INTRACORP ADMIRAL

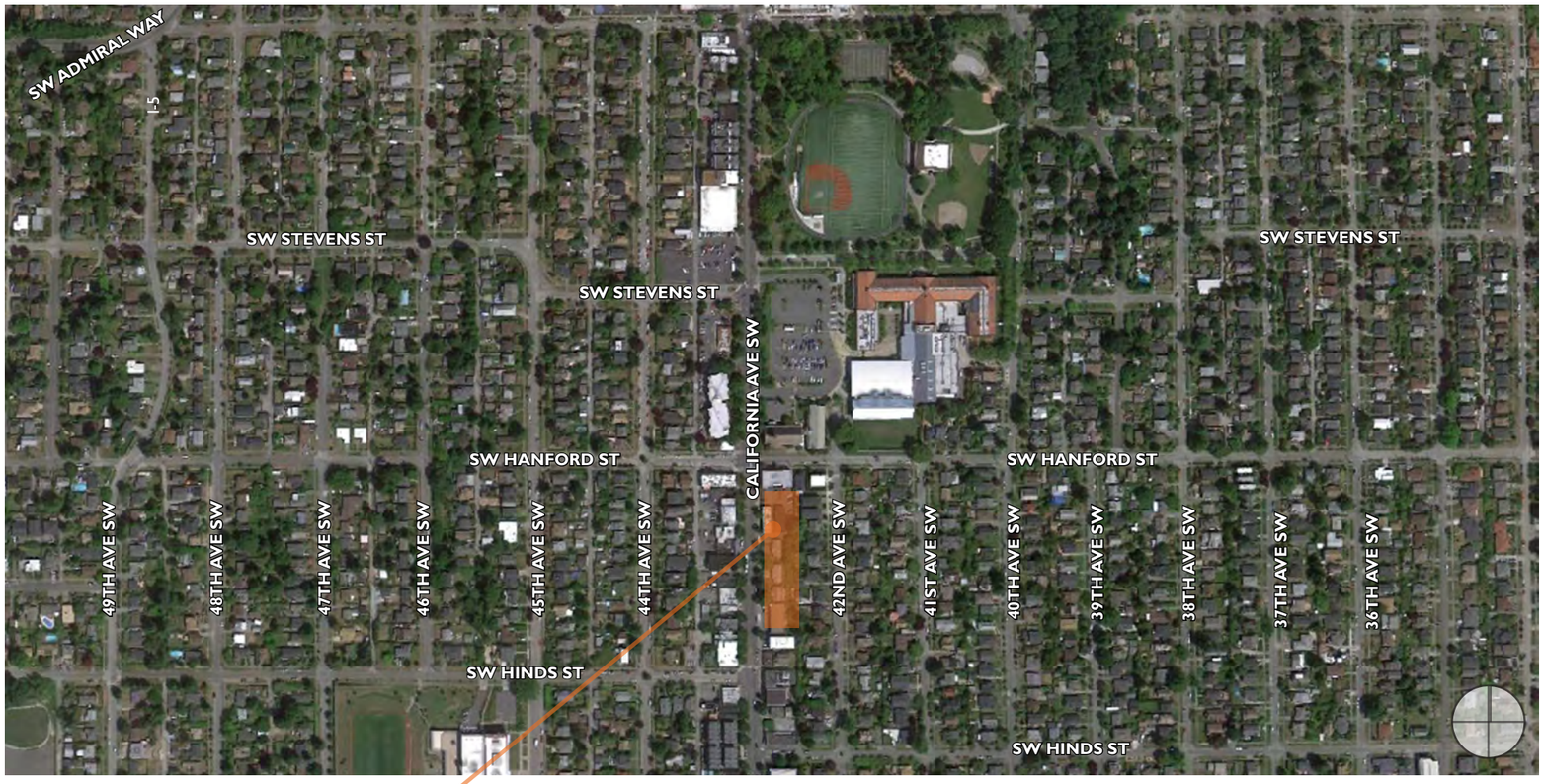
3210 CALIFORNIA AVENUE SW

EARLY DESIGN GUIDANCE #2
DPD #3014176

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

nk
NICHOLSON KOVALCHICK ARCHITECTS

PROJECT DESCRIPTION



SITE LOCATION

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

PROJECT PROGRAM

Number of Residential Units:	Approximately 155
Number of Parking Stalls:	Approximately 171
Area of Residential Uses:	Approximately 124,000 sf
Area of Live / Work:	Approximately 3,400 sf
Area of Commercial Use:	Approximately 4,800 sf
Area of Parking Garage:	Approximately 46,000 sf
Total Area:	Approximately 178,200 sf
Total Area Above Grade:	Approximatlely 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. Since the 1st EDG, an additional break in the upper floor massing has been provided to separate the residential levels into 3 distinct structures in order to further reduce the scale of the project.

The project also aims to preserve and enhance the existing character of the neighborhood by providing a mix of street-level commercial uses, building amenities and landscaped areas. A large commercial space has been added at the northern end of the site, followed by the main building lobby and amenity spaces with a reduced number of Live/Work units toward the southern end of the street frontage. The residential units located at Level 1 have been removed. Street level plantings will create a pedestrian friendly environment and will be used to enhance the transition from the more-intense to less-intense commercial uses. The massing of the building and articulation of the façade will serve to reinforce the contextual rhythm of the surrounding neighborhood.

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. The revised preferred scheme is designed to preserve the exceptional Redwood tree near the east property line on an adjacent single family lot.

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 Handford Street to the north. PCC, the relatively new Safeway & Element 42 mixed-use development are approximately two blocks further north adjacent to Admiral Way.

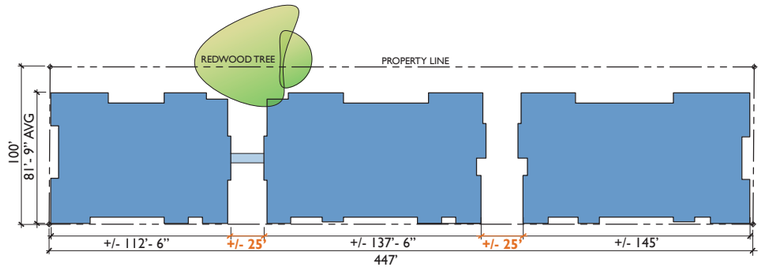
DPD ZONING MAP

In the summary section of the Early Design Guidance notes from the previous EDG meeting held on April 11th, the following over-arching guidance was given by the board:

"Provide a 4th massing alternative, one that more adequately mitigates for the length of the building, a scheme that break's the building's mass into three pieces instead of two."

A 4th scheme has been developed with a second break that further mitigates the building's massing by providing a second break and makes the project appear as 3 separate structures. It is now included in this packet as the revised preferred scheme. The second break is centered on the exceptional redwood tree located just across the rear property line and the common amenity spaces (indoor and outdoor) have been moved to this building break.

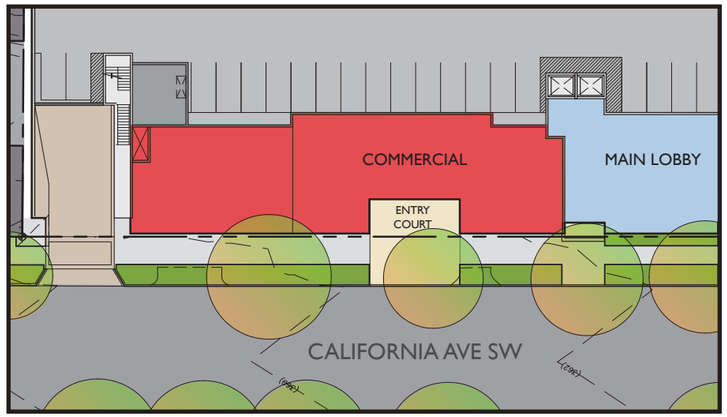
A glazed, enclosed bridge connects the two southerly buildings. This bridge element effectively halves the vertical circulation that would have been required had these buildings not been linked, minimizing the number of elevator and stair penthouses that project above the roof.



"Explore how the commercial component could be moved to the north end of the structure and invigorate the pedestrian experience along that portion of the west façade"

A large, contiguous commercial space (approx. 4,800 sf) has been provided at the northern end of the site. The garage has been reconfigured so that the finished floor level of the ground floor spaces can align closely with the sidewalk, providing storefronts that directly relate to the street. By stepping the ground floor spaces with grade, the floor-to-floor heights at the commercial space approach 17' at the highest point, well in excess of the minimum required 13'.

The ground floor spaces then step up the gradual incline along California and the floor-to-floor heights are reduced to 13' at the Live/Work spaces to better reflect the scale and intensity of each use.



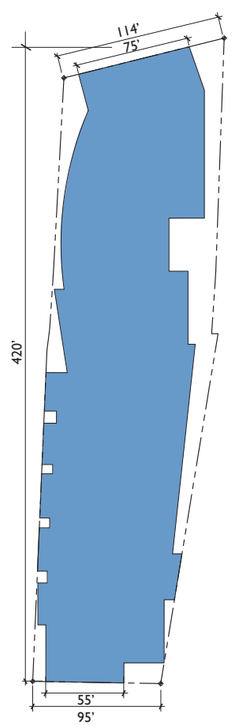
"Provide more detailed renderings of the façade treatments, including modulation, terraces, amenity spaces, etc. respond to comments under the guidelines above."

We have included a few concept renderings of the proposed design direction of the project later in the packet. While we are still in the early design phases of the project and the design would be further developed in preparation of a MUP submittal and even further refined at a Design Recommendation meeting, the initial concept is to modulate the building both horizontally and vertically and to create the appearance of three distinct yet complimentary structures.

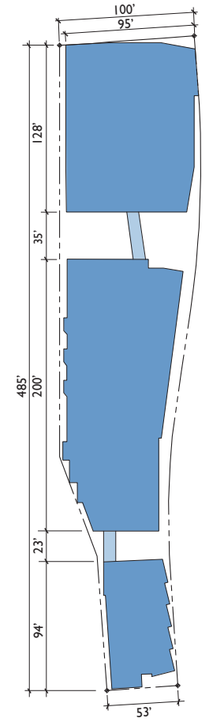
"Offer a brief review of the other successful projects in the City of Seattle approximating the proposed length of the project, together with a brief sense of how they succeed in an architectural sense.

Given the atypical length of this particular block relative to the standard Seattle block length, it is rare to find a project with a similar sized assemblage. The applicant does agree that given the size of the site, it is important to find viable methods to break down the overall scale of the project. Two projects in particular that provide good examples of two different methods to accomplish this are the "Prescott" project in Wallingford at Stone Way and 40th Street and a project tentatively titled "Curve" in the U-District located at 11th Ave NE and NE 47th Street.

The Prescott site, while not perfectly rectangular, has a site approximately 420' in length on average. The building is massed as one large structure running the entire length of the site, but setback from the street edge and is heavily modulated along the front and rear setbacks. The Curve project site is 485' in length and while massed along the property lines, the massing is broken into 3 distinct parts. Both projects are successful in breaking down the overall scale and massing of atypically long sites. Given previous board guidance and the existing platting precedent of this neighborhood, we have chosen to follow the method of breaking the building into 3 parts into a manner similar to the Curve project. However, this project also proposed to mass the structure away from the adjacent single family homes more than the required 15' rear yard setback.



PRESCOTT, WALLINGFORD



CURVE, U-DISTRICT

It should be noted that the Curve is zoned NC3-85, allowing a much taller building that what is proposed for 3210 California Ave SW. The Curve project site also tapers to a point on the southern end, so while every massing solution applied to the Curve site is not applicable here, the over-arching concept of 3 massing elements still applies.

OPTION 4 - REVISED PREFERRED SCHEME

DISTINGUISHING FEATURES

- A second break in the massing has been introduced to create 3 separate massings above the podium. The breaks are carried down to the ground floor to create entry courtyards on California for the commerical and live/work spaces.
- A contiguous commerical block has been introduced at the northern end of the site that aligns with the back of sidewalk.
- The scale of the upper floors is further reduced with the introduction of erosions in the massing to accomodate private balconies, stepping the podium slab between the 2 northerly structures and the southernmost structure, and additional modulation of the parapet heights.
- The parking garage has been redesigned to have both levels stack at the rear of the site. This allows the street-level uses to step with the slope along the length of California. This change also allows the finished elevations of the garage levels to nearly align with the entry elevation from the street, creating nearly level entries and avoiding steep ramps near the sidewalk.
- Even with the additional break in the massing, the structure is set back away from the east property line an average of 19'-3" (an additional 4'-3" on average beyond the required 15' setback).
- A glazed skybridge links the two northerly buildings to reduce the number of penthouse projections (stairs and elevator) that would be necessary with three completely separate buildings.

PROS

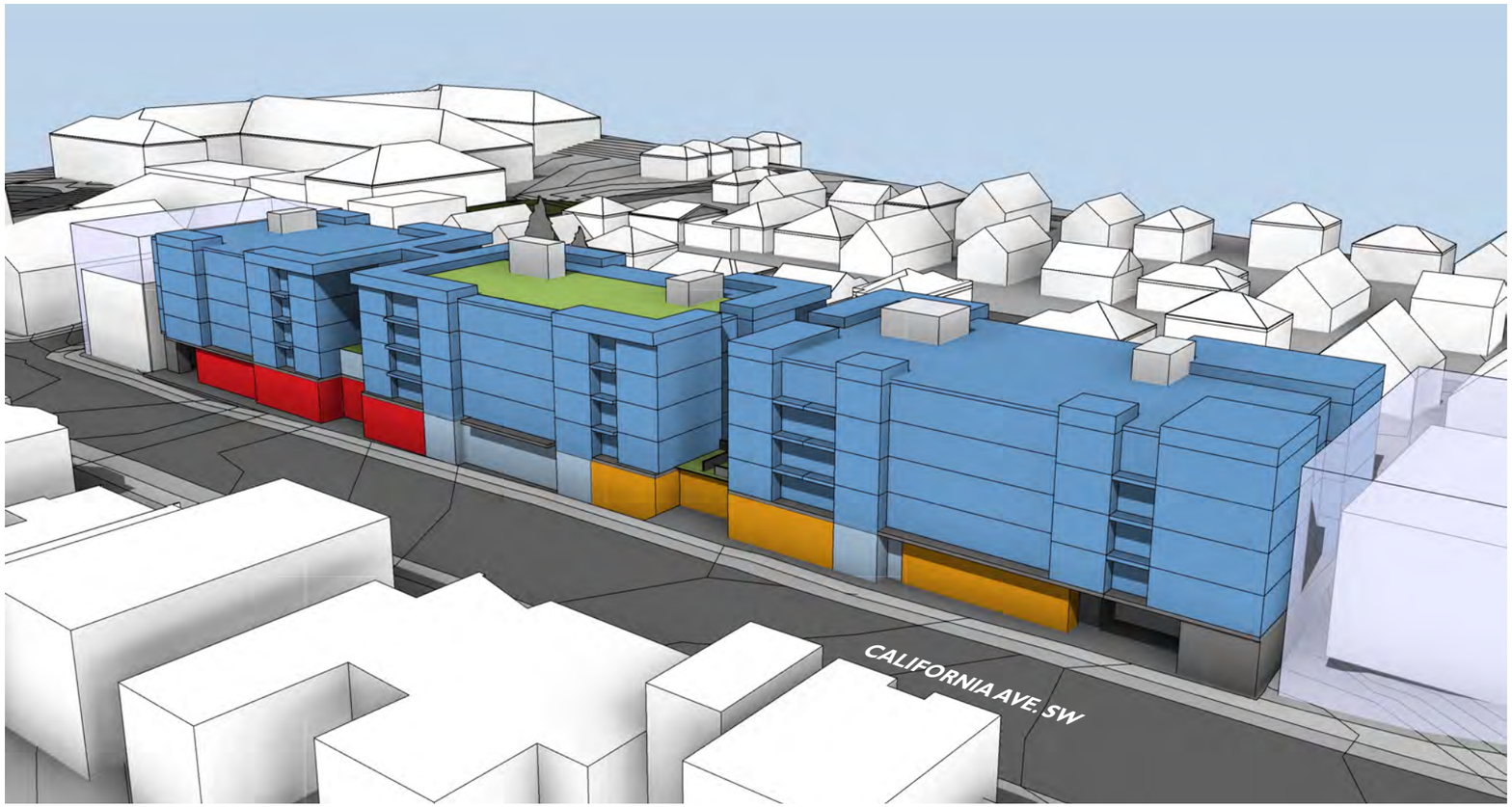
- With the break in the upper floors, the project appears to be massed as three separate buildings, reducing the overall appearance of bulk and scale.
- The break allows for additional corner units. The building corners will be articulated to further break down the appearance of bulk and scale.
- The 2 northernly housing blocks are stepped down 2' relative to the southerly block.
- The added break in the massing aligns with the significant redwood tree located just across the rear property line and provides a visual connection to the tree from the street.
- The second entry courtyard further enhances the streetscape experience by providing a variety of spaces & landscaping opportunities.
- The commercial space, lobbies and live/work uses all connect with the back of sidewalk without significant grade transitions.
- The Live/Work units to the south of the project align with the grade of the sidewalk and can easily be converted into a retail use in the future.

CONS

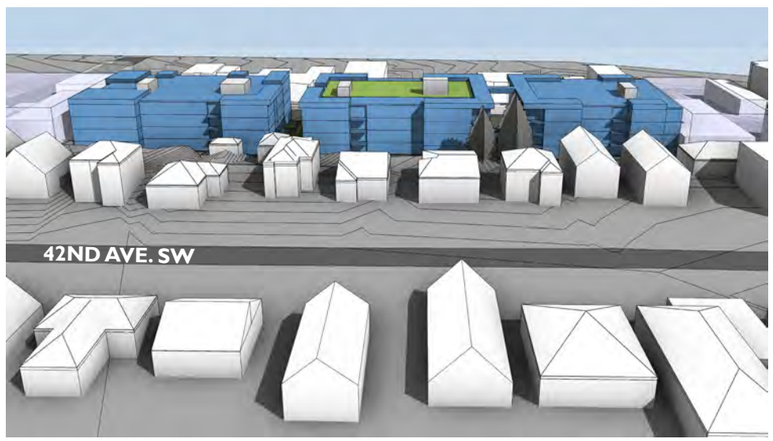
- A glazed bridge is necessary to link two of the blocks to avoid creating two additional stair penthouses and 1 elevator penthouse.

