GNC   CALIFORNIA
3024606
5952 CALIFORNIA AVE SW
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Vicinity of site: Fairmont Park Neighborhood
Development Objectives

- Provide 35 Residential Units
- 5 Parking Stalls

This project will consist of efficiency dwelling units. 7500 sf site within LR3 RC zone of the Morgan Junction Residential Urban Village. No parking is required but 5 vehicular parking spots will be provided via existing improved alley. Existing structure to be removed.

Zoning Objectives

- SITE LOCATION: 5952 California Avenue Southwest
- SITE ZONING: LR3-RC
- RESIDENTIAL UNITS: 35
- OVERLAY: Morgan Junction (Hub Urban Village)
- FREQUENT TRANSIT: ECA NO - ECA
- SEPA REVIEW: SEPA REQ
- PARKING REQUIRED: NO PARKING REQ - BUT 5 SPACES PROVIDED
- HEIGHT: 40' BASE MAX HEIGHT +4' W/ HEIGHT BONUSES
- SITE AREA: 7,500 SF
- FLOOR AREA RATIO: 2.0 MAX FAR
- FLOOR AREA: 15,000 SF TO FAR
- SETBACKS: 5' FRONT SETBACK 5' MIN / 7' AVG SIDE SETBACK 10' REAR SETBACK
- AMENITY AREA: 25% OF RESIDENTIAL AREA 7,500 LOT = 1,875 SF

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The site sits within an LR3-RC zone which features a mixture of commercial and residential uses. The zoning adjacent to the site to the west and east consists of a mixture of small multifamily and single family structures. The strip of California Ave. SW directly South of the site is commercial heavy.

Looking at the site from the air presents a homogeneous and sparse environment, in general one or two story buildings interrupted by larger apartment complexes. The neighborhood scale increases on California Ave. S.
The site is surrounded by a uniform fabric of single family houses and multi-family residences. On California Ave. SW, one finds one story retail stores. 4 townhouses parking for 4 vehicles 3 townhouses and a park parking for 12 vehicles GSF: 18,680 SF Project status: EDG accepted
**Neighborhood Analysis**

1. Apartments and retail on the first floor
2. Single family housing
3. West Seattle Church Nazarene
4. New townhouses - 5941 California West Ave.
5. One story retail
6. Back alleyway and parking south of our site
7. Two story apartments with exterior circulation
8. Alleyway and parking north of our site

**Legend**
- Red: Buildings on California Ave. SW
- Orange: Buildings outside of California Ave. SW
- Yellow: Site

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**Site Analysis**

5952 California Ave SW, Seattle, WA 98136

SITE AREA: 7,500 SF

- PROPERTY LINE
- FRONT SETBACK
- UPPER LEVEL SETBACK
- REAR SETBACK
- SINGLE FAMILY ZONE SETBACK
- SIDE SETBACK

Topography:
The site slopes ~6 feet west to east with the northeast corner at ele. ~266.87'. The lowest corner of the site is along California SW Ave, which is at ele. ~260.

Landscaping:
Deciduous Western Red Cedar tree diameter and setback on neighbor’s property on our South property line to be respected
(See pg 9 for site photo)

Legal Description:
LOT 14, BLOCK 28, SEA VIEW PARK ADDITION ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 13 OF PLATS, PAGE 80, RECORDS OF KING COUNTY, WASHINGTON.

* SIDE SETBACK IS 5’ MIN, 7’ AVG
** OUR SECTIONS SHOW 32’ SETBACK FROM PL AS PL IS 28’ FROM SINGLE FAMILY SETBACK

FOR ADDITIONAL ZONING ANALYSIS, PLEASE SEE ZONING CODE PROVISIONS PG 37
Site Analysis

1. Existing house, bus stop and Deciduous Western Red Cedar tree
2. Neighboring house to the South
3. Existing house and neighbor house to the North
4. Back alley
5. Back alley directly behind our site
6. Back alley
7. California Ave. S
1. Commercial spaces have direct at grade access for guests.

2. Several apartment structures are accessed via staircase off California Ave.

3. Townhouse developments feature central car court for vehicle and pedestrian entries.

4. More recent townhouse developments locate parking at the rear of the alley with pedestrian entries located along sideyards.

5. The two single family residences on the block have raised stoop entries which creates a nice entry procession but is difficult for accessibility issues.

entry summary: there is a mix of at grade and raised entries located on this block. Most entries, even those that face California Ave are off centered from the structure. There is also a precedent for entries that are located along the sideyard of a project where users travel down a landscaped walkway before they enter their home.
Examples of Entries / Landscaping at sidewalk

Rockery Wall along sidewalk

Many sites require stair access which is a detriment to ease of accessibility

Concrete, steel and wood architectural gateway to project is inviting threshold

Several townhouse projects on the block feature central driveways / walkways for access

height summary: the recent townhouse developments on the block range from 3 to 4 story buildings, some with rooftop decks.
The other apartment and condo structures on the block also range from 3-4 stories with the commercial and single family structures sitting a couple stories lower at 1-2 on average.
The site is zoned LR3-RC which features a 40' base height limit

material summary: a majority of the structures on this block feature a variety of horizontal lap siding materials of various colors and thicknesses. There is also a prevalence of rockeries that bound the western portion of many sites.
**FLOOR AREA RATIO**

