

3211 California Avenue S.W.

CITY OF SEATTLE DESIGN REVIEW

EARLY DESIGN GUIDANCE

DPD PROJECT #3014177

MAY 1, 2014

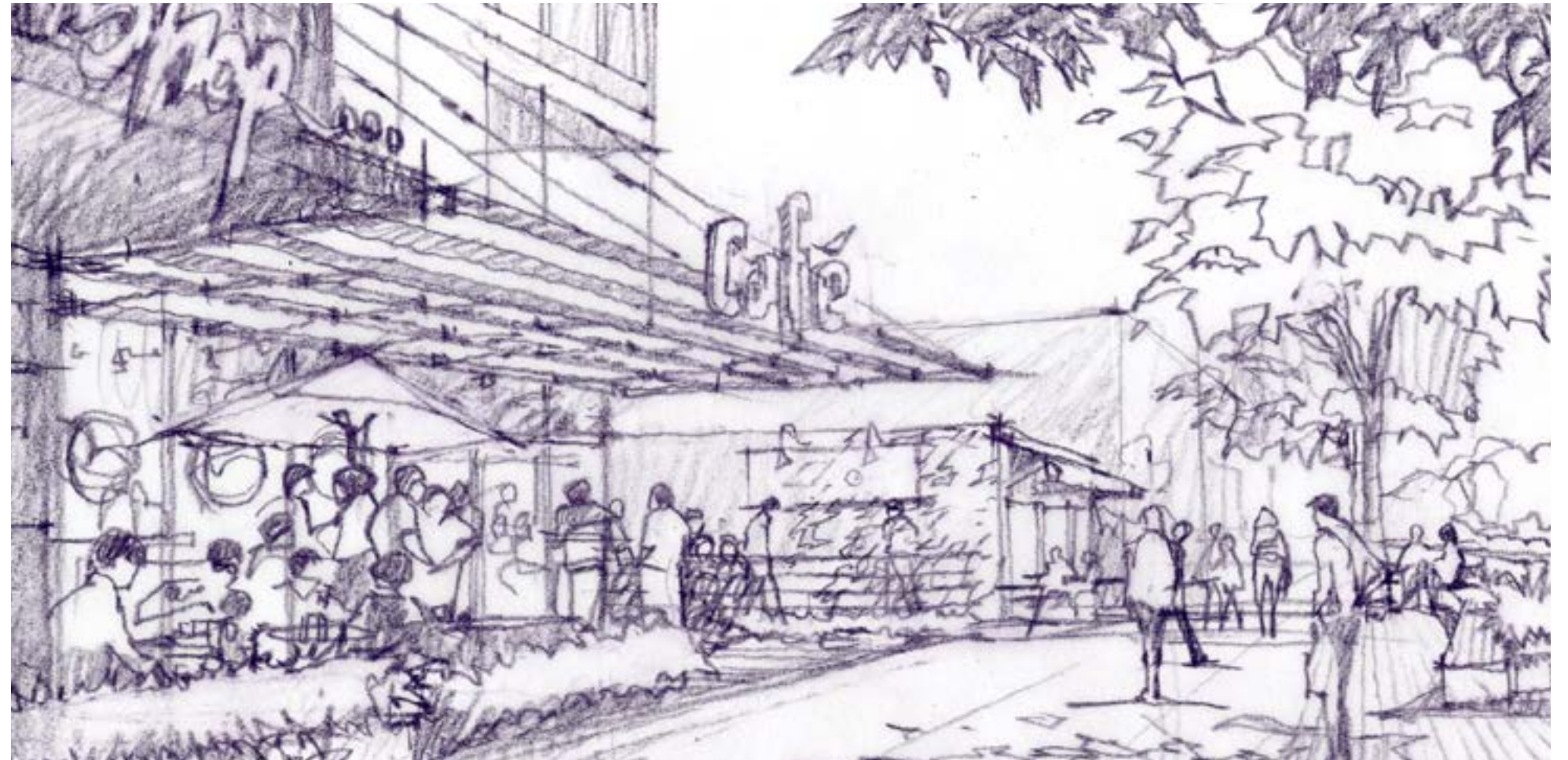


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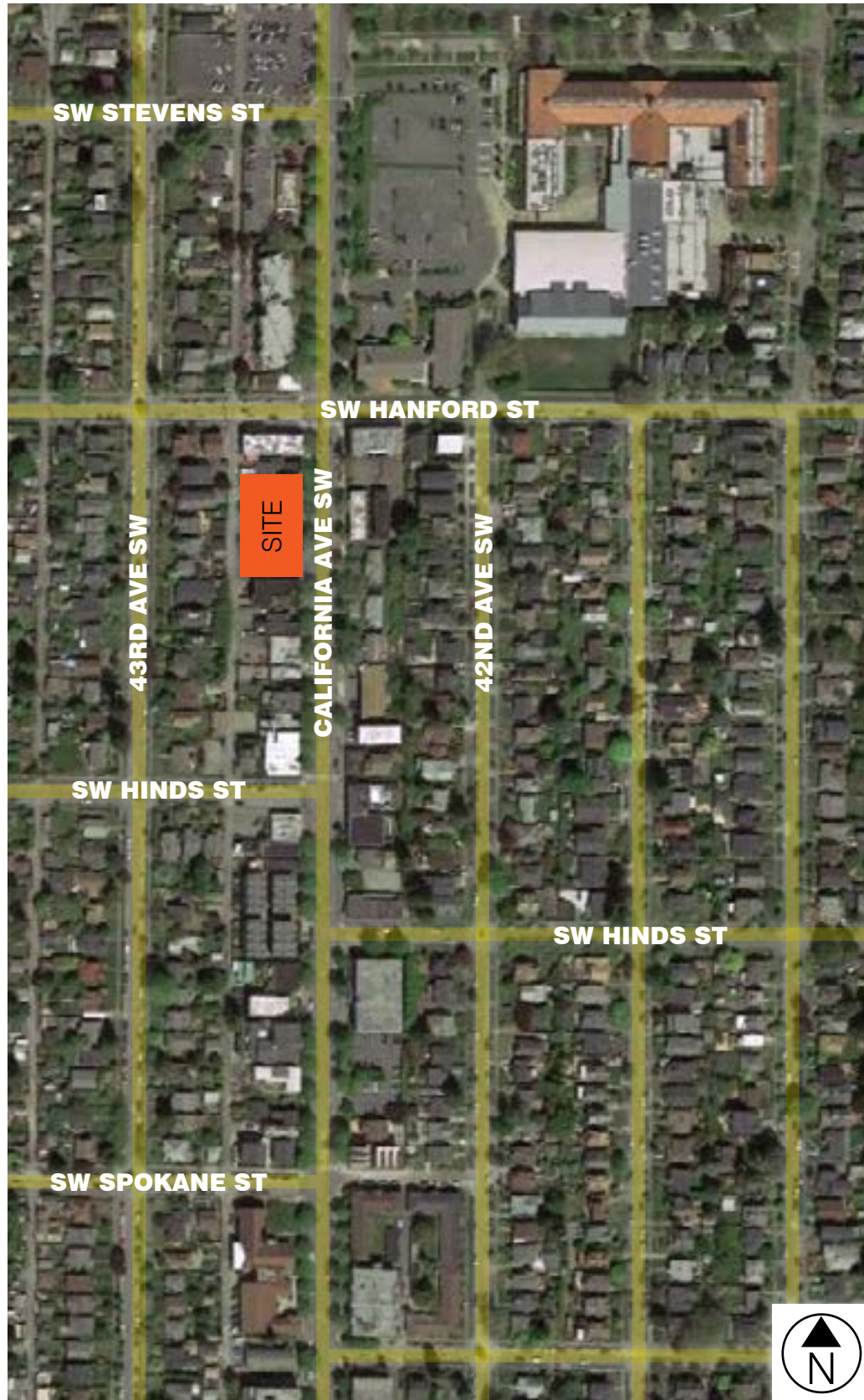
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RELATED PROJECT EXPERIENCE

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SITE & DEVELOPMENT INFORMATION



EXISTING SITE:

The existing site consists of three adjacent parcels along the western side of California Avenue S.W. near the intersection of S.W. Hanford Street, southwest of the West Seattle High School. There are three existing structures on the site—two single story commercial buildings and one two story mixed-use building. In addition, roughly half of the existing site is developed with surface parking for approximately twenty-three vehicles abutting an alley. There is an approximate four foot grade change along the overall length of the site. An alley runs along the rear property line. The neighborhood west of the alley is a single-family residential zone. There are three existing deciduous trees located along California Avenue S.W. that are sixteen inches in diameter.

ZONING & OVERLAY DESIGNATION:

The site is zoned NC2-40 (Neighborhood Commercial) and is in the Admiral Residential Urban Village Overlay District. The applicable guidelines include the Admiral Neighborhood Design Guidelines and the Seattle Design Guidelines. This site falls under the PASF (Parcels Abutting Single Family Zoning) category in the guidelines.

NEIGHBORHOOD DEVELOPMENT & USES:

The immediate neighborhood consists of single-family residences, religious and educational institutions, and several small businesses. The businesses include healing arts and dining establishments—several of which have well known reputations throughout the city. The site itself is at the southern end of the Admiral Residential Urban Village, which is the northernmost Urban Village designation in West Seattle. It is located along the minor arterial, California Avenue S.W. To the west are views of the Olympic Mountain range.

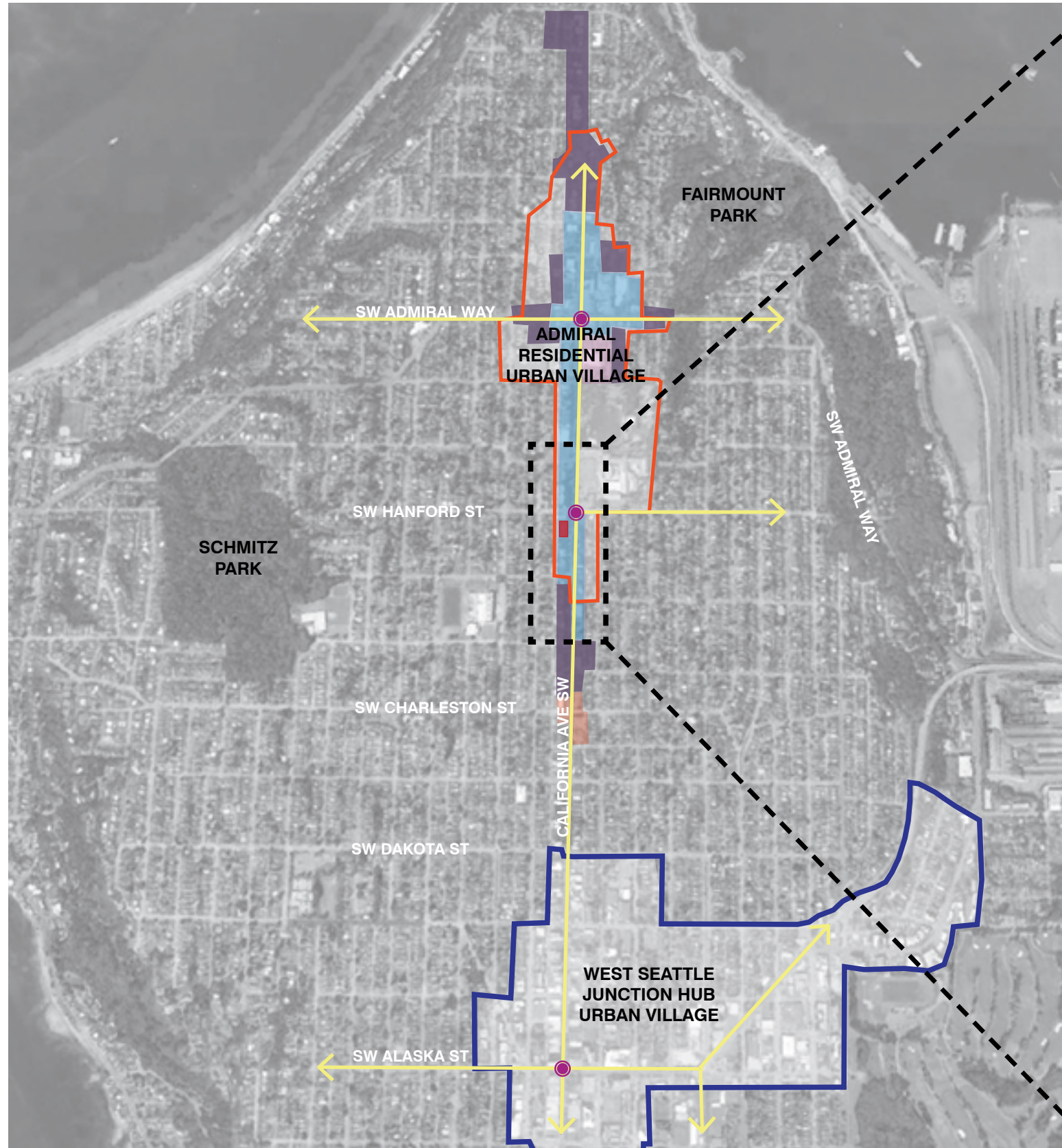
DEVELOPMENT OBJECTIVES:

The applicant proposes a mixed-use building that provides quality housing and small-scale retail in a growing West Seattle neighborhood. The proposed development will create a new five-story structure, four stories will be visible from California Avenue S.W. The proposed structure will have approximately sixty-three residential units, four live/work spaces, 2,400 square feet of commercial space, and a mix of partially below-grade and surface parking accessible from the alley providing approximately sixty-three stalls. There are also seventeen long-term and one short-term bicycle spaces.

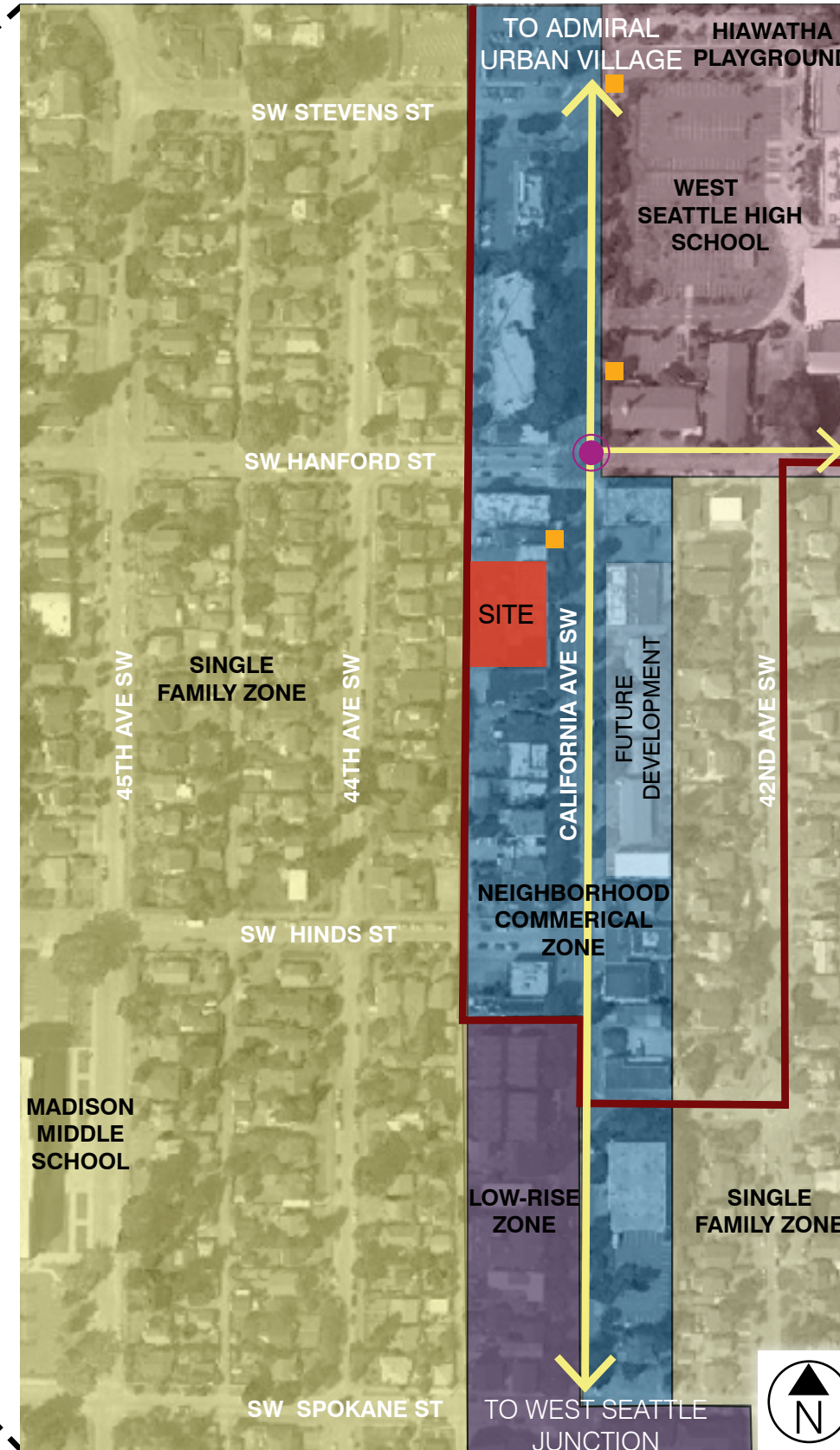
Requests for departures may include SMC 23.47A.014.B.3, which states that a setback is required along any rear lot line that is across an alley from a lot in a residential zone as follows: fifteen feet for portions of structures above thirteen feet in height to a maximum of forty feet. The departure would be to average the fifteen foot setback at the rear lot line. The second potential departure is from SMC 23.47A.016.D.1.c stating that 6-foot-high and 5-foot-deep landscaped screening of surface parking areas is required when across an alley from a lot in a residential zone. The departure request would ask to waive this requirement allowing perpendicular surface parking stalls off the alley without screening. Landscaped area will be provided between some stalls and also between stalls and the setback parking structure. This departure allows the concrete parking structure to be setback approximately twenty-one feet from the rear property line.

PROPOSED BUILDING SUMMARY:

Proposed Uses:	Commercial, Live / Work, Residential & Ancillary Parking
Structure Height:	44' Above Average Grade
Number of Residential Units:	Approximately 63
Number of Live/work Units:	Approximately 4
Building Area:	Approximately 72,000 SF
Residential Area:	Approximately 45,000 SF
Non-Residential Area:	Approximately 5,500 SF
Number of Parking Stalls:	Approximately 63
Number of Bicycle Spaces:	Approximately 17



URBAN CONTEXT



ZONING & AREA ANALYSIS

- KEY**
- NODES
 - MAJOR TRANSIT ROUTE
 - ADMIRAL URBAN VILLAGE
 - WEST SEATTLE JUNCTION
 - 9 BLOCKS
 - BUS STOP
 - SF 5000
 - NC2-40
 - LR-3
 - SITE

STREETSCAPES



KEY PLAN



1 CALIFORNIA AVENUE S.W. LOOKING WEST

S.W. HINDS STREET

COMMERCIAL / MULTI-FAMILY BUILDINGS ALONG CALIFORNIA AVENUE

PROPOSED DEVELOPMENT CURRENTLY UNDER DESIGN REVIEW



2 CALIFORNIA AVENUE S.W. LOOKING EAST

S.W. HANFORD STREET

COMMERCIAL / MULTI-FAMILY BUILDINGS ALONG CALIFORNIA AVENUE

1



S.W. HANFORD STREET

2



S.W. HINDS STREET

STREETSCAPES



3 ALLEY LOOKING EAST

COMMERCIAL SIDE OF ALLEY



4 ALLEY LOOKING WEST

RESIDENTIAL SIDE OF ALLEY

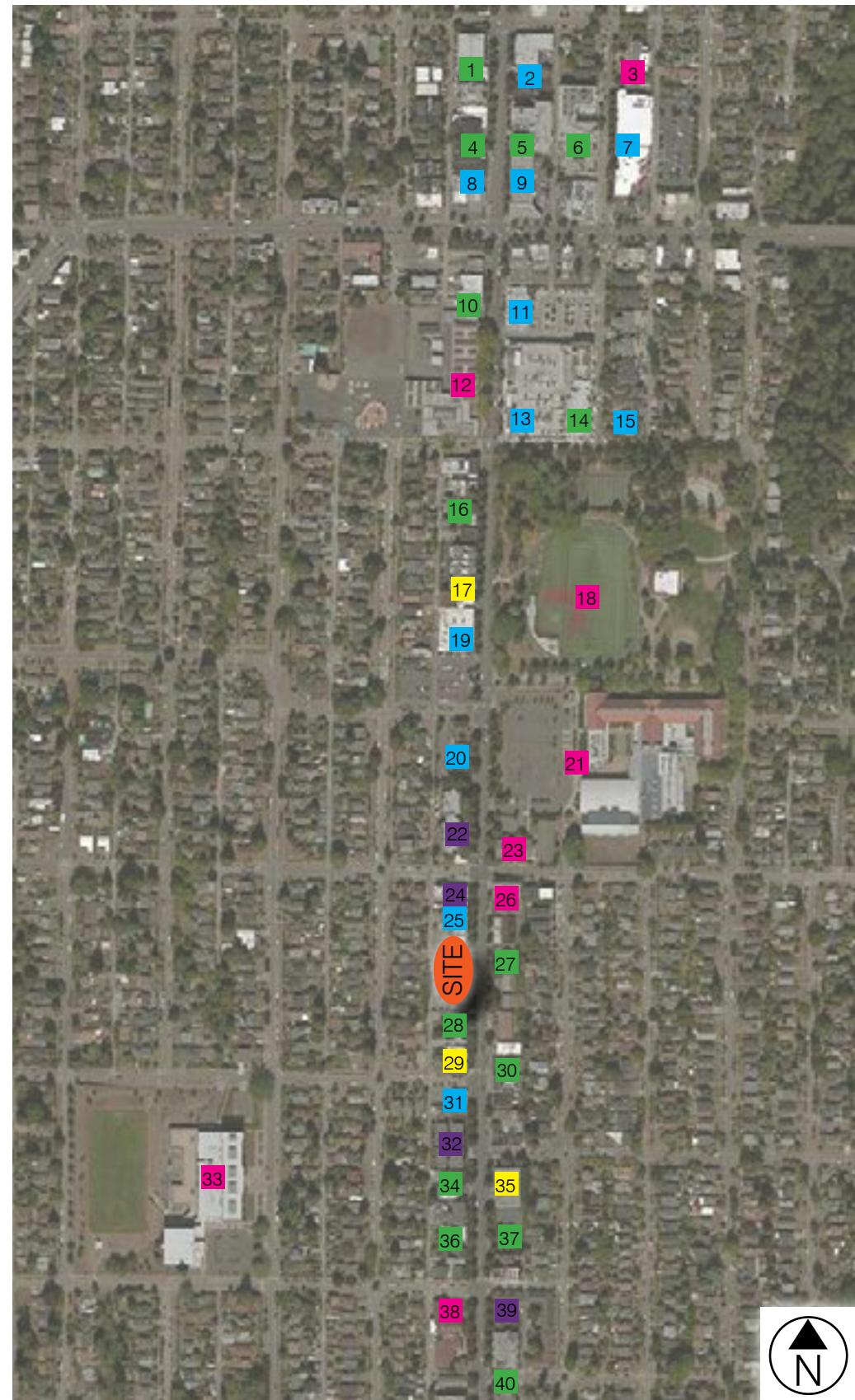
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4