REQUESTED DEPARTURES

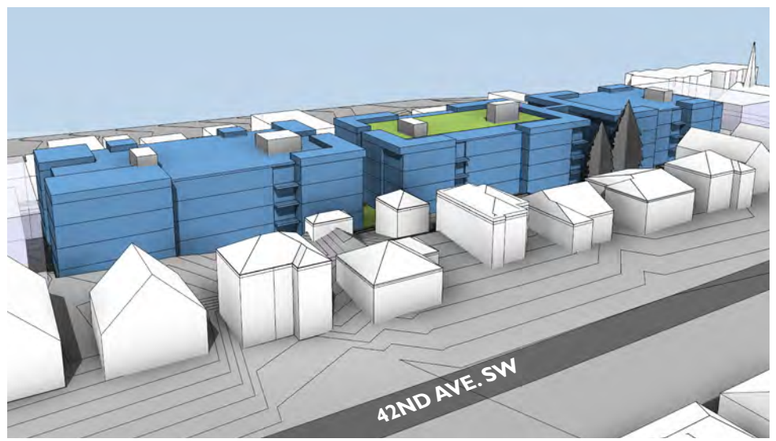
- None



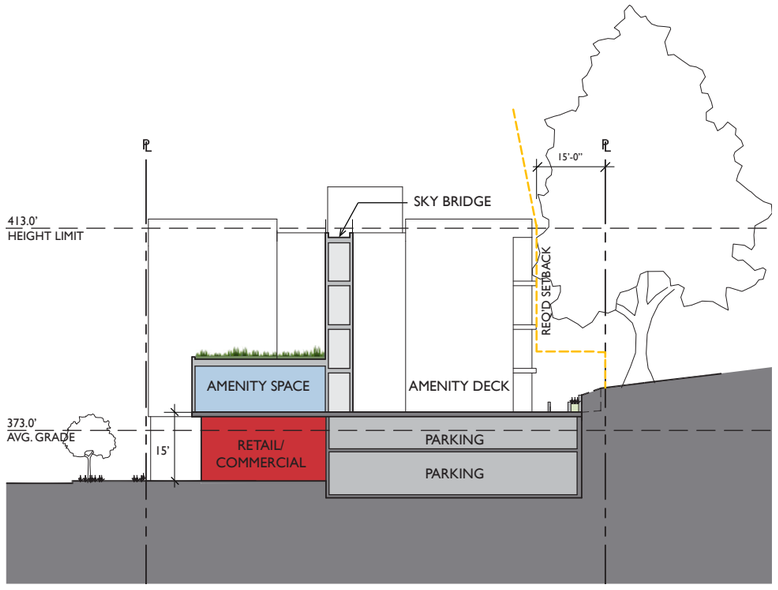
AERIAL VIEW: LOOKING NORTHEAST TOWARDS SITE



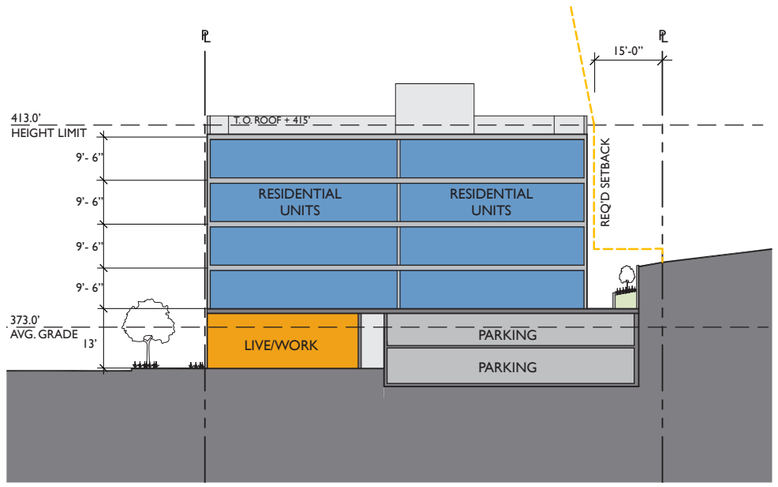
AERIAL VIEW: LOOKING EAST TOWARDS SITE



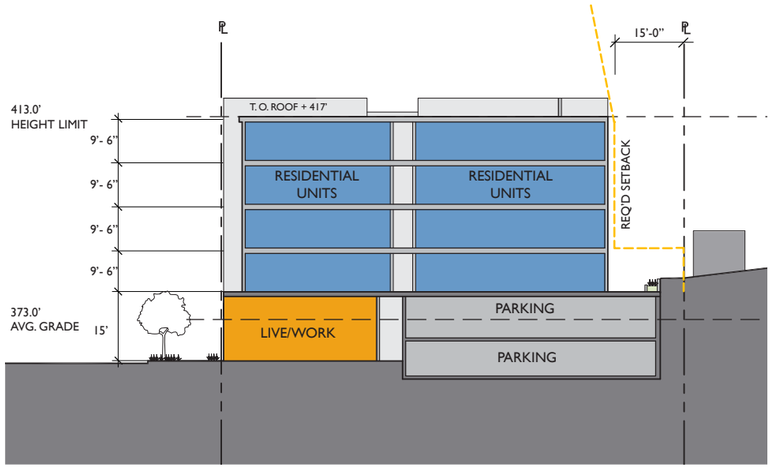
AERIAL VIEW: LOOKING NORTHWEST TOWARDS SITE



SECTION A



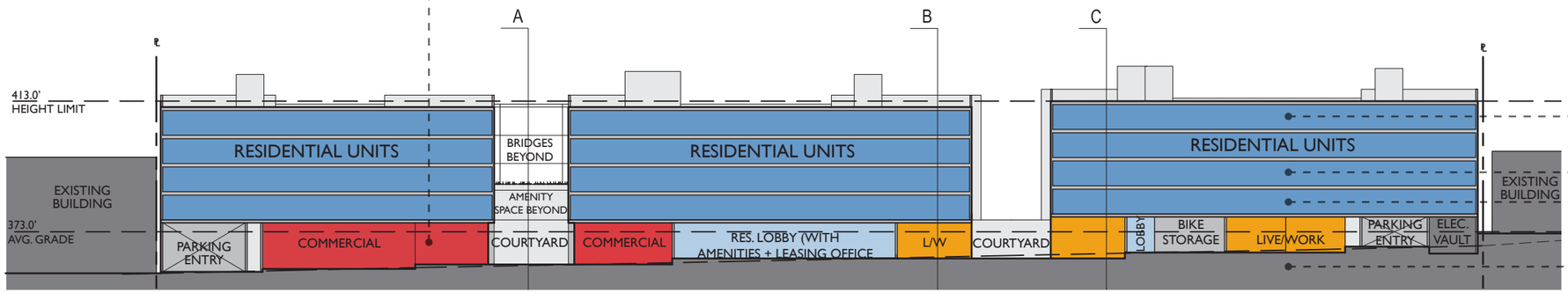
SECTION B



SECTION C

OPTION 4 - REVISED PREFERRED SCHEME

LEVEL P1 / 1

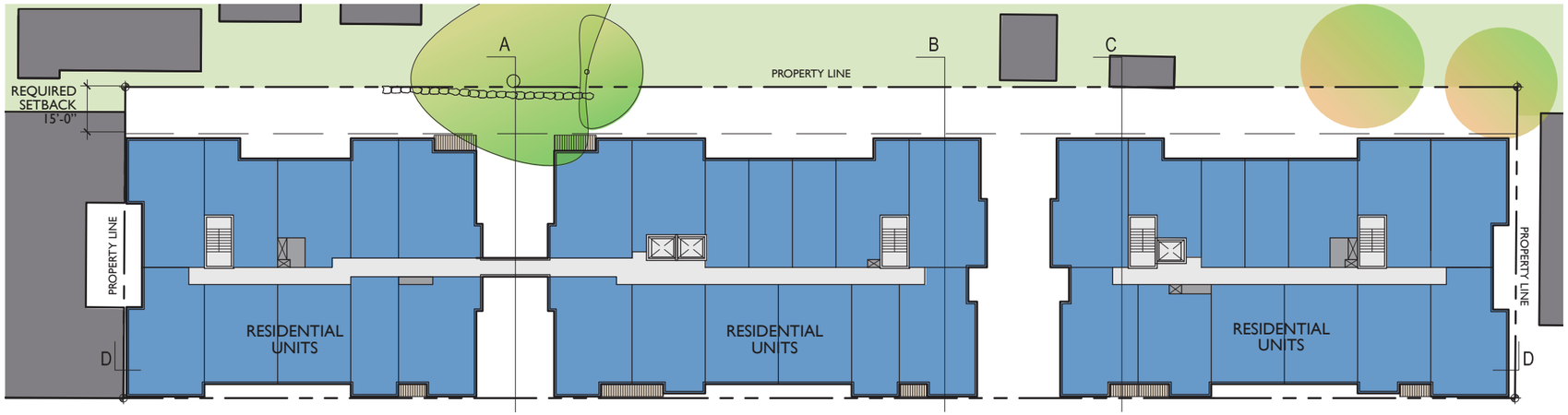


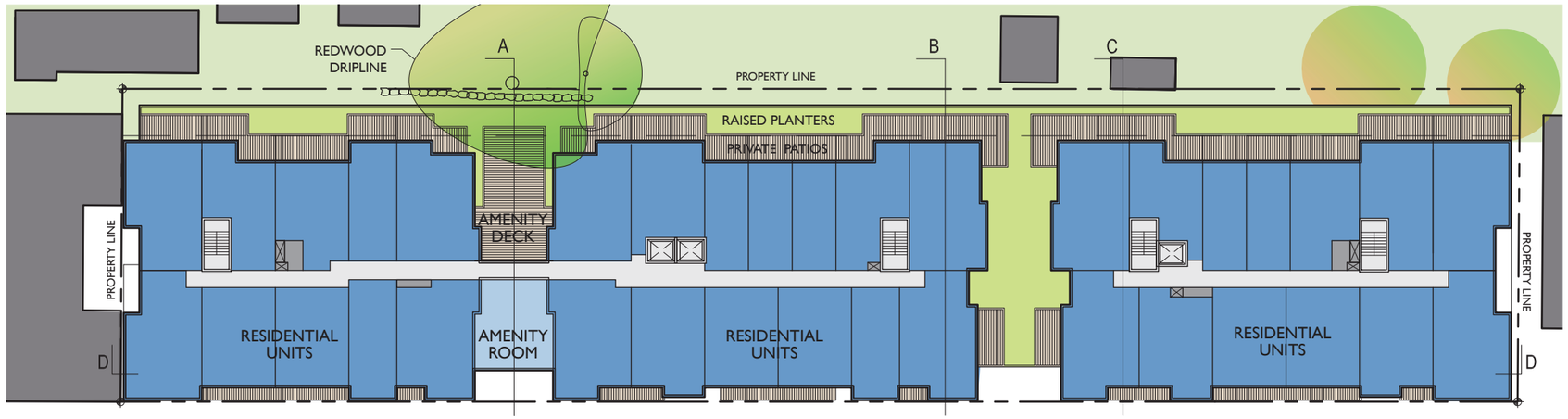
SECTION D

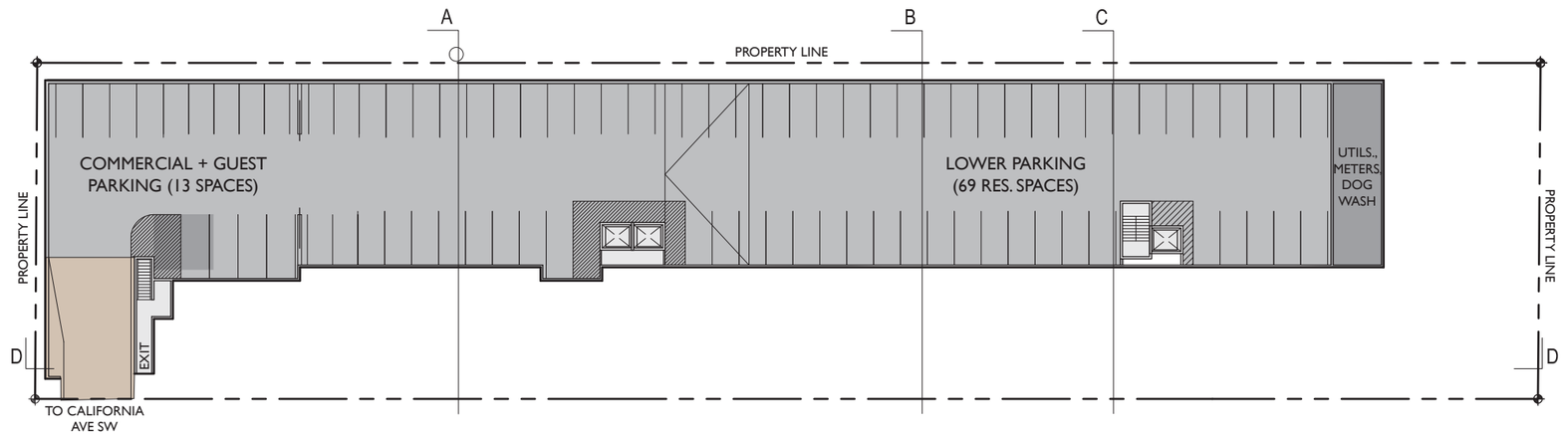
LEVEL 3-5

LEVEL 2

LEVEL P2







GROUND FLOOR ALTERNATIVES

As part of the development process for the new 3-part scheme, different ground floor options were considered and two viable alternates were developed and are shown on the following pages. While we believe the ground floor layout shown with the revised preferred scheme best responds to the Board's comments, all three layouts should be considered to be interchangeable and each would work with the proposed upper floor massing.

We selected the ground floor option shown with the revised preferred scheme for the following reasons:

- It provides the greatest amount of contiguous, uninterrupted storefront and, in our view, the best pedestrian experiences.
- The entrances from the street to the two garage levels better align with the finished floor elevations of the garage levels. This provides for minimal ramping and level landing pads at the back of sidewalk as requested by the Board.
- This option features the two street-level courtyards and does not feature any shallow retail spaces.
- While there are two residential lobbies, they can be connected by a corridor behind the Live/Work spaces. This allows the residents of the southern housing block to access the amenity spaces in the other two blocks without leaving the building or traversing the garage.
- Commercial parking can be more easily partitioned from residential parking in this option compared to the other two options.

GROUND FLOOR ALTERNATIVE #1

DISTINGUISHING FEATURES

- Driveway to the lower garage is aligned with the northerly break in the upper floor massing.
- Street-level bike lounge has been replaced by a 6th Live/Work unit to provide a larger, contiguous space that could be converted to a retail use in the future.
- Solid waste and recycling rooms are located on lowest garage level.
- While 2 lobbies are provided, they are connected by a corridor behind the Live/Work spaces.

PROS

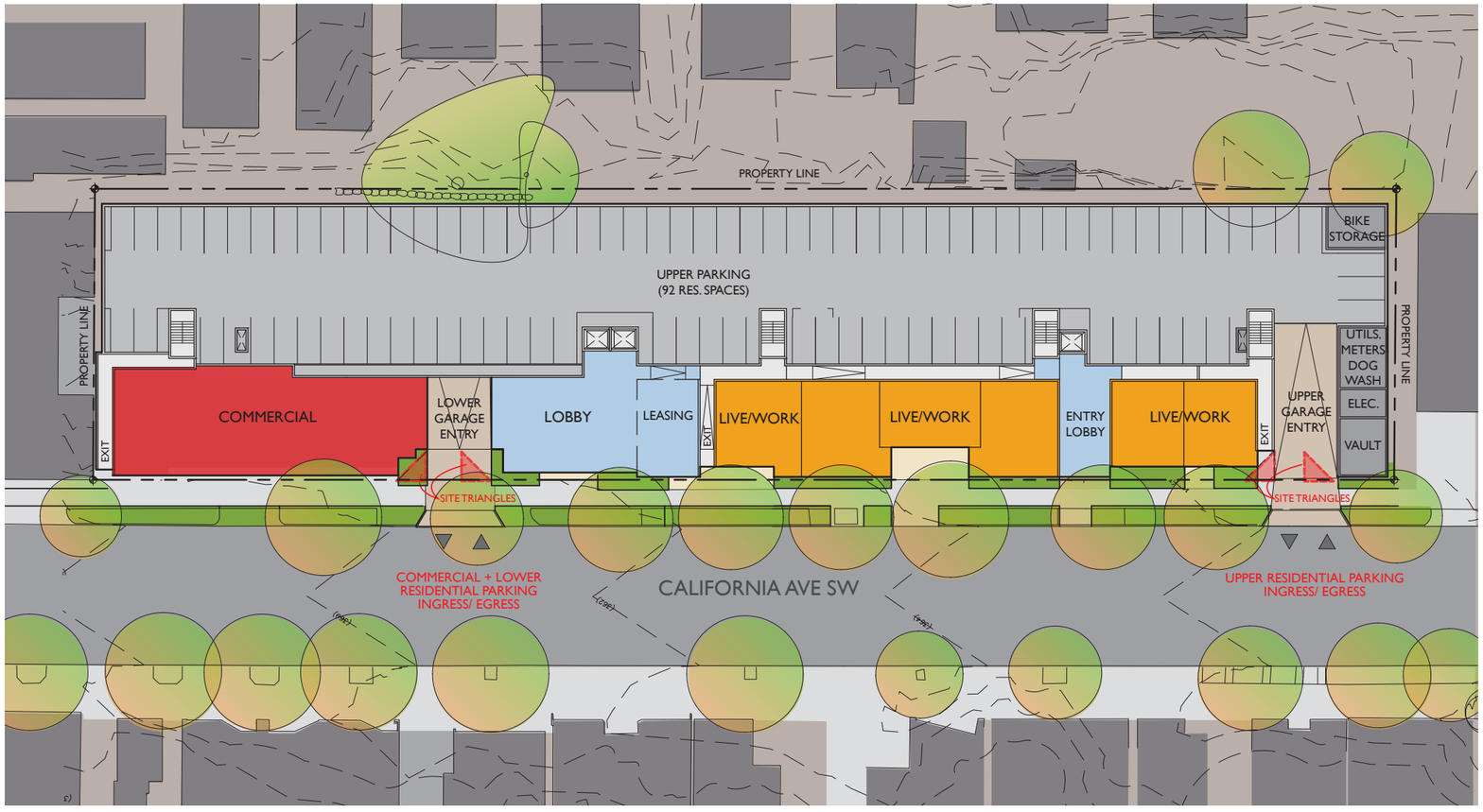
- Lower garage entrance is pulled away from the apartment building to the north.
- The elevation of each garage entry ramp allows for a level landing to be provided at the back of sidewalk.
- The lower garage entrance creates a distinct separation between the commerical space and main residential lobby.
- The central Live/Work cluster of 4 units is approximatly 3,000 sq ft. in area and could be converted to a larger single commercial use in the future.
- Trash collection at the street would be done away from adjacent properties.
- Residents of the southerly building can access the amenities located in the northerly building (including parcel and dry cleaning pick up from the leasing office) without exiting to the street or traversing the garage.

