2749 CALIFORNIA

2749 CALIFORNIA AVE SW

Early Design Guidance#2

SDCI PROJECT #3024077

09.01.2016

HEWITT

TABLE OF CONTENTS

ADDRESS [2.1] 2749 California Ave SW
Seattle, WA 98116

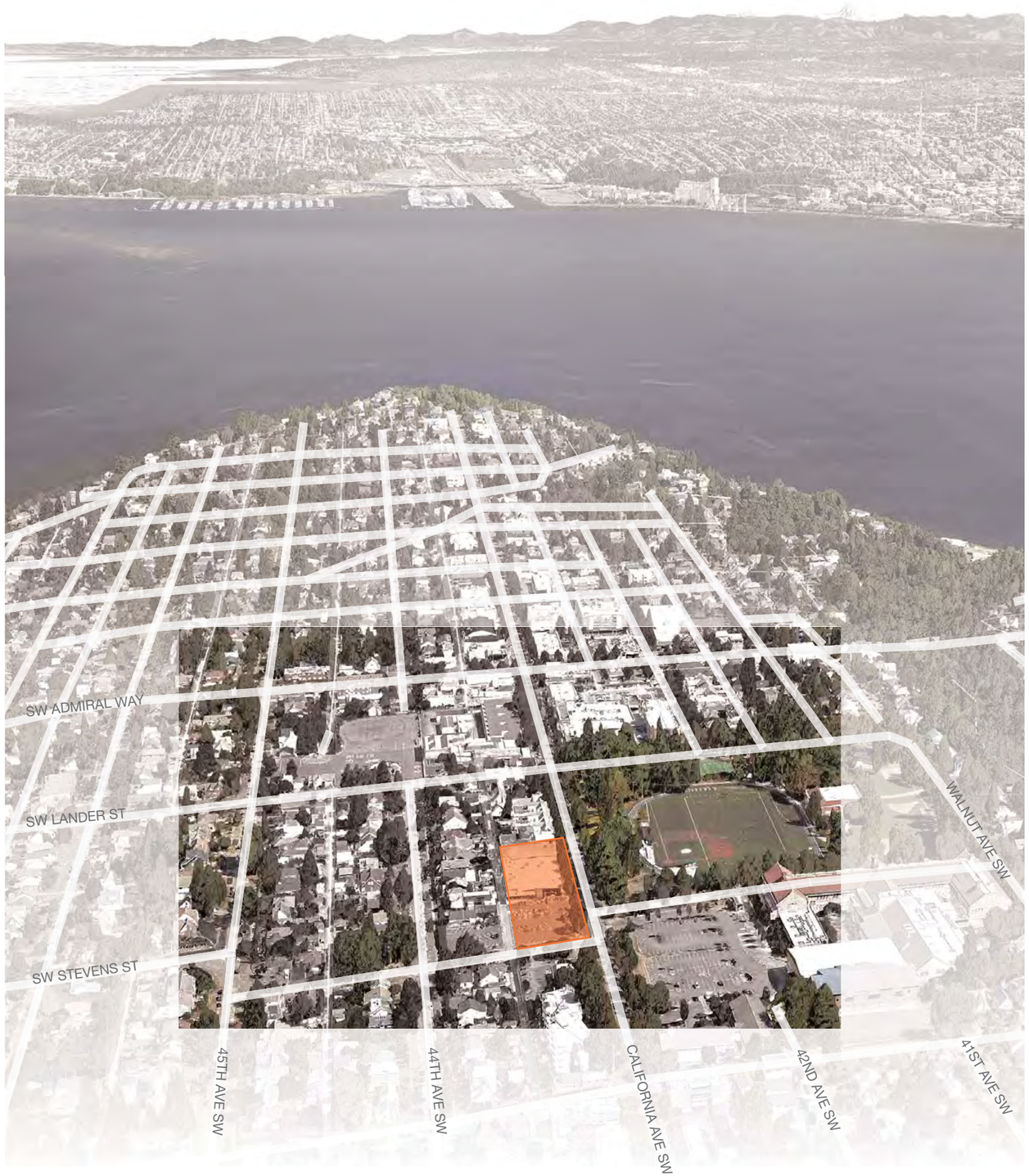
PARCEL #s 8010100340
8009600020

SDCI PROJECT # [2.2] 3024077

APPLICANT TEAM

OWNER [2.4] Madison Development Group, LLC
10510 NE Northup Way, Suite 120
Kirkland, WA 98033
Thomas M Lee
425.889.9500

ARCHITECT + LANDSCAPE ARCHITECT HEWITT
101 Stewart Street, Suite 200
Seattle, WA 98101
206.624.8154



3.1 - 3.3 USES AND DEVELOPMENT QUANTITIES

- 4 story mixed-use structure
- 2 stories of below grade parking for 40 commercial use stalls and 112 stalls for residential use; access to the parking via the alley.
- Approx 112 residential units over a podium comprised of an approximately 25,000 sf for general sales and services (retail), residential lobby and leasing functions at the ground level.
- Residential outdoor garden terraces and enclosed amenity spaces within the proposal's three stories above the ground level.
- Existing 11,427 sf surface parking lot to the west of the alley with 31 parking stalls to remain as an accessory use to the proposed general sales and services use (retail).

3.4 SUMMARY OF DEVELOPMENT OBJECTIVES

The proposal at 2749 California Ave SW is a mixed-use project located in the Admiral Residential Urban Village. The 34,187 sf site bounds the south end the commercial core area at SW Stevens Street. From an urban design and architectural perspective the site is seen as a transitional zone split into two, distinct sets of site conditions - one from the west and another to the east. Each has it's own distinct scale, character, topographic conditions and view opportunities, which are described as follows:

West Site Conditions

Situated to the west is single family zoning, across from a 16' wide alley serving the center of the ±800' long block. The scale, bulk and density is less than the three and four story commercial structures to the north of the site. The topography slopes down from east to west positioning the single family residential structures to the west lower than site. This provides distant territorial views of the Olympic Mountains and Puget Sound on the upper residential floors of the proposal.

East Site Conditions

A unique aspect of the site is that commercial activity occurs only on the west side of California Ave SW from SW Stevens Street to SW Lander Street. On the East side of the Street is Hiawatha Playfield, which is part of the Olmsted brothers 1908 park system plan. The level of the play field and base of the mature trees surrounding the edges of the Playfield is approximately 10' above the proposal site. This creates an experience of close-in views from the site to large scale foliage in the foreground. The size, scale, character and public quality of the Playfield provides a significant influence on the proposal. Larger scale public buildings lining the park such as the West Seattle High School and Hiawatha Community Center are also notable factors to consider.

The project's design goals are:

- Provide a meaningful relationship between the site proposal and surrounding area. One that responds to a single loaded "zone-edge" condition within a diverse mix of uses, scales, building types and street character.
- Offer an appropriate residential density consistent with the zoned capacity of the site.
- Facilitate a residential neighborhood social "hub" with proposed retail space.
- Use environmental conditions, such as exterior open spaces, natural ventilation and daylighting to promote a higher quality living experience for residents. Similar values that are embedded in the spirit of neighborhood parks such as Hiawatha Play Field.

Notable difference in scale east of the site's zone edge condition Hiawatha Community Center and West Seattle High School

large scale open space

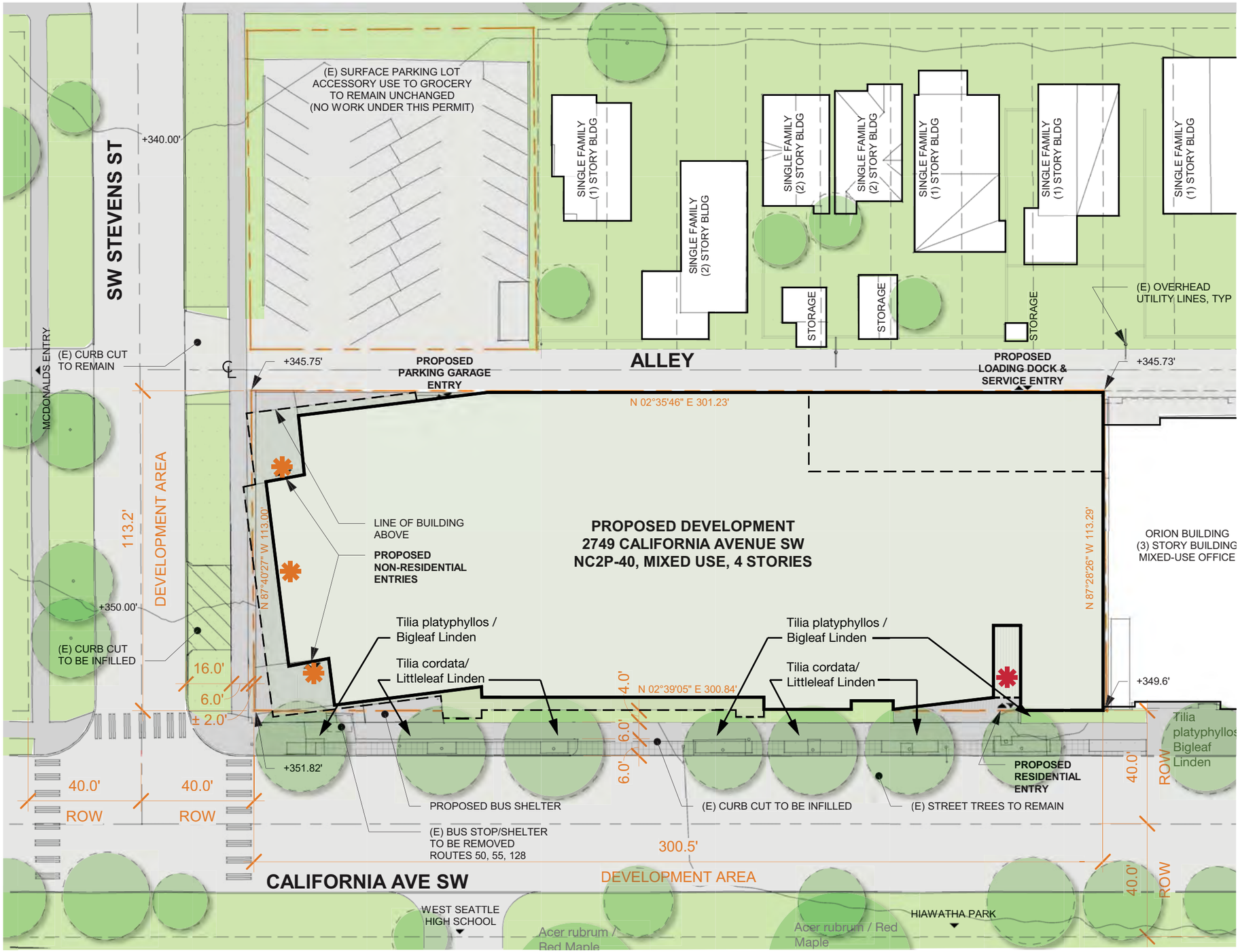
1/2 block depth of NC zone - open space opposite Playfield creating unique edge zone condition

Core Commercial Abutting Single Family Zoning

EDG#1 BOARD DIRECTION

ALLEY Demonstrate vehicular access

STREET LEVEL DEVELOPMENT Activate the pedestrian experience



LEGAL DESCRIPTION

PER FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FILE NO: NCS-706408-WA1, DATED DECEMBER 11, 2014.

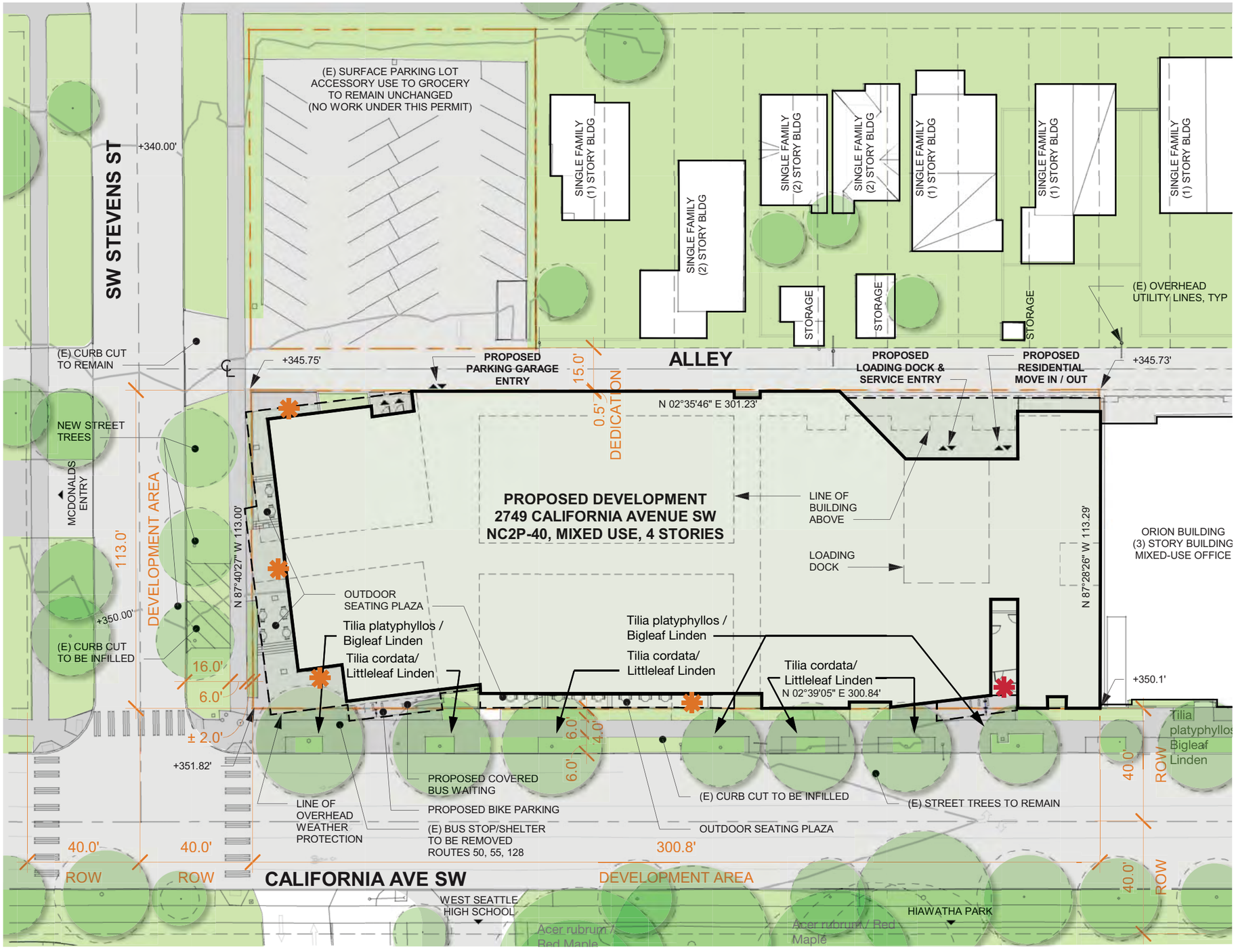
PARCEL A:
LOTS 14 THROUGH 23, INCLUSIVE, BLOCK 3, STEWARTS FIRST ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 3 OF PLATS, PAGE 189, IN KING COUNTY, WASHINGTON.

PARCEL B:
LOTS 20 THROUGH 25, INCLUSIVE, BLOCK 2, REPLAT OF A PORTION OF STEWARTS FIRST ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE 35, IN KING COUNTY, WASHINGTON.

GROCERY ENTRY

RESIDENTIAL ENTRY

N 0 10 20 40



LEGAL DESCRIPTION

PER FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FILE NO: NCS-706408-WA1, DATED DECEMBER 11, 2014.

PARCEL A:
LOTS 14 THROUGH 23, INCLUSIVE, BLOCK 3, STEWARTS FIRST ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 3 OF PLATS, PAGE 189, IN KING COUNTY, WASHINGTON.

PARCEL B:
LOTS 20 THROUGH 25, INCLUSIVE, BLOCK 2, REPLAT OF A PORTION OF STEWARTS FIRST ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE 35, IN KING COUNTY, WASHINGTON.

✱ GROCERY ENTRY

✱ RESIDENTIAL ENTRY

N 0 10 20 40

ALLEY Demonstrate vehicular access and unify the corner with the whole

“a. The Board echoed the public’s concern related to truck loading and access. The Board directed further resolution of loading truck circulation and encouraged early coordination with SDOT to ensure feasibility of the turning radius from the alley to SW Landers St. DC1-B FIRST EARLY DESIGN GUIDANCE 3024077” Page 5 of 11

“b. The Board discussed curb cuts presented in Option B (California Ave to alley) vs. Options A and C (alley access only). The Board favored the options which included alley access only, as this was more consistent with the vision for California Ave as the commercial core of the neighborhood with a strong street edge and pedestrian character. DC1-B; DC1-C, Admiral DC1-I; Admiral DC1-II; DC1-B” See Page 10

“c. The Board encouraged further exploration of connecting the pedestrian walkways and crossings and respond to the existing bus stop adjacent to the site. PL1-B; PL2-II”

“d. The Board encouraged further resolving the location and functionality of service uses. DC1-III; DC1-C; Admiral DC1-VI; PL4, PL2-B”

EDG#1 PREFERRED

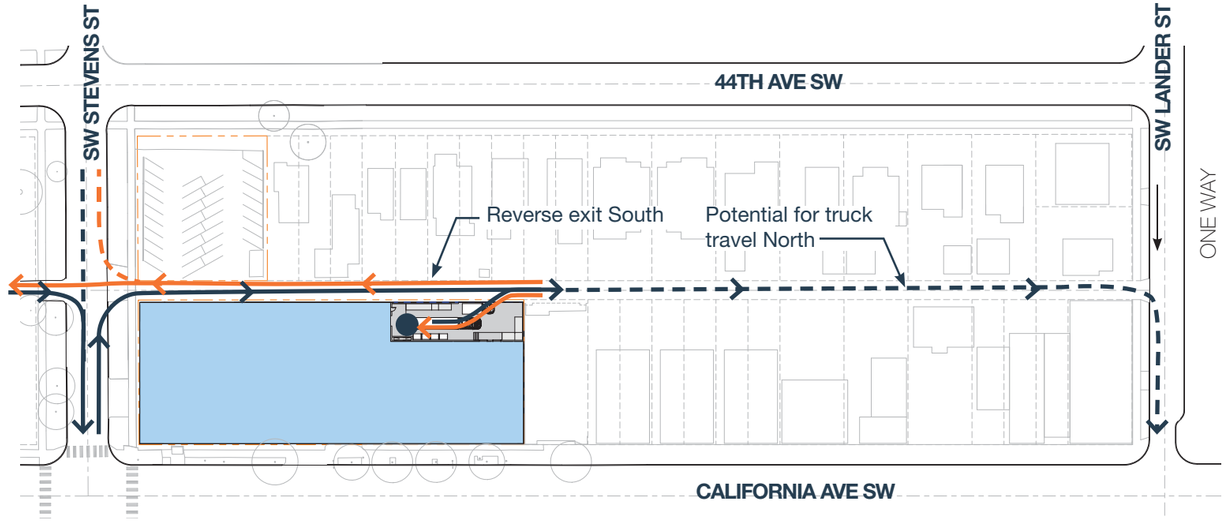
COMPLIANT OPTION - Alley Loading

PROS:

- No curb cut on California Ave
- Loading happens on the property
- No departure request required
- No direct headlight light and glare onto residential properties
- **Alternative supported by SDOT per meeting with SDOT & SDCI on 8/4/16**

CONS:

- Large truck traffic on the alley
- Street parking revision and/or restrictions to allow for minimum truck maneuvering clearances needed on Lander St and/or Steven ST



EDG#2 PREFERRED

COMPLIANT OPTION - Alley Loading
Shown in Alternative C2

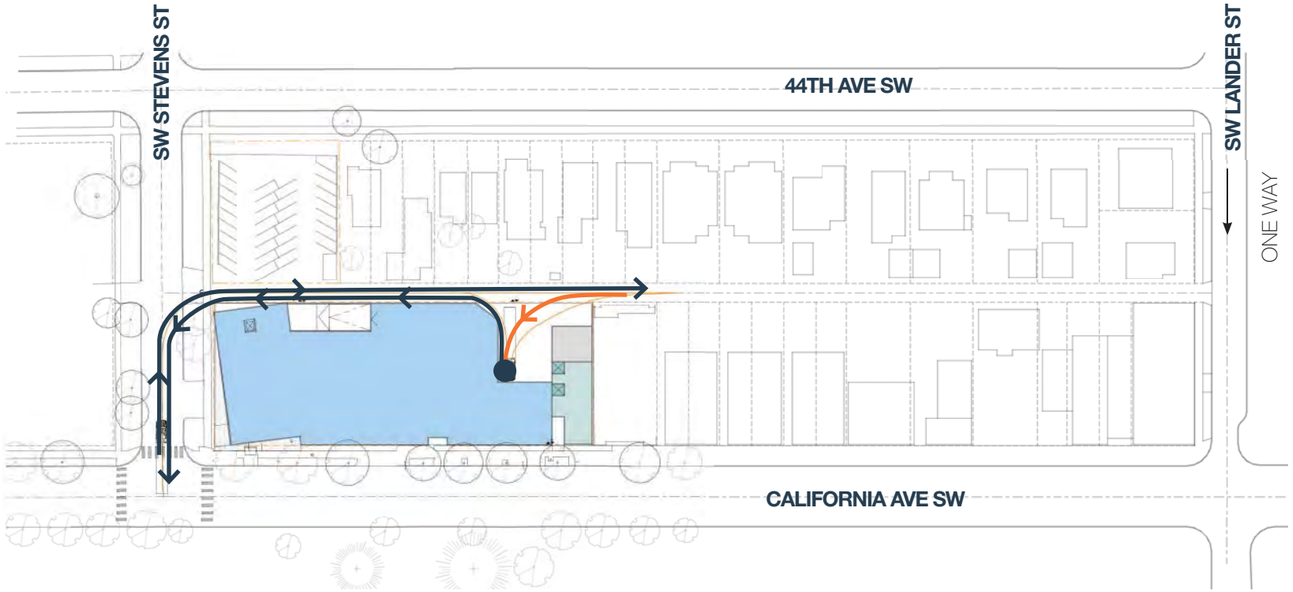
PROS:

- No curb cut on California Ave
- Loading happens on the property
- No departure request
- Minimal reverse travel. Exit south without backing out.
- **Alternative supported by SDOT per meeting with SDOT & SDCI on 8/4/16**

CONS:

- Street parking revision and/or restrictions to allow for minimum truck maneuvering clearances needed on Lander St and/or Steven ST
- Loading area is larger and thus has an impact on strore area and configuration

LOADING
FORWARD
REVERSE



EDG#1 ALTERNATIVE

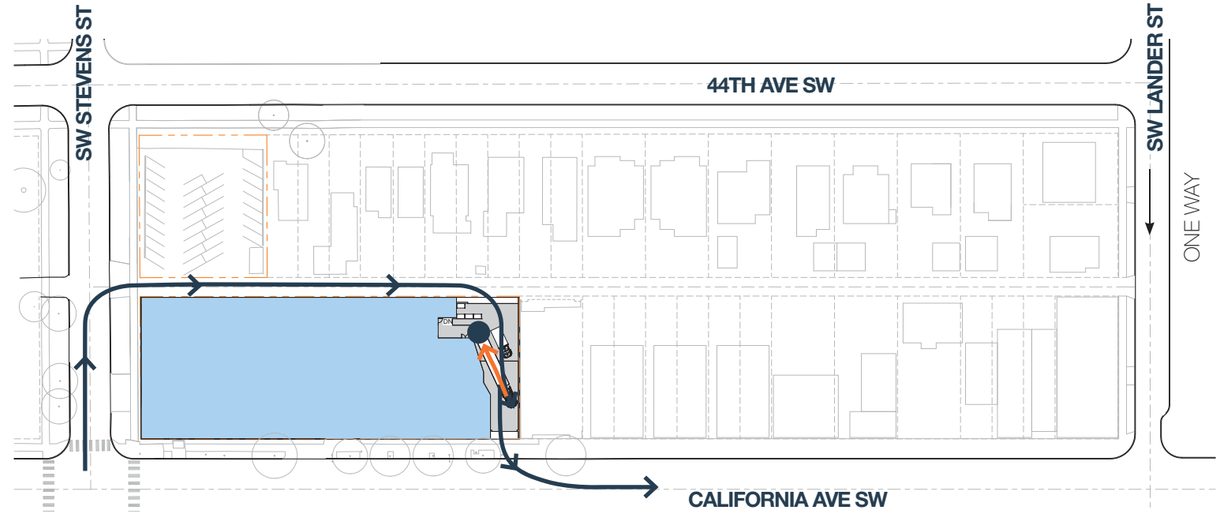
DEPARTURE REQUETS- Curb cut on California

PROS:

- Reduced truck traffic on the alley
- Reduced impact on the adjacent SF-5000 single family homes
- Loading happens on the property
- The only backing happens on site

CONS:

- Trucks exiting the building on California Ave has pedestrian vehicular and bike impacts
- **Alternative not supported by SDOT per meeting on 8/06/16 with SDCI on 8/6/16**



DEPARTURE REQUEST I- Thru-Site Loading

EDG#2 ALTERNATIVE

DEPARTURE REQUETS- Curb cut on California

PROS:

- Reduced truck traffic on the alley
- Reduced impact on the adjacent SF-5000 single family homes
- Loading happens on the property

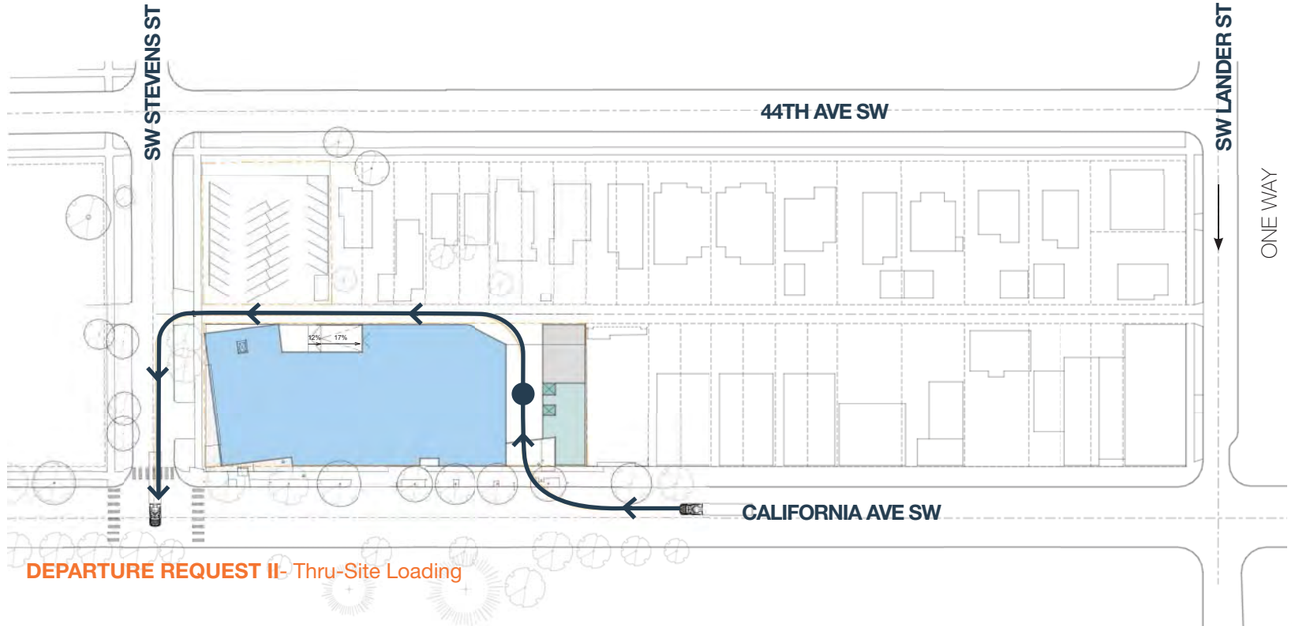
CONS:

- Curb cut on California Ave (departure request)
- Trucks exiting the building on California Ave has pedestrian vehicular and bike impacts but will be more visible to pedestrians compared to DEPARTURE REQUEST I
- **Alternative not supported by SDOT per meeting with SDCI on 8/6/16**

LOADING ●

FORWARD →

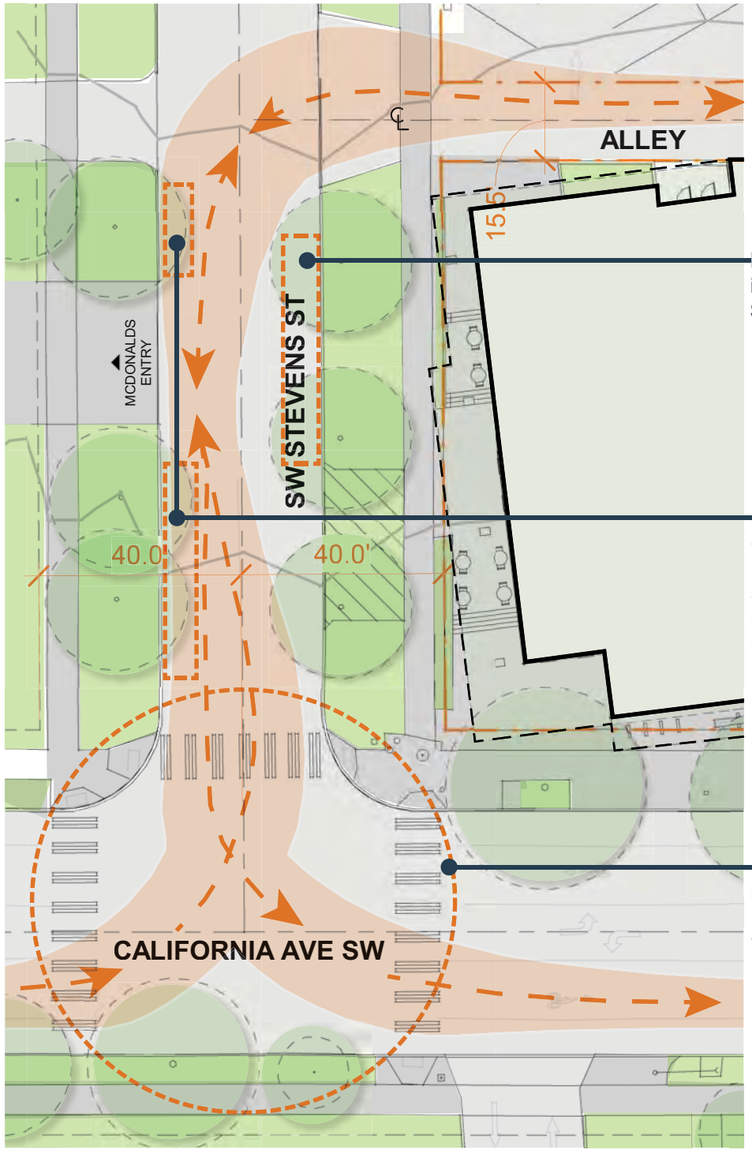
REVERSE ←



DEPARTURE REQUEST II- Thru-Site Loading

EXISTING CONDITION OF SW STEVENS STREET

EXISTING CONDITION OF ALLEY CURB CUT



LOADING BERTH ACCESS PLAN - STREET IMPACTS

STREET LEVEL DEVELOPMENT Activate the pedestrian experience

"MASSING/HEIGHT, BULK, SCALE"
The Board discussed the merits of each massing options, with the majority of the Board supporting massing Option C.