1.5 OR 2.0 MAX FAR
- SITE AREA = 7,500 SF
- 7,500 X 2.0 = 15,000 SF MAX FAR
- STORIES THAT HAVE LESS THAN 4' FACADE EXPOSED DO NOT COUNT TO FAR
- UNDERGROUND STORIES DO NOT COUNT TO FAR
- BIKE STORAGE DOES NOT COUNT TO FAR

**STRUCTURE HEIGHT**

40' MAX BASE HEIGHT
44' MAX HEIGHT W/ PARTIALLY BELOW GRADE STORY
- MAX HEIGHT INCREASED TO 4' WHEN PARTIALLY BELOW GRADE STORY OFFERED THAT HAS MAX. 4' EXPOSED WALL AREA
- RAILING, PARAPETS, CLERESTORIES MAY EXTEND UP TO 4' OVER MAX HEIGHT
- STAIR PENTHOUSES MAY EXTEND 10' OVER MAX HEIGHT
- ELEVATOR PENTHOUSES MAY EXTEND 16' OVER MAX HEIGHT

**SETBACKS**

- 5' MIN FRONT
- 5' MIN / 7' AVG SIDE
- 10' MIN REAR W/ ALLEY
- FRONT UPPER LEVEL SETBACK - 16' ABOVE HEIGHT OF 44'

**AMENITY AREA**

25% OF SITE AREA
- SITE AREA = 7,500 SF
- 25% = 1,875 SF REQ
- 50% OF AMENITY AREA MUST BE AT GROUND LEVEL
- OR AT ROOF IF ELEVATOR PROVIDED

**FACADE WIDTH**

- 150' MAX FACADE WIDTH

**FACADE LENGTH**

65% OF LOT LENGTH
- 150' NORTH LOT LENGTH = 97.5' MAX FACADE LENGTH
- FIRST 4' OF UNENCLOSED BALCONIES NOT INCLUDED IN CALC.

**PARKING**

NO PARKING REQUIRED
- PER SMC 23.54.015. - TABLE B - M
- PROJECT IS WITHIN URBAN VILLAGE AND FREQUENT TRANSIT THEREFORE NO PARKING IS REQUIRED.
- BIKE PARKING SHALL BE PROVIDED PER REQ.

**TRASH**

25-50 UNITS = 375 SF TRASH REQ.
- PROJECT MAY REDUCE SF REQ WITH SPU WRITTEN APPROVAL
1. **push away from alley**

2. **remove mass from rooftop**

3. **push down at the street**

4. **divide massing to respond to South neighbors**
EDG Summary

1: Puzzle Piece
37 SEDU + 4 EDU

- Bike: 29
- Parking: 5
- Allowable Max. FAR: 15,000 SF
- Proposed FAR: 14,222 SF
- Gross SF: 17,955 SF
- MAX allowed height: 44 FT

Positive
- Frontal vertical circulation to California Ave
- Large rear yard setback
- Building mass broken down with offsets in plan

Negative
- Minimal front setback
- Bulk and scale visible from the South

Departures
- Departure required for Amenity Area
- Current Amenity area provided: 1,050 SF
- Required Amenity area required: 1,875 SF

2: Trident
35 SEDU + 4 EDU

- Bike: 27
- Parking: 0
- Allowable Max. FAR: 15,000 SF
- Proposed FAR: 13,006 SF
- Gross SF: 15,794 SF
- MAX allowed height: 44 FT

Positive
- All units to the South have a view to a courtyard
- Massiveness of building is broken down with exterior stairs
- Large front yard setback

Negative
- Elevator / Clerestory volumes on roof
- No parking provided in the lot
- Mass focussed adjacent to single family zoning

Departures
- Departure required for Facade Length
- Current facade length: 106'-6"
- Required max. Facade Length: 97.5'

3: Sawtooth
37 SEDU + 4 EDU

- Bike: 29
- Parking: 5
- Allowable Max. FAR: 15,000 SF
- Proposed FAR: 13,146 SF
- Gross SF: 15,995 SF
- MAX allowed height: 44 FT

Positive
- Building frontage is reduced
- Smallest building footprint on site
- Step down volume from the street
- Parking provided
- Large rear setback
- Modulated form

Negative
- Project is close to the California Ave. S

Departures
- No departure required
Preferred Scheme at EDG

SW Aerial Image
Transitioning between low to mid rise buildings.

W Perspective
Main Entrance off of California Ave.

