

# *people's court*



3026909  
LOT 16 (NORTH)

3029469  
LOT 15 (SOUTH)

5242 CALIFORNIA AVE SW | SEATTLE, WA 98136

HYBRID

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

p: 206.267.9277  
w: [www.hybridarc.com](http://www.hybridarc.com)

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MEETING ADDRESS: West Seattle Senior Center  
4217 SW Oregon St  
Hatten Hall



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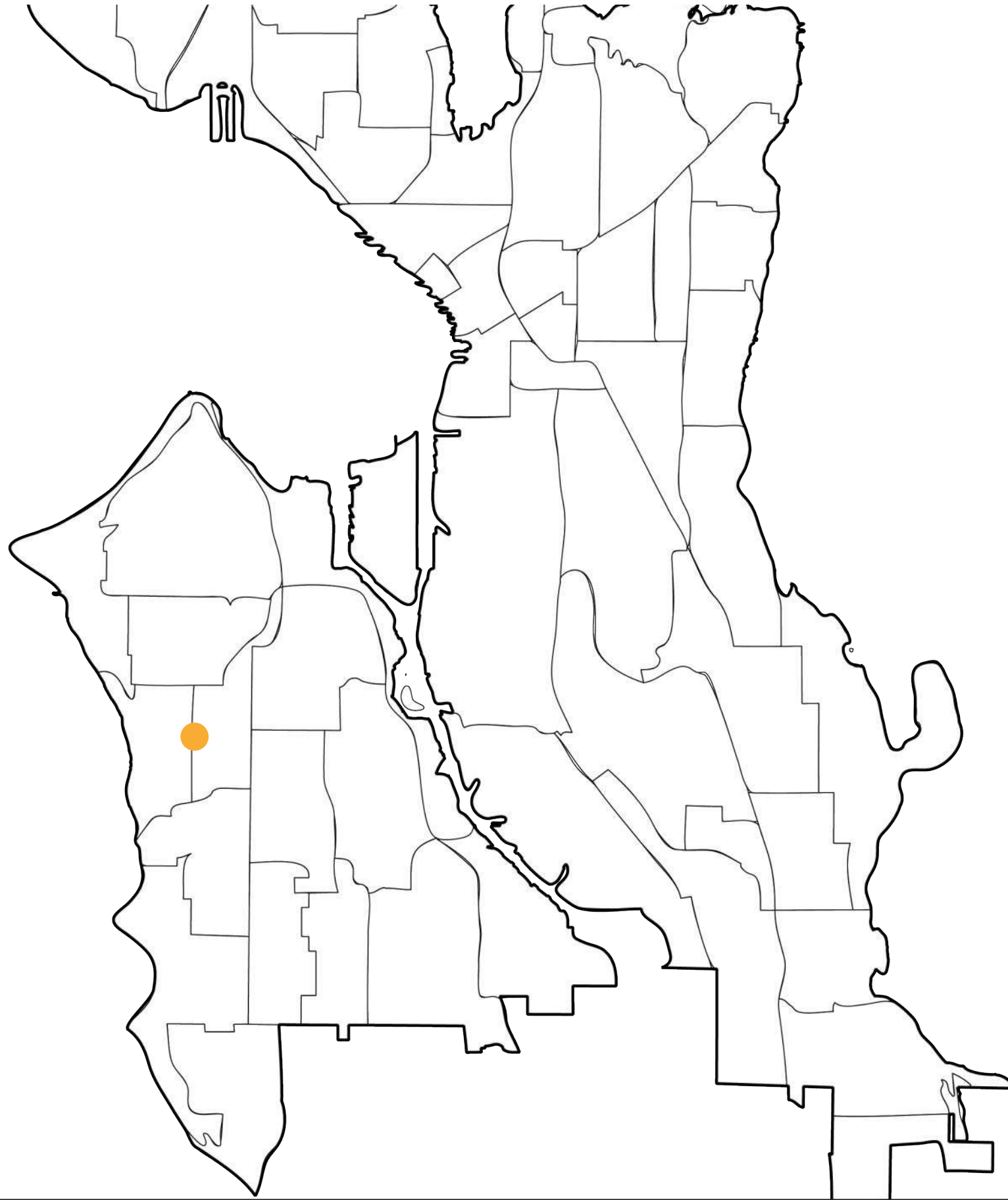
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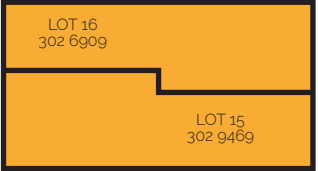
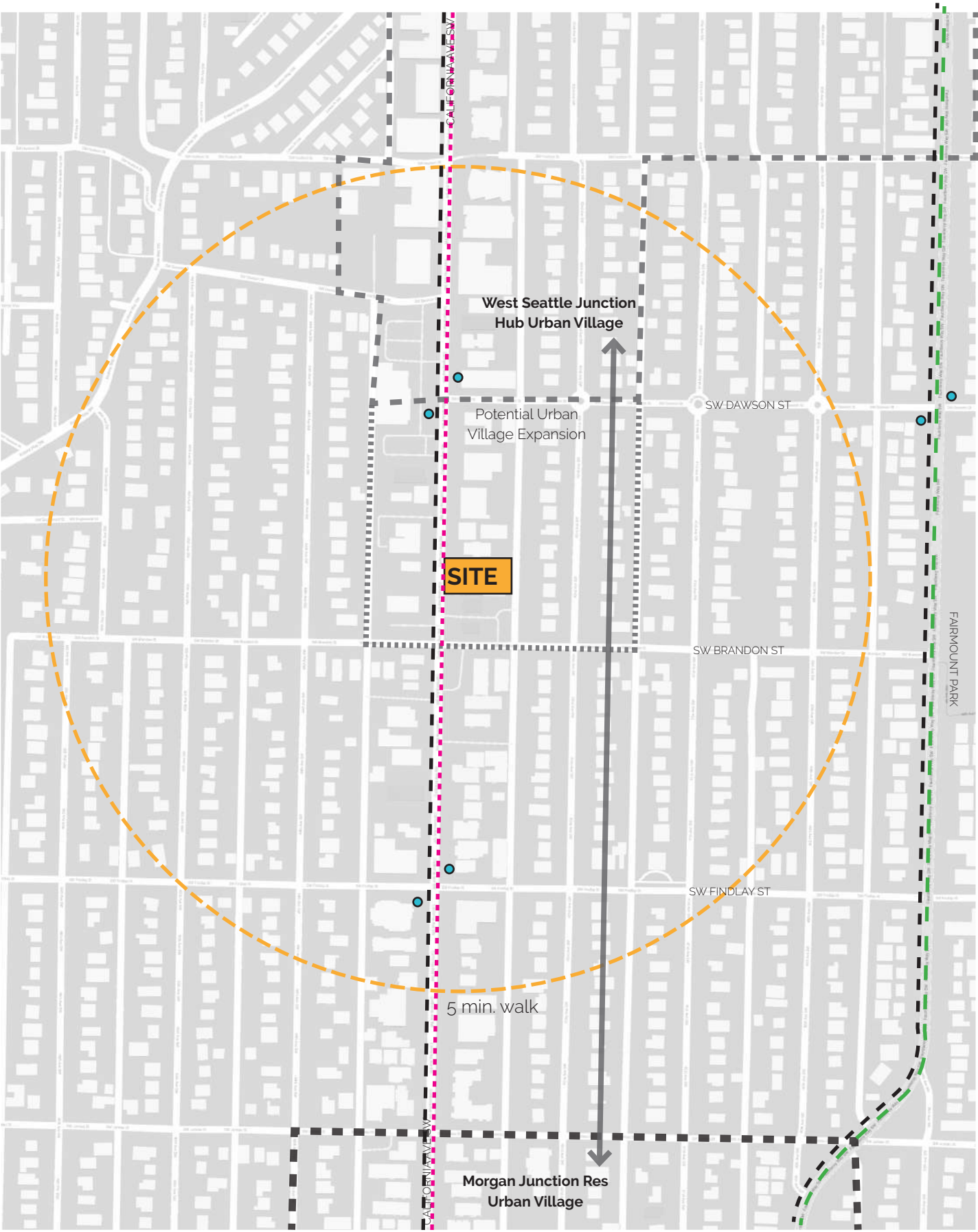
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Lot Boundary Adjustment

#302 9414 - Lot Boundary Adjustment is reestablishing the existing lots 15 (south) and 16 (north) while also slightly adjusting their configuration.

Lot 16 (north) - 302 6909  
Lot 15 (south) - 302 9469

Development Objectives

- ✓ Provide mix of street facing & courtyard townhouses
- ✓ Provide 18 units
- ✓ Provide vehicular parking - 18 spots
- ✓ Create project with strong sense of community

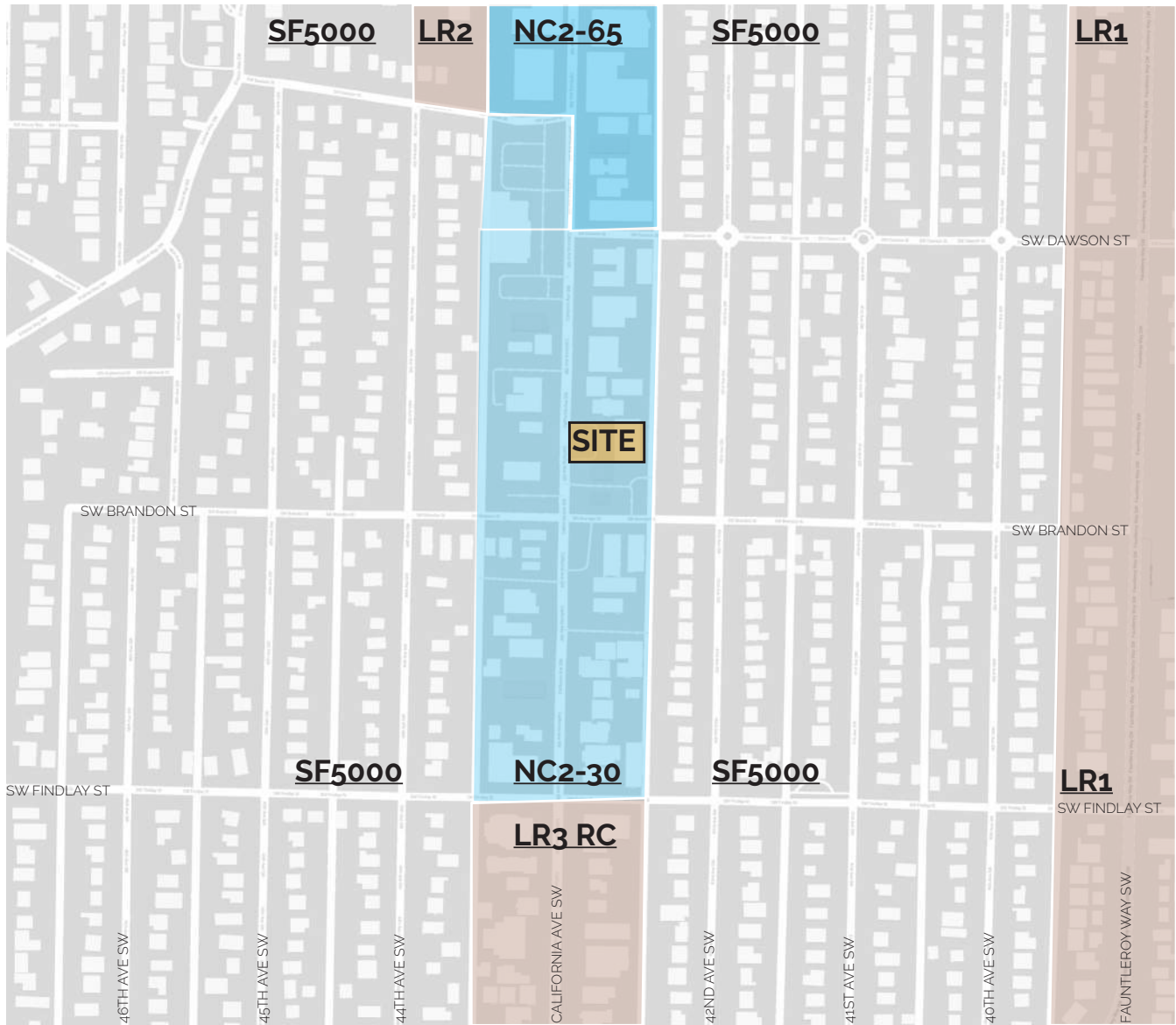
This project will activate a site that is currently used as an office building that is situated along a busy urban street in California Ave SW. This neighborhood is going through an increase in development with new rental and for sale properties in both design and construction phases along this active pedestrian and vehicular thoroughfare.