a. Podium. The Board further discussed the large street frontage and highly visisble presence that the proposed building will have on the neighborhood. The Board noted the need to further resolve the podium and provided the following direction:
i. Breaks in the façade should focus on entries and thoughtful programming of the ground floor uses along California Ave in order to activate this street frontage, as well as reflect the small-scale retail character and architectural rhythm present along California Ave. CS2-A; PL2-I; PL3-C; PL3-I
FIRST EARLY DESIGN GUIDANCE 3024077
Page 4 of 11
ii. At the next meeting, provide further information to clarify design intent along California Ave, especially at the ground floor. PL3-C
iii. Explore creating an entry at the spine. Admiral PL2-I; PL2-II

b. Corner.
i. The Board supported the modest corner expression as the proposed design respects the larger urban fabric by not competing with the nearby high school and large open space across the street. CS2-A; CS2-III; CS2-C-1
ii. The Board discussed the importance of creating an at grade entry for the grocery use and recommended further resolution of the entry. CS2-III
c. Form.
i. The Board supported the undercut weather protection offered in options A and C. PL2-C
ii. The Board supported the concept of the open interior corridor as this maximizes light and air access. CS1-B; DC2-A
iii. The Board supported the setting back of the proposed massing along the rear in response to the adjacent residential zoning. Admiral CS2-II; Admiral CS2-IV; DC1-III; DC2-A
iv. The Board encouraged further analysis of the unique conditions of both California Ave and SW Stevens St. CS2-B-1
v. The Board supported the potential dramatic form of the projecting massing volume along California Ave SW to create a connection to the park across the street. CS1-D; CS2-B; Admiral PL1-A

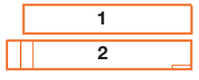
c. Form.
i. The Board supported the undercut weather protection offered in options A and C. PL2-C
ii. The Board supported the concept of the open interior corridor as this maximizes light and air access. CS1-B; DC2-A
iii. The Board supported the setting back of the proposed massing along the rear in response to the adjacent residential zoning. Admiral CS2-II; Admiral CS2-IV; DC1-III; DC2-A
iv. The Board encouraged further analysis of the unique conditions of both California Ave and SW Stevens St. CS2-B-1
v. The Board supported the potential dramatic form of the projecting massing volume along California Ave SW to create a connection to the park across the street. CS1-D; CS2-B; Admiral PL1-A"

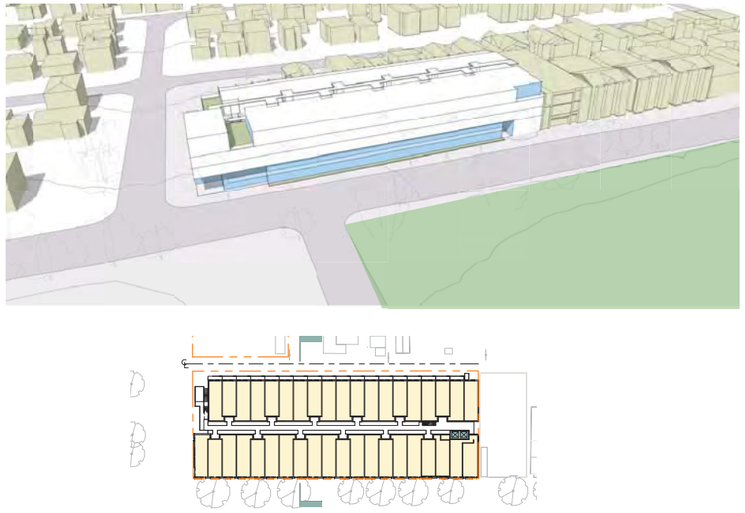
"MATERIALS/ FAÇADE COMPOSITION/ STREETSCAPE"

a. The Board supported Option C provided that the material application is simple and of high quality in order to create a modest building which fits well into the existing urban fabric. CS2-A; DC2-D; DC4-A
b. The Board noted the existing urban fabric and architectural rhythm along California Ave should further inform the proposed design by taking into account entry patterns, materials, and secondary architectural elements in order to enhance the compatibility of the project with the character of the neighborhood. DC2-B; DC2-D; DC4-A
c. The Board encouraged further clarification showing how the design would evolve to respond to the intended pedestrian scale of California Ave SW through integration of fine-grained and legible pedestrian scaled materials. DC2-B; DC2-D
d. The Board encouraged further enhancing the public realm along California Ave SW by integrating attractive and thoughtful pedestrian scaled landscaping. DC1-VI"

A

2 blocks





Opportunities:

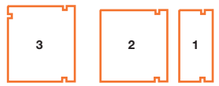
- No departures requested
- Very generous west setback and reduction of massing to the south west corner - respecting the west residential neighbors
- Uses length of street frontage as an opportunity to engage pedestrians along California Ave SW
- Most efficient alternative; best use of natural environmental conditions - daylighting, solar orientation, prevailing winds.
- The most efficient of three alternatives in terms of a 3.0 FAR to 76,000 square feet of living area ratio; achieves the most residential density in the smallest building of the three alternatives.

Constraints:

- Relies on windows, balconies and materials to reduce the scale and add variety and interest to the east facade.

B

3 blocks



Opportunities:

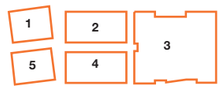
- Memorable outdoor “slot terraces” between blocks supports 3-block concept
- Concept massing compatible with small to medium existing commercial structures along California Ave SW
- Direct massing provides flexibility in selecting building finishes
- Larger “slot terrace” on the second level opens towards Play Field

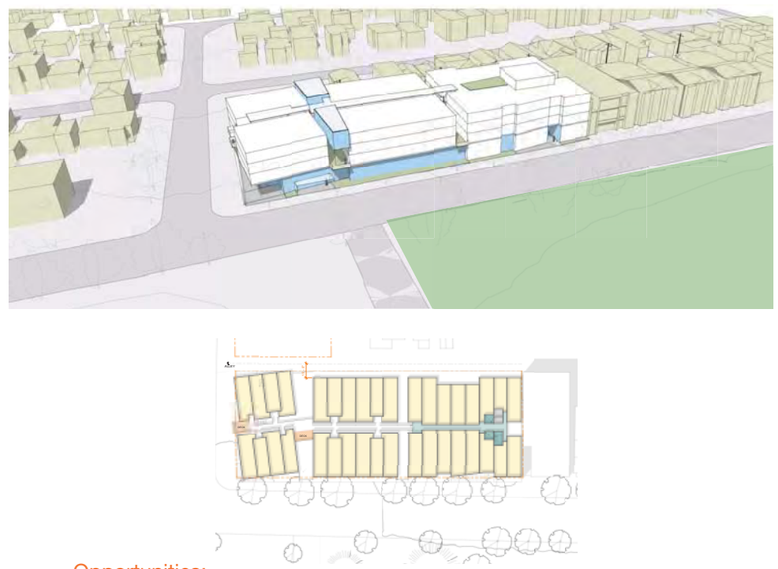
Constraints:

- Departure request for west elevation across from existing surface parking lot and not adding pressure to west single family residences
- Through lot loading berth / curb-cut on California Ave SW requires departure request and type 1 director’s decision
- 3.24 FAR to 72,225 square feet of living area ratio the least efficient of the three alternatives.

C

5 blocks



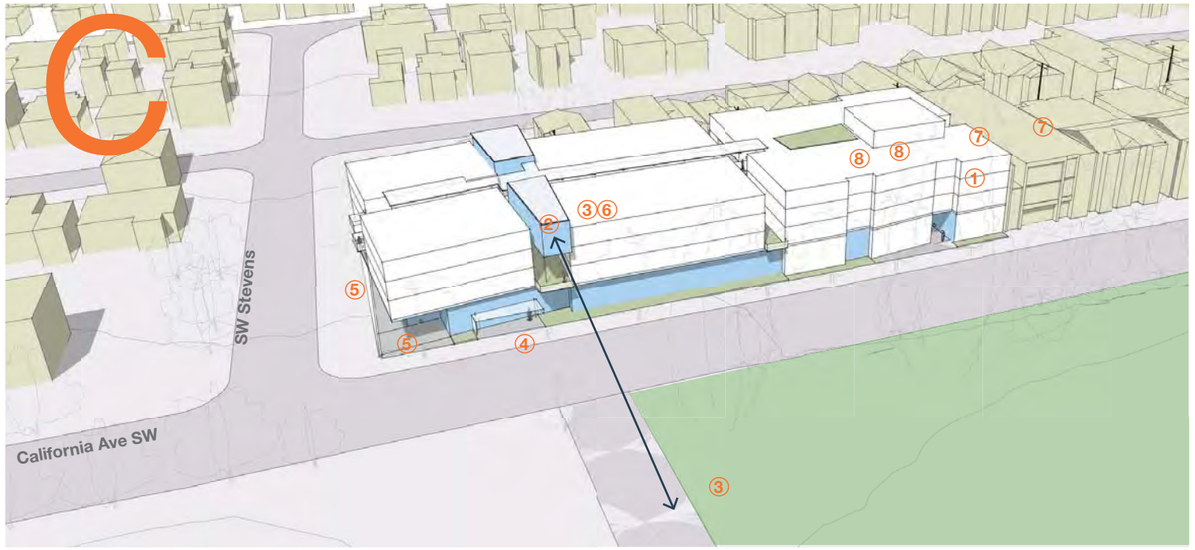


Opportunities:

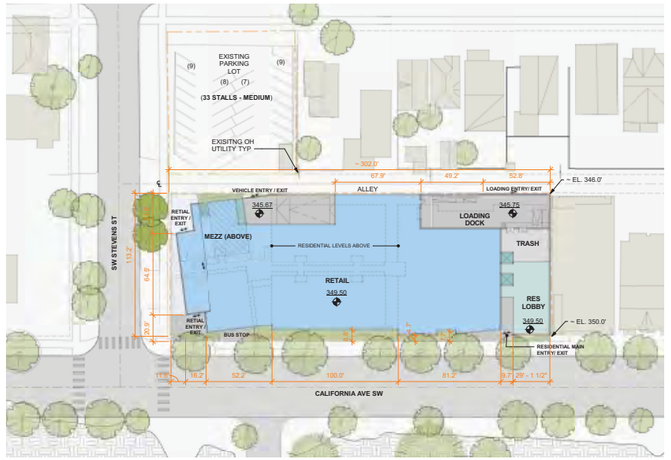
- Massing has a variety of scale relationships with it’s neighbors
- allows for several distinctive amenity spaces relating to adjacent urban conditions
- Rotated south corner responsive to opportunities provided by the intersection and view to the Play Field
- Mix of enclosed and open circulation adds variety to residential experiences and choice.
- Open circulation block allows increased natural daylight and ventilation to apartment homes
- Ratio of 3.14 FAR to 73,480 square feet of living area provided more efficient than 3-block alternative
- Garage entry opposite existing surface lot drive aisle minimizing light and glare impacts to west neighbors.

Constraints:

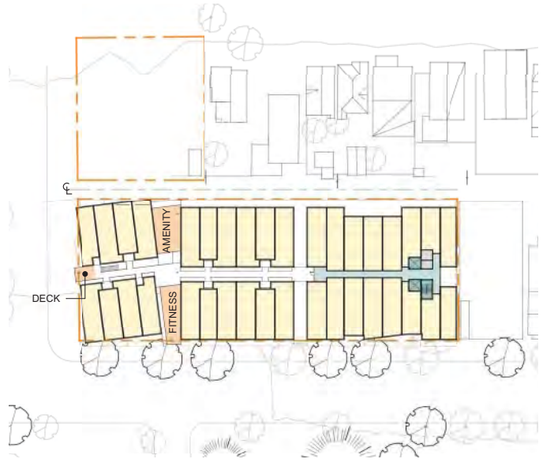
- Departure request on west facade (see departure request pages)



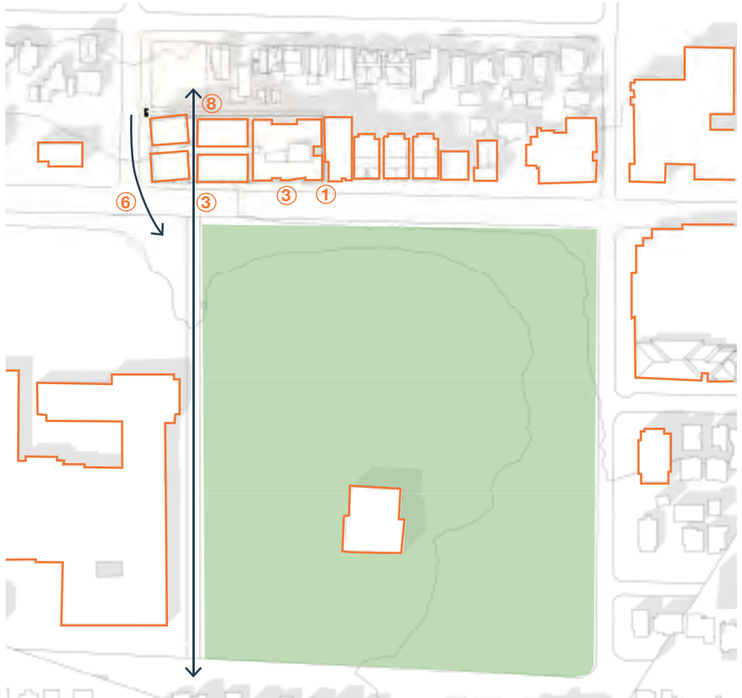
Perspective looking West

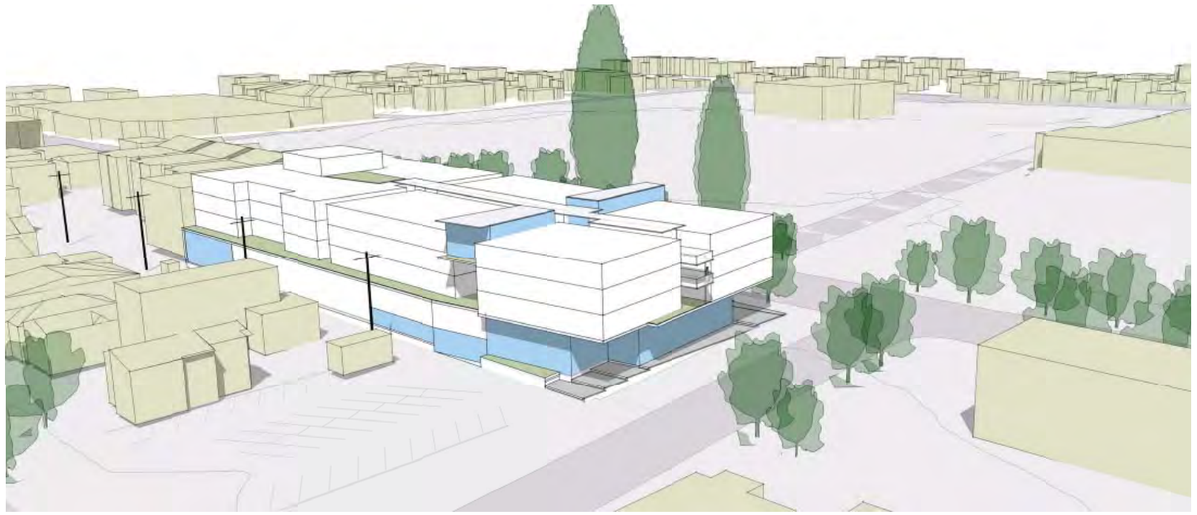


Level 01 - plan diagram



Level 04 - plan diagram





Perspective looking NE

① **Residential Entry location**
PL3A- offer obvious and identifiable entries

② **4th floor amenity room**
CS2D - continuation of existing street patterns of massing and texture

③ **2nd floor exterior residential common amenity**
CS2B - continuation of existing street patterns of massing and texture

④ **bus stop**
PL4C- Take advantage of the presence of transit patrons to support retail uses in the building.

⑤ **Retail Entry location**
PL1A- offer obvious and identifiable entries; provide space for pedestrian interaction

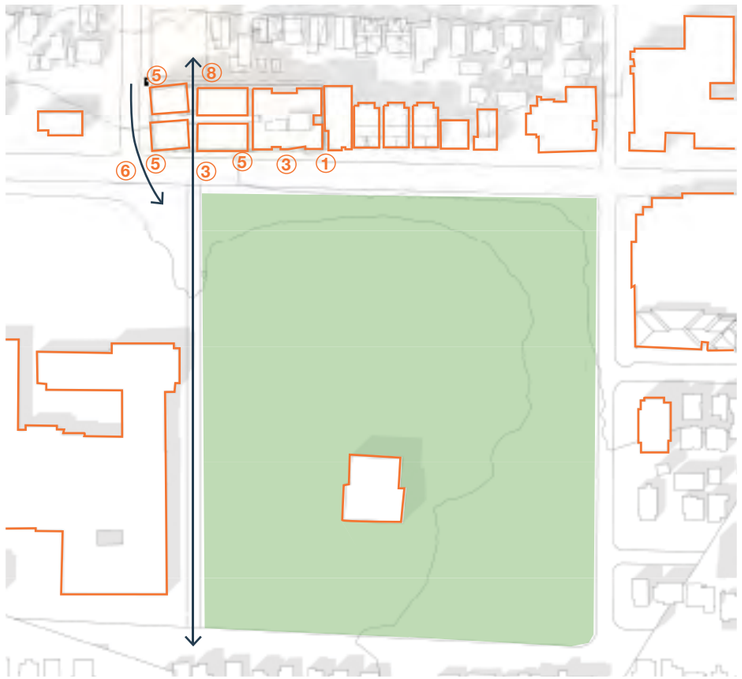
⑥ **CS2B -** strong relationship & interaction with the public realm

⑦ **CS2.I (Admiral Supplemental Guidance) -** reinforce and acknowledge the existing spatial characteristics

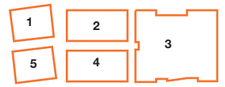
⑧ **DC2A -** Consider creating recesses or indentations in the building envelope

C_2

Perspective looking West



‘5 block’ alternative concept



The residential levels are divided into 5 separate blocks as a means to acknowledge the various urban scales in the immediate neighborhood and provide a variety of living experiences. The northern most block is a straightforward, double loaded corridor arrangement modulated to relate the mid-sized commercial structures to the north. The remaining 4 blocks are each independent 3-story structures connected via an exterior, covered circulation spine running north to south. On the 4th floor, “suspended in the gap between the residential structures, are 2 amenity spaces. One to the east and another to the west. Each with 4’ high clerestory roofs and scaled to relate to a similar size of the single family structures near by. The amenity space to the east is positioned on axis to the entry drive connecting California Ave SW and the West Seattle High School. To the west, the amenity space continues the entry axis and is located opposite the existing surface parking lot below. This position allows the space to take advantage of the distant westerly view to the Sound and mountains while not being directly opposite a residential structure. The rotation of the south blocks is intended to increase a corner presence and allow for more south facing space along the sidewalk for the retail entry.

EDG#2

The activation along California has been increased by offering a pedestrian experience consistent with the character of the commercial activity to the North through additional site features such as a retail entry, outdoor seating areas and the strategic placement of overhead weather protection. Specific landscaping features have been introduced to further relate the site to the existing street character and to Hiawatha Play field.

Opportunities:

- massing has a variety of scale relationships with it’s neighbors
- allows for several distinctive amenity spaces relating to adjacent urban conditions
- Rotated south corner responsive to opportunities provided by the intersection and view to the Play Field
- mix of enclosed and open circulation adds variety to residential experiences and choice.
- open circulation block allows increased natural daylight and ventilation to apartment homes
- ratio of 3.14 FAR to 73,480 square feet of living area more efficient than 3-block alternative
- garage entry opposite existing surface lot drive aisle minimizing light and glare impacts to west neighbors

Constraints:

- Departure request on west facade (see departure request pages)
- Overhead Weather Protection (see departure request pages)

① **Residential Entry location**
PL3A- offer obvious and identifiable entries

② **4th floor amenity room**
CS2D - continuation of existing street patterns of massing and texture

③ **2nd floor exterior residential common amenity & vertical green screen trellis**
CS2B - continuation of existing street patterns of

④ **bus stop**
PL4C- Take advantage of the presence of transit patrons to support retail uses in the building.

⑤ **Retail Entry location**
PL1A- offer obvious and identifiable entries; provide space for pedestrian interaction

⑥ **CS2B -** strong relationship & interaction with the public realm

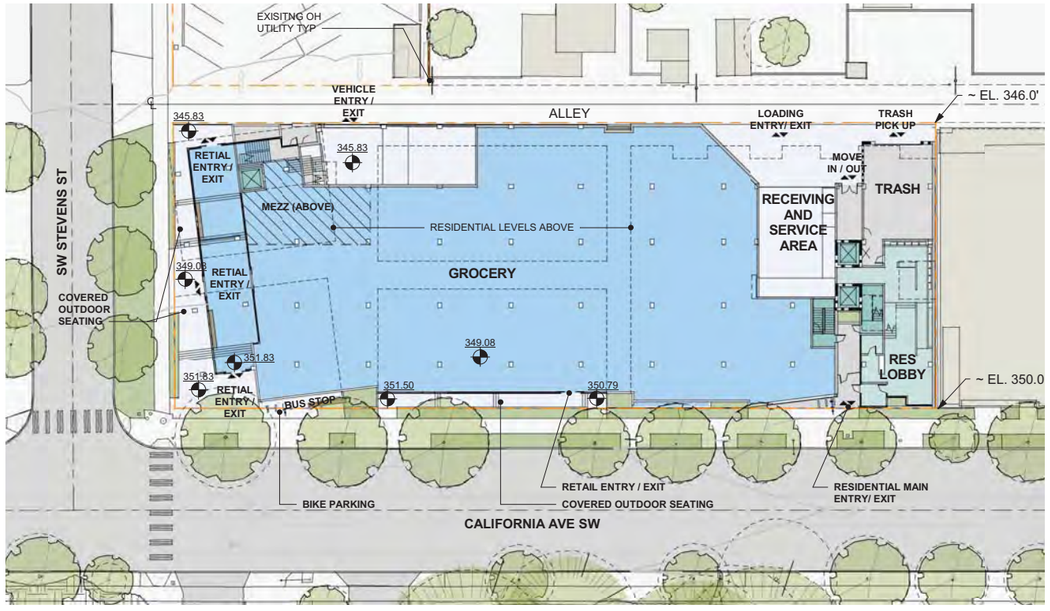
⑦ **CS2.I (Admiral Supplemental Guidance) -** reinforce and acknowledge the existing spatial characteristics

