoon sunlight reaching the neighbors to the east.
- While the live/work units to the south of the lobby are located close to the grade of the sidewalk, the live/work units located to the northern half of the site are more disconnected to the side walk. The ability to introduce stoops may conflict with disabled access requirements.

DEPARTURES

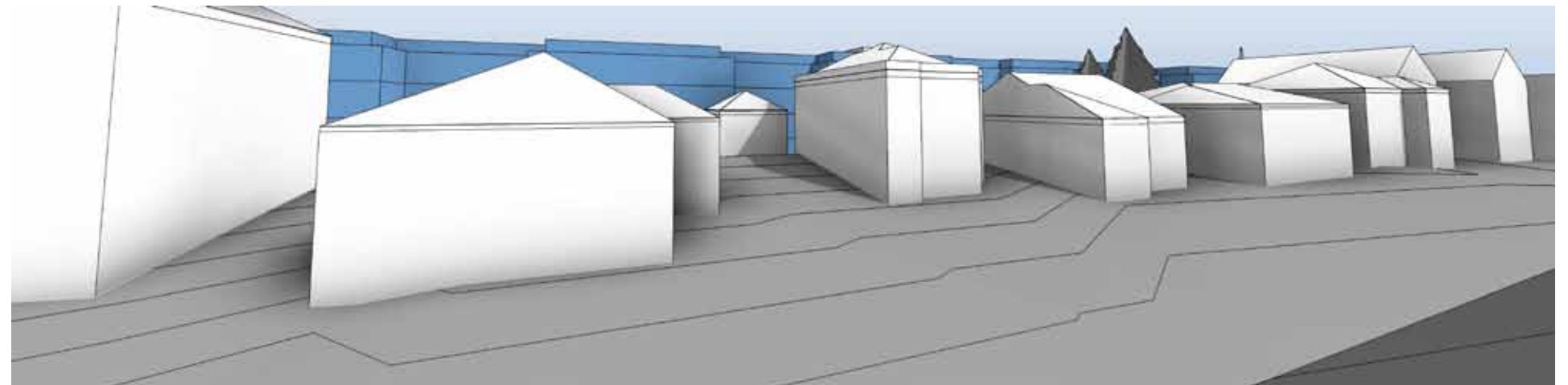
- None



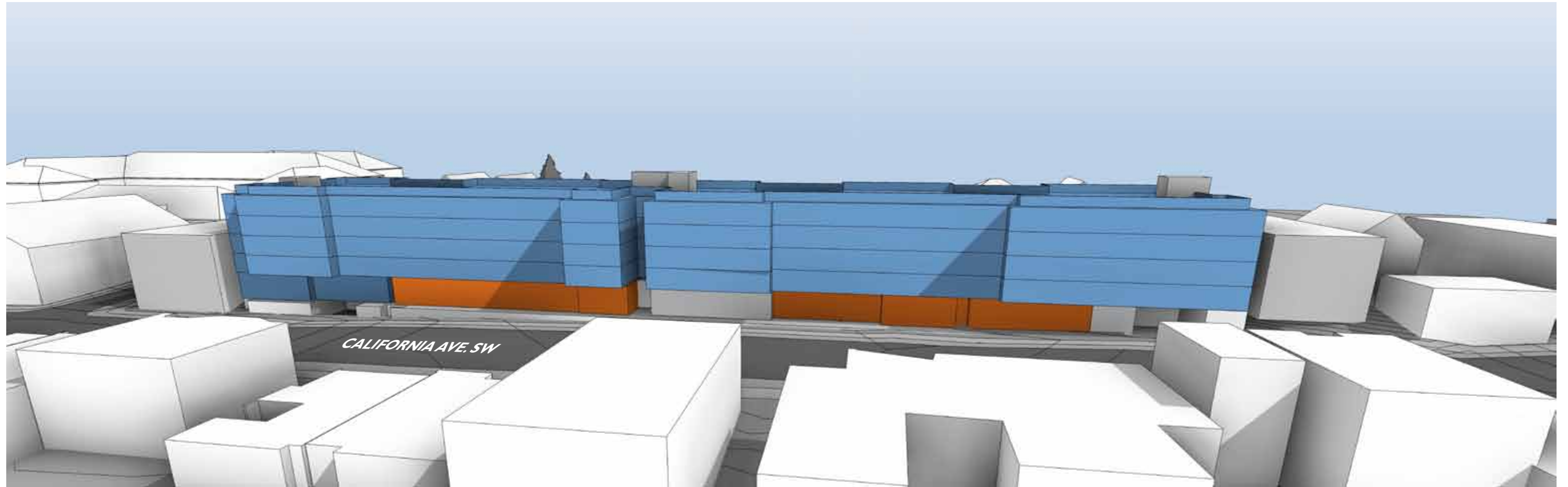
AERIAL VIEW: LOOKING NORTHEAST FROM ABOVE SITE



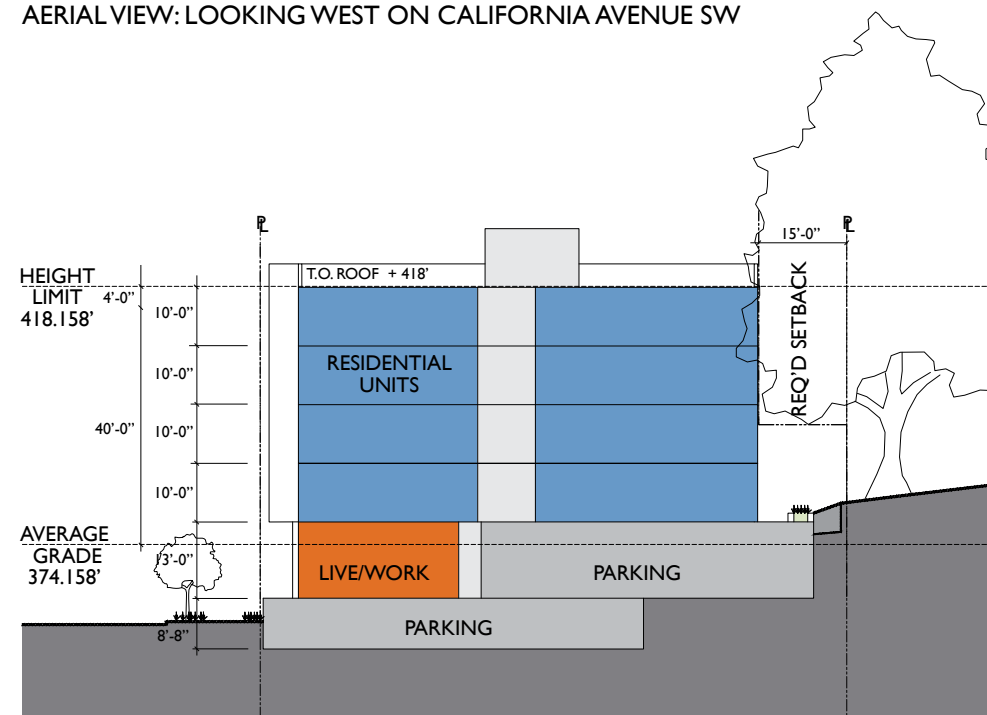
AERIAL VIEW: LOOKING SOUTHEAST FROM ABOVE SITE



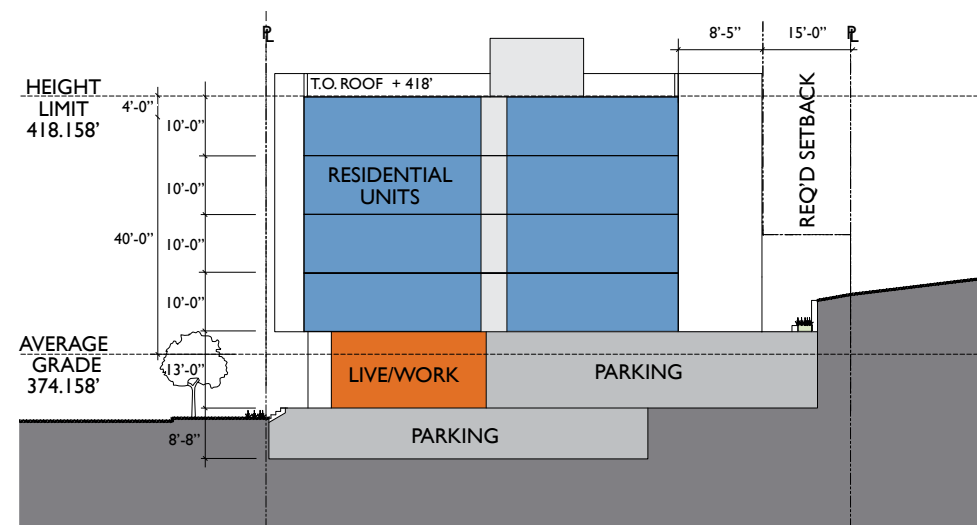
STREET VIEW: LOOKING NORTHWEST ALONG 42ND AVENUE SW



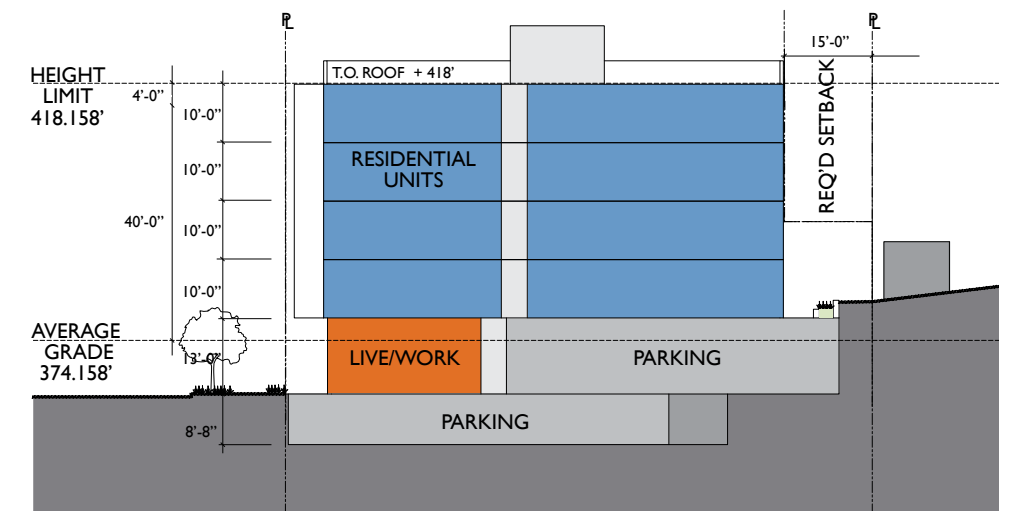
AERIAL VIEW: LOOKING WEST ON CALIFORNIA AVENUE SW