Current Zoning Objectives

SITE LOCATION	5242 CALIFORNIA AVE SW
SITE ZONING	NC2-30
OVERLAY	NONE
ECA	NO - ECA
SEPA REVIEW	NO SEPA REQ
PEDESTRIAN OVERLAY	NO PED. OVERLAY
FREQ. TRANSIT	YES - F. T.
PARKING REQUIRED	PARKING REQ.
HEIGHT LIMIT	30' BASE MAX HEIGHT +4' W/ HEIGHT BONUSES
SITE AREA	<b>north site 3026909:</b> 7,537 SF (north site) <b>south site 3029469:</b> 7,463 SF (south site)
FLOOR AREA RATIO 23.45.510	2.25 BASE FAR
FLOOR AREA	<b>north site 3026909:</b> 16,958 SF (BASE FAR) (north site) <b>south site 3029469:</b> 16,791 SF (BASE FAR)
SETBACKS 23.45.518	NO SETBACKS REQ FROM NORTH, SOUTH OR WEST 15' SETBACK REQ FROM EAST - ADJ. RESIDENTIAL ZONE
AMENITY AREA 23.45.522	5% OF RESIDENTIAL AREA

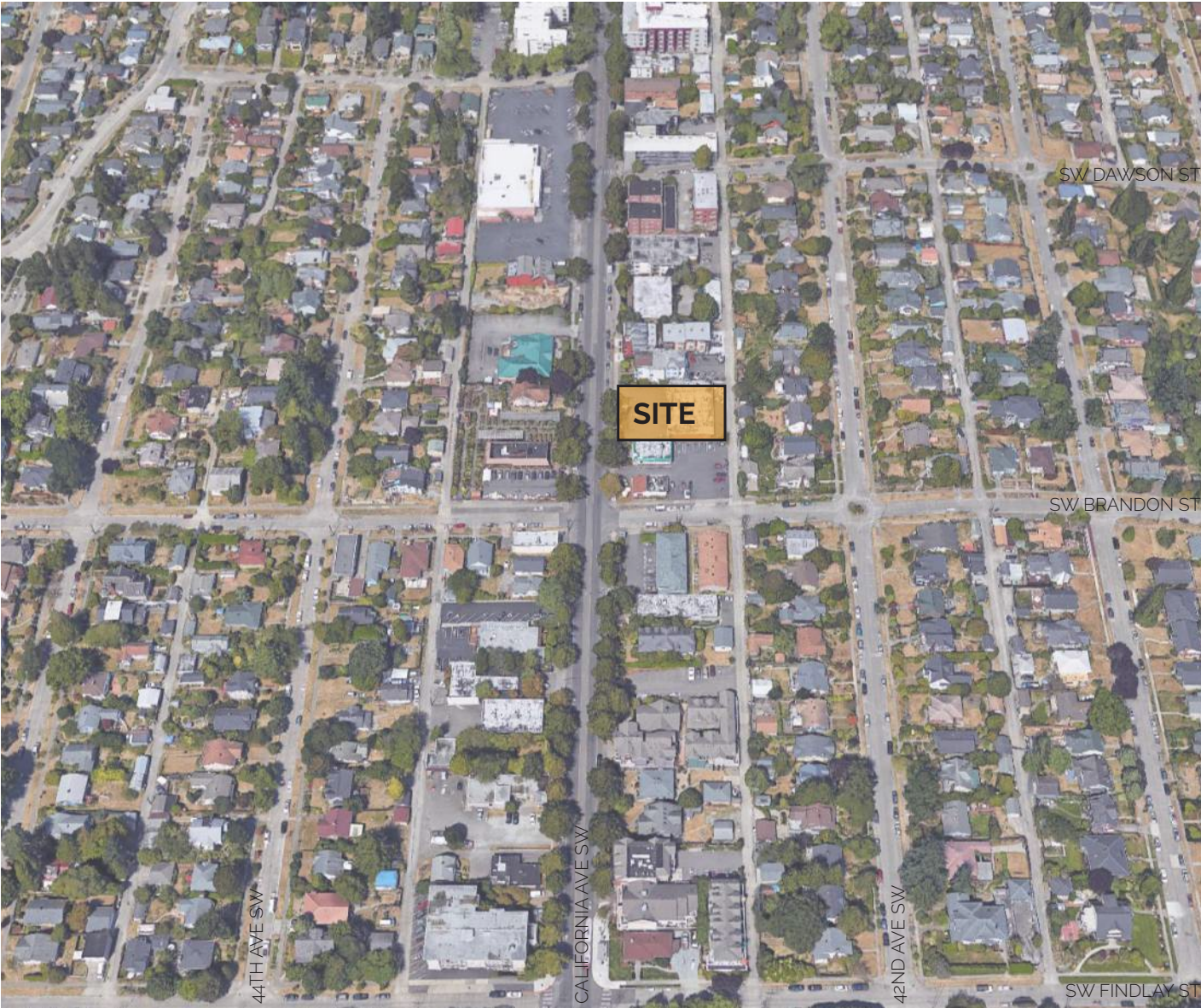






### Zoning Map

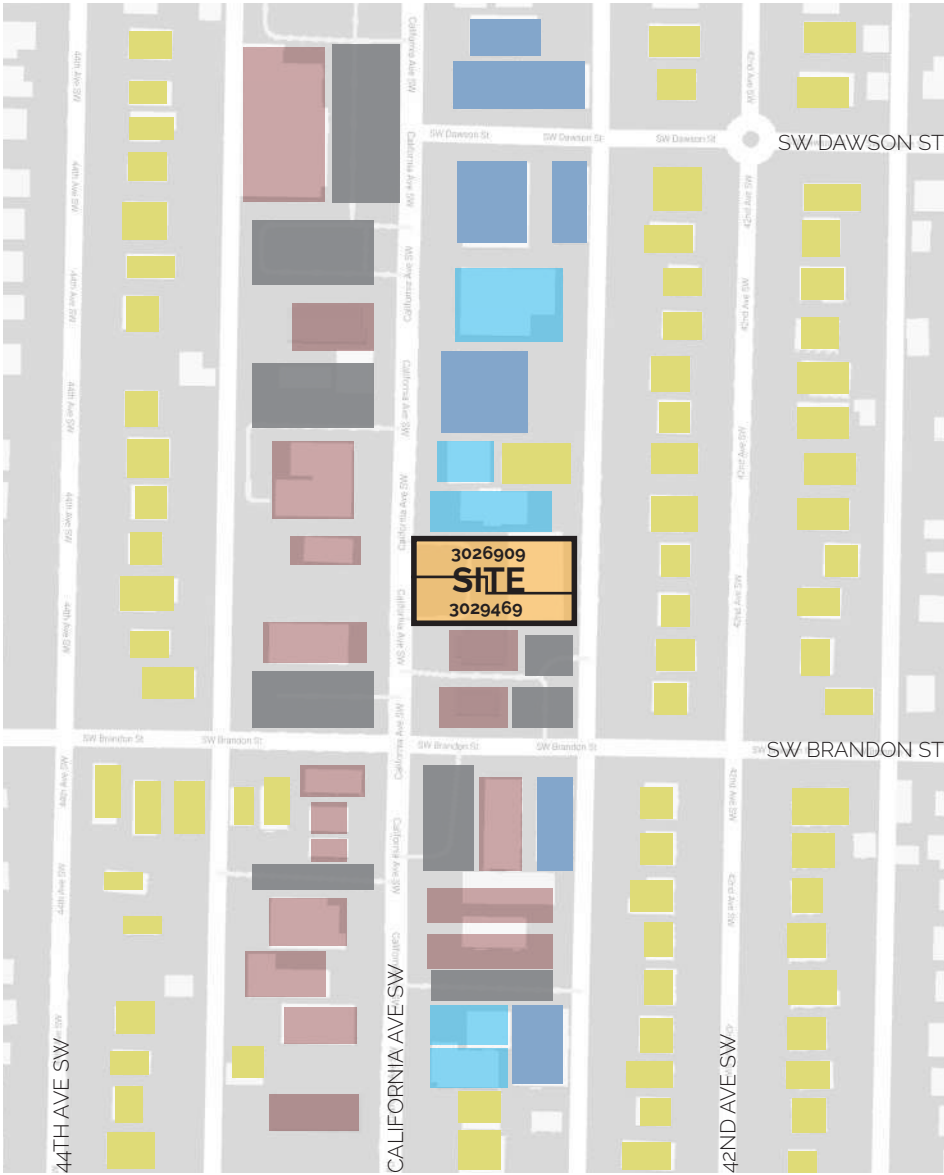
The site sits within a NC2-30 zone that travels north and south along California Ave SW that features a mixture of mostly commercial uses with some residential uses as well. The zoning adjacent to the site to the east is SF5000 and consists of predominantly single family structures.



### Aerial Map

The density of development (height, bulk and scale) is increased along California Ave SW with 1-3 story buildings located between Dawson St to the north and SW Findlay St to the south. The scale of these developments increases further north, where the zoning jumps to NC2-65 and further south, where the zoning is LR3 RC, which has a 40' height limit (albeit a lower FAR). Immediately off California Ave to both the east and west the density decreases to SF5000 zoning that comprises 1-2 story single family residences.





① **Typologies/Uses**

The types of buildings located within the immediate proximity of this site consist of mostly commercial uses with a great deal of surface parking lots. There is also a mix of apartment buildings and mix-use structures along California Ave SW. The structures to the east and west of these larger developments along California Ave SW are composed of single family residences.

- Restaurant / Commercial
- Single Family/Townhouse
- Apartment/Condominium
- Mixed Use Structure
- Parking Lot



① **Street Level Uses**

Along California Ave SW there is a mix of street level uses that range from purely residential or commercial to the rare live/work unit just to the north of the site.

The site is located halfway between the split of residential uses to the north and more commercial uses to the south.



① **Photo Map**

The architectural qualities of the buildings adjacent to this site vary considerably from masonry clad apartment buildings to newer live/work townhouse structures to polycarbonate gardening centers.

There is a strong mixture of both hardscape and landscape in this neighborhood that is influenced by the West Seattle Nursery across the street from the site, which is an active staple of this community.





1 Existing Structure



5 Rite Aid Store



9 Wood Garage across alley



2 Looking West towards Puget Sound



6 Brick wall and landscaping along California



10 Apartment building at Dawson St



3 Brick Apartments north on Dawson St



7 New mixed use building to the north



11 Neighboring building to north



4 The Blake Apartments to the north



8 West Seattle Nursery and Garden Center



12 Neighboring parking lot to north



# California Ave SW - Elevations





Alley - Elevations



Alley - West Side



Alley - East Side



## Site Analysis

Topography:

The site slopes slightly from north to south but slopes gradually to about 12'-0" of total rise from east to west.

Landscaping:

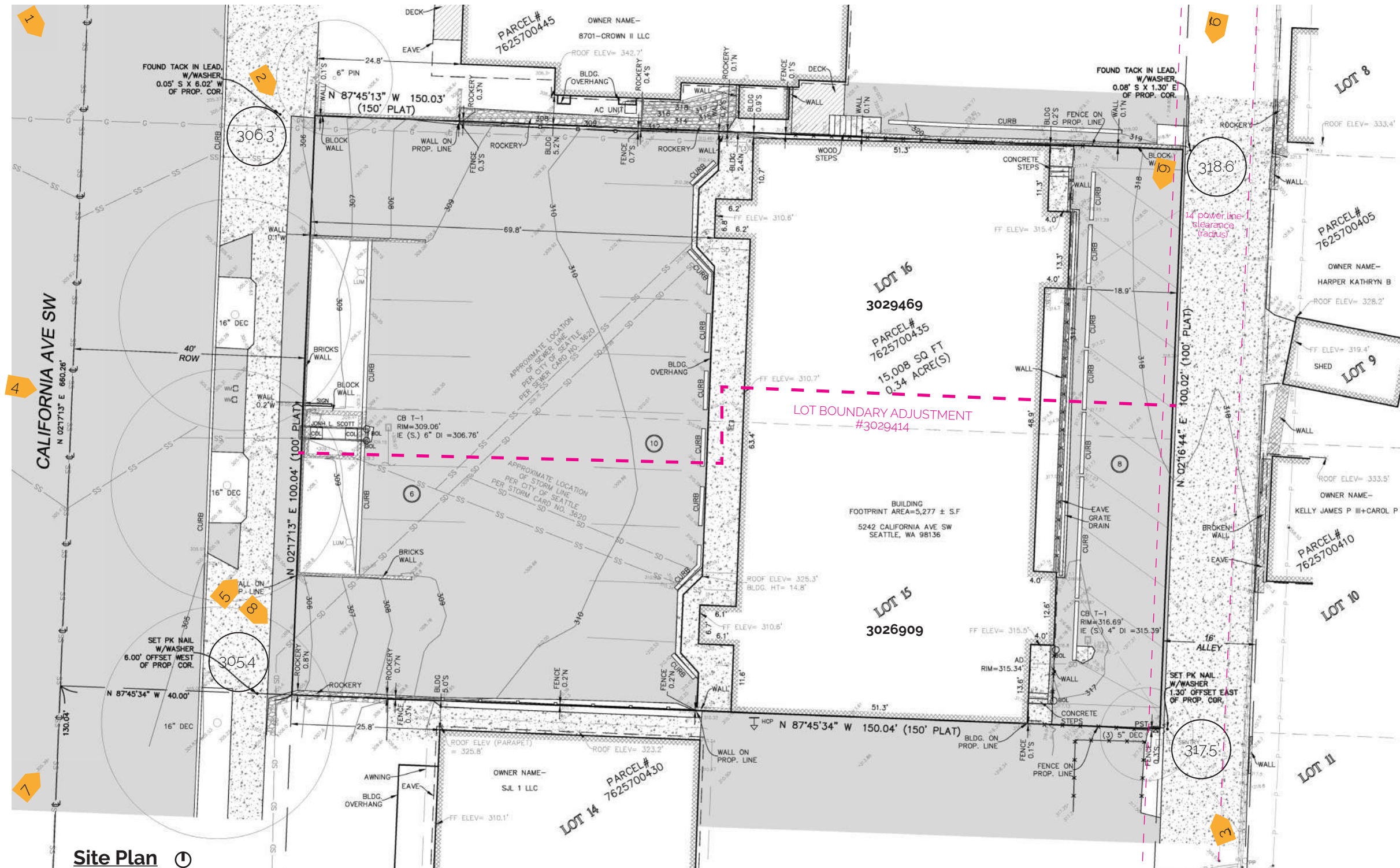
There are no existing trees or foliage on the site, aside from some small shrubs and plants in a planter by the sidewalk. There are two existing street trees along California Ave SW that shall remain

Solar Access:

There is a small (1) story structure to the south of the site, which will allow mostly unobstructed sunlight into the site.