⑧ **DC2A -** Consider creating recesses or indentations in the building envelope

C_2

Level 02 - plan diagram

Level 04 - plan diagram



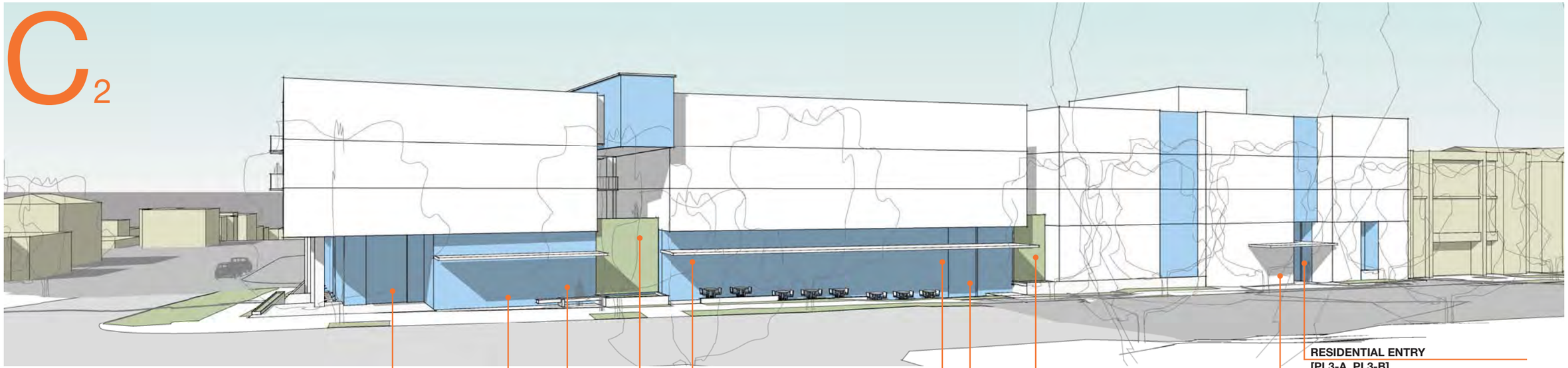
Level 01 - plan diagram

Perspective looking NE

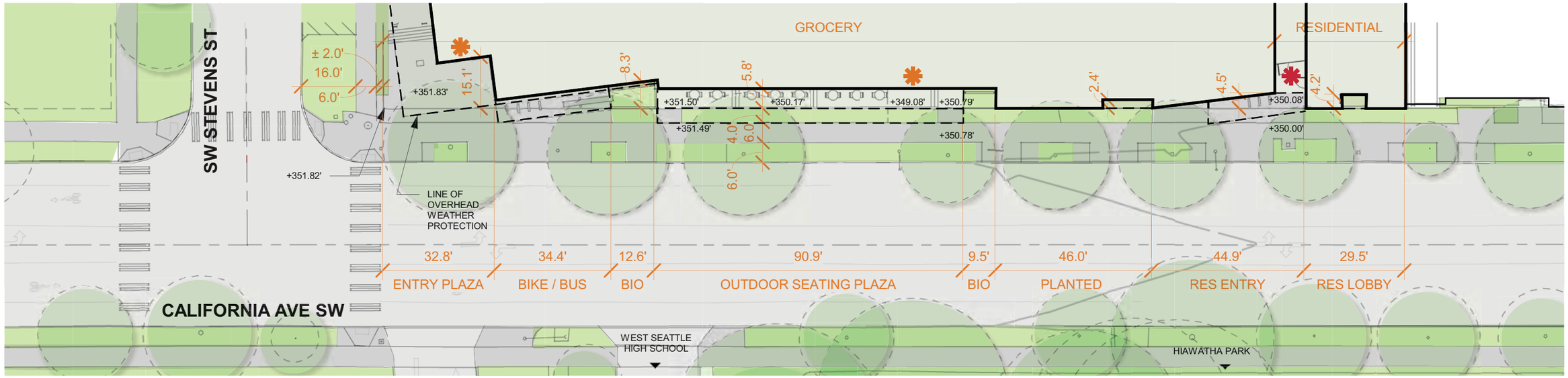
N

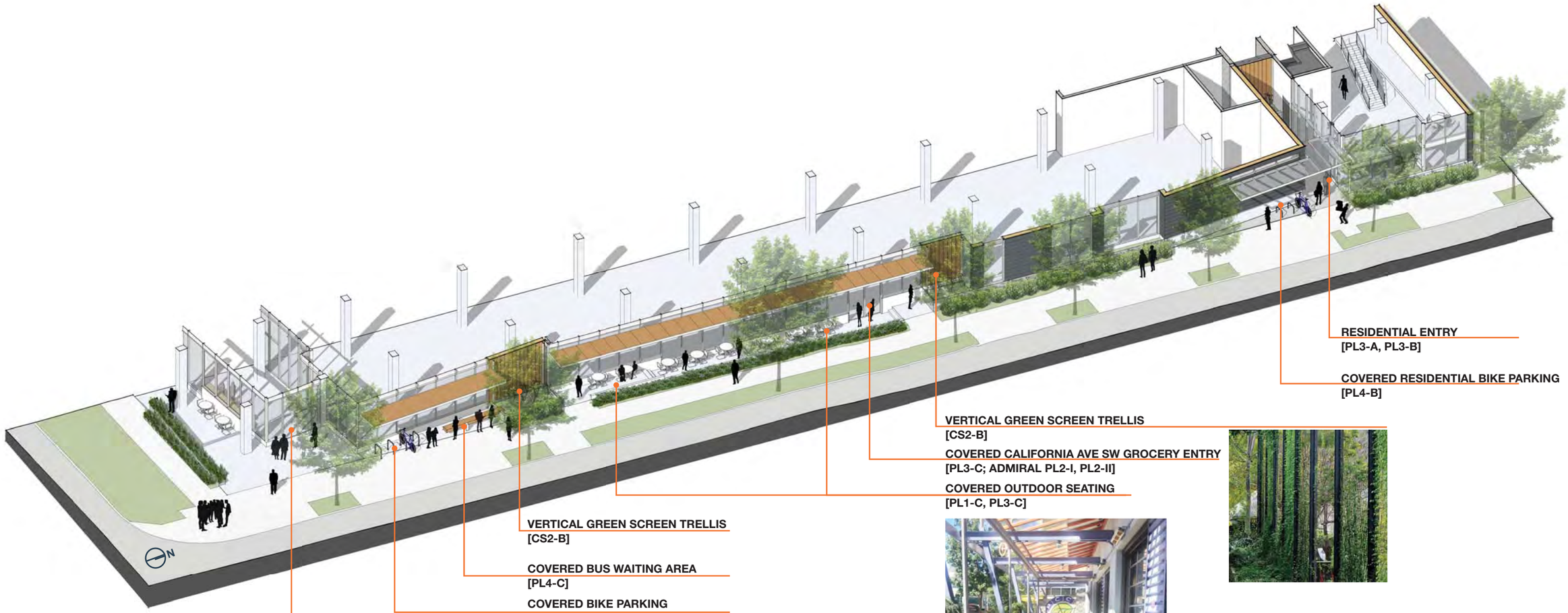
0 15 30 60

C_2



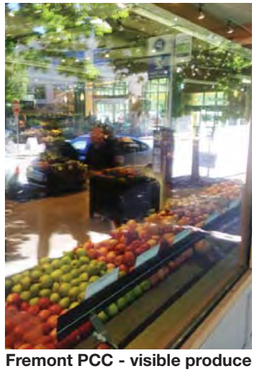
Perspective looking NW





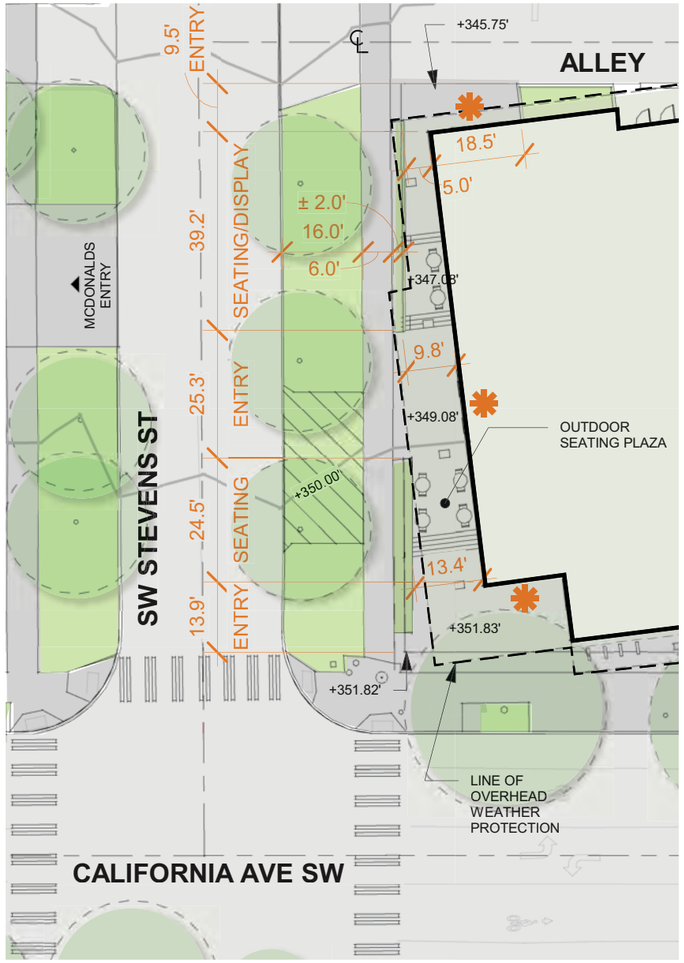
covered outdoor seating at Fremont PCC

Fremont PCC - indoor / outdoor seating

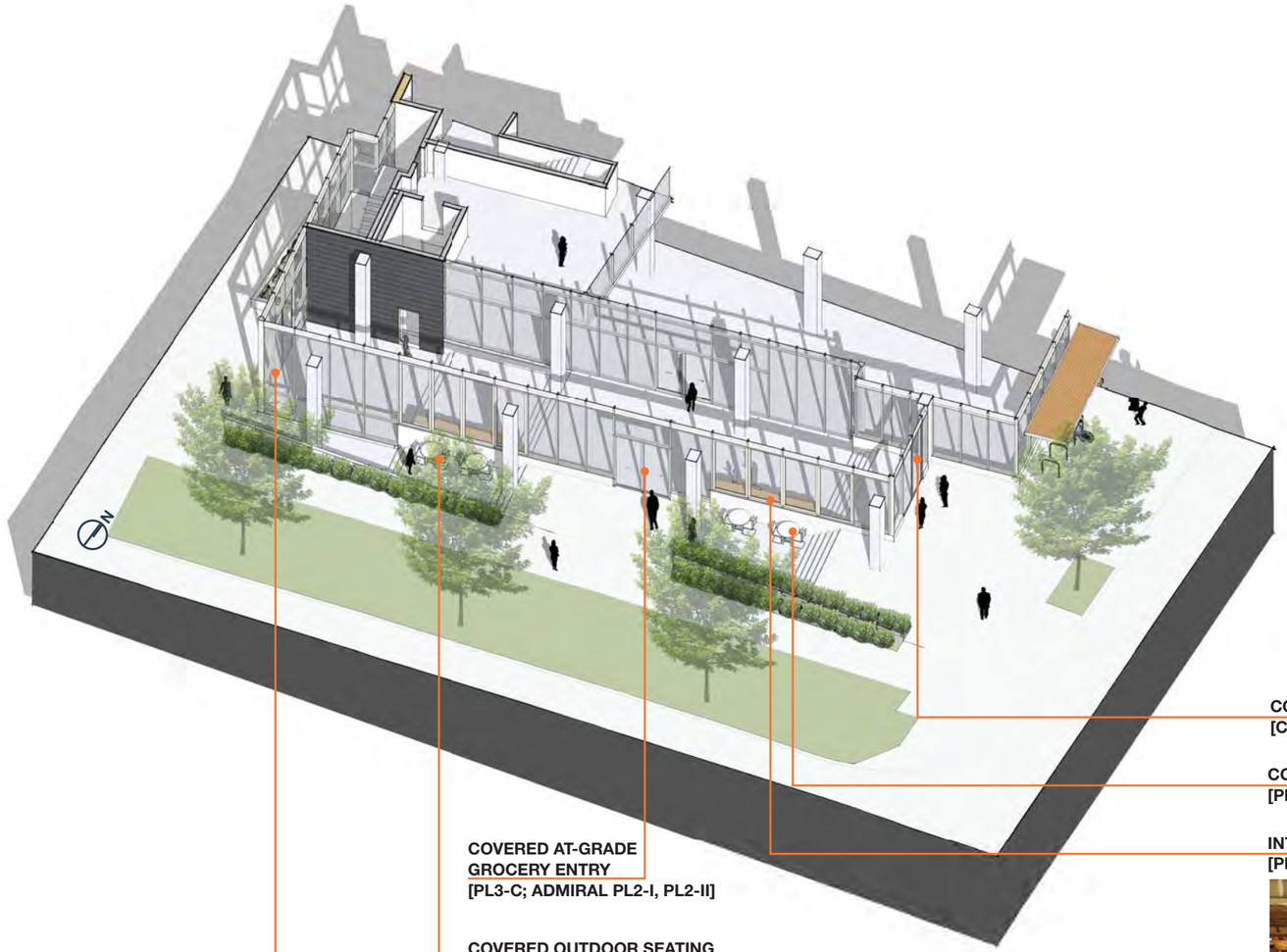


Fremont PCC - visible produce from exterior sidewalk

recessed sections of the facade with planting and hardscape combined with transparent storefronts to provide variation and activity to pedestrians



Perspective looking N



COVERED AT-GRADE GROCERY ENTRY
[PL3-C; ADMIRAL PL2-I, PL2-II]

COVERED OUTDOOR SEATING
[PL1-C, PL3-C]

COVERED AT-GRADE CORNER GROCERY ENTRY
[CS2-A, PL3-C; ADMIRAL CS2-III]

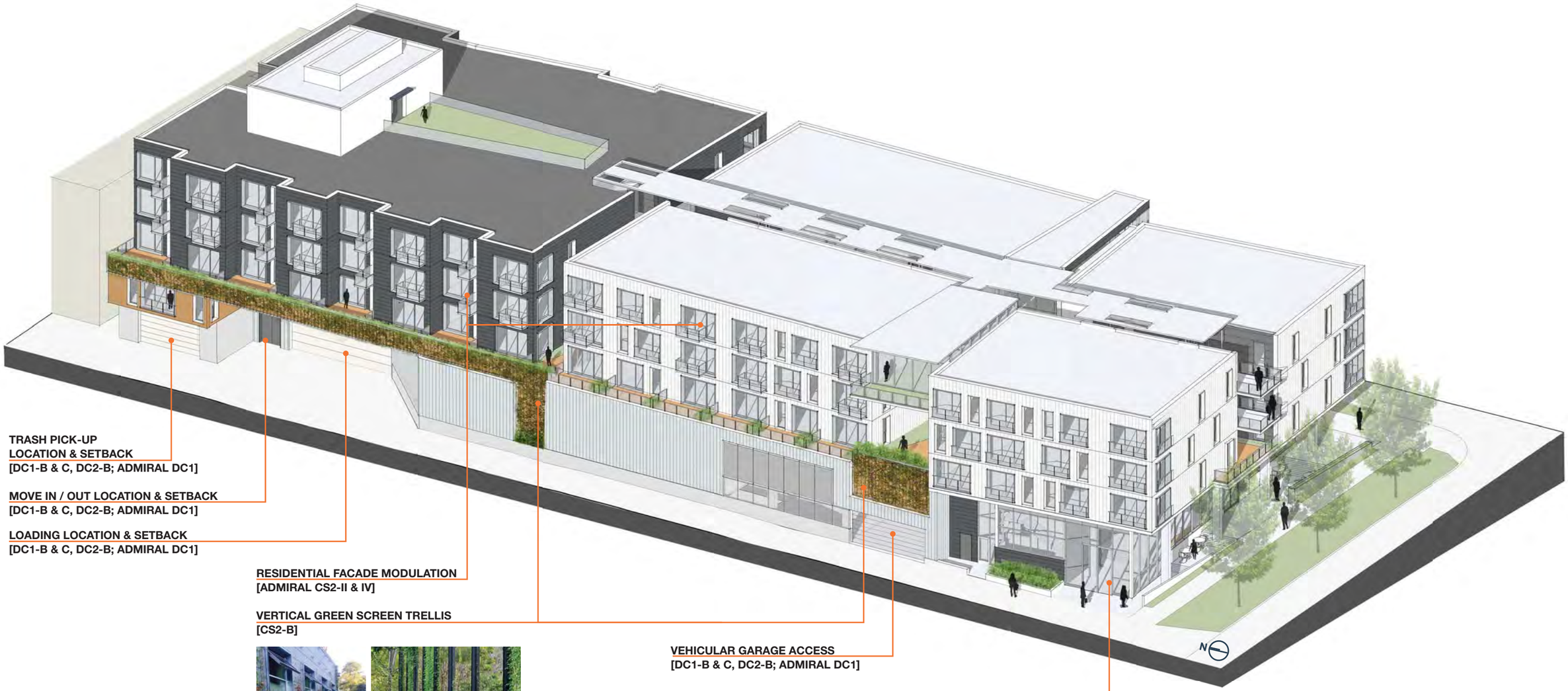
COVERED AT-GRADE CORNER GROCERY ENTRY
[CS2-A, PL3-C; ADMIRAL CS2-III]

COVERED OUTDOOR SEATING
[PL1-C, PL3-C]

INTERIOR/EXTERIOR SEATING
[PL1-C, PL3-C]

Fremont PCC - covered outdoor seating

Fremont PCC - indoor / outdoor seating



TRASH PICK-UP LOCATION & SETBACK
[DC1-B & C, DC2-B; ADMIRAL DC1]

MOVE IN / OUT LOCATION & SETBACK
[DC1-B & C, DC2-B; ADMIRAL DC1]

LOADING LOCATION & SETBACK
[DC1-B & C, DC2-B; ADMIRAL DC1]

RESIDENTIAL FACADE MODULATION
[ADMIRAL CS2-II & IV]

VERTICAL GREEN SCREEN TRELLIS
[CS2-B]

VEHICULAR GARAGE ACCESS
[DC1-B & C, DC2-B; ADMIRAL DC1]

COVERED AT-GRADE CORNER GROCERY ENTRY
[CS2-A, PL3-C; ADMIRAL CS2-III]

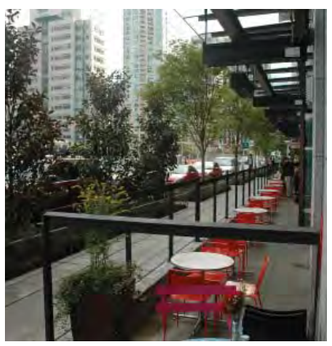
C

existing sw stevens street landscape

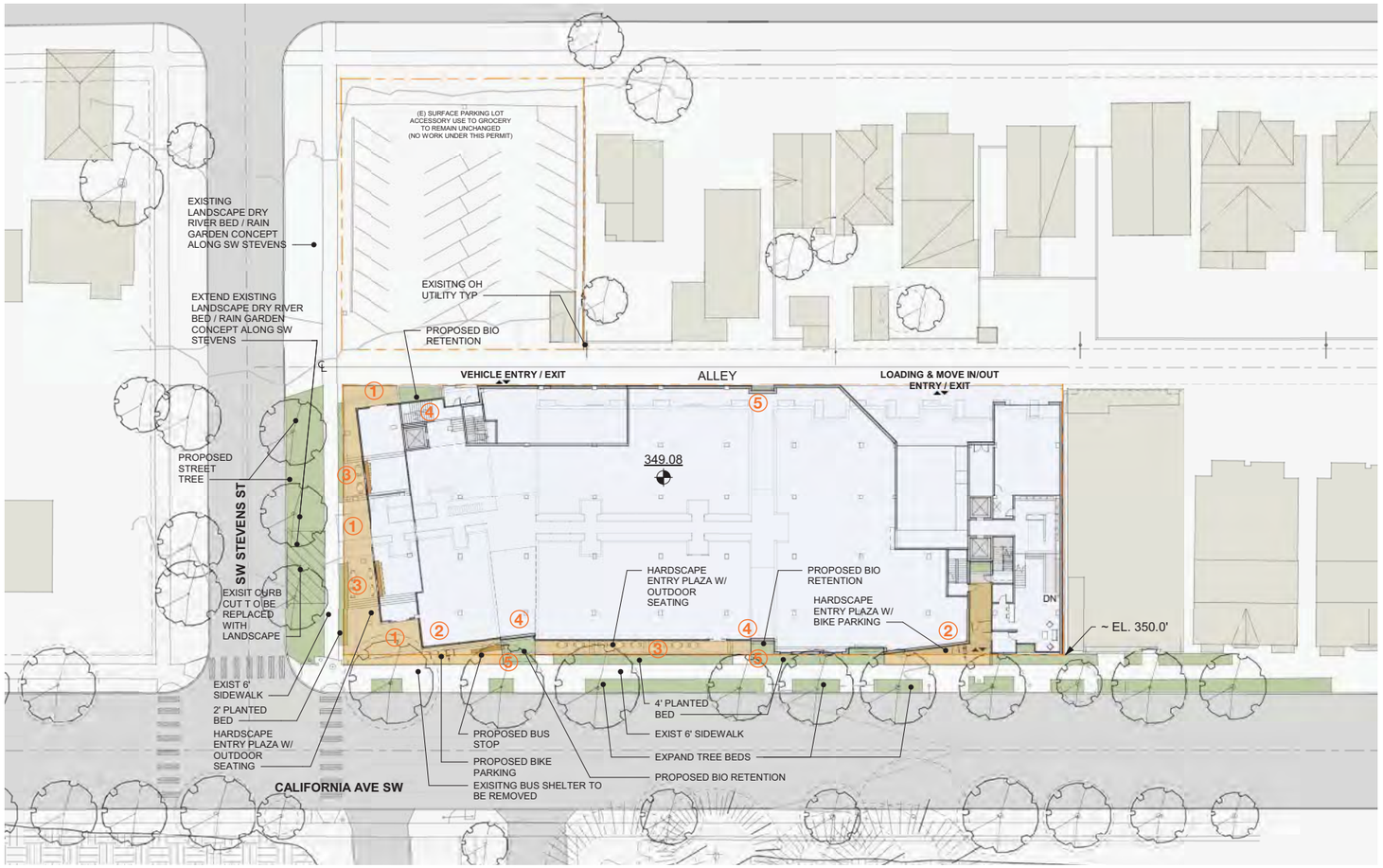
(restore and enhance existing dry riverbeds / rain garden concept and extended landscape elements across abandoned curb cut)

① **covered outdoor display areas for merchandise at the main entrance**

② **example of bike racks in the Right of Way**



③ **activation of the streetscape with convertible indoor/outdoor seating**

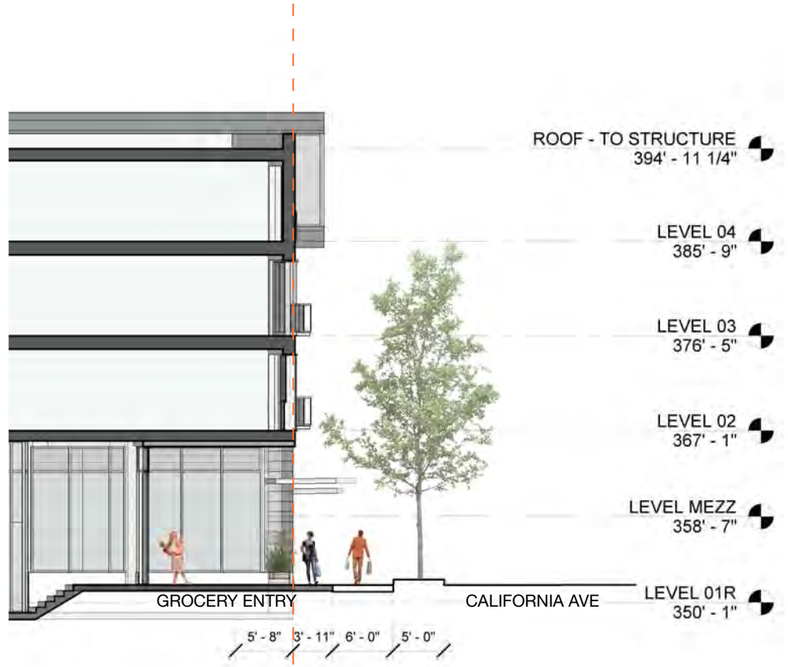


concept landscape diagram

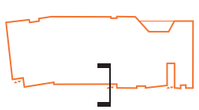
④ **vertical vine trellis concrete at outdoor slots above connecting to ground level**

⑤ **example of bioretention planting at building edge and sidewalk**

⑤ **example of bioretention planting at building edge and sidewalk**


ROOF - TO STRUCTURE
394' - 11 1/4"
LEVEL 04
385' - 9"
LEVEL 03
376' - 5"
LEVEL 02
367' - 1"
LEVEL MEZZ
358' - 7"
LEVEL 01R
350' - 1"
GROCERY ENTRY
CALIFORNIA AVE
5' - 8"
3' - 11"
6' - 0"
5' - 0"


23.47A.012B BONUS HEIGHT
394' - 11 1/4"
LEVEL 04
385' - 9"
LEVEL 03
376' - 5"
LEVEL 02
367' - 1"
LEVEL MEZZ
358' - 7"
LEVEL 01R
350' - 1"
COVERED BUS WAITING
CALIFORNIA AVE
6' - 0"
3' - 11"
6' - 0"
5' - 0"




23.47A.012B BONUS HEIGHT
394' - 11 1/4"
LEVEL 04
385' - 9"
LEVEL 03
376' - 5"
LEVEL 02
367' - 1"
LEVEL MEZZ
358' - 7"
LEVEL 01R
350' - 1"
GROCERY ENTRY
CALIFORNIA AVE


23.47A.012B BONUS HEIGHT
394' - 11 1/4"
LEVEL 04
385' - 9"
LEVEL 03
376' - 5"
LEVEL 02
367' - 1"
LEVEL MEZZ
358' - 7"
LEVEL 01R
350' - 1"
RESIDENTIAL LOBBY
CALIFORNIA AVE
4' - 0"
4' - 0"
6' - 0"
5' - 0"

C2

COVERED AT-GRADE CORNER GROCERY ENTRY
[CS2-A, PL3-C; ADMIRAL CS2-III]

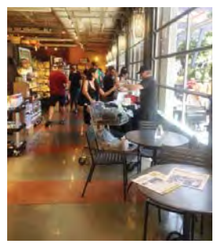
recessed sections of the facade with planting and hardscape combined with transparent storefronts to provide variation and activity to pedestrians

VERTICAL GREEN SCREEN TRELLIS
[CS2-B]

repetition of secondary site elements in concert with the pedestrian experience as a means to continue the character of the park and Play Field across California

COVERED OUTDOOR SEATING
[PL1-C, PL3-C]

covered outdoor seating at Fremont PCC



Fremont PCC - indoor / outdoor seating

SECONDARY ARCHITECTURAL FEATURES
[DC2-C]

The residential program needs of light, air and pleasant views provides opportunities of a facade with variety and reduced scale within a unified architectural form

Fremont PCC - visible produce from exterior sidewalk

STREET LEVEL INTERACTION
[PL3-C]

reflective cladding and glazing materials to reflect and merge the relationship between the Play Field and proposed structure

SMC 23.47A.008 - STREET LEVEL DEVELOPMENT STANDARDS

Overhead Weather Protection:
Shall be provided along a minimum of 60% of the street frontage of a structure and shall have the following dimensions:

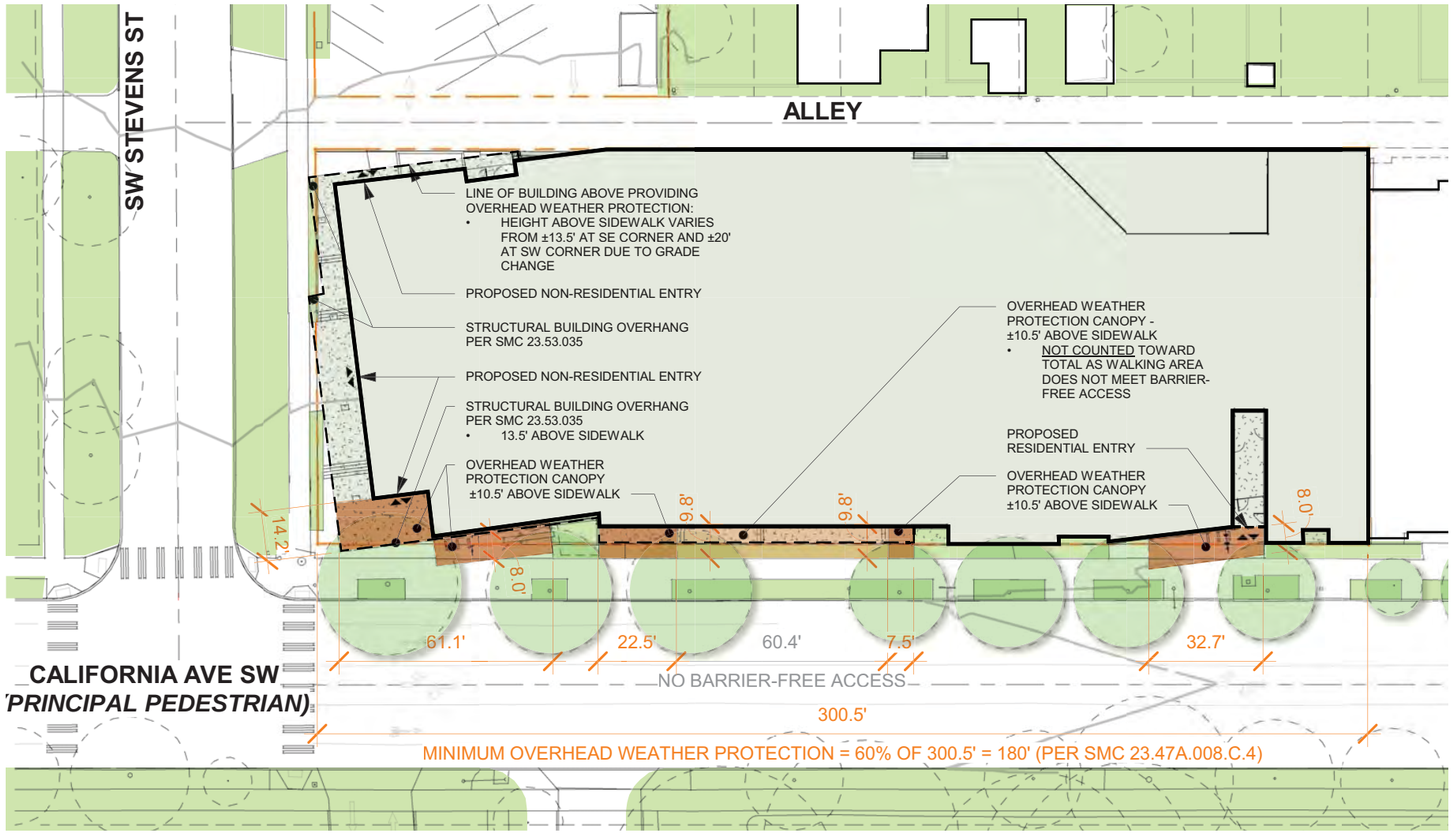
- *Min 6 feet in width, unless there is a conflict with existing or proposed street trees or utility poles*
- *Provided over the sidewalk or over walking area within 10 feet immediately adjacent to the sidewalk.*
- *Projections 6 feet or less: Lower edge shall be 8 feet minimum and 12 feet maximum above the sidewalk*
- *Projections more than 6 feet: Lower edge shall be 10 feet minimum and 15 feet maximum above the sidewalk.*

SEATTLE DESIGN GUIDELINES
PL2.C - Weather Protection

In an effort to accommodate pedestrian activities adjacent to the main entries of the nonresidential use, the proposal exceeds the minimum frontage requirements along SW Stevens St by providing 100% continuous overhead weather protection. This will be achieved by the building overhang above at level 2. The height above the sidewalk will exceed the minimum dimension above the sidewalk due to the slope of the site, however the minimum projection depth will exceed requirements along the majority of the frontage.

Overhead weather protection is provided along California Ave SW at the residential entry, the non-residential entry, over the bike parking and the proposed bus stop. The proposed coverage equates to ±45% of the street frontage. The remainder of the frontage contains building overhangs with bio-retention planting at the sidewalk grade as well as existing street trees that pose potential conflicts to the required overhang dimensions. The combined overhead coverage for both frontages exceeds 60%

Coordination with SDOT and City Arborist is to be conducted to determine if existing street trees interfere with proposed overhead weather protection.



Overhead Weather Protection Plan

	NC2-40 ZONING CODE	REQUIREMENT	PROPOSED	DEPARTURE JUSTIFICATION	DESIGN REVIEW GUIDELINES
2	**SMC 23.47A.008 STREET LEVEL DEVELOPMENT STANDARDS**	Continuous overhead weather protection along a minimum of 60% of the street frontage of a structure is required for minimum and maximum dimensions as outlined in SMC 23.47A.008	±41% total overhead weather protection along California Avenue SW street frontage, with ±15' - ±20' high building overhang acting as the weather protection on the south end of the site. See plan diagram on page 24. **EDG#2:** Continuous overhead weather protection is provided over all walking surfaces directly adjacent to the development.	The proposal exceeds the minimum frontage requirements along SW Stevens St by providing ±90% continuous overhead weather protection. Overhead weather protection is provided along California Ave SW at the residential entry, the non-residential outdoor seating area, the non-residential entry, over the bike parking and the proposed bus stop. The remainder of the frontage contains building overhangs with planting and bio-retention planting at the sidewalk grade as well as a portion of walking area that does not meet barrier-free access **EDG#2:** A total of **1205 SF** of compliant weather protection is proposed. Minimum area that would result from a minimum projection of 6' along 60% of the California frontage per SMC 23.47A.008 = **1082 SF**	SEATTLE DESIGN GUIDELINES PL2.C - Overhead Weather Protection

SMC 23.47A.014.B.3 - SETBACK REQUIREMENTS

Structures with Residential uses that is across the alley from a lot in a residential zone shall setback 15 feet for portions of structures above 13 feet in height to a maximum of 40 feet. For each portion of the structure above 40 feet, additional setback at the rate of 2 feet of setback for every 10 feet of height above 40 feet. Half the width of the alley may be counted toward the setback.

This setback departure at the street level story along the alley is requested in order to comply with the minimum floor-to-floor height of 16 feet SMC 23.47A.012:

Height limit is 47 feet when the following conditions are met:

- *Residential and multipurpose retail sales are located in the same structure,*
- *Total gross floor area of at least one multi-purpose retail sales use exceeds 12,000 SF*
- *Floor-to-floor height of 16 feet or more is provided for the multi-purpose retail sales use at street level,*
- *The additional height allowed will not allow an additional story beyond the number that could be built if a floor-to-floor height of 16 feet were not provided at street level.*

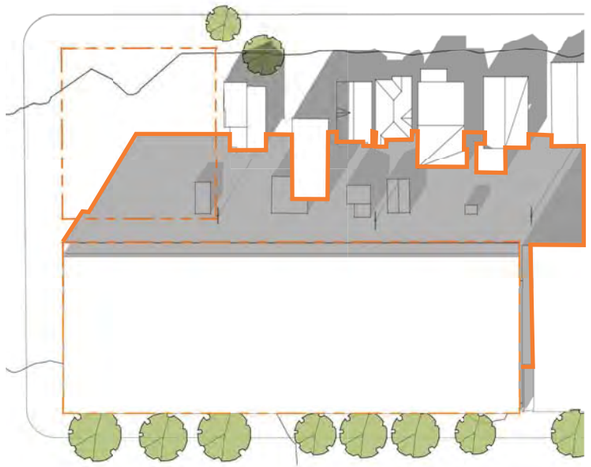
ADMIRAL DESIGN GUIDELINES
CS2.II - Respect for Adjacent Sites

The portion of the building above Level one that sets back less than 15’ from the centerline of the alley is result of the south portion of the building mass being rotated toward Hiawatha Park to emphasize it’s presence by relating it to the corner building entry. This portion of the building encroaches into the setback only adjacent to the surface parking lot to the West.

In an effort to pull the building away from the neighboring residents, the remainder of the building to the north along the alley exceeds the minimum setback requirement above L01 by a minimum of 2’, modulations of ±22’, with two sections of the building that cut entirely through the site.

The impacts of the shadows on the neighboring residents to the west in inherently minimal, due to the eastern location of the site. By mid-morning, the shadows of the building have little to no impact on the properties to the west. When looking at an early morning shadow comparison of a compliant setback massing to the proposal, there is little to no difference to the impact of the adjacent sites.

Shadow Study impact Comparison of Adjacent SF-5000 Zone



Compliant Massing - March 21, 9am

Proposed Massing - March 21, 9am

Setback Departures vs Increased Setbacks

SMC 23.47A.014.B.3 - SETBACK REQUIREMENTS

Structures with Residential uses that is across the alley from a lot in a residential zone shall setback 15 feet for portions of structures above 13 feet in height to a maximum of 40 feet. For each portion of the structure above 40 feet, additional setback at the rate of 2 feet of setback for every 10 feet of height above 40 feet. Half the width of the alley may be counted toward the setback.