SECTION A



SECTION B

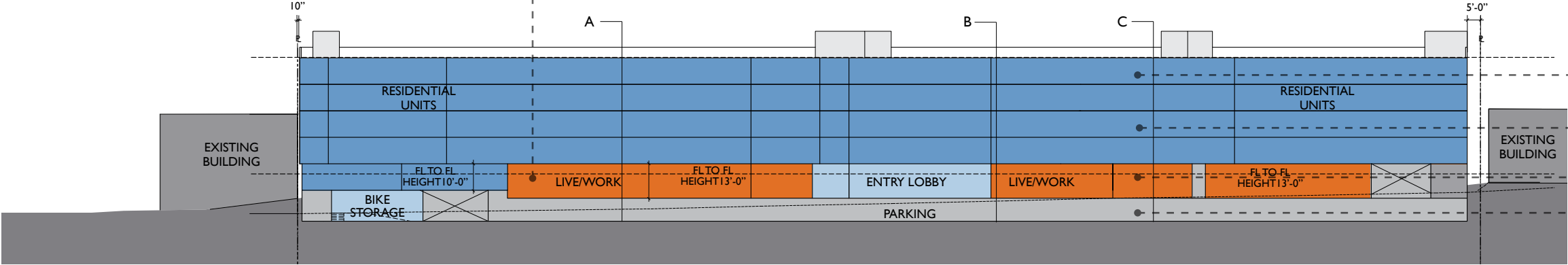


SECTION C

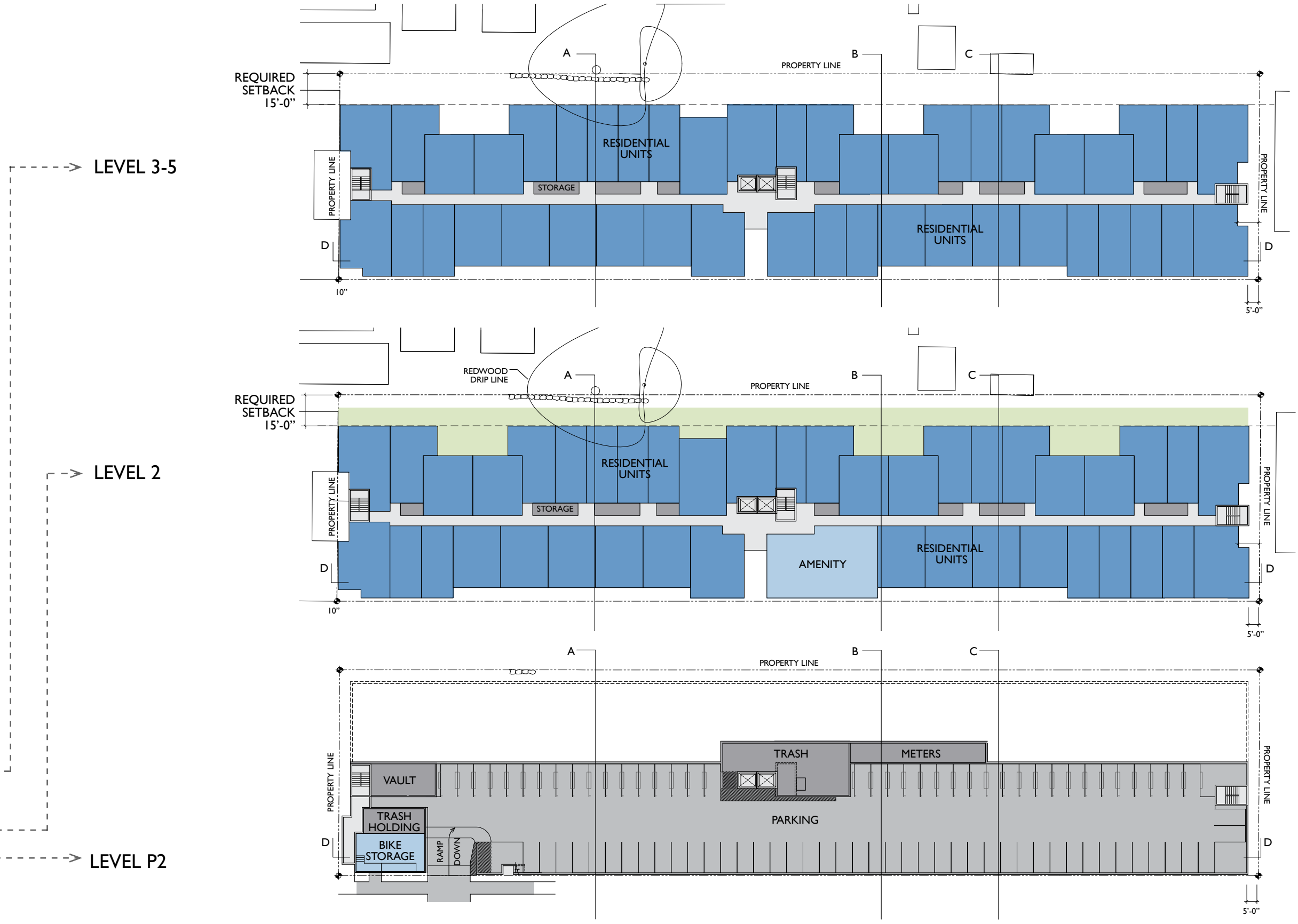
OPTION I (CODE COMPLIANT)



LEVEL P1 / 1



SECTION D



OPTION 2

DISTINGUISHING FEATURES

- The structure is massed away from the north, south and east property lines, leaving at least 20' of setback at most points around the perimeter of the building not facing the street.
- The structure height does not encroach into the additional 4' of allowable height when a 13' commercial component is provided (i.e. 40' instead of 44').
- The building massing consists of one double-loaded corridor stretching the length of the site.
- Approximately 175 units (including 8 live/work units fronting the sidewalk), 128,000 GSF of heated space above grade & approximately 183 parking stalls
- Access to the lower garage level is taken from the low-point of site, adjacent to the entry of the apartment building to the north.

PROS

- Structure does not utilize the additional 4' of height allowed by the zoning code for 13' commercial uses at grade.
- The building is pulled back from the rear property line compared to Option 1, allowing for more solar exposure to the adjacent single family homes and reducing the amount the structure encroaches into the canopy of the adjacent redwood tree.
- The north and south setbacks reduce the overall length of the upper floors slightly and provides a buffer from existing and future development.
- Patios along the eastern edge of the building are located below the rear yards of the adjacent single family homes and an additional landscape buffer along the property line is proposed.

CONS

- As a result of not utilizing the additional 4' of building height, the finished elevation of LI must be lowered to accommodate the requirement for 13' floor-to-floor heights. The live/work spaces to the south of the building lobby must be recessed below sidewalk grade by as much as 3'.
- The lowered building height also lowers the elevation of Level 2, which pushes the units at the rear of the site further into the hillside.
- The reduced building height does not create views for the single family homes to the east of the site (see exhibit on page 30)
- Even with the additional north & south side yard setbacks, the overall length of the upper floor massing is still close to 400' in length.
- The access to the lower garage is located next to the entry to the apartment building to the north.

DEPARTURES

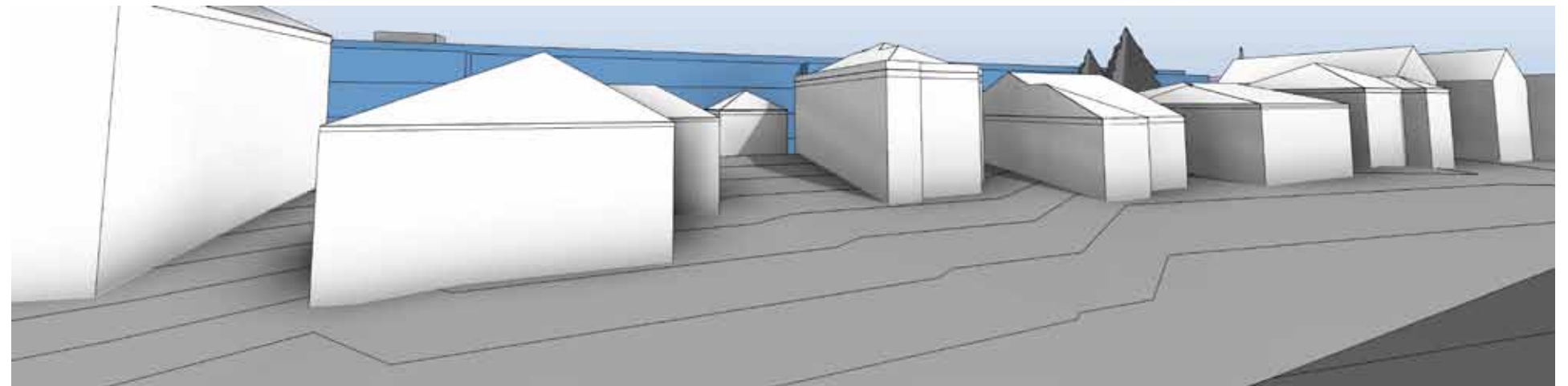
- 1 street-level residential unit does not meet the requirement for being setback 10' or raised 4' above the sidewalk (see Departure Matrix on Page 3).



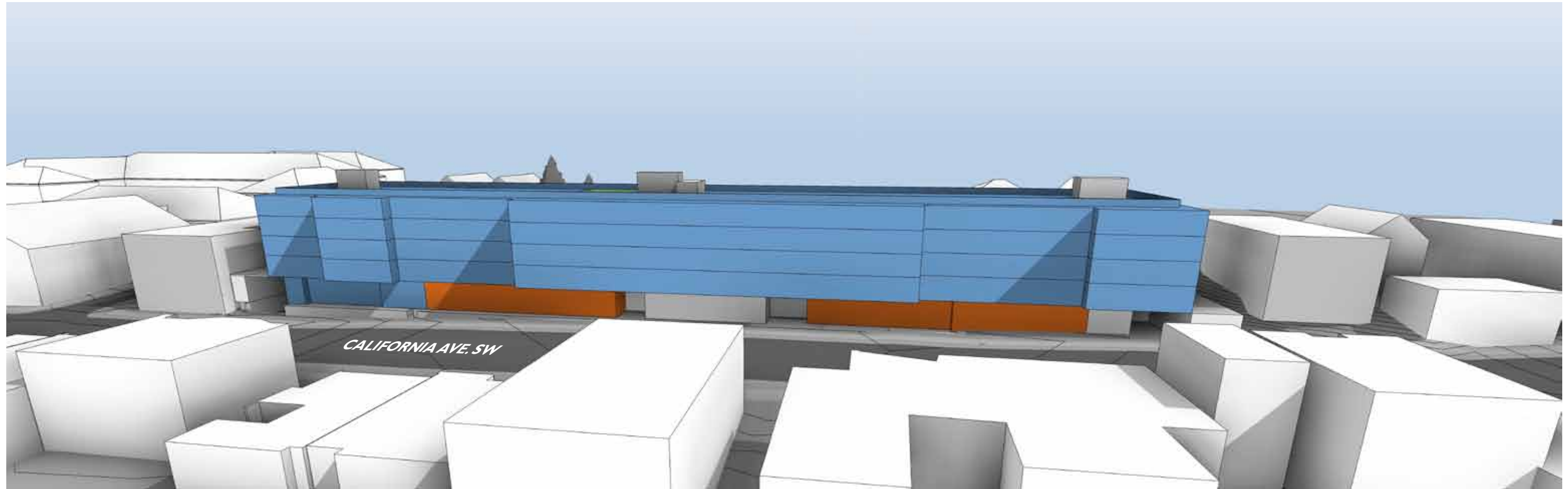
AERIAL VIEW: LOOKING NORTHEAST FROM ABOVE SITE



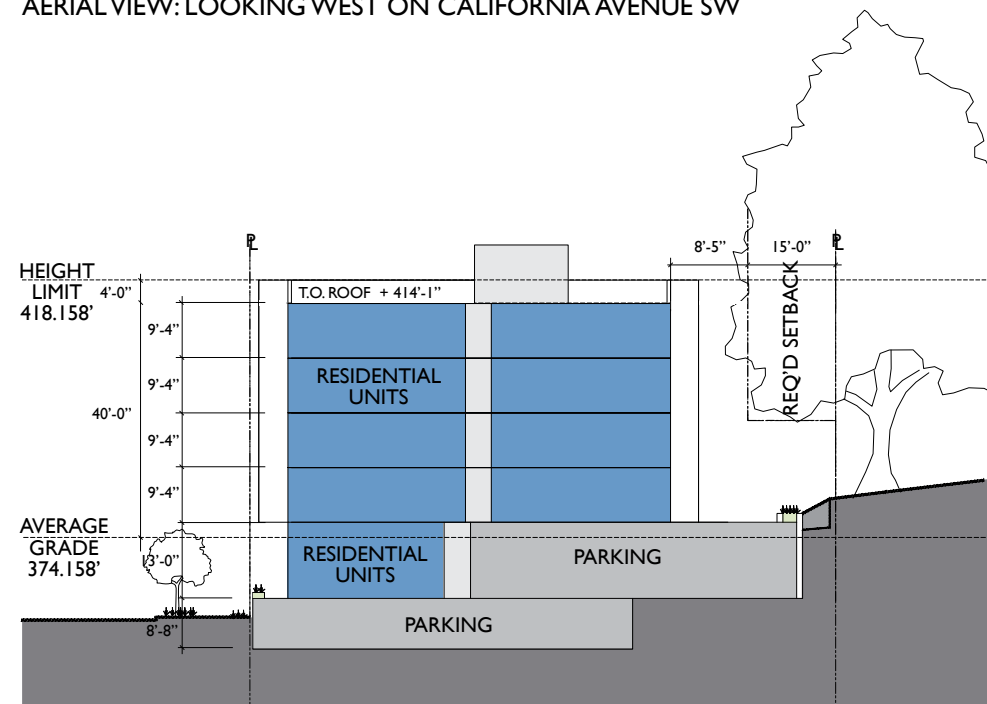
AERIAL VIEW: LOOKING SOUTHEAST FROM ABOVE SITE



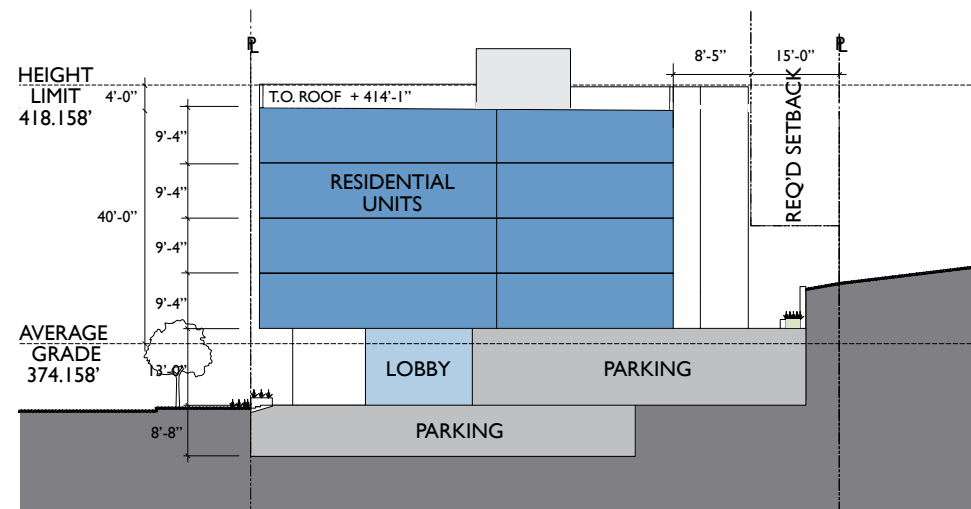
STREET VIEW: LOOKING NORTHWEST ALONG 42ND AVENUE SW



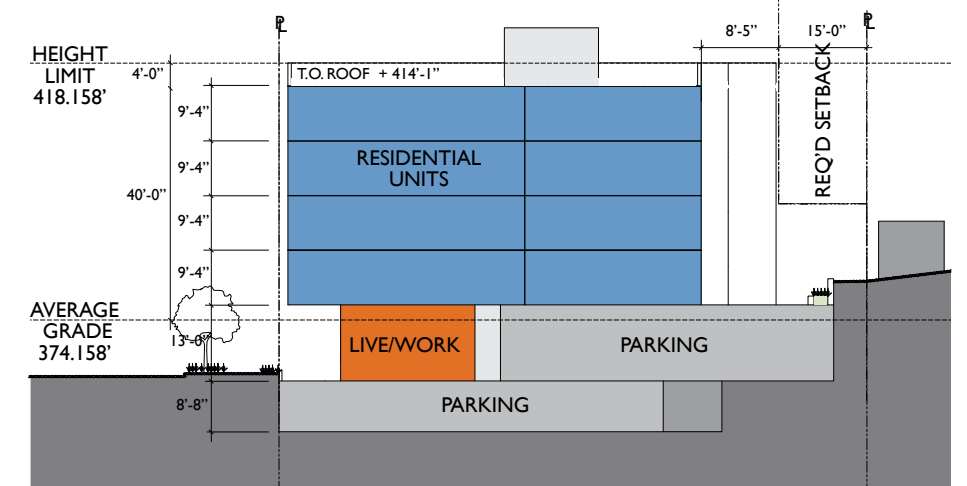
AERIAL VIEW: LOOKING WEST ON CALIFORNIA AVENUE SW