SITE CONTEXT - SURROUNDING USES



KEY

- Institutional
- Mixed-use
- Residential
- Commercial
- Office

BUILDING INDEX

1. Restaurants/multi-family
2. Restaurants
3. West Seattle Public Library
4. Mixed-use Buildings
5. Senior Housing/mixed-use
6. Multi-family/mixed-use
7. Metropolitan Market
8. Admiral Theatre
9. 1-story commercial buildings
10. 1- and 2-story mixed-use
11. 1- and 2-story mixed-use
12. Lafayette Elementary
13. Safeway
14. Element 42
15. The Sanctuary
16. 1- and 2-story mixed-use
17. The Orion Building
18. Hiawatha Community Center
19. PCC Natural Markets
20. McDonald's
21. West Seattle High School
22. SHA multi-family
23. St. Joseph's Episcopalian
24. 2-story multi-family
25. The Swinery Restaurant
26. 4-story multi-family
27. 1- and 2-story mixed-use
28. 1- and 2-story mixed-use
29. Dental office
30. 1- and 3-story mixed-use
31. Restaurants
32. 3-story townhouses
33. Madison Middle School
34. 2- and 4-story multi-family
35. Swedish Physicians Clinic
36. 1- and 2-story mixed-use
37. 3-story townhouses/mixed-use
38. West Side Church
39. 1-story multi-family
40. 4-story mixed-use



3 WEST SEATTLE PUBLIC LIBRARY



6 MIXED-USE PROJECT



14 ELEMENT 42: MIXED-USE PROJECT



15 SANCTUARY AT ADMIRAL



31 RESTAURANTS: PROST!, WEST CITY KITCHEN AND SPIRO'S PIZZA & PASTA



33 MADISON MIDDLE SCHOOL

SITE CONTEXT - SURROUNDING USES



8 ADMIRAL THEATRE



9 APARTMENTS



12 HIAWATHA COMMUNITY CENTER AND PLAYFIELD



13 ELEMENT 42 / SAFEWAY: MIXED-USE PROJECT



19 PCC NATURAL MARKETS



21 WEST SEATTLE HIGH SCHOOL



22 MULTI-FAMILY BUILDING (SEATTLE HOUSING AUTHORITY)



23 ST. JOHN'S EPISCOPAL CHURCH



35 SWEDISH WEST SEATTLE PRIMARY CARE CLINIC



36 MIXED-USE PROJECT ON CALIFORNIA AVE. S.W.

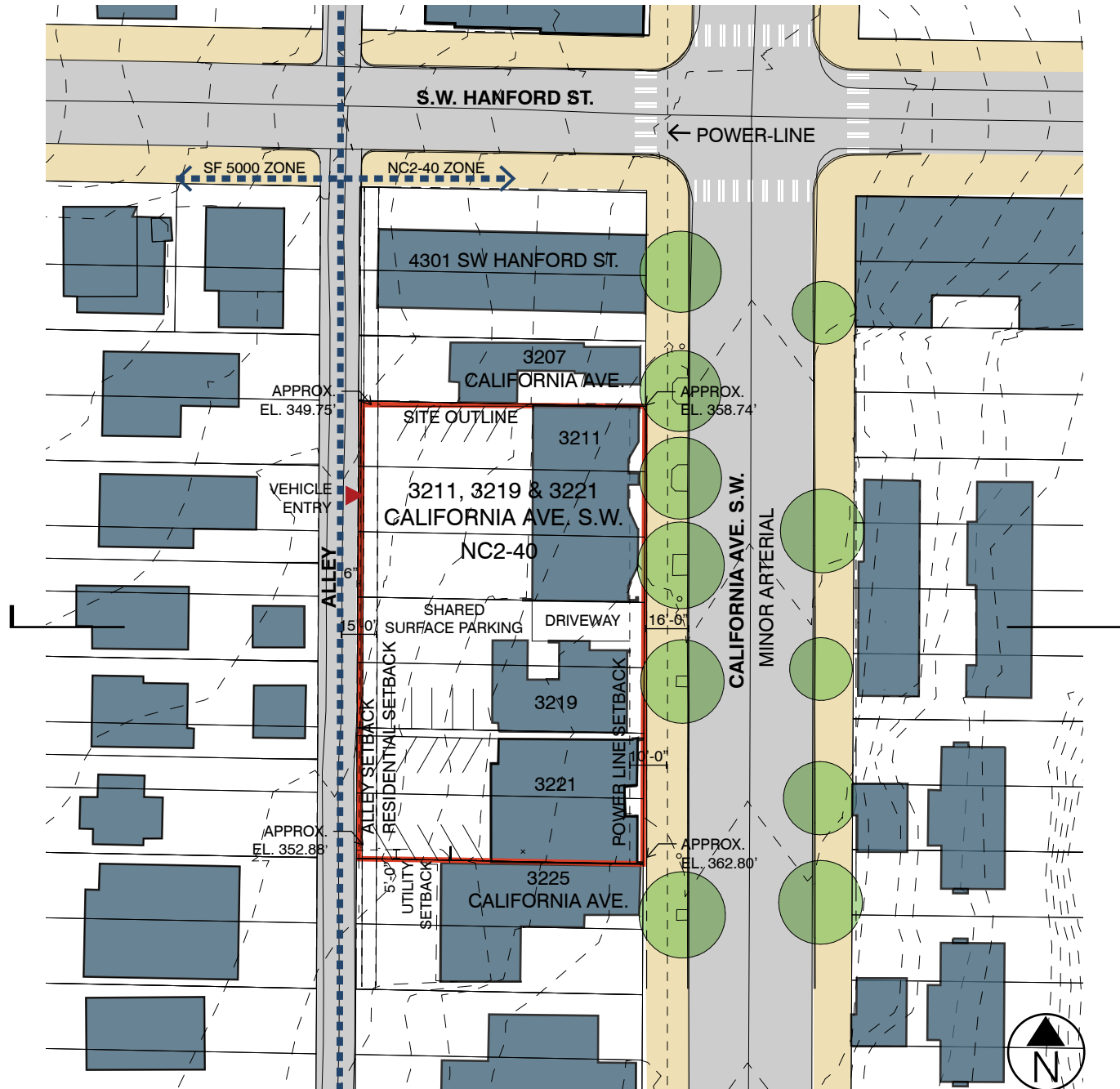


37 MIXED-USE PROJECT AT CALIFORNIA AVE. S.W. & S.W. SPOKANE ST.

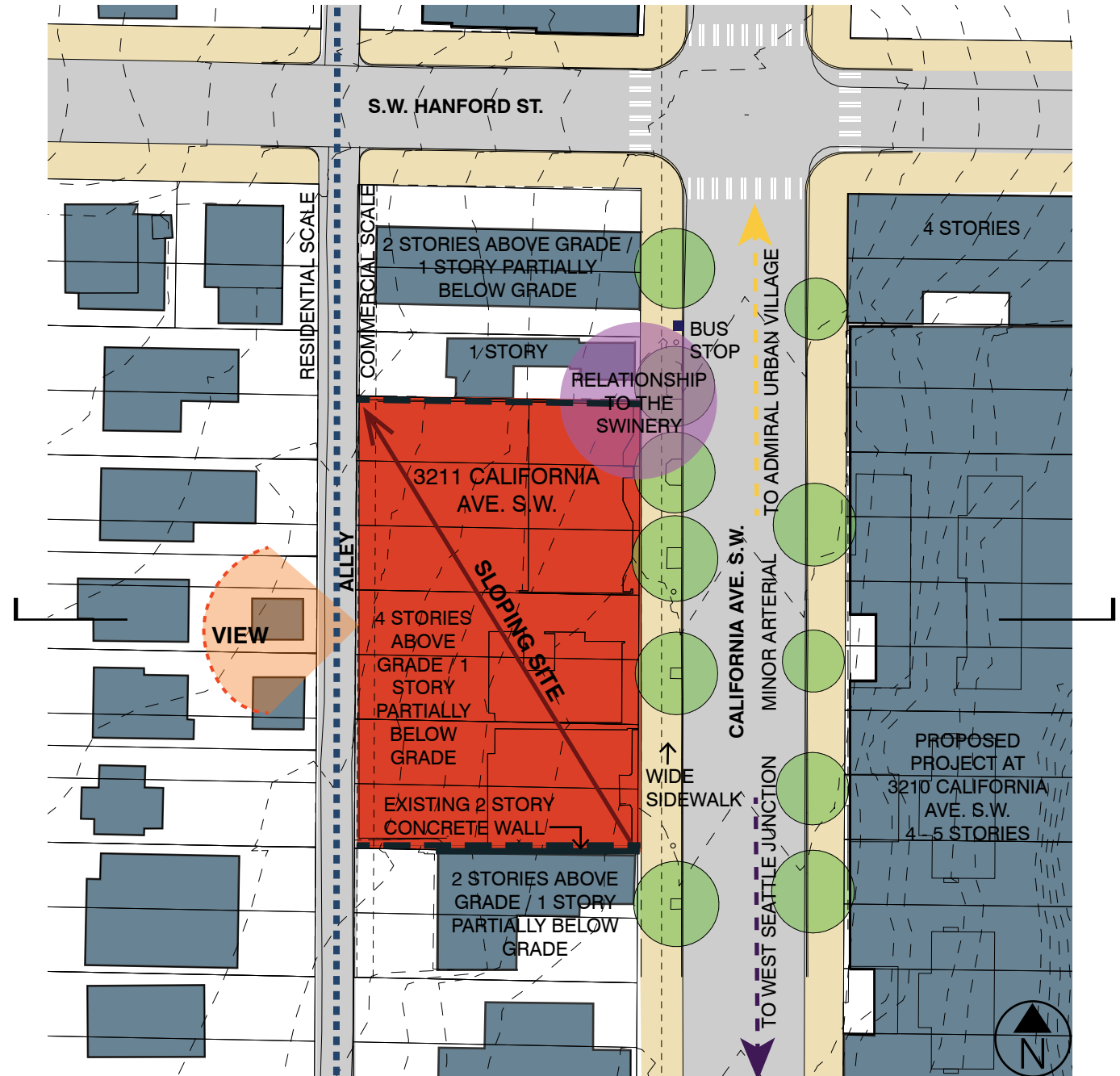


38 WEST SIDE PRESBYTERIAN CHURCH

OPPORTUNITIES & CONSTRAINTS



EXISTING SITE PLAN



OPPORTUNITIES & CONSTRAINTS

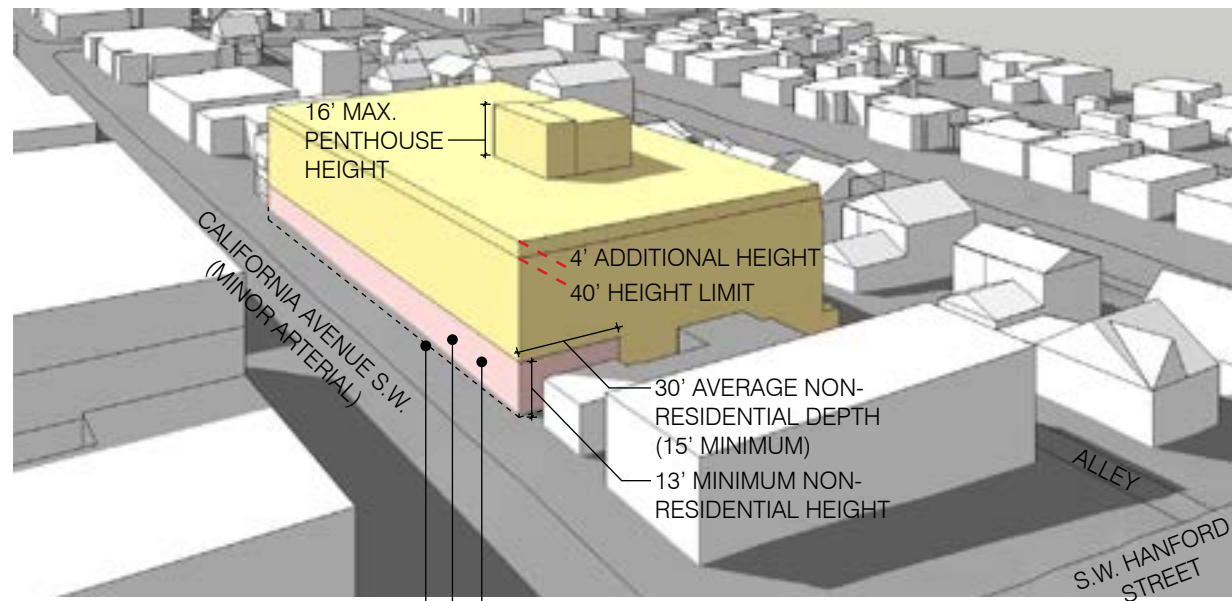
OPPORTUNITIES

- Develop site to full potential.
- Sensitively transition to the single-family residential neighborhood.
- Provide transition to neighboring existing commercial structures.
- Provide all vehicular access off the alley.
- Views west to Olympic Mountains.

CONSTRAINTS

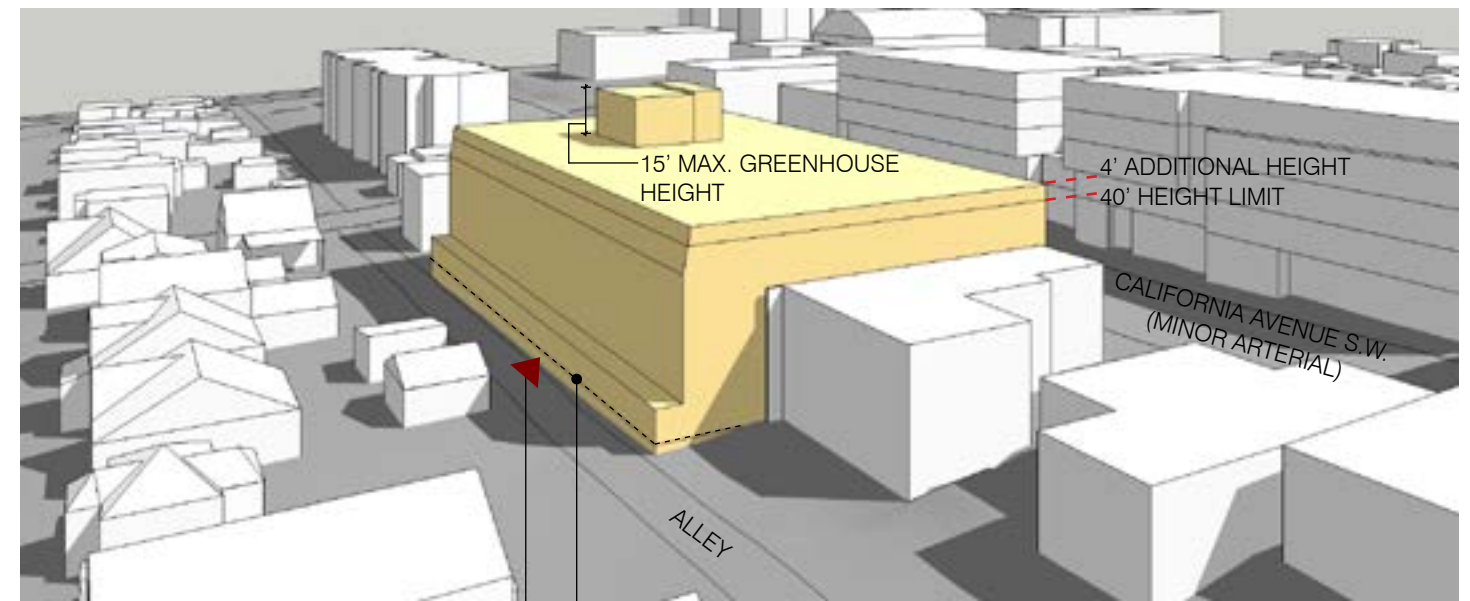
- Sloped site.
- Single-family residential zone to west.
- Utility setbacks at east and southwest property lines.
- Building encroachment on north property line.
- Mid-block site; no window openings at north and south ends of building.
- Shadows cast by proposed development across California Avenue S.W. and potential development at this site.

ZONING ENVELOPE DIAGRAMS



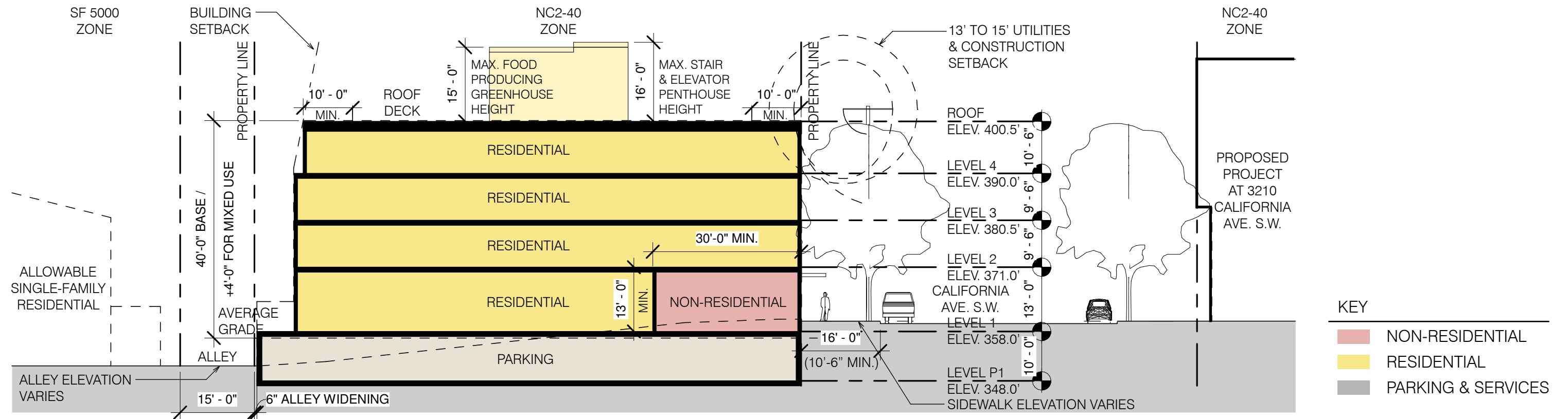
20% MAXIMUM RESIDENTIAL STREET LEVEL STREET-FACING FACADE WHEN FACING AN ARTERIAL STREET
 60% TRANSPARENCY REQUIRED BETWEEN 2' AND 8' ABOVE SIDEWALK
 AVERAGE GRADE ELEVATION: 355.86'

ZONING ENVELOPE DIAGRAM: NC2-40 ZONE / VIEW FROM CALIFORNIA AVE.