CONS

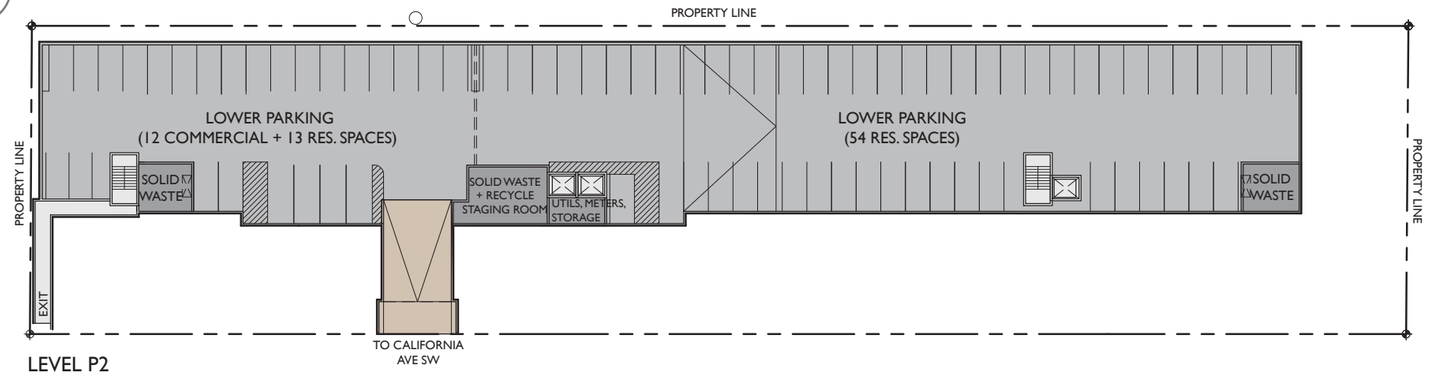
- The lower garage entry ramp takes the place of what would have been the second street-level courtyard.
- The streetscape enviromnent is not as continuous and more interrupted than the preferred scheme.
- The ability to separate residential tenant parking from commerical parking is complicated on the lower parking level by the location of the garage entry.
- Trash collection would occur adjacent to the commercial space and residential lobby.

REQUESTED DEPARTURES

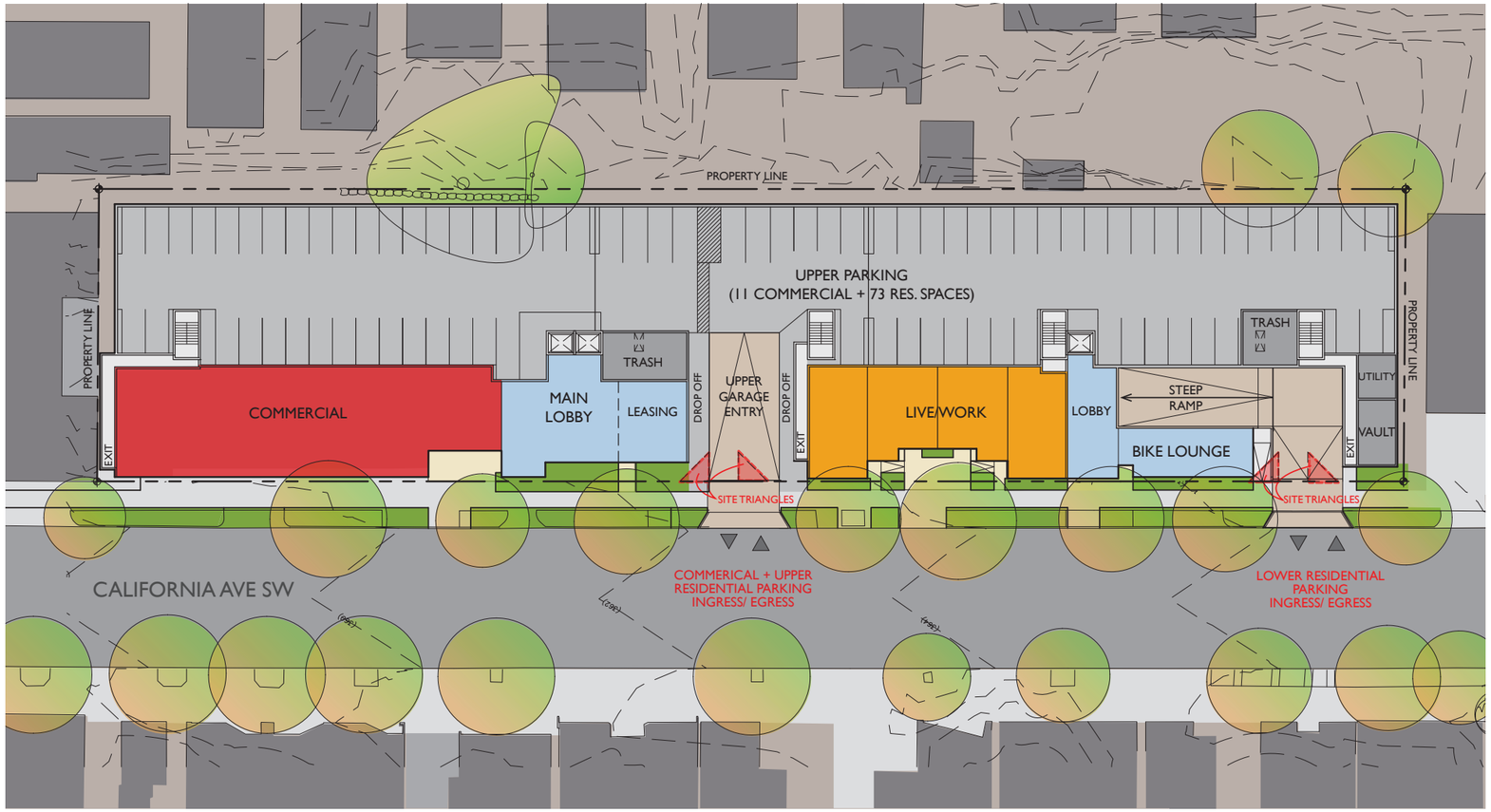
- None



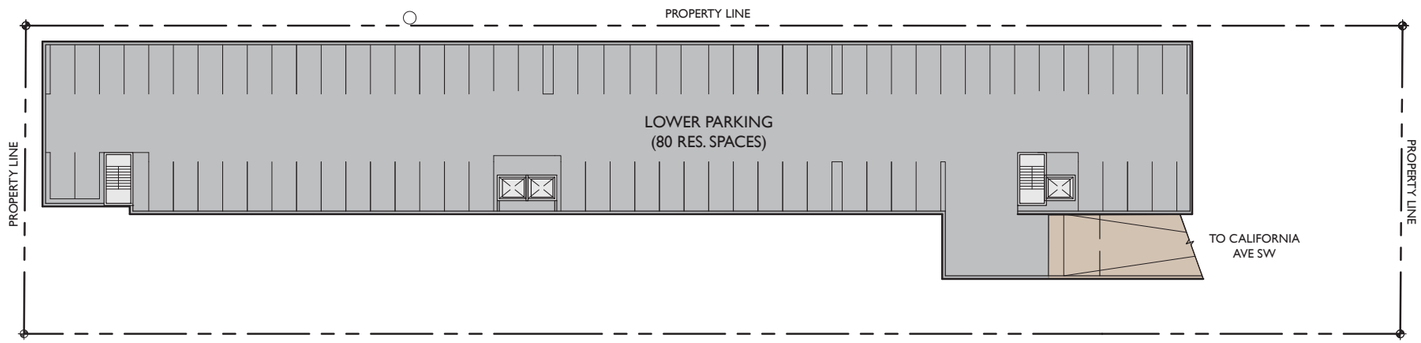
LEVEL P1 / 1



LEVEL P2



LEVEL P1 / 1



LEVEL P2

DISTINGUISHING FEATURES

- Driveway to the lower garage is at the far southern end of the site and utilizes a speed ramp behind a shallow storefront space occupied by the bike lounge.
- Driveway to the upper garage is centered on the site and separates the commercial space and main lobby from the Live/Work uses, secondary lobby and bike lounge.
- The upper garage driveway was widened and has drop-off and pick-up curbs on either side.
- Lobbies are completely disconnected. Southerly building tenants cannot access the northerly building without exiting to the street or going through the garage.

PROS

- More intensely public ground-floor uses (commerical space and main lobby) are clearly separated from the lower-intensity uses to the south.
- Widened garage access with pedestrian drop-off/pick-up walkways provides for more noticable commerical parking entrance and better sight lines.
- Two street-level courtyards.
- Trash pick-up would occur and center of site, away from adjacent properties.
- Despite speed ramp, a landing with 5% slope can be provided at the back of sidewalk.

CONS

- Speed ramp creates shallow space (approximately 16’ deep) along street edge, though the impact is minimized by locating the bike lounge here.
- Scheme does not utilize grade change along California to enter upper and lower garage levels where they best align with the street elevation.
- The streetscape enviromnent is not as continuous and is more interrupted than the preferred scheme.
- The lobbies are not connected, requiring residents of the southern building to exit to the street or travel through the garage to use the amenities located in the southern two buildings.
- Trash collection would occur adjacent to the residential lobby and within the proximity of the greatest number of units in any of the proposed ground floor options.

REQUESTED DEPARTURES

- 20% ramp slope to lower garage level in lieu of the code maximum 15% slope.

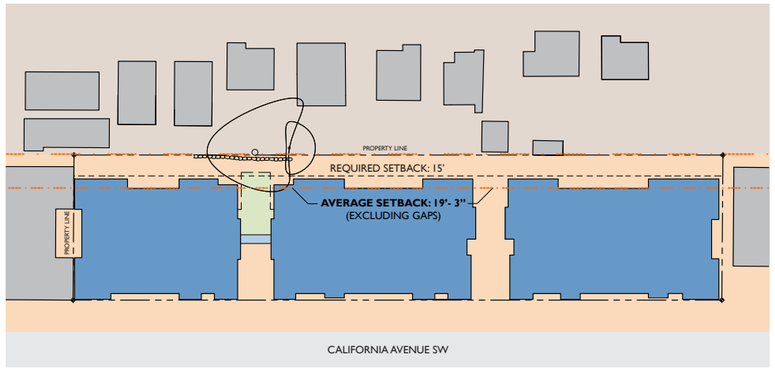
SPECIFIC DESIGN GUIDELINE RESPONSES

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.

The Admiral Residential Urban Village Design Guidelines, for sites abutting single Family Zoning, specifically call for "composing the structure's massing to enhance solar impacts on adjacent structures…."

While a 2nd break has been introduced, the building massing still pulled away from 15' setback line an additional 4'-3" on average. The northerly two housing blocks have been stepped down 2' in elevation when compared to the southernmost housing block and parapet heights have been modulated 4' in height and/or setback from the perimeter of the roof to reduce the amount of shadow cast on the single family lots in the late afternoon.



A-2 STREETSCAPE COMPATIBILITY

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

Varying façade heights, the variety in east and west facades would appear to be a component of existing desirable spatial characteristics of the California Avenue SW right-of-way. The project needs to show respect for the different relationships called for in each of the two main facades, employing a kit of parts that deals with both vertical and horizontal modulation and variation in façade heights. It would not be a successful building that replaced the current positive feeling of vibrant variety along the streetfront with drab sameness.

The initial design concept, described in greater detail later in the packet, utilizes both horizontal and vertical elements to breakdown the overall height and length of the project. In addition to massing the building into 3 parts, corner elements with taller parapets are used to anchor building corners while horizontal balconies, sunscreens and roof eaves extend away from the building corners and help to differentiate the top and bottom floors. In doing so, the building facades are reduced in scale and monolithic planes are avoided.

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.

In choosing this to this to be of high priority in guiding the design, the Board discussed the opportunity to provide something other than a monolithic façade on the east exposure by providing variation and even an erosion of the façade. They questioned the sameness and the usability of the sunken terraces proposed for the lower units and suggested that the presence of the "exceptional" tree called for an architectural response to its presence from the building.

Many of the same design elements, varied depth of facades and materials used on the front of the building will be used at the rear of the site to avoid long, monolithic building planes. The second break in the upper floor massing was added and is centered on the exceptional tree at the rear of the site to provide a visual connection from the street as well as additional relief around the tree by setting back the upper floor massing. The private decks will receive morning sun and will provide a special amenity for the units on Level 2 that would otherwise be located up against the hillside and screening planting along the property line.

A-6 TRANSITION BETWEEN RESIDENCE AND STREET.

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

The Board noted that the street-level residential units might be better suited to the southern end of the development, with true retail/commercial uses provided at the north end of the side. While the spaces with residential components might well be served by setbacks and stoops, however, entrances to the retail/commercial spaces should be at the sidewalk and at-grade requiring some significant adjustments that need to be addressed in the proposed structure.

The ground floor residential units have been removed and a large contiguous commercial component has been provided at the northern end of the site. Thanks to a reconfigured garage, the storefront of this commercial space meets the back of the widened sidewalk and steps to meet the existing grade. A floor-to-floor height of nearly 17' is possible at the commercial space because of the slight fall along California as one heads north. Of the 5 live/work spaces are located at the southern end of the site, 3 are organized around a courtyard that aligns with grade while the other two would share an at-grade entrance from the sidewalk as well.

A-7 RESIDENTIAL OPEN SPACE.

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

The viability of the sunken private open spaces adjacent the hillside and SF 5000 zoning was questioned while encouraging a fresh look at providing larger, common amenity spaces, strategically located with a better relationship to modulating massing impacts and more obvious responses to topography and adjacencies. How these amenity spaces related functionally and were integrated within the whole building would be important for their success and the Board would be waiting to see how the details of these areas were worked out in the design.

We view the private outdoor patios on Level 2 as added amenity for these lower level units while providing a landscaped privacy buffer for the homes along the eastern property line. These spaces will receive morning sun and will be designed with a generous connection between indoors and outside for use on pleasant days. The Level 2 public patio has been enlarged and relocated so it is centered on the exceptional redwood tree and will be designed to complement the amenity space located across the corridor. The primary outdoor common amenity space would be the ample roof deck located on the central building. This space will be designed to be the most communal in nature with the ability to handle large gatherings and will feature a P-patch. A second roof deck is located on the southern block, allowing residents here to appreciate the view without having to travel to the ground floor and up again to the main roof deck.

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.

The Board was agreed that because of its context the impacts of the length and height of the building needed more mitigation than they had been shown in the three alternative schemes. They wanted the applicants to return with a scheme that showed the building divided into three chunks rather than one or just two as in the preferred scheme. The proposed structure stood in need of greater vertical modulation than had

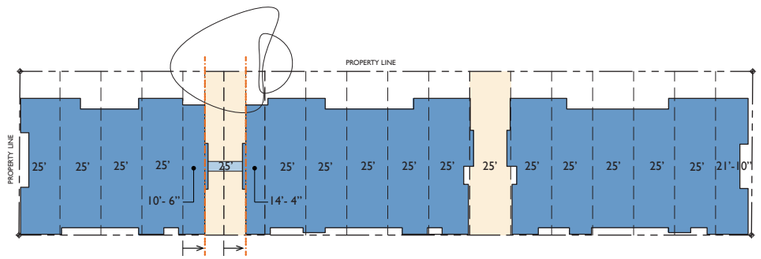
The revised preferred scheme has been remassed to divide the upper floors into 3 massing elements. The southerly building steps up hill and provides a visual break in the alignment of floor levels, roof lines and fenestration patterns. In addition, the parapet heights have been varied to a greater degree to avoid long, unbroken rooflines.

C-1 ARCHITECTURAL CONTEXT

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

The Board observed that although there might be a lack of any "well-defined and desirable character" strictly speaking, especially since it was a neighborhood in transition, nevertheless there was the context of the platting which could provide a kind of palimpsest. This could then be read to create spatial patterns and should suggest opportunities for rhythmic aggregation, modulation, and separations that could be more contextual that what had been shown.

The length of each of the 3 upper massings are roughly based on the 25' interval of the original platting of the block. The two breaks follow this interval as well, though the gaps are wider than 25' at some portions to provide a greater sense of relief between the buildings. The one exception to this was to center one of the breaks in the massing on the exceptional redwood tree. Instead of aligning the building edges with the original platting lines, the break was shifted one half lot to provide a better visual connection from the street to the tree.



C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY

Building design elements, details and massings should create a well proportioned and unified building form and exhibit an overall architectural concept.

The Board acknowledged that it was a particular challenge in a building of this length to provide architectural consistency or a discernible architectural concept, but encouraged a greater effort in that regard. The exceptional length of the street façade in particular called out for variegation, but the building should not become a hotchpotch of different stuff just for variety's sake.

We have included a few concept renderings of the proposed design direction of the project later in the packet. While we are still in the early design phases of the project and the design would be further developed in preparation of a MUP submittal and even further refined at a Design Recommendation meeting, the initial concept is to modulate the building both horizontally and vertically and to create the appearance of three distinct yet complimentary structures. Corner elements with taller parapets are used to anchor building corners while horizontal balconies, sunscreens and roof eaves extend away from the building corners and help to differentiate the top and bottom floors. In doing so, the building facades are reduced in scale and monolithic planes are avoided.

C-3 HUMAN SCALE

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

The Board noted that the questions of scale and human interaction were matters of special concern along the northern portion of the structure along California Avenue SW where genuine commercial/retail spaces should be provided for.

The raised residential units located close to grade have been removed and a commercial space has been added to the northern portion of the site. The storefront will meet the back of the widened sidewalk, will step with grade and overhead weather protection and signage will be introduced to provide a better sense of human scale. Additionally, the second break in the upper floor massing has been continued down to grade to create a second courtyard around which this commercial component can be organized.

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.

The Board indicated that the "stitchery" of the street-facing façade elements would be an important part of a successful design as would be the choices in cladding materials.

While the project is still in the early design phases, some preliminary sketch concepts of the potential aesthetic direction have been provided. This will be further refined as part of the initial submittal for MUP and further refined at a potential Design Recommendation meeting.