Utility Setback:

Power lines located along alley  
Note - power lines at alley require  
14'-0" clearance







1. VIEW FROM NORTH



4. VIEW OF SITE FROM WEST - ACROSS CALIFORNIA



7. SITE FROM SOUTHWEST



2. SIDEWALK FROM NORTH



5. SIDEWALK & EXISTING RETAINING WALL FROM SOUTH



8. SOUTHWEST CORNER OF SITE



3. ALLEY FROM SOUTH



6. ALLEY FROM NORTH



9. ALLEY FROM NORTH



<b>PERMITTED AND PROHIBITED USES</b> <b>SMC 23.47A.004</b>	ALL USES ARE PERMITTED OUTRIGHT G. 1. LIVE WORK UNITS ARE PERMITTED OUTRIGHT 2. IN PED. ZONE - NO MORE THAN 20% OF STREET FACING FACADE 4. DEEMED NON-RESIDENTIAL USE	PROPOSED: RESIDENTIAL - PROJECT NOT IN PED ZONE - <b>COMPLIES</b>
<b>STREET LEVEL USES</b> <b>SMC 23.47A.005</b>	C.1 - RESIDENTIAL USES MAY OCCUPY NO MORE THAN 20% OF STREET FACING FACADE IN: G. IN ALL NC AND C1 ZONES ON MAPS 1 - 5 (SITE NOT SHOWN)	PROPOSED: DOES NOT APPLY - NO LIMIT TO RES. USE - <b>COMPLIES</b>
<b>CONDITIONAL USES</b> <b>SMC 23.47A.006</b>	DOES NOT APPLY	
<b>MAJOR PHASE DEV</b> <b>SMC 23.47A.007</b>	DOES NOT APPLY	
<b>STREET LEVEL DEV STANDARDS</b> <b>SMC 23.47A.008</b>	<p>A. BASIC STREET LEVEL REQUIREMENTS</p> <p>1. APPLY TO STRUCTURES THAT CONTAIN RES. USE IN C ZONE</p> <p>2. BLANK FACADES</p> <p>a. BLANK DOES NOT INCLUDE WINDOWS / DOOR / STAIR / DECK / BAL / SCREENING AND LANDSCAPING OF FACADE</p> <p>b. BLANK SEGMENT BETWEEN 2-8 FEET NOT EXCEED 20 FEET IN WIDTH</p> <p>c. TOTAL OF ALL BLANK FACADE SEGMENTS NO EXCEED 40% OF WIDTH OF FACADE</p> <p>3. FACADE LOCATED WITHIN 10 FEET OF STREET LOT LINE</p> <p>B. NON-RESIDENTIAL STREET LEVEL REQUIREMENTS</p> <p>1. APPLY TO STRUCTURES W/ STREET LEVEL NON-RESIDENTIAL USES (LIVE-WORK) THAT ALSO CONTAIN RESIDENTIAL USES IN C ZONES</p> <p>2. TRANSPARENCY</p> <p>a. 60% OF STREET FACING FACADE BETWEEN 2-8 FEET SHALL BE TRANSPARENT.</p> <p>b. TRANSPARENT AREAS SHALL PROVIDE VIEWS INTO AND OUT OF THE STRUCTURE.</p> <p>3. DEPTH PROVISIONS - 30 FEET AVERAGE DEPTH / 15 FEET MINIMUM</p> <p>4. NON-RES USE AT STREET LEVEL SHALL HAVE FLOOR TO FLOOR HEIGHT OF 13 FEET MINIMUM.</p> <p>C. DOES NOT APPLY - PROJECT IS NOT WITHIN A PED. ZONE</p> <p>D. WHERE RES. USE IS LOCATED ALONG STREET FACING FACADE</p> <p>1. AT LEAST ONE OF STREET LEVEL - STREET FACING FACADES CONTAINING RES USE SHALL HAVE A VISUALLY PROMINENT PEDESTRIAN ENTRY</p> <p>2. FLOOR OF DWELLING UNIT SHALL BE SHALL BE AT LEAST 4 FEET ABOVE OR 4 FEET BELOW SIDEWALK GRADE OR BE SET BACK AT LEAST 10 FEET FROM THE SIDEWALK.</p> <p>E. WHEN A LIVE-WORK UNIT IS LOCATED ON A STREET-LEVEL STREET-FACING FACADE</p> <p>1. NON-RES PORTION MIN.15 FEET DEEP ACROSS ENTIRE LENGTH. SHALL NOT CONTAIN KITCHEN, BATH, SLEEPING OR LAUNDRY.</p> <p>2. INCLUDE EXTERIOR SIGN</p> <p>3. OWNER OF EACH UNIT MUST KEEP COPY OF CURRENT BIZ LICENSE IN UNIT.</p>	PROPOSED: PROJECT DOES NOT CONTAIN BLANK FACADES GREATER THAN 20 FEET IN LENGTH AND DOES NOT EXCEED 40% - <b>COMPLIES</b>
<b>STANDARDS APPL. TO SPEC. AREAS</b> <b>SMC 23.47A.009</b>	DOES NOT APPLY	
<b>MAX. SIZE OF NON-RES USE</b> <b>SMC 23.47A.010</b>	D - IN C1 ZONES, OFFICES USES ARE LIMITED TO (1) FAR OR 35,000 SF DOES NOT APPLY - NO OFFICE USE PROVIDED	
<b>OUTDOOR ACTIVITIES</b> <b>SMC 23.47A.011</b>	DOES NOT APPLY	
<b>STRUCTURE HEIGHT</b> <b>SMC 23.47A.012</b>	<p>A.NC3-30 = 30' BASE HEIGHT LIMIT</p> <p>1a. INCREASE HEIGHT BY 4 FEET IF:</p> <p>1) 13 FOOT FLOOR TO FLOOR HEIGHT FOR NON-RES USE (LIVE-WORK) or</p> <p>2) RES USE AT STREET LEVEL HAS PARTIALLY BELOW GRADE STORY 4' BELOW MAX AND STORY ABOVE SIDEWALK 4' MIN.</p> <p>2)THE ADDITIONAL HEIGHT ALLOWED WILL NOT ALLOW AN ADDITIONAL STORY BEYON THE NUMBER THAT COULD BE BUILT UNDER THE APPL. HEIGHT LIMIT</p> <p>B. THE RIDGE OF A PITCHED ROOF, OTHER THAN SHED OR BUTTERFLY, MAY EXTEND 5 FEET ABOVE HEIGHT LIMIT NOT LESS THAN 4:12 SLOPE.</p> <p>C. ROOFTOP FEATURES</p> <p>2. RAILINGS, CLERESTORIES, GREENHOUSES MAY EXTEND UP TO 4 FEET ABOVE HEIGHT LIMIT. INSULATION MATERIAL, ROOFTOP DECKS AND OTHER SIMILAR FEATURES OR SOIL FOR LANDSCAPING LOCATED ABOVE THE STRUCTURAL ROOF SURFACE MAY EXCEED THE MAX. HEIGHT LIMIT BY 2 FEET IF ENCLOSED BY PARAPETS.</p> <p>3. SOLAR COLLECTORS MAY EXTEND 4 FEET ABOVE HEIGHT LIMIT</p> <p>4. SOLAR COLLECTORS, STAIR / ELEV PENTHOUSES MAY EXTEND 15 FEET ABOVE MAX HEIGHT LIMIT TO A MAX OF 20% ROOF COVERAGE / 25% IF INCLUDES STAIR / ELEV PENTHOUSES OR SCREED MECH EQUIP. STAIR / ELEV MAY EXTEND UP TO 16 FEET IF ADD HEIGHT IS REQ. TO ACCOMMODATE ENERGY EFFICIENT ELEVATORS.</p> <p>6. GREENHOUSES THAT ARE DEDICATED TO FOOD PRODUCTION ARE PERMITTED TO EXTEND 15 FEET IF ALL FEATURES GAINING ADD HEIGHT DOES NOT EXCEED 50% OF ROOF AREA.</p> <p>7. SOLAR COLLECTORS, CLERESTORIES, GREENHOUSES - MUST BE 10 FEET AWAY FROM THE NORTH EDGE</p>	<p>PROPOSED: 30' BASE HEIGHT + 4' BONUS = 34' MAX HEIGHT</p> <p><b>COMPLIES</b></p> <p>PARAPETS TO EXTEND 4'-0" MAX ABOVE HEIGHT - <b>COMPLIES</b></p> <p>ROOFDECKS &amp; OTHER SIM. FEATURES FOR SOIL TO EXCEED 2'-0" MAX ABOVE HEIGHT - <b>COMPLIES</b></p> <p>STAIR PENTHOUSES TO EXTEND 15'-0" MAX ABOVE HEIGHT - <b>COMPLIES</b></p>
<b>FLOOR AREA RATIO</b> <b>SMC 23.47A.013</b>	<p>A. FAR LIMITS APPLY TO ALL STRUCTURES IN ALL C ZONES</p> <p>1. ALL GROSS AREA NOT EXEMPT UNDER D IS COUNTED AGAINST MAX GFA ALLOWED BY PERMITTED FAR.</p> <p>3. PARKING THAT IS WITHIN OR COVERED BY A STRUCTURE OR PORTION OF A STRUCTURE AND THAT IS WITHIN A STORY THAT IS NOT UNDERGROUND SHALL BE INCLUDED IN GFA CALCS TO COUNT TOWARDS FAR.</p> <p>B. TOTAL FAR THAT IS SOLELY RES OR NON-RES USE IN 40' ZONE = 3.0</p> <p>TOTAL FAR FOR ALL USES ON A LOT THAT IS OCCUPIED BY A MIX OF USES, PROVIDED THAT THE FAR LIMIR FOR EITHER ALL RES USES OR THE FAR FOR NON-RES USES SHALL NOT EXCEED 3.0 IN 40' ZONE = 3.25</p> <p>D. FOLLOWING GFA NOT COUNTED TOWARD MAX FAR.</p> <p>1. ALL UNDERGROUND STORIES</p> <p>2. PORTIONS OF A STORY THAT EXTEND NO MORE THAN 4 FEET ABOVE EXISTING OR FIN. GRADE WHICHEVER IS LOWER, EXCLUDING ACCESS</p>	<p>PROPOSED: BASE FAR = 2.25</p> <p>MAX FAR 2.5 B/C MIX OF RES AND NON-RES USES</p> <p>SITE AREA: 15,000 SF</p> <p>FAR: 2.25 BASE FAR = 33,750 SF (RES) 2.50 MAX FAR = 37,500 SF (3,750 SF COM)</p> <p><b>COMPLIES</b></p>

<b>SETBACK REQ.</b> <b>SMC 23.47A.013</b>	<p>FRONT (ALONG CALIFORNIA) - NO SETBACK REQ          SIDE (NORTH) - NO SETBACK REQ          SIDE (SOUTH) - NO SETBACK REQ          REAR (ALONG ALLEY)          0' - 13' NO SETBACK REQ          13' - 40' = 15'-0" SETBACK REQ (MEASURED FROM C/L OF ALLEY)</p> <p>B. SETBACK REQ FOR LOTS ABUTTING OR ACROSS THE ALLEY FROM RES. ZONES.          3. FOR A STRUCTURE CONTAINING RES USE, A SETBACK IS REQ ALONG REAR LOT LINE THAT IS ACROSS ALLEY FROM RES ZONE.          A. 15 FEET FOR PORTIONS OF STRUCTURE ABOVE 13 FEET IN HEIGHT TO 40 FEET          NO SETBACK IS REQUIRED FROM 0-13 FEET          4. ONE-HALF OF THE WIDTH OF THE ALLEY MAY BE COUNTED AS PART OF THE REQ. SETBACK.          5. NO ENTRANCE, WINDOW OR OTHER OPENING IS PERMITTED CLOSER THAN 5 FEET TO AN ABUTTING RES ZONE LOT.</p> <p>E. STRUCTURES IN REQ SETBACKS          1. DECKS AND BALCONIES - NOT PERMITTED W/IN 5 FEET OF RES ZONE          2. EAVES, GUTTERS NO MORE THAN 18" IN REQ SETBACK          3. RAMPS OR OTHER DEVICES FOR DISABLED OR ELDERLY          5. FENCES OR SIM. - 6 FEET MAX HEIGHT ABOVE GRADE          8. DUMPSTERS OR OTHER TRASH REC EXCEPT FOR TRASH COMPACTORS ARE NOT PERMITTED WITHIN 10 FEET OF ANY LOT LINE THAT ABUTS A RES ZONE AND MUST BE SCREENED.</p>	<p>ALLEY = 16'-0" WIDE          (8'-0" TO C/L) + 7'-0" ADDITIONAL          REAR YARD SETBACK ABOVE          13'-0" REQUIRED</p> <p>- <b>COMPLIES</b></p>
<b>VIEW CORRIDOR</b> <b>SMC 23.47A.015</b>	DOES NOT APPLY	
<b>LANDSCAPING AND SCREENING STANDARDS</b> <b>SMC 23.47A.016</b>	<p>A. LANDSCAPING REQ. 2 - GREENFACTOR SCORE OF 0.3 OR GREATER          B. STREET TREE REQ          C. SCREENING WHERE REQ - 1.FENCES, HEDGES, WALLS, BERMS          PARKING GARAGE TO BE BELOW GRADE - NO SCREENING REQ.</p>	<p>SEE LANDSCAPE</p> <p>- <b>COMPLIES</b></p>
<b>NOISE STANDARDS</b> <b>SMC 23.47A.018</b>	DOES NOT APPLY	
<b>ODOR STANDARDS</b> <b>SMC 23.47A.020</b>	DOES NOT APPLY	
<b>LIGHT AND GLARE STANDARDS</b> <b>SMC 23.47A.022</b>	<p>A. EXTERIOR LIGHTING MUST BE SHIELDED AWAY FROM ADJ USES          B. INT LIGHTING IN PARK GARAGES MUST BE SHIELDED TO MIN. NIGHT GLARE</p>	
<b>AMENITY AREA</b> <b>SMC 23.47A.024</b>	<p>A. AMENITY AREAS ARE REQ IN AN AMOUNT EQUAL TO 5% OF TOTAL GFA OF RES USE. EXCLUDES MECH AND PARKING AREA          B. A.A. SHALL MEET FOLLOWING STANDARDS          1. ALL RES HAVE ACCESS TO AT LEAST ONE COMMON OR PRIVATE A.A.          2. A.A. SHALL NOT BE ENCLOSED          3. PARKING NOT COUNT AS AA          4. COMMON AA SHALL HAVE MIN HORIZONTAL DIST. OF 10FEET - NO COMMON AA LESS THAN 250 SF          5. PRIVATE BALCONIES AND DECKS MIN. 60 SF          6. ROOFTOP AREAS EXCLUDED BECAUSE THEY ARE NEAR MINOR COMMUNICATION UTILITIES AND ACC. COMM. DEVICES NO DO QUALIFY AS A.A.</p>	<p>PROPOSED: 29,040 SF GFA RES          USE X 0.05 = 1452 SF AA REQ.</p> <p>- <b>COMPLIES</b></p>
<b>LANDMARK DIST. AND DESG. LAND. STRUCTURE</b> <b>SMC 23.47A.027</b>	DOES NOT APPLY	
<b>STAND. FOR DRIVE IN BUSINESSES</b> <b>SMC 23.47A.028</b>	DOES NOT APPLY	
<b>REQ. PARKING AND LOADING</b> <b>SMC 23.47A.030</b>	PARKING PER 23.54.015 - SEE BELOW	
<b>PARKING LOCATION AND ACCESS</b> <b>SMC 23.47A.032</b>	A1 - NC ZONES - ACCESS TO PARKING SHALL BE FROM ALLEY IF LOT ABUTS AN ALLEY.	<p>PROPOSED: PARKING ACCESS TO BE FROM ALLEY</p> <p>- <b>COMPLIES</b></p>
<b>REQUIRED PARKING</b> <b>SMC 23.54.015</b>	<p>A. MIN PARK. REQ. - PER TABLE B - I - MULTI-FAMILY RES USE REQ 1 SPACE PER DWELLING UNIT          D. PARK. WAIVERS FOR NON-RES USES - NO PARKING IS REQ. FOR FIRST 1,500SF OF EACH BIZ ESTABLISHMENT          K. BIKE PARKING PER TABLE D - 1 PER 4 DWELLING UNITS</p>	<p>18 DWELLING UNITS PROVIDED          &amp; 18 PARKING SPOTS PROVIDED          + 5 BIKE PARKING SPOTS</p> <p>- <b>COMPLIES</b></p>
<b>PARKING QUANTITY EXEPTIONS</b> <b>SMC 23.54.020</b>	F. 2 - TRANSIT REDUCTION a - IN COMMERCIAL ZONES THE MIN. PARKING REQ FOR ALL USES IS REDUCED BY 50% IF THE USE IS LOCATED WITHIN 1,320 FEET OF A STREET WITH FREQUENT TRANSIT SERVICE.	
<b>SOLID WASTE AND RECYCLABLE MATERIALS</b> <b>SMC 23.54.040</b>	PER TABLE A - 16-25 UNITS 225 SQUARE FEET REQUIRED	<p>PROPOSED: 18 UNITS          SOLID WASTE TO BE APPROVED BY SPU</p> <p>- <b>COMPLIES</b></p>