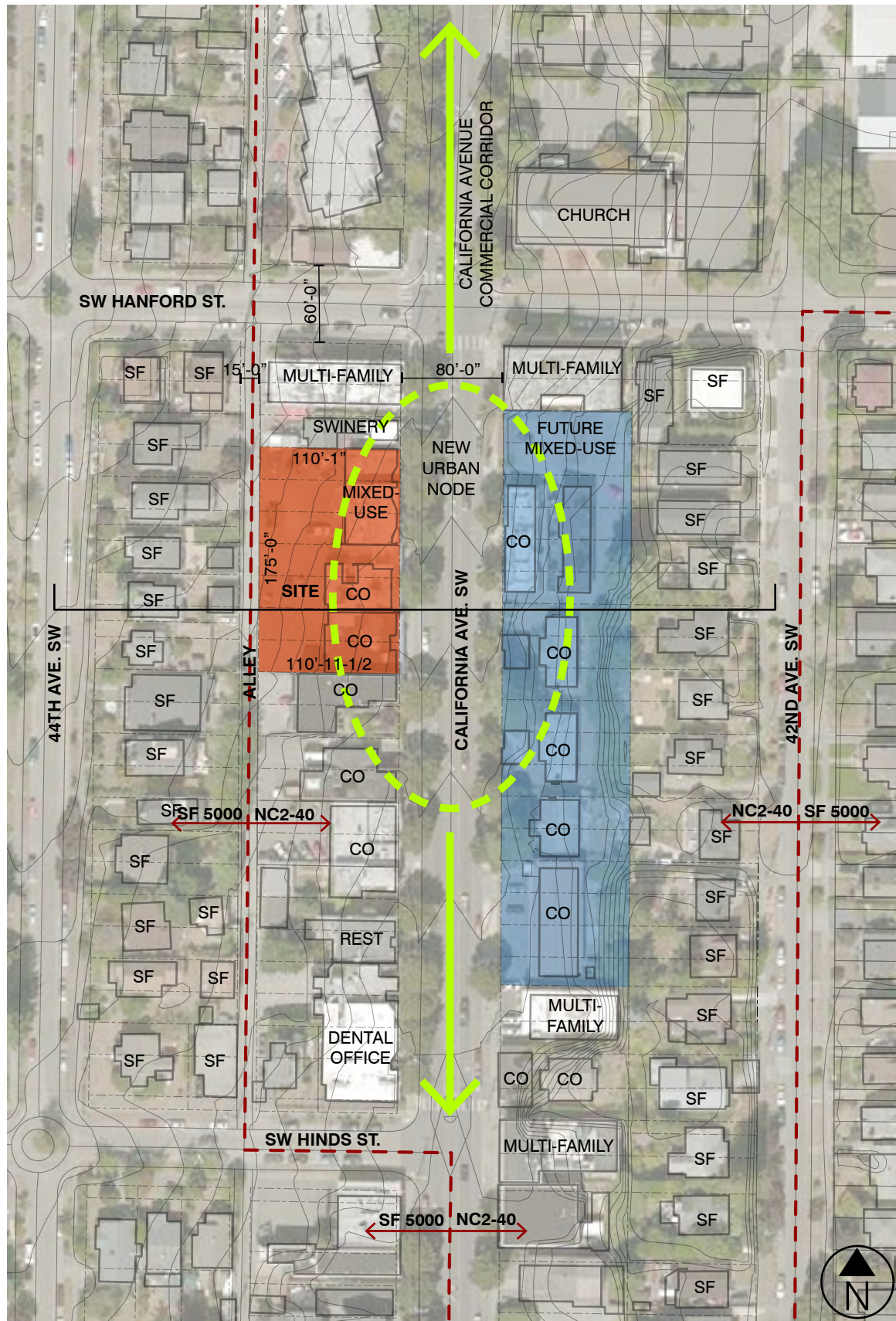
AVERAGE GRADE ELEVATION: 355.86'
 VEHICULAR ACCESS FROM ALLEY

ZONING ENVELOPE DIAGRAM: NC2-40 ZONE / VIEW FROM ALLEY



EAST / WEST SITE SECTION AT CENTER OF SITE

SITE ANALYSIS



SITE CONTEXT

DESIGN CUES

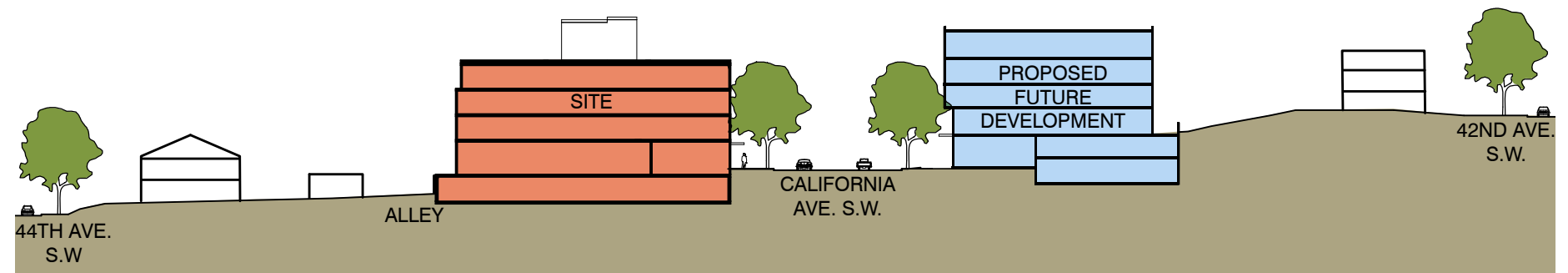
- California Avenue S.W. is a commercially designated street bordered to the east and west by single-family homes. This minor arterial is significant, providing important amenities to the evolving neighborhood as modest commercial buildings transform into sophisticated mixed-use developments. By responding to the transitional nature of the area, the design has an opportunity to promote sensitive growth.
- With imminent redevelopment along both sides of California Avenue S.W., a new node is developing and transforming this southern section of the Admiral Neighborhood corridor.
- A high degree of integration is appropriate due to the character of mixed commercial and residential buildings in relation to the single-family residential neighborhood across the alley.
- The urban palette of mixed land uses, building pattern, and design aesthetic in the surrounding context will influence form and design of our project.
- The context suggests simple building forms with unique architectural elements to provide visual distinction.
- Views to the California Avenue S.W. and to the Olympic Mountains suggest large windows, decks and a roof deck to match other buildings.
- In the Admiral Neighborhood, there is precedence to set back the ground-floor level of buildings and storefronts in order to create unique urban spaces or slightly wider sidewalks.
- It may be appropriate to vary exterior materials to relate to the commercial buildings versus the residential homes across the alley.



CALIFORNIA AVE. S.W.: CURRENT VIEW LOOKING NORTH



CALIFORNIA AVE. S.W.: FUTURE VIEW LOOKING NORTH



WEST SEATTLE PRECEDENTS

Residential character highlighted by varied and more frequent expression

Base steps back and blends with the wide sidewalk

Facets create stronger interactional streetscape



1 MURAL MIXED-USE PROJECT

Building mass broken into three separate forms to address proportions and scale

Changes in materiality creates visual interest

Mix of street-level uses and pedestrian-oriented streetscape



2 CALIFORNIA AVE. MIXED-USE PROJECT

Rhythm expressed through fenestration

Modulation of building mass through clear definition of bays

Honest expression of structure

Live/work units at base setback to transition from private to public space



3 ELEMENT 42 MIXED-USE PROJECT



4 ALTAMIRA MIXED-USE PROJECT

Articulation creates movement

Angled form reacting to view opportunities

Commercial area below residential opens up to the street

Commercial and pedestrian-oriented ground level

Quality material palette incorporates industrial language and emphasizes transparency

Exterior reflects interior organization

Overhead canopies and street trees create a compatible pedestrian scale



5 ORION BUILDING

Rich material palette mixing industrial language with warm wood accents

Designed to compliment character of local neighborhood

Floating box with large window openings create modern residential living spaces



6 NOVA MIXED-USE PROJECT

Live/work setback creating semi-private transition with landscaped and pedestrian-friendly streetscape



DESIGN GUIDELINE RESPONSES

CS2. Urban Pattern and Form

I Streetscape Compatibility - The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way. The building will be sited to reinforce the edge of California Avenue S.W. The proposed four-story building will define the edge of the street to be consistent with the Urban Village plan.

II.ii Step back upper floors or increase side and rear setbacks to pull windows farther away from neighboring residences.

The upper residential levels may be stepped back while the ground level live/work and commercial spaces maintain the edge of California Avenue S.W. In a few of the options, the upper levels exceed the 15' minimum setback from the single-family zone.

IV 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 nearby, less-intensive zones.

The project is compatible with the land use requirements and the massing proposed is consistent with the maximum zoning envelope limits. The precepts for a multi-family residential building allow us to reduce bulk and scale from the maximum envelope allowed. Careful bulk and scale transitions to sites immediately adjacent to the property are proposed in our concepts.

M.ii Use architectural styles and details, color or materials derivative from surrounding, less intensive structures.

The design works within the “vernacular” architecture of the Admiral District by featuring high ground-floor ceilings, articulating ground-floor commercial space, display windows, and creating opportunities for detailing. The primary material and color scheme will draw from those present in the neighborhood plus a few accent selections that would be appropriate. Materials may include masonry, metal, or other panel materials and large mullions.

IV.iv Articulate the building facades vertically or horizontally in intervals that conform to the existing structures or platting pattern in the vicinity.

This is a unique site in the fact that there are small buildings on either side but larger buildings planned across the street. The preferred option would articulate the façade in a way that conforms to surrounding structures—both present and future developments. Our concept would take advantage of the northern corner of the site, along California Avenue S.W., by creating a public plaza. The corner of the site provides an opportunity for a strong commercial location, and creation of an activated plaza.

CS3. Architectural Context and Character

I Architectural Context – There is an established scale within the Admiral Residential Urban Village, characterized by one- to three-story structures.

We have carefully studied the Admiral District and the predominate pattern of small scale one- to three-story buildings that are nearby. We are proposing a four-story building that is compatible by stepping back upper levels and modulating the building in a way that is consistent with the present neighborhood building pattern. The schemes also recognize the significance of California Avenue S.W. and the need to introduce well-designed contemporary projects sensitive to their context.

PL3. Street-Level Interaction

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

The residential entry is located along California Avenue S.W. It will be slightly recessed to create a protected point of entry and differentiate itself from the retail or live/work streetscape. A small court in front of the lobby creates a social area for residents to greet visitors and interact with passersby. The entries for the live/work units will be slightly recessed from the street to allow for a transitional area, or “defensible space,” between the street and residential space.

DC1. Project Uses and Activities

I Parking and Vehicular Access – Siting should minimize the impact of automobile parking and drive-ways on the pedestrian environment, adjacent properties, and pedestrian safety.

Parking garage access is located on the alley side and will require no new curb cuts. The project eliminates an existing driveway from California Avenue S.W. to the parking lot at the back of the lot. By locating all parking access points and services along the west side of the property, the façade at California Avenue S.W. will be uninterrupted and emphasize the desirable streetscape.

III Blank Walls – Buildings should avoid large blank walls facing the street, especially near sidewalks.

The presence of blank walls is minimized by locating them at the end caps of the building, where they do not dominate the view from the street and neighboring residences.

VI 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.

All waste/recycling, utilities and service areas will be located off of the alley in enclosed spaces.

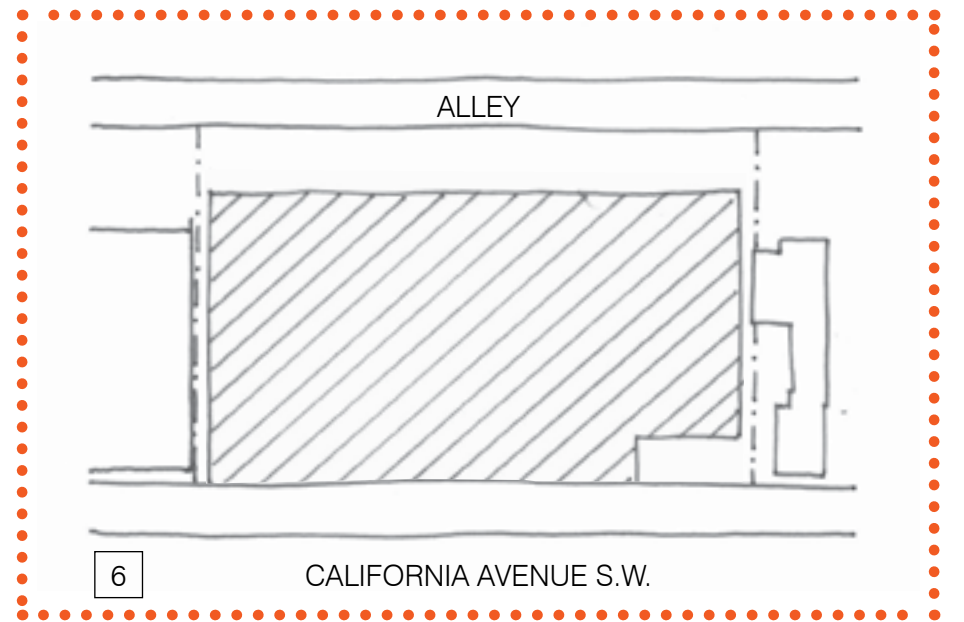
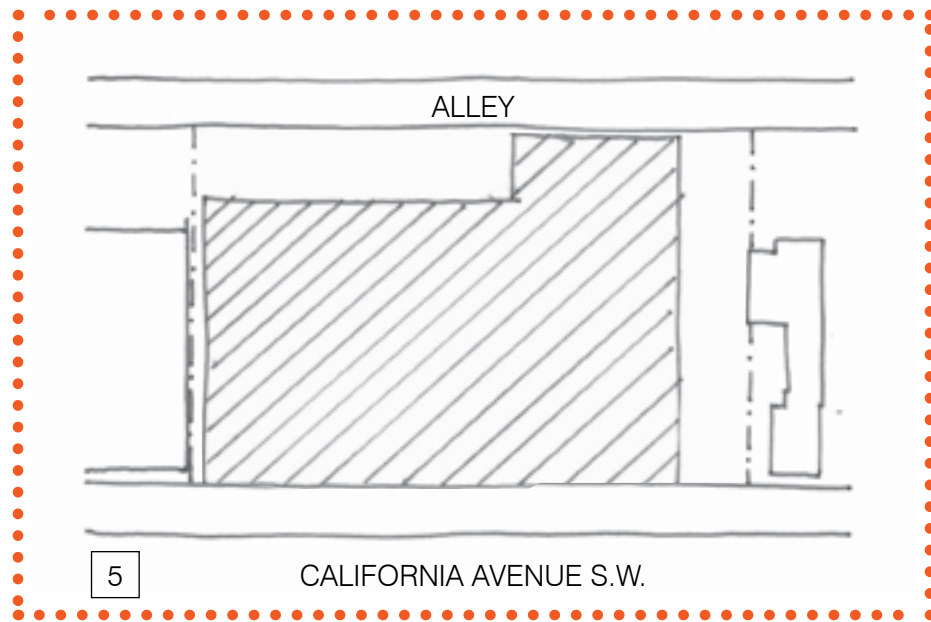
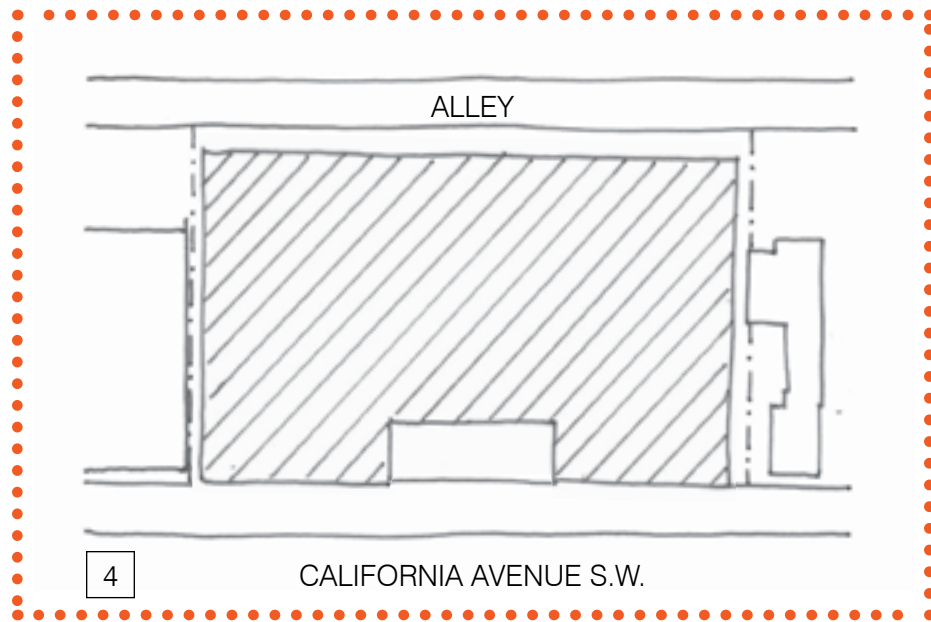
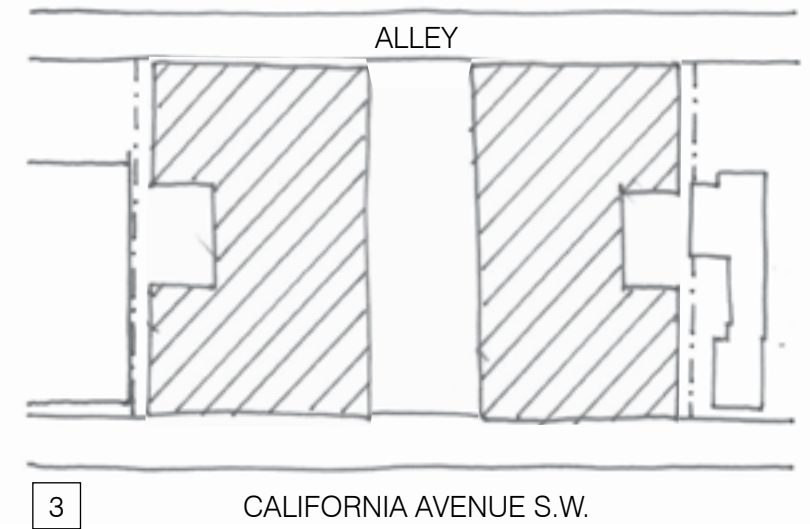
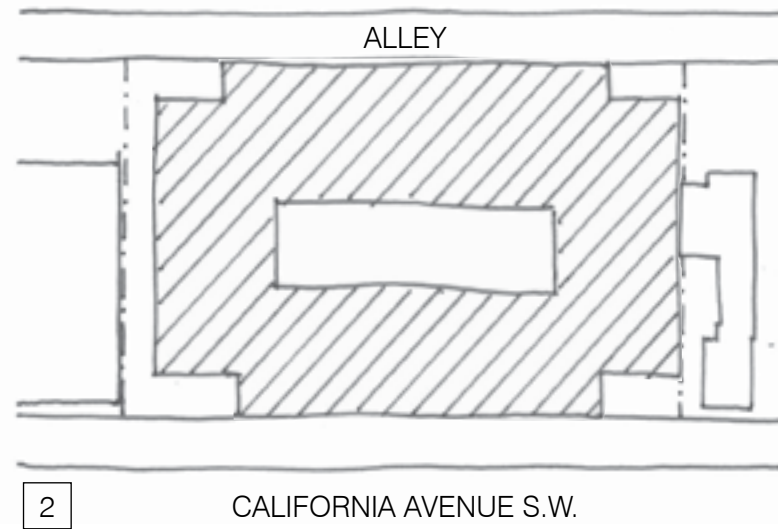
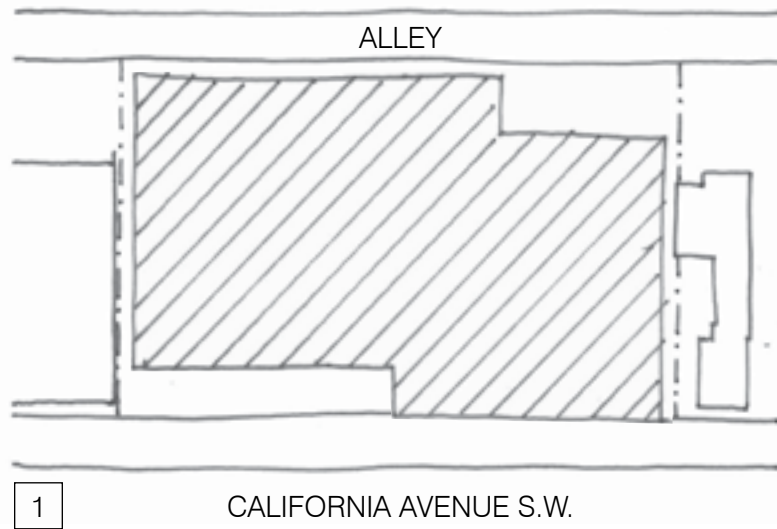
DC3. Open Space Concept