This setback departure at the street level story along the alley is requested in order to comply with the minimum floor-to-floor height of 16 feet SMC 23.47A.012:

Height limit is 47 feet when the following conditions are met:

- *Residential and multipurpose retail sales are located in the same structure,*
- *Total gross floor area of at least one multi-purpose retail sales use exceeds 12,000 SF*
- *Floor-to-floor height of 16 feet or more is provided for the multi-purpose retail sales use at street level,*
- *The additional height allowed will not allow an additional story beyond the number that could be built if a floor-to-floor height of 16 feet were not provided at street level.*

ADMIRAL DESIGN GUIDELINES

CS2.II - Respect for Adjacent Sites

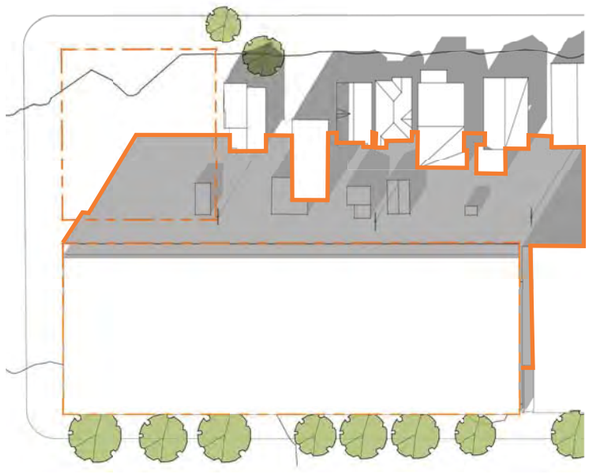
The portion of the building above Level one that sets back less than 15’ from the centerline of the alley is result of the south portion of the building mass being rotated toward Hiawatha Park to emphasize it’s presence by relating it to the corner building entry. This portion of the building encroaches into the setback only adjacent to the surface parking lot to the West.

In an effort to pull the building away from the neighboring residents, the remainder of the building to the north along the alley exceeds the minimum setback requirement above L01 by a minimum of 2’, modulations of ±22’, with two sections of the building that cut entirely through the site.

The impacts of the shadows on the neighboring residents to the west in inherently minimal, due to the eastern location of the site. By mid-morning, the shadows of the building have little to no impact on the properties to the west. When looking at an early morning shadow comparison of a compliant setback massing to the proposal, there is little to no difference to the impact of the adjacent sites.

EDG#2
The massing on the west facing facade of the northern block has been modulated in a way that breaks down the massing to relate to a more residential scale. At Level One along the alley, the facade has been further articulated with setbacks at the loading area and at the first building break to reduce the amount of setback departure that was requested at EDG#1. These setbacks also introduce a modulation and visual breaks to what would otherwise be a long blank alley facade. Additionally, the amenity space at Level four has been pulled back to conform with the required alley setbacks.

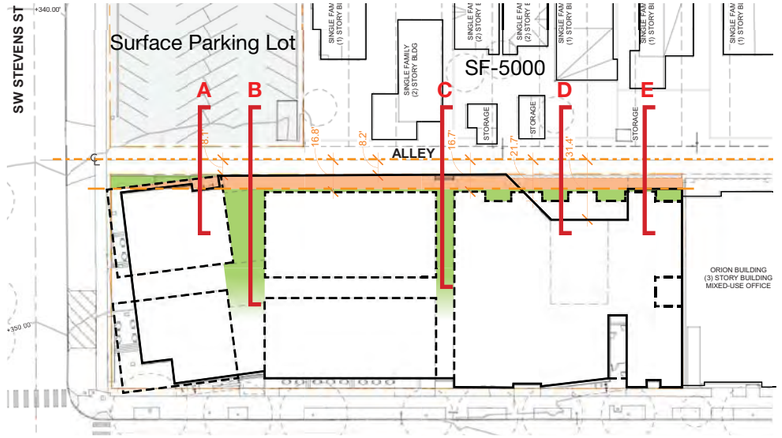
Shadow Study impact Comparison of Adjacent SF-5000 Zone



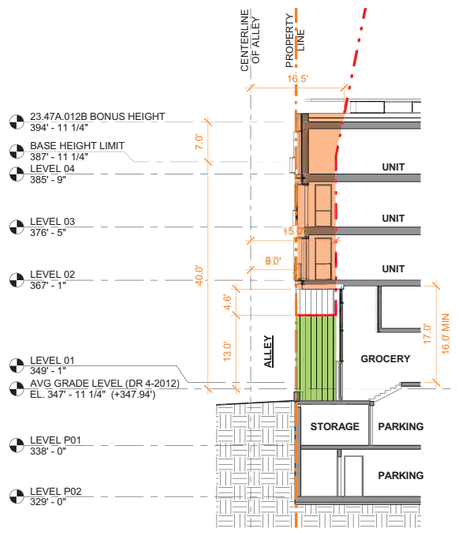
Compliant Massing - March 21, 9am

Proposed Massing - March 21, 9am

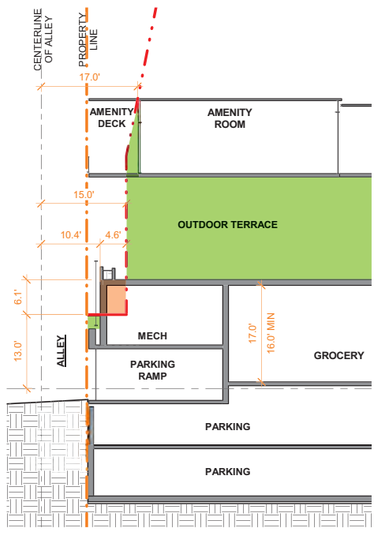
Setback Departures vs Increased Setbacks



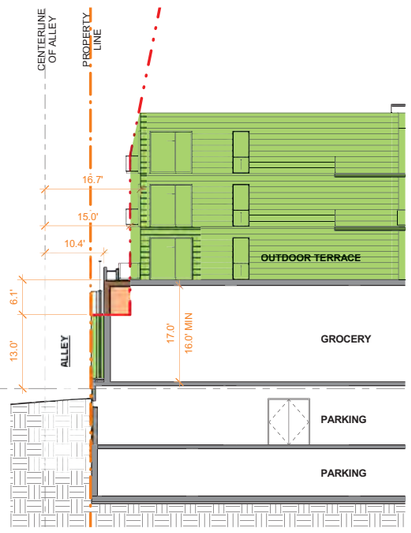
Site Plan



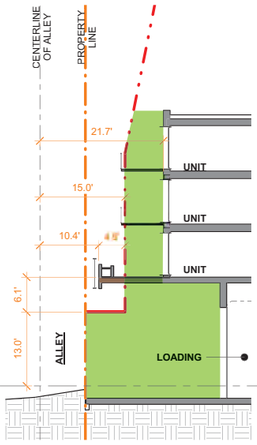
Section A



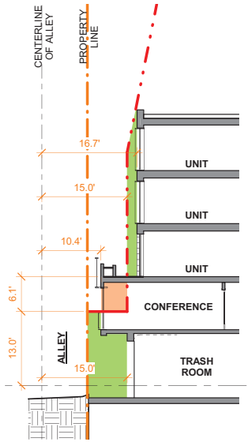
Section B



Section C



Section D



Section E

	NC2-40 ZONING CODE	REQUIREMENT	PROPOSED	DEPARTURE JUSTIFICATION	DESIGN REVIEW GUIDELINES
1	**SMC 23.47A.014.B.3 SETBACK REQUIREMENTS**	For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone, or that abuts a lot that is zoned both commercial and residential if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot, as follows: a. Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet; and b. For each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet	A) At Level 01, a proposed 15’ setback occurring at 19’-1” above the average grade plane, 6’-1” than permitted B) Rotated portion of Levels 2-4 less than 15’-0” from center line of the Alley. See plan and section diagrams on pages 43-44 **EDG#2:** West facade massing of the northern residential block has been modulated in a way to relate to the single-family SF-5000 scale across from the alley and to reduce the amount of departure requested in EDG#1	A) To meet the 7’ height increase permitted per SMC 23.47A.012, the floor-to-floor height of the multi-purpose retail sales use at street level must be 16 feet or more. This requirement conflicts with the setback required at the Alley. B) The portion of the structure Levels 2-4 that is less than 15’-0” from the center line of the alley is across from the surface parking lot, while the rest of the structure to the north exceeds the 15’-0” required setback (17’-0” min).	ADMIRAL DESIGN GUIDELINES CS2.II - Respect for Adjacent Sites

APPENDIX

Landmarks:

1. West Seattle High School
2. Hiawatha Playfield
3. Sixth Church of Christ
4. Admiral Theatre

Commercial:

5. Safeway
6. McDonald's
7. Metropolitan Market
8. Bartell Drugs
9. Freshy's
10. Orion Building

Housing:

11. Multi-family Housing
12. Multi-family Housing

Institutional / Community and Cultural Centers:

13. Hiawatha Community Center
14. Lafayette Elementary School
15. Episcopal Church

Mixed-Use

16. Intracorp Admiral
17. Element 42
18. Admiral Mixed Use

N

(See P. 6 for structure images)

Landmarks

1


2


3

4

Commercial


5

6


7

8

9


10

Housing


10


11

Institutional / Community and Cultural Centers

12


13


14

Mixed-Use


16


17


18

A. HIAWATHA PARK (LOOKING EAST FROM CALIFORNIA AVE SW)

B. HIAWATHA COMMUNITY CENTER

C. SAFEWAY

D. WEST SEATTLE HIGH SCHOOL

E. LAFAYETTE ELEMENTARY SCHOOL

F. MIXED USE COMMERCIAL-RESIDENTIAL

G. MIXED USE COMMERCIAL-RESIDENTIAL

H. SINGLE-FAMILY HOUSING

A California Ave Between SW Lander St and SW Stevens St- Looking West

B California Ave Between SW Lander St and SW Stevens St- Looking East

MULTI FAMILY HOUSING

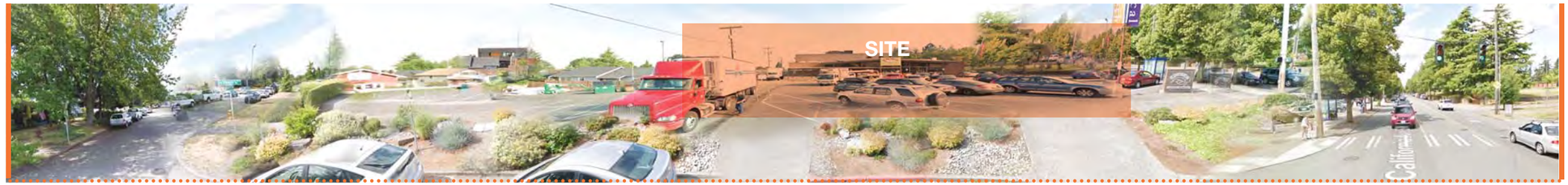
ORION BUILDING

SITE

C Alley between SW Lander St and SW Stevens St - Looking West

SINGLE FAMILY HOUSING

D Alley between SW Lander St and SW Stevens St - Looking West



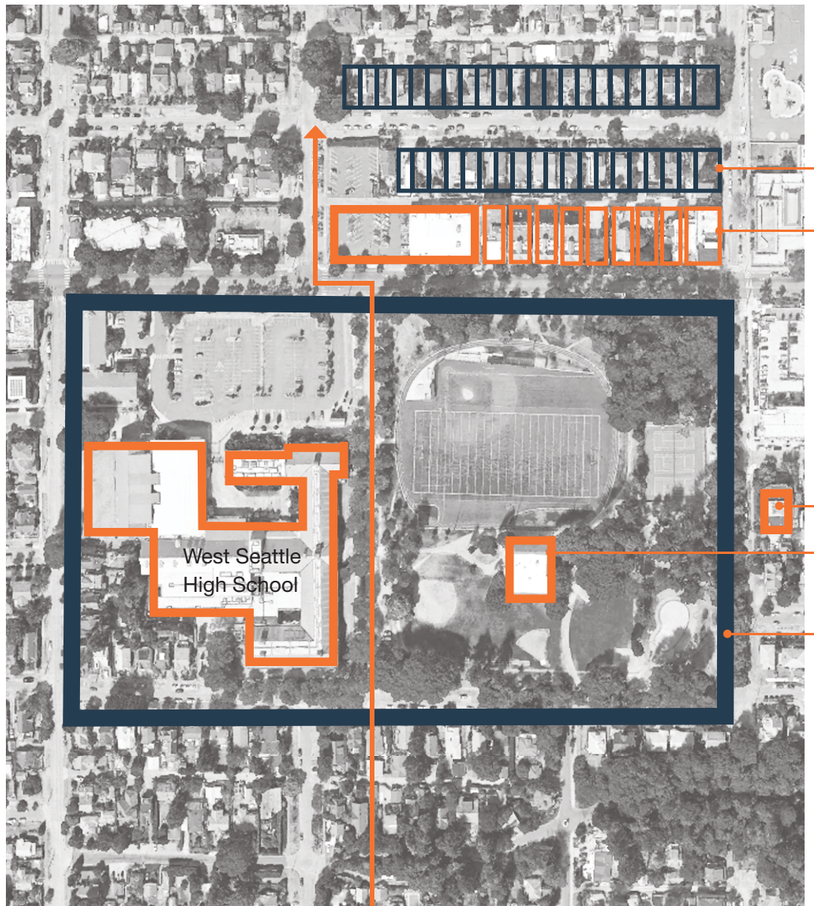
E SW Stevens St between California Ave SW and 44th Ave SW- Looking South

MCDONALD'S

F SW Stevens St between California Ave SW and 44th Ave SW- Looking South

URBAN PATTERN AND FORM

Site is situated at a nexus of large and small scale urban block patterns, open spaces, public facilities, institutional structures, and smaller scale residential properties



smaller scale residential parcels

50’ wide commercial pattern

Sanctuary at Admiral

Hiawatha Community Center

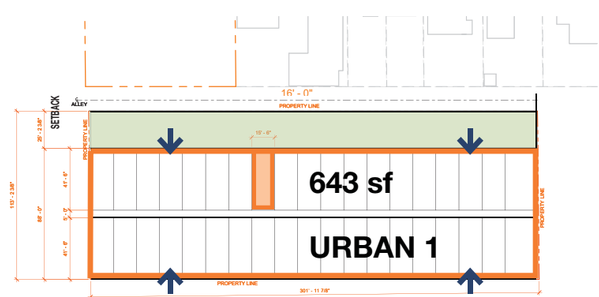
large scale Hiawatha Playfield

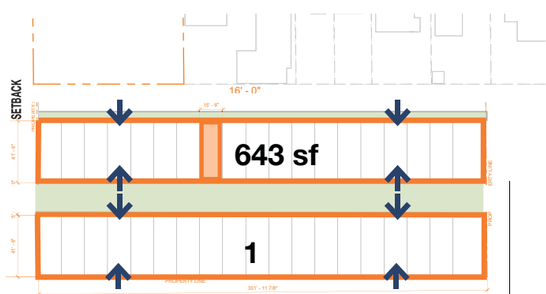
“edge relationship”
between site and school

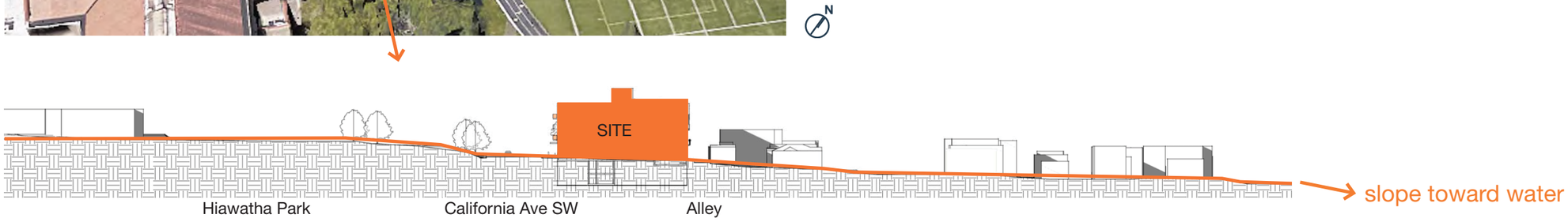
BLOCK SHOWING 25’ / 50’ DIVISION OF PARCELS

SUNLIGHT AND NATURAL VENTILATION

Diagram showing a conversion of an efficient double loaded corridor block separated in the center to provide natural daylight and ventilation into the center of the structure and units





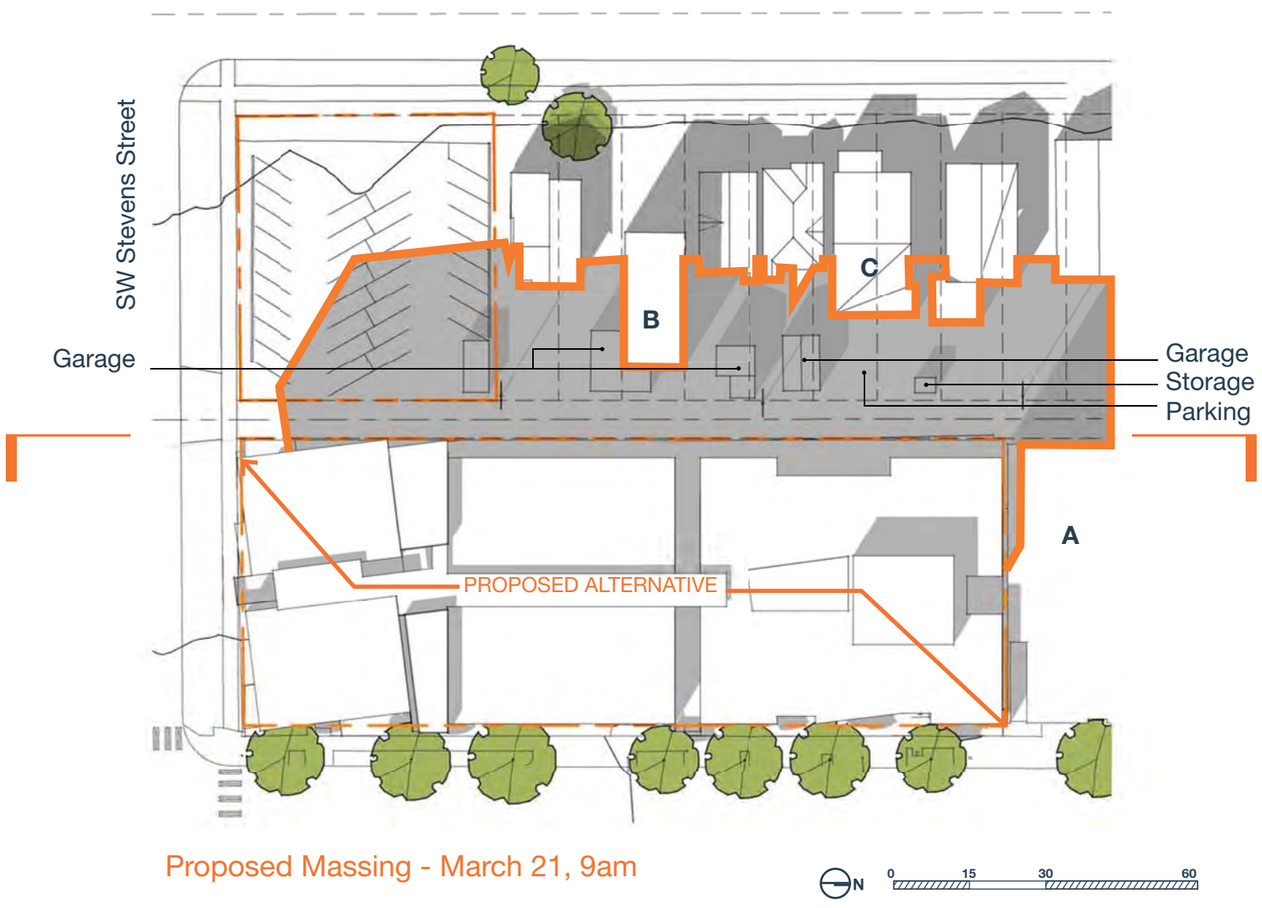


NATURAL SYSTEMS AND SITE FEATURES

The conditions of the site as a “single loaded zone” of NC2P on California Ave SW with Highly contrasting urban scales to the east and west is the genesis of this alternative.

The residential levels above the ground floor are divided into 2 separate blocks as a means to reinforce the transitional “edge zone” nature of the site. To the east the block that fronts California Ave SW relates to the scale of the park and public buildings. It is envisioned to be more monolithic in its massing with targeted cues taken from adjacent neighbors to the north of the site. The west block is meant to be an inverse of the monolith on the east. It’s scale is intended to relate to the single family zone. It is planned to be highly articulated with external balconies, landscaping and west facing sun control measures. The assemblage of these elements is to reduce the scale of the structure and setback from the west property line as much as possible. The two blocks are tied together with a center outdoor, but covered circulation spine. This affords the units with natural cross ventilation, increased opportunity for natural daylighting for both circulation and into the units.

Section through alley - Looking West



Proposed Massing - March 21, 9am

HEIGHT, BULK, AND SCALE: SHADOW

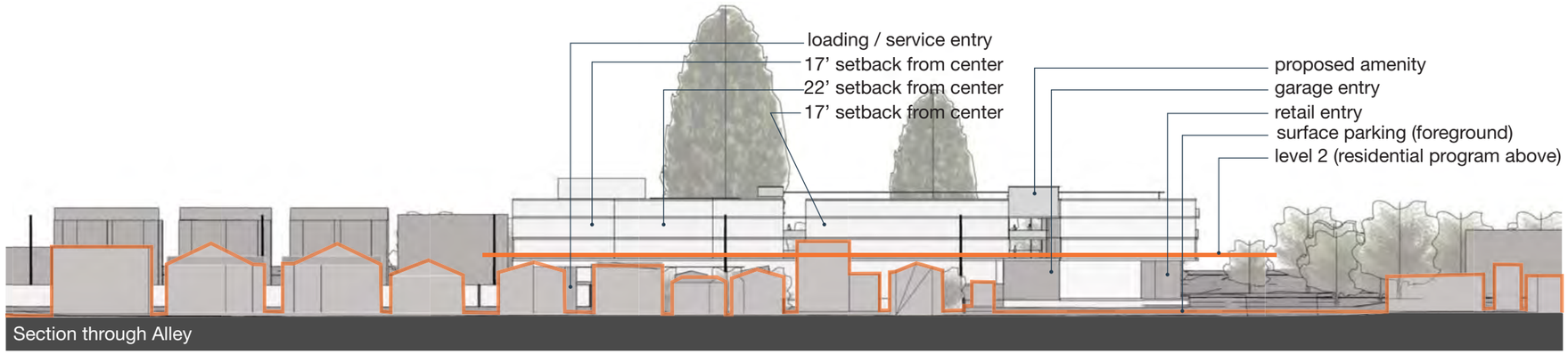
The diagram to the left focuses on average morning light. Since the proposal site is to the east of the residential properties across the alley and without structures opposite of California Ave SW, afternoon light has minimal to no impact on existing structures As second notable aspect of the west / alley conditions is the visibility of the proposal along SW Stevens Street creating a corner condition at the alley.

A. Orion building,
Commercial (3) story

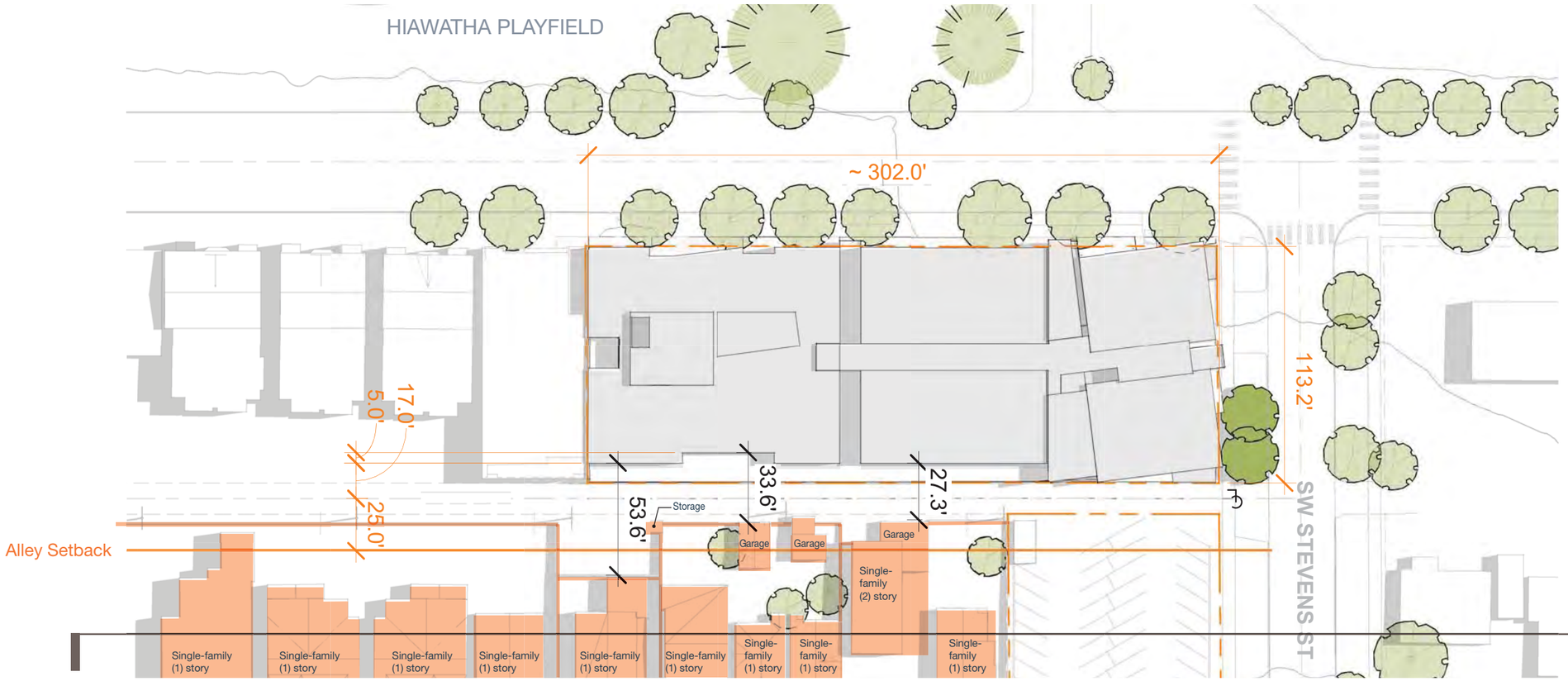
Single-family Building's
Garage and Fence

B. Single-family
(2) story Building

C. Single-family
(1) story Building and off street
parking



Section through Alley

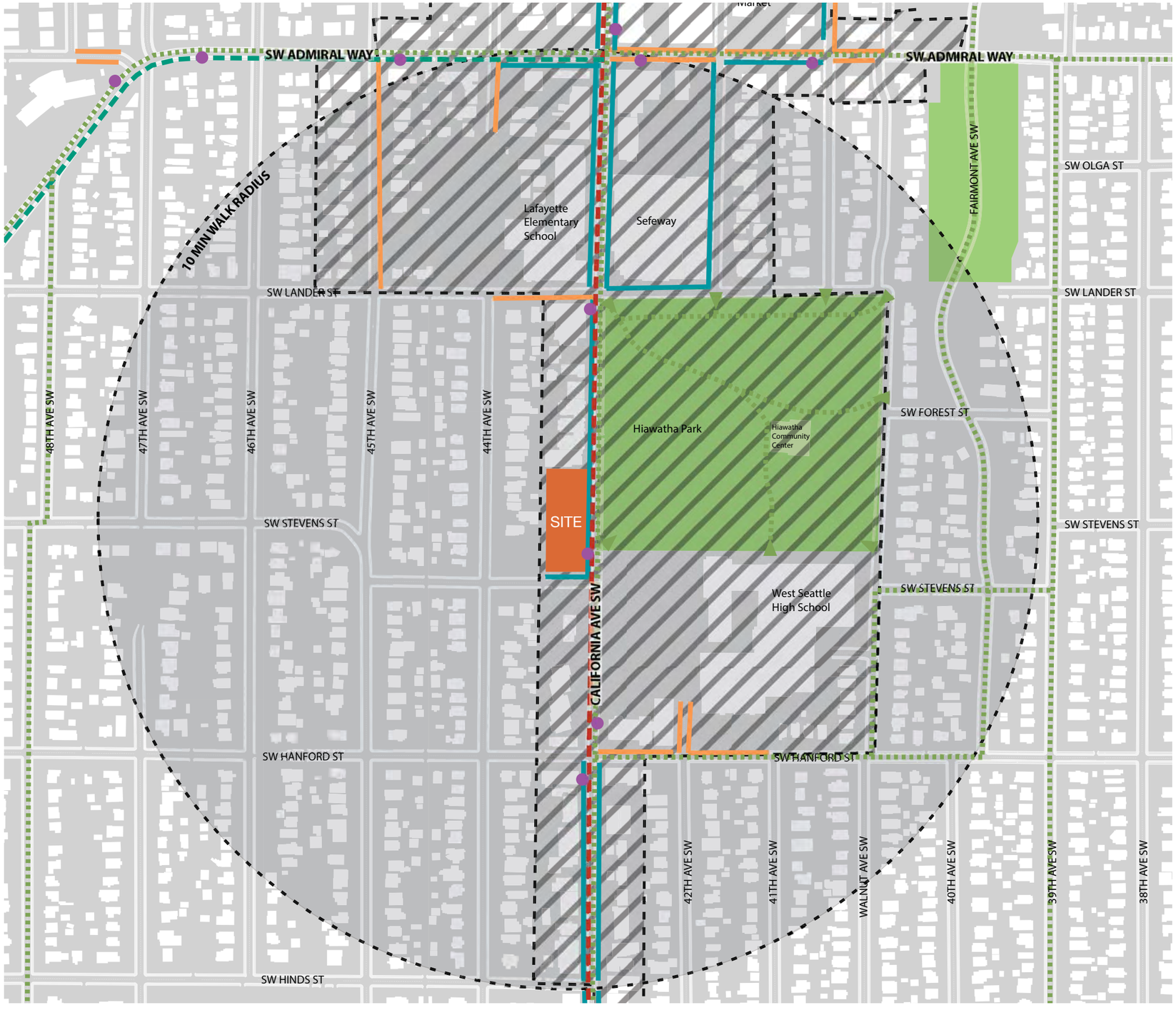


CS2 URBAN PATTERN AND FORM

B. Adjacent Sites, Streets, and Open Spaces / II. 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.
- note: diagram on left shows the proposal’s facade setback more than the allowed 15’ for all of the structure that is opposite of the residential structures outlined in the foreground

N 0 15 30 60



- Admiral residential Urban Village
- 10 min walk radius
- Bike Path
- No Parking
- Time Limited Parking
- Park Entry
- Bus Routes 50 & 128
- Bus Routes 776, 50 & 56x
- Bus Stop

N

E. VIEW FROM SW CORNER LOOKING NE

D. VIEW FROM THE PARKING LOT LOOKING NW

A. VIEW FROM NE CORNER LOOKING SOUTH

B. VIEW ALONG CALIFORNIA AVE LOOKING S

C. VIEW FROM SE CORNER LOOKING NW

ZONING DATA

Zone: NC2P-40
Neighborhood Commercial 2;
Pedestrian-Designated Zone;
Principal Pedestrian Street: California Ave SW

Development Lot Area: 34,187 SF

Urban Center or Village: Admiral Residential Urban Village

23.47A.004 Permitted and Prohibited Uses
The following proposed uses are permitted (see Table A for complete list):
- Retail sales and services, general — 25 (permitted up to 25,000SF)
- Residential uses — P

The uses will be General Sales and Services, and Residential

23.47A.005 Street Level Uses
Residential Uses may occupy no more than 20% of the street-level street-facing facade in a pedestrian-designated zone, facing a designated principal pedestrian street (California Ave SW).
The proposed nonresidential use of "Sales and Services, General' is required along 80% of the street-level street-facing facade (California Ave. SW & SW Stevens St.) in pedestrian-designated zones.