# DESIGN GUIDELINES

## DESIGN GUIDELINES

Step the massing up the hill

**CS1:** NATURAL SYSTEMS AND SITE FEATURES

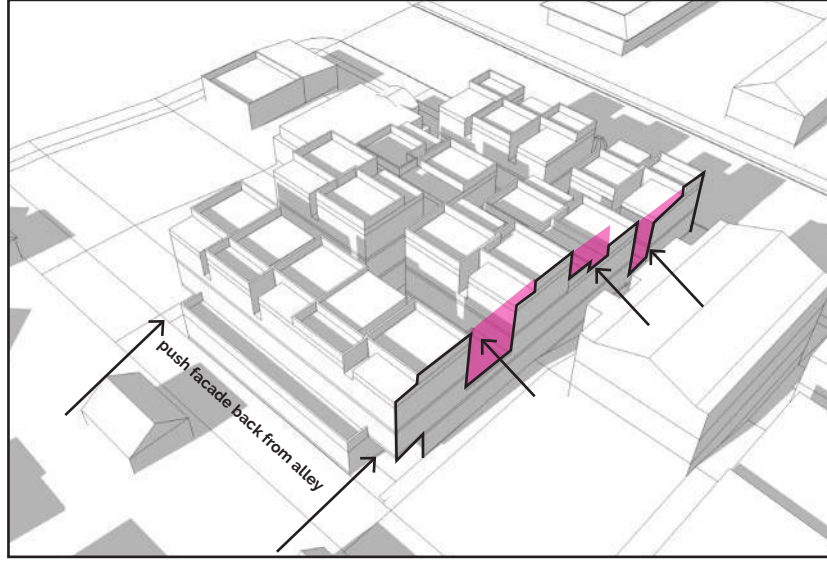
*Use natural systems and features of the site and its surroundings as a starting point for project design.*

**C. TOPOGRAPHY**

- **Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site. Consider "stepping up or down" hillsides to accommodate significant changes in elevation.

The site changes grade by roughly 12'-0" in elevation from the west side to the east. The massing of the project is to step up the hill with the natural slope of the topography to stagger the volumes and reduce the overall bulk and scale of the project

Remove Mass at the alley and remove mass along the north / south property lines

**CS2:** URBAN PATTERN AND 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.

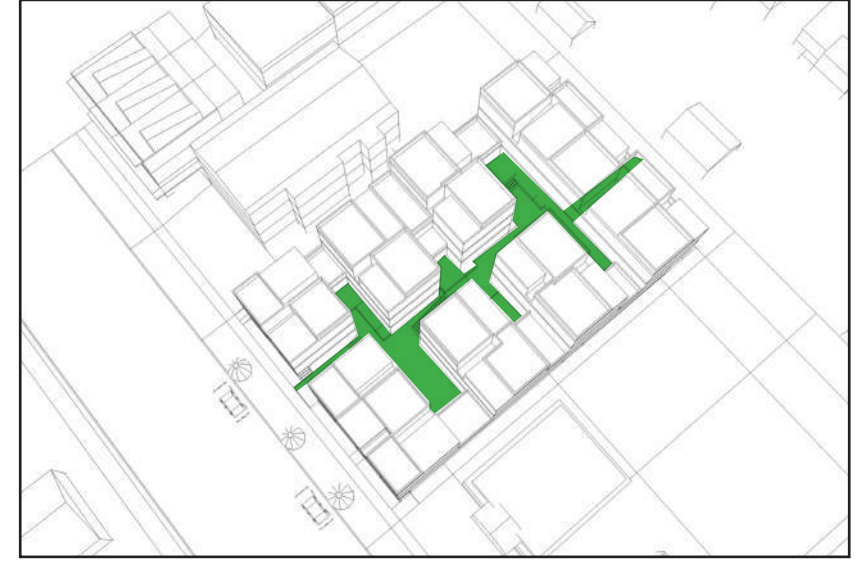
Create landscaping in the front yard and enhance planting in the right of way to respect the existing pattern along California Ave SW.

**D. HEIGHT BULK AND SCALE**

- **Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

Setback the ground level of the project from the alley to provide space for services of the project as well as room for landscaping and fencing to provide a visual buffer to the adjacent uses. Also, along the north and south property lines, erode the facade of the buildings to provide room for light and air to pass through to the adjacent sites.

Courtyard with open exterior circulation

**PL1:** CONNECTIVITY

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

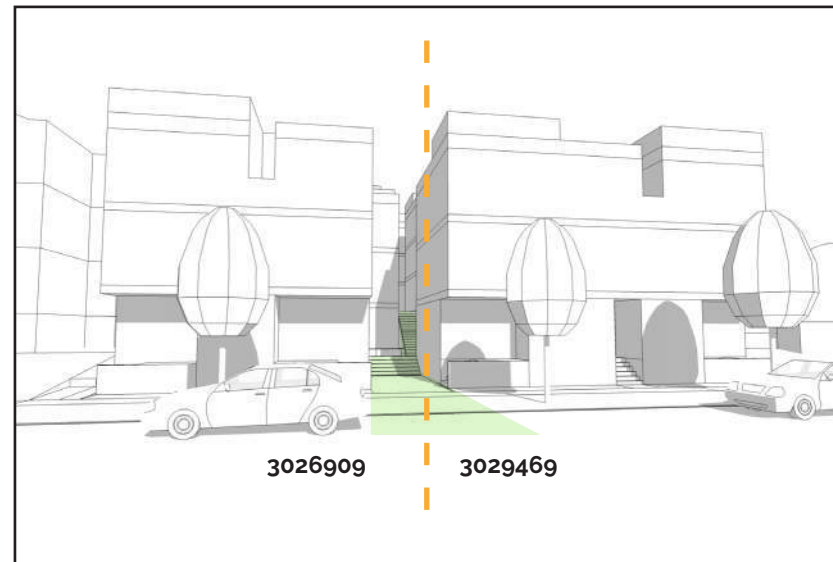
**A. NETWORK OF OPEN SPACES**

- **Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood. Consider ways that design can enhance the features and activities of existing off-site open spaces. Open space may include sidewalks, streets and alleys, circulation routes and other open areas of all kinds.

Create a porous central courtyard that terraces up the site via broad steps and platforms for both landscaping and hardscaping elements for residents and guests of the project to sit and mingle.



2: Wide Pedestrian Entry into the project for residents and guests alike.



## 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.

Eyes on the Street: The residential units that will be located at the street level will be set up from the sidewalk but still feature front balconies to encourage visibility and activity out to the street. Furthermore, the townhouse units that are in the middle and rear of the site will have partial views out to the alley and street in the distance.

Lighting for Safety: Lighting at sufficient lumen intensity will be provided to insure proper safety of residents.

## DC1: PROJECT USES AND ACTIVITIES

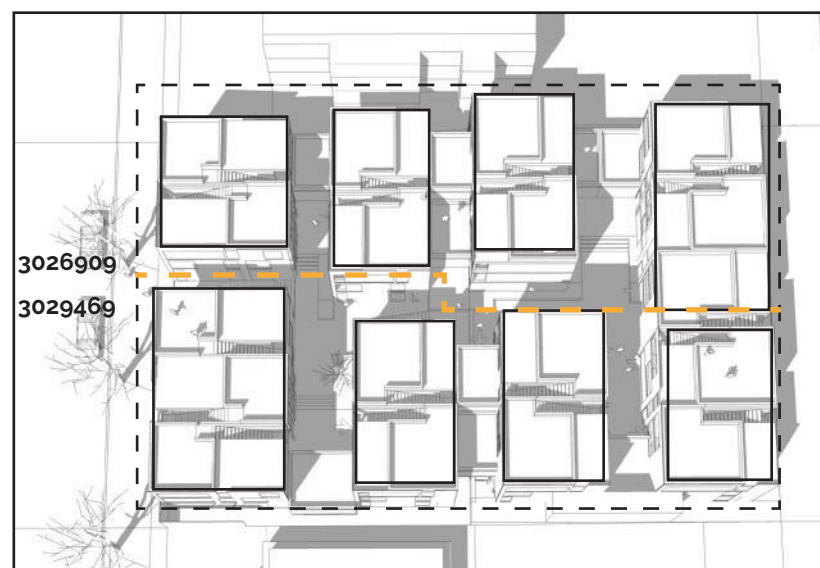
*Optimize the arrangement of uses and activities on site.*

### 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.

The project will feature a below-grade parking garage that shall be accessed via the rear alley and will be completely separate from the primary pedestrian activities and pathways on the site

2: Break up mass of building into smaller clusters of homes to create village



## 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

### D. SCALE AND TEXTURE

- **2. Texture:** Design the character of the building, as expressed in the form, scale and materials, to strive for a fine-grained scale, or "texture," particularly at the street level and other areas where pedestrians predominate

The overall mass of the project has been broken down into a series of blocks that step up the hill. These blocks have been further divided into townhouse modules which shift and stagger to create more divisions in the overall bulk and scale of the project and help provide a wide variety of volumes and geometry in the overall design of the project.

4: Use highly textured material on north and south walls to provide interest before new buildings are built



## DC4: EXTERIOR ELEMENTS AND FINISHES

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

### A. BUILDING MATERIALS

- **1. Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

### A. TREES, LANDSCAPE AND HARDSCAPE MATERIALS

- **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.

Building Materials: The project will aim to use simple and durable materials that are reflective of the residential and mixed use buildings in the immediate vicinity of the project. Materials like lap siding, concrete and wood accent materials.

Hardscaping materials: Materials within the courtyards will also be selected to help provide a human scale to the space and similar to the landscaping design, the hardscape at the main residential and commercial entries will be designed to welcome and usher residents and guests into the building.



# SITE DESIGN PRIORITIES

## 1 - STEP the MASS

Terrance the volumes of the project up the natural slope of the site as opposed to creating one large volume of a building.

## 2 - BRING in the PEOPLE

Most pedestrian traffic comes in from California Ave from the north - where Alaska Junction commercial district is just up the street as are other shops and restaurants.

Create an inviting entry into the site for guests and residents

## 3 - ALLEY activity

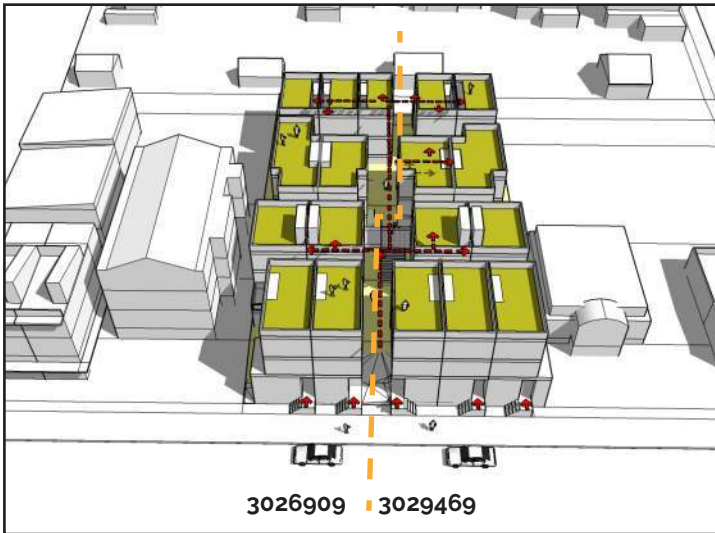
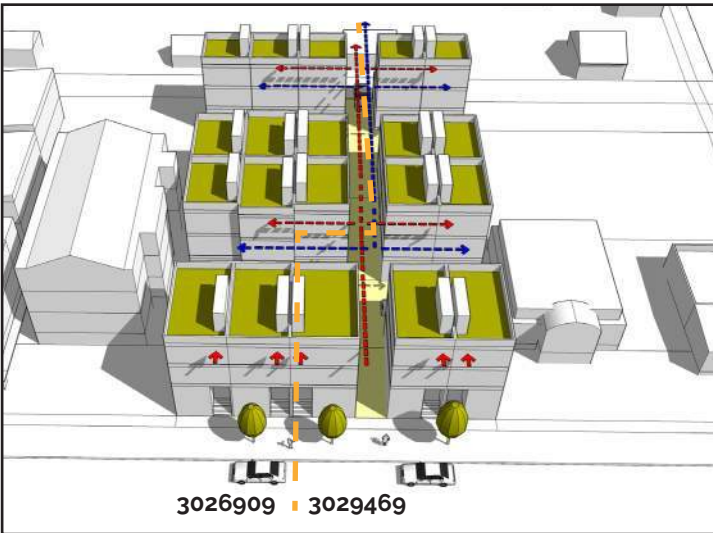
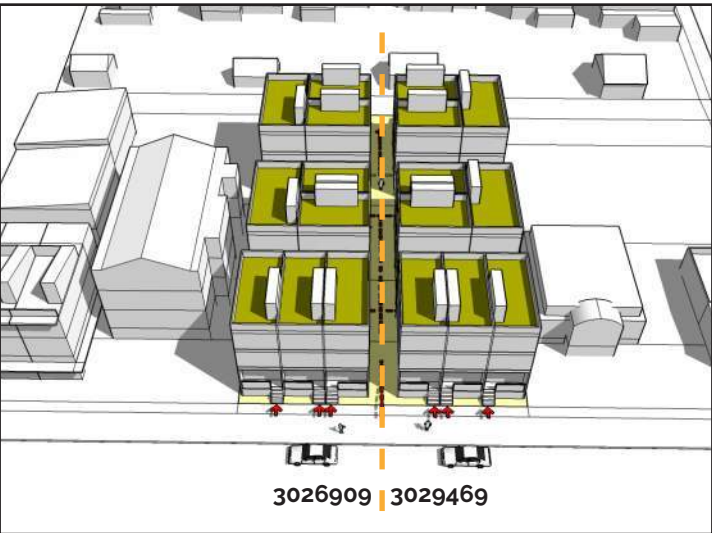
Use the alley to funnel in traffic and keep it separate from the pedestrians along California Ave SW. Most of the traffic will be coming from the south along SW Brandon St.