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

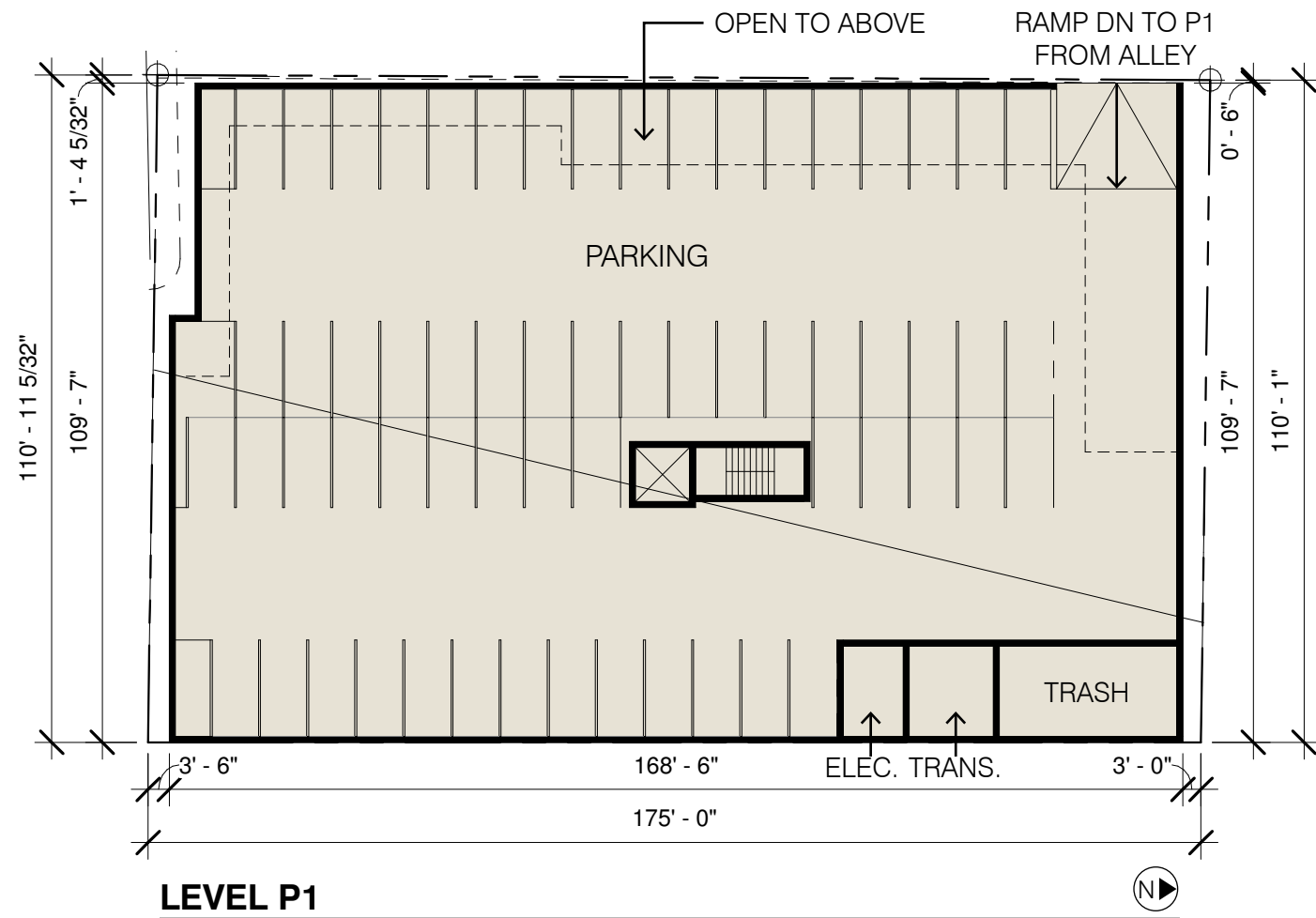
There are good views of the Olympic Mountains from the roof of the proposed building. Our concept is to include a rooftop deck space and food-producing greenhouse for use of the residents. This will be a regular community gathering space with amenities such as landscape, pet areas and barbecue facilities.



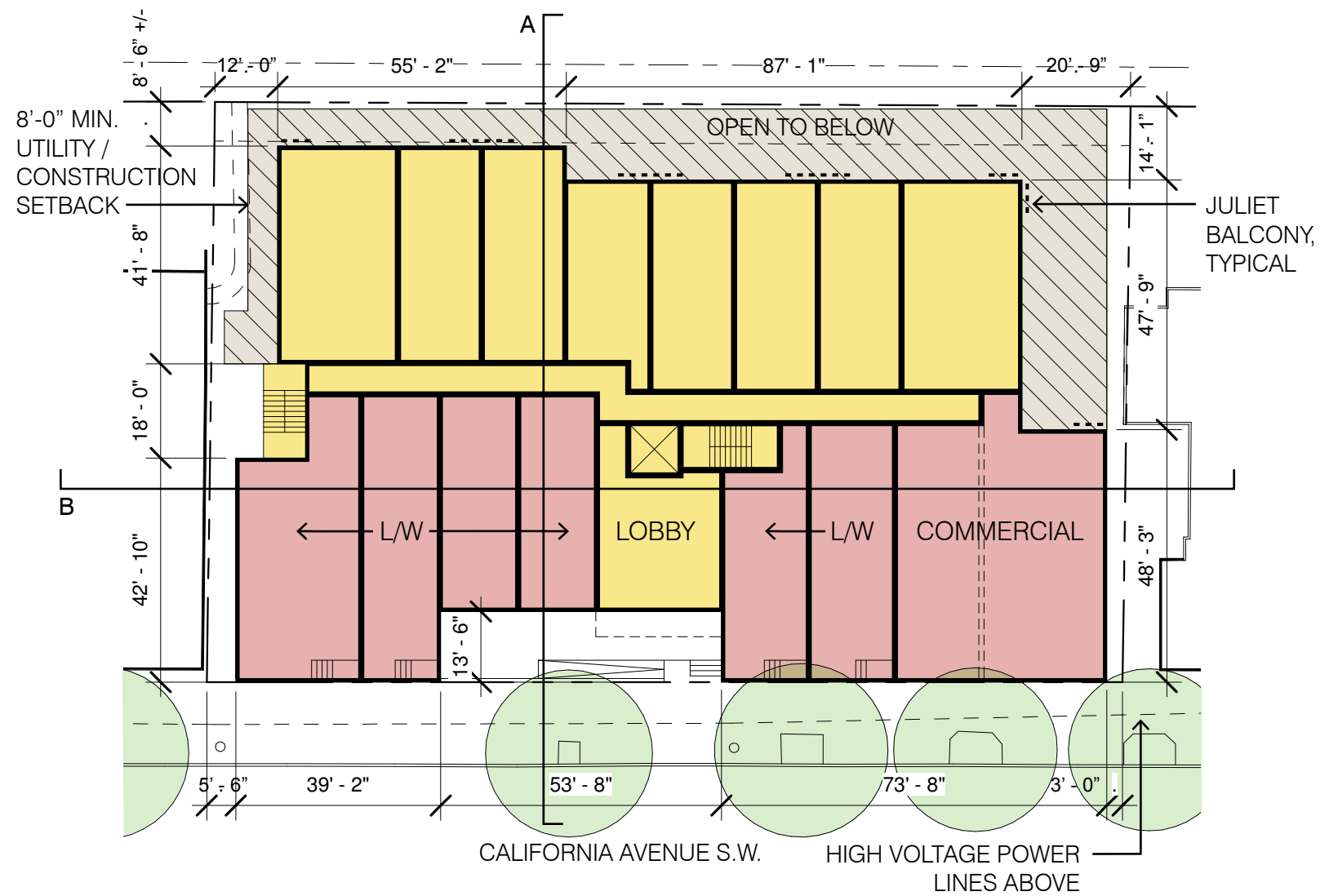
Our approach to developing potential design concepts for this mid-block site began with exploring height, bulk and scale in diagrams 1, 2 and 3 below. As the concepts developed, relationships to neighboring commercial and single-family residential properties became driving factors, specifically at the setback from the alley and the relationship to the single-story structure to the north. While the Admiral Residential Urban Village continues to develop, meeting the City-defined target development density while staying within the maximum height envelope guided the massing studies. The three concepts selected for further study were strongest in developing the program for a diverse mix of future residents, appropriate unit depths and efficient circulation paths.



SCHEME A - CODE COMPLIANT

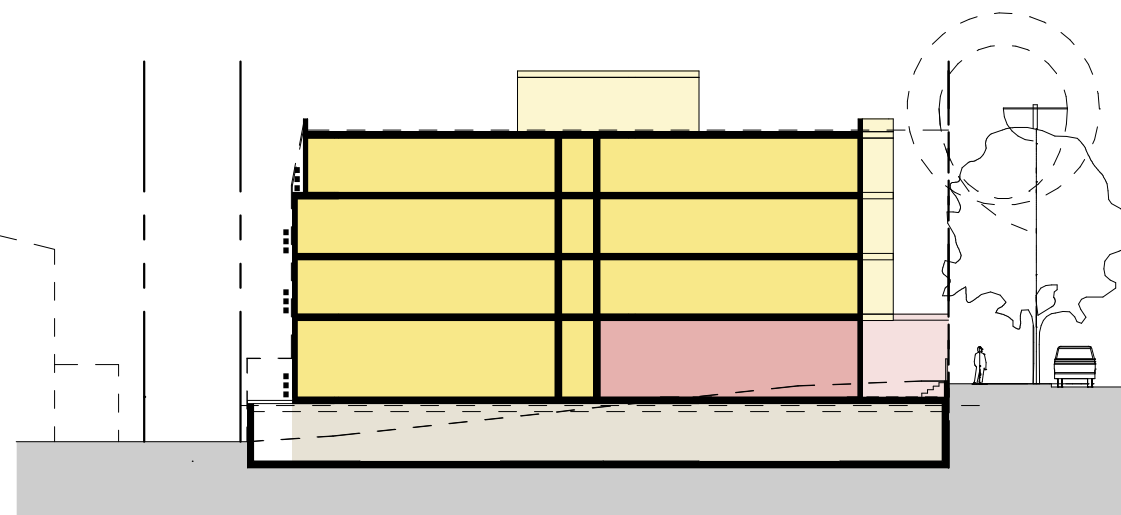


LEVEL P1

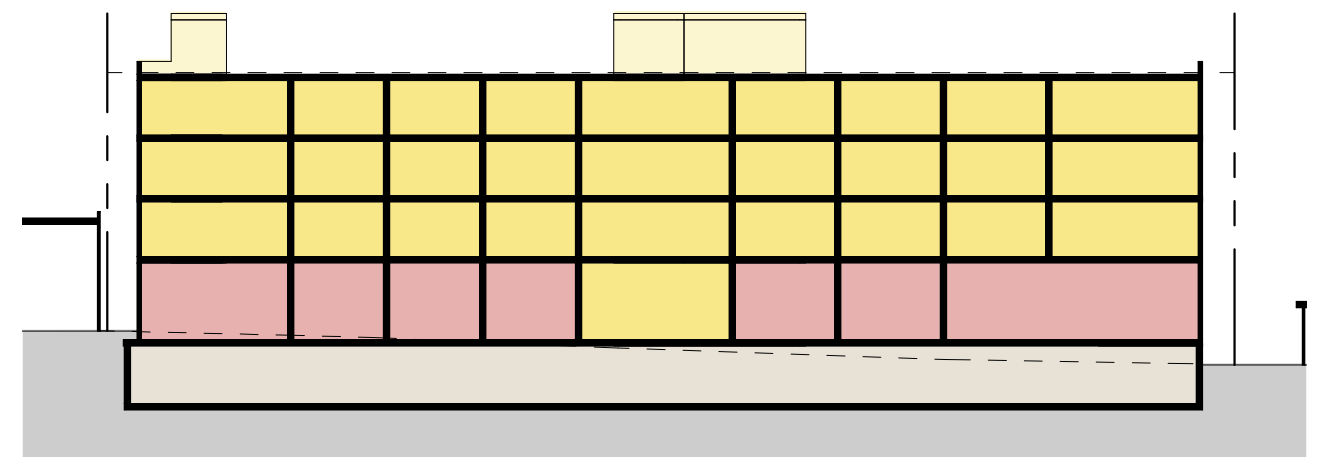


LEVEL 1

- KEY**
- NON-RESIDENTIAL
 - RESIDENTIAL
 - PARKING & SERVICES

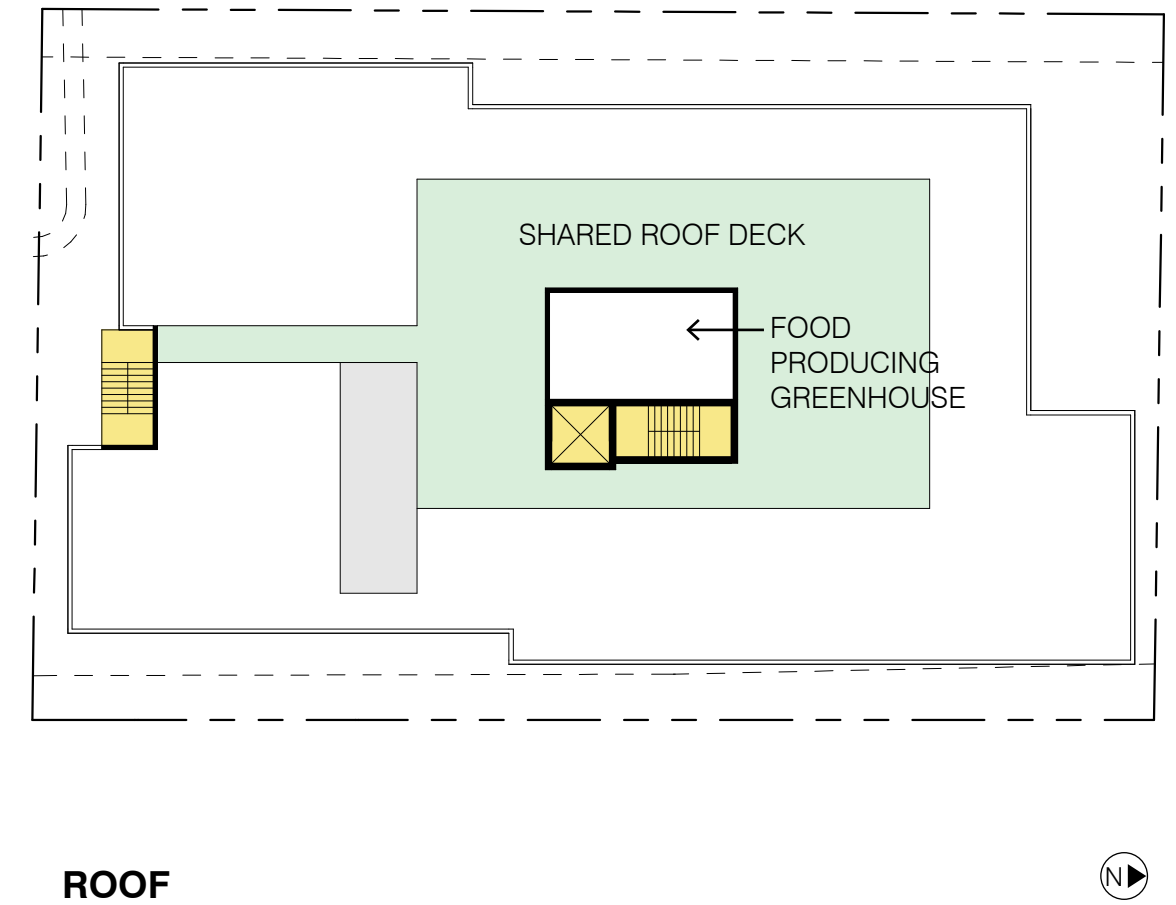
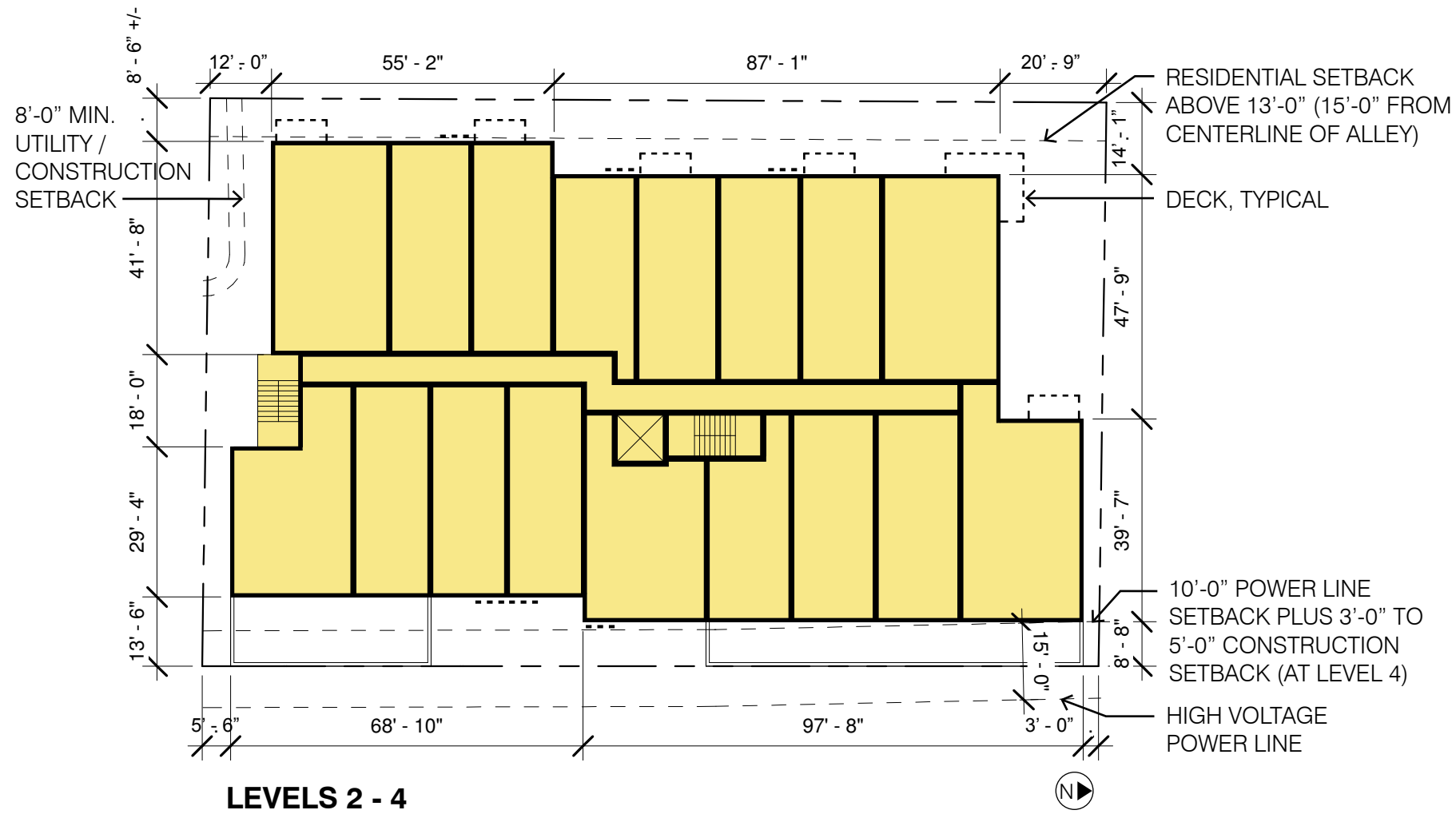


SECTION A (SITE SECTION)



SECTION B (SITE SECTION)

SCHEME A - CODE COMPLIANT



DESCRIPTION

Scheme A is the code compliant scheme. The building has shifted massing on the California Avenue and alley sides to break up the mass. This may integrate the project with the small scale buildings on both sides. Non-residential spaces are located along California Avenue S.W. at Level 1. Live/work units are intended at the southern end of the building, because the floor level is below sidewalk grade. Commercial space is located at the north, easily accessed at sidewalk grade. The upper, residential levels are setback. Some of the live/work units and the central lobby are setback 10' in the middle of the building to create a court. The garage is located partially below grade and is accessed from the alley, at the N.W. corner of the property. The partial foundation walls act as a screen for stalls facing the alley. Some of the parking stalls here are not covered by a podium deck, which also reduces the appearance of the typical podium mass near grade. There is a functional open air stair at the south end of the site, which is hidden from primary view.

PROS

- Central courtyard creates a focal point along California Avenue S.W.
- Upper level setbacks soften mass and help integrate this building with the small scale buildings on either side.
- Shifting building forms reduce building scale.

CONS

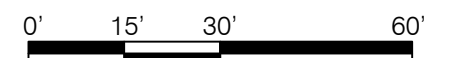
- This concept yields less residential area due to additional parking area dedicated to maximum F.A.R.
- Parking "wells" contribute to noise nuisance for residential units above on the west side of the building.