The proposed will comply with 80% min non-residential use along California Ave SW.

23.47A.008 Street Level Development Standards
Residential Uses:
Blank segments of the street-facing facade between 2 and 8 feet above the sidewalk may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40% of the width of the facade of the structure. These facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas or other approved landscaped or open spaces are provided.
Nonresidential Uses:
60% of the street-facing facade between 2 and 8 feet above the sidewalk shall be transparent. The width of a driveway up to 22 feet can be subtracted from the width of the facade if the access cannot be provided from an alley or non-pedestrian designated street. No permanent elements that block views in and out of the structure between 4 and 7 feet above adjacent grade are permitted

The proposed will comply with transparency requirements.

Overhead Weather Protection:
Shall be provided along a minimum of 60% of the street frontage of a structure and shall have the following dimensions:
- Min 6 feet in width, unless there is a conflict with existing or proposed street trees or utility poles
- Provided over the sidewalk or over walking area within 10 feet immediately adjacent to the sidewalk.
- Projections 6 feet or less: Lower edge shall be 8 feet min. and 12 feet max. above the sidewalk
- Projections more than 6 feet: Lower edge shall be 10 feet min. and 15 feet max. above the sidewalk.

Residential uses at street level shall have a visually prominent pedestrian entry.

Refer to Departure section for Overhead Weather Protection proposal.

23.47A.010 Maximum Size of Nonresidential Use
The size of the use includes the gross floor area of a structure and all accessory uses, except any gross floor area used for accessory parking. Outdoor display of goods or equipment for rent or for sale is to be included.

The proposed complies.

23.47A.012 Structure Height
Base height limit = 40 feet

23.47A.012.A.1.b: Applicable height increases
47 feet when the following conditions are met:
- Residential and multipurpose retail sales are located in the same structure,
- Total gross floor area of at least one multi-purpose retail sales use exceeds 12,000 SF
- Floor-to-floor height of 16 feet or more is provided for the multi-purpose retail sales use at street level,
- The additional height allowed will not allow an additional story beyond the number that could be built if a floor-to-floor height of 16 feet were not provided at street level.

The proposed structure height intends to meet the requirements of SMC 23.47A.012.A.1.b.

23.47A.013 Floor Area Ratio
Development Lot Area = 34,187 SF
Max Total FAR = 3.25 = 111,107 SF
Max Residential FAR = 3.0 = 102,561 SF

The proposed complies

23.47A.014 Setback Requirements
Structures with Residential uses that is across the alley from a lot in a residential zone shall setback 15 feet for portions of structures above 13 feet in height to a maximum of 40 feet. For each portion of the structure above 40 feet, additional setback at the rate of 2 feet of setback for every 10 feet of height above 40 feet. Half the width of the alley may be counted toward the setback.

Alternates B and C seek setback departures at the alley. Refer to Departure section for proposal.

23.47A.024 Amenity Area
Amenity areas are to equal 5% of the total gross floor area in residential use and should meet the following:
- Residents to have access to at least one common or private area
- No enclosed areas
- Minimum horizontal dimension of 10 feet and no less than 250 SF in size
- Private Balconies: Minimum horizontal dimension of 6 feet and no less than 60 SF in size
- Rooftop areas excluded when near minor communication utilities and accessory communication devices

The proposed complies

23.47A.030 Required Parking and Loading

Access to parking shall be from the alley if the lot abuts an improved alley.

Per 23.54.015:
Nonresidential Parking: Sales and services, general = 1 spaces for each 500 square feet
No parking is required for the first 1,500 SF of each business establishment in pedestrian-designated zones
Residential Parking: Multifamily residential uses = 1 spaces per dwelling unit
Loading Berth Requirements:
Sales and services, general = Medium Demand Use
Minimum 35 feet in length, 10 feet in width and not less than 14 feet in height

±70 non-residential stalls provided
±112 residential stalls provided
1 loading berth provided - Refer to Departure section for loading access option with curb cut on California Ave SW.

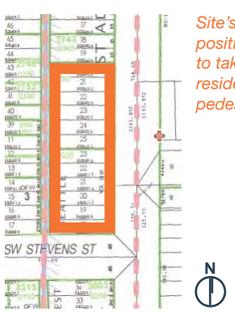
DESIGN GUIDELINES

CONTEXT AND SITE

CS1 Natural Systems and Site Features

A. Energy Use

Siting longer facades east to west brings the most consistent solar exposure and daylighting into a building, providing comfortable spaces for users and potential energy savings



Site's east-west long end configuration and position at south end of the block lends itself to take advantage of solar orientation for residential units and suggests opportunity for pedestrian entry at south end of the parcel

CS1 Natural Systems and Site Features / I. Respond to Site

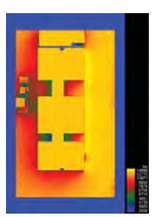
B. Sunlight and natural ventilation / Solar Orientation

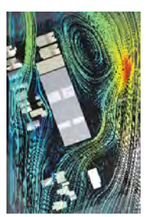
Take advantage of solar exposure and natural ventilation available onsite where possible. Use local wind patterns and solar gain as a means of reducing the need for mechanical ventilation and heating where possible.

i. Solar Orientation Preserving solar exposure in Single Family zones is an important design consideration. Compose the structure's massing to enhance solar exposure for the project, minimize shadow impacts on adjacent structures, and enhance solar exposure for public spaces.

below are examples environmental studies that contribute to the design concepts and architectural influences. From left to right:

- *effects of morning sun on neighboring parcels to the west*
- *Daylighting characteristics to bring natural daylight into the site*
- *prevailing wind studies to anticipate natural ventilation options, protected outdoor spaces and affects on adjacent sites*





CS1 Natural Systems and Site Features

C. Topography

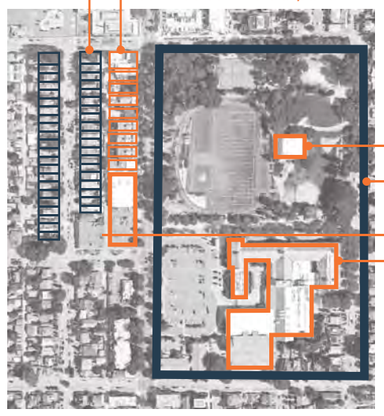
Use the natural topography and/or other desirable land forms or features to inform the project design.

The topography of the site lends itself to inform alternative concepts. To the east, across California Ave SW the land form is approx 10' higher and lined with a tall, mature tree canopy. T his provides in a pleasant foreground to the site. Alternatively, th eland gradually slopes away from the site to the west offering distant, territorial views to the west of the water and mountains. The foreground is a mix of single family residences and tree cover.

CS2 Urban Pattern and Form

A. Location in the City and Neighborhood

Examples of neighborhood and/or site features that contributed to a sense of place include patterns of streets or blocks, slopes, sites with prominent visibility, relationships to bodies of water or significant trees, natural areas, open spaces, iconic buildings or transportation junctions, and land seen as a gateway to the community.



Site is situated at a nexus of large and small scale urban block patterns, open spaces, public facilities, institutional structures, and smaller scale residential properties

CS2 Urban Pattern and Form

B. Adjacent Sites, Streets, and Open Spaces / II. Respect for Adjacent Sites

- *Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.*
- *Connection to the Street: Identify opportunities for the project to make a*
- *strong connection to the street and carefully consider how the building will interact with the public realm.*
- 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.

The proposed alternatives are to accommodate the difference in scale and be sensitive toward the adjacent neighbors across the alley to the west. The east portion of the site is distinctly different in being a large scale public open space punctuated with predominate structures such as the West Seattle High School and Hiawatha Community Center. Opportunities to connect with the Play Field in a meaningful way with the public realm to the east is desired.

Opportunity to connect with the public realm.

CS2 Urban Pattern and Form

D. Height, Bulk, and Scale / I.V. Height, Bulk and Scale Comparability

- Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s).

A sensitive condition addressed by the proposal is the west edge, alley frontage. The proposal exceeds setbacks on levels 2-4 for portions of the structure opposite of single family residences while placing common areas and bulk across the surface lot, and rotates that portion of the facade away from the single family structures. (p.14)

CONTEXT AND SITE

CS3 Architectural Context and Character

A. Emphasizing Positive Neighborhood Attributes

Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

Clear, strong architectural forms are a characteristic of the existing neighborhood and a potential influence for proposed massing opportunities.

PUBLIC LIFE

PL1 Street Level Interaction

A. Network of open spaces

Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life.

The intersection of California Ave SW and SW Stevens Street is a location for the opportunity to have a south facing widened sidewalk / plaza to accommodate retail entry and cafe style activities.

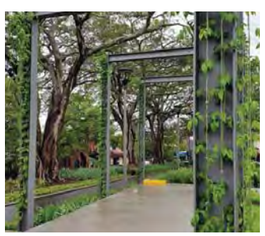
PL3 Street Level Interaction

C. Retail Edges

Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

Along California Ave SW below are opportunities to use site features, landscaping and transparency into the proposal to engage pedestrian experience with:

- *activity on the interior of the proposal*
- *a meaningful relationship to the play field to the east through landscaping*
- *length of site to use as an opportunity for developing a unique street rhythm*



PUBLIC LIFE

PL3 Street Level Interaction

A. Entries

Retail entries should include adequate space for several patrons to enter and exit simultaneously, preferably under cover from weather.

- *Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.*

entries for both residential and non residential uses are accomplished by building overhangs, setbacks and modulation of architectural form. Each entry locations are at separate ends of the site to preserve their own identity. The residential entry is located on a section of California Ave SW as its a quieter street opposite of the play field.

DESIGN CONCEPT

DC2 Architectural Concept

A. Massing

- *Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.*

- *Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.*

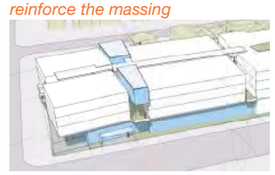
neighbors to the north of the site offer an influence toward the proposal's massing

DC2 Architectural Concept

B. Architectural and Facade Composition

Design all building facades—including alleys and visible roofs considering the composition and architectural expression of the building as a whole.

Proposal uses internal program (non-residential, residential uses, circulation and common amenity spaces to shape the external architectural form. Secondary building elements to reinforce the massing



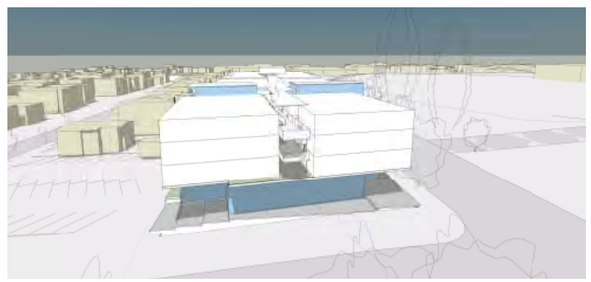
DC2 Architectural Concept

C. Secondary Architectural Features

- *Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the facade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).*

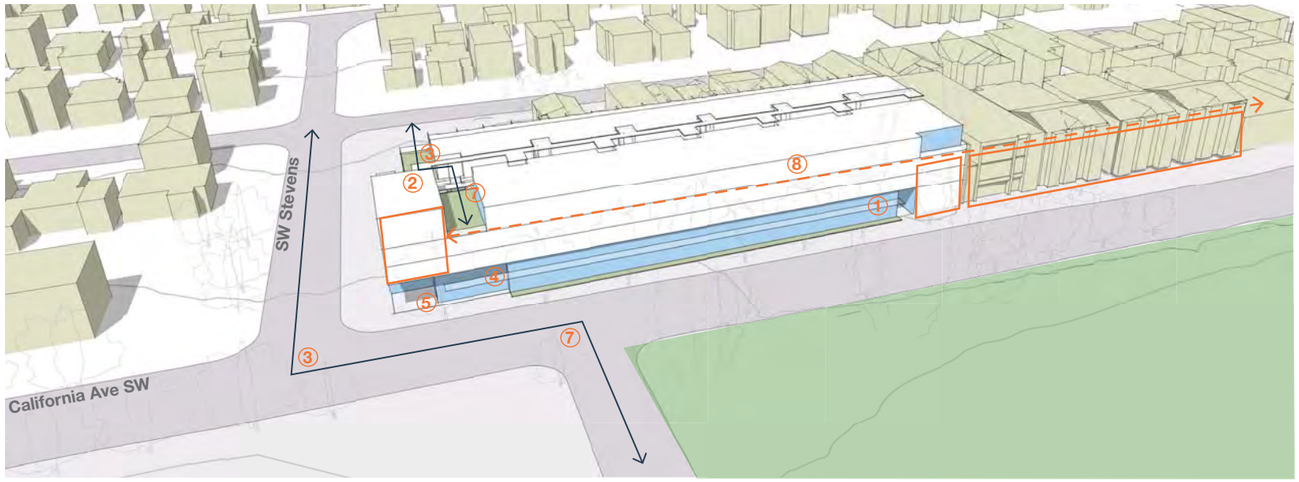
- *Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions. Examples include shading devices and windows that add rhythm and depth as well as contribute toward energy efficiency and/or savings or canopies that provide street-level scale and detail while also offering weather protection. Where these elements are prominent design features, the quality of the materials is critical.*

An open-air and covered circulation spine along with outdoor common areas are proposed to serve a dual purpose of expressing the function and a generator of architectural form. The residential uses contained in unified, simple block forms will be punctuated by windows, balconies and cladding detail to provide a variety of facade elements and interest.

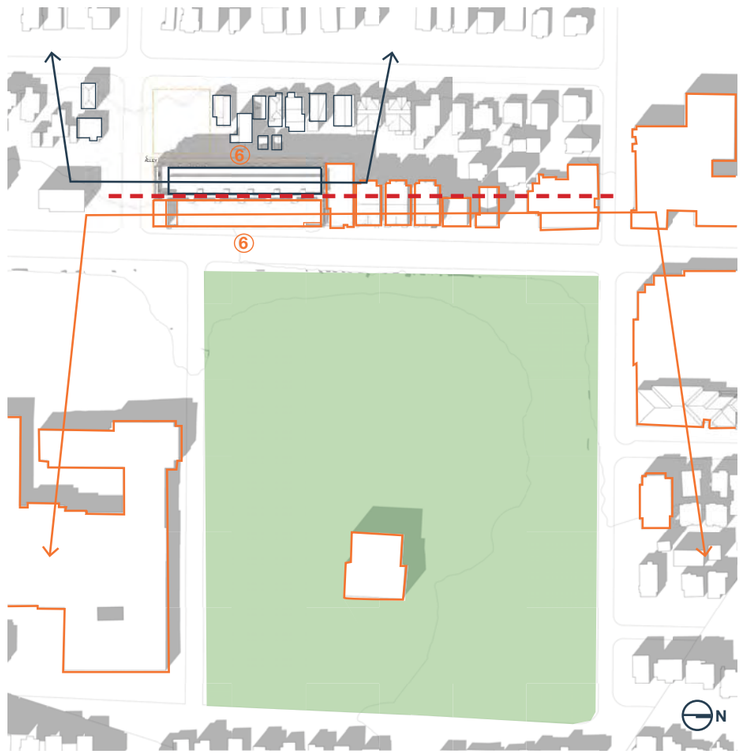


DESIGN CONCEPTS

A



Perspective looking W



① **Residential Entry location**
PL3A- offer obvious and identifiable entries

② **4th floor amenity room**
CS2D - continuation of existing street patterns of massing and texture

③ **Outdoor Residential Amenity**
CS1B - continuation of existing street patterns of massing and texture

④ **bus stop**
PL4C- Take advantage of the presence of transit patrons to support retail uses in the building.

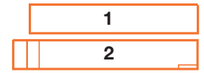
⑤ **Retail Entry location**
PL3A- offer obvious and identifiable entries

⑥ **CS2A -** Urban pattern and Form - acknowledge distinct differences in scales and context

⑦ **CS2.I (Admiral Supplemental Guidance) -** reinforce and acknowledge the existing spatial characteristics

⑧ **Secondary Architectural Features**
DC2C - Secondary Architectural Features

‘2 block’ alternative concept



The conditions of the site as a “single loaded zone” of NC2P on California Ave SW with Highly contrasting urban scales to the east and west is the genesis of this alternative.

The residential levels above the ground floor are divided into 2 separate blocks as a means to reinforce the transitional “edge zone” nature of the site. To the east the block that fronts California Ave SW relates to the scale of the park and public buildings. It is envisioned to be more monolithic in it’s massing with targeted cues taken from adjacent neighbors to the north of the site. The west block is meant to be an inverse of the monolith on the east. It’s scale is intended to relate to the single family zone. It is planned to be highly articulated with external balconies, landscaping and west facing sun control measures. The assemblage of these elements is to reduce the scale of the structure and setback from the west property line as much as possible. The two blocks are tied together with a center outdoor, but covered circulation spine. This affords the units with natural cross ventilation, increased opportunity for natural daylighting for both circulation and into the units.

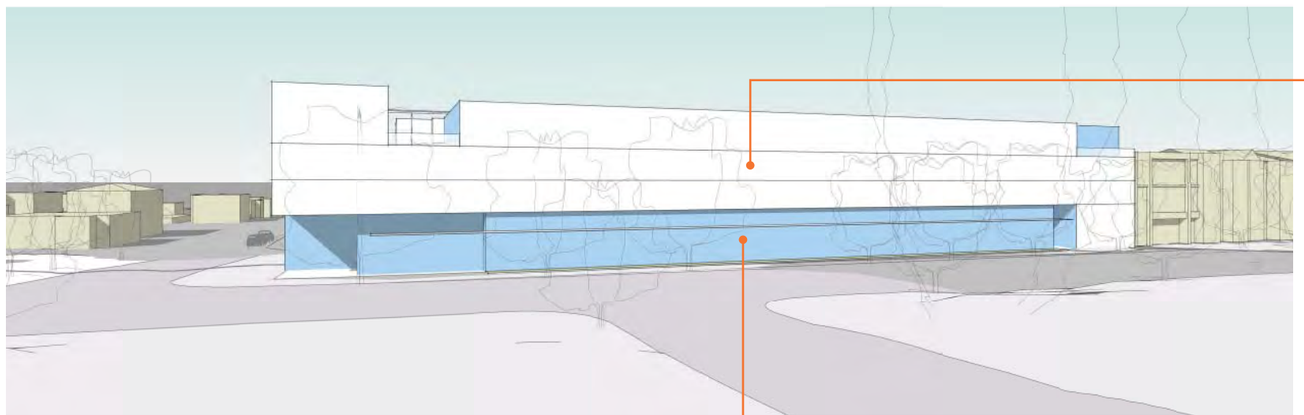
At the ground level to alternative proposes to use the length of the site as an opportunity to front the play field, its foliage, the existing street trees on California Ave as a series of layers to extend the park like character of the east side of the street onto the west as it mixes with the commercial activity of the building program

Length of facade along California Ave SW as a potential opportunity to offer an engaging pedestrian experience

Opportunities:
- no departures requested
- very generous west setback and reduction of massing to the south west corner - respecting the west neighbors
- uses length of street frontage as an opportunity
- most efficient alternative; best use of natural environmental conditions - daylighting, solar orientation, prevailing winds.
- The most efficient of three alternatives in terms of a 3.0 FAR to 76,000 square feet of living area ratio; achieves the most residential density in the smallest building of the three alternatives.

Constraints:
- relies on windows, balconies and materials to reduce the scale and add variety and interest to the east facade

A



Perspective looking NW

⑧ ~~Secondary Architectural Features~~
DC2C - Secondary Architectural Features

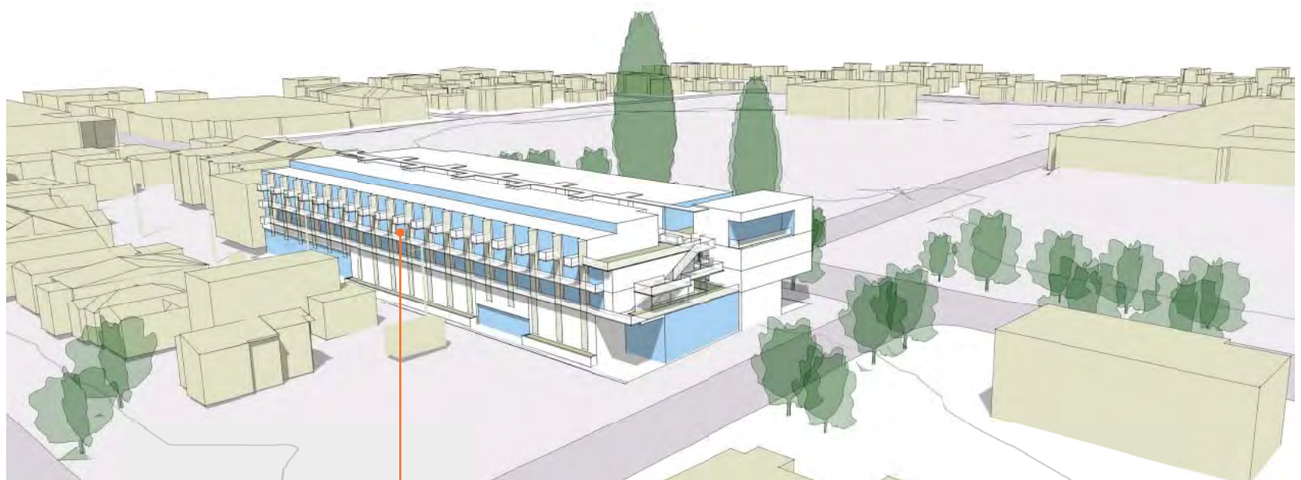
The residential program needs of light, air and pleasant views provides opportunities of a facade with variety and reduced scale within a unified architectural form

⑧ **Secondary Architectural Features**
DC2C - Secondary Architectural Features

⑥ **CS2A -** Urban pattern and form - acknowledge distinct differences in scales and context

reflective cladding and glazing materials to reflect and merge the relationship between the Play Field and proposed structure

repetition of secondary site elements in concert with the pedestrian experience as a means to continue the character of the park and Play Field across California



Perspective looking NE

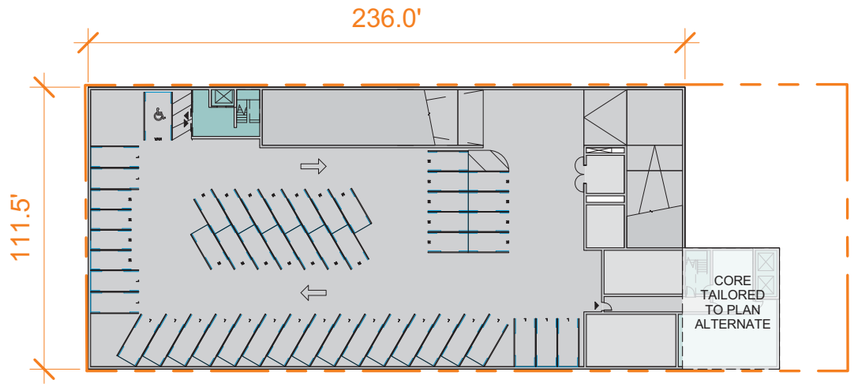
the west facade as a collection of functional outdoor spaces such as balconies and terraces as a means to reduce the scale of the facade to relate to the single family houses across the alley. The element provide a highly articulated but still uniform facade is intended to be opposite to the bar along California Ave SW. A vertical green screen quality suggests a pleasant backdrop to the neighbors.

⑧ **Secondary Architectural Features**
DC2C - Secondary Architectural Features

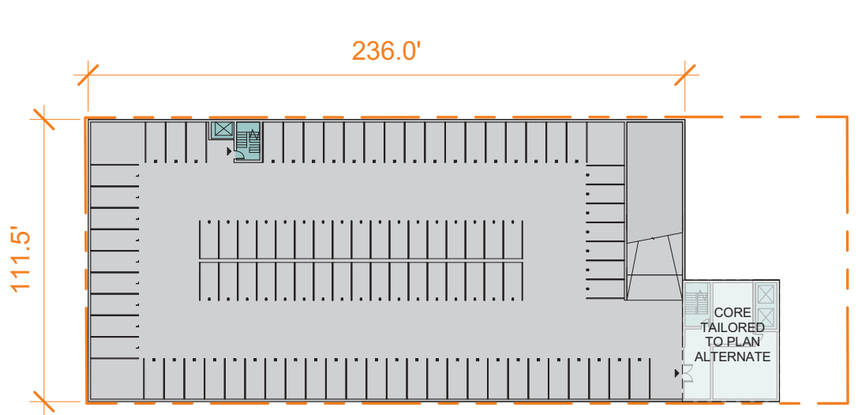
⑥ **CS2A -** Urban pattern and Form - acknowledge distinct differences in scales and context

⑨ *CS2B. Adjacent Sites, Streets, and Open Spaces / II. Respect for Adjacent Sites*
Buildings should respect adjacent properties