## 4 - GREEN thumb

Inspired by the West Seattle Nursery across the street, create an inviting green space in the center of the site for residents to use. This could be in the form of planters, trees, gardens or even roof decks







preferred scheme

## 1: Cross Court



NC2-30 / 2.5 MAX FAR / 30' HEIGHT

# of Units:	<b>north site 3026909</b>	<b>south site 3029469</b>
	(9) Townhouses	(9) Townhouses
	(5) Parking (at alley)	(5) Parking at alley
	13,500 sf (16,958k max)	13,500sf (16,791 max)

### Positive

- Efficient Massing
- Parking at Rear
- Central Pathway Through site

### Negative

- No sense of community
- Dark interior Units
- Concerns over privacy
- Narrow units
- Minimized % of windows

### Departures

- No departures are requested

## 2: Traffic Court



NC2-30 / 2.5 MAX FAR / 30' HEIGHT

# of Units:	<b>north site 3026909</b>	<b>south site 3029469</b>
	(10) Townhouses	(10) Townhouses
	(8) Parking	(7) Parking
	12,704 sf (18.75k max)	12,704 sf (18.75k max)

### Positive

- No Parking along Alley
- Parking within each unit
- More privacy to adjacent N/S sites

### Negative

- No sense of community
- Dark interior Units
- Prioritizes car over pedestrians
- Minimal Green Space
- No ground level private yards

### Departures

- Departure from rear setback requested

## 3: People's Court



NC2-30 / 2.5 MAX FAR / 30' HEIGHT

# of Units:	<b>north site 3026909</b>	<b>south site 3029469</b>
	(9) Townhouses	(9) Townhouses
	(11) Parking	(7) Parking
	13,876 sf (18.75k max)	13,876 sf (18.75k max)

### Positive

- Parking hidden in below grade garage
- Center of site left open for circulation
- Prioritizes pedestrians over cars
- Community centered courtyard
- Buffer at north / south sideyards

### Negative

- Minimal views to perimeter of site
- Interior units in close proximity

### Departures

- No departures are requested

# 1: Cross Court



NC2-30 / 2.5 MAX FAR / 30' HEIGHT

# of Units:

**north site 3026909**

(9) Townhouses

(5) Parking (at alley)

13,500 sf (16,958k max)

**south site 3029469**

(9) Townhouses

(5) Parking (at alley)

13,500sf (16,791 max)

## Positive

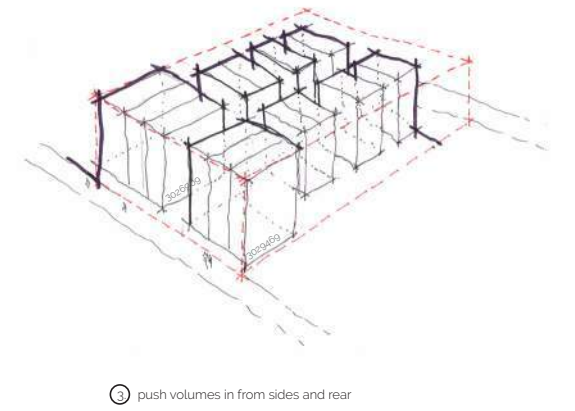
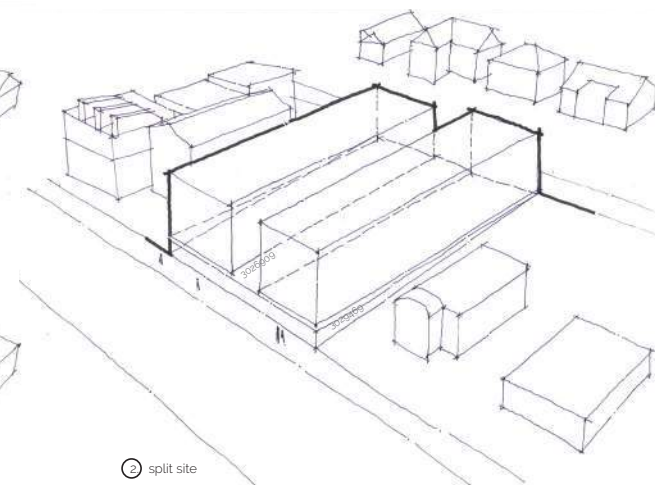
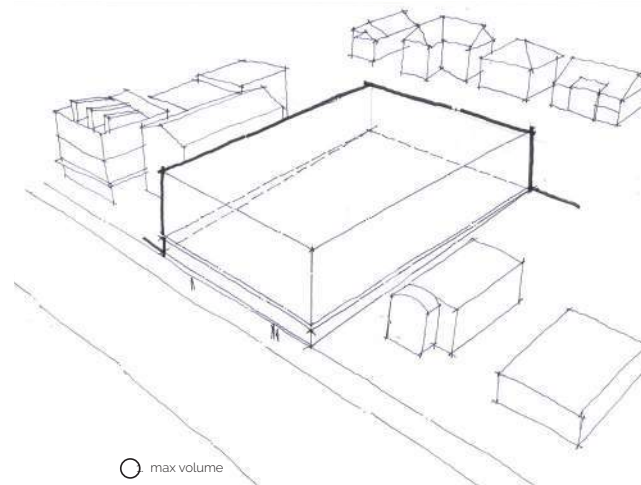
- Efficient Massing
- Parking at Rear
- Central Pathway Through site

## Negative

- No sense of community
- Dark interior Units
- Concerns over privacy
- Narrow units
- Minimized % of windows

## Departures

- No departures are requested



max volume

split site

push volumes in from sides and rear



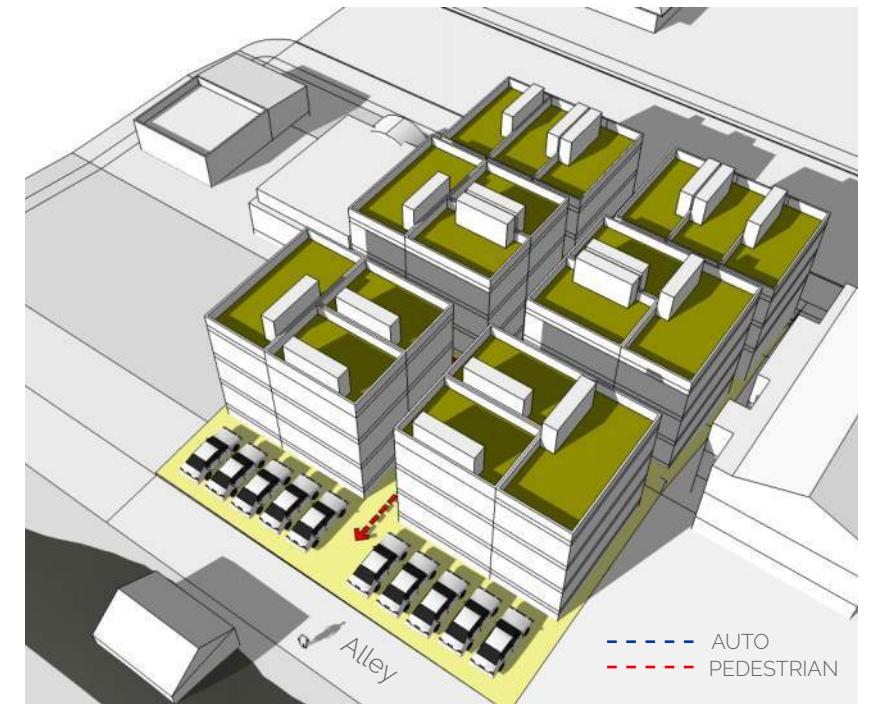
California Ave Street Perspective

Along California Ave the front facing residential uses feature raised balconies with private stoops up to each unit to allow for privacy for those units while also allowing for potential street level interaction.



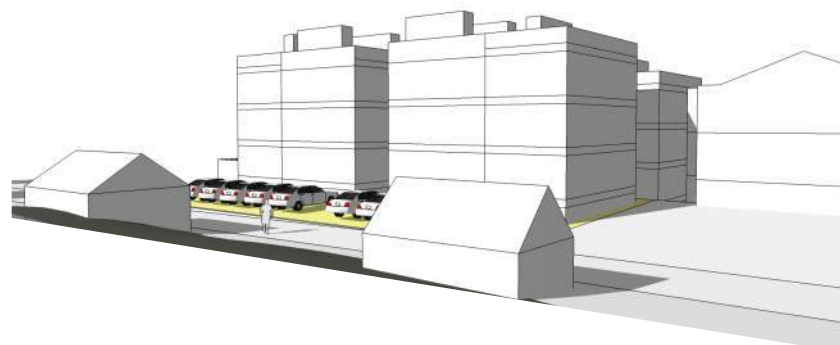
California Ave Aerial

The central pedestrian court through the project serves as the circulation spine for the project but limits the opportunity for views for the interior units and does not create a variety of space for interaction.



NE Aerial

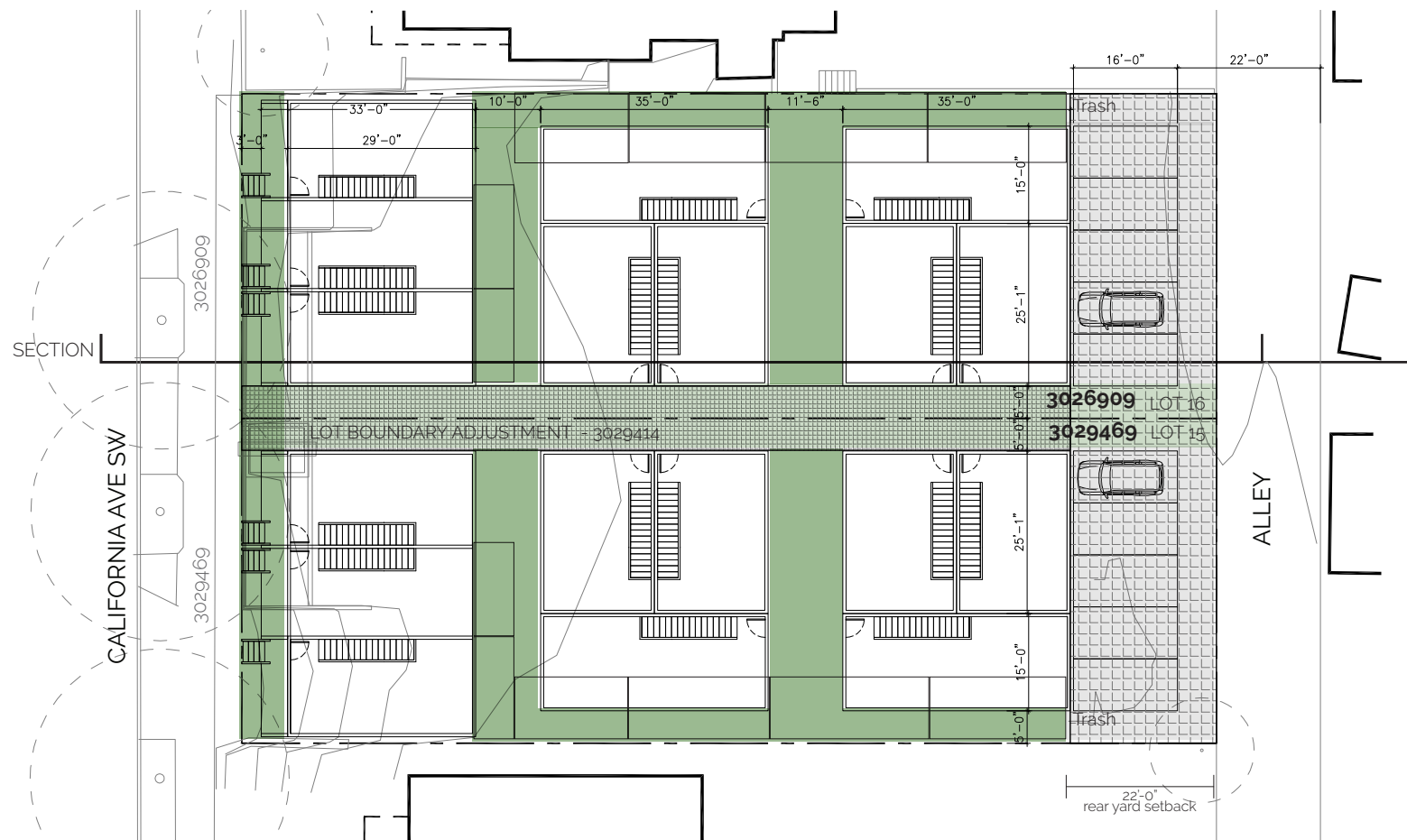
Parking and trash for the project will be placed along the alley. Private roof decks for each unit will be accessed from stair penthouses that provide access and some privacy but also limit view potential for some of the townhouses on the site as well as neighbors to the east.