South Elevation
Southern Facade Visible over Smaller Residences

Ground Floor Plan

Typical Floor Plan

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<table>
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<th>GUIDELINE</th>
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<tbody>
<tr>
<td>1. Massing</td>
<td>Staff recognizes individual merits of all three massing options presented in the EDG packet but supports Option 3 as the better approach to a very narrow infill lot. This option provides opportunities for a better entry transition and connection to the street. Conversely the location of the lobby in relationship to the front entry depicted in Massing Option 1 provides a transition that is dominated by a very large street facing open stairway which does little to provide an identifiable and distinctive entryway into the building. Further the entry transition and lobby in Option 2 are located down a narrow corridor; a potential ambush point that is not well defined nor celebrated as a building entry point nor does it have much of a connection to the street. a. Staff directs the applicant to proceed with Massing Option 3 to further develop façade articulation and detailing designed to create a residential scaled building.</td>
<td>Applicant has furthered design of Option 3 and developed the façade to feature residentially scaled openings to the north and south and larger openings to the west towards the commercial activity along California Ave SW. Other elements have been selected to help create a residential scaled building as well including downspouts, planters, sloped roofs, and horizontal lap siding.</td>
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| **1. Massing** | b. The applicant shall provide additional information; i.e., color elevations depicting the entry transition, and associated landscaping, seating, lighting and other detailing. (CSz-A, CSz-DCa)  
c. Staff recommends the use of high quality materials, architectural screens, emphasis to entrances, and fenestration to be used to create perceived modulation and movement along the facades. (CSzD3, DCzA, DCzB, DCzAa) | This Recommendation packet contains additional graphic information to illustrate the projects materiality, colors, entry, landscaping, lighting.  
Project massing steps in plan to create modulation in the façade. Further modulation is achieved through a sawtooth roof form that breaks up the overall massing of the proposal at the roof line and gives the appearance of several buildings grouped together. Finally, secondary elements like metal downspouts, wood fences and concrete planters are high-quality materials that help articulate the façade at level 1. The overall building material will be a vertical cement board siding that is similar in materiality to many other residential projects in the immediate vicinity and is a high quality and durable material. |

Project at EDG - Monolithic forms with no fenestration or materiality

Project at REC - The building has been developed with durable concrete base, vertical cement board cladding and large street facing windows with smaller openings to the north and south. Additionally the sawtooth roof form remains and a more transparent main entry was created.
### 1. Massing

d. The applicant shall demonstrate how the exterior façade appears looking from the alley and how the entryways work from the parking area.

**Response:** This recommendation packet contains rendered elevations of the east façade at the alley as well as a rendered landscape plan to show planting / screening at alley. Finally, additional 3D images are attached to show how entryways work from the parking area.

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<td>Response: This recommendation packet contains rendered elevations of the east façade at the alley as well as a rendered landscape plan to show planting / screening at alley. Finally, additional 3D images are attached to show how entryways work from the parking area.</td>
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</table>
### 2. Entries and Street Frontage

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<tbody>
<tr>
<td>a. It is still unclear how the transition from the public realm to the private realm works. Reiterating public comment, staff requests additional information and further development on how street level entries compliment the character of the residential neighborhood. At the Recommendation phase, the design packet should also provide enlarged elevations, landscape plans and detailed sections demonstrating how frontage treatment and privacy for the residential units has been achieved. (PL3.A.4, PL3.B.2, PL3.3)</td>
<td></td>
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<tr>
<td>b. Develop a strategy for managing security, that includes establishing clear sight lines and eliminating ambush points while creating an inviting entry space that will draw people into the building. (PL2-B-1,2,3, PL2-I,i, PL3-I)</td>
<td></td>
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<tr>
<td>There will be a main residential entry located off California Ave SW that will have direct and well identified signage and articulation to indicate it as the main entry to the building. The main entry has been adjusted from EDG to better respond to security concerns and to establish clear sight lines between the main entry and the public right of way (sidewalks). The entry will be well glazed to ensure ample visibility into the lobby and help draw people directly into the building.</td>
<td></td>
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**Project at EDG** - Long Dark Entry along north walkway

**Project at REC** - Entry along sidewalk, facing south with more natural light, large windows into lobby and low concrete planters at street.

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DR RECOMMENDATION
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5952 California Ave SW, Seattle, WA

---

21
GUIDELINE

2. Main Entry

c. Echoing public comments, demonstrate where and how tenants will move in and out of the living units. The applicant shall provide additional information on how the access to the bike storage area will work (PL4.B.1, PL4.B.2)

GUIDANCE

RESPONSE

Tenants will be able to move in either at grade along California Ave SW where there is public street parking along both sides of the street. There will also be a large open space at the main entrance for people to easily load and unload their boxes and goods. Furthermore, there will be parking spots provided along the alley in addition to a wide walkway for tenants to easily load / unload into the rear at grade entry to the building.

The bike storage area is located within the building along level 1 that is easily accessed at grade from California Ave SW where most cyclists will be traveling to/from. The enlarged bike room will be located further into the building in order to give precedent to residential units to be located closer to the street and access to light and views as well as to have more eyes on the street rather than another lightwell along the south façade. This bike room will be secured and well lit with ample space for short term and long term cyclists.
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<tbody>
<tr>
<td>2. Entries and Street Frontage</td>
<td>d. Staff is unclear as to how the solid walls along the sidewalk in front of the lobby area in the preferred option work and suggests that the design team develop a series of perspective sketches which show the relationship between the public realm and the bus stop and the private realm.</td>
<td>Response: the main entry was mirrored to the south side of the site to better align with the activity of the bus stop and to provide an enlarged space for people waiting for the bus to gather to allow more space for pedestrians on the sidewalk. There will be a low concrete planter located along the north side of the site that will feature landscaping to help soften the transition between the building and the sidewalk.</td>
</tr>
</tbody>
</table>

Project at EDG - Skinny entry to north - hard to see from bus stop - long tall planter at building with no engagement with the sidewalk

Project at REC - Main entry moved to south to align with the bus stop. Lots of windows in to the lobby and wood seating elements integrated in to low concrete planters at the north side of the building.