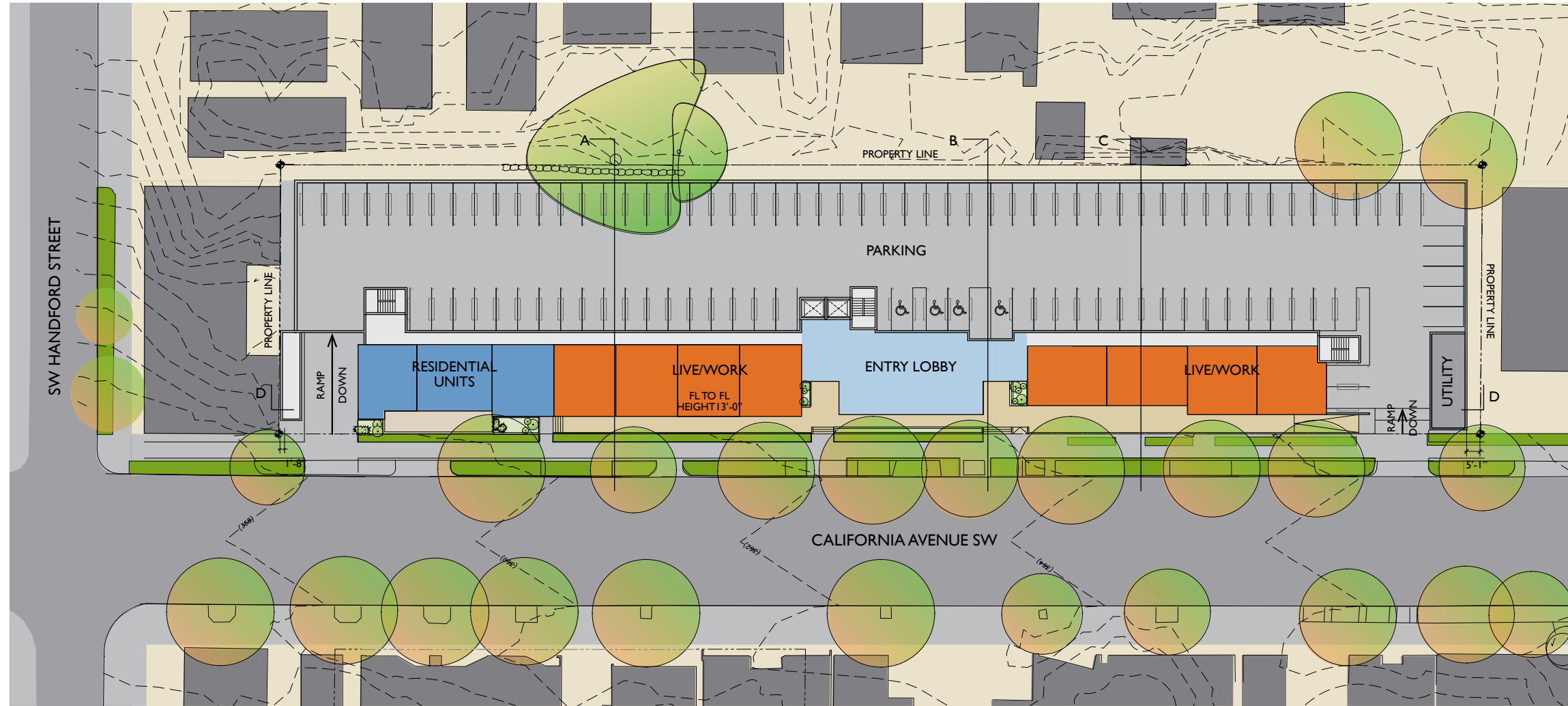
SECTION A



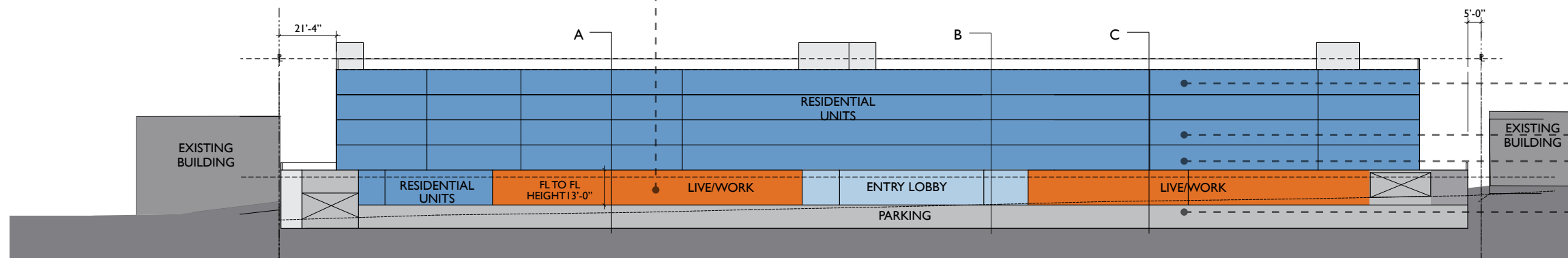
SECTION B



SECTION C



LEVEL P1 / I ←



SECTION D



OPTION 3 (PREFERRED)

DISTINGUISHING FEATURES

- The structure is massed away from the east property line (an additional 8'-6" on average beyond the required 15' setback) and the upper floors are separated by a courtyard at Level 2 to create the appearance of 2 separate buildings.
- The break is carried down to the ground floor to create an entry courtyard off California.
- The building only utilizes part of the additional 4' of structure height for providing a 13' floor-to-floor commercial component.
- Approximately 177 units (including 6 live/work units fronting the sidewalk), 128,000 GSF of heated space above grade & approximately 190 parking stalls.
- A variety of street-level uses are provided, including live/work units and true residential units with entry stoops from the sidewalk.

PROS

- With the break in the upper floors, the project appears to be massed as two separate buildings, reducing the overall appearance of bulk and scale.
- The break allows for double the number of corner units. The building corners can be articulated to further break down the appearance of bulk and scale.
- The structure is approximately 2'9" below the allowable height limit.
- The additional rear yard setback allows for more solar exposure to the adjacent single family homes and reducing the amount the structure encroaches into the canopy of the adjacent redwood tree.
- The entry courtyard provides a sense of relief and a visual break for pedestrians.
- The live/work units to the south of the entry courtyard align with the grade of the sidewalk and can easily be converted into a retail use in the future.
- Patios along the eastern edge of the building are located below the rear yards of the adjacent single family homes and an additional landscape buffer along the property line is proposed.

CONS

- The floor to floor heights are reduced from 10' in Option 1 to 9'-4" in this option.
- Splitting the upper floors requires additional elevators, exit stairs and trash chutes & rooms.

REQUESTED DEPARTURES

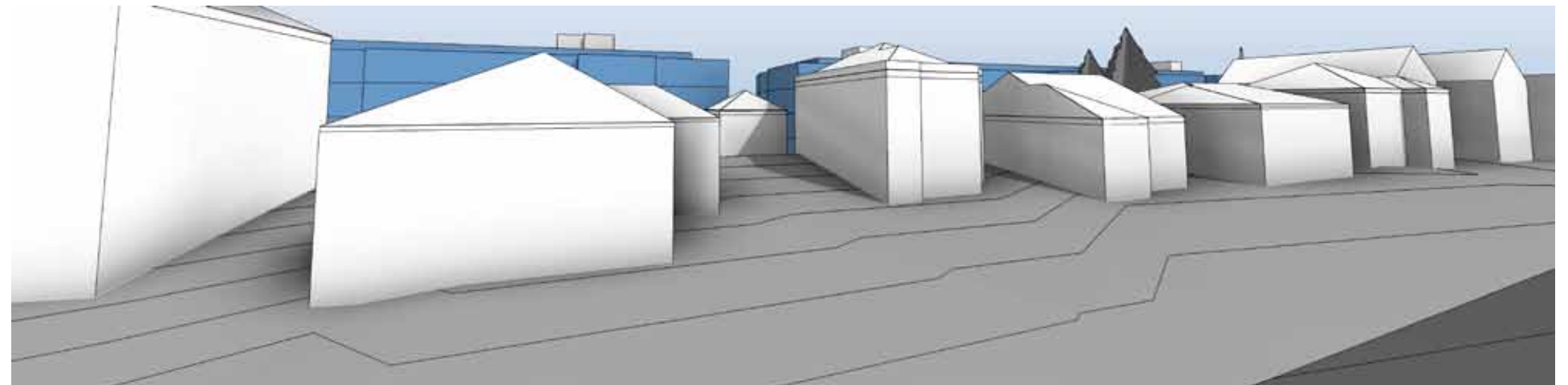
- 1 street-level residential unit does not meet the requirement for being setback 10' or raised 4' above the sidewalk (see Departure Matrix on Page 3)



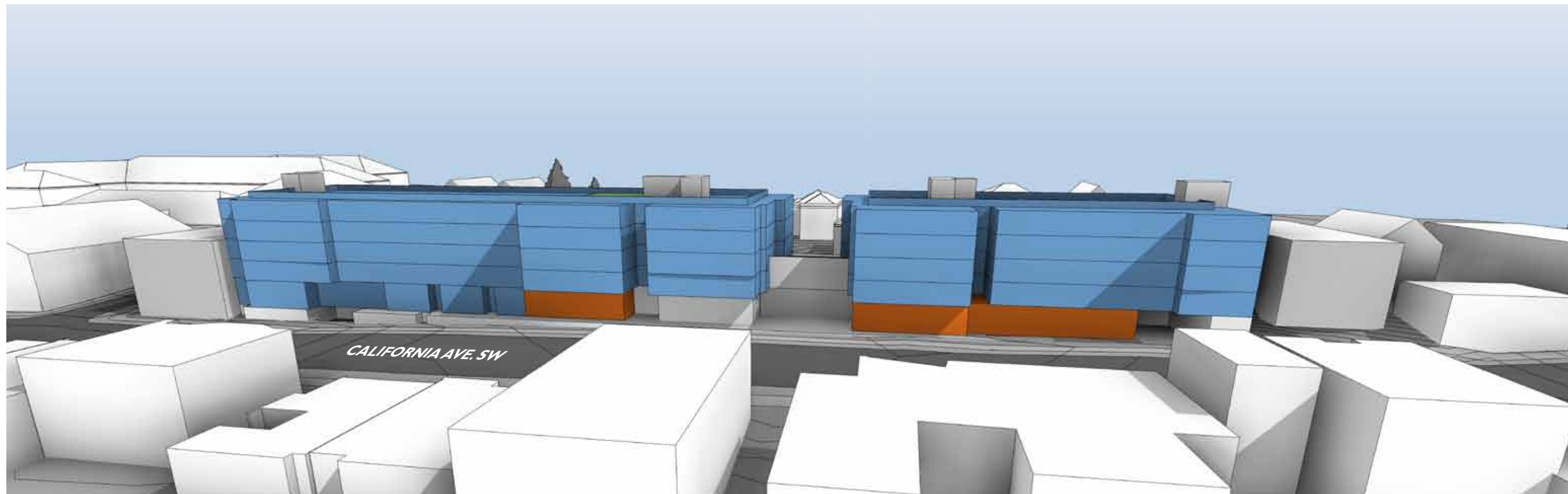
AERIAL VIEW: LOOKING NORTHEAST FROM ABOVE SITE



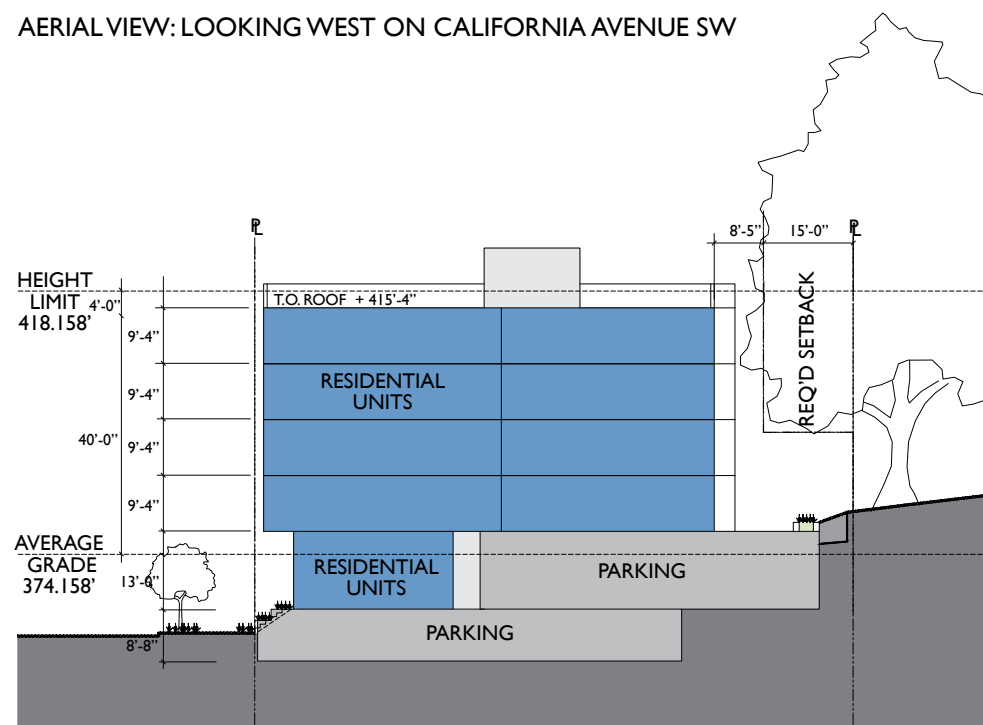
AERIAL VIEW: LOOKING SOUTHEAST FROM ABOVE SITE