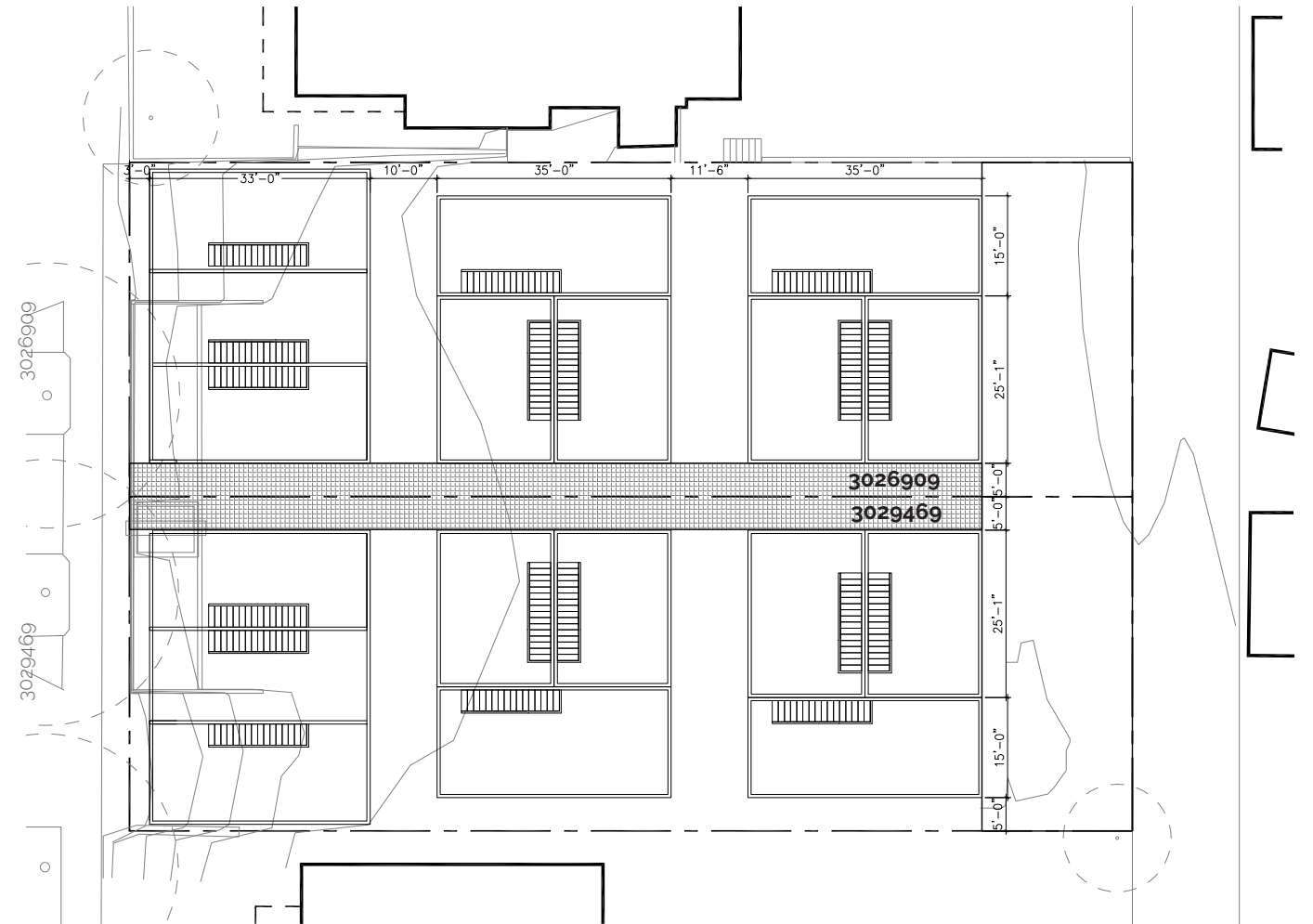
NE Alley Perspective

While placing the vehicular parking along the alley does allow for an efficient method for storing these cars it does not facilitate a neighborhood friendly alley approach with a great deal of cars entering and exiting the site using the alley for maneuvering.

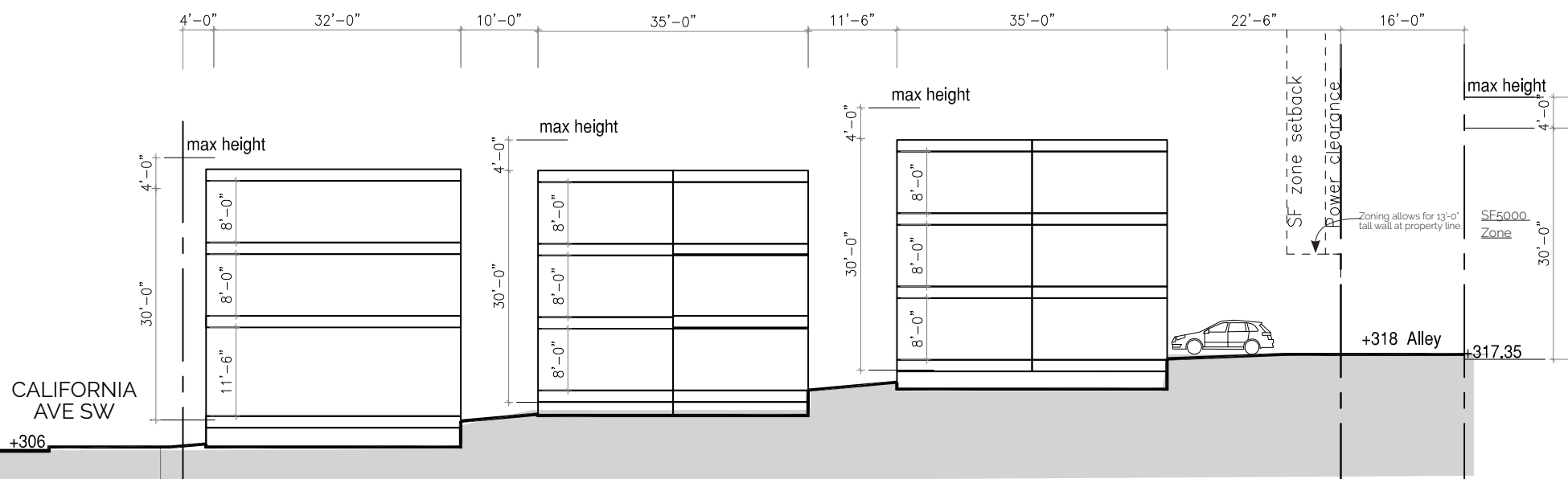




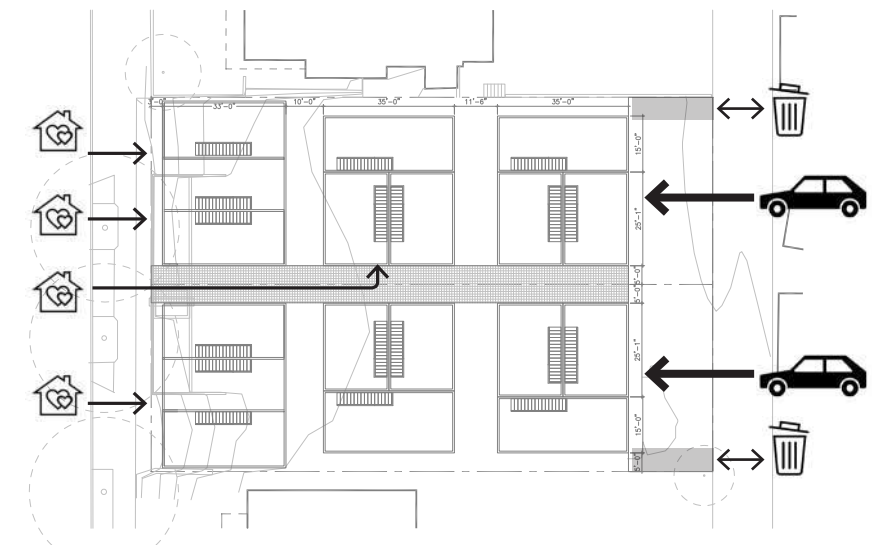
Ground Level Plan



Typical Level Plan



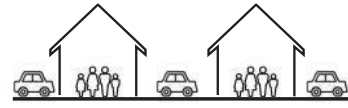
SITE SECTION



Access / Trash / Entry  
The Main pedestrian entry is through a central walkway. Cars will all park off the alley via at grade parking stalls while trash will also be stored and accessed from the alley.

Transition to Single Family (SF5000) Zone  
Scheme A is setback 22'-0" from the alley but uses its rear yard setback for surface parking spots for the project, which would result in a reduced building form at this zoning transition but a great deal of vehicular entry and exiting in the alleyway.

## 2: Traffic Court



NC2-30 / 2.5 MAX FAR / 30' HEIGHT

# of Units:	north site 3026909	south site 3029469
	(10) Townhouses	(10) Townhouses
	(8) Parking	(7) Parking
	12,704 sf (18.75k max)	12,704 sf (18.75k max)

### Positive

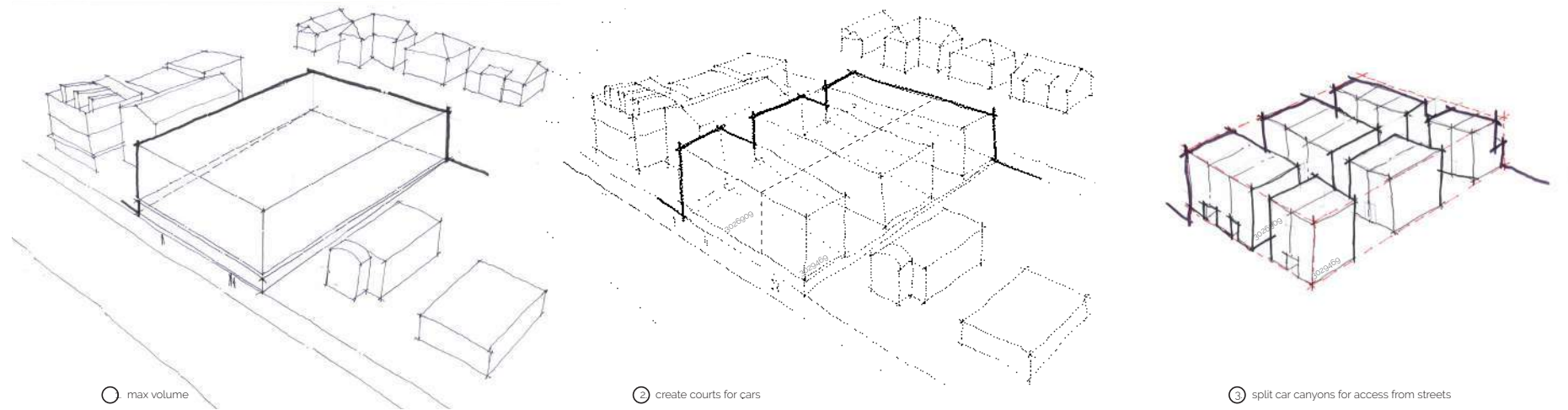
- No Parking along Alley
- Parking within each unit
- More privacy to adjacent N/S sites

### Negative

- No sense of community
- Dark interior Units
- Prioritizes car over pedestrians
- Minimal Green Space
- No ground level private yards

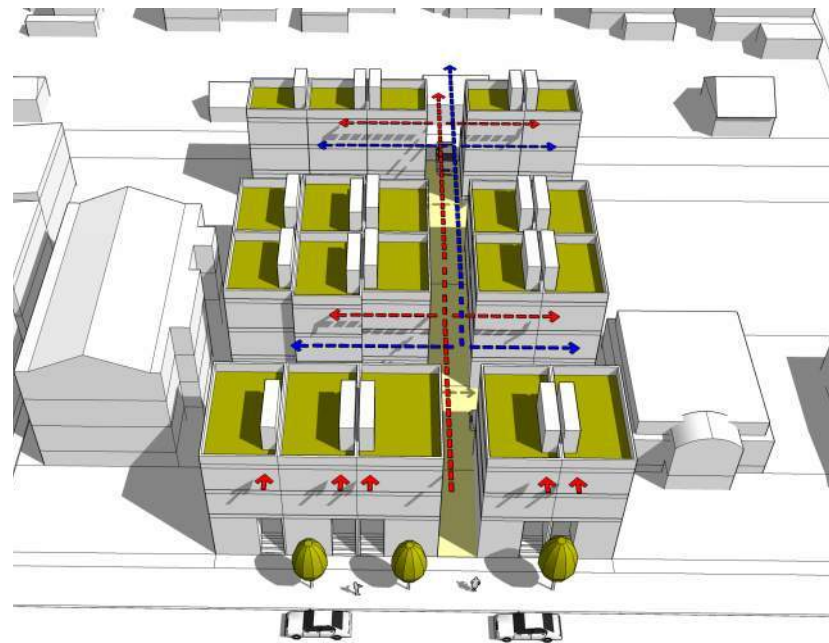
### Departures

- Departure from rear setback requested



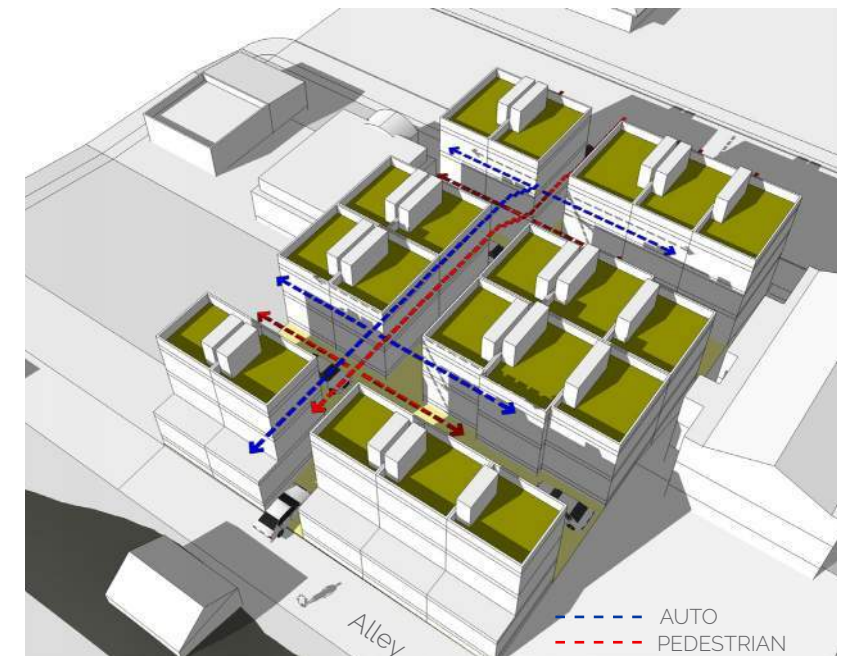
California Ave Street Perspective

Along California Ave SW, scheme 2 meets the ground in a much more urban manner where the stoops and stairs to get into the units are minimal and the privacy of the units takes precedent over the presence of private outdoor patios facing the street.