Staff is concerned that none of the three options appears to respond well to the pedestrian realm and streetscape. The front entryway in all three options appears not to have been completely designed. The front entry should be more to be more of an architectural statement with greater visual cues, not hidden away. (CS2-C, PL2-A&B, PL3-A, PL4-A, PL3-I)

The front entry has been further designed to be more visible from the sidewalk and act as a much more apparent architectural statement. The paving at the entry will change from the sidewalk to decorative paving to indicate it as the main entry. There will be large windows and a glazed front door to see into the lobby as well as weather protection generated from the roof overhang above. Finally lighting and building signage will assist in wayfinding.

4. Architectural Character

The architectural concept has been further developed with public comment and design guidance in mind.

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<tbody>
<tr>
<td>Pedestrian Realm, Streetscape &amp; Uses.</td>
<td>Staff is concerned that none of the three options appears to respond well to the pedestrian realm and streetscape. The front entryway in all three options appears not to have been completely designed. The front entry should be more to be more of an architectural statement with greater visual cues, not hidden away.</td>
<td>The front entry has been further designed to be more visible from the sidewalk and act as a much more apparent architectural statement. The paving at the entry will change from the sidewalk to decorative paving to indicate it as the main entry. There will be large windows and a glazed front door to see into the lobby as well as weather protection generated from the roof overhang above. Finally lighting and building signage will assist in wayfinding.</td>
</tr>
<tr>
<td>Architectural Character</td>
<td>The design imagery as depicted in the packet has not yet been completely translated into a unifying design approach. Further develop the architectural concept for the next updated recommendation packet.</td>
<td>The architectural concept has been further developed with public comment and design guidance in mind.</td>
</tr>
<tr>
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<tr>
<td><strong>4. Architectural Character</strong></td>
<td><strong>b. Materials and façade treatments will be critical to the success of the massing and as such the applicant should explore texture and variety in the materials to create interest. For the next packet submission, the applicant should include conceptual sketches of material character and application, showing how the façade will be treated.</strong> (DC4-A-1, DC4-C, DC4-D.2)</td>
<td><strong>Staff supports the general arrangement of uses and locations of the ground floor amenity spaces in the preferred option, including the lobby and amenity location. Staff is concerned about the placement of the 957 square feet of amenity space located on the south side of the property and the possibility that this area will become unused dead space and request that further detail and study be presented in the next packet.</strong> (CS2-B-2; CS1-D-1; DC1-A; &amp; DC3-A-1)</td>
</tr>
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</table>

**5. Amenity Space**

This packet contains rendered exterior elevations and material board images that show the variety of materials utilized in the project. These materials include: white vertical cement board siding, white vinyl windows with white trim, dark stained wood fencing, concrete retaining walls, decorative paving at the main entry and in the parking area along the alley as well as ornamental metal accents (gutters, downspouts and entry canopies).

See the rendered landscape plan as well as the following 3d images that illustrate how the amenity area in the front and rear yards shall be utilized with both landscaping and hardscaping elements.
# Responses to Public Comments

<table>
<thead>
<tr>
<th>GENERAL TOPIC</th>
<th>PUBLIC COMMENT</th>
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<tbody>
<tr>
<td><strong>1. Parking &amp; Loading</strong></td>
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<tr>
<td></td>
<td>a) Request to add additional parking spots.</td>
<td>a/b) Project is within Morgan Junction Residential Urban Village as well as Frequent Transit corridor and is therefore not required to provide any parking; however, parking has been provided for 5 vehicular stalls along the existing alley, which is reflective of the typical parking conventions of the area.</td>
</tr>
<tr>
<td></td>
<td>b) Place parking in underground garage</td>
<td></td>
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<td></td>
<td>c) Local businesses will be impacted due to the loss of parking for patrons</td>
<td>c) There will be temporary parking impacts during construction however the project is not introducing new curb cuts and will not block the bus stop.</td>
</tr>
<tr>
<td></td>
<td>d) Cars that are parked on the property will encroach into the adjacent neighbor’s rear yard and garden.</td>
<td>d) All parking stall dimensions and their backing distances has been designed in accordance with the City of Seattle code.</td>
</tr>
<tr>
<td></td>
<td>e) No loading zone for tenants to move in</td>
<td>e) Vehicular parking access can be utilized for parking load and unload only off of the alley.</td>
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<td></td>
<td>f) The alley isn’t designed for increased traffic flow</td>
<td>f) The alley is improved per SDOT standards</td>
</tr>
</tbody>
</table>