SUMMARY

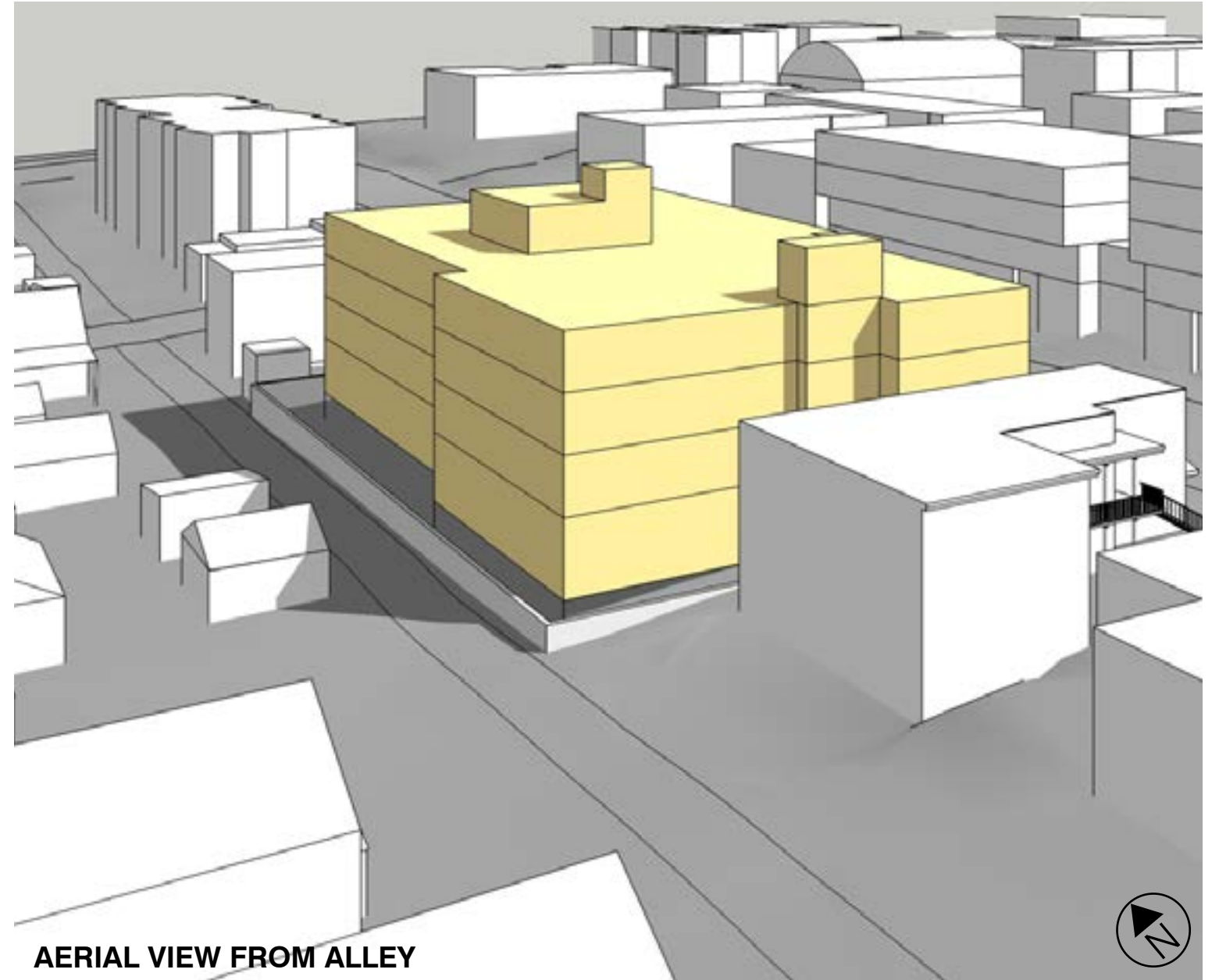
- 59 Residential Units
- 6 Live / Work Units
- Approx. 2,030 SF Comm.

KEY

- NON-RESIDENTIAL
- RESIDENTIAL
- PARKING & SERVICES



SCHEME A - CODE COMPLIANT



SCHEME A - CODE COMPLIANT

10:00 am

12:00 pm

2:00 pm

WINTER
SOLSTICE



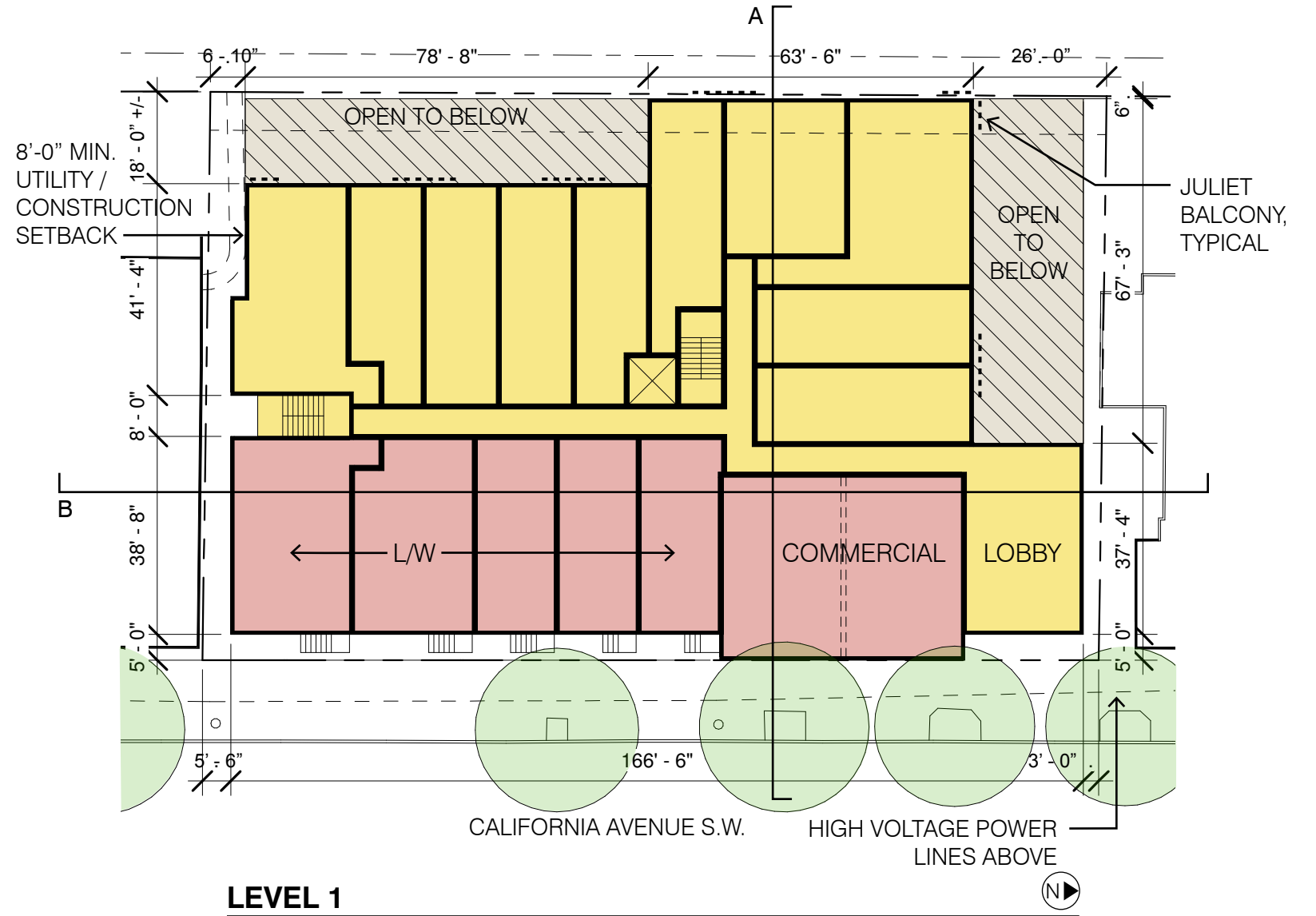
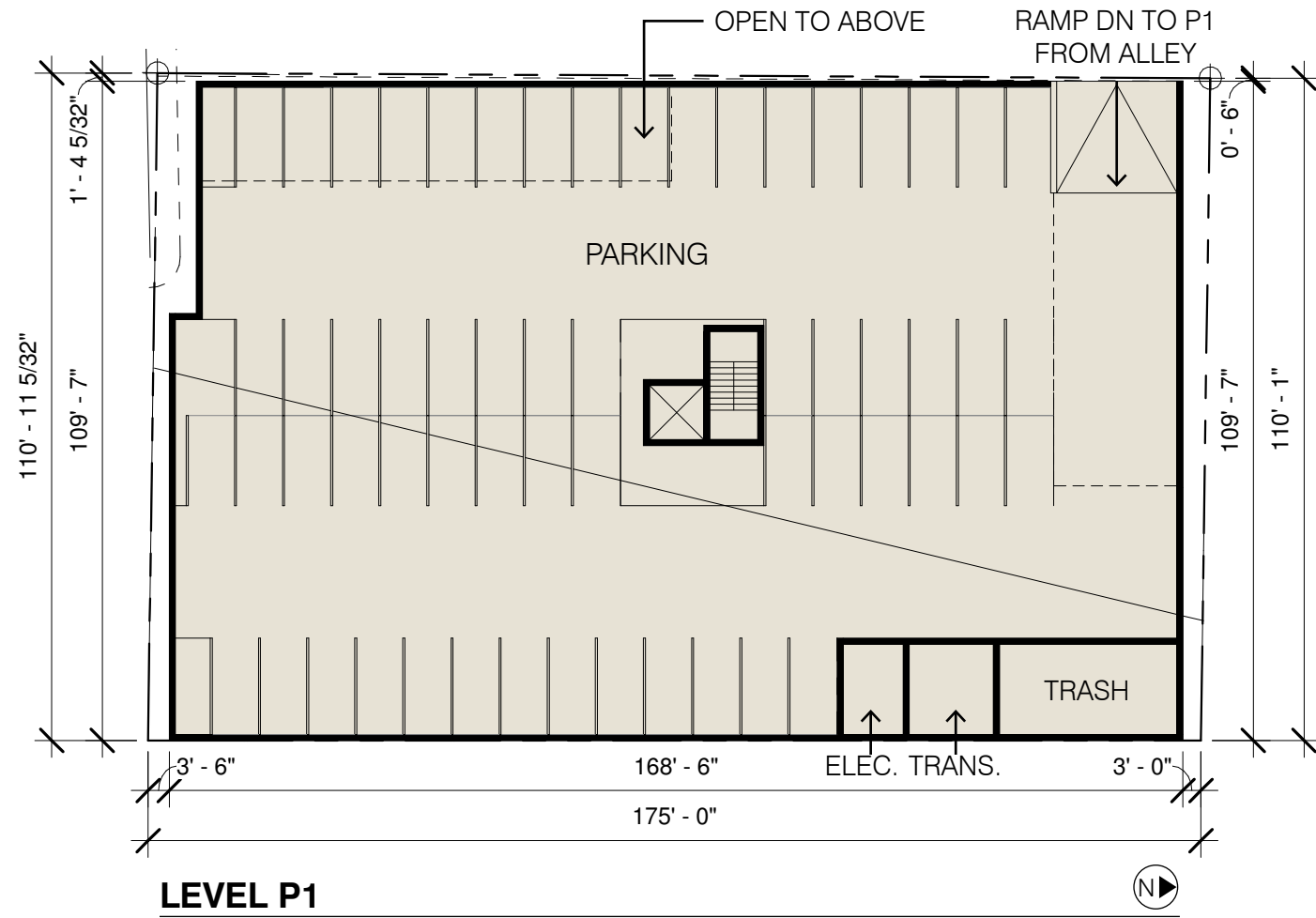
EQUINOX



SUMMER
SOLSTICE



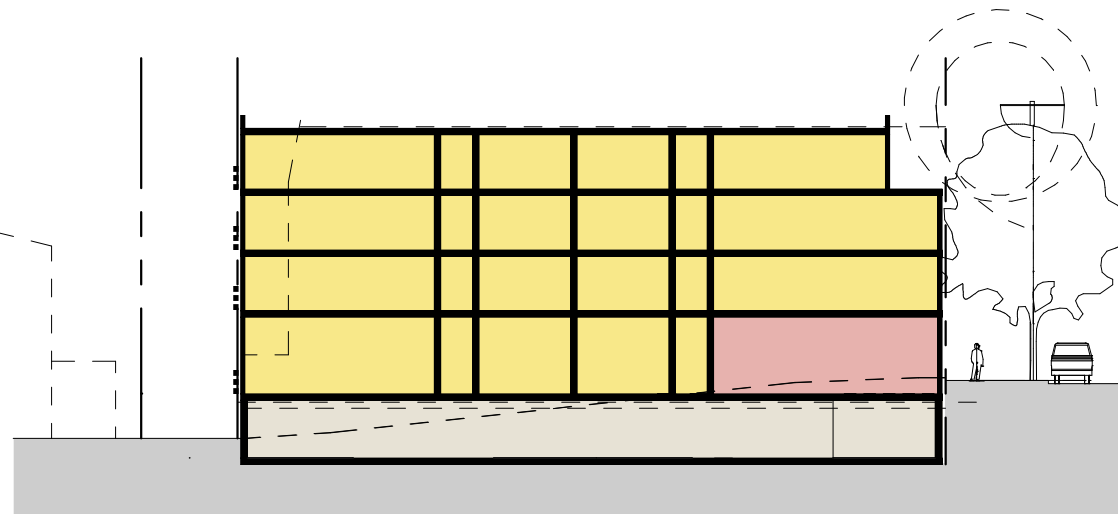
SCHEME B



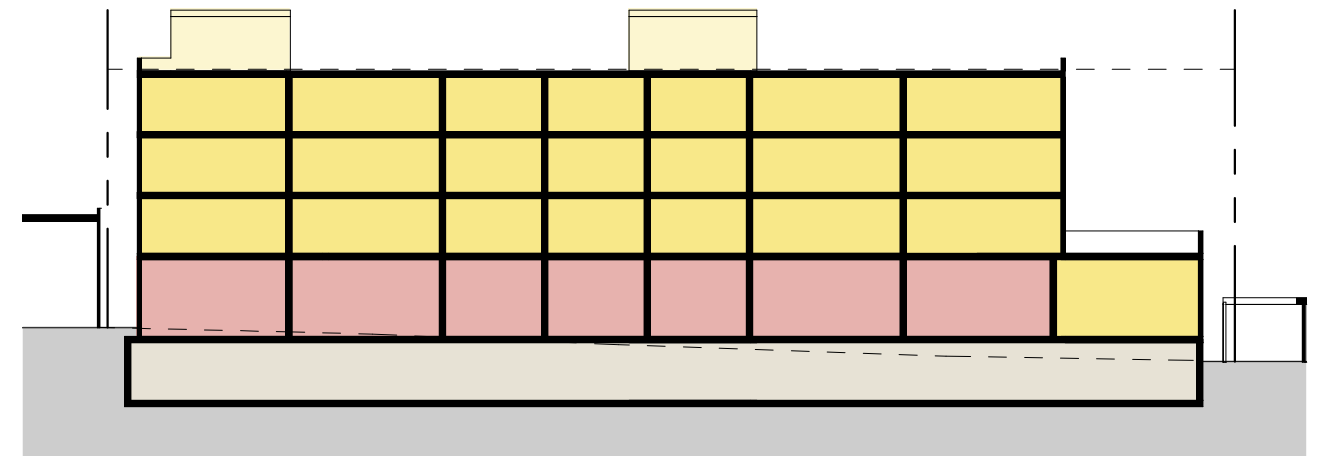
- KEY**
- NON-RESIDENTIAL
 - RESIDENTIAL
 - PARKING & SERVICES

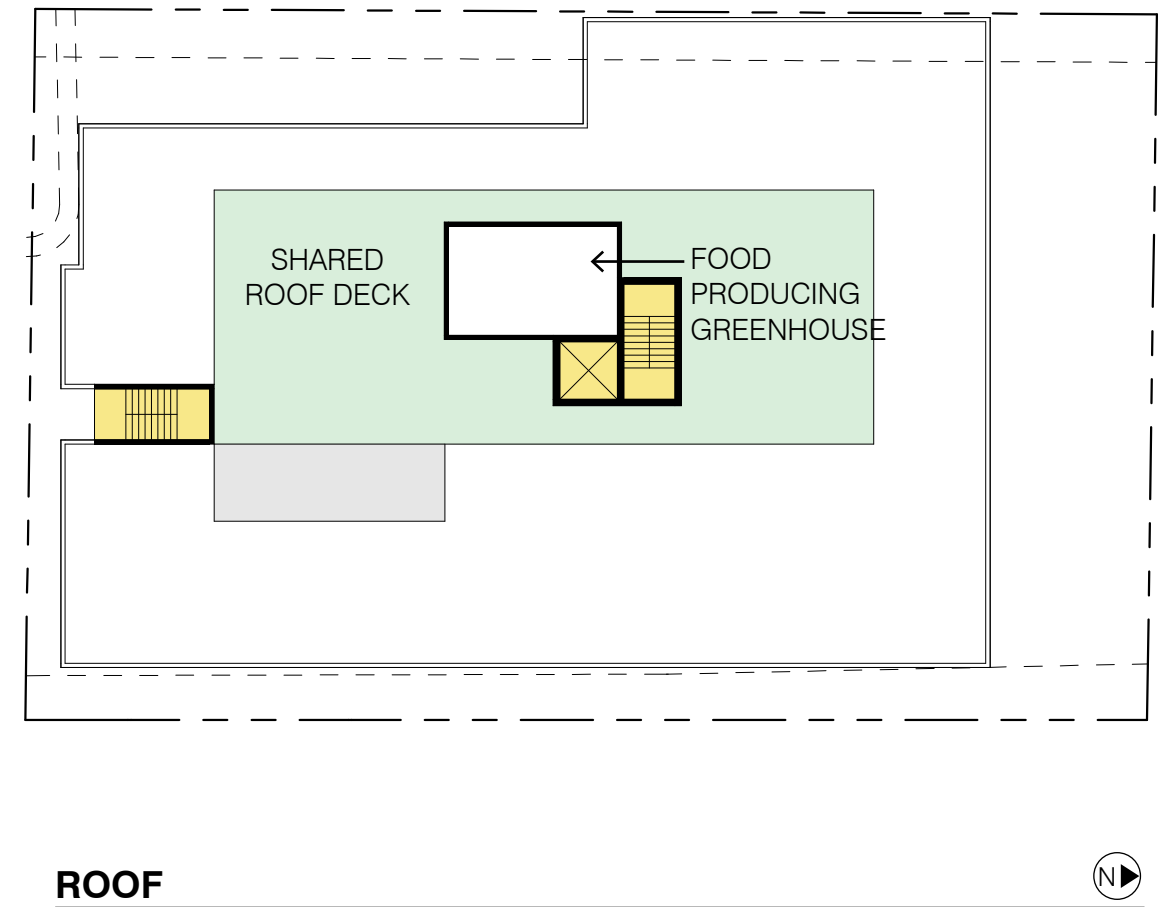
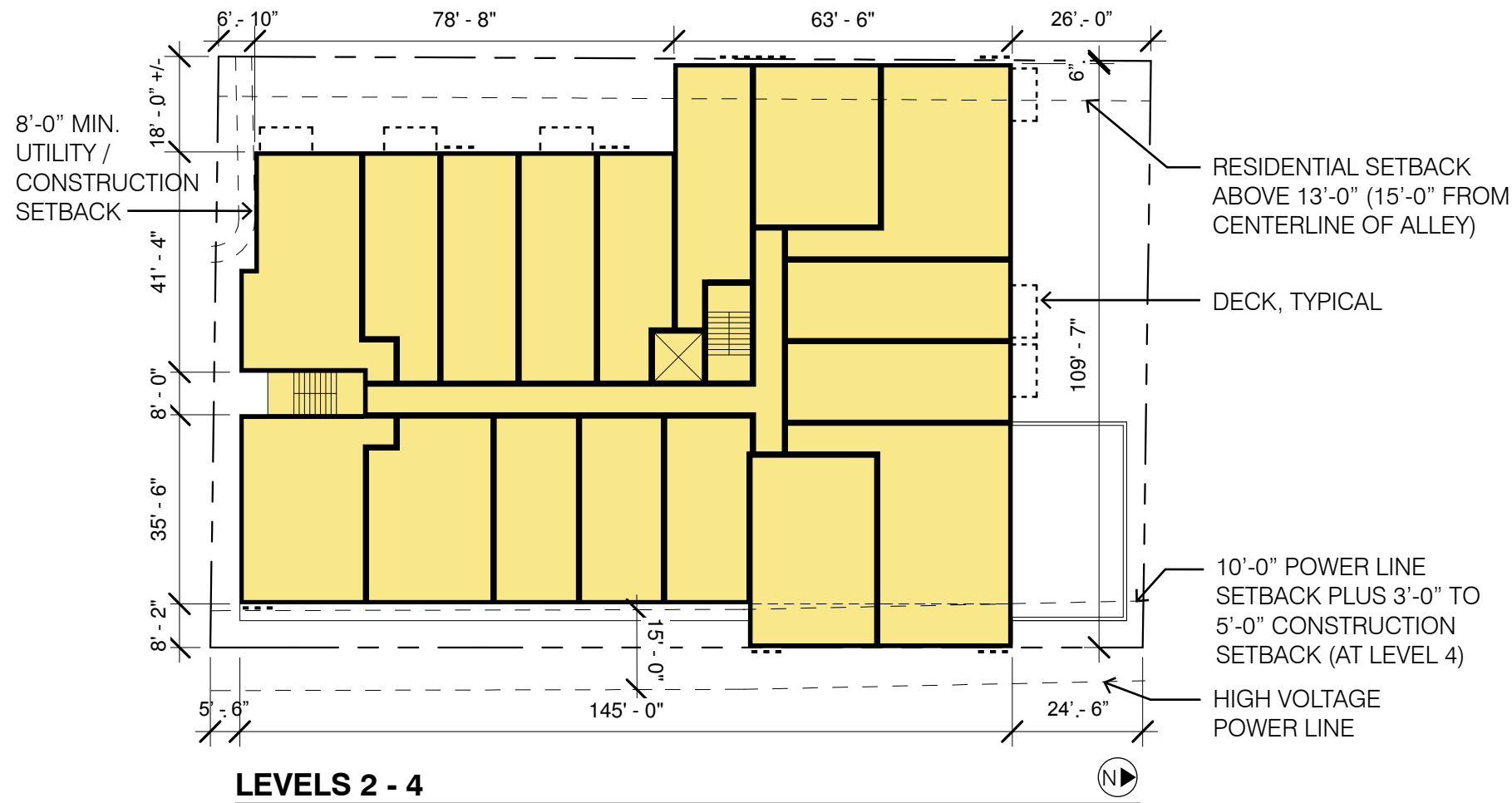


SECTION A (SITE SECTION)



SECTION B (SITE SECTION)





DESCRIPTION

Scheme B is one unified building modulated in a way to appear as three distinct building facades from the street. The ground floor lines California Avenue S.W. with non-residential spaces. The lobby is located at the north end. The partially below-grade parking garage is accessed from the alley at the N.W. corner of the property. Some of the parking stalls near the alley are not covered. On the roof, there is a greenhouse and roof deck to create a regular community gathering space with great views.