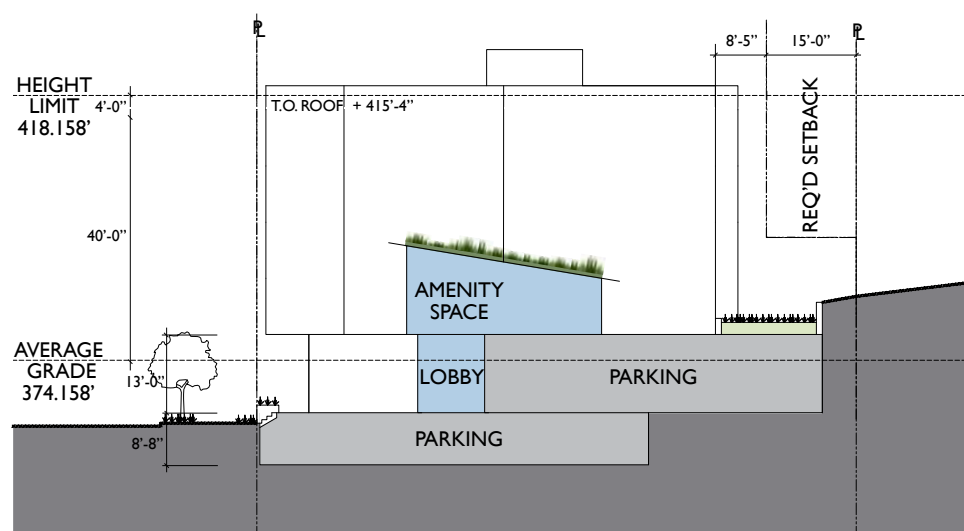
STREET VIEW: LOOKING NORTHWEST ALONG 42ND AVENUE SW



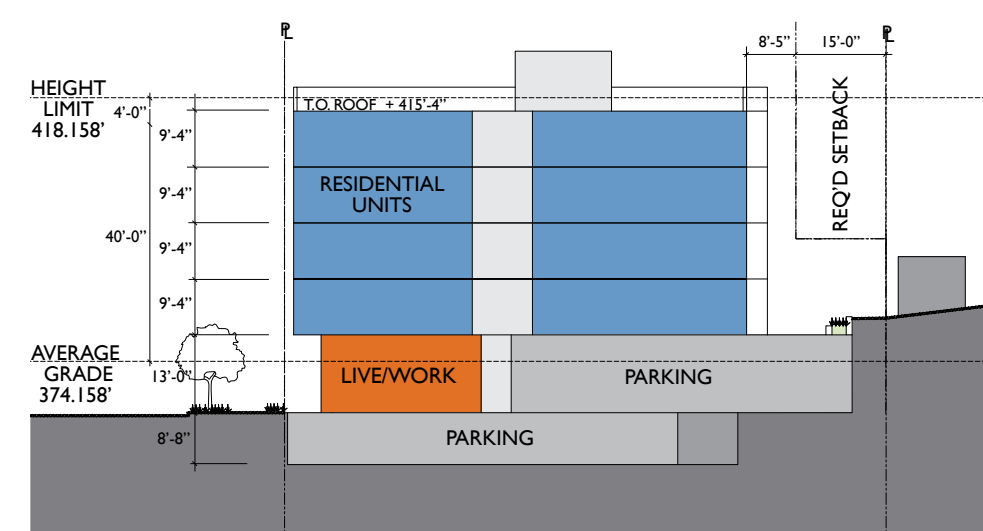
AERIAL VIEW: LOOKING WEST ON CALIFORNIA AVENUE SW



SECTION A

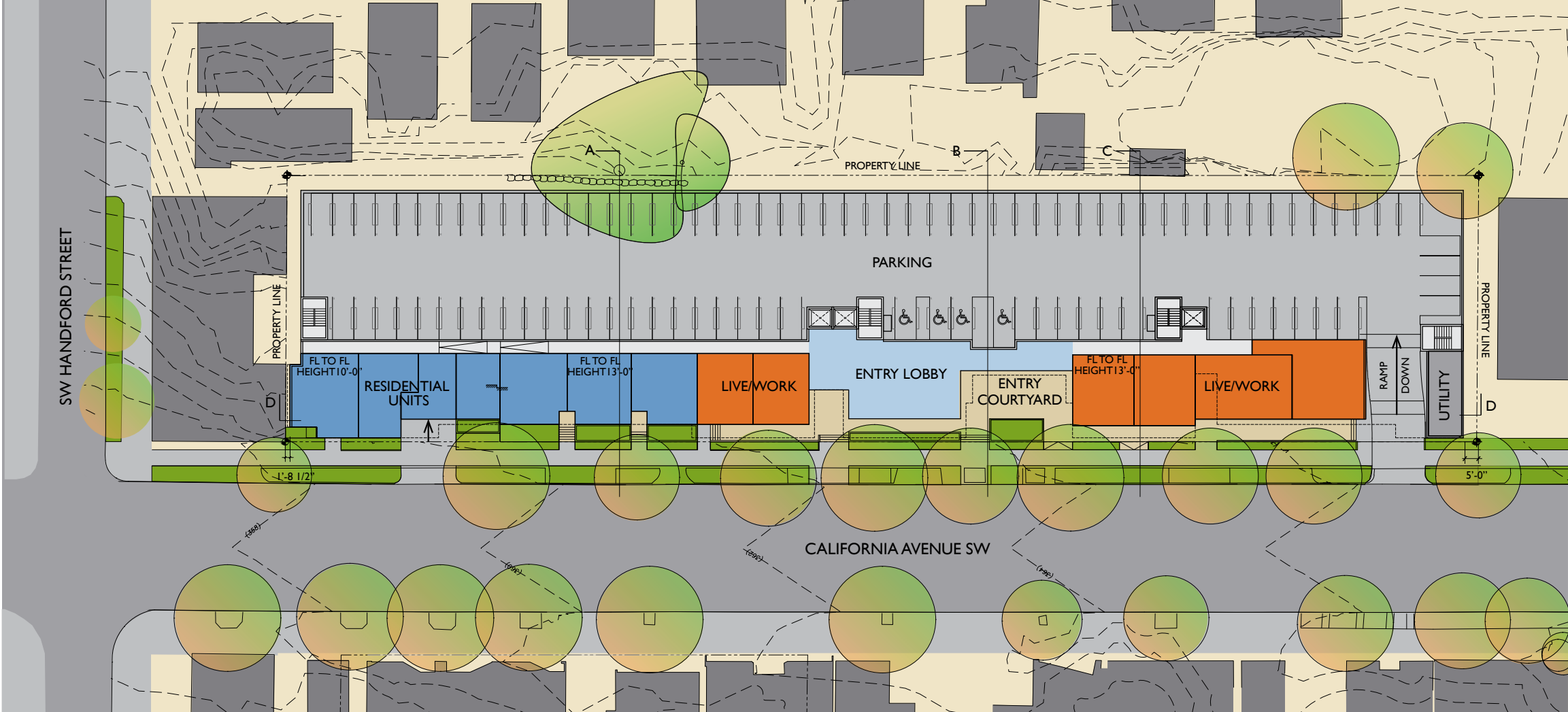


SECTION B

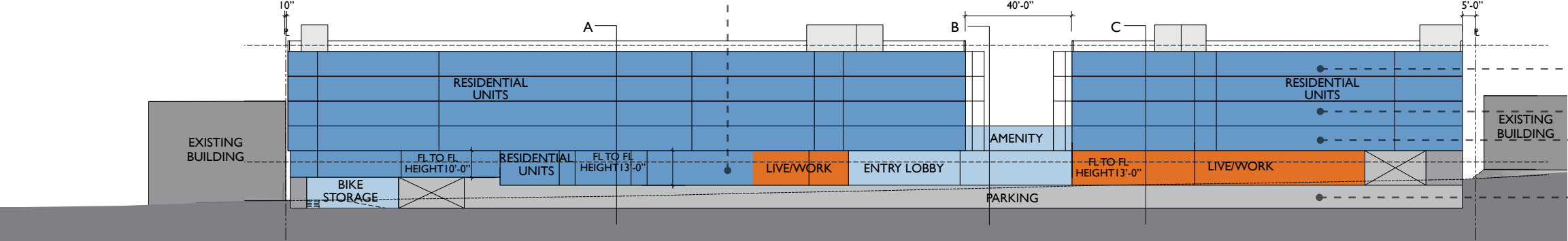


SECTION C

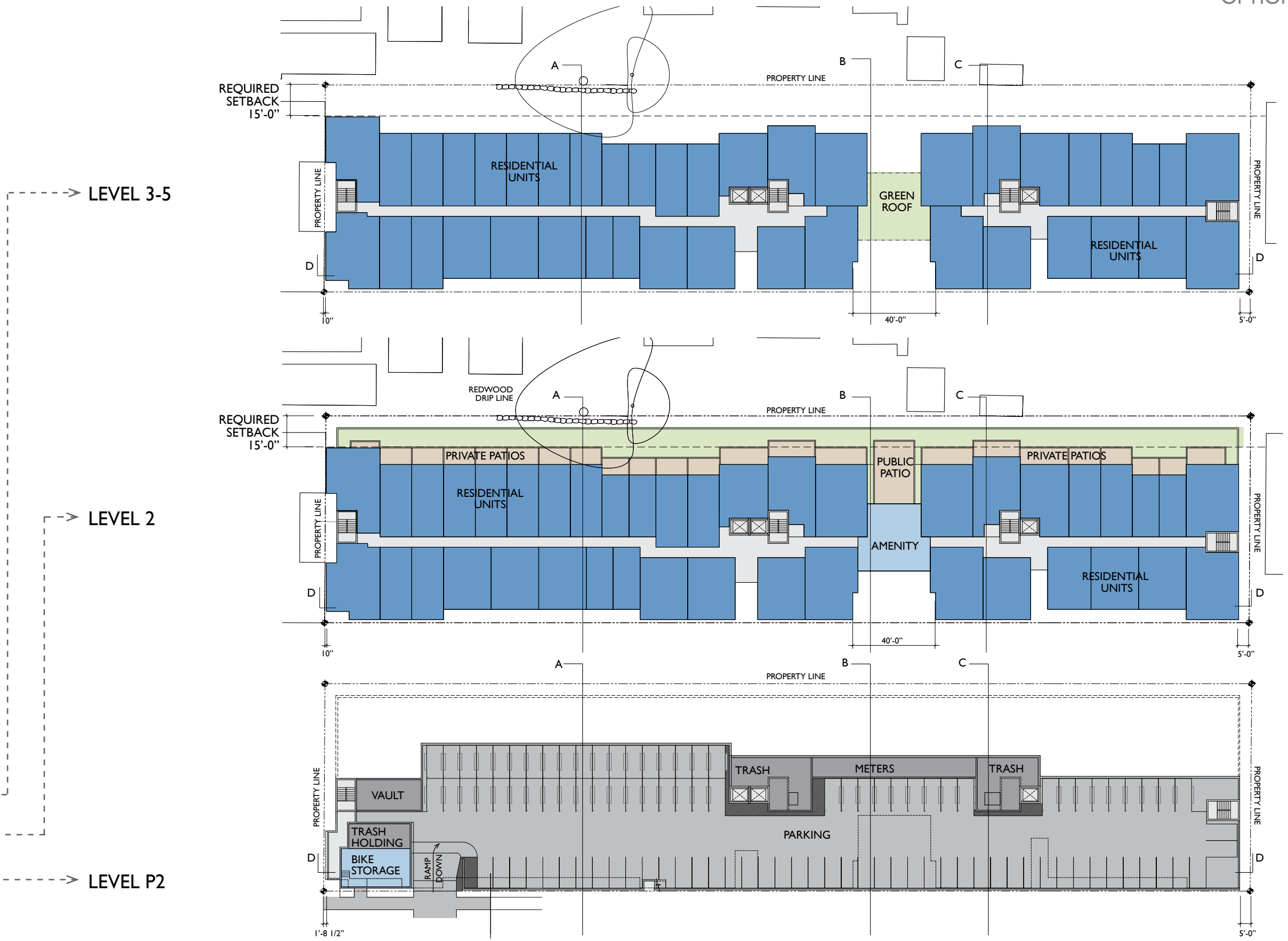
OPTION 3 (PREFERRED)



LEVEL P1 / 1



SECTION D



CHARACTER SKETCHES

The street façade along California features a combination of street level residences and commercial live / work spaces. The residential dwellings are stepped back and raised above the street providing an enhanced degree of privacy for tenants while maintaining some connection and interaction with the street.

Live /Work units offer accessible street access and commercial store fronts, while at the same time, being setback slightly from the street providing some privacy for the residents.

The entry courtyard features a break in the building, which creates the opportunity for a green roof, visible from the adjacent residential dwellings to the east, and a reduction in the horizontal mass of the structure into two separate residential elements.