<p>| <strong>2. Landscaping, Sun and Water Runoff</strong> | | |
| | a) No Space for trees | a) Ample landscaping has been provided - see landscape plans &amp; 3d images provided in packet |
| | b) Building height is too tall. Project will block sunlight and reduce privacy to the adjacent neighborhood. | b) The building conforms with required max. height requirements as defined by Seattle Municipal Code. Project doesn’t include parapets, stair or elevator overruns, the sawtooth roof provides more light and air than the max development would allow - per page 15 |
| | c) Concern about increased stormwater runoff | c) New bio retention planters will be provided which will be improved from existing condition of gravel paved. completed project will enhance water with civil infrastructure. |</p>
<table>
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<tbody>
<tr>
<td>3. Soil, Excavation, Rats</td>
<td>a) Concerned about soil contamination</td>
<td>a) From the Phase 1 - Environmental Report - There is not a potential for significant or widespread environmental conditions based off of the phase 1 environmental study. During demolition if petroleum contaminated soil (pcs) is encountered, the contractor is to stop work and remove the contamination, disposing it at the local pcs facility. Before demolition, an asbestos and lead paint survey is to be conducted to verify if these materials are present. If found, remediation methods from an asbestos certified contractor is required.</td>
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<tr>
<td></td>
<td>b) Adjacent properties will be impacted due to excavation</td>
<td>b) The project provides ecoblock shoring to eliminate impact on adjacent buildings and within the site.</td>
</tr>
<tr>
<td></td>
<td>c) Concern about rats after demolition of existing structures</td>
<td>c) Rat Abatement procedures will be followed as required by the City of Seattle.</td>
</tr>
<tr>
<td>4. Units, Business, Noise</td>
<td>a) Efficiency units should be changed to apartments or townhomes and incorporate a more ‘sympathetic’ design for livability.</td>
<td>a) The development objective is to provide affordable unit types in this increasingly dense area of West Seattle. Existing services and accessibility make this site a great place to live for efficiency units in a walkable community. The units have been designed for adaptability. Additionally, the building contains a mixture of efficiency units, 1-bedrooms and loft units.</td>
</tr>
<tr>
<td></td>
<td>b) Increase in the amount of noise and foot traffic that will impact families living in the neighborhood</td>
<td>b) front door and all foot traffic is coming off of california ave and going to the bus. traffic minimal</td>
</tr>
<tr>
<td></td>
<td>c) Concerned that the removal of the professional garage business will impact employees.</td>
<td>c) this new project will add density and economic growth opportunities for local businesses that residents will patronize.</td>
</tr>
</tbody>
</table>
Rendering of West Facade along California Ave
**Landscape Development**

1. **Pervious Paver Parking Area along alley**
   - Mix of low to medium plants as well as three trees at building face.

2. **Three trees to provide buffer to adjacent uses. Level 1 planters to provide light to basement units.**

3. **Pervious Pavers along walkway. Low plants along property line and tree at building setback**

4. **Raised Planter at sidewalk to provide buffer at sidewalk towards building with two trees to help screen the building.**

5. **Pervious Paver patio along sidewalk to differentiate walking surface with concrete sidewalk.**

6. **Raised planter with trees along south west corner of site to help screen neighboring walkway to south.**

7. **Pervious Paver patios along south property line with a 6'-0" tall stained cedar fence to provide privacy.**
Landscape Images

1. SW Corner at California
2. NW Image at sidewalk on California Ave
3. SW Image of Planter along south property line
4. South private patios with stained cedar fencing
5. All 4 private patios along south property line
6. SE Image of hedge along south property line and fencing
7. Pervious pavers for parking at alley
8. Exit at NE corner with planters and fencing
9. Lightwells and planters along north property line
10. Planter and seating along sidewalk main entry
West Exterior Elevation

Material Legend
1. Vertical Cement Board Siding - White
2. Metal Accents - White
3. Aluminum Storefront - White
4. Vinyl Windows - White
5. 4" TK Cedar Fencing - Stained Dark
6. Concrete Base & Raised Planters

5952 California Ave SW, Seattle, WA
Material Legend

1. Vertical Cement Board Siding - White
2. Metal Accents - White
3. Aluminum Storefront - White
4. Vinyl Windows - White
5. 4" TK Cedar Fencing - Stained Dark
6. Concrete Base & Raised Planters

North Exterior Elevation

DR RECOMMENDATION

5952 California Ave SW, Seattle, WA

© HYBRID ARCHITECTURE AND ASSEMBLY
1205 E PIKE STREET, SUITE 2D, SEATTLE, WA 98122

206.267.9277
www.hybridarc.com
South Exterior Elevation

Material Legend
1. Vertical Cement Board Siding - White
2. Metal Accents - White
3. Aluminum Storefront - White
4. Vinyl Windows - White
5. 4" TK Cedar Fencing - Stained Dark
6. Concrete Base & Raised Planters
East / West Building Section - Looking North
1 Bright and Height
Vertical White Cement Board Cladding & White Vinyl Windows