PROS

- This building features varied building modulation and height to integrate the building into the neighborhood-established building pattern.
- L-shaped building layout maximizes view for upper-level residential tenants.
- This scheme would appear to have less mass on California Avenue because of the L-shape.

CONS

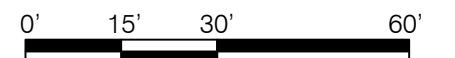
- When viewed from the street, live/work units would appear lower in height due to slope along California Avenue S.W.
- This scheme would require a departure from the single-family required setback.
- The uncovered stalls near the alley may create a noise nuisance for on-site and off-site residents.
- It does not create an urban space along California Avenue S.W.

SUMMARY

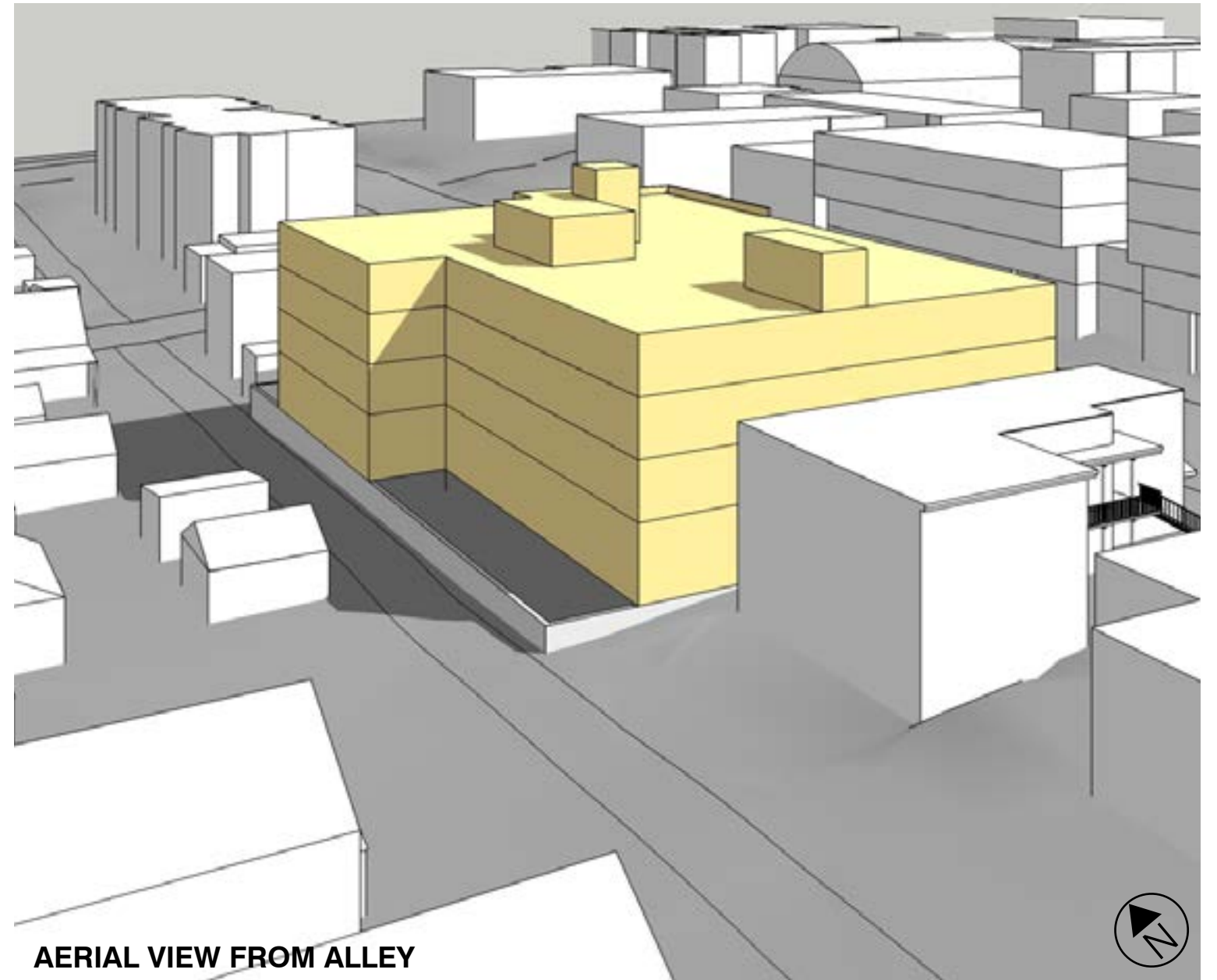
- 61 Residential Units
- 5 Live / Work Units
- Approximately 1,690 SF Commercial

KEY

- NON-RESIDENTIAL
- RESIDENTIAL
- PARKING & SERVICES



SCHEME B



10:00 am

12:00 pm

2:00 pm

WINTER
SOLSTICE



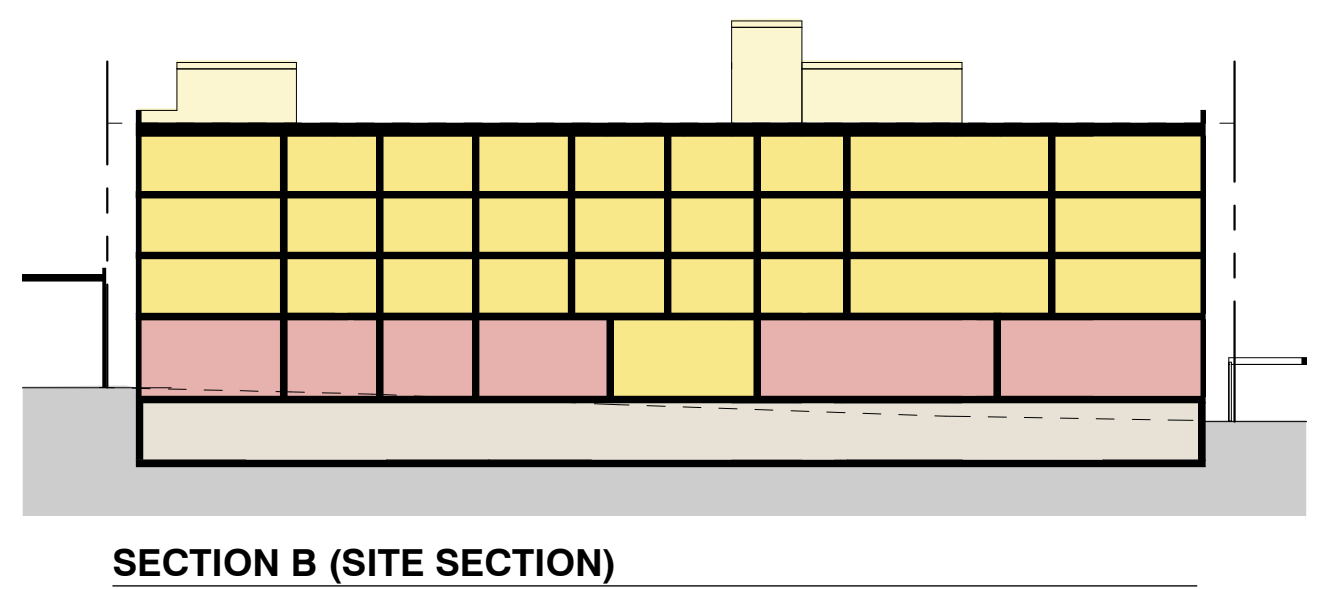
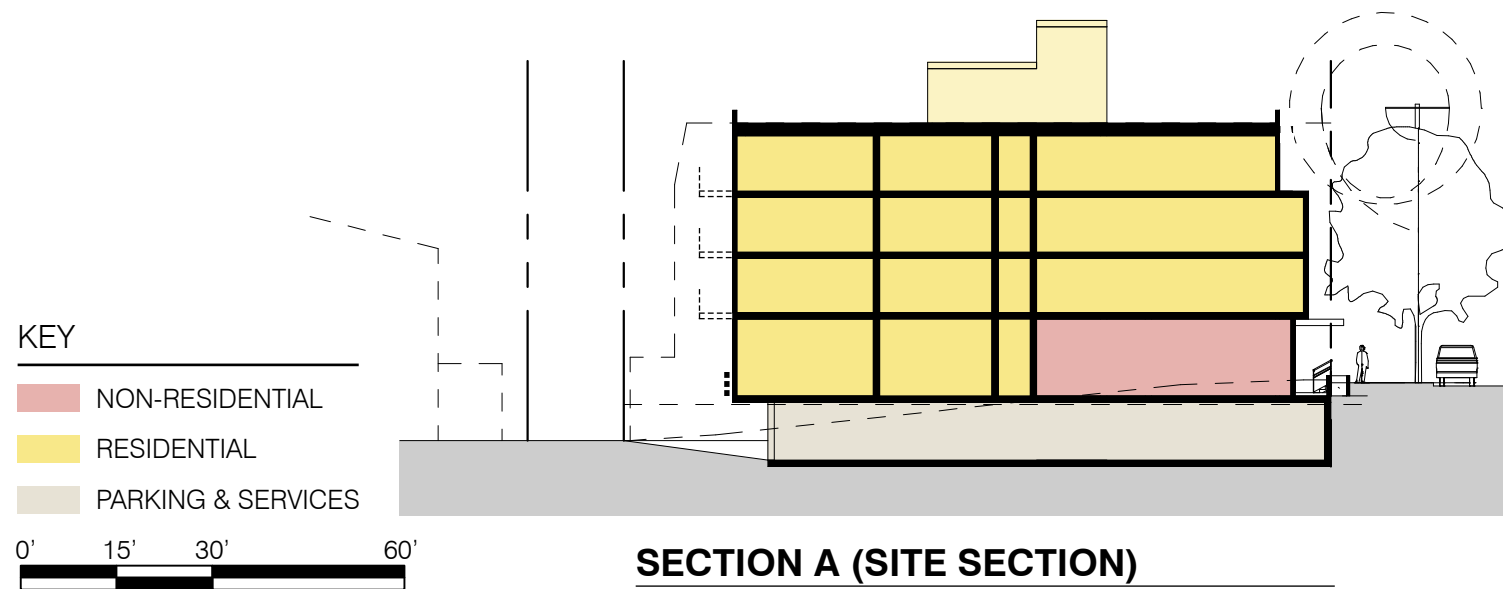
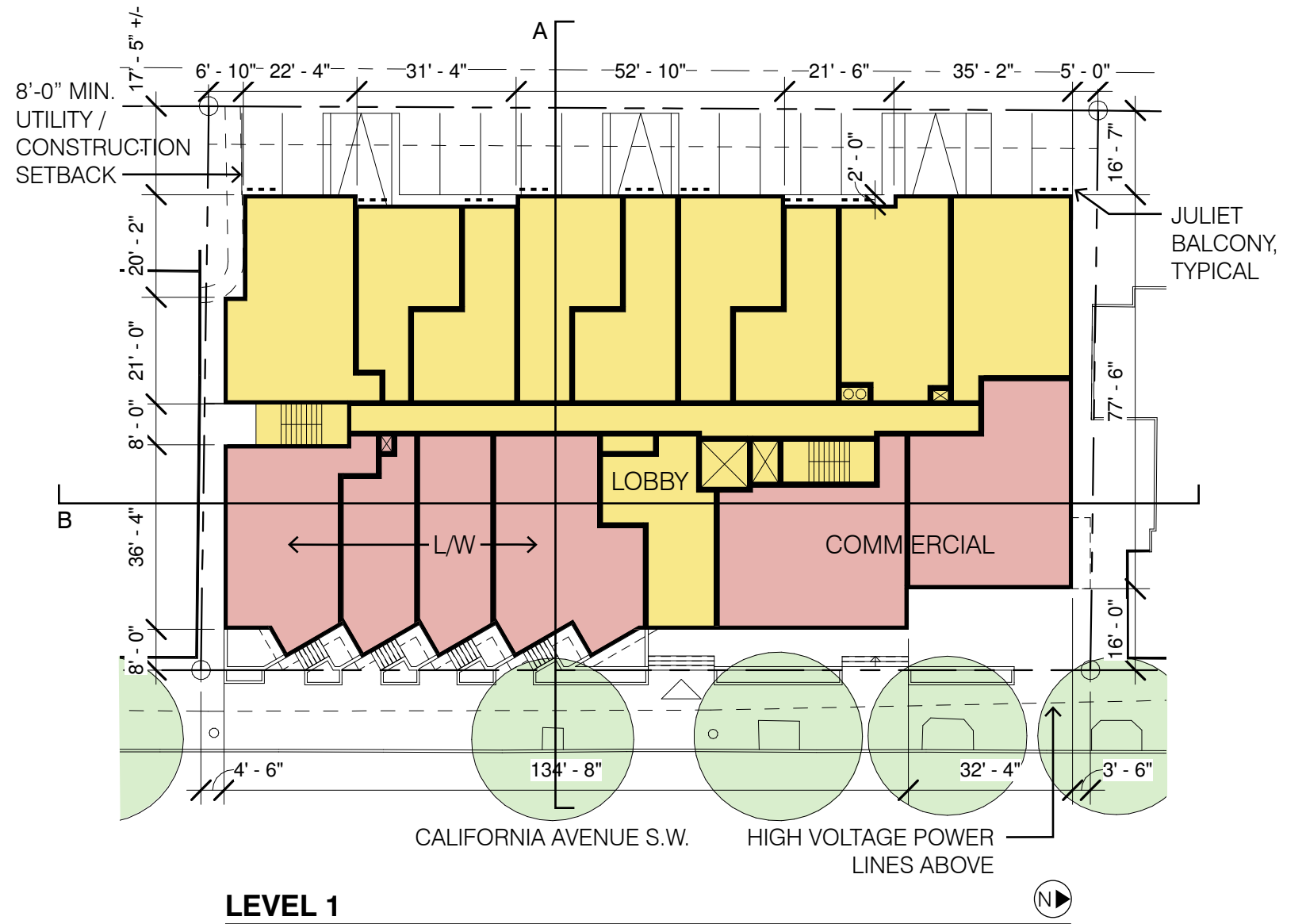
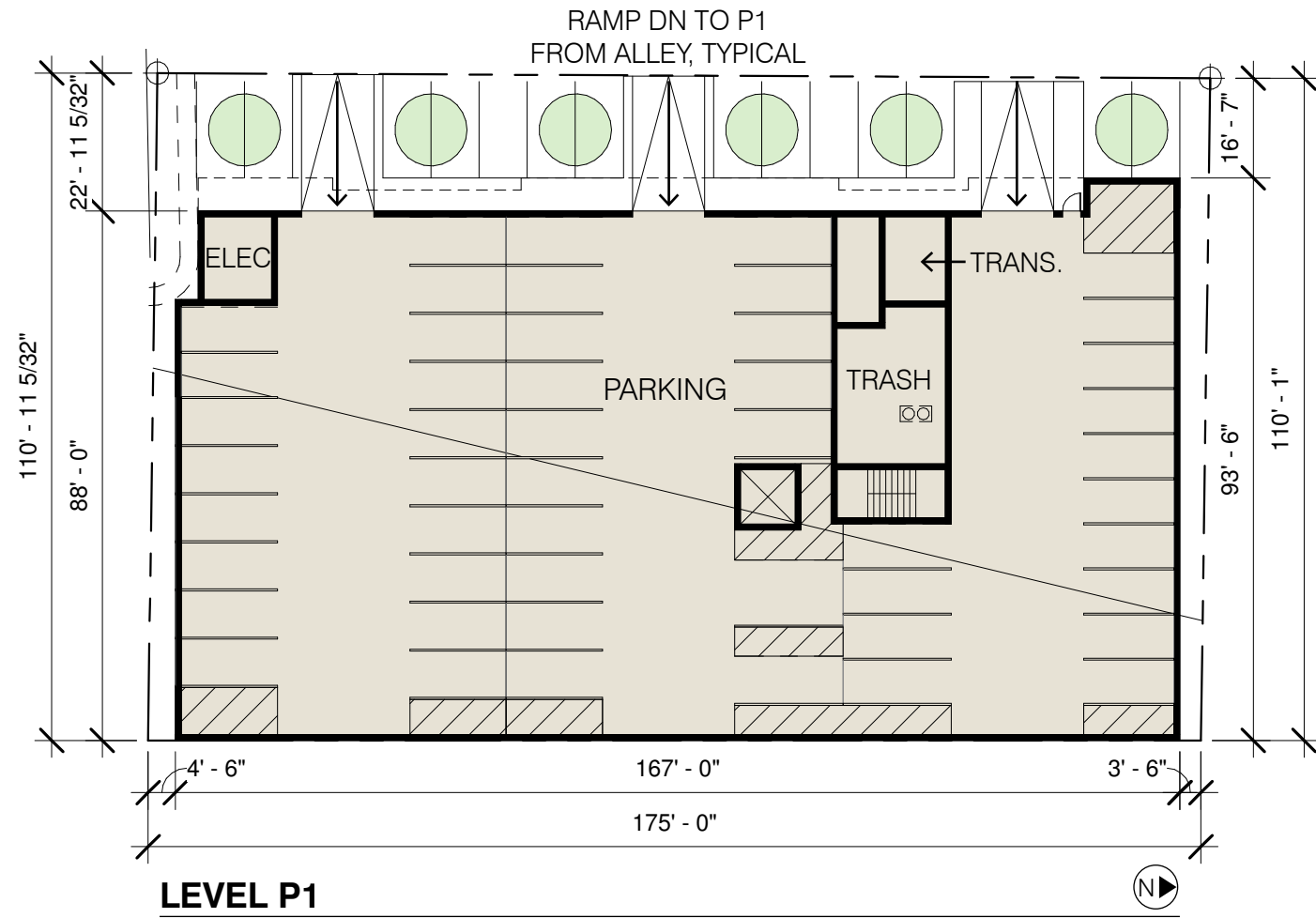
EQUINOX