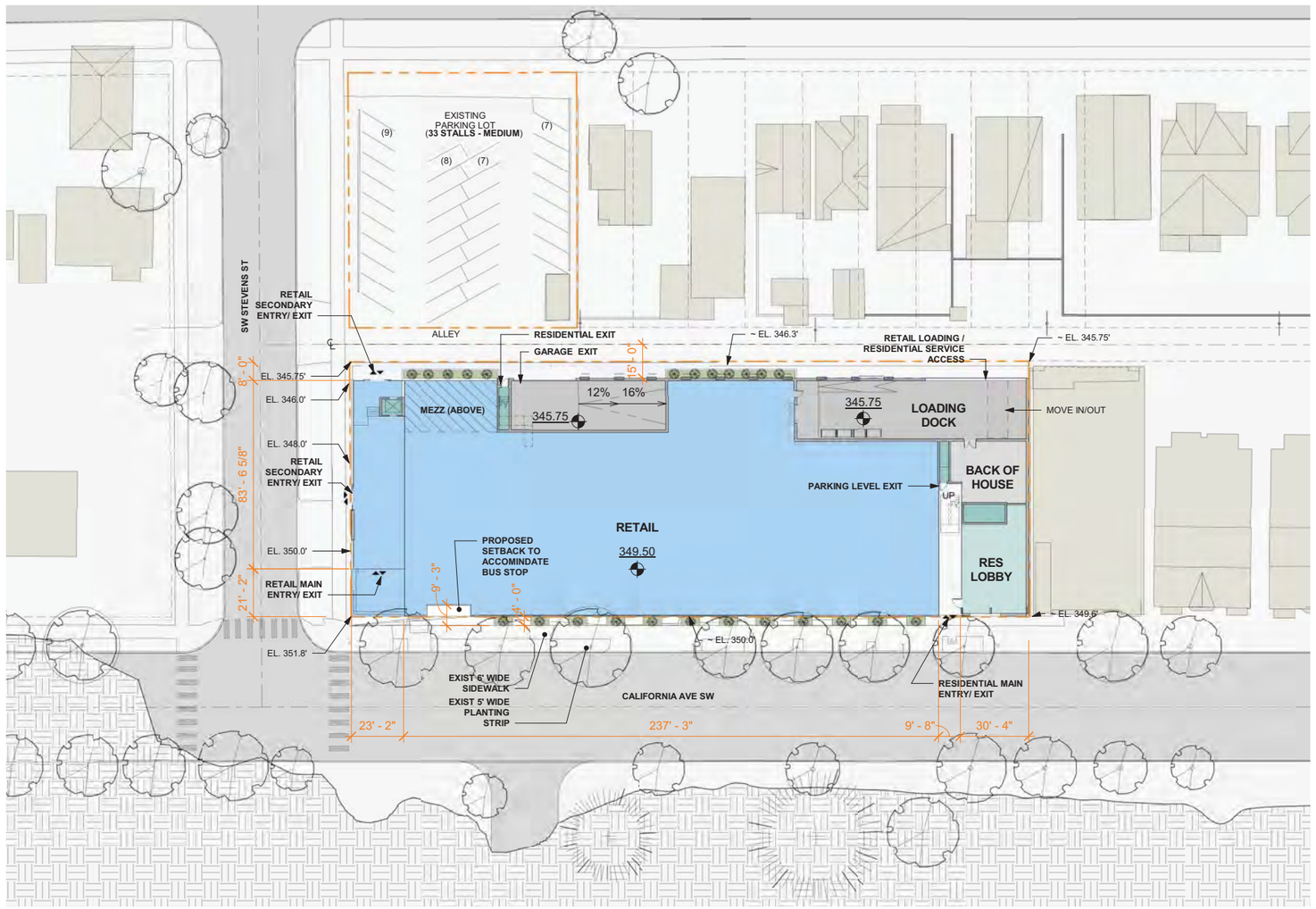
A



Level P01 - plan diagram



Level P02 - plan diagram

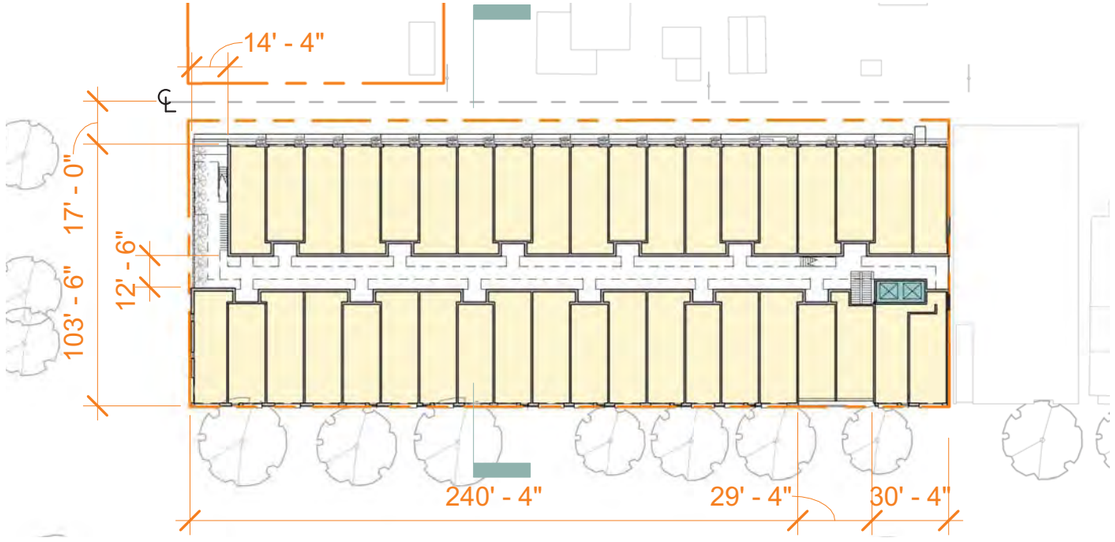


Level 01 - plan diagram

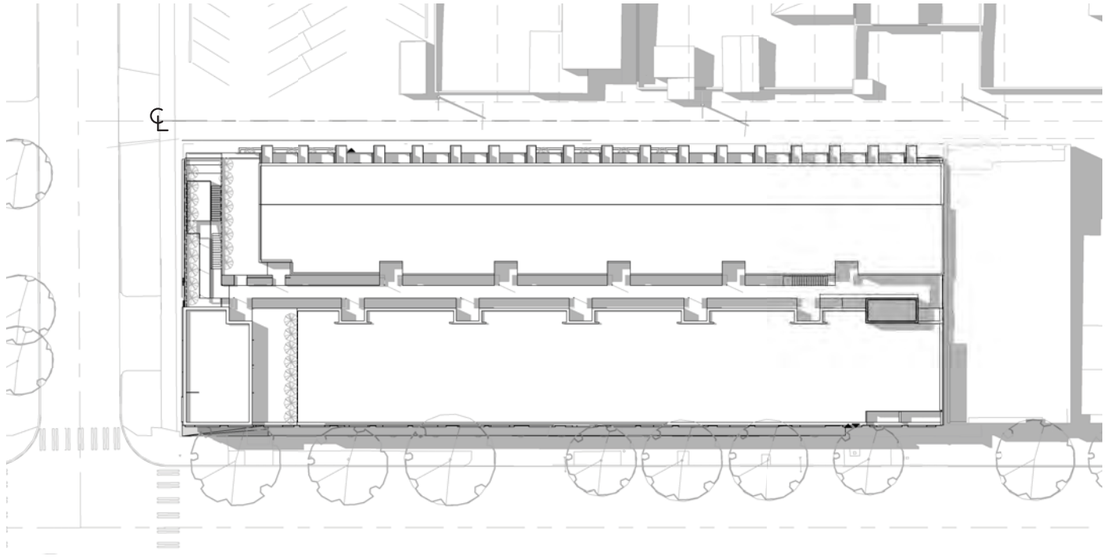
N

0 15 30 60

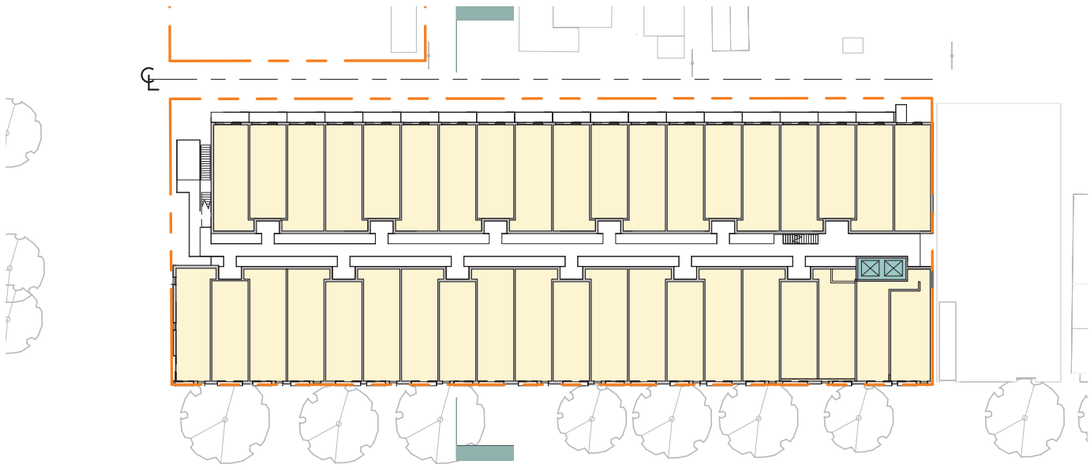
A



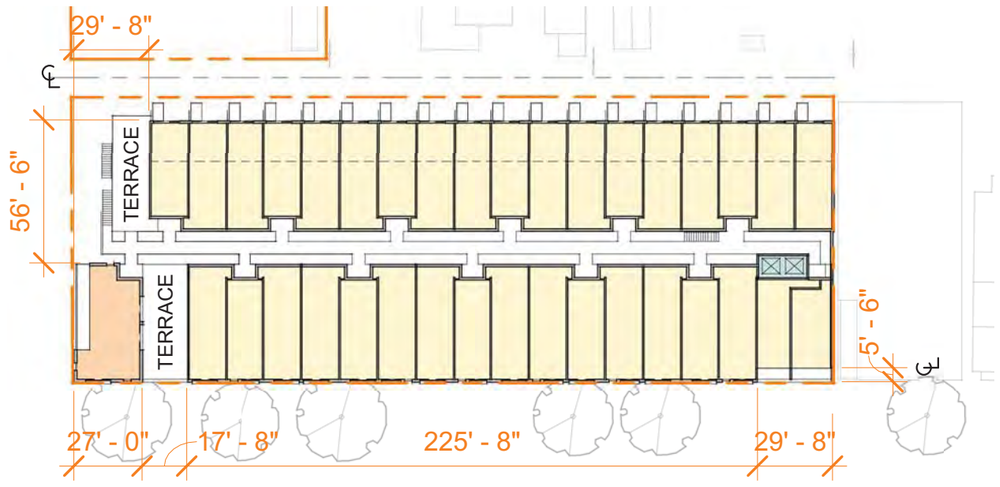
Level 02 - plan diagram



Roof Level - plan diagram



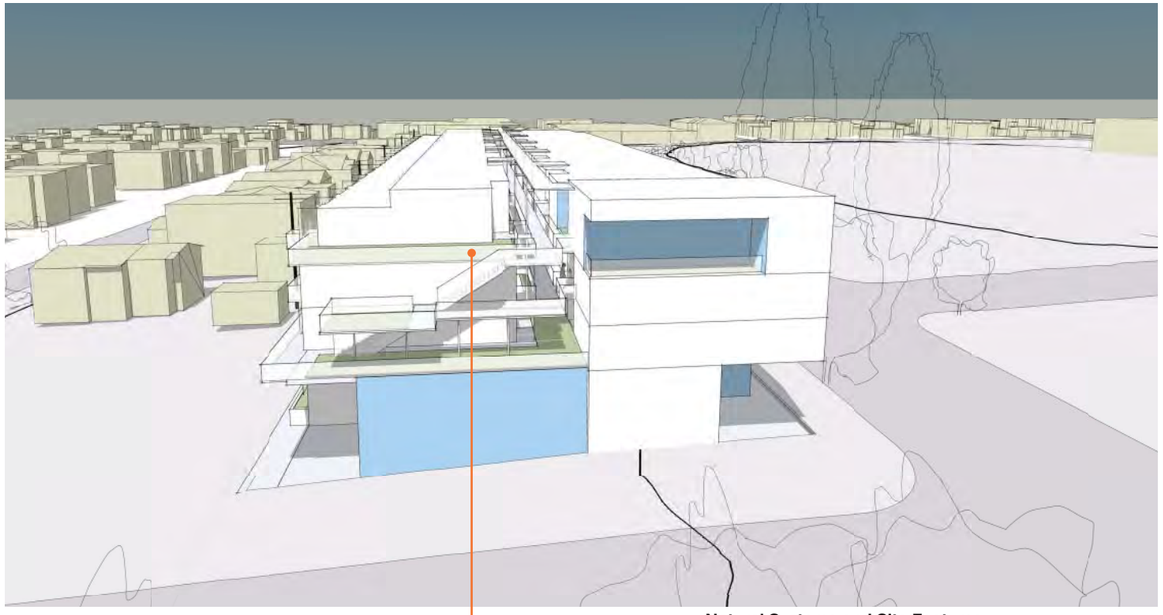
Level 03 - plan diagram



Level 04 - plan diagram

N 0 15 30 60

A



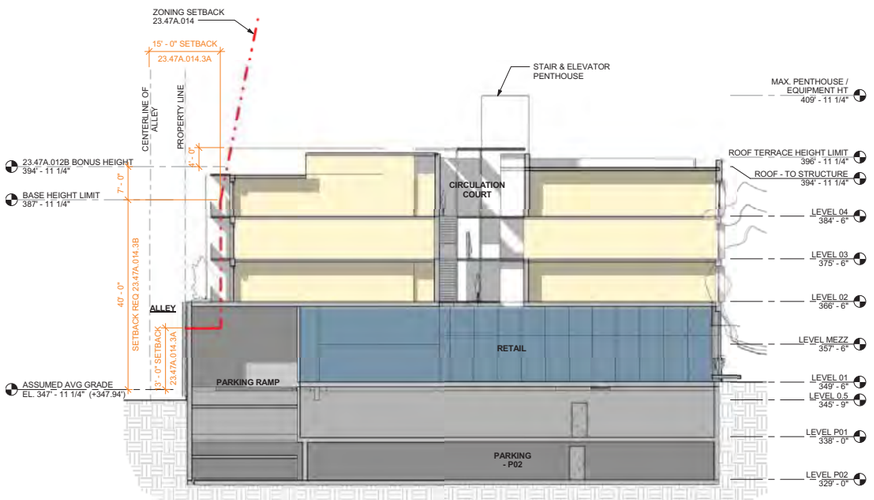
Perspective looking N

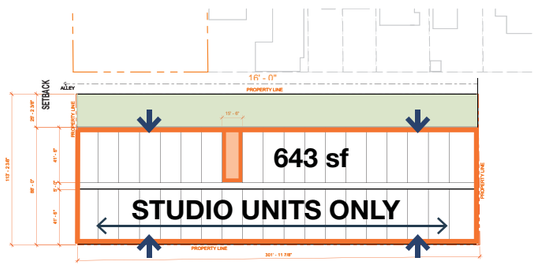
Natural Systems and Site Features

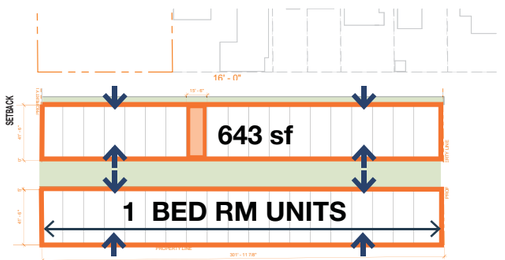
Natural Systems and Site Features

CS1 B- sunlight and natural ventilation -
open air corridor ends on the south to merge exterior egress and a south facing terraced amenity areas for residents

CS1 B- sunlight and natural ventilation -
concept images of open-air exterior circulation spine







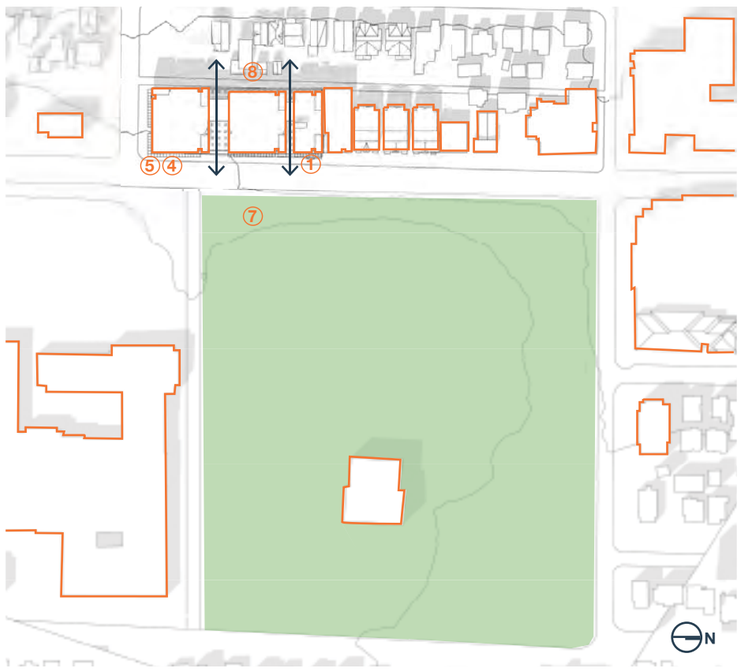
Natural Systems and Site Features

CS1 B- sunlight and natural ventilation -
Diagram showing a conversion of an efficient double loaded corridor block separated in the center to provide natural daylight and ventilation into the center of the structure and units

0 10 20 40

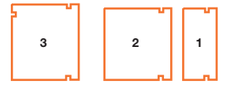
B

Perspective looking W

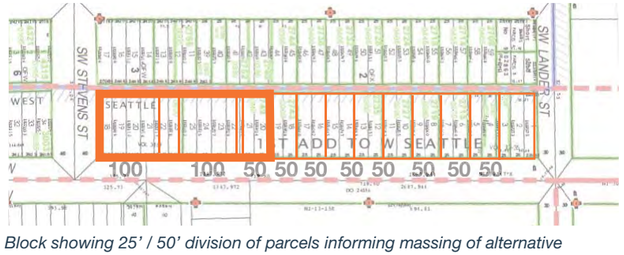


1. **RESIDENTIAL ENTRY LOCATION**
   PL3A - Offer obvious and identifiable entries
2. **4TH FLOOR AMENITY ROOMS**
   CS2D - Continuation of existing street patterns of massing and texture
3. **2ND FLOOR EXTERIOR RESIDENTIAL TERRACE**
   CS2B - Continuation of existing street patterns of massing and texture
4. **BUS STOP**
   PL4C - Take advantage of the presence of transit patrons to support retail uses in the building
5. **RETAIL ENTRY LOCATION**
   PL3A - Offer obvious and identifiable entries
6. **CS2B -** Strong relationship & interaction with the public realm
7. **CS2.I (Admiral Supplemental Guidance) -** Reinforce and acknowledge the existing spatial characteristics
8. **CS2D -** Continuation of existing street patterns of massing and texture

'3 BLOCK' ALTERNATIVE CONCEPT



This alternative concept' 3 block concept is based on the existing block's geometry that divides parcels into 50' wide lots. The 3 block massing of 50', 100' and 100, with 50' wide outdoor terrace "slots" creates a rhythm, bulk and scale compatible with the existing urban fabric. The 50' wide block relates directly to the medium sized adjacent commercial structures to the north, while the 100' wide block have a scale more relative to a larger scale of the play field, high school and community building to the east of the site. between each of the three blocks are the residential amenity spaces on the 4th level taking advantage of the distant views to the west and providing modulation along the 300' east and west facades.



Block showing 25' / 50' division of parcels informing massing of alternative

Scale and massing of three block alternative similar to existing medium sized public and commercial structures adjacent to Hiawatha Play Field

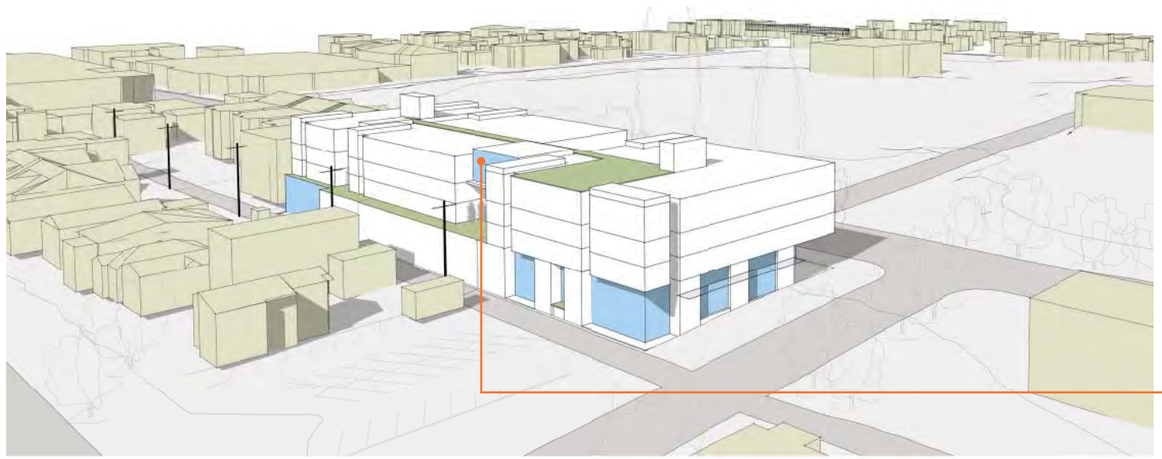
OPPORTUNITIES:

- Memorable outdoor "slot terraces" between blocks supports 3-block concept
- Concept massing compatible with small to medium existing commercial structures along California Ave SW
- Direct massing provides flexibility in selecting building finishes
- larger "slot terrace" on the second level opens towards Play Field

CONSTRAINTS:

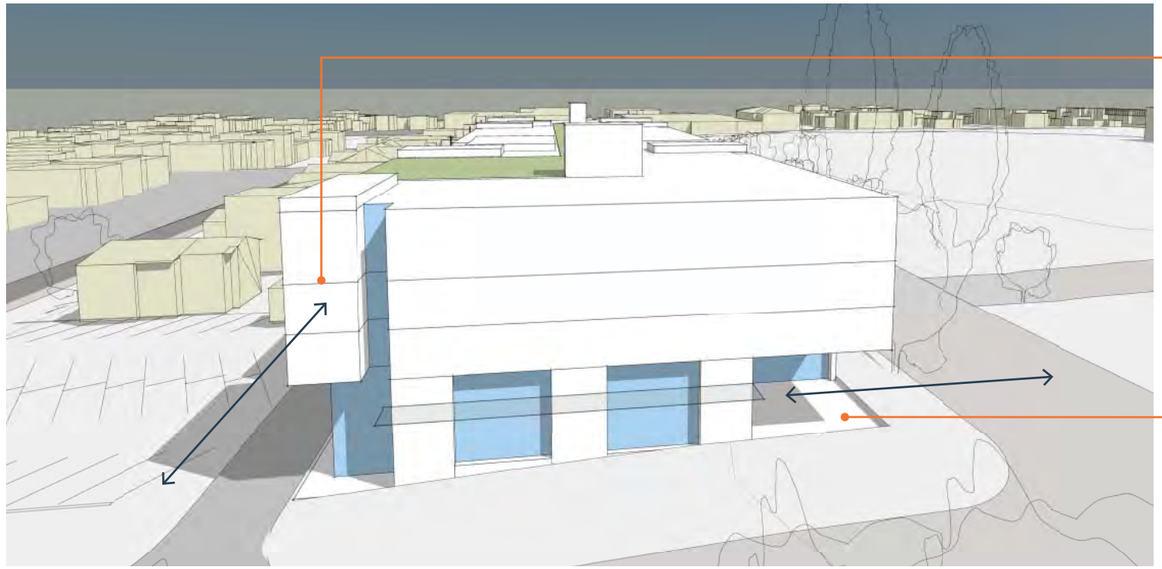
- Departure request for west elevation across from existing surface parking lot and not adding pressure to west single family residences
- Through lot loading berth / curb-cut on California Ave SW requires departure request and type 1 director's decision
- 3.24 FAR to 72,225 square feet of living area ratio the least efficient of the three alternatives

B



Perspective looking NE

Example and concept example of amenity space on 4th floor taking advantage of distant west views

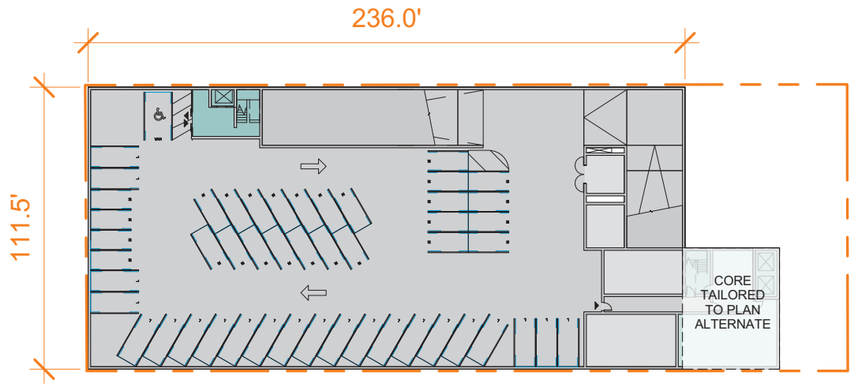


Perspective looking N

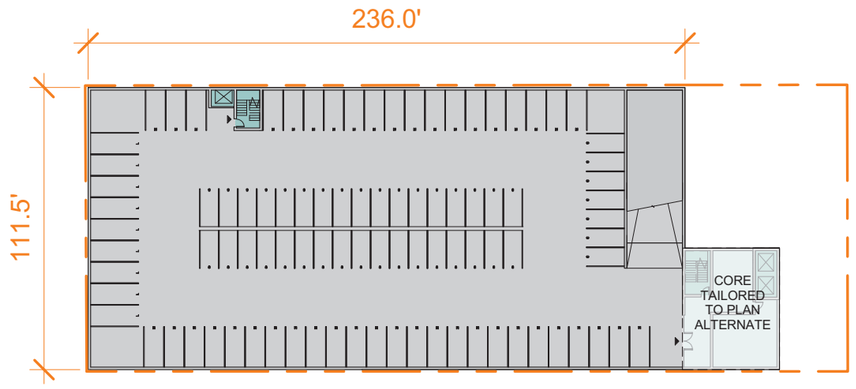
DC2B ARCHITECTURAL AND FACADE COMPOSITION
Facade Composition: Design all building facades—including alleys