2 Wood Fencing - Rear & Side yards
Black stained cedar fencing to enclose side patios

3 Glazing at Entry
Large windows at the sidewalk provide views in/out of entry

4 Solid Base
Poured in place concrete foundation and planters
**Concept Development**

**Material Board**

- **SW7005 - Pure White**
  - Cement Board Cladding
  - Roof, Interior Courtyard & Base

- **White Window Frames**
  - Vinyl Window Frames
  - White Finish

- **Concrete**
  - Foundation / Walls at Ground Floor
  - Stair Treads

- **Metal Accents**
  - White - Railing, Vent Hoods, Accents (UC43350 - Duranar - Bone White)

- **Wood - Fencing**
  - 3" thick cedar planks used as seating elements
  - Clear Coating

- **Pervious Pavers**
  - Interlocking Square and Rectangular Precast
  - Concrete Pavers

- **Wood - Accents**
  - 3" thick cedar planks used as seating elements
  - Clear Coating

- **Wood - Fencing**
  - 3x4x16 Cedar Plank Fencing
  - Stained with Solid Ebony Stain

- **Wood - Accents**
  - 3" thick cedar planks used as seating elements
  - Clear Coating

- **Pervious Pavers**
  - Interlocking Square and Rectangular Precast
  - Concrete Pavers

- **Concrete**
  - Foundation / Walls at Ground Floor
  - Stair Treads

- **Metal Accents**
  - White - Railing, Vent Hoods, Accents (UC43350 - Duranar - Bone White)

- **Wood - Accents**
  - 3" thick cedar planks used as seating elements
  - Clear Coating

- **Pervious Pavers**
  - Interlocking Square and Rectangular Precast
  - Concrete Pavers

- **Concrete**
  - Foundation / Walls at Ground Floor
  - Stair Treads
Lighting Legend
1. Surface Mount - Pathway Lighting
2. Interior Ceiling Mount Downlight
3. Wall Sconce - Motion Sensor Security Light
4. Canopy Mount Downlight
5. Pathway Landscape Lighting
6. Landscape Lighting
### Point A

- **FAR Level 5**: 2996 SF
- **FAR Level 1**: 923 SF

### Averages and Grades

<table>
<thead>
<tr>
<th>Plane</th>
<th>Partly Below Grade Calculations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Req. AA @ ground level</strong>: 938 SF</td>
<td></td>
</tr>
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### G0.3.1 - Zoning Code

- 1" = 30'-0"

### Name Level Area

<table>
<thead>
<tr>
<th>40' - 0&quot;</th>
<th>4' - 0&quot;</th>
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</thead>
</table>

### Amenity Schedule

- **FAR Schedule**
  - 264.75
  - 14378 SF

### Story Height

- Max Height: 264.4
- Point C: 261.5
- Street Trees are required if any type of development is proposed.

### Alcove Requirements

- Per SMC 23.45.514.E: Shed or butterfly roof may extend 3-50 feet of a single family zoned lot.
- Height limit is 30 feet on portions of lots that are within.

### Limits—Lowrise

- Per SMC 23.45.514 Table A: Note 1

### Average Height of Exterior Facades at Level 1:

- **East Facade Diagram 1**: 40' - 0"
- **Max Height**: 294.4
- **35' - 0"**: 0' - 8 1/2" Existing Grade

### Separations

- Setbacks and Limits—Lowrise
  - **Total Includes Screened Mechanical Equipment**

### Dr. Recommendation

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### Permits and Approvals

- MUP Intake 2.9.2017
- MUP Correction Cycle 1 08/08/2017
- BP Correction Cycle 1 08/08/2017
- BP Correction Cycle 3 05/22/2018

### Legal and Compliance

- Nothing in this document shall be construed as providing legal advice or creating an attorney-client relationship. This document is subject to non-disclosure agreements and copyright laws.
**Design Guidelines: Morgan Junction**

**CS2: URBAN PATTERN & FORM**  
Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

**II. Height, Bulk and Scale Compatibility**

i. Respond to adjacent residential uses with a sensitive transition in scale and massing; for instance, stepping back building height and/or breaking up building mass.

ii. Consider shadows cast from proposed structures, in order to maximize the amount of sunshine on adjacent sidewalks throughout the year.

The massing of the building has been broken up in several ways to reduce its overall bulk and scale. The building has been setback considerably from the alley in plan. The street facing and alley facing masses have been stepped down in height to reduce the shadows cast along the street. Finally, the building features a sawtooth roof form with no roof deck or stair / elevator penthouses in order to drastically reduce the mass at the top of the building so that shadows are reduced to the adjacent northern property.

**CS3: ARCHITECTURAL CONTEXT AND CHARACTER**  
Contribute to the architectural character of the neighborhood.

**I. Height, Bulk and Scale**

i. For commercial and mixed-use developments ... not applicable

**PL1: CONNECTIVITY**  
Complement and contribute to the network of open spaces around the site and the connections among them.

**I. Streetscape Compatibility**

i. Consider retaining or increasing the width of sidewalks. Wider sidewalks make for more interesting and active streets, while still allowing for adequate pedestrian movement.

The width of the sidewalk along California Ave was retained.

**PL2: WALKABILITY**  
Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

**I. Human Activity**

New development should be sited and designed to encourage human activity on the street.

i. Overhead cover along the sidewalk can provide for pedestrian comfort.