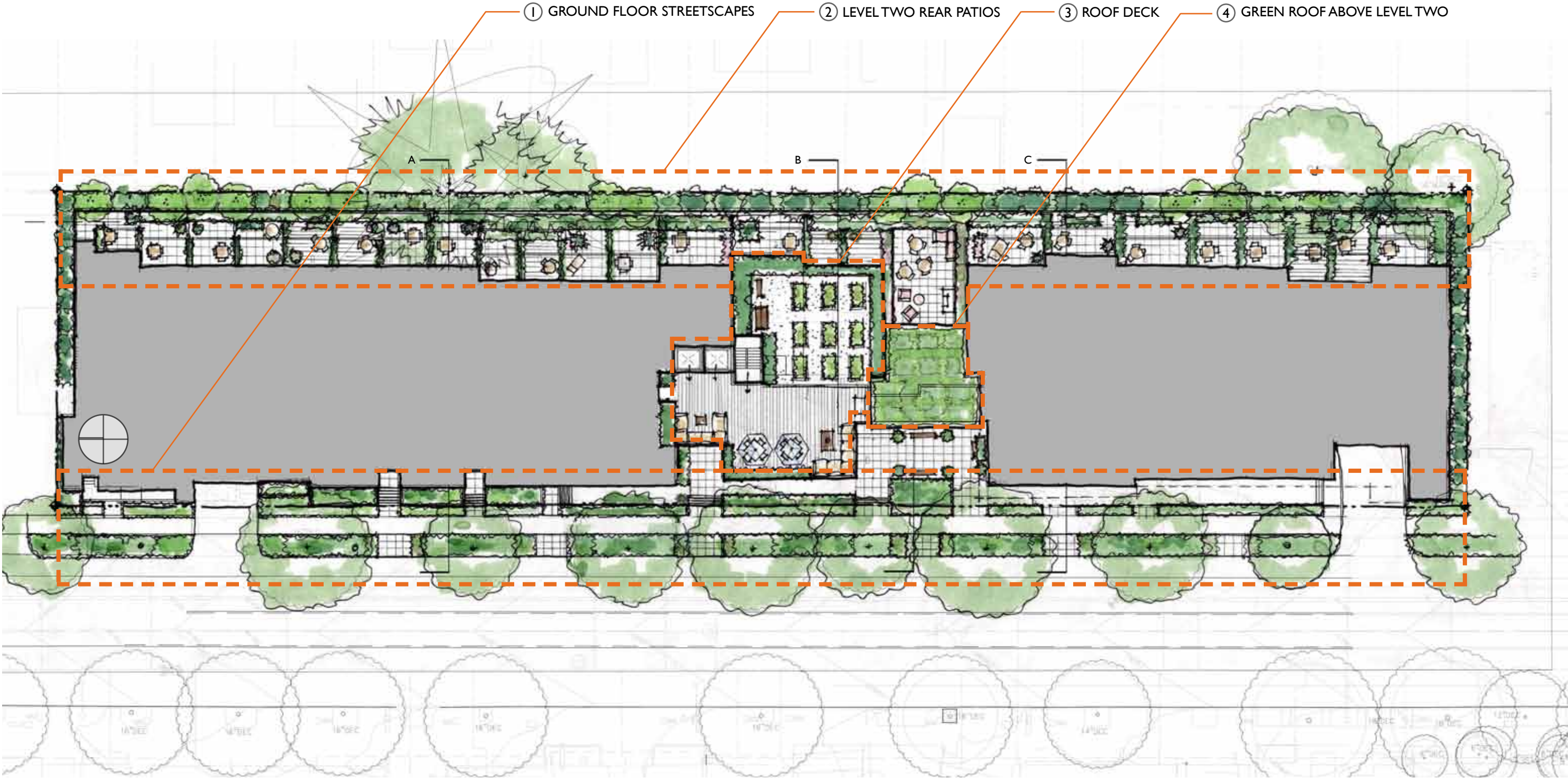
RESIDENTIAL STREETScape - VIEW FROM NORTHWEST CORNER OF THE SITE.



ENTRY COURTYARD, LOBBY, LIVE / WORK UNITS

LANDSCAPE DESIGN

The combined landscape plan for the preferred scheme features four main elements: ground floor Streetscapes, level two rear patios, a green roof and a roof deck.



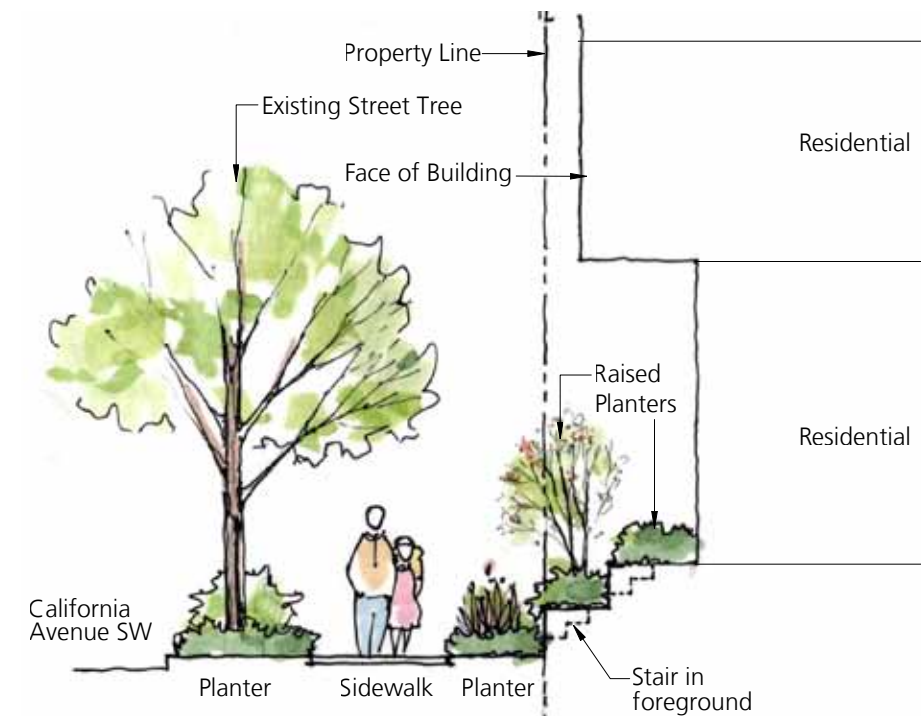
COMBINED LANDSCAPE PLAN

GROUND FLOOR STREETSCAPES

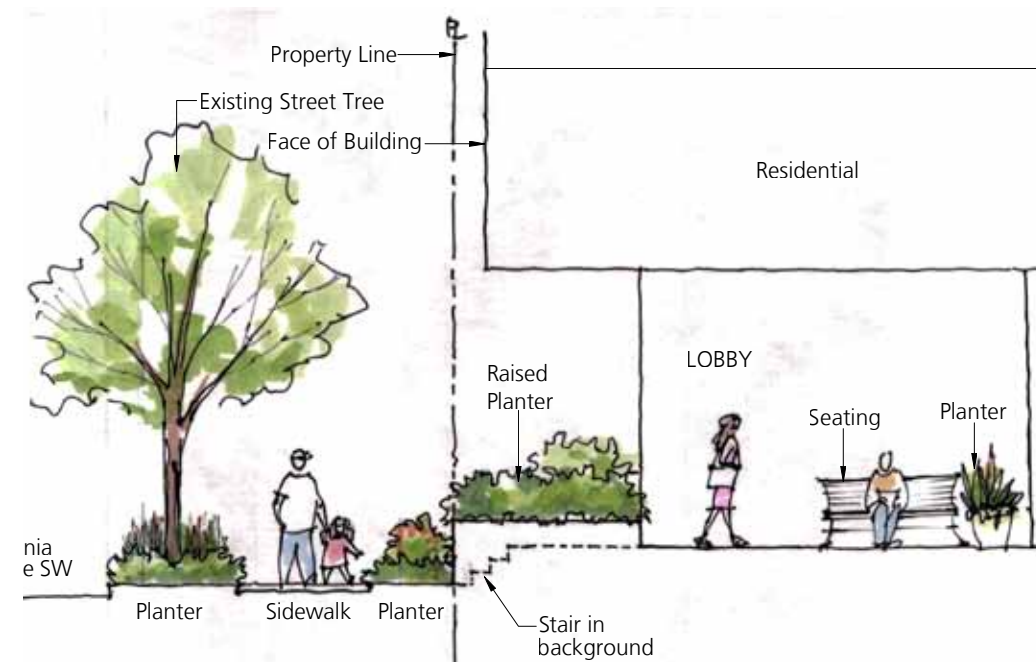
This area includes raised planting areas bordering the street level residential units, which serve to provide privacy screening for the dwellings and visual interest to activate the pedestrian walkway. This is further enhanced by additional planting strips in the public right of way adjacent to the building and along California Ave SW. The entry court steps away from the street emphasizing the break in the buildings and providing additional landscaped areas.