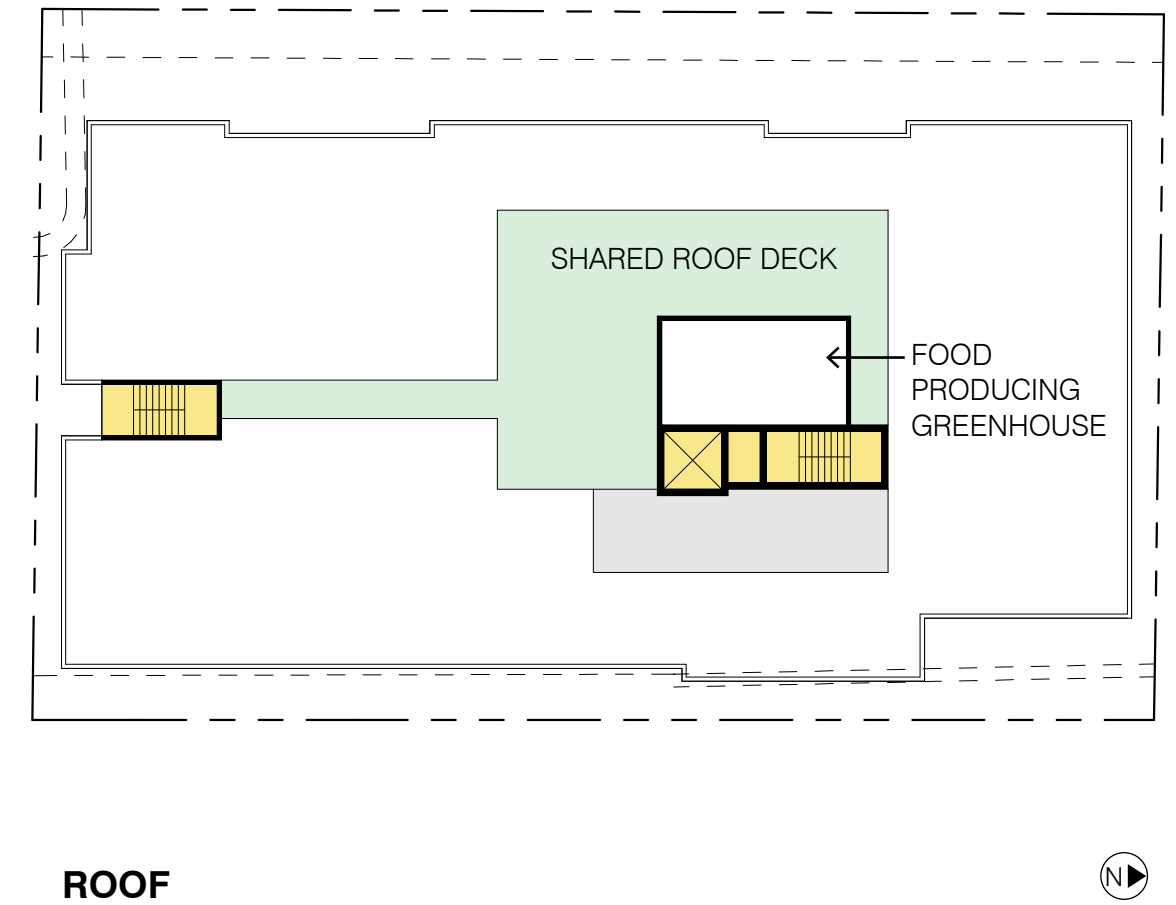
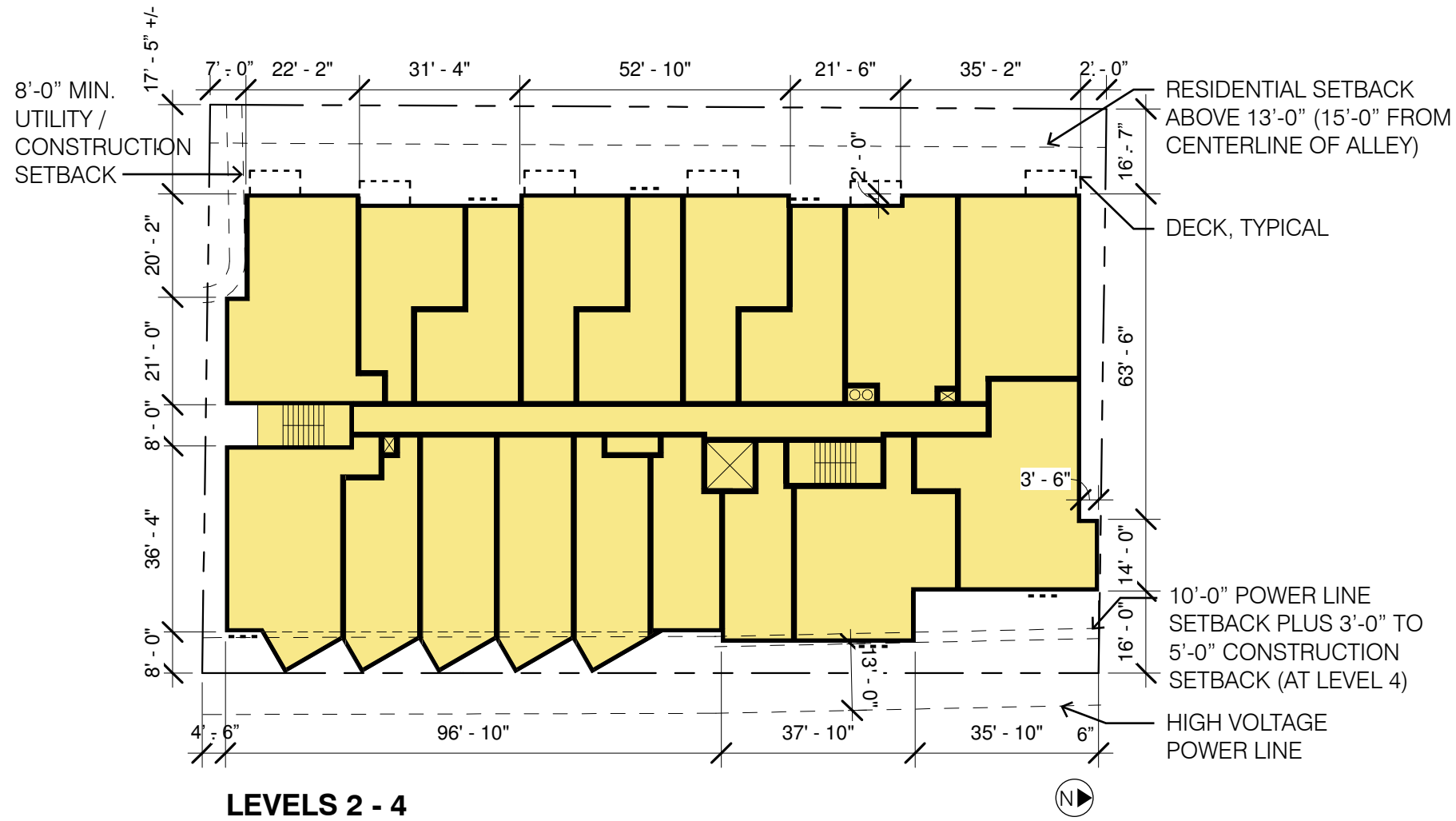
SUMMER
SOLSTICE



SCHEME C - PREFERRED



SCHEME C - PREFERRED



DESCRIPTION

Scheme C is the preferred scheme. Non-residential spaces are located along California Avenue S.W. at Level 1. Commercial space is located at the north end of the site along California Avenue S.W. The residential entry is located at the center and live/work units are situated at the south end of the building where level one is approximately four feet below sidewalk grade and not ideal for commercial access. The partially below-grade parking garage is accessed from the alley. Surface parking stalls are perpendicular to the alley allowing the parking structure to be set back as much as possible from the single-family residential zone. The four levels of residential units are set back an average of 25 feet from the centerline of the alley—10 feet more than required.

PROS

- Commercial spaces located at the north form a relationship with existing commercial along California Avenue S.W. Floor level aligns with existing sidewalk grade.
- Commercial spaces are set back from the sidewalk forming a public court.
- The parking structure and residential structure above are set back more than required from the rear lot line. There is increased setback between the new structure and existing single-family zoning abutting the alley.

CONS

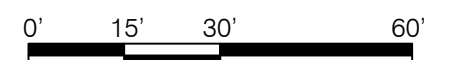
- Requires a departure allowing surface parking at the alley without screening.

SUMMARY

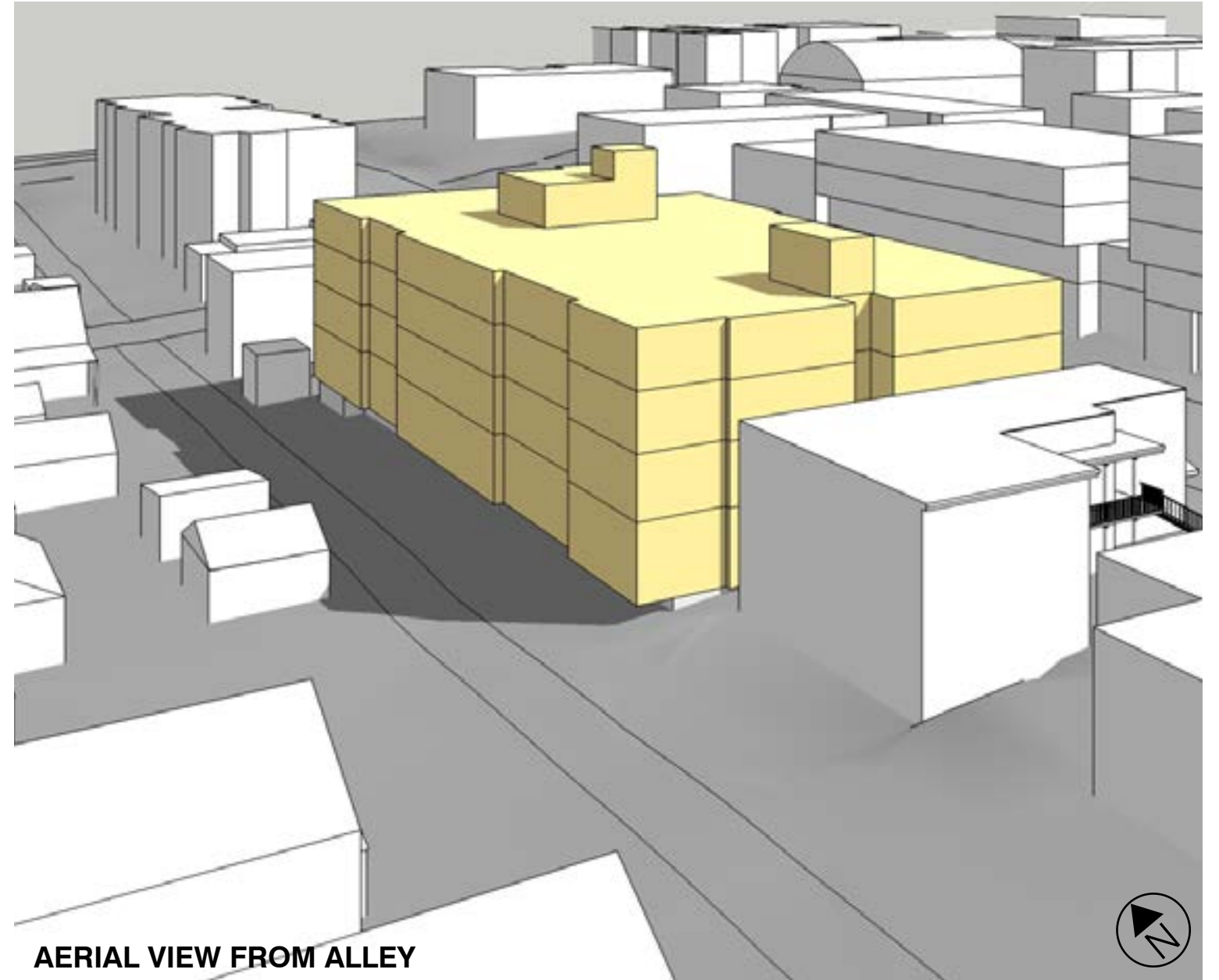
- 63 Residential Units
- 4 Live / Work Units
- Approximately 2,300 SF Commercial

KEY

- NON-RESIDENTIAL
- RESIDENTIAL
- PARKING & SERVICES



SCHEME C - PREFERRED



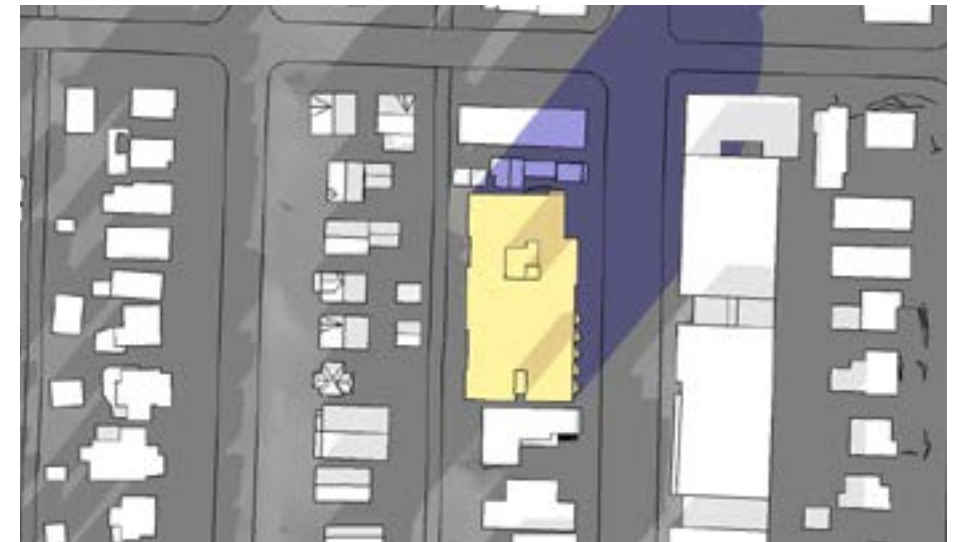
SCHEME C - PREFERRED

10:00 am

12:00 pm

2:00 pm

WINTER
SOLSTICE



EQUINOX



SUMMER
SOLSTICE



CONCEPT VIEWS



VIEW LOOKING SOUTHWEST





VIEW LOOKING NORTH
ALONG CALIFORNIA AVENUE

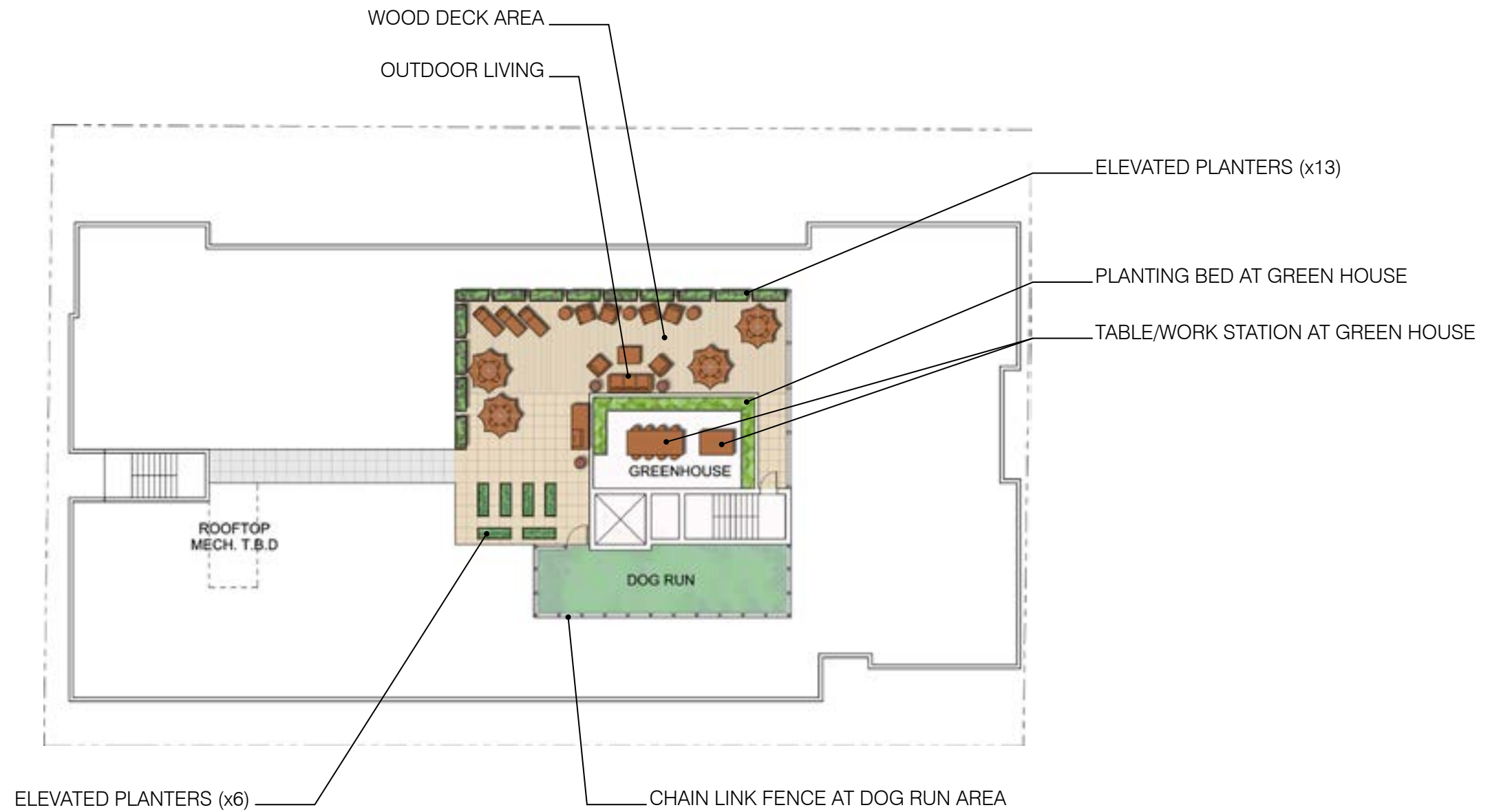


VIEW LOOKING NORTH
TOWARDS THE SWINERY

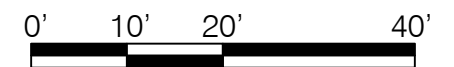


LANDSCAPE DESIGN



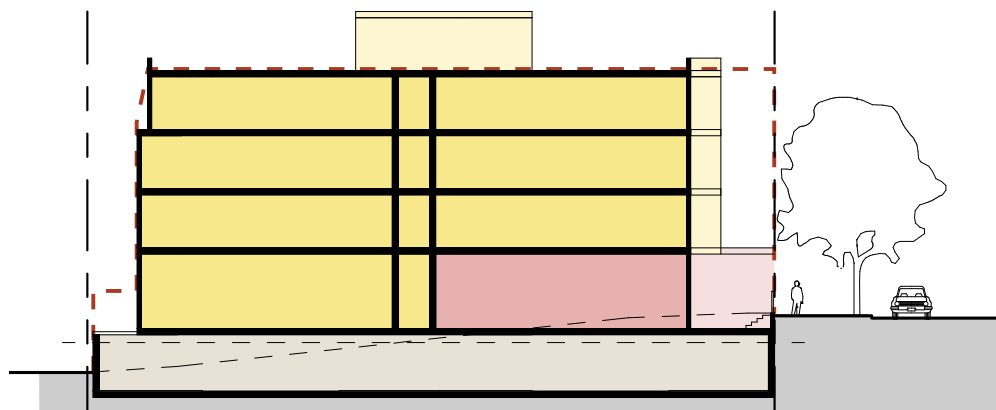
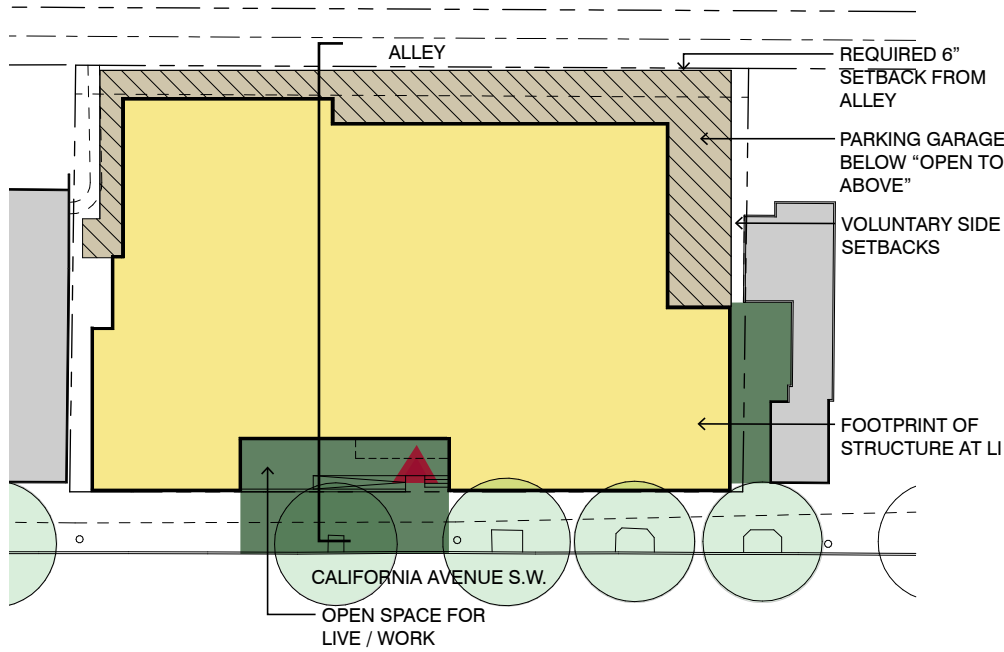
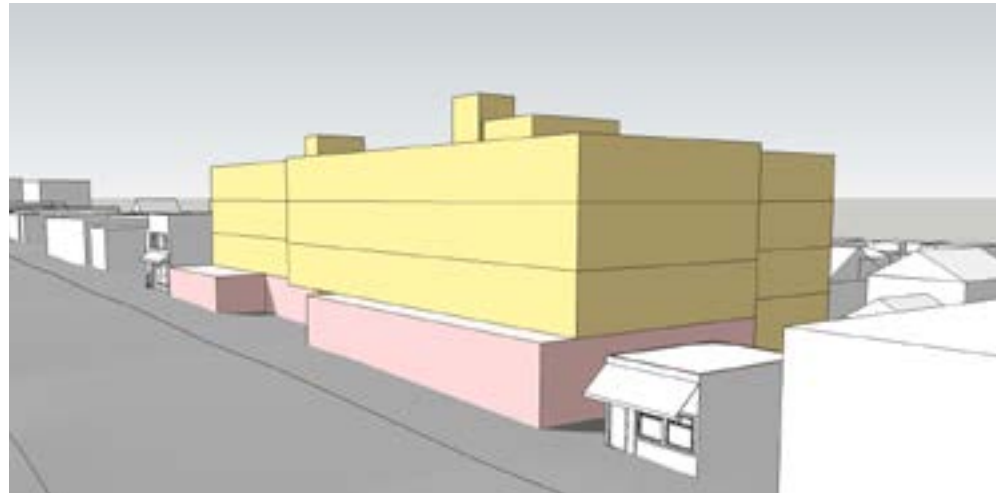