While overhead cover has not been provided at the sidewalk, due to the building’s setback from the front property line, overhead cover has been provided at the building’s main entry.

**PL3: STREET LEVEL INTERACTION**

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

**I. Streetscape Compatibility**

ii. Residential development guidance: Shallow setbacks and minor grade separations between the first floor and sidewalk where residential uses occupy the ground floor can promote privacy and also accommodate entry porches and stoops.

The main residential entry to the building is setback from the sidewalk to provide a slight degree of privacy from the noise of the street.

**II. Human Activity**

i. Promote active, pedestrian-oriented uses with a high degree of transparency along the street; uses should be readily discernible to the passer-by.

The main residential entry features large glazing that looks into a shared amenity space for residents of the building that shall encourage visual interaction with people on the sidewalk.

**III. Pedestrian Open Spaces and Entrances**

i. Entryways can link the building to the surrounding landscape.

ii. Building entrances should emphasize pedestrians over vehicles.

Vehicles are separated from the main pedestrian entry with parking along the rear alley of the project. In addition to the openness and visibility of the main entry along California Ave there is a raised concrete planter at the north end of the entry to connect residents and guests to the natural environment as they enter / exit this threshold.
II. Screening of Dumpsters, Utilities and Service Areas

I. Human Scale

- Consider service facilities as an integral part of the site plan; avoid siting service areas and mechanical equipment as an afterthought.
- Service, loading and storage areas should be located away from facing public streets, residential neighborhoods or other important civic spaces; where possible, take service access away from the street edge.
- Adjacent sensitive land uses can be buffered from the undesirable impacts of service facilities with landscaping or cohesive architectural treatments.
- Consider locating screened, roof-mounted mechanical equipment away from the street edge.

DC2: ARCHITECTURAL CONCEPT

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

I. Human Scale

- Establish a rhythm of vertical elements along the streetlevel façade to create a pattern of display windows and shop entrances consistent in scale with existing commercial buildings in the business district.
- Design elements such as multiple storefronts, shop entrances, exterior light fixtures, awnings and overhangs can add interest and give a human dimension to street-level building facades.
- Show creativity and individual expression in the design of storefronts; for instance, unique signs and tile work can add artistry and craft to the streetscape.
- Exterior light fixtures, canopies and awnings should be sized to the scale of the building and sidewalk.

These elements are not applicable to this project as it does not contain commercial uses and is not in a business district.

II. Streetscape Compatibility

- Consider pedestrian-scale street lighting to promote a unified and attractive business district streetscape.

III. Exterior Finish Materials

- Consider each building as a high-quality, long-term addition to the neighborhood, exterior design and building materials should exhibit permanence and quality appropriate to the "small town" urban village setting.
- Materials, colors and details can unify a building’s appearance; buildings and structures should be built of compatible materials on all sides.

DC3: OPEN SPACE CONCEPT

Integrate open space design with the design of the building so that each complements the other.

I. Streetscape Compatibility

- Provide street trees in tree grates or in planter strips, using appropriate species to provide summer shade, winter light and year-round visual interest.
- landscaped open spaces as part of new commercial or mixed-use developments should be visible from the street.
- Providing landscaping on upper levels of neighborhood commercial buildings, where feasible, is encouraged.

II. Landscaping to Enhance the Building and/or Site

- iv. Consider locating screened, roof-mounted mechanical equipment away from the street edge.

DC4: EXTERIOR ELEMENTS AND FINISHES

Use appropriate and high quality elements and finishes for the building and its open spaces.

I. Streetscape Compatibility

- Consider pedestrian-scale street lighting to promote a unified and attractive business district streetscape.

II. Exterior Finish Materials

- i. New developments are encouraged to provide lighting on buildings and in open spaces. This includes: exterior lighting fixtures above entries; lighting in parking areas and open spaces; and pedestrian street lights near sidewalks. To the degree possible, a constant level of light providing reasonably good visibility should be maintained at night. Bright spots and shadows should be avoided. Highly vulnerable areas and those that could conceal a potential attacker should be illuminated more brightly than areas designed for normal activity.

- iii. Consider employing durable and high quality materials, encouraging those materials that show permanence and quality, minimize maintenance concerns, and extend the life of the building. Examples of appropriate building materials include: brick, terracotta or tile, masonry, and various types of wood, or hardi-board.

- Durable and quality materials at the street level, including metal and transparent glass, are encouraged for commercial spaces.

- The building is to be clad in a durable and high quality vertical hardi-board siding that will unify the facades in a consistent palette across all 4 facades of the building. The base of the building will be of concrete and large transparent goss will be featured at the main building entry by the sidewalk.

- The project will feature lighting at the main entry to guide residents and guests into the building. There will also be security lighting at the rear exit to the building and in several landscaped areas to provide diffuse lighting that will be shielded from neighboring sites. See lighting plan on previous spread.

- ii. Providing landscaping on upper levels of neighborhood commercial buildings, where feasible, is encouraged.

- iii. Consider pedestrian-scale street lighting to promote a unified and functional design that fits well on the site and with its surroundings.