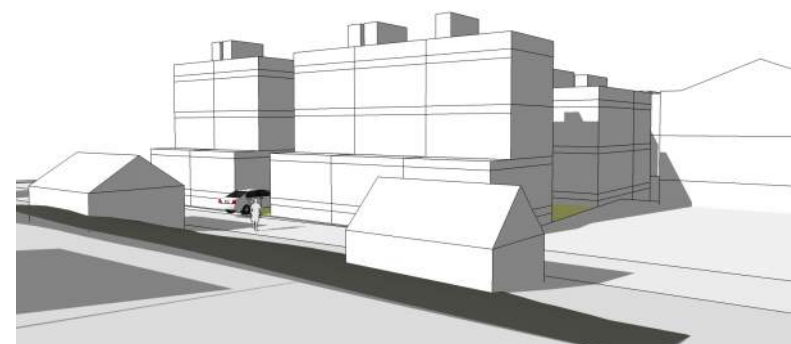
California Ave Aerial

The central court in scheme 2 serves as a vehicular & pedestrian pathway to carry cars from the alley down and into the site where they then enter enclosed garages. Pedestrians will primarily enter from California Ave SW and access their units via the shared woonerf.



NE Aerial

Parking and trash will be placed within each unit. Private roof decks for each unit will be accessed from stair penthouses that provide access and some privacy but also limit view potential for some of the townhouses on the site as well as neighbors to the east.



NE Alley Perspective

The lower level for the alley facing units extends to the property line and then steps back on the upper levels to allow for relief in massing and to also create a potential space for outdoor use for the tenants.





+306.



Pedestrian and vehicular access share the central woonerf circulation space which will be partially paved with grass pavers and partially landscaped where applicable. Trash will be stored within each unit and carried out to the alley for pick up by the residents.

preferred scheme

## 3: People's Court



NC2-30 / 2.5 MAX FAR / 30' HEIGHT

# of Units:

<b>north site 3026909</b>	<b>south site 3029469</b>
(9) Townhouses	(9) Townhouses
(11) Parking	(7) Parking
13,876 sf (18.75k max)	13,876 sf (18.75k max)

### Positive

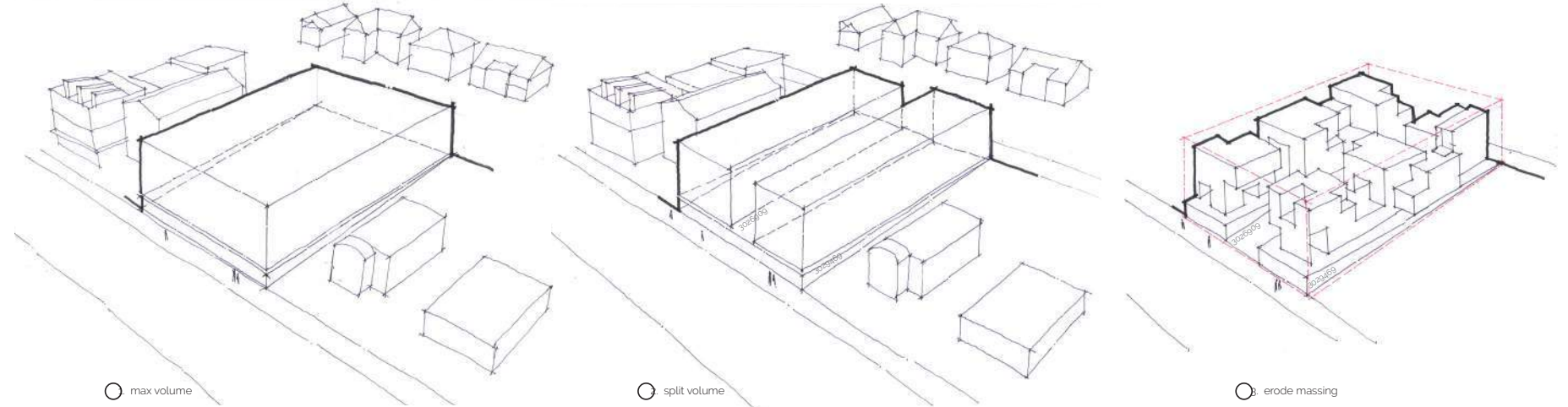
- Parking hidden in below grade garage
- Center of site left open for circulation
- Prioritizes pedestrians over cars
- Community centered courtyard
- Buffer at north / south sideyards

### Negative

- Minimal views to perimeter of site
- Interior units in close proximity

### Departures

- No departures are requested



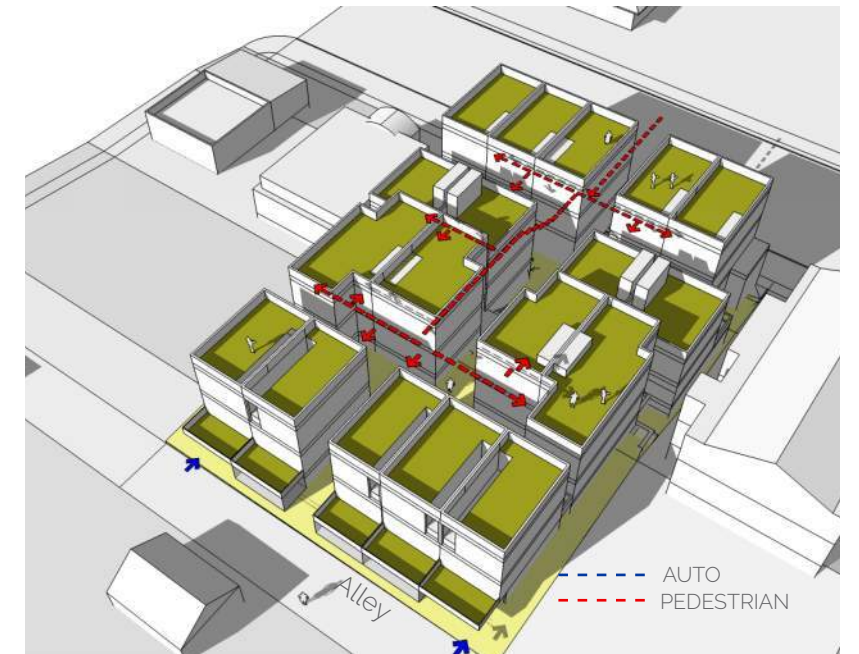
California Ave Street Perspective

Along California Ave SW, this preferred scheme will feature a variety of street facing patios, stoops and building massing that carries down to the ground. This scheme blends spaces for interaction while also maintaining a level of privacy for these street facing units as well.



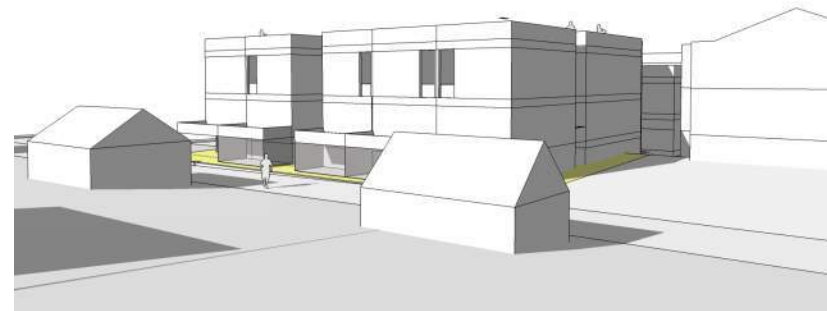
California Ave Aerial

The massing for the project shifts to break down the scale and movement through the site, which will be entirely used for pedestrian circulation. The project also sets back from the side setbacks to provide room for landscaping to the adjacent uses.



NE Aerial

Parking for this project will located in a below grade parking garage that will be accessed from the alley. Trash will be located along the alley in a screened enclosure that will make them easily accessible but also screened from the adjacent residential uses to the east.



NE Alley Perspective

A screened trash enclosure will be located along the alley and provide a level of visual privacy to the adjacent uses. The entries to the below grade parking garage will also be recessed from the alley facade to create added depth and articulation with the building's massing.





## SITE SECTION

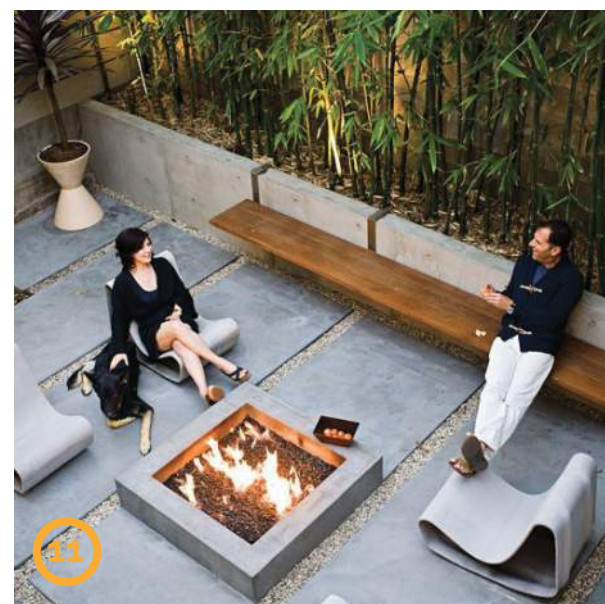


**Access / Trash / Entry**  
Pedestrians will be entirely separate from car traffic, which will be parked in an entirely below grade parking garage. Trash will be accessed directly off the alley via a screened enclosure.



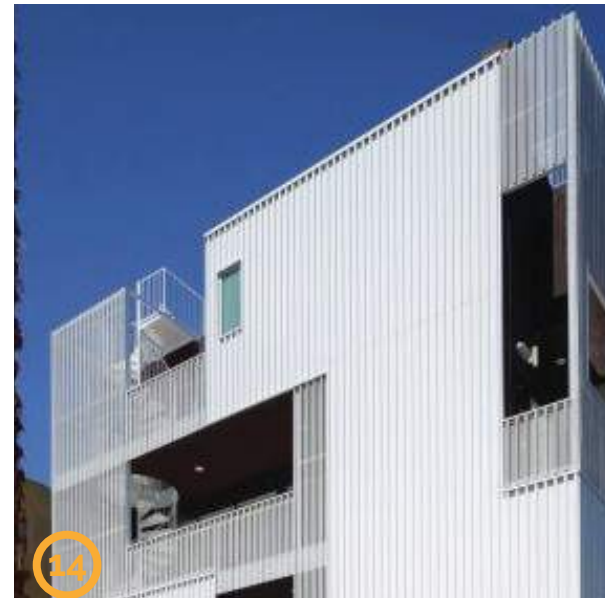
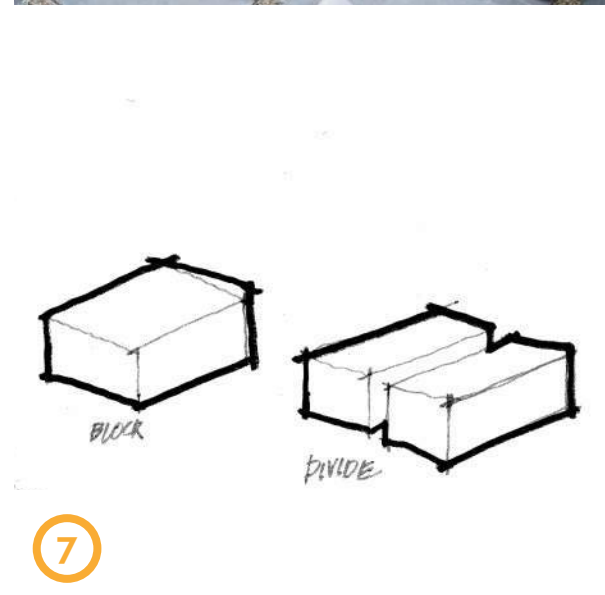
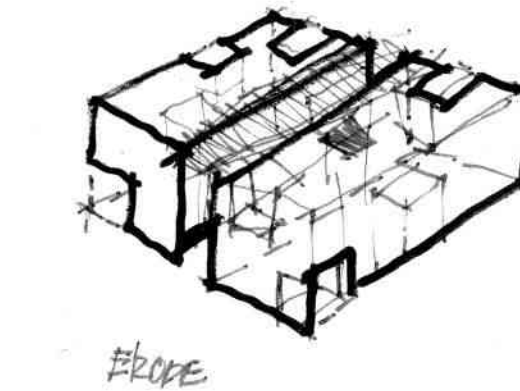
# CONCEPT DEVELOPMENT