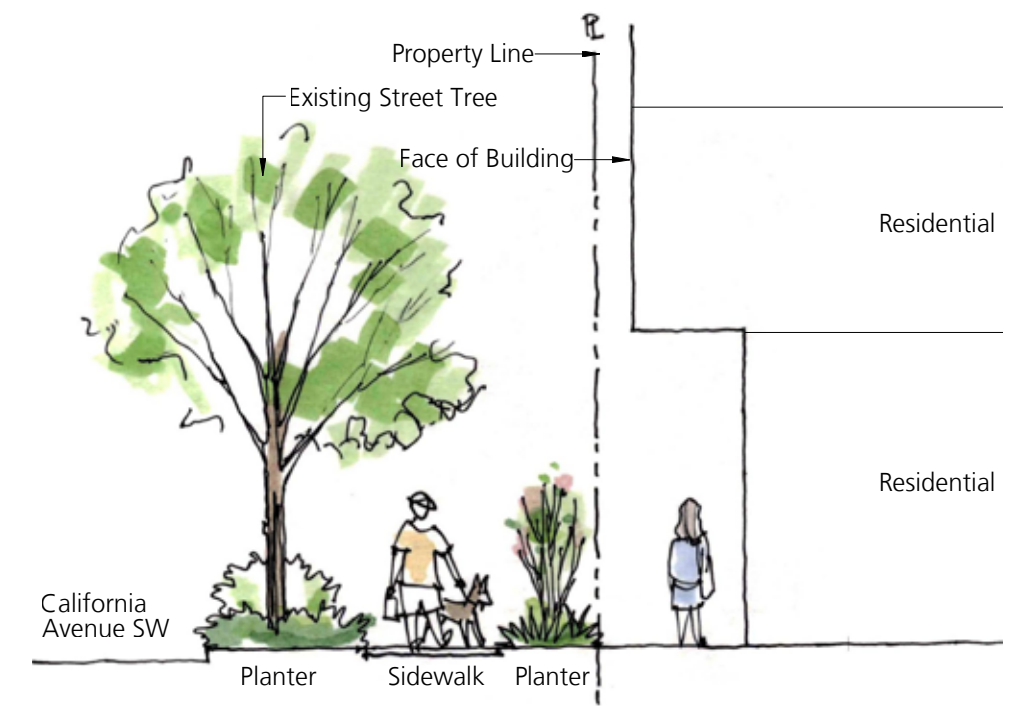
① GROUND FLOOR STREETSCAPE PLAN



STREETSCAPE SECTION A-A



STREETSCAPE SECTION B-B

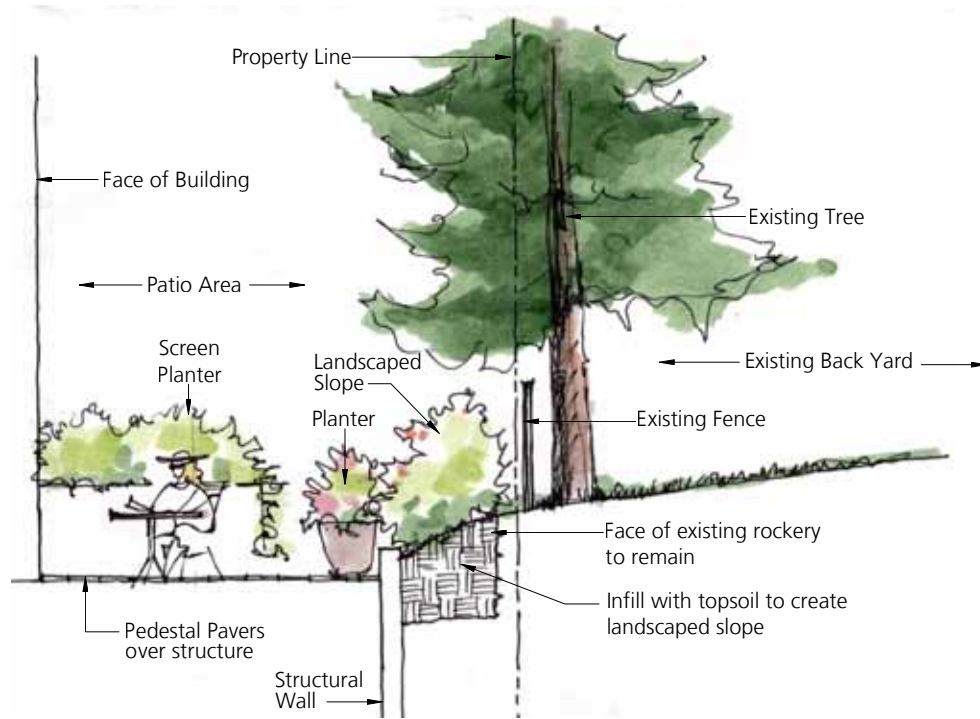


STREETSCAPE SECTION C-C

LANDSCAPE DESIGN

LEVEL TWO REAR PATIOS

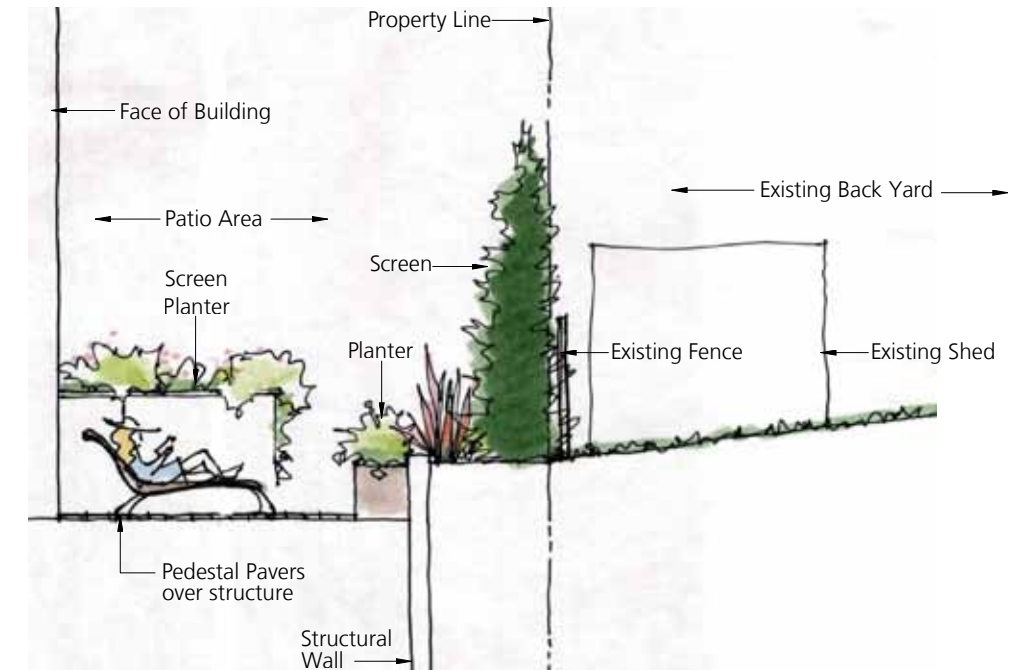
The preferred scheme has an average setback from the property line of 23'6". This allows for the creation of private and public patio spaces, which are screened from the adjacent residential homes by a combination of raised planters at the terrace and deep planting areas with larger landscape material in the area bordering the residential zone



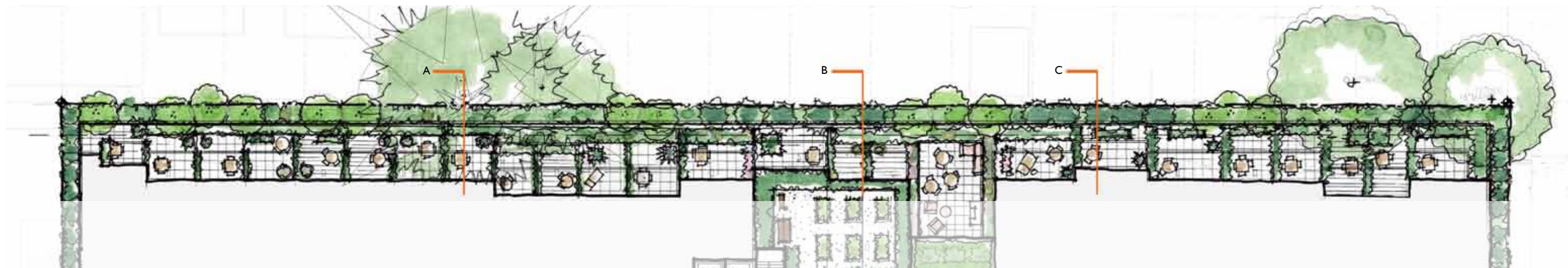
PATIO SECTION A-A



PATIO SECTION B-B



PATIO SECTION C-C



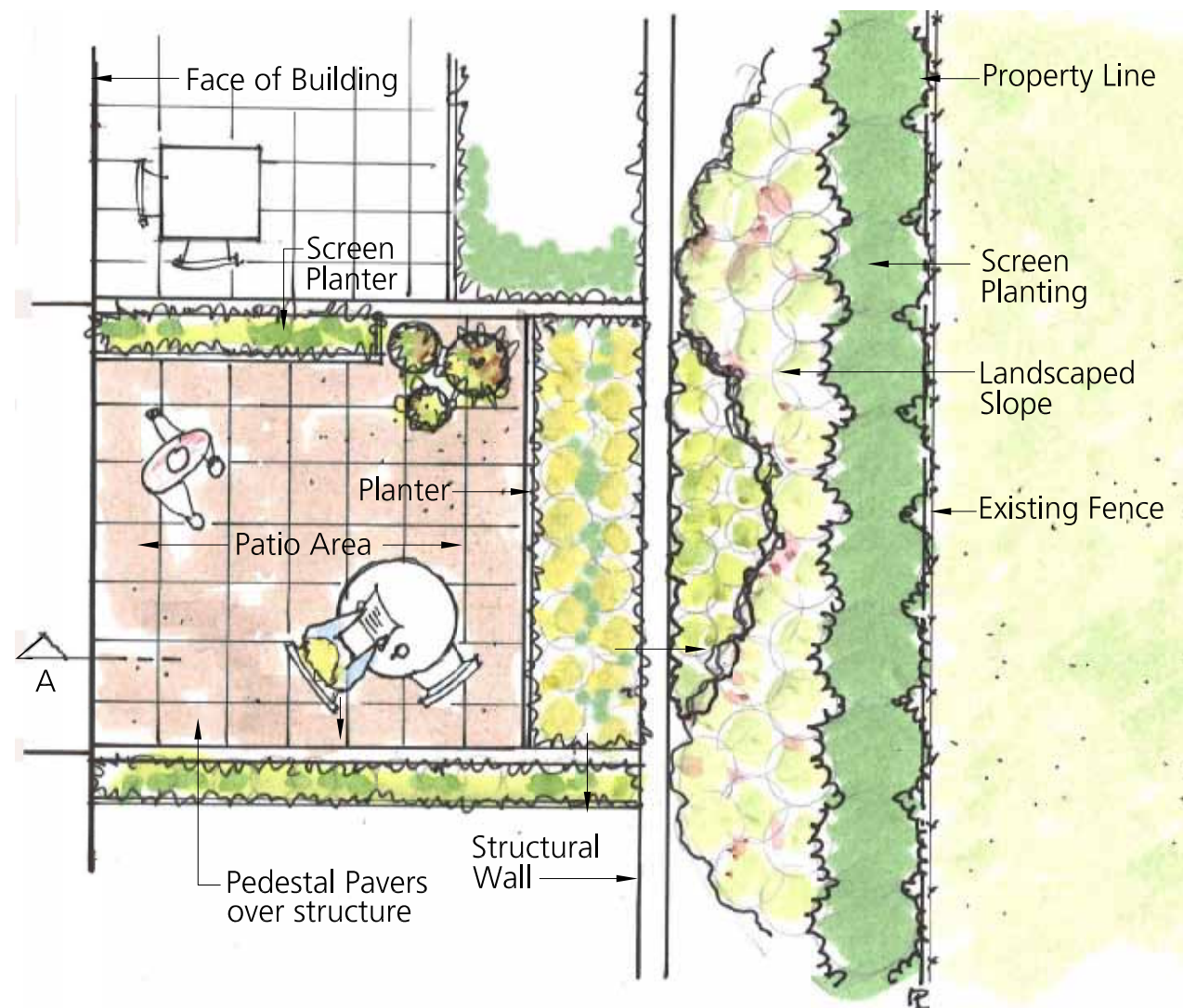
② LEVEL TWO REAR PATIO PLAN

GREEN ROOF

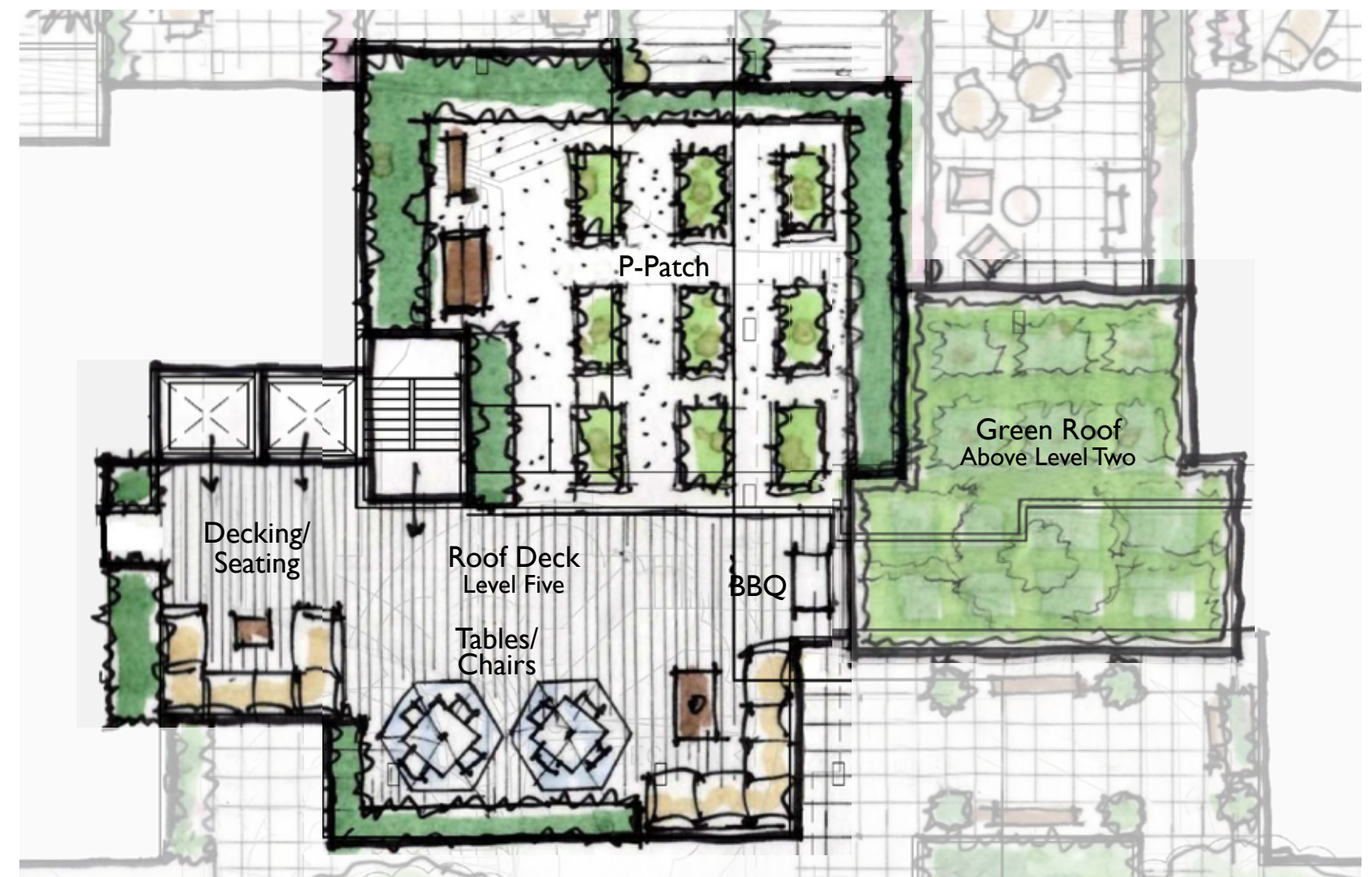
The break in the building creates an open roof area above the amenity space on level Two. The preferred scheme takes advantage of this by creating a green roof which is tilted back towards the residential homes to the east, enhancing its visibility and creating a garden amenity for the neighbors.

ROOF DECK

The preferred scheme features a roof deck for use by the apartment tenants. This deck has a p-patch with raised planting areas, deck seating, patio tables and a BBQ, creating an inviting area for group gatherings.



ENLARGED PLAN OF TYPICAL PATIO - LEVEL TWO



③ ENLARGED PLAN OF GREEN ROOF AND ④ ROOF DECK

SETBACK & HEIGHT STUDY

SETBACKS DIAGRAM

SMC 23.47A.014.B.3 requires a structure adjacent to a residential zone, containing a residential use, to provide a setback of 0' for portions of the structure below 13' in height and 15' for portions of the structure above 13' in height.

The preferred scheme being presented provides a well articulated rear façade with an average setback of 23'6" from the property line.