LANDSCAPE ROOF DECK PLAN

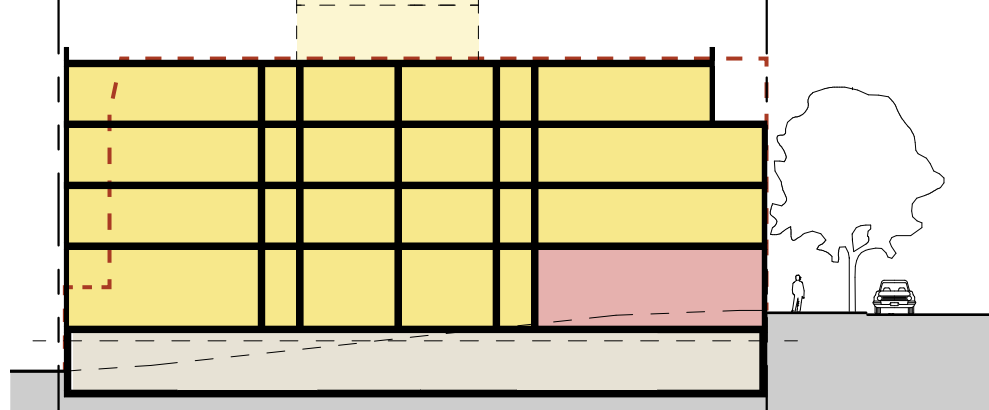
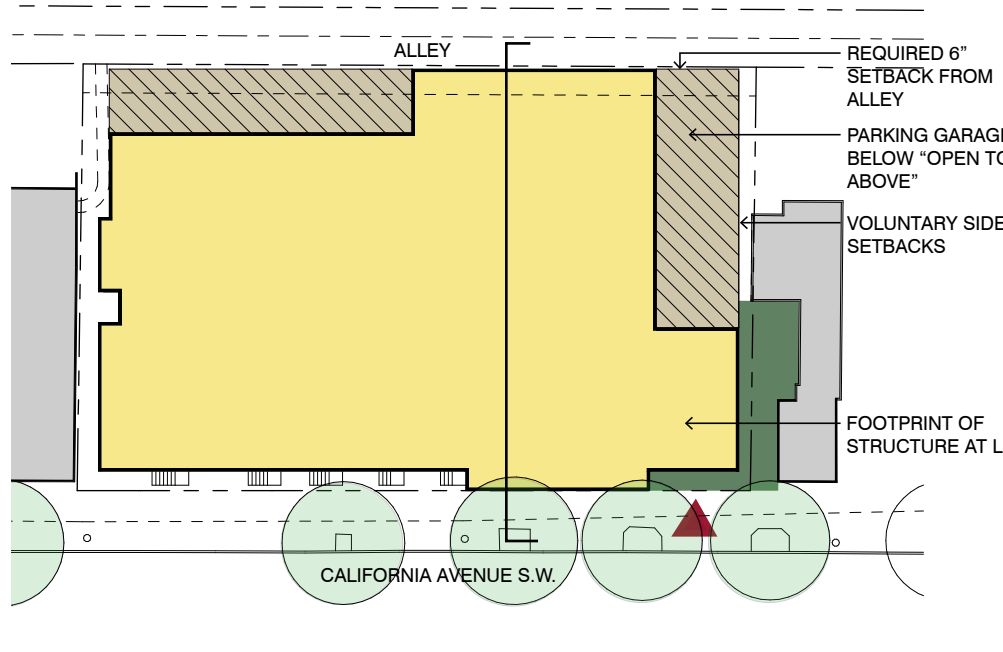
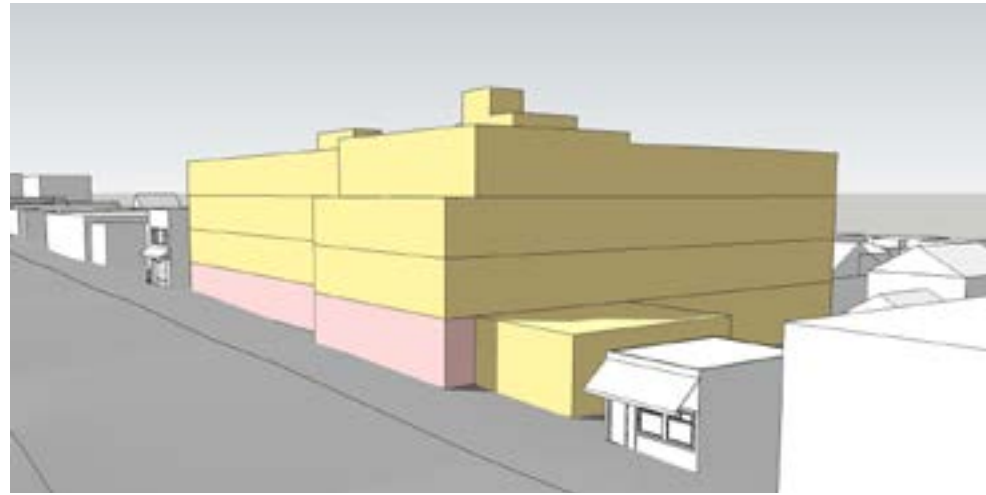


ARCHITECTURAL CONCEPT COMPARISON

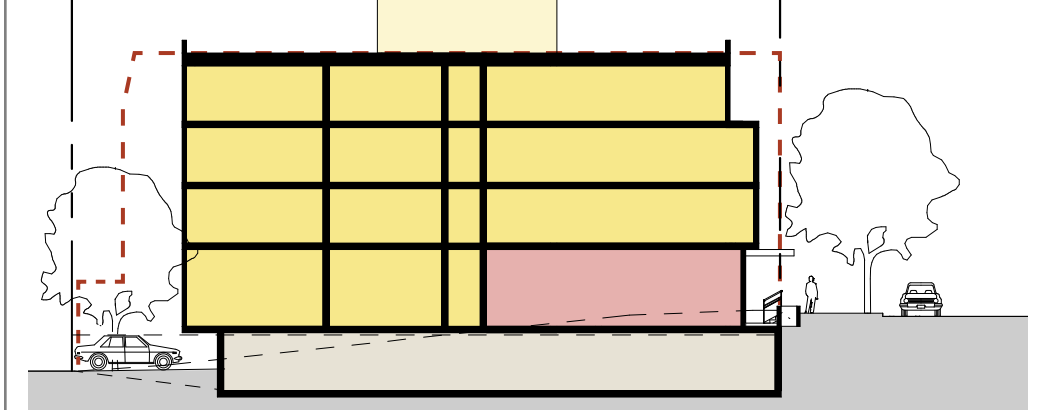
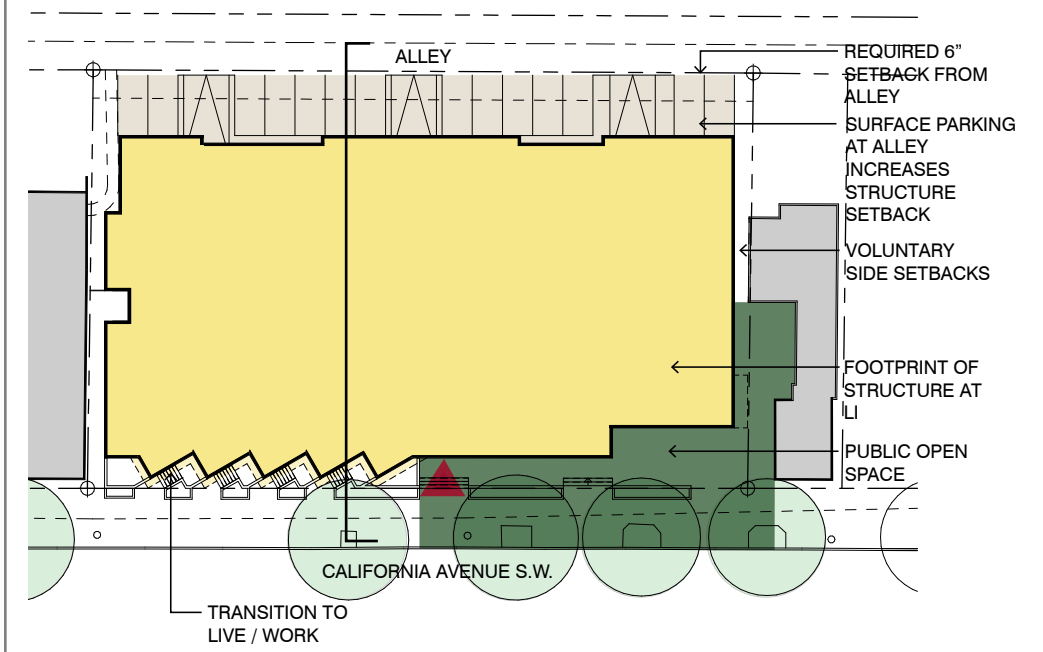
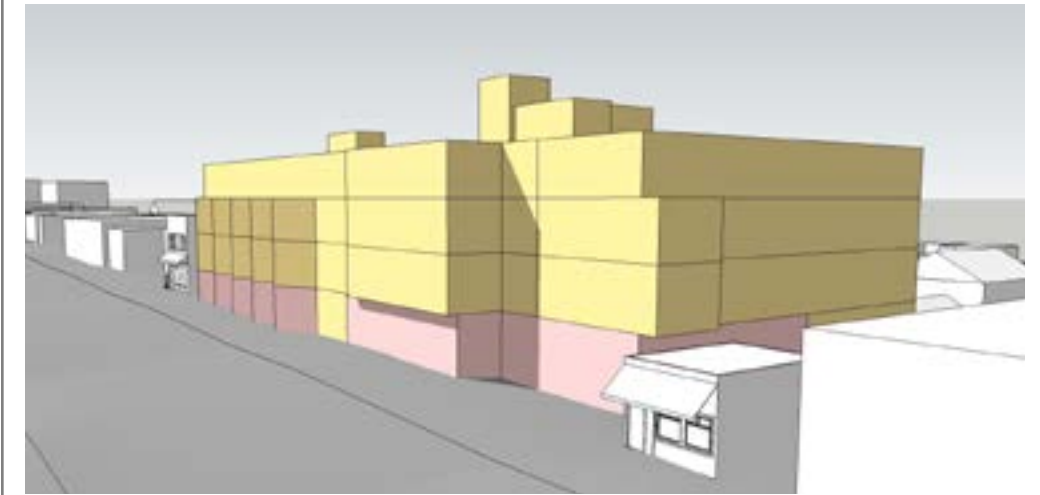
SCHEME A | CODE COMPLIANT SCHEME



SCHEME B | DEPARTURES REQUIRED



SCHEME C | PREFERRED SCHEME



ARCHITECTURAL CONCEPT COMPARISON CHECKLIST

KEY:
● COMPLIANT
● SOMEWHAT COMPLIANT
○ NOT APPLICABLE

Scheme A (Code Compliant)
 Scheme B (Departures Req.)
 Scheme C (Preferred)
 Notes

Scheme A (Code Compliant)
 Scheme B (Departures Req.)
 Scheme C (Preferred)
 Notes

CS1. NatuA1:F45ral Systems and Site Features					PL3. Street-Level Interaction						
I	Respond to Site Characteristics	●	●	●	Schemes respond to zoning envelope and maintain important site relationships.	II.iii	Provide visible signage identifying building addresses at the entrance(s) as a functional and aesthetic consideration.	●	●	●	Appropriate retail and building signage will be incorporated at entry points.
I.i	Solar Orientation	●	●	●							
II.ii	Existing Vegetation	●	●	●	Street trees are maintained.	II	Transition Between Residences and Street	●	●	●	There is a grade separation between the street and floor level at live/work units. Courtyards or building setbacks improve entry access.
CS2. Urban Pattern and Form						II.i	Consider setting the residential portion of a mixed-use project back from the street.	●	●	●	
I	Streetscape Compatibility	●	●	●							
II	Respect for Adjacent Sites	●	●	●	Scheme B requires setback departure at alley for upper level.						
II.i	Reduce the number of windows and decks overlooking neighboring residences.	●	●	●	Number of windows on north and south walls are minimal.						
II.ii	Step back upper floors or increase side and rear setbacks to pull windows farther away from neighboring residences.	●	●	●	Scheme C has increased setback at alley adjacent to residences.	DC1. Project Uses and Activities					
II.iii	Stagger windows to not align with adjacent windows.	●	●	●	Detailed window study not completed at this time. Windows set back more than required where possible.	I	Parking and Vehicular Access	●	●	●	
IV	Height, Bulk and Scale Compatibility	●	●	●	Scheme B: One story expression at north end offsets setback departure on west side.	I.i	Locate surface parking and access to parking at rear of lot.	●	●	●	
IV.i	Provide a sensitive transition to less intensive zones.	●	●	●		I.ii	Reduce the scale of larger parking lots.	●	●	●	
IV.ii	Use architectural styles and details, color or materials derivative from surrounding, less intensive structures.	●	●	●	We intend to develop a design that is compatible with the neighborhood.	I.iii	Minimize the number and width of driveways and curb cuts.	●	●	●	
IV.iii	Locate features to create further separation and buffering from the lower intensive zone.	●	●	●	Scheme C increases distance between new building and existing single family residential. Trees provided at surface parking as buffer.	II	Location of Parking on Commercial Street Fronts	○	○	○	There is no surface parking designed to face the street.
IV.iv	Articulate the building facades vertically or horizontally in intervals that conform to the existing structures or platting pattern in the vicinity.	●	●	●		III	Blank Walls	●	●	●	Blank walls are on the south and north ends of the building; they are out of the primary view.
CS3. Architectural Context and Character:						III.i	Employ small setbacks, indentations or other means of breaking the wall surface into human-scaled intervals.	●	●	●	
I	Architectural Context	●	●	●		IV	Retaining Walls	○	○	○	
PL2. Walkability						V	Visual Impacts of Parking Structures	○	○	○	
II	Pedestrian Open Spaces and Entrances	●	●	●	Scheme C provides an open public court.	V.i	Visually integrate the parking structure with adjacent buildings.	●	●	●	
II.ii	Provide landscaping that screens undesirable elements or that enhances the space and architecture. Design screening to provide clear visibility into parking areas to promote personal safety.	●	●	●		V.ii	Where feasible, consider setting back a portion of the parking structure to allow for the retention of an existing significant tree.	○	○	○	
						VI	Screening of Dumpsters, Utilities and Service Areas	●	●	●	
						DC3. Open Space Concept					
						I	Residential Open Space	●	●	●	All schemes include roof decks.
						I.i	Consider the types of residents the project will attract.	●	●	●	
						I.ii	Site outdoor spaces to take advantage of sunlight as much as possible.	●	●	●	
						II	Landscaping to Enhance the Building and/or Site	●	●	●	
						II.i	Softening the form of the building by screening blank walls.	●	●	●	

ZONING DATA

ZONING CODE REQUIREMENTS:

Address 3211, 3219 & 3221 California Avenue S.W.
Seattle, WA 98116

Parcel Numbers 570850-0485-07, 570850-0475-09 & 570850-0465-01

Zoning NC2-40
Admiral Residential Urban Village (PASF – Parcel Abutting Single Family Zoning)

Site Area 19,339.90 sf

R.O.W. Characteristics California Avenue S.W.: Minor arterial, asphalt paving, sidewalk appears adequate

Commercial Zone

Permitted Uses SMC 23.47A.004 Table A
Uses permitted outright (partial list):

- Drinking establishments (Administrative Conditional Use - 25,000 sf limit)
- Restaurants (25,000 sf limit)
- Lodging (Administrative Conditional Use - 25,000 sf limit)
- Offices (25,000 sf limit)
- General sales and services (25,000 sf limit)
- Residential
- Live/work (Except where expressly treated as a residential use, live/work units shall be deemed a nonresidential use.)

Street-Level Uses SMC 23.47A.005
Residential uses 20% maximum of street-level street-facing façade when facing an arterial street.

Street-Level Development Standards SMC 23.47A.008

Blank facades: May not exceed 20 ft. in width and 40% of façade (between 2 ft. & 8 ft. above sidewalk) (SMC 23.47A.008.A.2.b&c)

Transparency: 60% required between 2 ft. & 8 ft. above sidewalk (SMC 23.47A.008.B.2.a)

Height and Depth: Nonresidential uses shall extend an average of at least 30 ft. and a minimum of 15 ft. in depth from the street-level street-facing façade.
Nonresidential uses at street-level shall have a floor-to-floor height of at least 13 ft.

Lot Line: Street-level street-facing façades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or approved landscaped or open spaces are provided. (SMC 23.47A.008.A.3)

Residential uses: At least one of the street-level street-facing façades containing a residential use shall have a visually prominent pedestrian entry. (SMC 23.47A.008.D.1)
The floor of a dwelling unit located along the street-level street-facing façade shall be at least 4 ft. above or 4 ft. below sidewalk grade or be set back at least 10 ft. from the sidewalk. (23.47A.008 D.2)

Structure Height SMC 23.47A.012

Height Allowed: 40 ft.

Additional Height: 4 ft. where street-level commercial is > 13 ft. FTF, height does not allow an additional story.

Rooftop features: Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets and firewalls may extend up to 4 ft. above the otherwise applicable height limit.
Mechanical equipment may extend up to 15 ft. above the applicable height limit.
Stair and elevator penthouses may extend above the applicable height limit up to 16 ft.
Food-producing greenhouses may extend up to 15 ft. above the applicable height limit if the combined total coverage of all features gaining height does not exceed 50% of the roof area.

Floor Area Ratio SMC 23.47A.013

Allowed FAR: 3.25 = total of residential and nonresidential uses (3.25 x 19,339.90 sf = 62,855 sf)
*FAR limit for residential OR nonresidential use = 3.00 (3.00 x 19,339.90 sf = 58,019 sf)
Gross floor area not counted toward FAR:

- All underground stories or portions of a story. An underground story is a story for which the ceiling above is below grade (SMC23.86.007).

Setbacks SMC 23.47A.014

Front/Side: None

Back: 15 ft. for portions of structures above 13 ft. in height to maximum of 40 ft. One half of the width of an abutting alley may be counted as part of the required setback.

Landscaping SMC 23.47A.016

Green Factor .30 or greater.

Street Trees Required on California Avenue S.W.

Amenity Area SMC 23.47A.024

Standards: 5% of total gross residential floor area.
All residents shall have access to at least one common or private amenity area.
Amenity areas shall not be enclosed.
Common amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 square feet in size.
Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.

Bicycle Parking SMC 23.54.015 Table E

Residential: Long term: 1 spot per 4 units

General Sales & Serv. or Eating/Drinking Est.: Long term: 1 spot / 12,000 sf.; Short term: 1 spot / 4,000 sf.

Parking Access SMC 23.47A.032

Access: Parking access shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C.

Quantity and Design Standards for Access, Parking, Solid Waste:

Required Parking SMC 23.47A.030 / 23.54.015

Eating & Drinking Est.: 1 space / 250 sf. > No parking required for first 1,500 sf. of each business establishment.

Live / Work Units: 1 space / unit > 1,500 sf. plus parking required for any nonresidential activity classified as a principal use.

Residential: 1 space / dwelling unit

Parking Standards SMC 23.54.030

Residential Spaces Minimum 60% medium spaces (8 ft. x 16 ft.)

Nonresidential Spaces Less than 10 spaces provided: 25% maximum small spaces / 75% minimum large spaces

Driveway Width: 10 ft. minimum for residential drive less than 100' long and serving 30 or fewer spaces

Parking Aisle Width: 22 ft. minimum

Sight Triangle: 10 ft. sight triangle required on each side of driveway

Loading Berths SMC 23.54.035
May be waived for uses less than 16,000 gross square feet that provide a loading space on a street or alley.

Solid Waste & Recycling Storage SMC 23.54.040

Min. Area Nonresidential: 125 sf. (5,001 – 15,000 sf.) *Mixed use development shall meet storage space requirements for residential development plus 50% of the requirement for nonresidential development.

Min. Area 51-100 Res.Units: 375 sf. plus 4 sf. for each additional unit above 50

Standards: 12 ft. minimum horizontal dimension
10 ft. wide and 21 ft. overhead clearance required if accessed directly by a collection vehicle.

POTENTIAL DEPARTURES

#	Code Requirement	Departure Requested	Explanation of Request
1 (Scheme B)	SMC 23.47A.014.B.3 A setback is required along any rear lot line that is across an alley from a lot in a residential zone as follows: fifteen feet for portions of structures above thirteen feet in height to a maximum of forty feet. For each portion of a structure above forty feet in height, additional setback at the rate of two feet of setback for every ten feet by which the height of such portion exceeds forty feet.	Average fifteen foot setback at the rear lot line. Provide 24 foot setback for 50% of the façade; Provide 8 foot setback for 38% of the facade; Provide 68 foot setback for 12% of the façade.	Allowing the building to encroach in the required rear setback will enable the structure to setback 25 feet from the north property line adjacent to an existing single-story commercial structure.
2 (Scheme C)	SMC 23.47A.016.D.1.c Screening of surface parking areas. 2) Surface parking abutting or across from an alley from a lot in a residential zone must have six-foot-high screening along the abutting lot line and a five-foot-deep landscaped area inside the screening. SMC 23.47A.016.D.1.d The Director may waive or reduce the requirements of this subsection.	Allow perpendicular, surface parking stalls off the alley without screening. Will provide landscaped area between surface parking stalls and the parking structure. Will provide trees between perpendicular parking stalls.	Providing perpendicular surface parking stalls off of the alley allows the concrete parking structure to be further set back from the residential zone across the alley. The massing of the new structure will be reduced due to this added structural setback.



19th & Mercer: Alley Surface Parking

RECENT INTRACORP & TISCARENO PROJECTS