C-5 STRUCTURED PARKING ENTRANCES

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

The parking entry at the north end of the site would seem to interfere with the notion of providing viable and active street-level commercial uses there. Additionally, the safety and comfort of pedestrians moving along California Avenue SW, as mentioned by more than one of the public commentators, is a concern at both parking entrances. To address these concerns, at the very least the driveways must meet the sidewalk at a level from the inside so that visibility is optimal for drivers. This guideline should be considered in tandem with Guideline D-5.

The garage has been substantially reconfigured from the first EDG and special attention was provided to provide level driveways along the sidewalk. Three ground floor options showing different garage entrance locations have been provided in this packet – all of which would work with the proposed upper floor massing. By locating the two garage entrances at the far ends of the site as shown in the preferred option, each garage level aligns within 2 feet of sidewalk grade. This allows for ramps that are no more than 5% slope at any point. Additionally, the required sight triangles will be provided at both garage exits and a differentiated paving pattern can be used where the driveway crosses the sidewalk. By locating the two driveways at the far ends of the site, a continuous, unbroken streetscape with a variety of uses and spaces can be provided for passersby.

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.

Board members commented that while the applicants were proposing one main residential entry on California Avenue SW, , they would like to see a more thorough investigation into the location and distribution of retail spaces and an examination of locating as many as three residential entries, perhaps off street-level plazas, on California Avenue SW.

A second, distinct residential lobby has been provided for use of the tenants of the southerly building. As the other two buildings are linked by the sky bridge and this building will have its own independent vertical circulation, we felt it was most appropriate to locate the second lobby here. In the preferred ground floor option, the commercial spaces have been organized around the street-level plazas.

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.

The Board considered this guideline too be particularly applicable to the design of

the north-facing and south-facing façades.

Both the north and south facades have been modulated to provide for varied façade planes and window openings along both of the facades. At the northern end of the site, the proposed massing emulates the courtyard of the building to the north.

D-5 VISUAL IMPACT OF PARKING STRUCTURES

See the comments under Guideline C-5 above.

By stacking the two garage levels at the rear of the site, no portion of the garage, other than the drive aisles will be visible from the exterior of the building.

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.

There appears to be plenty of opportunities for landscaping not only at the street level but as part of the amenity spaces above ground. The applicant is encouraged to work with SDOT regarding the health of the existing street trees and to make a determination of the distinctive characters of landscaping to be provided on California Avenue SW.

The goal of the project was to create a variety of landscaped spaces, both public and private, around the building while also using landscaping to provide screening and relief or to call attention to a particular element where appropriate. Along the street, the two courtyards are situated so that commercial spaces can be organized around them. On Level 2 at the rear of the site, the garage wall has been moved away from the eastern property line to provide for deep planting as a screening buffer for the back yards of the adjacent homes. A less-intensely public patio and possile rain garden will be provided at the base of the two building breaks while an inviting, open roof deck will be large enough to house large groups to appreciate the view to the West.

E-3 LANDSCAPE DESIGN TO ADDRESS SPECIAL SITE CONDITIONS

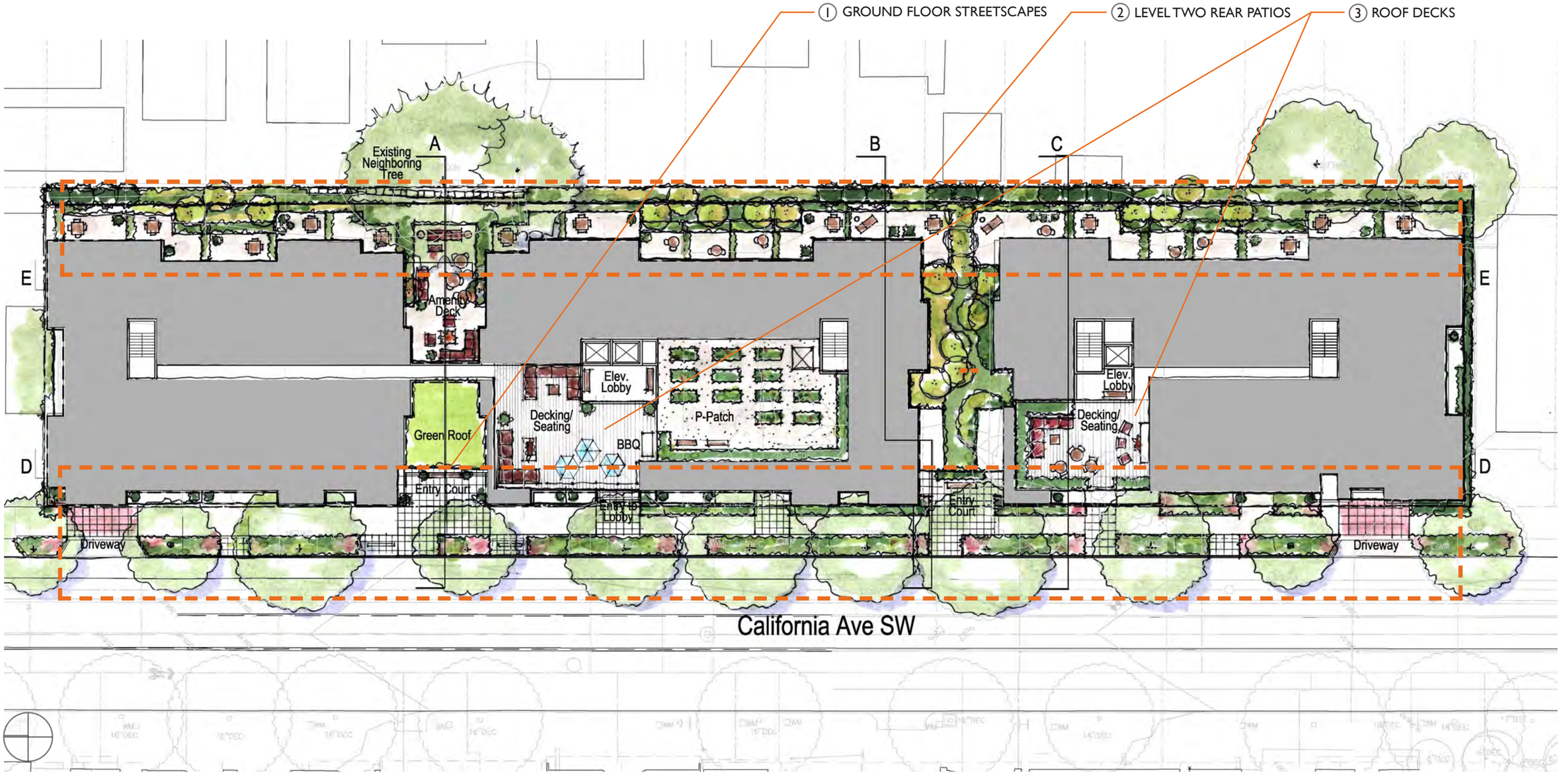
The landscape design should take advantage of special onsite conditions, such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

The presence of the "exceptional" tree adjacent the east property line provides an opportunity for a design response on the east façade(s) of the structure, including the orientation of windows, amenity areas, etc.

The second break has been situated to be centered on the exceptional tree and the public patio associated with the amenity room on Level 2 has been enlarged. By locating the second break in the building here, the building facades are more setback from the tree, allowing more of the canopy to be retained.

LANDSCAPE DESIGN

The landscaping concept has been revised to reflect the new 3 part scheme and to incorporate the Board's comments. It features four main elements: ground floor streetscapes, the Level Two planting, and two roof decks.

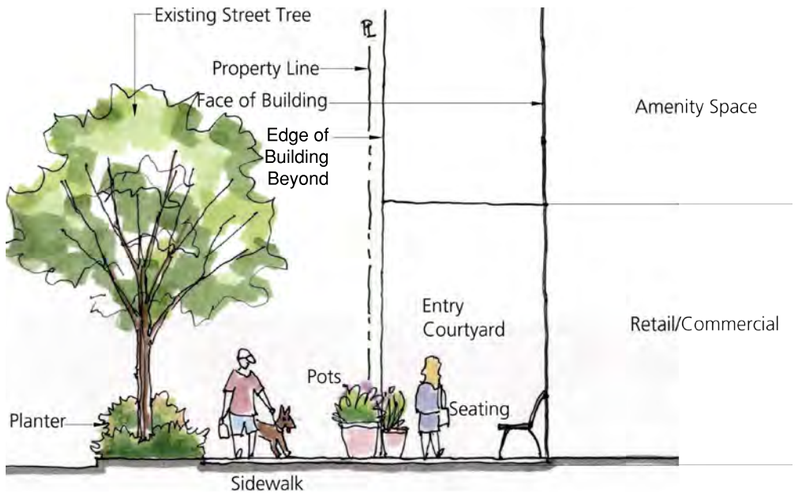


COMBINED LANDSCAPE PLAN

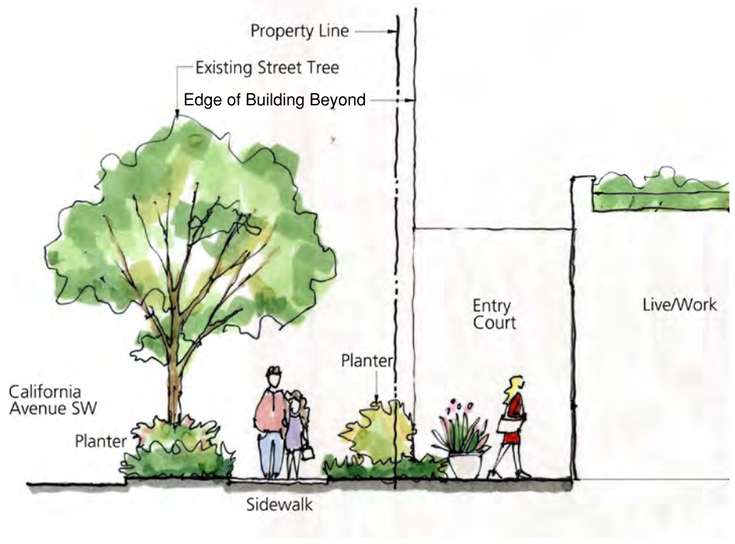
GROUND FLOOR STREETSCAPES

The landscaping concept was revised to reflect the changes to the ground floor in the new 3 part scheme. The sidewalk will meet the storefront of the commercial component and main lobby. Additional planting strips between the sidewalk and building face at the Live/Work spaces will be used to provide screening where appropriate. The entry courts emphasize the breaks between the upper floor blocks and the main commercial entry and 3 Live/Work unit entries are organized around the courts. Changes in the color and pattern of the sidewalk at the garage entries alert pedestrians to vehicular crossing points.

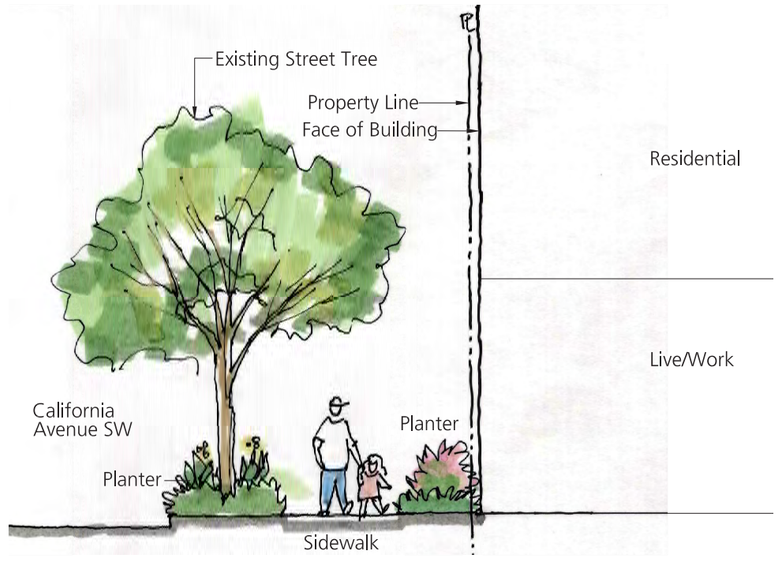
① GROUND FLOOR STREETSCAPE PLAN



STREETSCAPE SECTION A-A



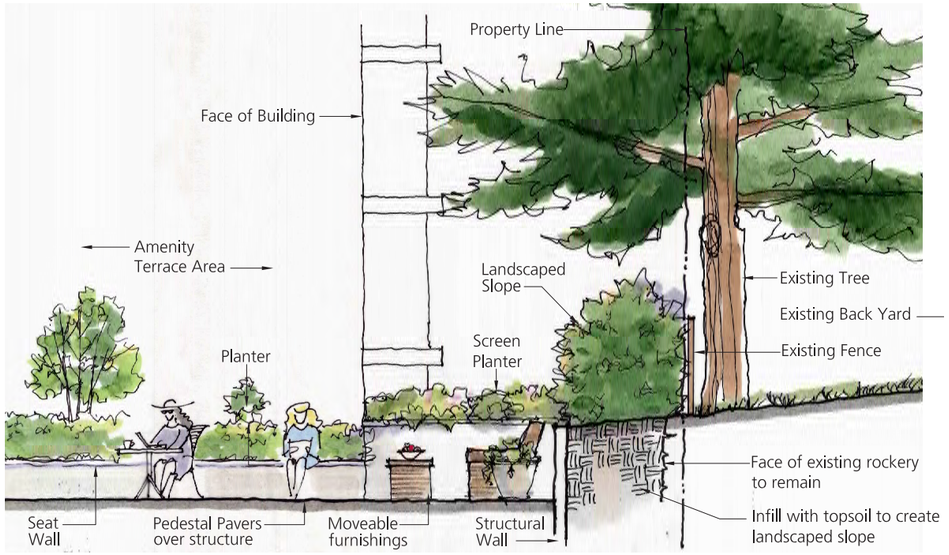
STREETSCAPE SECTION B-B



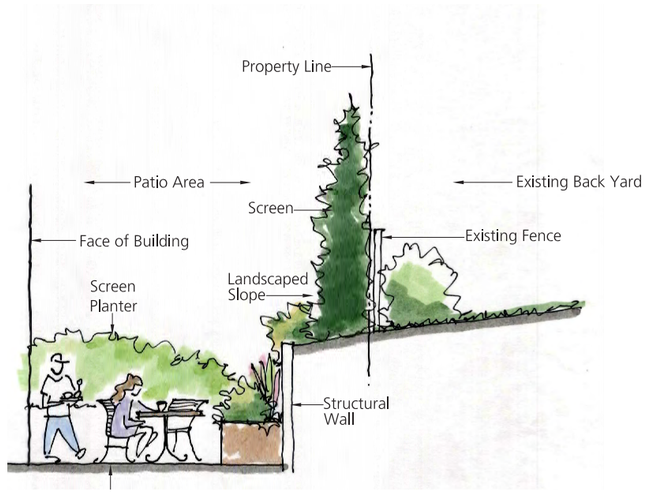
STREETSCAPE SECTION C-C

LEVEL TWO REAR PATIOS

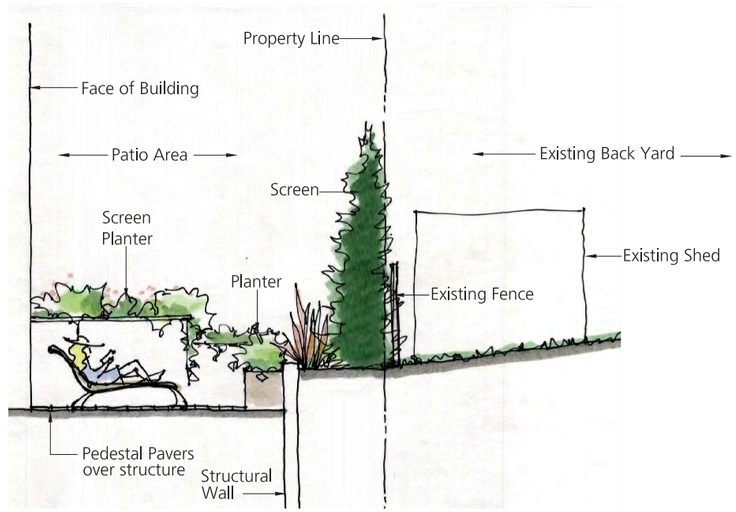
The ground level transition between the building and the adjacent single-family homes is designed to provide two layers privacy separation: raised planters at the terrace and deep planting areas with larger landscape material in the area directly against the property line. A public amenity deck across the corridor from the amenity room on Level 2 is designed to be not-as-public as the roof decks and aligns with the exceptional redwood tree.