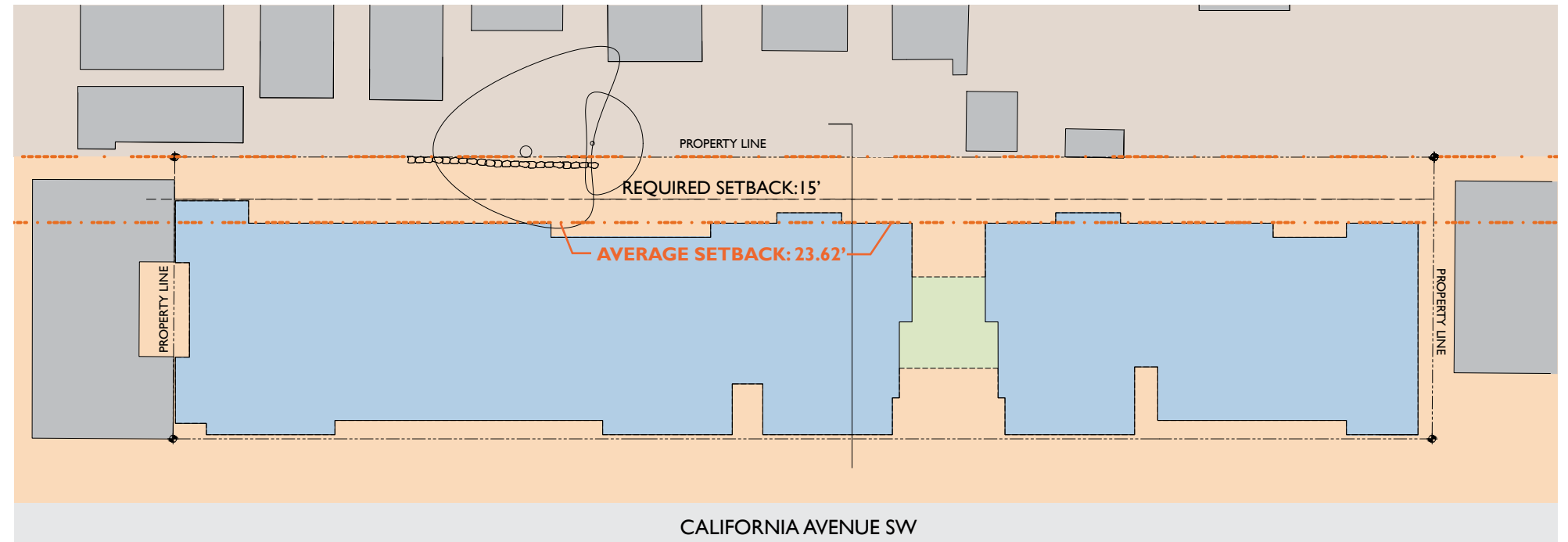
HEIGHT DIAGRAM

SMC 23.86.006 states that height of a structure is the difference between highest point of the structure not exempted from applicable height limits and the average grade plan as defined in DR 4-2012.

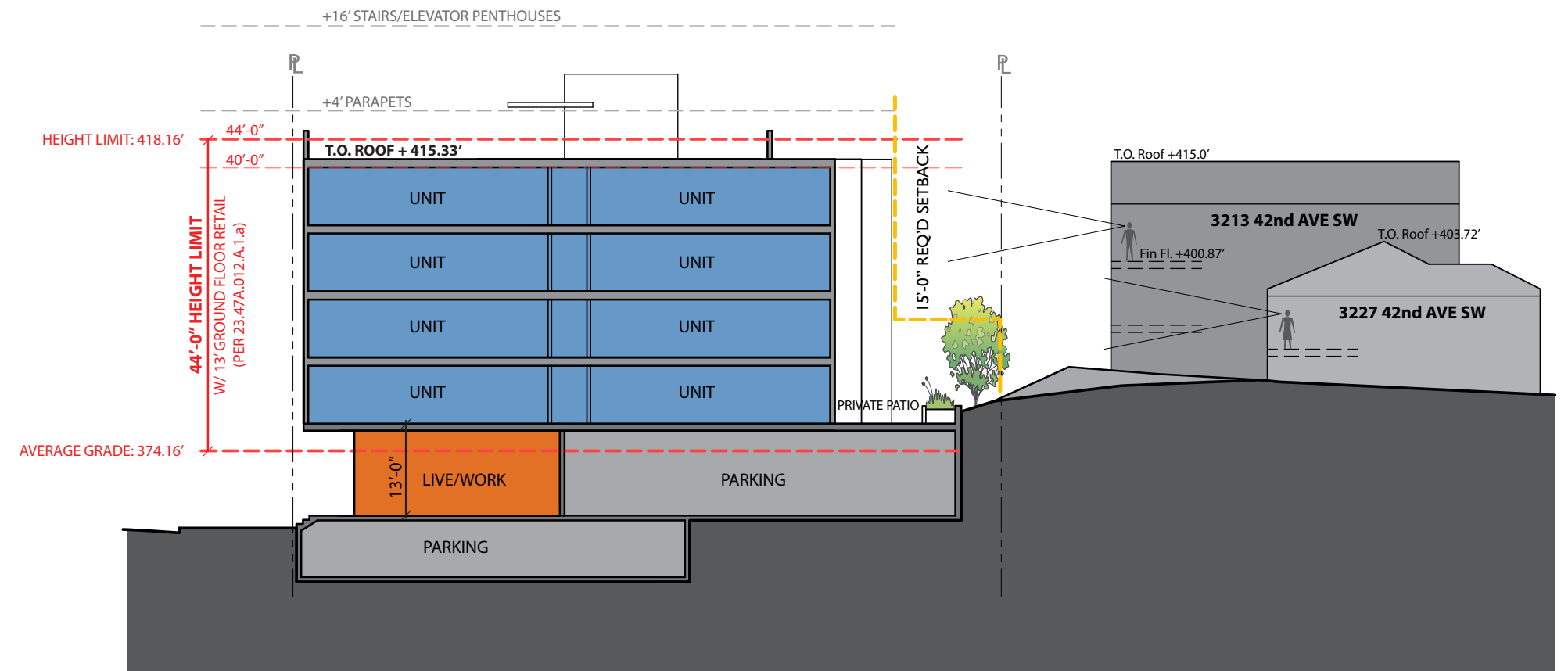
SMC 23.47A.012.A.1.a states that structure may exceed the applicable limit by up to 4 feet provided that a floor to floor height of 13 feet is provided for nonresidential uses at street level. DR 17-2012 requires that a commercial use be provided and 23.47A.008.E requires that this commercial space be 13' from floor to floor. The Director may reduce or deny this additional structure 4' of height if the additional height would significantly block the views of neighboring residential structures, of Mount Rainier, Olympic, and Cascade Mountains.

The preferred scheme being presented is set into the steeply sloped hillside with the majority of the first two levels being below grade adjacent to the residential zone. The average grade plane is calculated per the zoning requirements as 374.158'. The preferred design has 13' commercial facades along California Ave SW, which allows for an additional 4' of height beyond the allowable 40' height, making the allowable height limit 418.158'. The preferred scheme has a roof elevation of 415.333' which is more than 2'9" below the allowable limit.

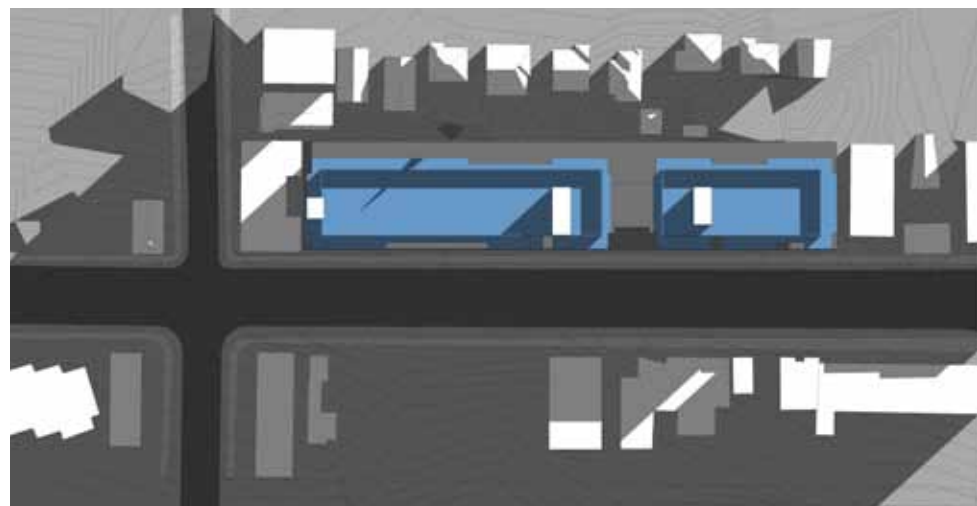
The diagram to the right shows the relationship between the elevations of the existing residential homes and the proposed development. It can be clearly seen that the additional 4 feet of height has little impact on views from the adjacent single family homes.