Retail Entry location
PL3A- offer obvious and identifiable entries

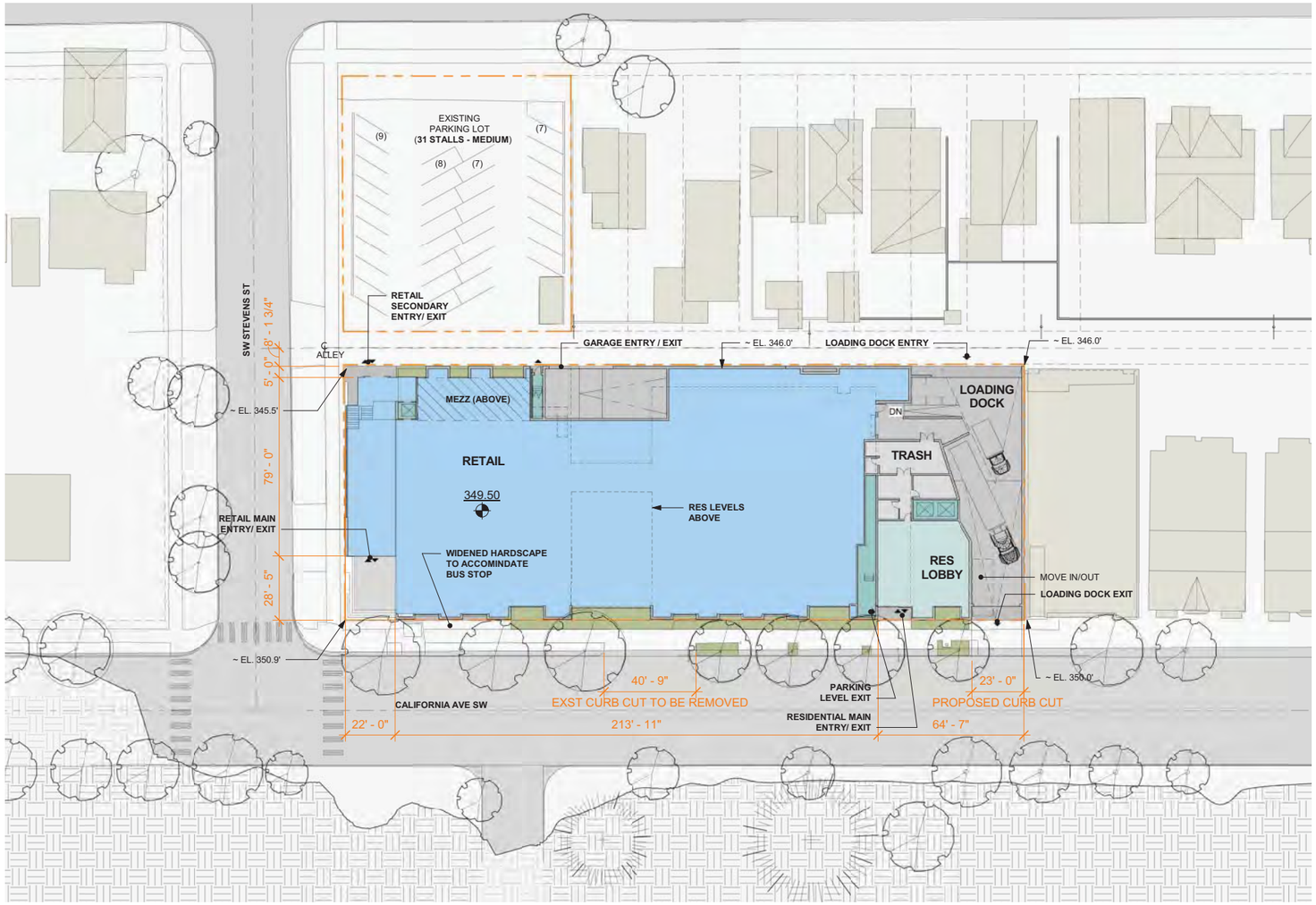
B



Level P01 - plan diagram



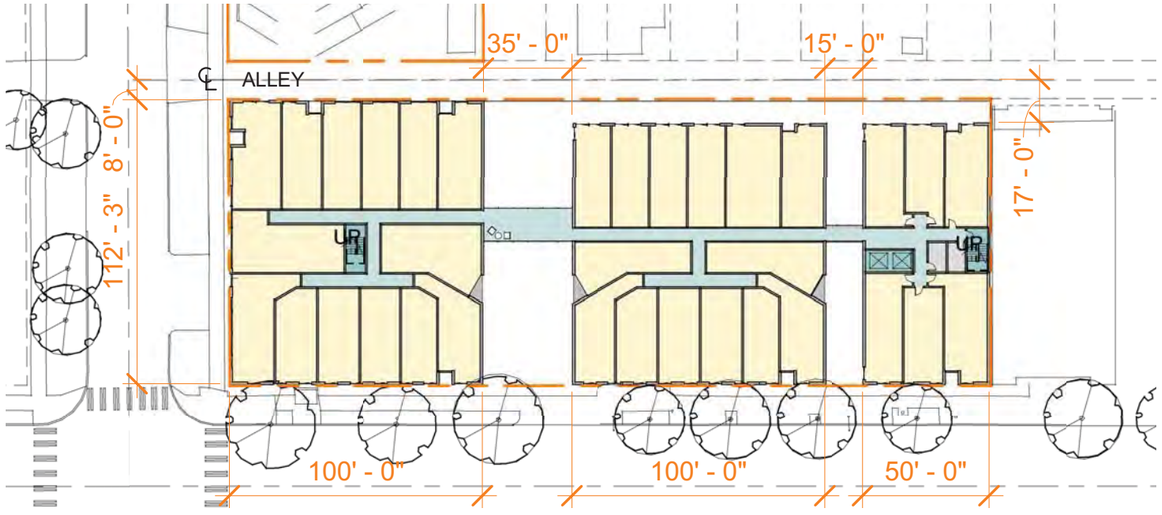
Level P02 - plan diagram



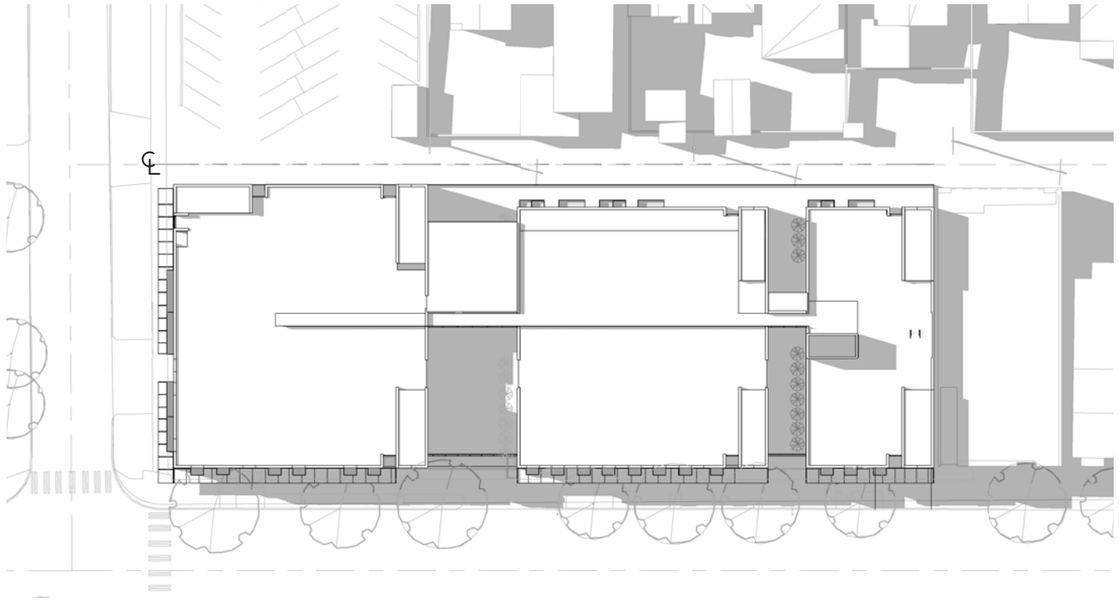
Level 01 - plan diagram

N 0 15 30 60

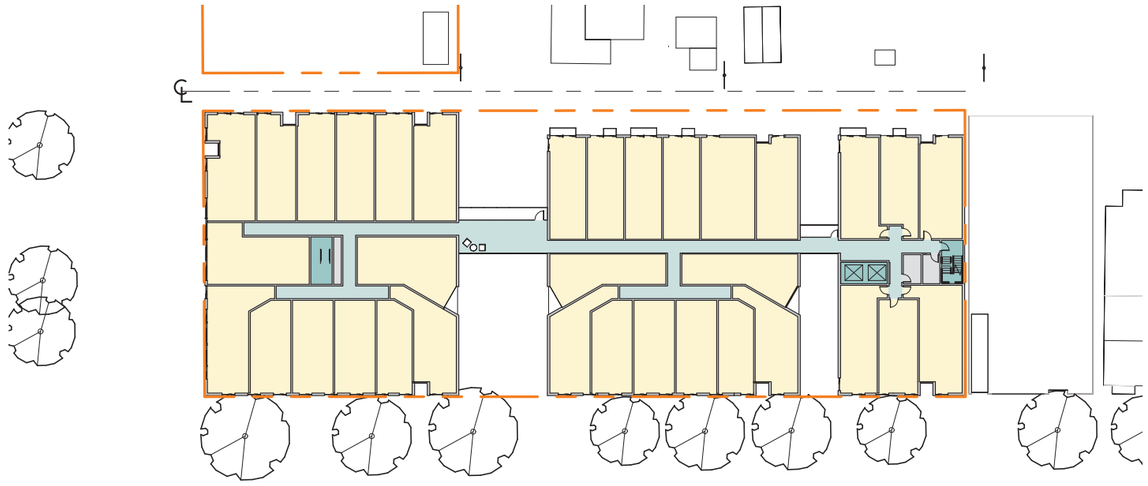
B



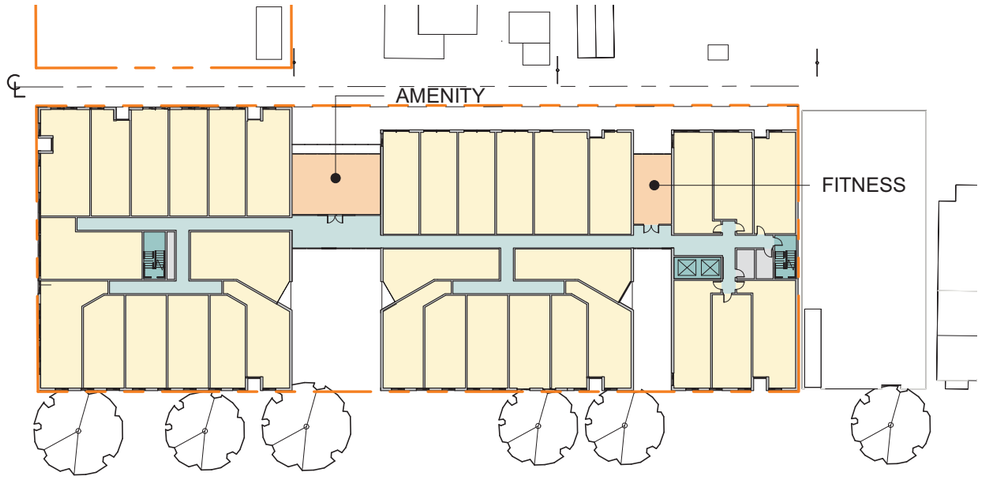
Level 02 - plan diagram



Roof Level - plan diagram

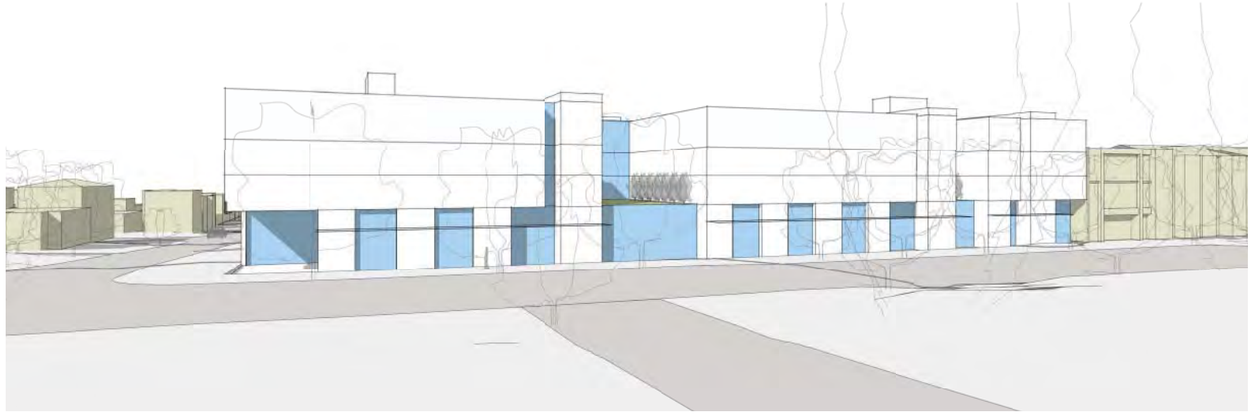


Level 03 - plan diagram

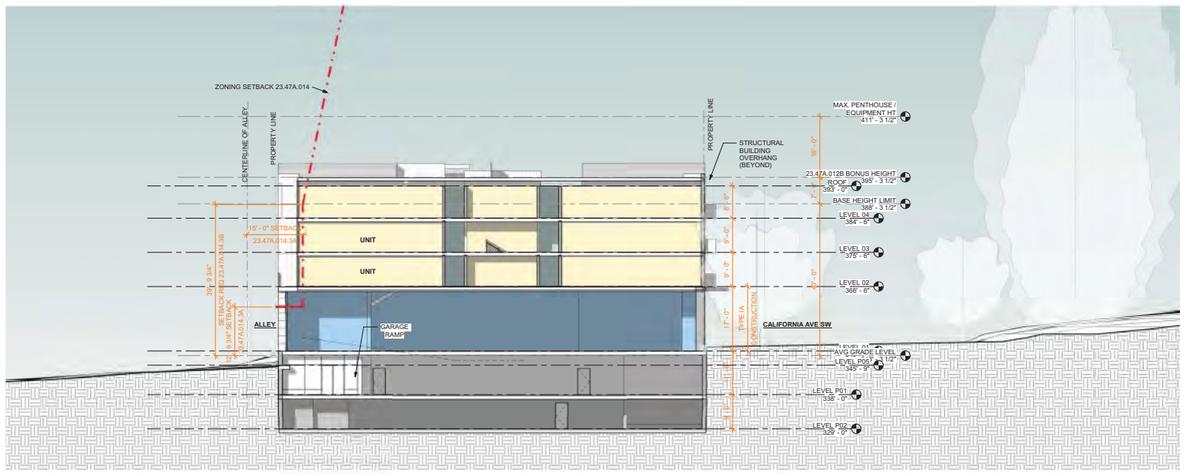


Level 04 - plan diagram

B

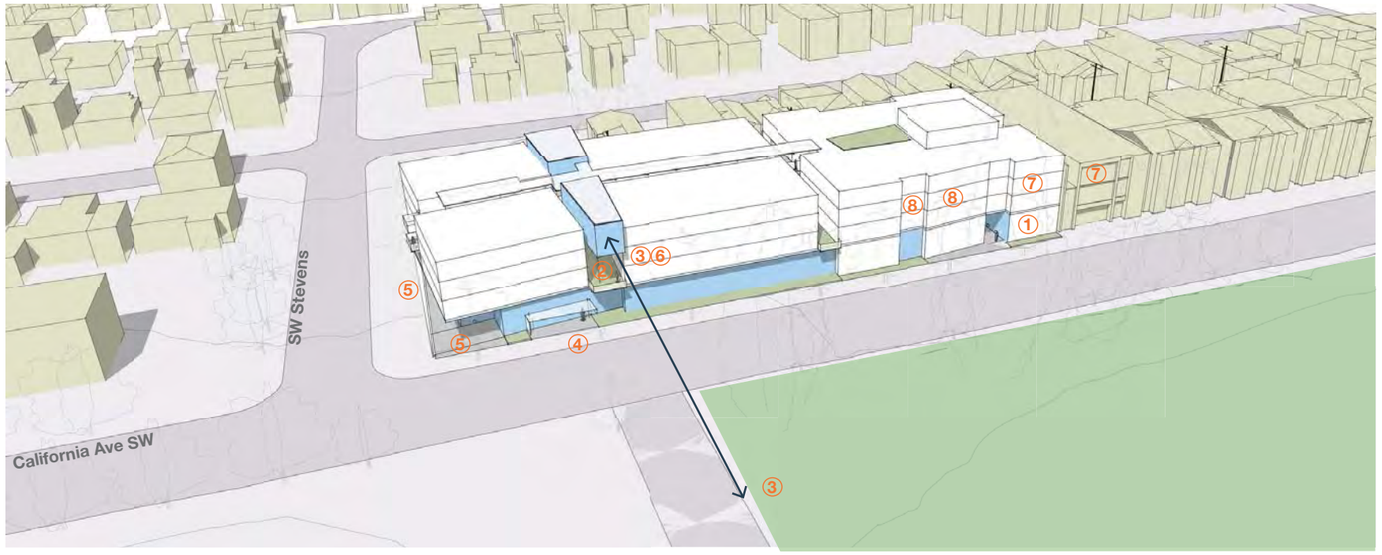


Perspective looking NW



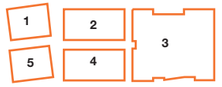
Building Section through Amenity Spaces

C

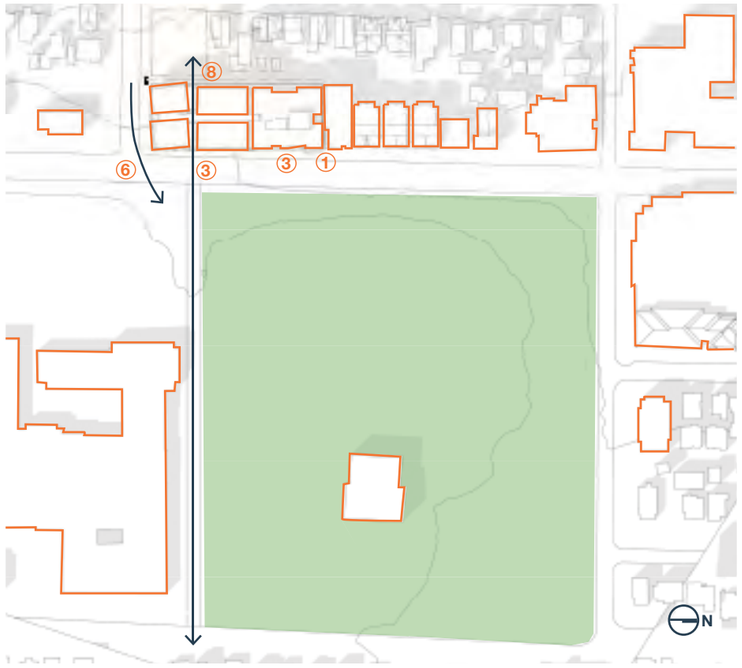


Perspective looking West

‘5 block’ alternative concept



The residential levels are divided into 5 separate blocks as a means to acknowledge the various urban scales in the immediate neighborhood and provide a variety of living experiences. The northern most block is a straightforward, double loaded corridor arrangement modulated to relate the mid-sized commercial structures to the north. The remaining 4 blocks are each independent 3-story structures connected via an exterior, covered circulation spine running north to south. On the 4th floor, “suspended in the gap between the residential structures, are 2 amenity spaces. One to the east and another to the west. Each with 4’ high clerestory roofs and scaled to relate to a similar size of the single family structures near by. The amenity space to the east is positioned on axis to the entry drive connecting California Ave SW and the West Seattle High School. To the west, the amenity space continues the entry axis and is located opposite the existing surface parking lot below. This position allows the space to take advantage of the distant westerly view to the Sound and mountains while not being directly opposite a residential structure. The rotation of the south blocks is intended to increase a corner presence and allow for more south facing space along the sidewalk for the retail entry.



① **Residential Entry location**
PL3A- offer obvious and identifiable entries

② **4th floor amenity room**
CS2D - continuation of existing street patterns of massing and texture

③ **2nd floor exterior residential common amenity**
CS2B - continuation of existing street patterns of massing and texture

④ **bus stop**
PL4C- Take advantage of the presence of transit patrons to support retail uses in the building.

⑤ **Retail Entry location**
PL1A- offer obvious and identifiable entries; provide space for pedestrian interaction

⑥ **CS2B -** strong relationship & interaction with the public realm

⑦ **CS2.I (Admiral Supplemental Guidance) -** reinforce and acknowledge the existing spatial characteristics

⑧ **DC2A -** Consider creating recesses or indentations in the building envelope

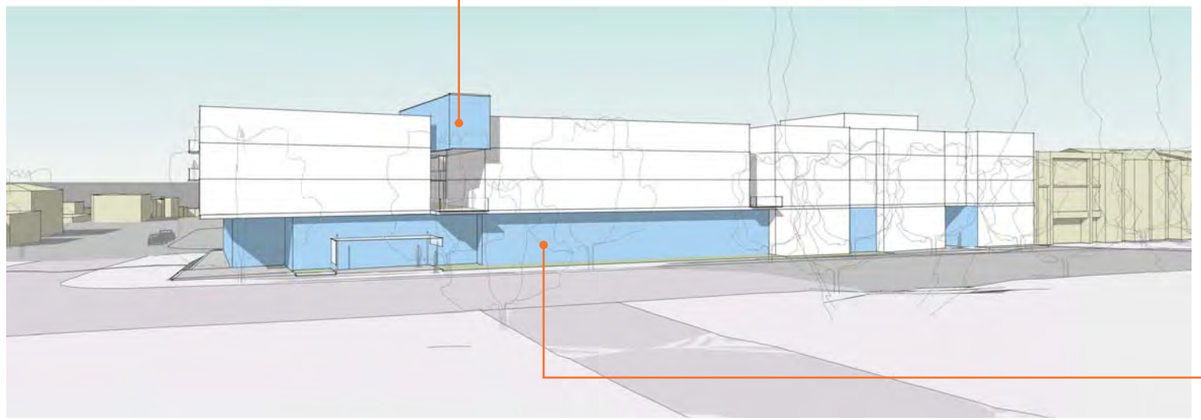
Opportunities:

- massing has a variety of scale relationships with it’s neighbors
- allows for several distinctive amenity spaces relating to adjacent urban conditions
- Rotated south corner responsive to opportunities provided by the intersection and view to the Play Field
- mix of enclosed and open circulation adds variety to residential experiences and choice.
- open circulation block allows increased natural daylight and ventilation to apartment homes
- ratio of 3.14 FAR to 73,480 square feet of living area more efficient than 3-block alternative
- garage entry opposite existing surface lot drive aisle minimizing light and glare impacts to west neighbors

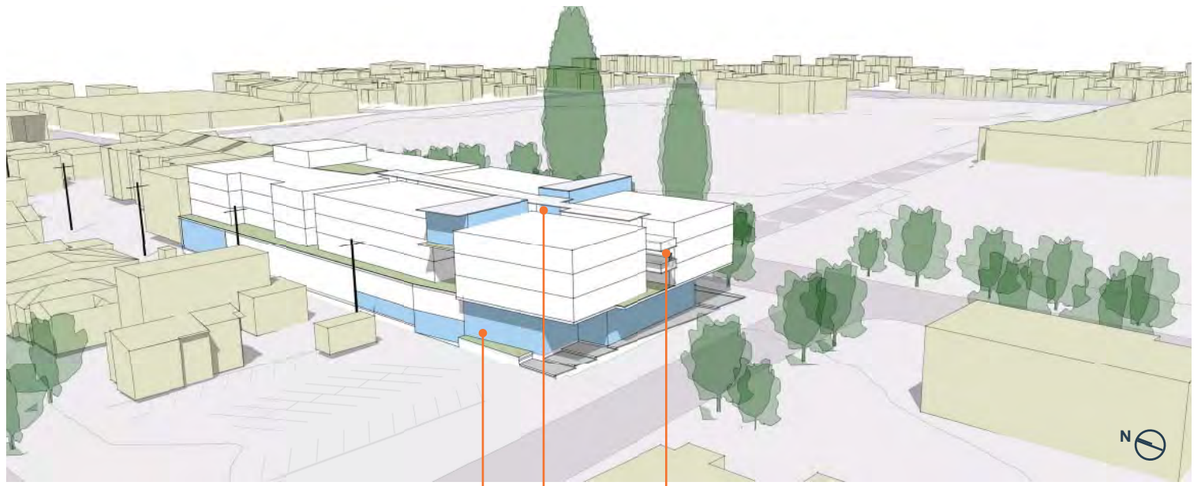
Constraints:

- Departure request on west facade (see departure request pages)

C



Perspective looking NW



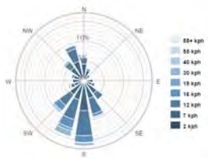
Perspective looking NE

CS2B - strong relationship & interaction with the public realm

extreme example of a projection engaging the public realm

projecting amenity bay fronting California Ave SW aligned with entry drive toward the West Seattle High School forming an edge to the Play Field

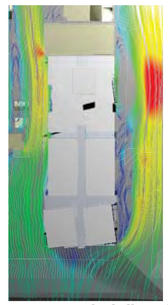
recessed sections of the facade with planting and hardscape combined with transparent storefronts to provide variation and activity to pedestrians



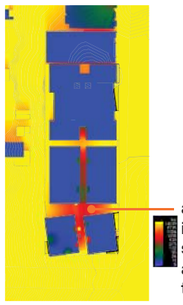
prevailing wind

view of concept circulation spine

average wind pressure diagram
measuring affect of exterior circulation spine to create a protected environment



average wind direction



average daylighting
Sep / march; mid day

approx 2k lux on interior circulation spine - lighting levels adequate for fine tasks such as detailed drawing work

CS1 Natural Systems and Site Features / I. Respond to Site
B. Sunlight and natural ventilation / Solar Orientation

DC2B ARCHITECTURAL AND FACADE COMPOSITION
Facade Composition: Design all building facades—including alleys

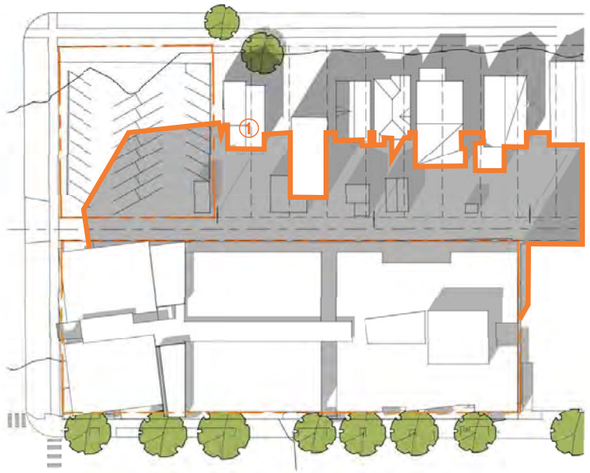
C

9AM

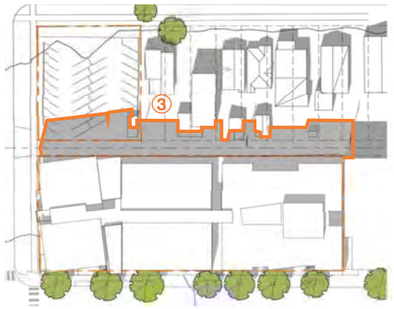
12N

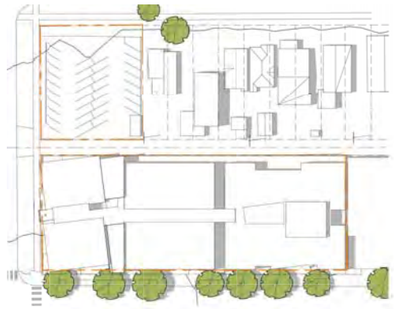
3PM

EQUINOX

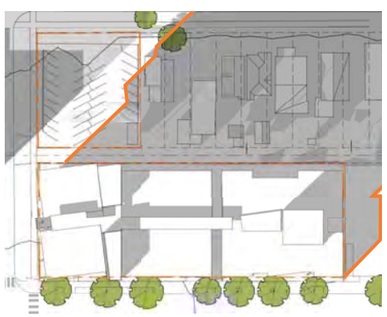


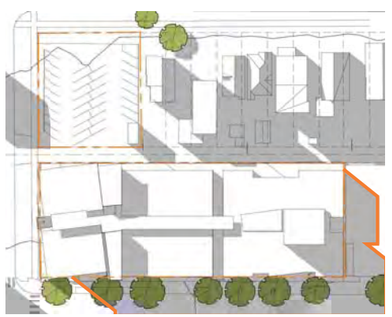
SUMMER SOLSTICE





WINTER SOLSTICE





Shadow Study [8.9]
*Preferred Alternative Shown

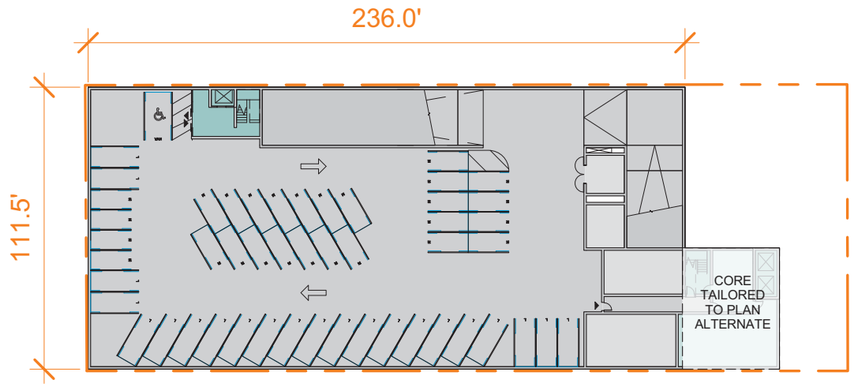
Since the proposed structure lies east and south of it's neighbors, cast shadows has very little impact on adjacent properties.
The location suggests the most sensitive shadow considerations occur in the morning and affect the east properties across from the alley. On average, after 9:30 AM cast shadows from the proposed alternatives falls mainly on the rear yards of the neighbors, not the primary structures. One exception being a non-conforming residential structure that abuts the alley.

① impact of average early morning cast shadow on rear yards of neighbors to the west.

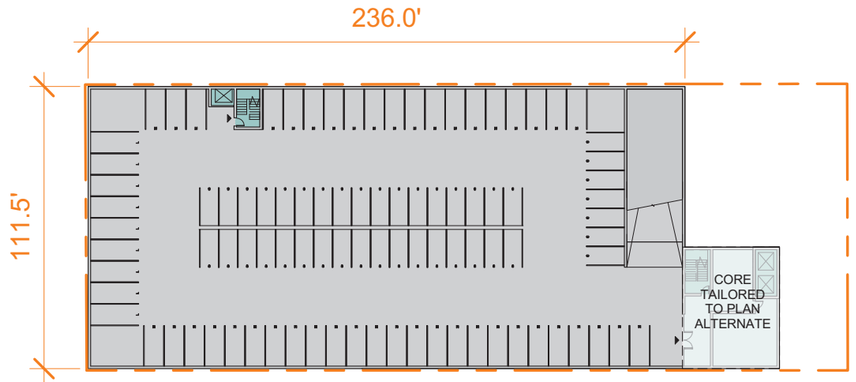
② By 10am no shadows cast onto conforming primary structures

③ Summer mornings with no shadow impacts on conforming primary residential structures to the west