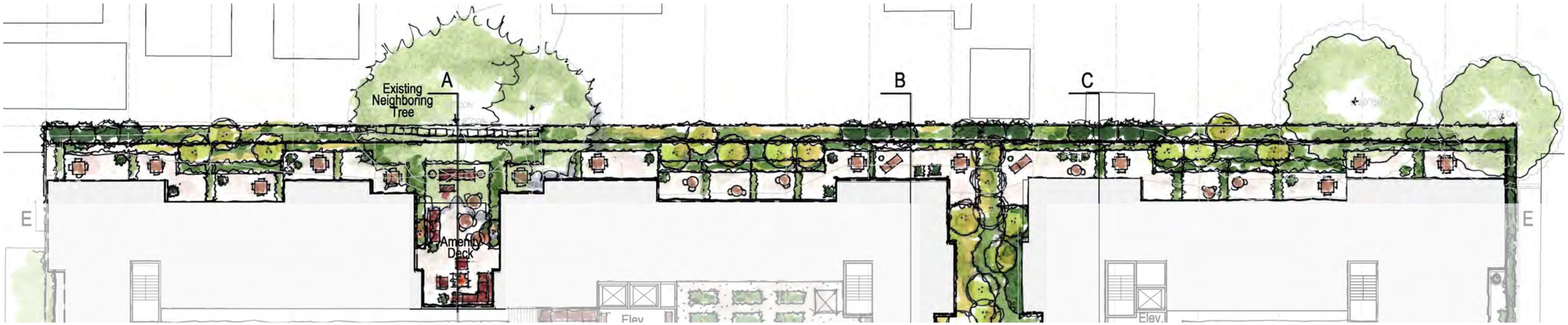
PATIO SECTION A-A



PATIO SECTION B-B



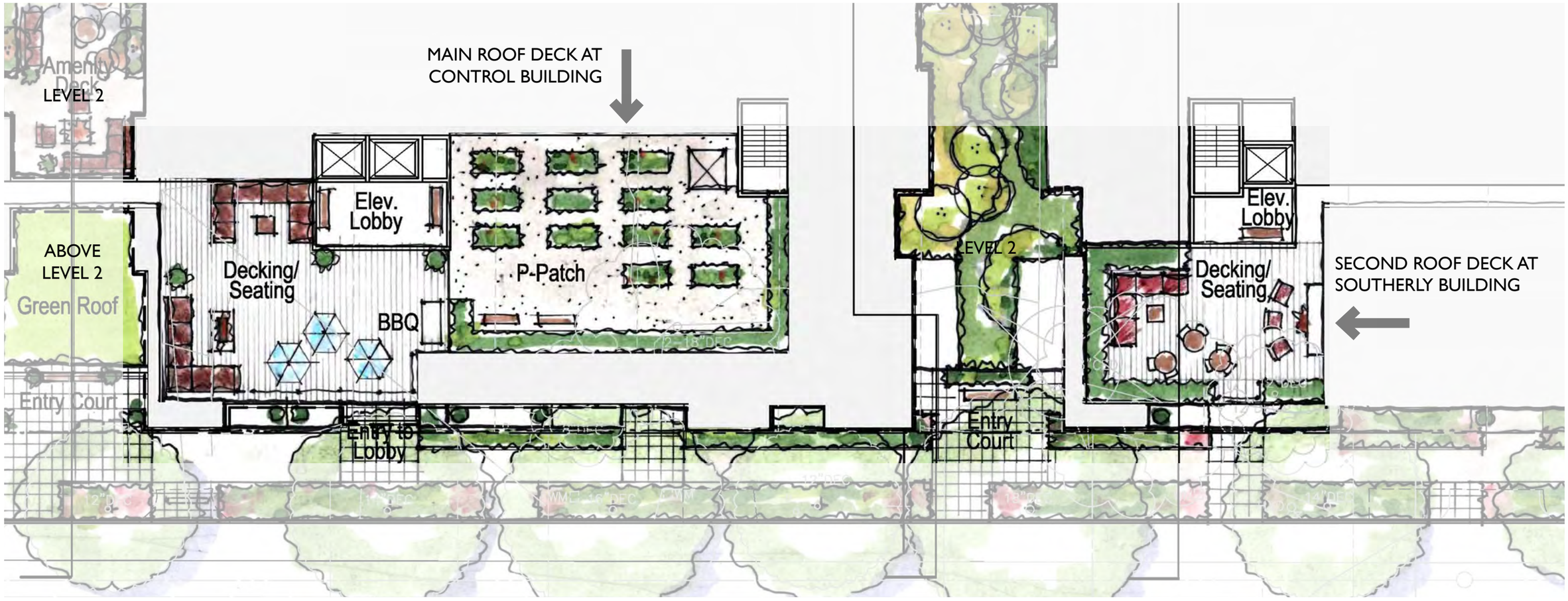
PATIO SECTION C-C



② LEVEL TWO REAR PATIO PLAN

ROOF DECKS

The revised 3 building scheme features a main roof deck on top of the central building. This deck has a p-patch with raised planting areas, deck seating, patio tables and a BBQ, creating an inviting area for group gatherings. A second roof deck is located on the southern building and provides a more intimate gathering space. It alleviates the need for residents of the southern building to travel to the ground floor to access the main roof deck.



③ ENLARGED PLAN OF ROOF DECKS

ENSO APARTMENTS - PORTLAND

DESIGN FOR ALL FACADES

The Enso Apartments in Portland provides a good example of applying a consistent design concept to both the front and rear of the building while using slightly different tools in the same kit of parts where appropriate. The front of the building responds to the street with bolder modulation techniques while the rear of the building, in this case the courtyard façade, is not as modulated while being complementary to the front of the building. This rear façade is not forgotten and is well crafted, modulated and patterned.

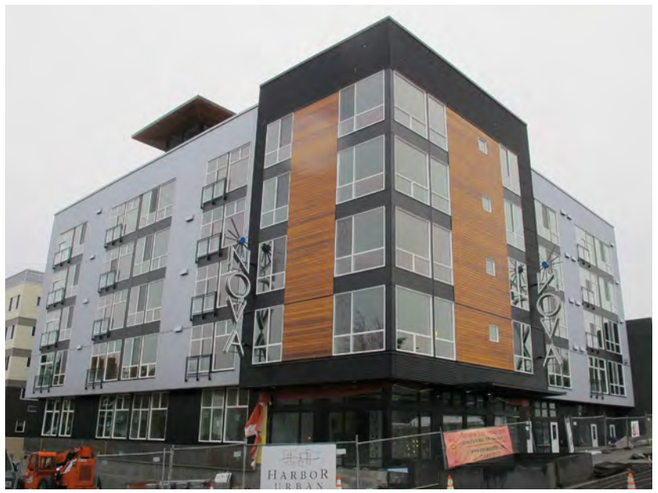
ENSO APARTMENTS - PORTLAND

COMPLIMENTARY BUT DIFFERENTIATED

While a much taller building than our proposed project, the Curve project in the U-District provides a good example of how materials, fenestration patterning and similar massing modulation techniques can be used to achieve 3 complementary buildings. Similar design elements are repeated but slightly varied to create a comprehensive development that does not appear disjointed.

While our respective sites are shaped differently, are zoned differently (NC3-85 vs NC2-40) and our massing strategies differ to a degree, the opportunity for our project to create 3 complementary buildings that are not identical would be an appropriate response to break down the overall appearance of height, bulk and scale.

CURVE - 11TH AVE NE & NE 47TH, U DISTRICT



NOVA APARTMENTS - WEST SEATTLE

MATERIAL CHANGES & MODULATION

The Nova Apartments, Stack House Apartments in SLU and the nearby Orion Building all provide fine examples of how slight variations in the façade of just a few feet, coupled with material changes, can breakdown the overall scale of different massing elements. For our project, we are varying the planes between the building corners and the center of each massing by 4' or more. Coupled with material and color changes, each massing element is further broken down to a human scale.

ORION BUILDING - ADMIRAL

STACK HOUSE APARTMENTS - SOUTH LAKE UNION

STREET-LEVEL ENTRY COURTS

The ArtSpace at the Hiawatha Lofts courtyard provides a similar example of a massing strategy where the break between buildings is accentuated by a recess in the streetscape storefronts, landscaped and can serve as a spillout/entry space for the adjacent ground floor uses. The individual landscaping of each entry court will be designed to reflect the intensity of the adjacent uses – one very public entry for the commercial space(s) and one semi-public court for the Live/Work entries further south along California.

ARTSPACE @ HIAWATHA LOFTS COURTYARD

GREENHOUSE APARTMENTS - COLUMBIA CITY

LEVEL 2 COURTYARDS & PATIOS

The Greenhouse project provides a strong example of materiality, patterning, use of color, fenestration and landscaping that could be applied to the Level 2 patio spaces behind and between the buildings.

EARLY DESIGN CONCEPT & DESIGN PRECEDENTS

PRELIMINARY DEVELOPMENT OF DESIGN CONCEPT

We felt it was appropriate to provide the Board with our initial thoughts on a potential design direction for the project. While the design concept will need to be refined in advance of the initial MUP submittal and will be then further refined in preparation of a Design Recommendation meeting, we wanted to indicate how the project could be further articulated to provide a sense of human scale. We would appreciate feedback from the board on this preliminary concept.

This preliminary design concept utilizes both horizontal and vertical elements to breakdown the overall height and length of the project. In addition to massing the building into 3 parts, corner elements with taller parapets are used to anchor building corners while horizontal balconies, sunscreens and roof eaves extend away from the building corners and help to differentiate the top and bottom floors. In doing so, the building facades are reduced in scale and monolithic planes are avoided.

Similar design elements such as bay modulation, materials, colors, recesses and fenestration patterns are repeated in concept, but slightly varied between the 3 buildings. All 4 sides of each of the 3 buildings share a same vocabulary, but are not identical to avoid monotonous repetition. The front of the building features some massing elements that are slightly bolder to respond to the street while the rear of the building would utilize more simple, yet well-proportioned massing elements to quiet the building but not reduce its quality of construction or materiality.

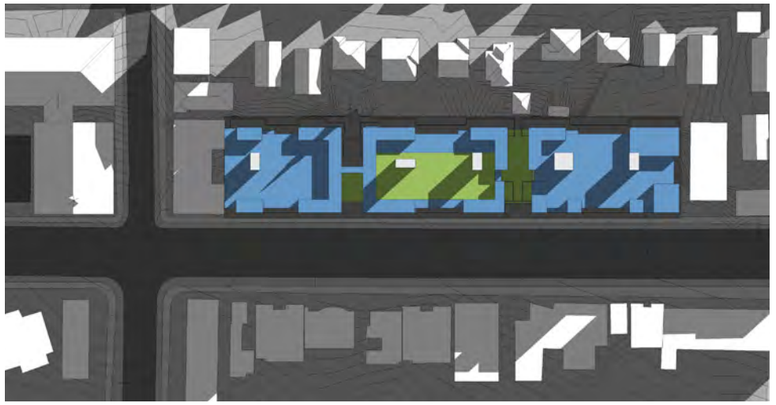
Within each of the 3 massings, recessed bays are used as reveals to separate corner elements from the "field" located in the center of each block. Erosions are differentiated in color where planes are offset and turn the corner in certain circumstances. The roof line is varied to provide additional modulation. Upper floors are differentiated and horizontal elements are used to reduce the appearance of height along the street edge.

At the street level, we are beginning to explore how the building meets the ground. Some massing elements extend down from the upper floors to unify the building above and below the podium. In addition, we plan on exploring more detailed elements such as how canopies can wrap the corner and activate the two entry courts to denote building entries.

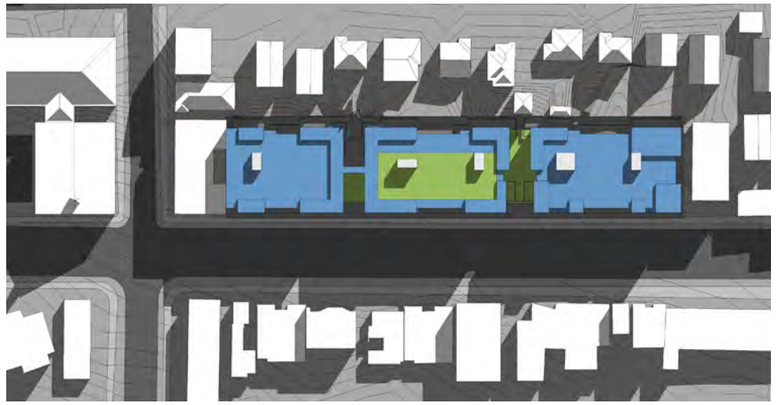
COMMERCIAL ENTRY COURT

LIVE/WORK ENTRY COURT

SHADOW STUDIES



DECEMBER 21, 9AM



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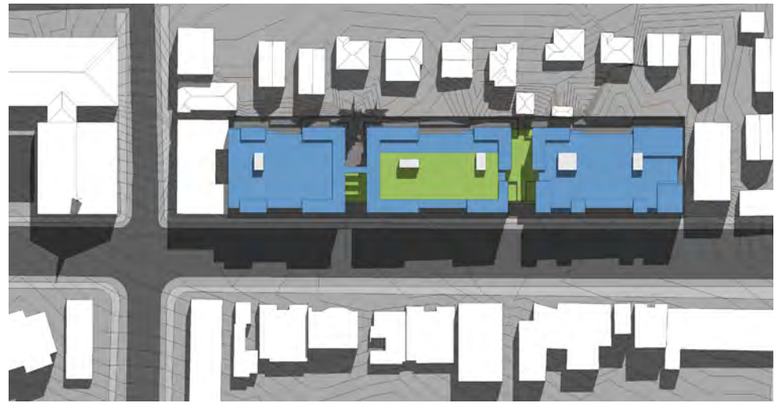

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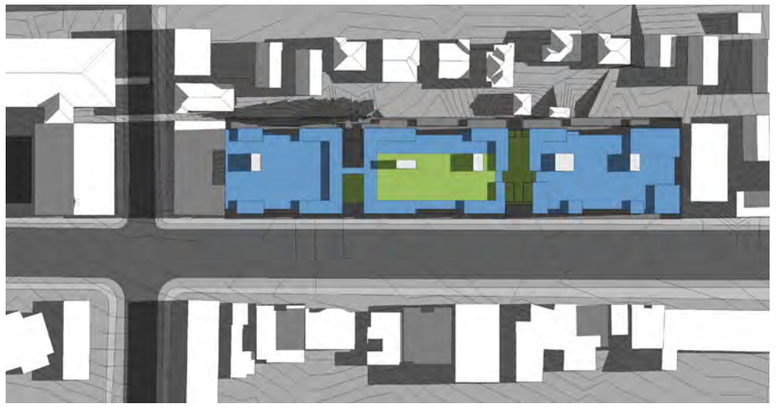

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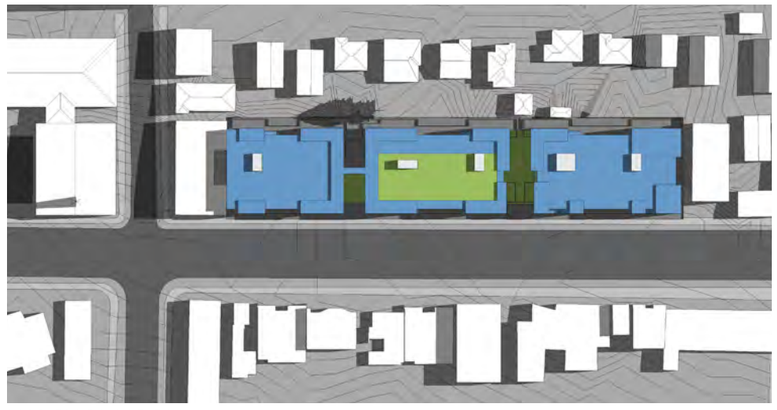

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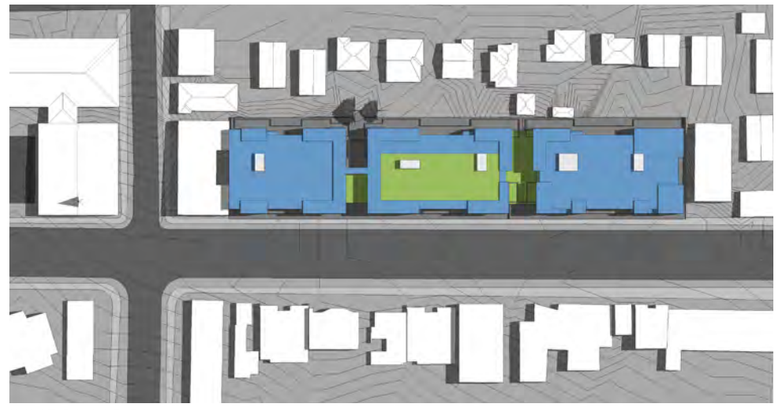

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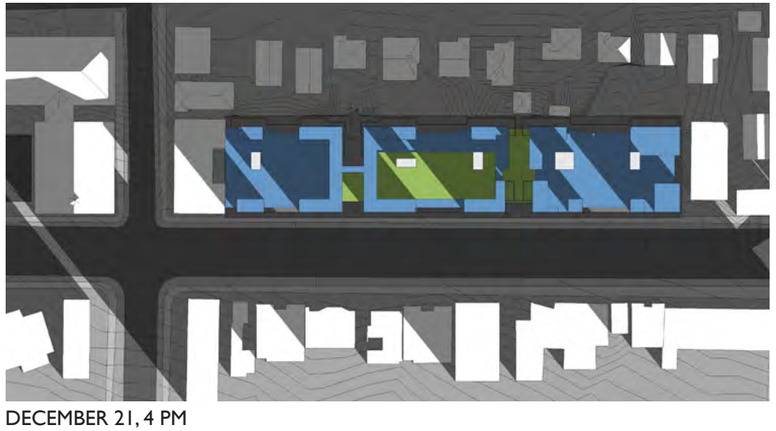

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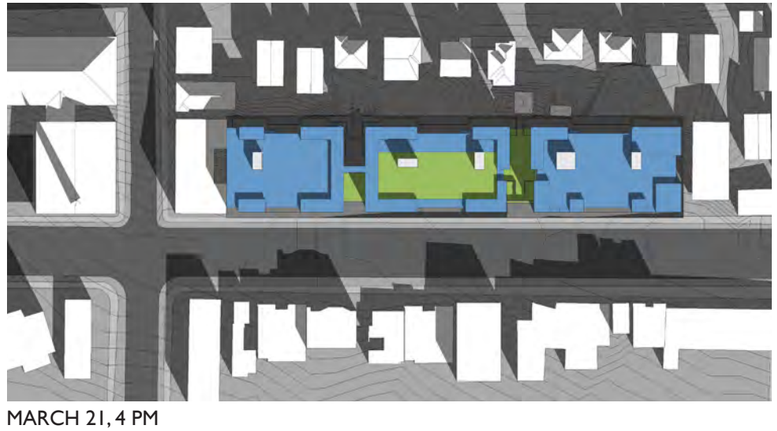

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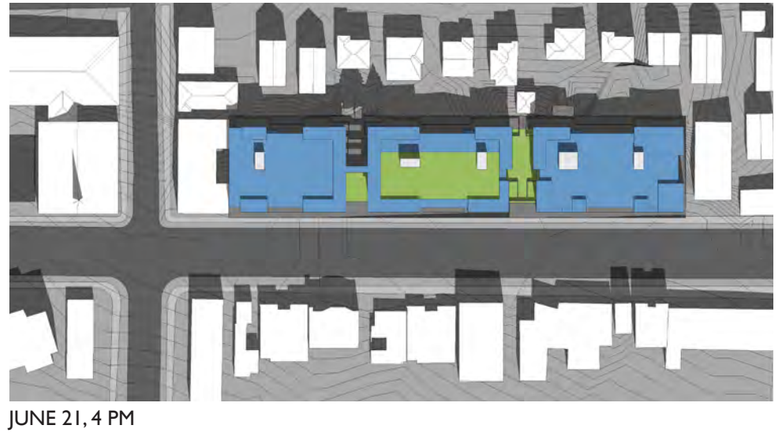