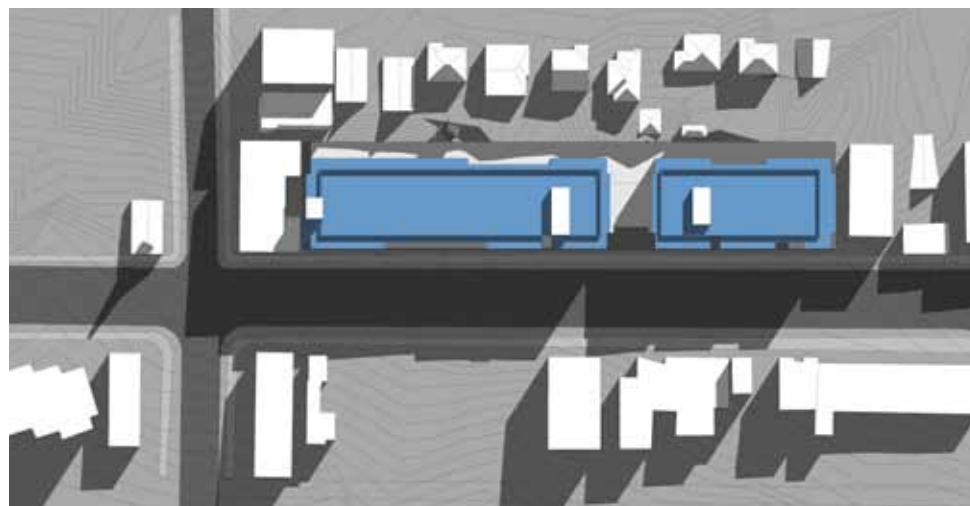
SETBACK STUDY PLAN



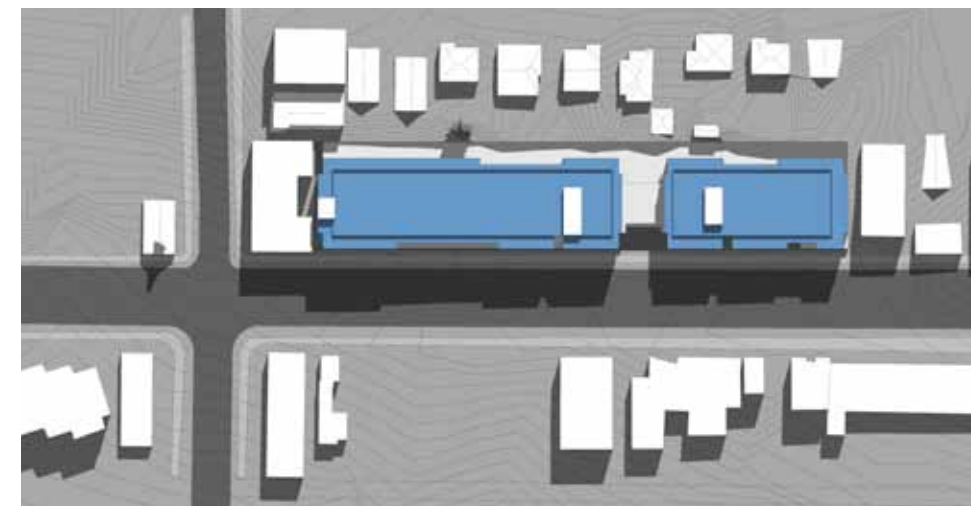
HEIGHT STUDY SECTION



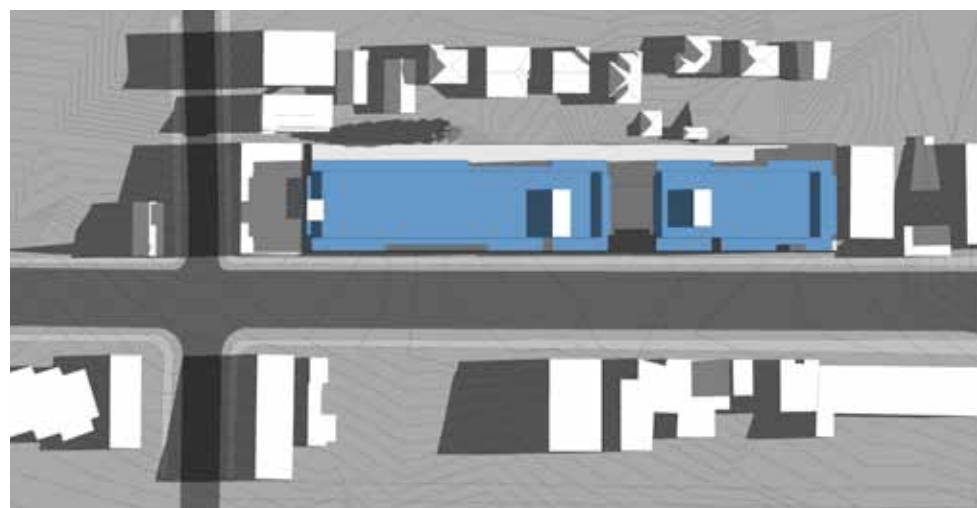
DECEMBER 21, 9AM



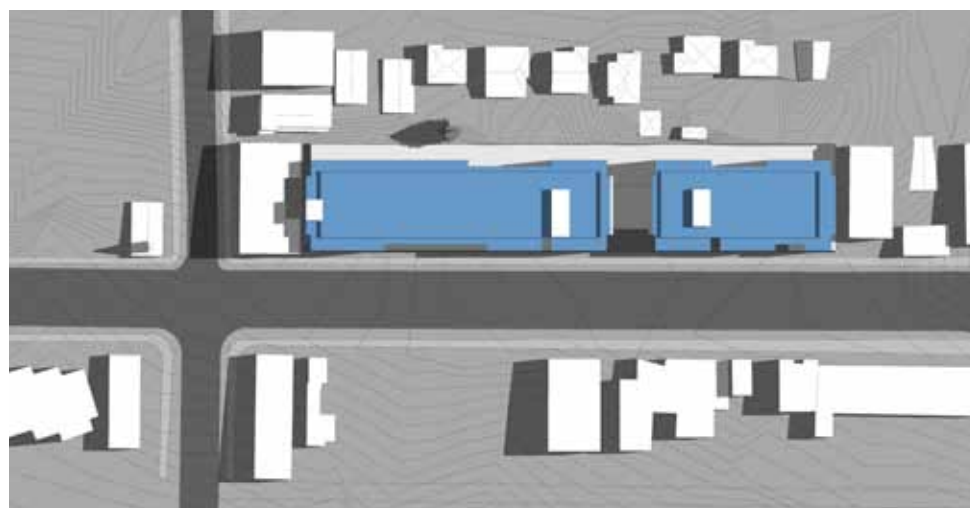
MARCH 21, 9AM



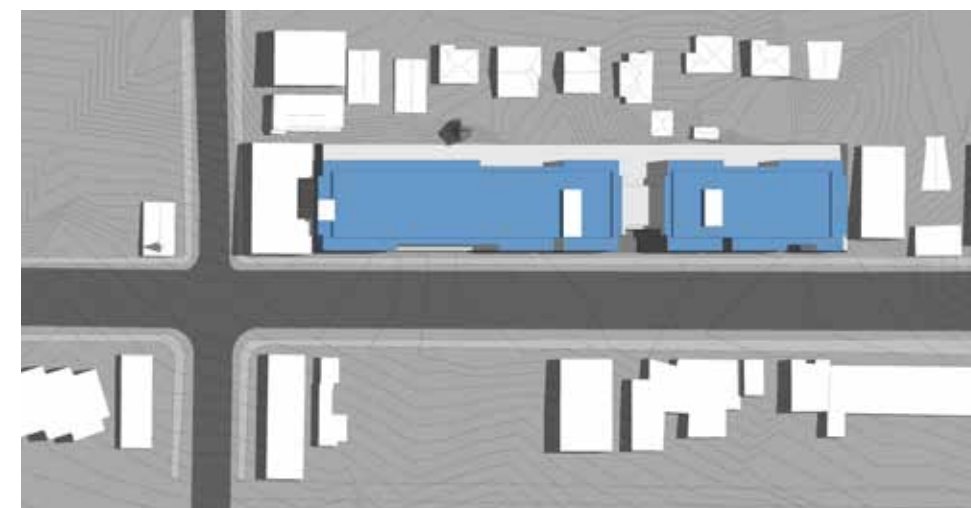
JUNE 21, 9AM



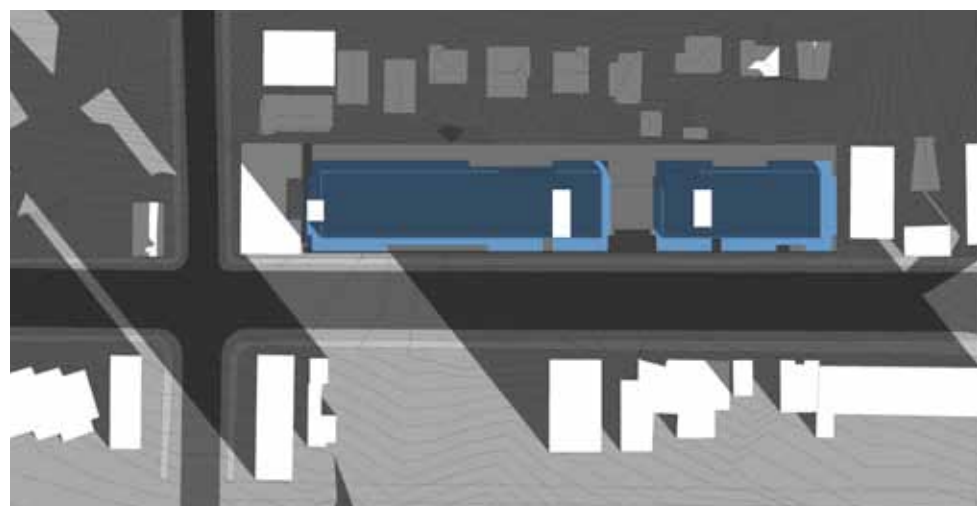
DECEMBER 21, NOON



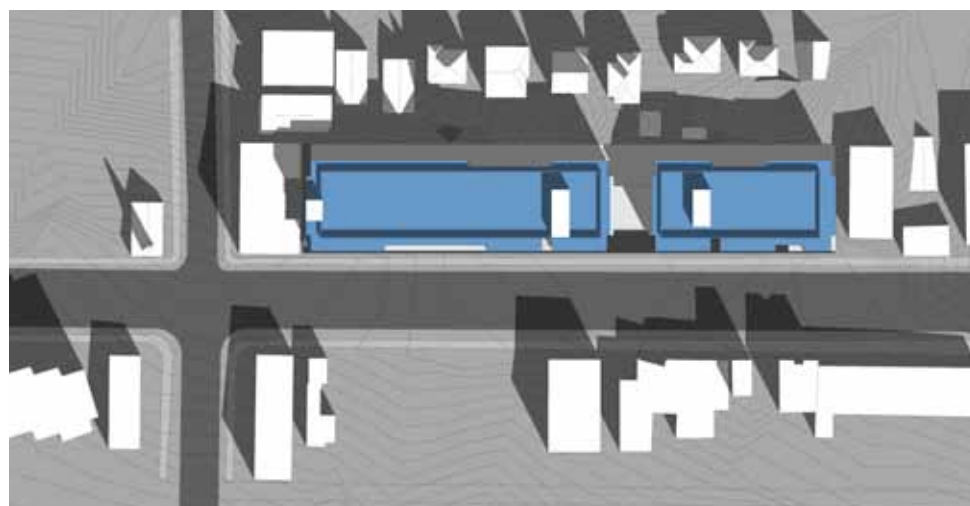
MARCH 21, NOON



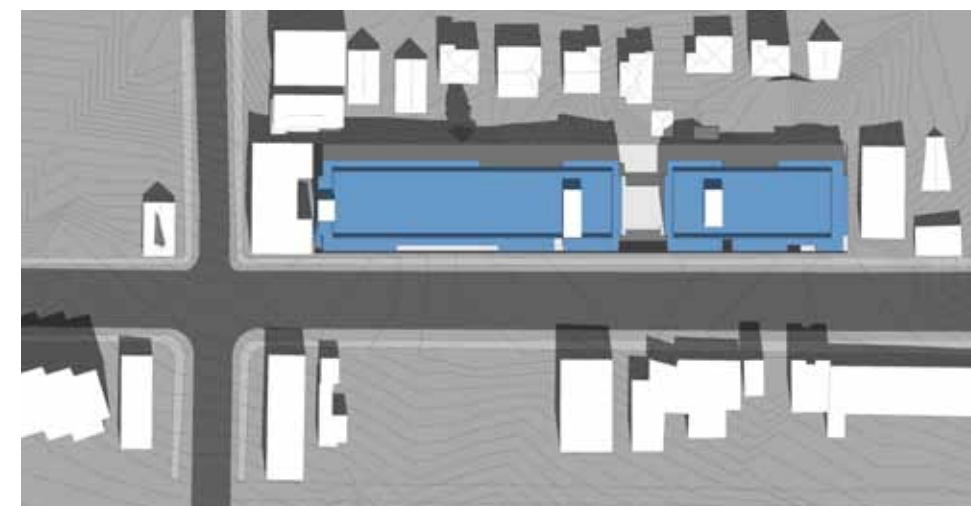
JUNE 21, NOON



DECEMBER 21, 4 PM



MARCH 21, 4 PM



JUNE 21, 4 PM



MASSING STUDY

Given the length of the project frontage, crafting a design solution to reduce the appearance of height, bulk and scale will be important. By providing a break in the upper floors, the massing of the building would be read as two separate structures. This doubles the number of building corners, each of which could be expressed and articulated to help further reduce the bulk and scale of the project. In the adjacent image, a rhythm of A-B-C-A [space] A-B-A is established. The building corners (“A”) would be differentiated from the building field (“B”) by a change in plane, color and the introduction of a different accent material. The Nova Apartments (shown in the inspiration images) provides a good example of this. The corners could also be massed in a way to provide for a break in the roof line for further accentuation.

Additional erosions in the massing, such as the recesses providing light and views to the elevator lobbies further reduce the scale of the project. The elevator lobby recess in the north building creates the “C” bay, which is highlighted in orange to imply the possibility of creating a brightly colored bay or a material change. Building elements would also be included to further enhance human scale, such as balconies in the “B” building fields.

The accompanying photos show strong elements of design which should be reflected in our preferred scheme, including the following:

- Strong, orderly arrangements of glazing which help organize the façade into vertical elements, serving to reduce the perceived length of the structure.
- Well articulated façade elements, which, through the use of setbacks, glazing and changes of materials, further defines the structure as smaller blocks, in keeping with the present scale of development in the neighborhood.
- An active and lively entry court to enhance the buildings street presence along California Ave.
- Residential dwellings which are stepped back from the street and buffered with generous landscaping, changes in grade and recessed entries.



NOVA APARTMENTS - WEST SEATTLE



LINK APARTMENTS - WEST SEATTLE



GREENHOUSE APARTMENTS - COLUMBIA CITY



GREENHOUSE APARTMENTS



VEER LOFTS - PRIVATE STOOP CONDITION

INTRACORP PROJECTS



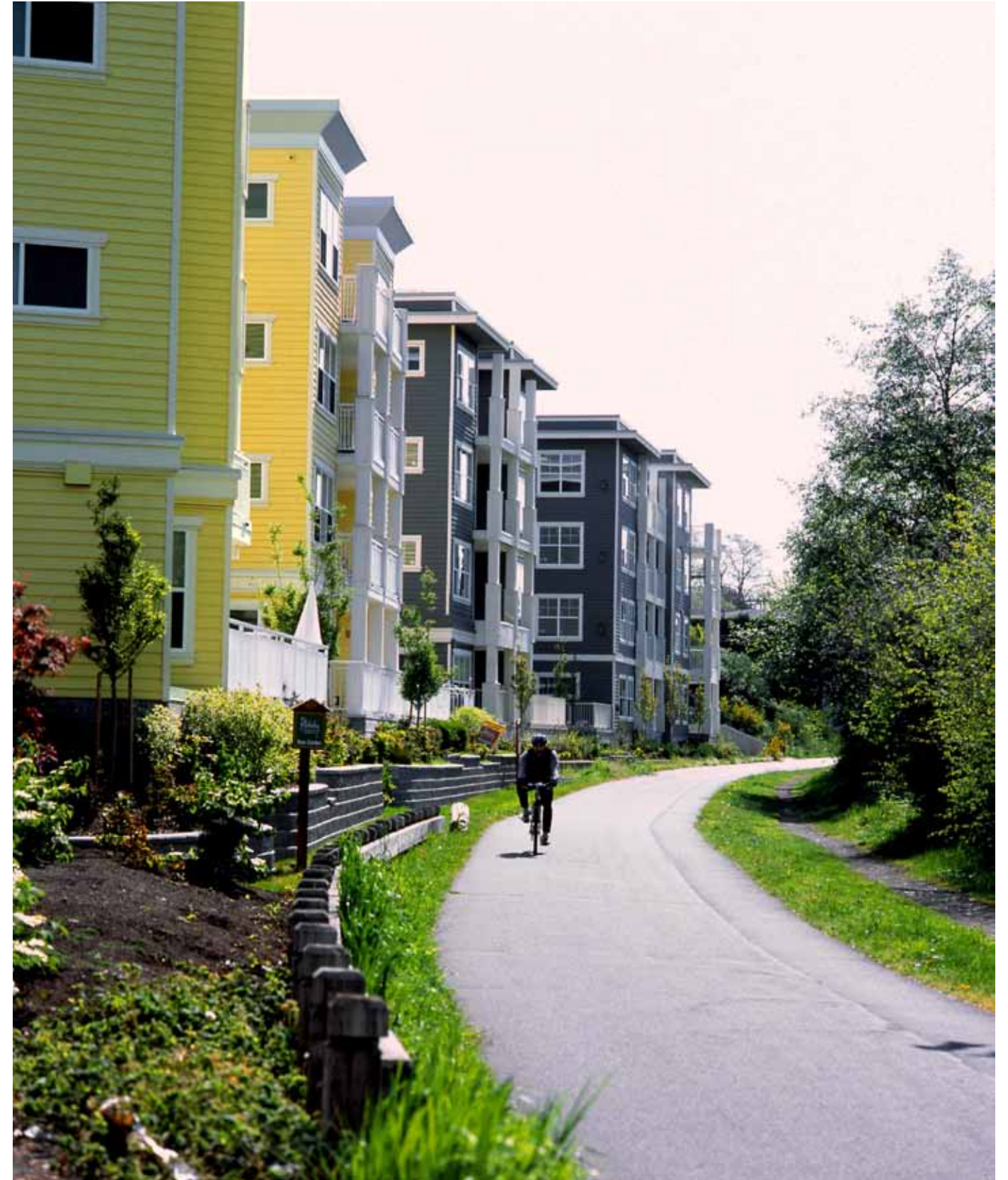
THE HAYES



SIDNEY



EXPO 62



BLAKELEY COMMONS



WESTLAKE VILLAGE



DAKOTA



CHELAN RESORT SUITES



TRIAD 12TH



VIEW 222



H2O APARTMENTS - LEED-H PLATINUM TARGET



BROADSTONE KOI - LEED-NC CERTIFIED TARGET



ARTHOUSE



APERTURE - BUILT GREEN 3-STAR TARGET

INTRACORP ADMIRAL - DPD #3014176

EARLY DESIGN GUIDANCE