- iv. Exterior light fixtures, canopies and awnings should be sized to the scale of the building and sidewalk.

- These elements are not applicable to this project as it does not contain commercial uses and is not in a business district.

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**Design Guidelines: Seattle**

**CS1: NATURAL SYSTEMS AND SITE FEATURES**

Use natural systems and features of the site and its surroundings as a starting point for project design.

**B. SUNLIGHT AND NATURAL VENTILATION**
- Sun and Wind: 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.

**D. PLANTS AND HABITAT**
- On-Site Features: Incorporate on-site natural habitats and landscape elements such as: existing trees, native plant species or other vegetation into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

**B: Sunlight and Natural Ventilation:** The project creates outdoor courtyards for the residents of the building. The courtyard allows for natural ventilation.

**Orientation of residential units:** The apartments are oriented along and East - West axis to minimize solar exposure and increase cross ventilation.

**D: Plants and Habitat:** By preserving the Western Cedar tree (neighbor’s tree) on the Southern edge of the property, the mass of the building is broken down.

**CS2: URBAN PATTERN & FORM**

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

**C. RELATIONSHIP TO THE BLOCK**

- **Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means.

**C: The massing of the building responds to the buildings adjacent to the site by breaking down the roof form and massing to reflect the scale of a single family residences along Raymond St.**

**D: The height of the structure is smaller on California Ave. SW, responding to the scale of the single family and multi family buildings on the street. The triangulated roof line is lowest when facing the back alley way so as to accommodate the small scale residential character of the houses on the back alley.**

**CS3: ARCHITECTURAL CONTEXT AND CHARACTER**

Contribute to the architectural character of the neighborhood.

**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.
- **Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles, as expressed through use of new materials or other means.

**A: The neighborhood is constituted of townhomes and apartments to the north and smaller lots/buildings to the south. The project will acknowledge the current architectural context, by addressing in its triangulated roof design.**
PL2: WALKABILITY
Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

B. SAFETY AND SECURITY
• Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.
• Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

C. WEATHER PROTECTION
• Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

B: Outdoor plazas and entries shall be well lit and located along the sidewalk and along the circulation stairs, allowing for a secure pedestrian open space.
C: Weather protection at the entry shall be designed at entries and stairways. Gutters shall be designed to be visually integrated in the design.

PL4: TRANSPORTATION
Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

A. ENTRY LOCATIONS AND RELATIONSHIPS
• Serving all Modes of Travel: Provide safe and convenient access points or all modes of travel.

This project shall serve all modes of travel. In the project, we provide parking, a bike storage room and also assist residents to utilize public transit.

DC1: PROJECT USES AND ACTIVITIES
Optimize the arrangement of uses and activities on site.

B. VEHICULAR ACCESS AND CIRCULATION
• Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:
  • a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use.
  • b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible, and/or
  • c. employing a multi-sensory approach to areas of potential vehicle pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices.

B. Vehicular Access Circulation:
Vehicular access will be provided at the back of the project, off the back alley. This minimizes pedestrian and vehicular crossings. Pedestrian access is safely provided through the landscaped route from the sidewalk to the entry.

C. Parking and Service uses:
The parking lot is located at the back of the lot, and can be accessed only via the back alley.
DC2: ARCHITECTURAL CONCEPT

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

A. MASSING

- 2. 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.

B. ARCHITECTURAL AND FAÇADE COMPOSITION

- 1. Façade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.

DC3: OPEN SPACE CONCEPT

Integrate open space design with the design of the building so that each complements the other.

A. BUILDING-OPEN SPACE RELATIONSHIP

- 1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC4: EXTERIOR ELEMENTS AND FINISHES

Use appropriate and high quality elements and finishes for the building and its open spaces.

B. SIGNAGE

- 1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs. Signage should be compatible in character, scale, and locations while still allowing businesses to present a unique identity.

- 2. Coordination With Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with facade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

D. TREES, LANDSCAPE AND HARDSCAPE MATERIALS

- 1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials. Choose plants that will emphasize or accent the design, create enduring green spaces, and be appropriate to particular locations taking into account solar access, soil conditions, and adjacent patterns of use. Select landscaping that will thrive under urban conditions.

- 2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

A: Building Open space relationship: An exterior courtyard and an exterior staircase before the residence's entry will be located along the north facade of the building and will provide residents with a direct connection to the outdoors.

B: Reducing Perceived Mass: The site has been broken up though deep building recesses to alleviate the perceived mass and length of the structure.

B: Façade Composition: All facades of the building will be designed in a uniform arrangement so that there is a consistency to the openings and materiality all the way around the building.
In order to respect the privacy of the adjacent townhomes to the northeast of the site, the project has removed any openings from the north facade which faces the existing balconies and large windows to the adjacent townhouse development.

A 6'-0" tall wood fence will help screen the views between the ground level units that face the existing structures along the south property line. Most openings are along the western end of the project. South facing openings are concentrated away from the existing windows of the multi-family structure at the corner of California and Raymond Street.

North Exterior Elevation - Privacy Study

South Exterior Elevation - Privacy Study