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SIDNEY

BLAKELEY COMMONS

THE HAYES

EXPO 62

ARTHOUSE

H2O APARTMENTS - LEED-H PLATINUM TARGET

BROADSTONE KOI - LEED-NC CERTIFIED TARGET

DAKOTA

APERTURE - BUILT GREEN 3-STAR TARGET

APPENDIX

- Site Context
- Zoning Code Summary
- Opportunities & Constraints
- Streetscape Montages
- Site Context
- Existing Site Plan
- Option 1 (presented 4/11/13)
- Option 2 (presented 4/11/13)
- Option 3 (presented 4/11/13)

SITE CONTEXT

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

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
- Commercial 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

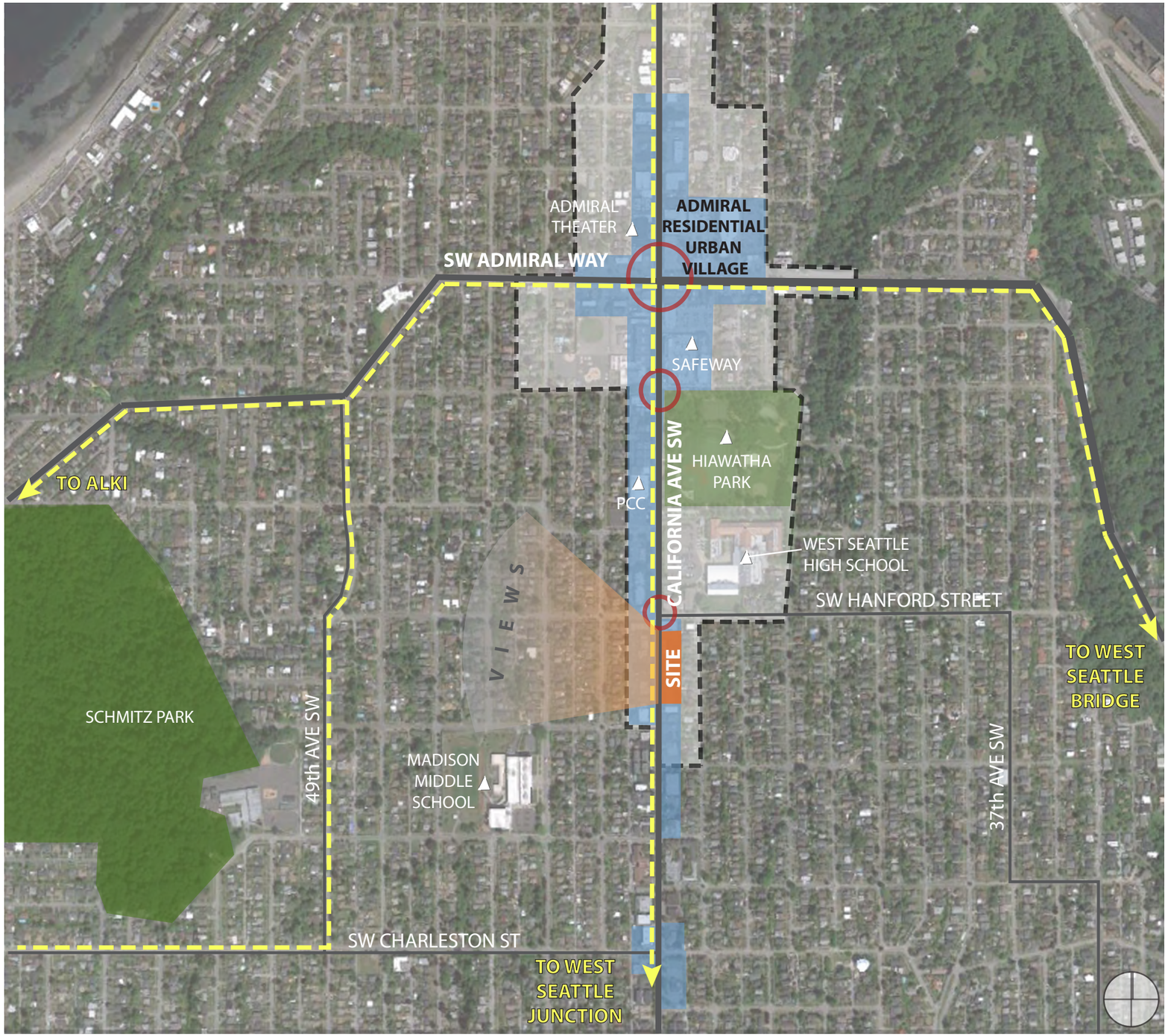
Estimated parking requirement: Approximatly 170 stalls, including commercial use.
Proposed parking: Approximately 171 spaces
Bicycle long-term parking:
- Required: 1 per 4 units
- Estimated requirement: 155 units/4 = 39 spaces

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 * 55 units) = 795 sf

DEPARTURE MATRIX (GROUND FLOOR ALTERNATIVE #2 - SPEED RAMP TO LEVEL P2 ONLY)

DEVELOPMENT STANDARD	DRIVEWAY SLOPE - SMC 23.54.030.D.3
REQUIREMENT	A driveway may not slope more than 15% unless topography or other special charachteristic of the lot makes a 15% slope infeasibile
PROPOSED	A driveway with a maximum slope of 20%
DEPARTURE AMOUNT	A 5% increase in the maximum allowed slope.
REASON FOR DEPARTURE	Given that the driveway entrance occurs at the highest point of grade, a longer entry ramp is required before enough grade change occurs to clear the ground floor spaces. A 20% maximum slope would reduce the amount of run needed before the ramp would clear the residential lobby by approximatly 14', providing more urable, full-depth ground floor space. A nearly level landing, approximatly 5% slope, would be provided at the back of sidewalk to provide better sight lines.
RELEVANT DESIGN REVIEW GUIDELINES	A-2 Streetscape Compatibility C-5 Structured Parking Entrances D-5 Visual Impacts of Parking Structures



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 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 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-levels 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
- NC-ZONED
- PARK
- NODE
- ADMIRAL RESIDENTIAL URBAN VILLAGE BOUNDARY
- LOCAL LANDMARK
- ARTERIAL STREET
- BUS ROUTE & MAJOR TRAFFIC FLOW

PROJECT SITE

1 CALIFORNIA AVENUE SW LOOKING EAST

2 CALIFORNIA AVENUE SW LOOKING WEST

3 42ND AVENUE SW LOOKING WEST

MONTAGE KEY MAP

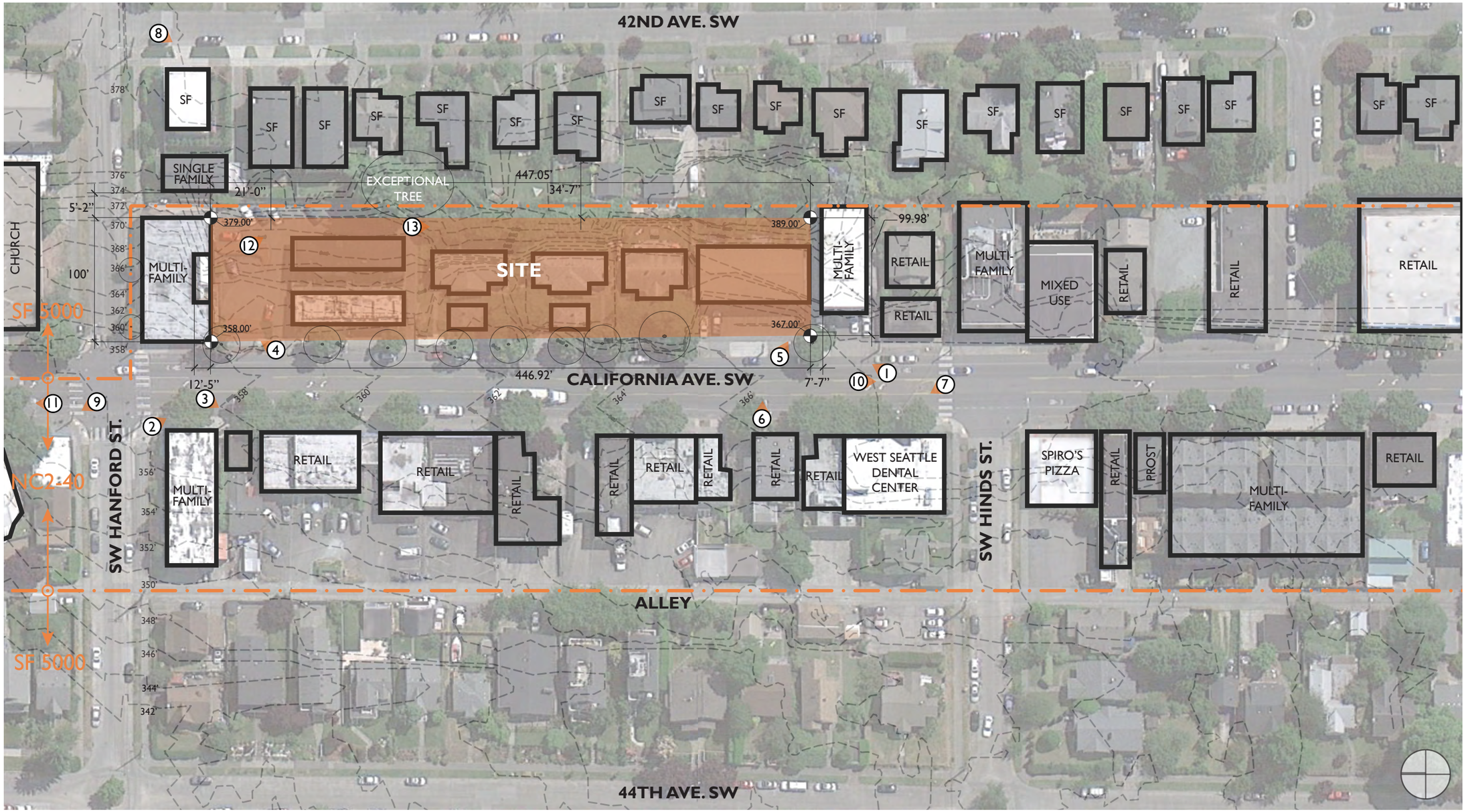
SITE CONTEXT AND DESIGN CUES

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



OPTION 1 (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.

AERIAL VIEW: LOOKING NORTHEAST FROM ABOVE SITE

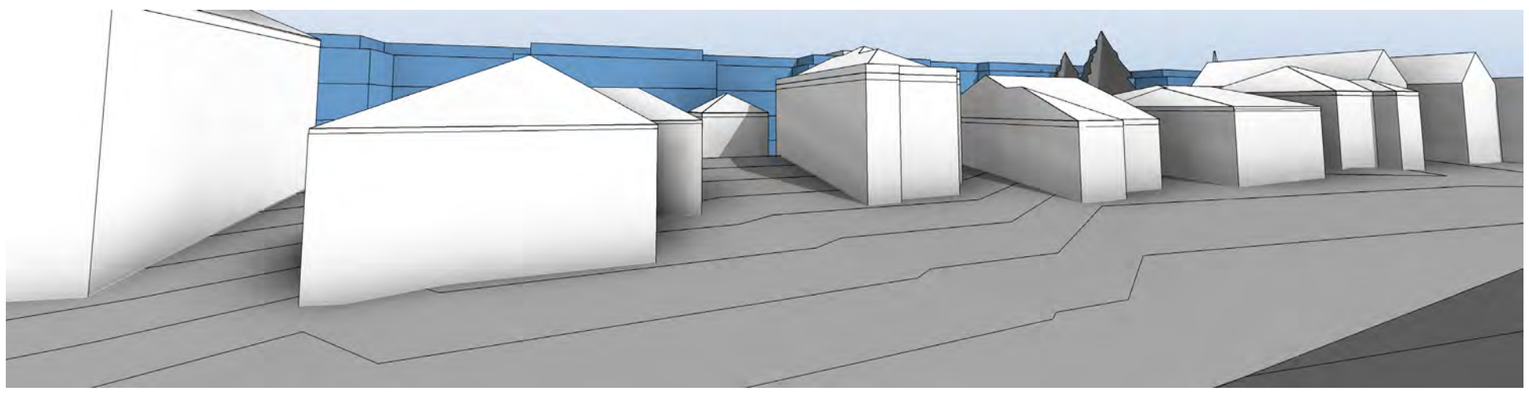
PROS

- 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 L1 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.

AERIAL VIEW: LOOKING SOUTHEAST FROM ABOVE SITE

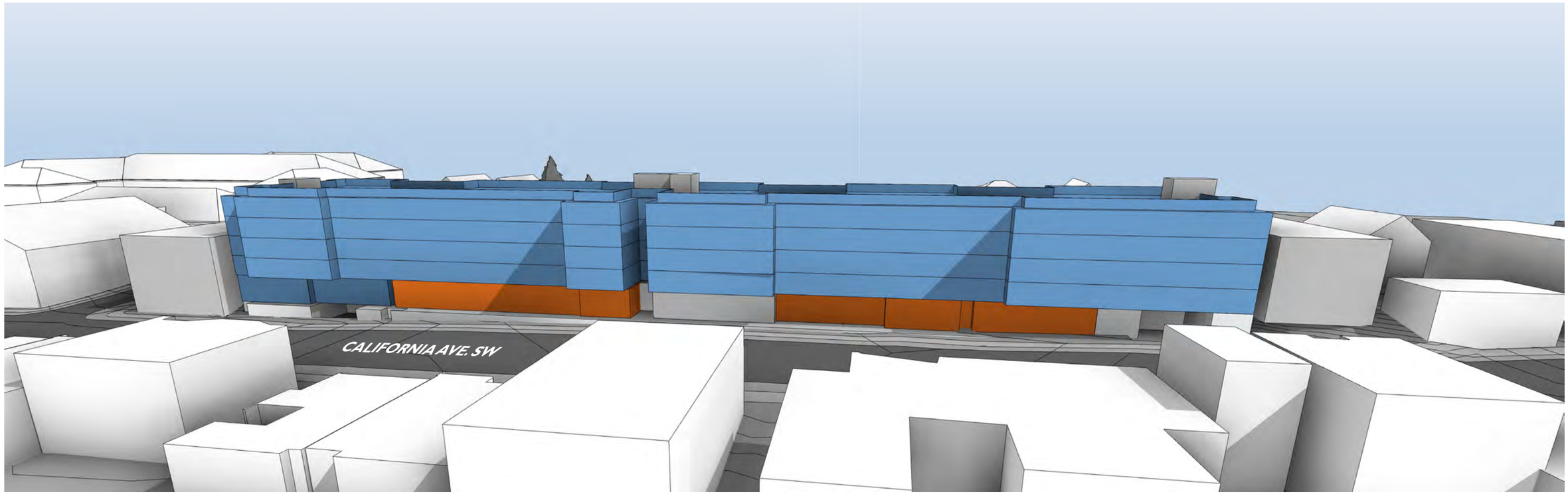
CONS

- 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.

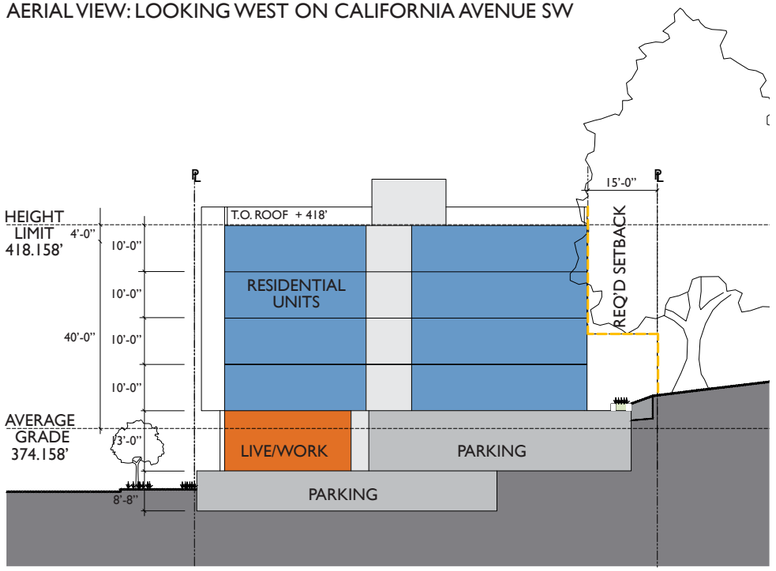

STREET VIEW: LOOKING NORTHWEST ALONG 42ND AVENUE SW

DEPARTURES

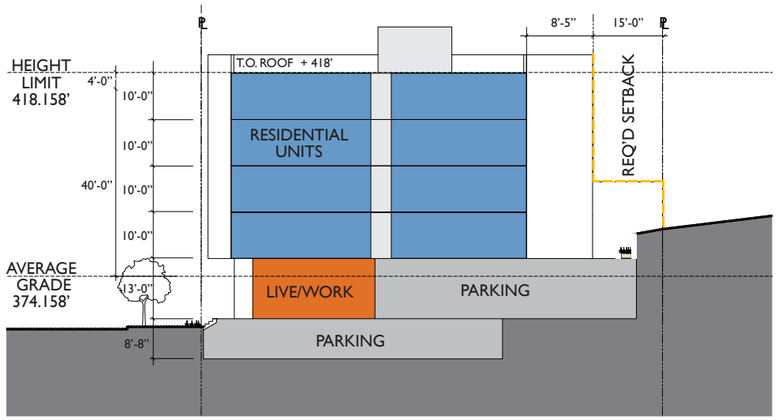
- None



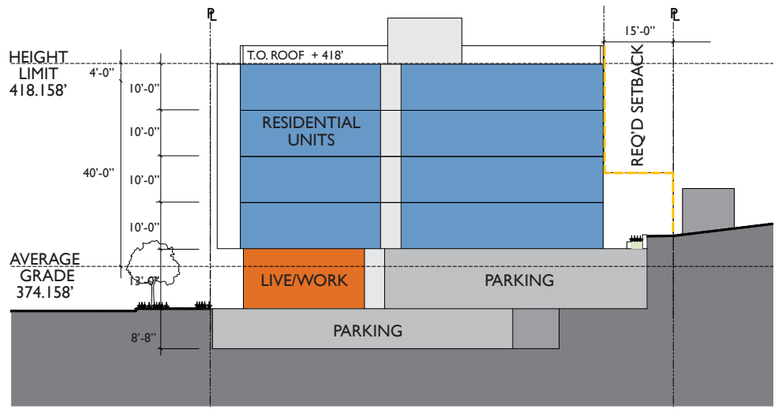
AERIAL VIEW: LOOKING WEST ON CALIFORNIA AVENUE SW



SECTION A



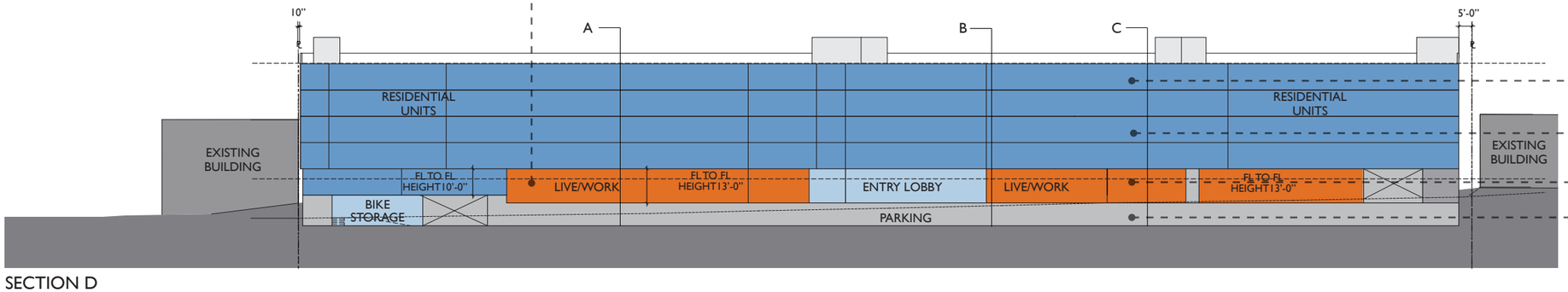
SECTION B



SECTION C

OPTION 1 (CODE COMPLIANT)

LEVEL P1 / 1



SECTION D

LEVEL 3-5

LEVEL 2

LEVEL P2

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.