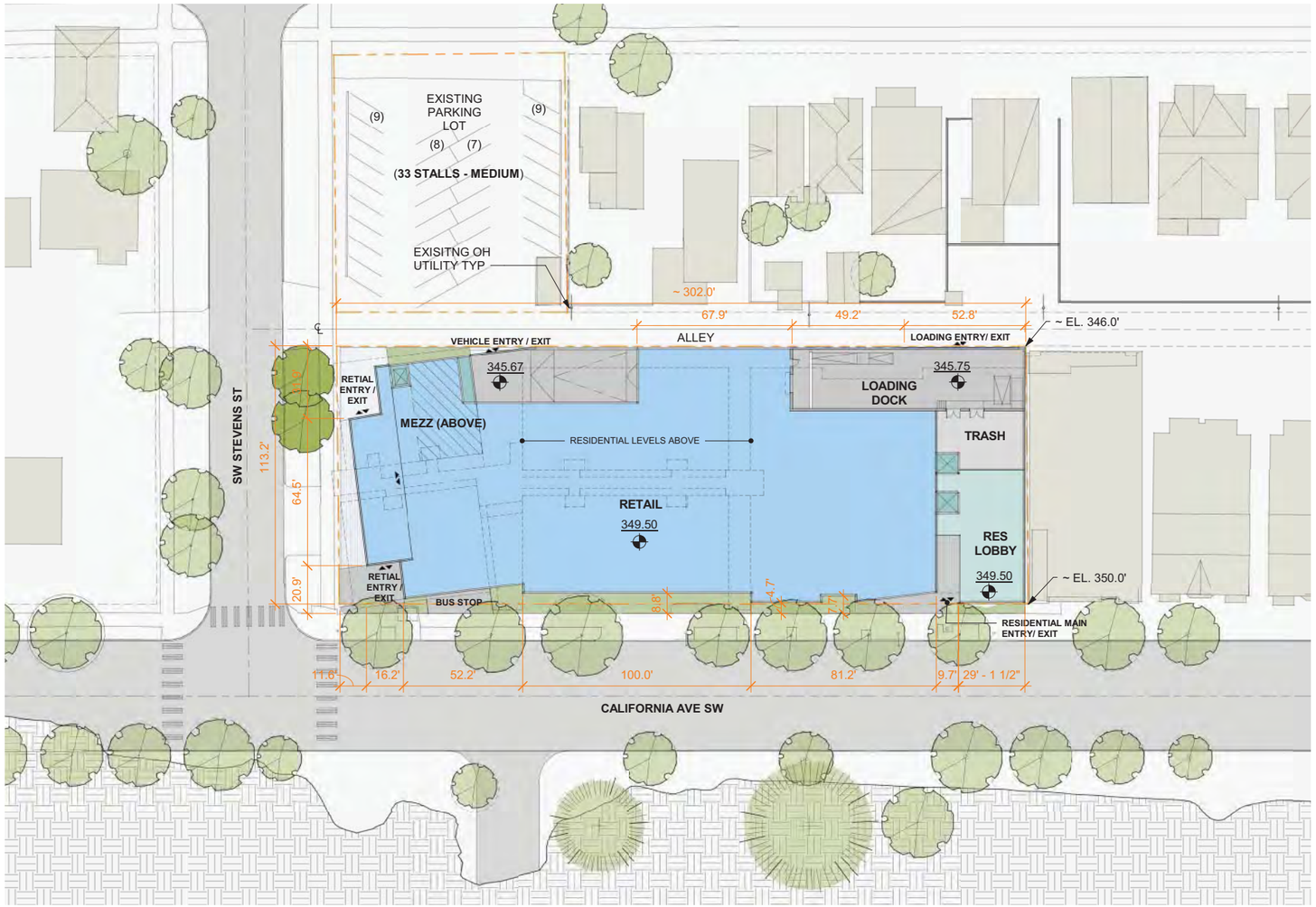
C



Level P01 - plan diagram



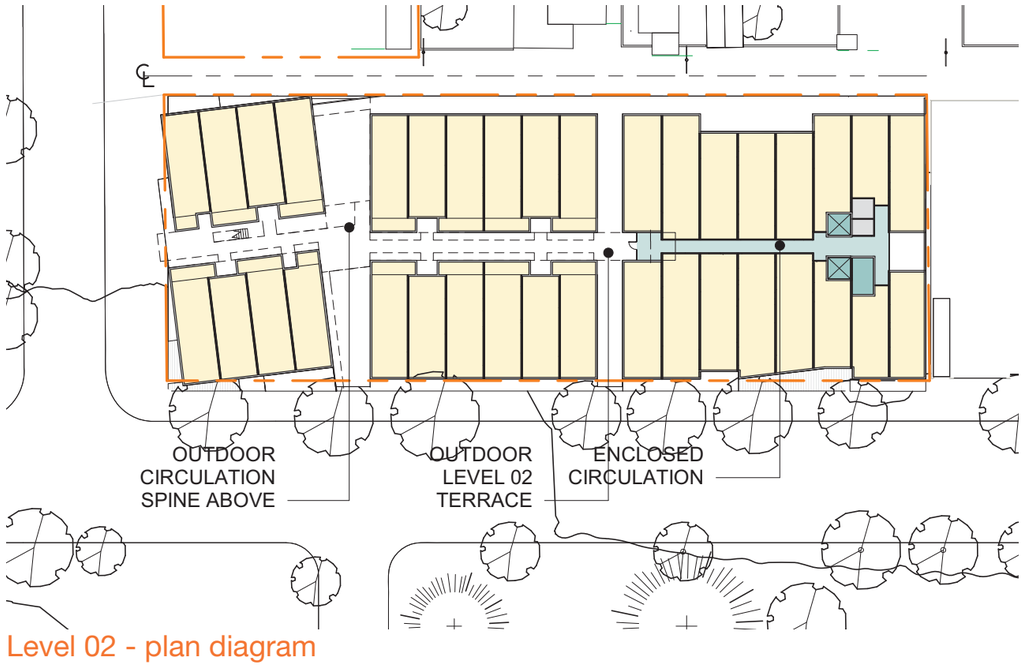
Level P02 - plan diagram



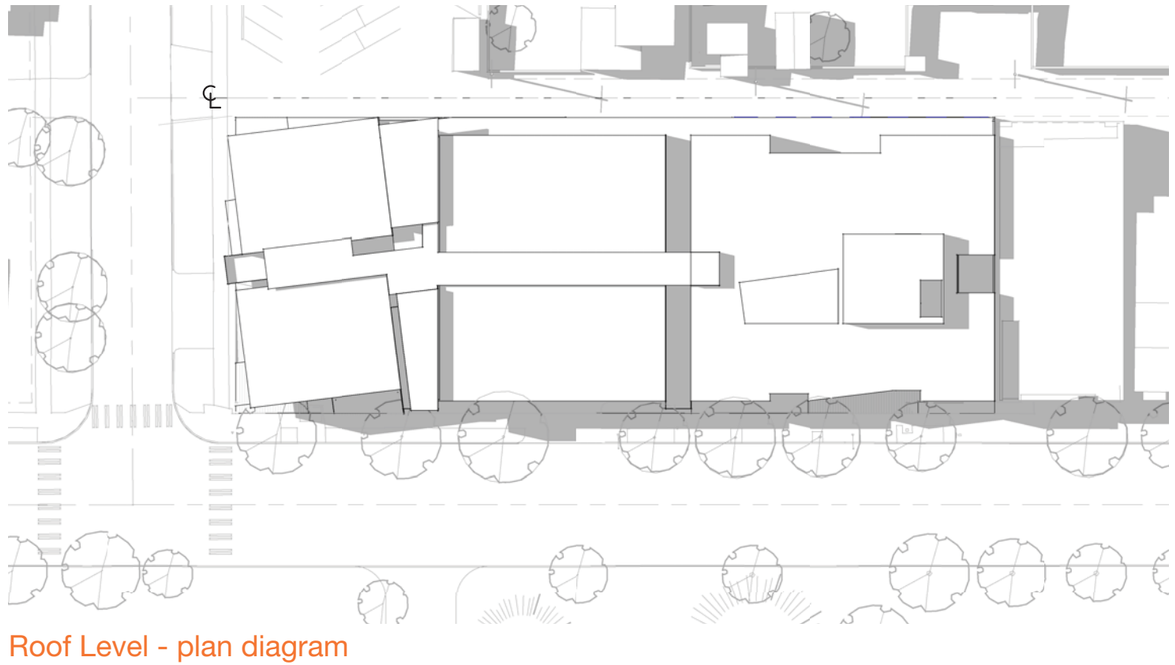
Level 01 - plan diagram

N 0 15 30 60

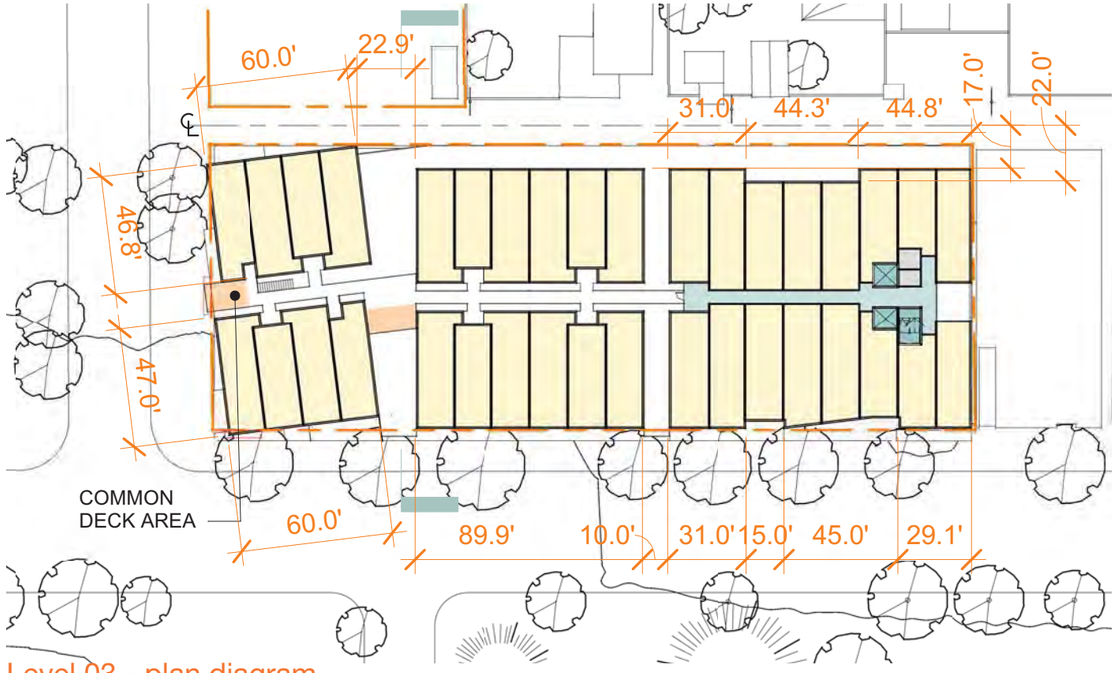
C



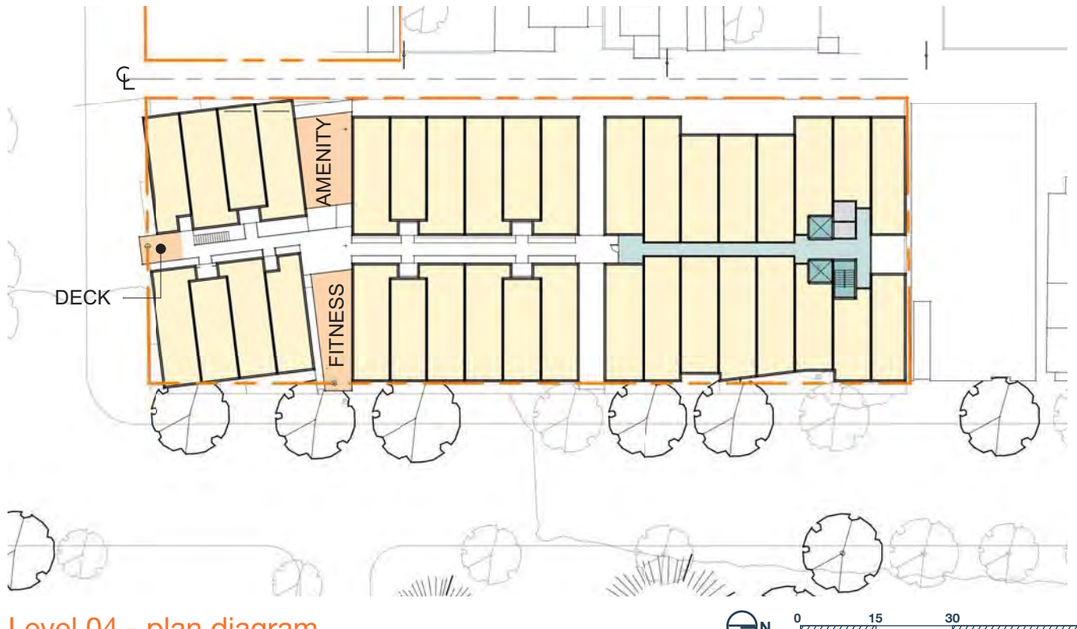
Level 02 - plan diagram



Roof Level - plan diagram



Level 03 - plan diagram

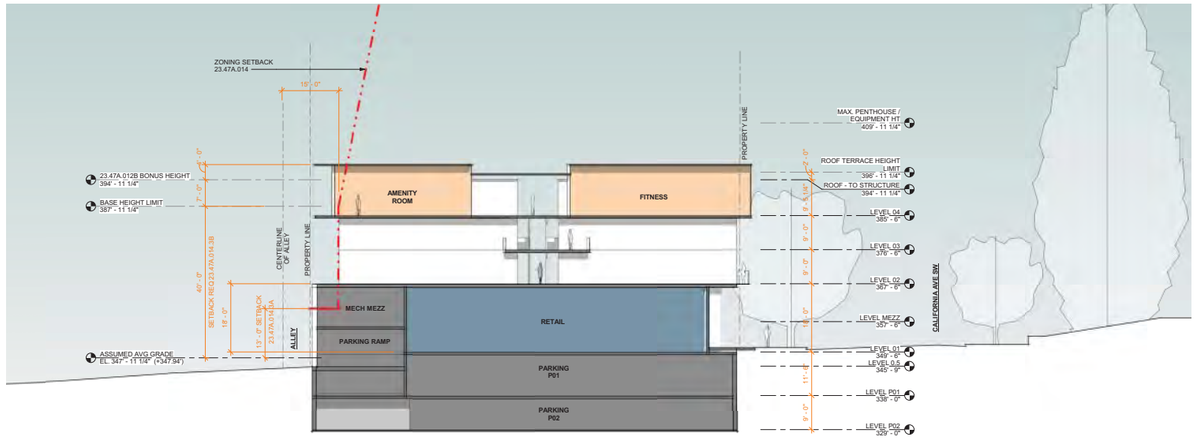


Level 04 - plan diagram

N 0 15 30 60

C

Perspective looking N



Building Section through Amenity Spaces

0 10 20 40

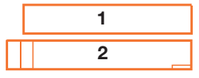
C

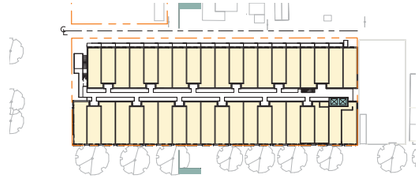
pedestrian view south retail entry

pedestrian view north residential entry

A

2 blocks





Opportunities:

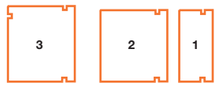
- No departures requested
- Very generous west setback and reduction of massing to the south west corner - respecting the west residential neighbors
- Uses length of street frontage as an opportunity to engage pedestrians along California Ave SW
- Most efficient alternative; best use of natural environmental conditions - daylighting, solar orientation, prevailing winds.
- The most efficient of three alternatives in terms of a 3.0 FAR to 76,000 square feet of living area ratio; achieves the most residential density in the smallest building of the three alternatives.

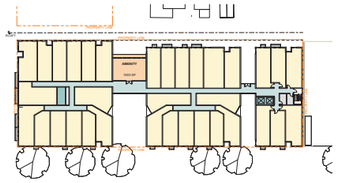
Constraints:

- Relies on windows, balconies and materials to reduce the scale and add variety and interest to the east facade.

B

3 blocks





Opportunities:

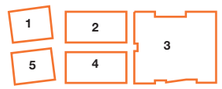
- Memorable outdoor “slot terraces” between blocks supports 3-block concept
- Concept massing compatible with small to medium existing commercial structures along California Ave SW
- Direct massing provides flexibility in selecting building finishes
- Larger “slot terrace” on the second level opens towards Play Field

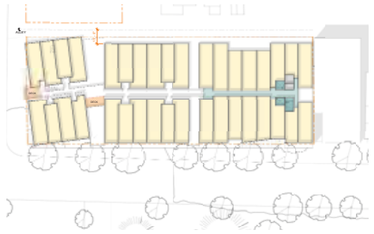
Constraints:

- Departure request for west elevation across from existing surface parking lot and not adding pressure to west single family residences
- Through lot loading berth / curb-cut on California Ave SW requires departure request and type 1 director’s decision
- 3.24 FAR to 72,225 square feet of living area ratio the least efficient of the three alternatives.

C

5 blocks





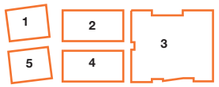
Opportunities:

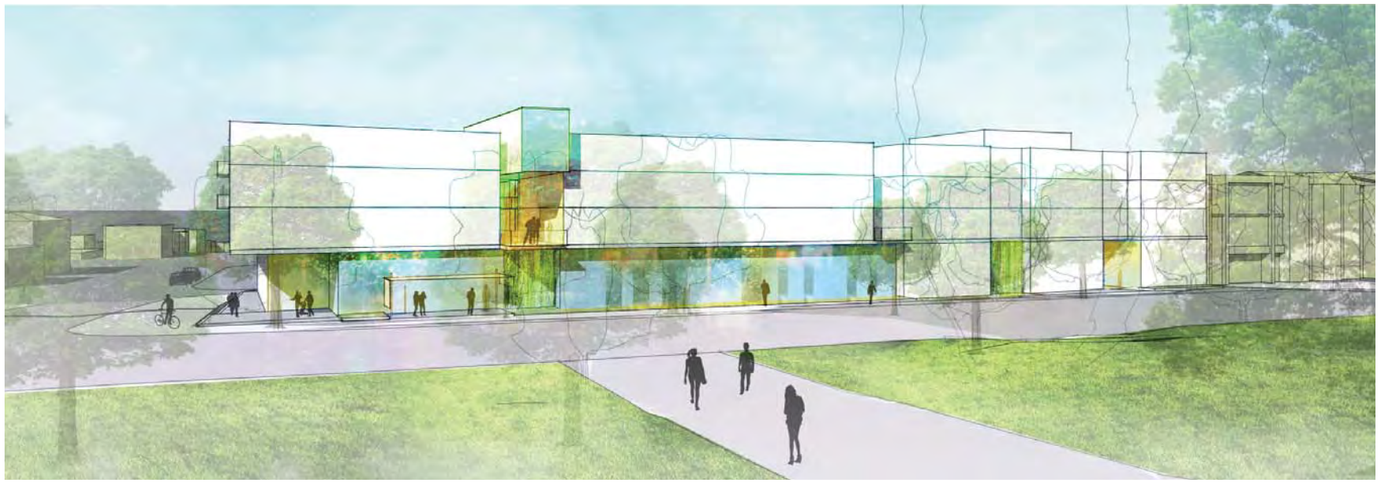
- Massing has a variety of scale relationships with it’s neighbors
- allows for several distinctive amenity spaces relating to adjacent urban conditions
- Rotated south corner responsive to opportunities provided by the intersection and view to the Play Field
- Mix of enclosed and open circulation adds variety to residential experiences and choice.
- Open circulation block allows increased natural daylight and ventilation to apartment homes
- Ratio of 3.14 FAR to 73,480 square feet of living area provided more efficient than 3-block alternative
- Garage entry opposite existing surface lot drive aisle minimizing light and glare impacts to west neighbors.

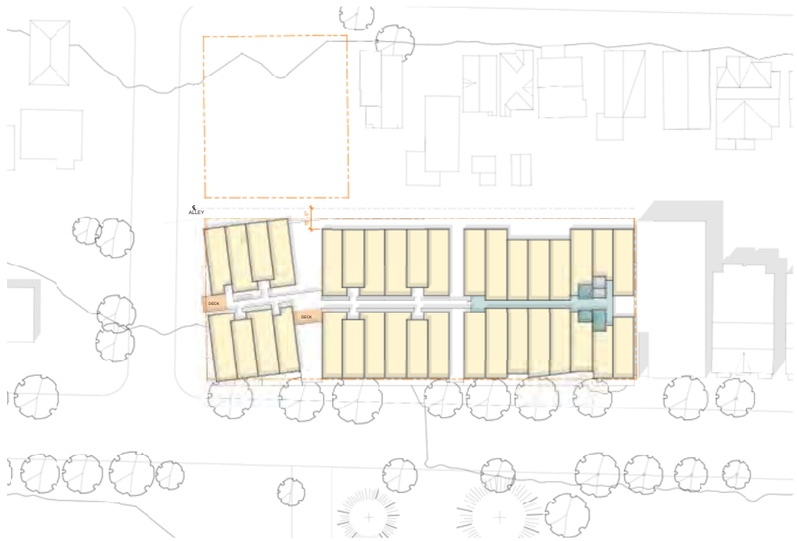
Constraints:

- Departure request on west facade (see departure request pages)

C







4 Project goals

- Provide a meaningful relationship between the site proposal and surrounding area. One that responds to a single loaded “zone-edge” condition within a diverse mix of uses, scales, building types and street character.
- Offer an appropriate residential density consistent with the zoned capacity of the site.
- Facilitate a residential neighborhood social “hub” with proposed commercial space.
- Use environmental conditions, such as exterior open spaces, natural ventilation and daylighting to promote a higher quality living experience for residents. Similar values that are embedded in the spirit of neighborhood parks such as Hiawatha Play Field.

The above design goals are best met with Alternative C.

The base of the building creates an active pedestrian experience. Modulation and transparency along the street front is to promote activity: The south end of the site along SW Stevens provides generous space at the intersection for activities to enter, exit, greet friends and neighbors, or buy Girl Scout cookies. On the corner, inflections of storefronts angling back toward the intersection and park increases visibility of the public activity. Adjacent to the intersection on California Ave SW there is widened space between the existing street trees to accommodate those waiting for a bus. The length of California Ave SW has the opportunity to mix commercial activity and engage the passer-by with a green and leafy edge relationship with the Play field. This experience on the street is punctuated with a quieter residential entry to the north end of the site.

Three stories of residential floors above the base relate to a diverse set of neighboring structures and varied street characters. The division of the building mass into 5 separate “blocks” reduces the scale of the development site to compliment the commercial and public scales on California Ave SW and the residential scale west of the alley. The rotated blocks the south announce the corner and gesture to the play field. Open space between the blocks provides a variety of outdoor spaces, a means to increase daylight and fresh air into residencies and a permeability to the massing. Common amenity spaces on the fourth floor are positioned to offer pleasant views, respect single family neighbors and become distinctive features of the structure tied to its neighbors.

SMC 23.47A.008 - STREET LEVEL DEVELOPMENT STANDARDS

Overhead Weather Protection:
Shall be provided along a minimum of 60% of the street frontage of a structure and shall have the following dimensions:

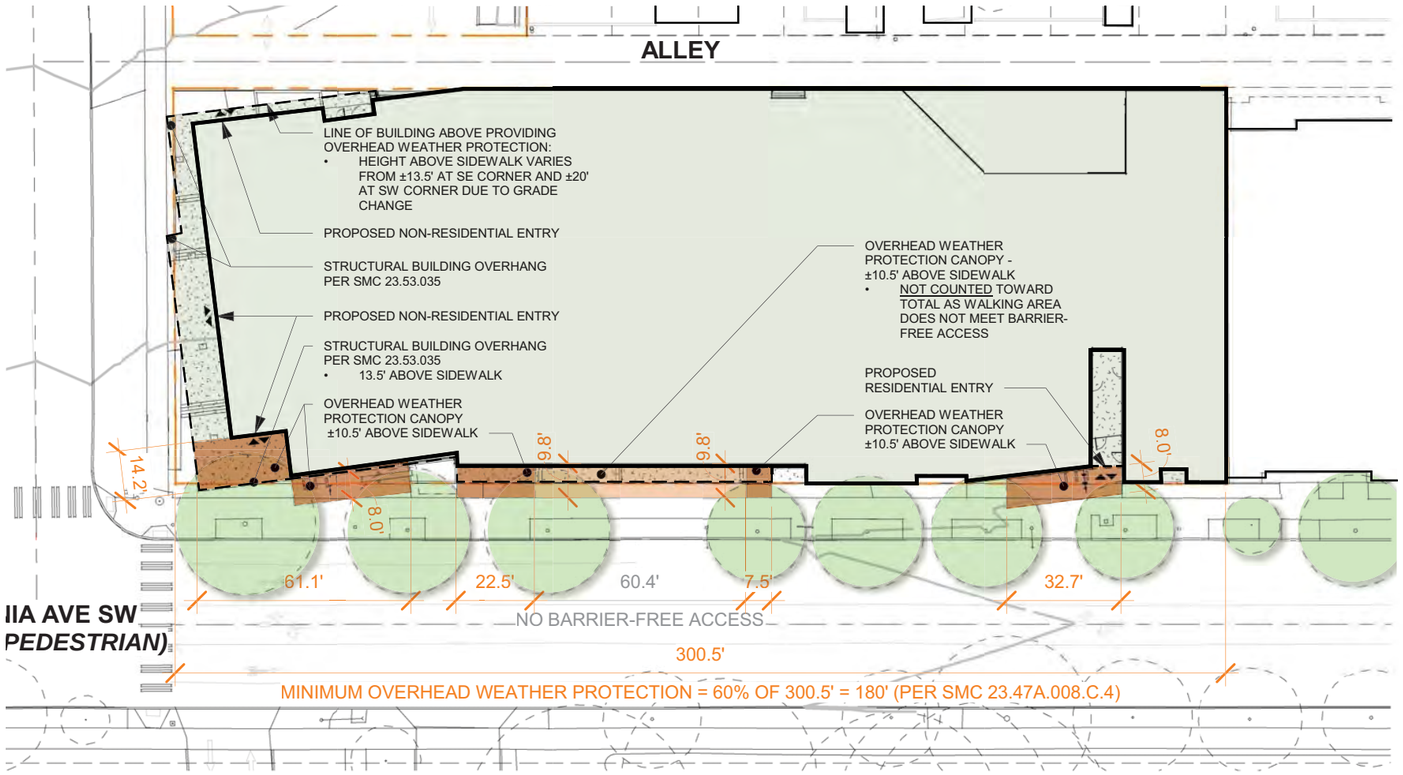
- *Min 6 feet in width, unless there is a conflict with existing or proposed street trees or utility poles*
- *Provided over the sidewalk or over walking area within 10 feet immediately adjacent to the sidewalk.*
- *Projections 6 feet or less: Lower edge shall be 8 feet minimum and 12 feet maximum above the sidewalk*
- *Projections more than 6 feet: Lower edge shall be 10 feet minimum and 15 feet maximum above the sidewalk.*

SEATTLE DESIGN GUIDELINES
PL2.C - Weather Protection

In an effort to accommodate pedestrian activities adjacent to the main entries of the nonresidential use, the proposal exceeds the minimum frontage requirements along SW Stevens St by providing 100% continuous overhead weather protection. This will be achieved by the building overhang above at level 2. The height above the sidewalk will exceed the minimum dimension above the sidewalk due to the slope of the site, however the minimum projection depth will exceed requirements along the majority of the frontage.

Overhead weather protection is provided along California Ave SW at the residential entry, the non-residential entry, over the bike parking and the proposed bus stop. The proposed coverage equates to ±45% of the street frontage. The remainder of the frontage contains building overhangs with bio-retention planting at the sidewalk grade as well as existing street trees that pose potential conflicts to the required overhang dimensions. The combined overhead coverage for both frontages exceeds 60%

Coordination with SDOT and City Arborist is to be conducted to determine if existing street trees interfere with proposed overhead weather protection.



Overhead Weather Protection Plan

	NC2-40 ZONING CODE	REQUIREMENT	PROPOSED	DEPARTURE JUSTIFICATION	DESIGN REVIEW GUIDELINES
2	**SMC 23.47A.008 STREET LEVEL DEVELOPMENT STANDARDS**	Continuous overhead weather protection along a minimum of 60% of the street frontage of a structure is required for minimum and maximum dimensions as outlined in SMC 23.47A.008	±45% total overhead weather protection along California Avenue SW street frontage, with ±15' - ±20' high building overhang acting as the weather protection on the south end of the site. See plan diagram on page 47	The proposal exceeds the minimum frontage requirements along SW Stevens St by providing 100% continuous overhead weather protection. Overhead weather protection is provided along California Ave SW at the residential entry, the non-residential entry, over the bike parking and the proposed bus stop. The remainder of the frontage contains building overhangs with bio-retention planting at the sidewalk grade as well as existing street trees that pose potential conflicts to the required overhang dimensions.	SEATTLE DESIGN GUIDELINES PL2.C - Overhead Weather Protection

SMC 23.47A.014.B.3 - SETBACK REQUIREMENTS

Structures with Residential uses that is across the alley from a lot in a residential zone shall setback 15 feet for portions of structures above 13 feet in height to a maximum of 40 feet. For each portion of the structure above 40 feet, additional setback at the rate of 2 feet of setback for every 10 feet of height above 40 feet. Half the width of the alley may be counted toward the setback.

This setback departure at the street level story along the alley is requested in order to comply with the minimum floor-to-floor height of 16 feet SMC 23.47A.012:

Height limit is 47 feet when the following conditions are met:

- *Residential and multipurpose retail sales are located in the same structure,*
- *Total gross floor area of at least one multi-purpose retail sales use exceeds 12,000 SF*
- *Floor-to-floor height of 16 feet or more is provided for the multi-purpose retail sales use at street level,*
- *The additional height allowed will not allow an additional story beyond the number that could be built if a floor-to-floor height of 16 feet were not provided at street level.*

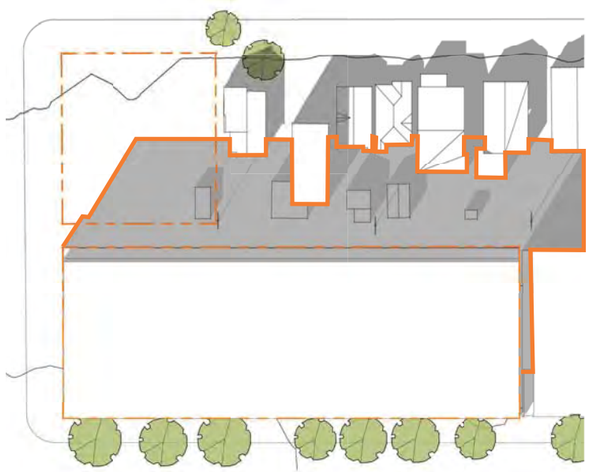
ADMIRAL DESIGN GUIDELINES
CS2.II - Respect for Adjacent Sites

The portion of the building above Level one that sets back less than 15’ from the centerline of the alley is result of the south portion of the building mass being rotated toward Hiawatha Park to emphasize it’s presence by relating it to the corner building entry. This portion of the building encroaches into the setback only adjacent to the surface parking lot to the West.

In an effort to pull the building away from the neighboring residents, the remainder of the building to the north along the alley exceeds the minimum setback requirement above L01 by a minimum of 2’, modulations of 22’, with two sections of the building that cut entirely through the site.

The impacts of the shadows on the neighboring residents to the west in inherently minimal, due to the eastern location of the site. By mid-morning, the shadows of the building have little to no impact on the properties to the west. When looking at an early morning shadow comparison of a compliant setback massing to the proposal, there is little to no difference to the impact of the adjacent sites.

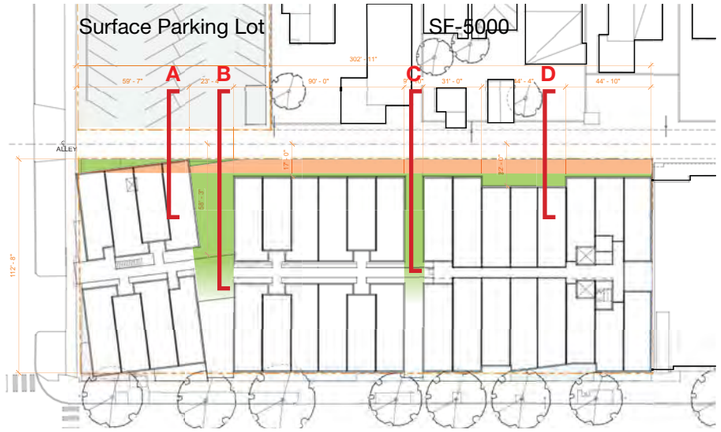
Shadow Study impact Comparison of Adjacent SF-5000 Zone



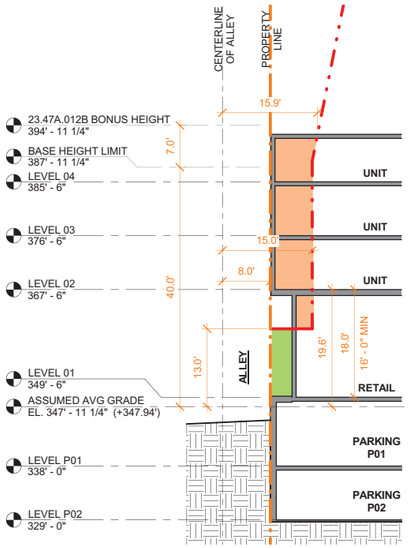
Compliant Massing - March 21, 9am

Proposed Massing - March 21, 9am

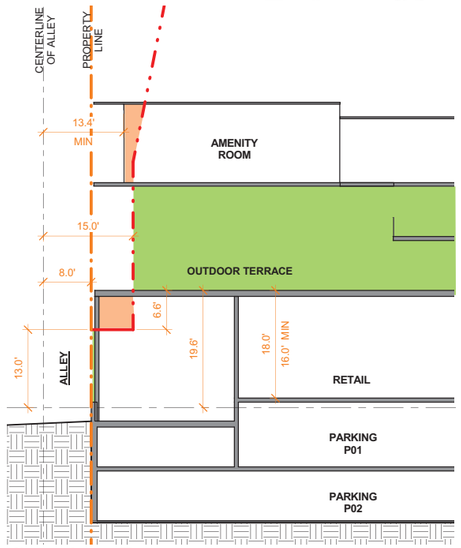
Setback Departures vs Increased Setbacks



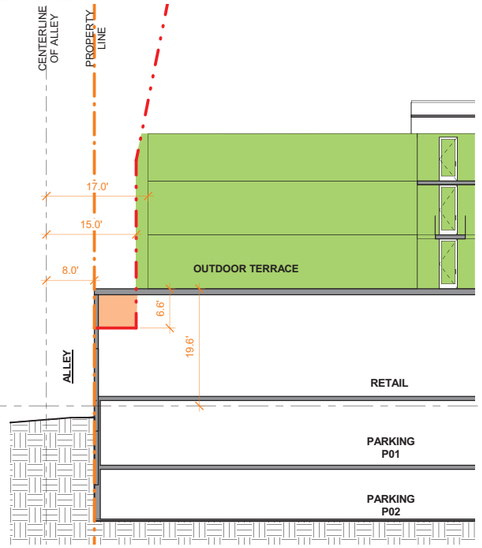
Site Plan



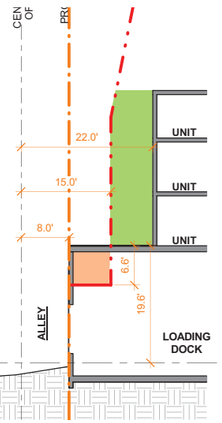
Section A



Section B



Section C



Section D

	NC2-40 ZONING CODE	REQUIREMENT	PROPOSED	DEPARTURE JUSTIFICATION	DESIGN REVIEW GUIDELINES
1	**SMC 23.47A.014.B.3 SETBACK REQUIREMENTS**	For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone, or that abuts a lot that is zoned both commercial and residential if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot, as follows: a. Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet; and b. For each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet	A) At Level 01, a proposed 15’ setback occurring at 19’-7” above the average grade plane, 6’-7” than permitted B) Rotated portion of Levels 2-4 less than 15’-0” from center line of the Alley. See plan and section diagrams on pages 45-46	A) To meet the 7’ height increase permitted per SMC 23.47A.012, the floor-to-floor height of the multi-purpose retail sales use at street level must be 16 feet or more. This requirement conflicts with the setback required at the Alley. B) The portion of the structure Levels 2-4 that is less than 15’-0” from the center line of the alley is across from the surface parking lot, while the rest of the structure to the north exceeds the 15’-0” required setback (17’-0” min).	ADMIRAL DESIGN GUIDELINES CS2.II - Respect for Adjacent Sites