AERIAL VIEW: LOOKING NORTHEAST FROM ABOVE SITE

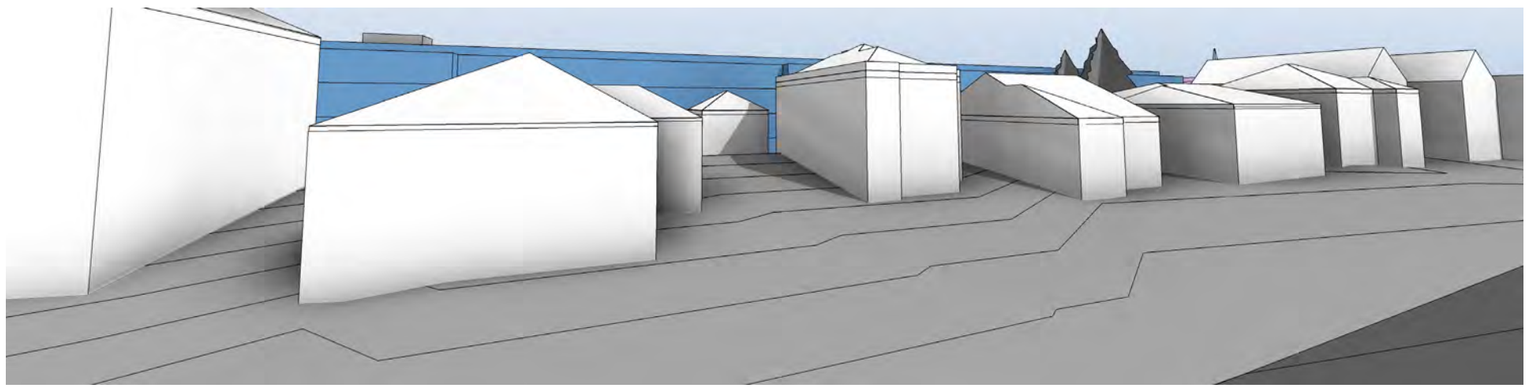
PROS

- 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.

AERIAL VIEW: LOOKING SOUTHEAST FROM ABOVE SITE

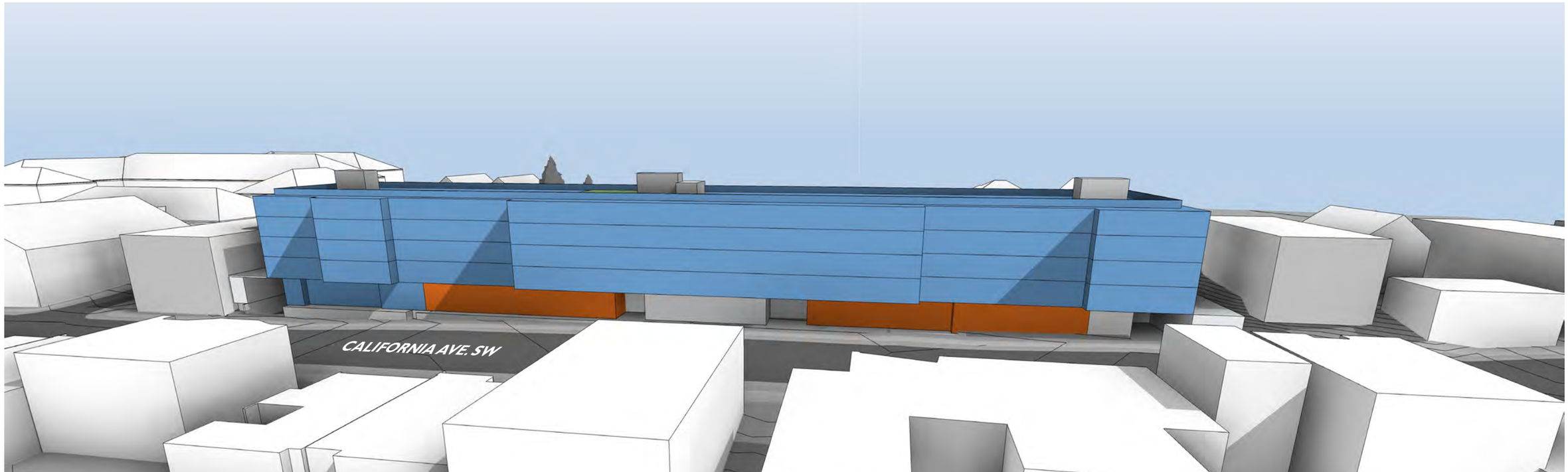
CONS

- As a result of not utilizing the additional 4' of building height, the finished elevation of L1 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.

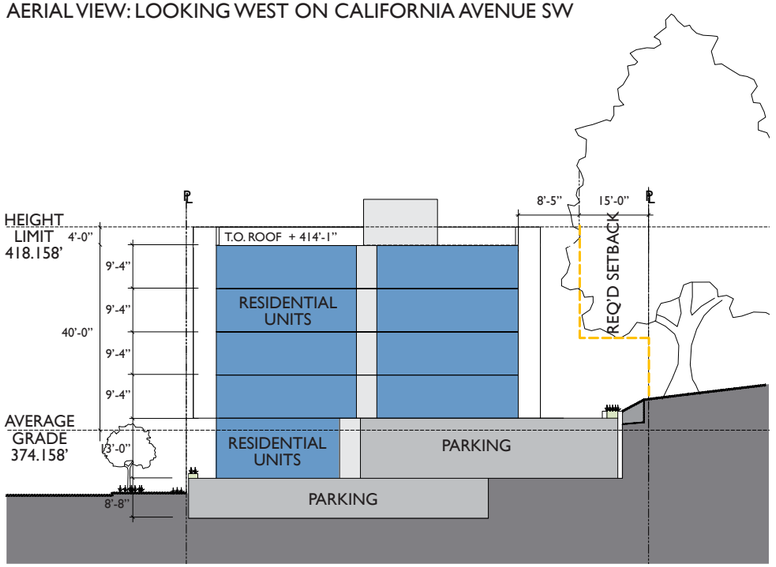

STREET VIEW: LOOKING NORTHWEST ALONG 42ND AVENUE SW

DEPARTURES

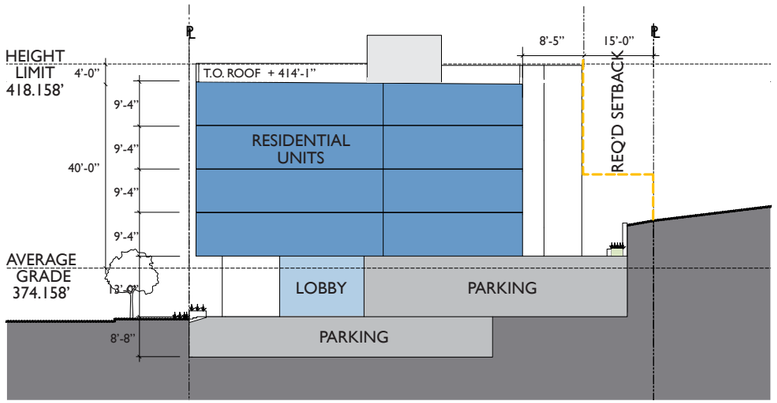
- 1 street-level residential unit does not meet the requirement for being setback 10' or raised 4' above the sidewalk (see Departure Matrix on Page 3).



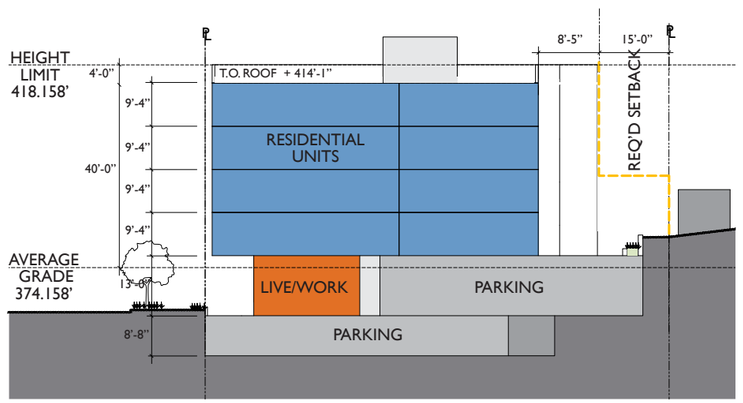
AERIAL VIEW: LOOKING WEST ON CALIFORNIA AVENUE SW



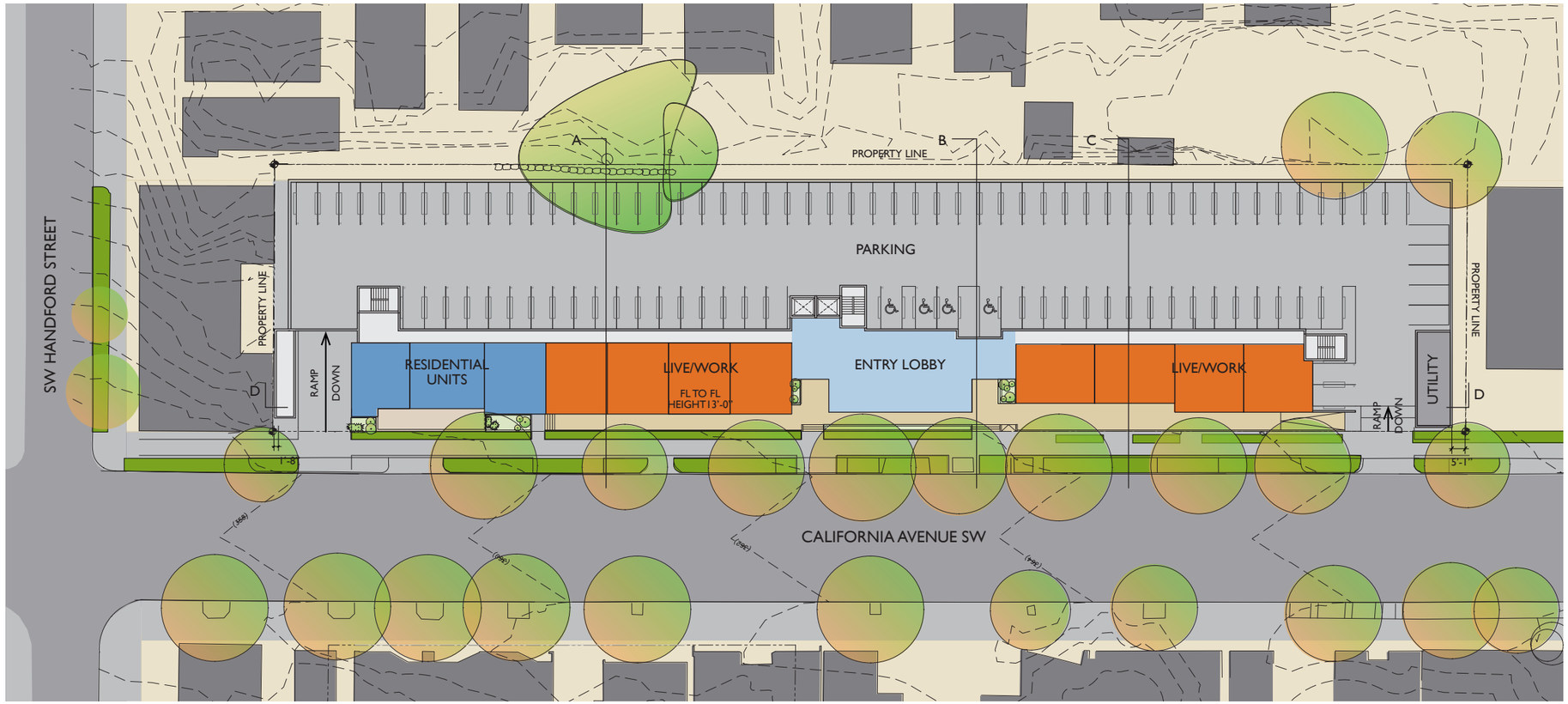
SECTION A



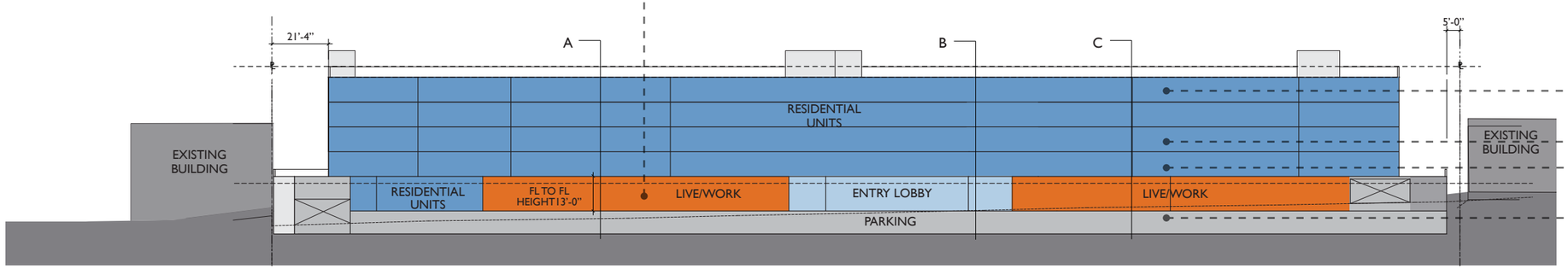
SECTION B



SECTION C



LEVEL P1 / 1

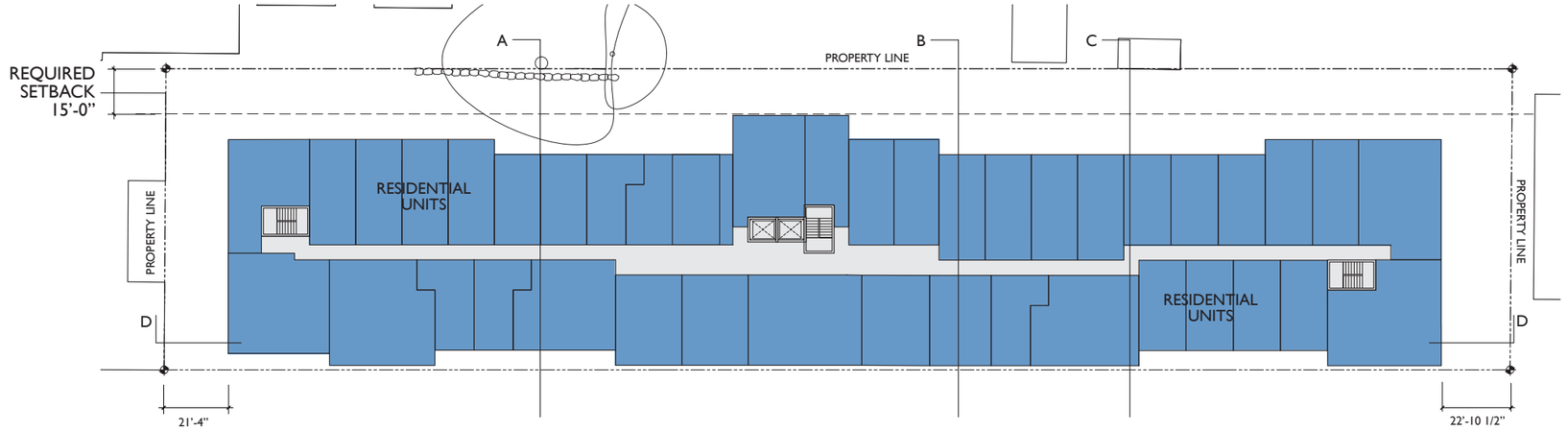


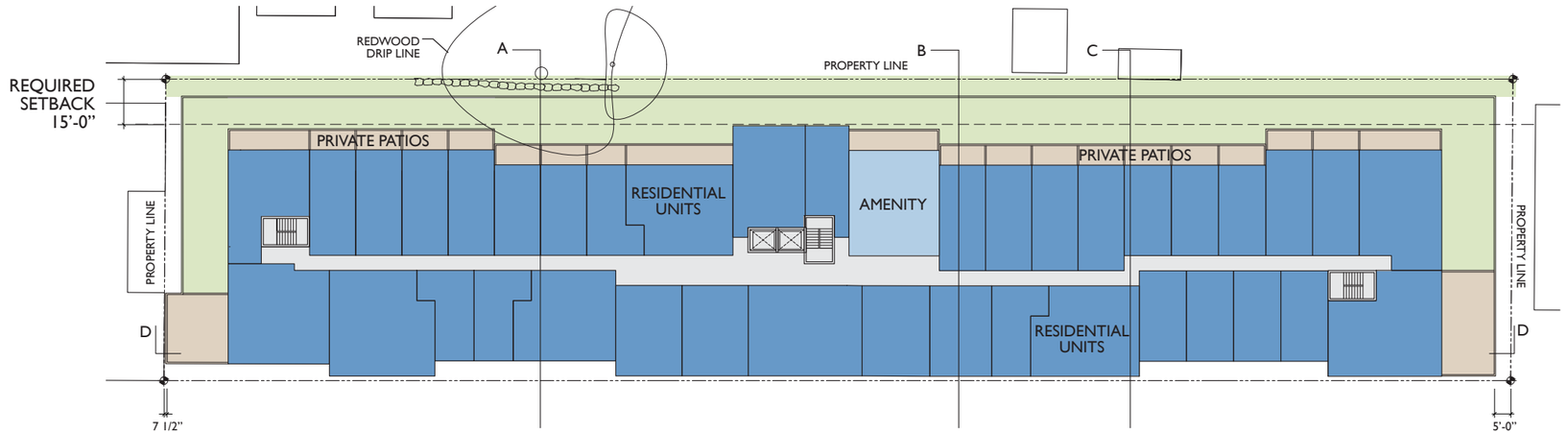
SECTION D

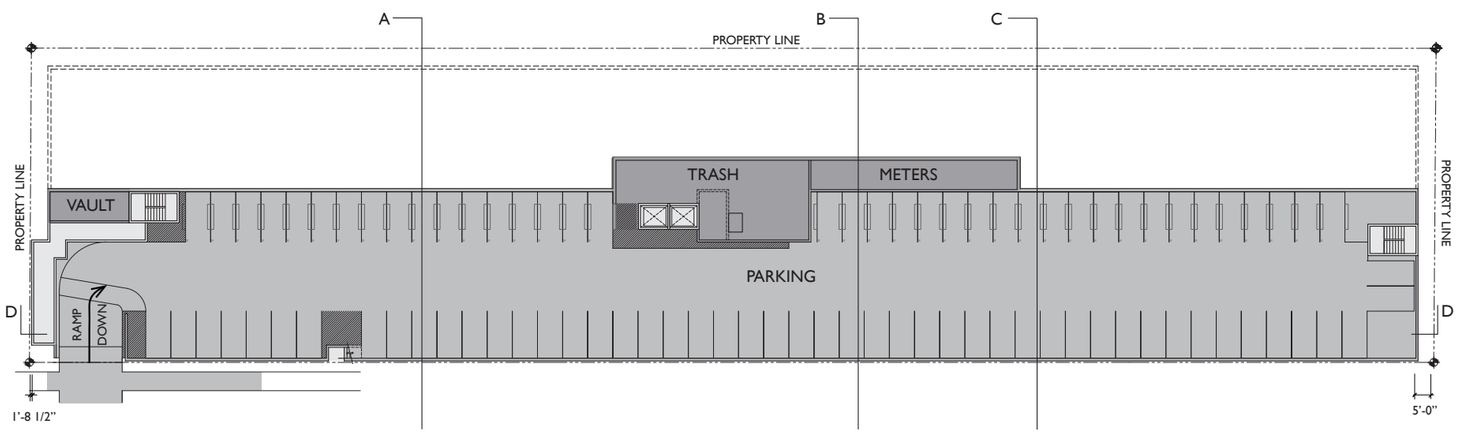
LEVEL 3-5

LEVEL 2

LEVEL P2







OPTION 3

DISTINGUISHING FEATURES

- The structure is massed away from the east property line (an additional 8'-6" on average beyond the required15' 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

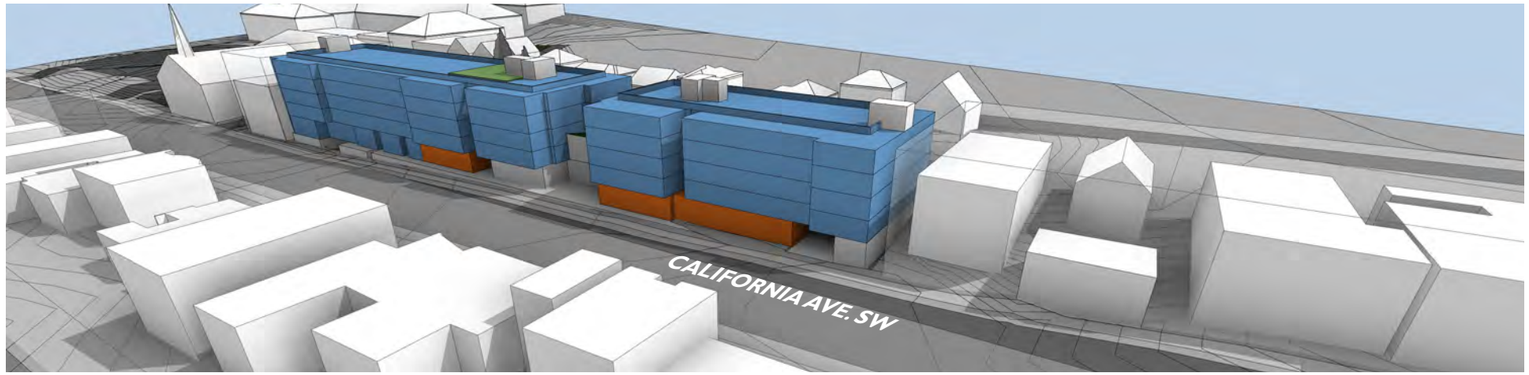
- With the break in the upper floors, the project appears to be massed as two separate buildings, reducing the overall appearance of bulk and scale.
- The break allows for double the number of corner units. The building corners can be articulated to further break down the appearance of bulk and scale.
- The structure is aproximately 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.

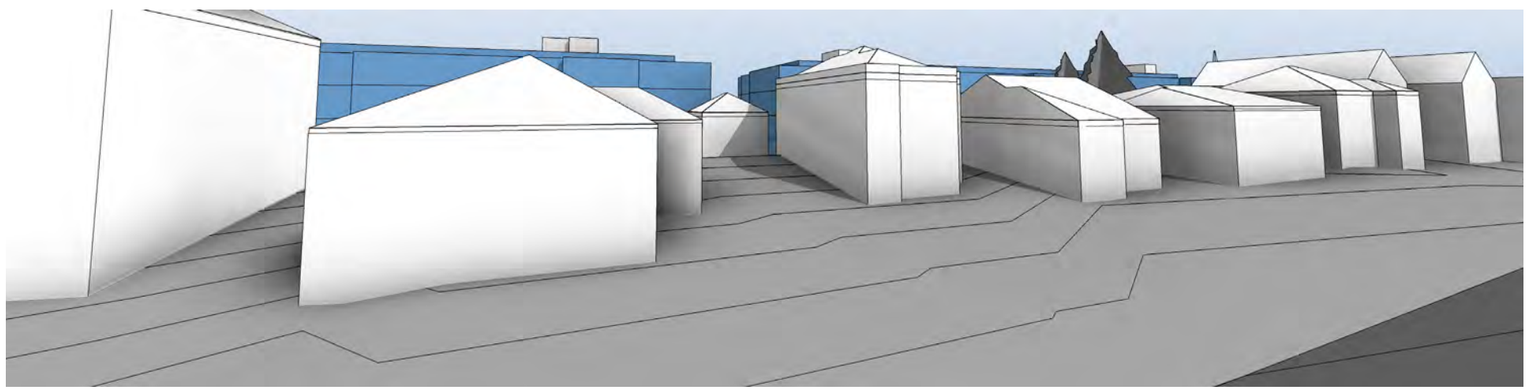
REQUESTED DEPARTURES

- 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)

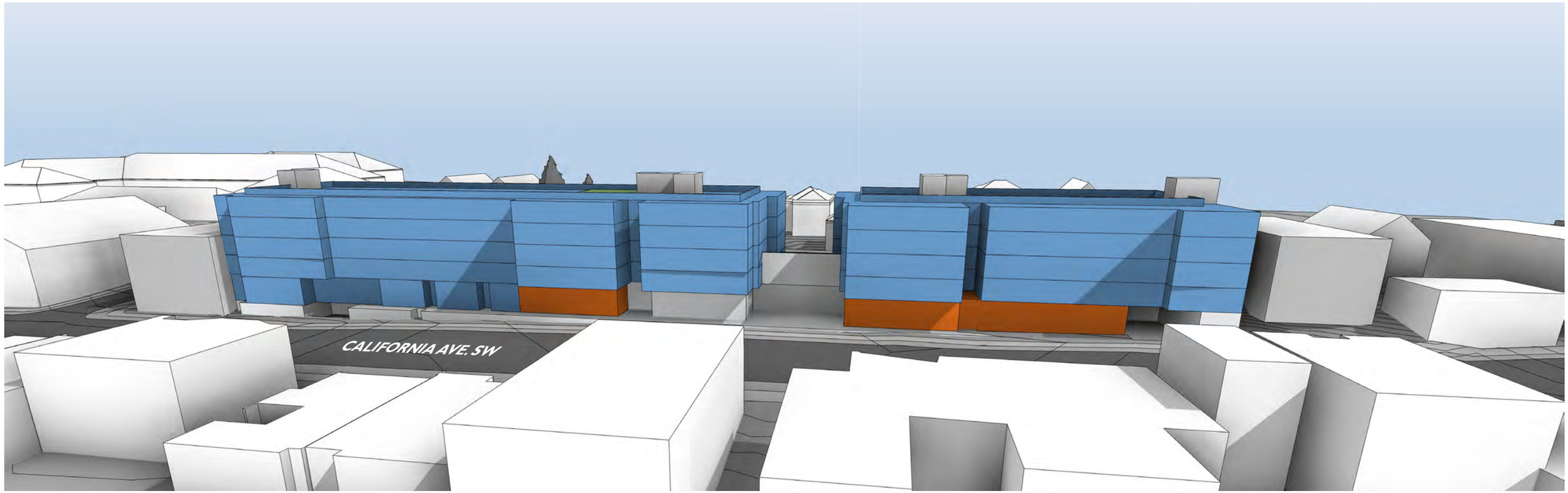


AERIAL VIEW: LOOKING NORTHEAST FROM ABOVE SITE

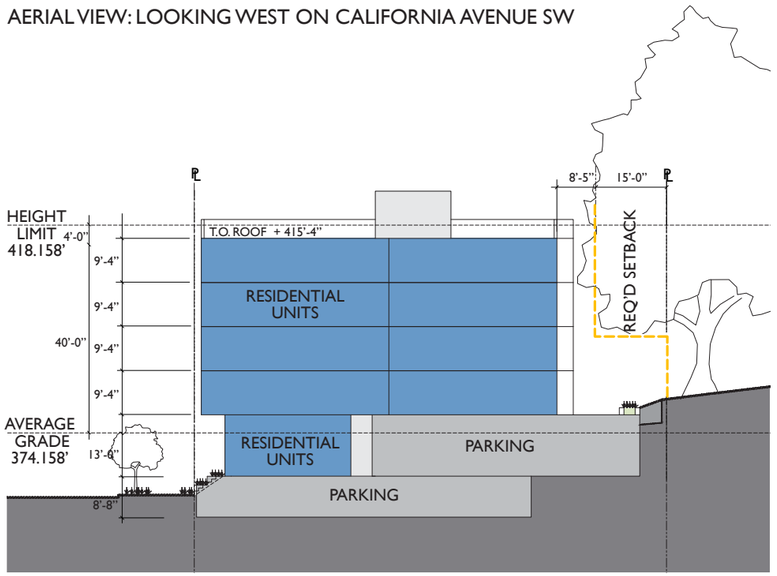
AERIAL VIEW: LOOKING SOUTHEAST FROM ABOVE SITE



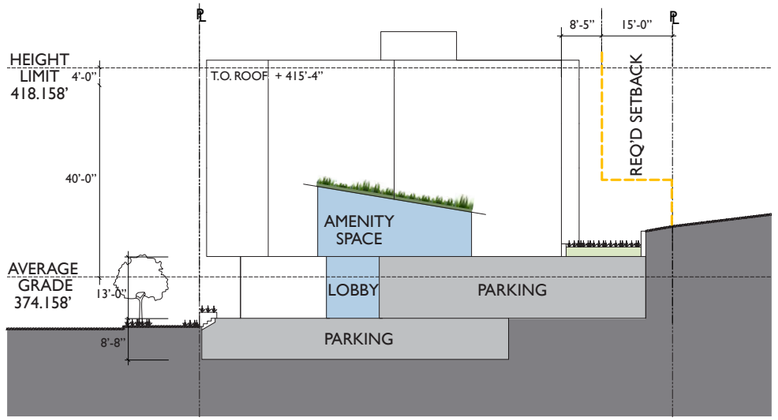
STREET VIEW: LOOKING NORTHWEST ALONG 42ND AVENUE SW



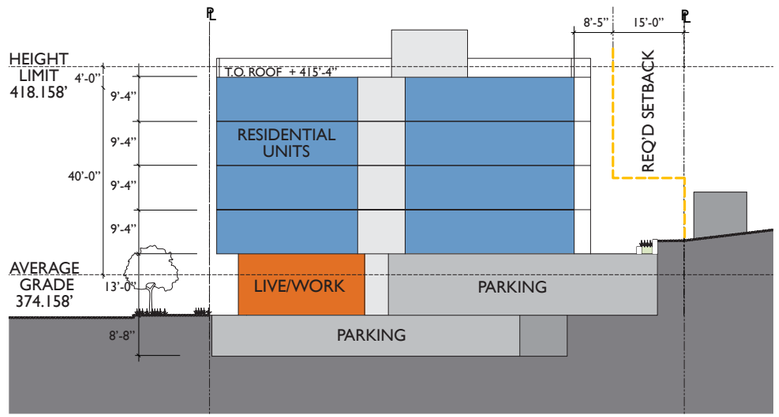
AERIAL VIEW: LOOKING WEST ON CALIFORNIA AVENUE SW



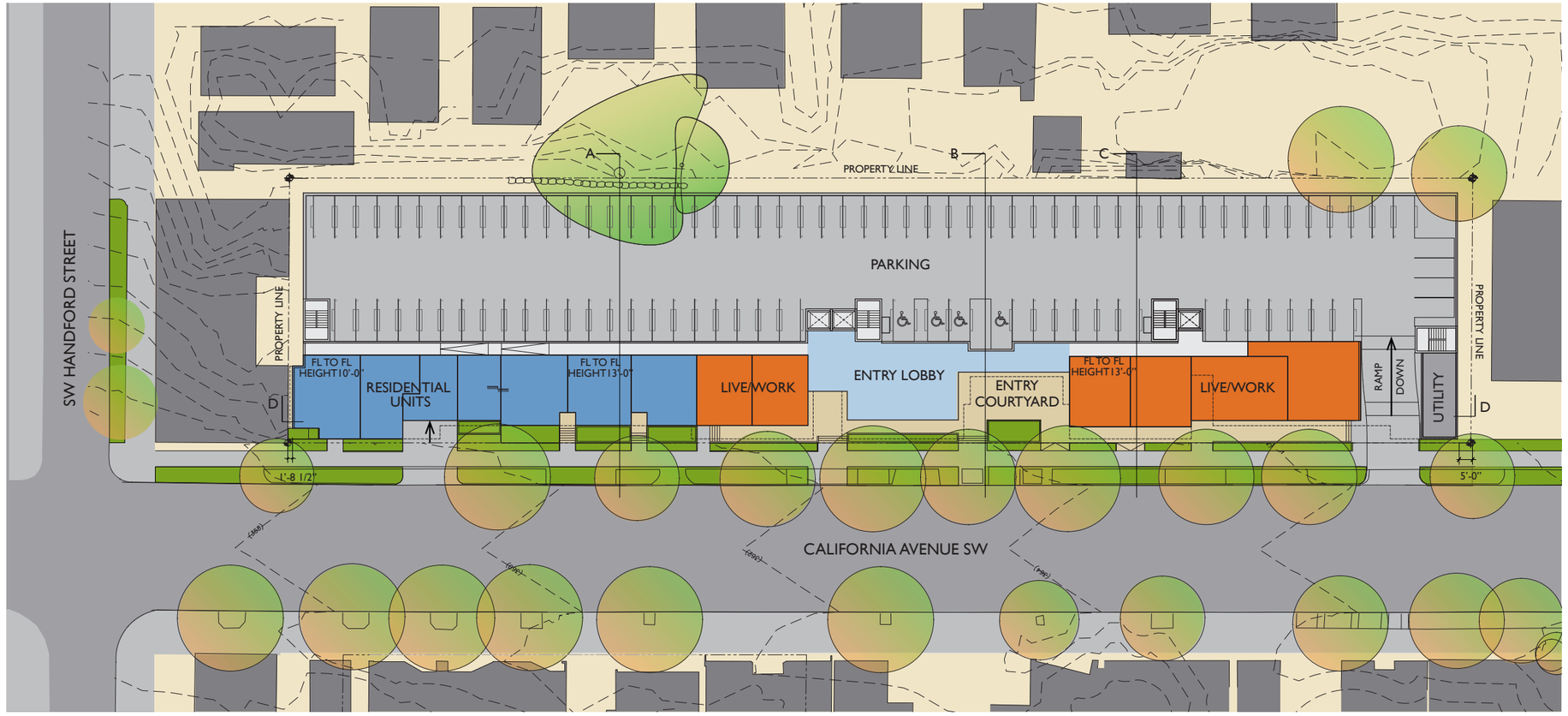
SECTION A



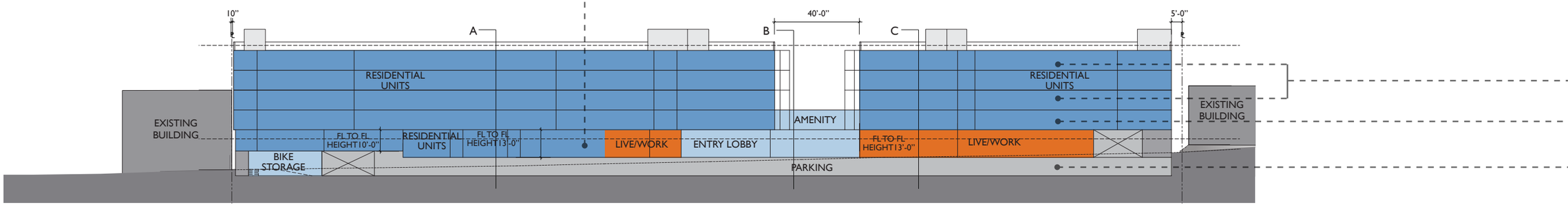
SECTION B



SECTION C



LEVEL P1 / 1



SECTION D

LEVEL 3-5

LEVEL 2

LEVEL P2