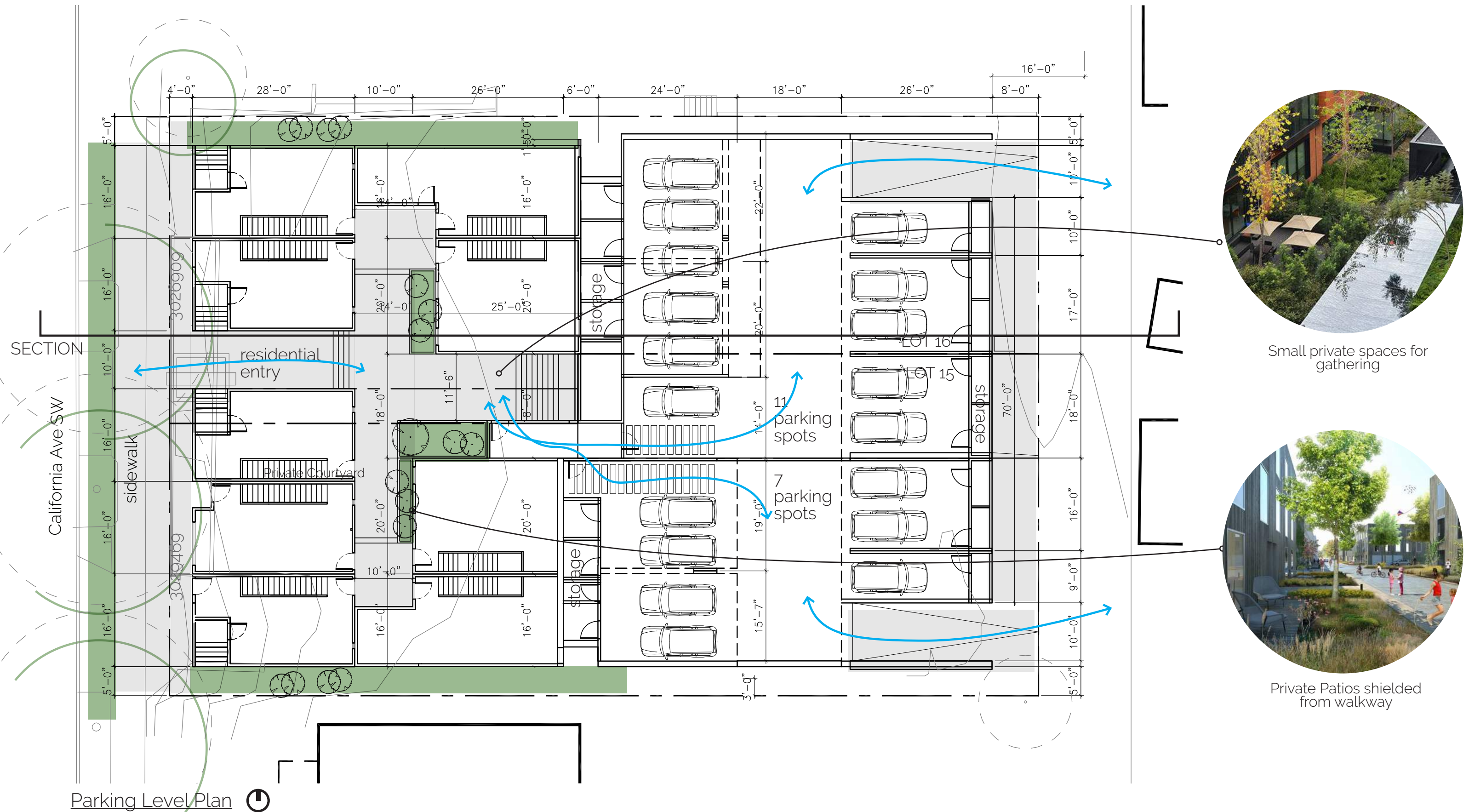


## DESIGN CONCEPTS

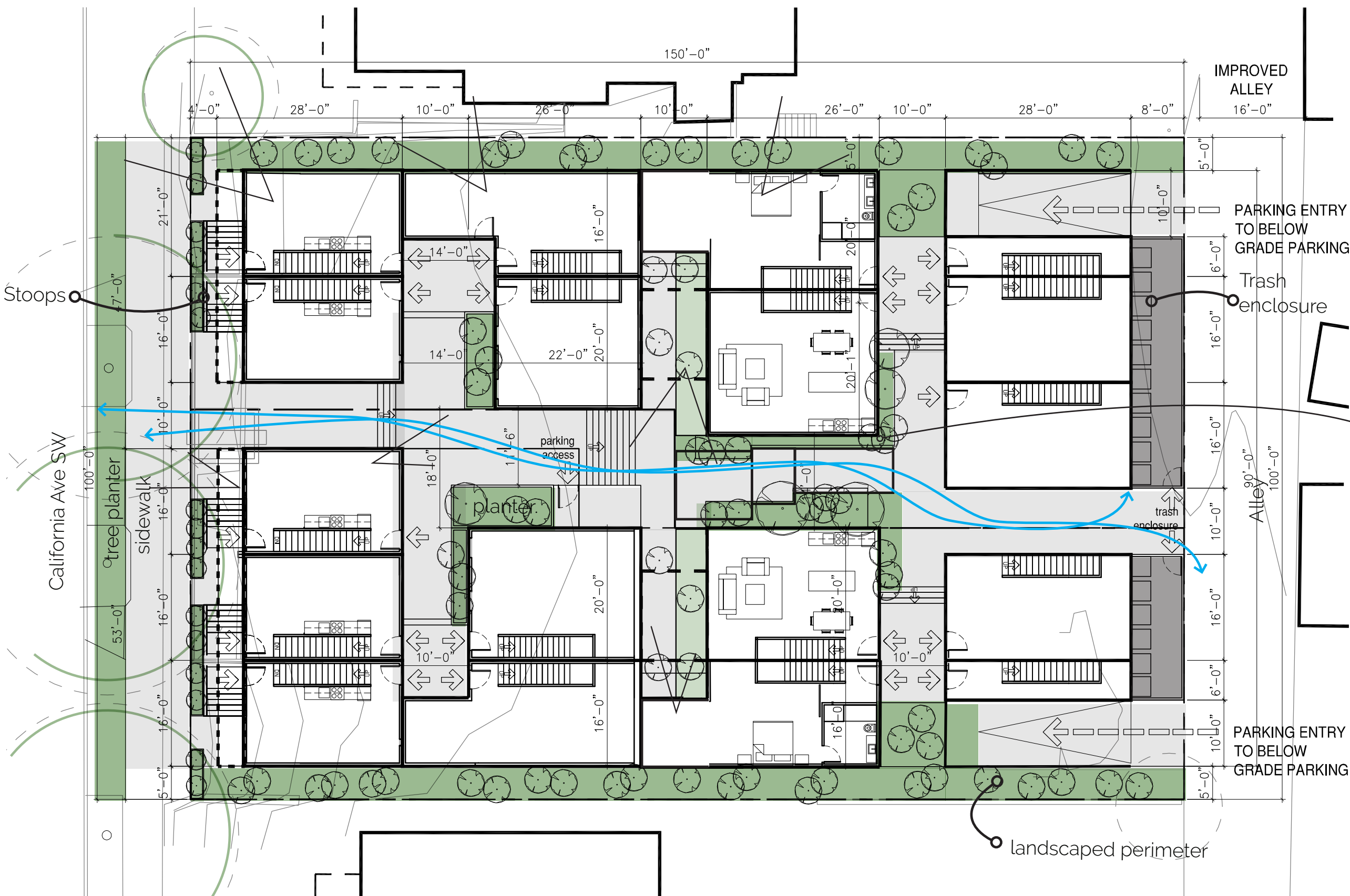
1. ORGANIC EROSION
2. LIGHT / AIR / SHADOW / SHADE
3. GARDEN
4. CANYON CUT
5. MASSING REFLECTS QUARRY FORM
6. WHITE / REFLECT LIGHT
7. CARVED BLOCKS
8. DIVIDE & PERFORATE
9. MESAS
10. COMMUNITY OF BUILDINGS
11. COURTYARD
12. SPACE BETWEEN
13. OPEN / ENCLOSED
14. SCREENING
15. TERRACED











Balconies  
Look down onto public spaces



Pathways  
Cut through project and give a pedestrian friendly scale



Materiality  
Use light materials with a variety of textures to add a secondary texture to the project while still using a bright color palette to bring more natural illumination into the site

Ground Level Plan

HYBRID

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

p: 206.267.9277  
w: www.hybridarc.com

Early Design Guidance  
3026909 / 3029469

PEOPLE'S COURT - 5242 California Ave SW

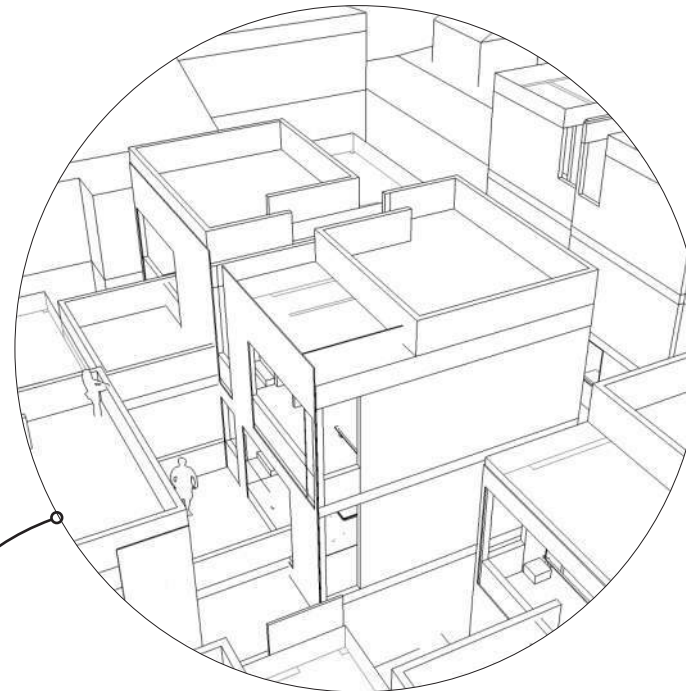
27



**Front Door - Street Level Entry**  
Raised entries will allow for a degree of privacy and separation from the sidewalk. Terraced planting will also allow for a more lush boundary to the perimeter of the project.



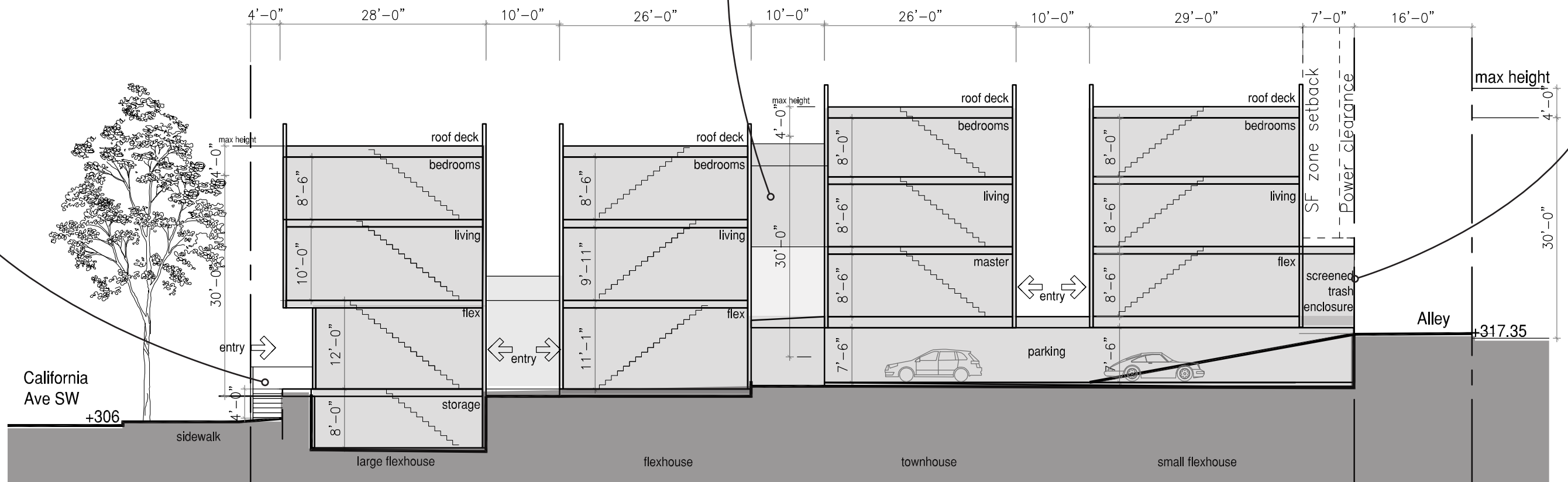
**Break Down Massing**  
Use Balconies and Patios to erode bulk of the facade



**Private Balconies**  
Cascading private balconies add diversity to roof line and give individuals private, shielded exterior spaces.



**Rear Alley Trash Enclosure**  
The trash at the alley will be stored within a screened trash shelter with space on top of the shelter that could potentially be used as a patio for the alley facing unit or place for planting / green roof.

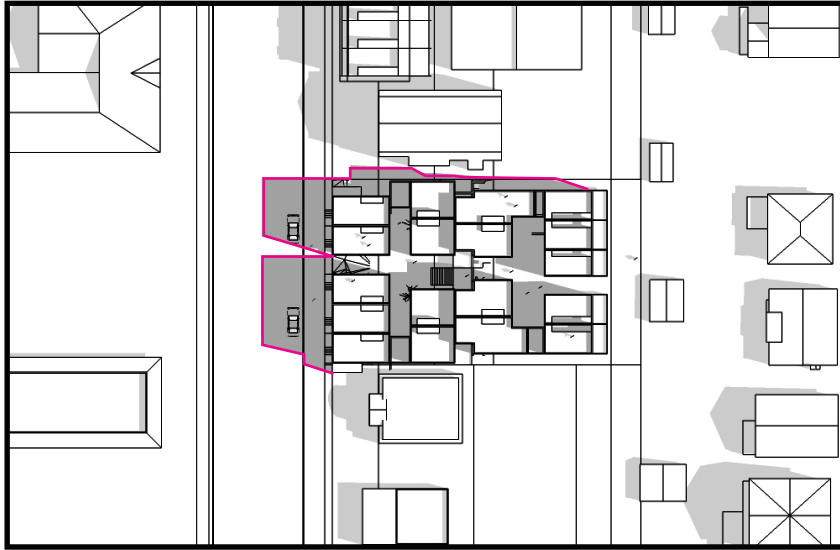




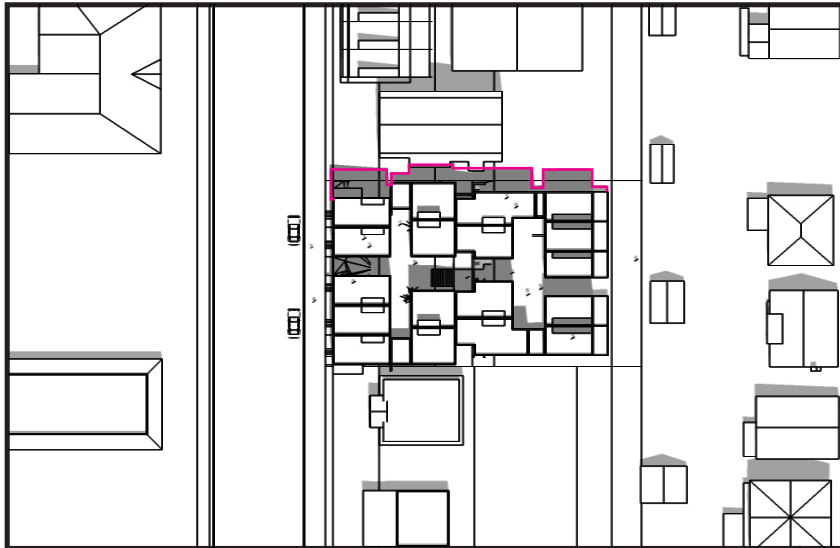
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# APPENDIX

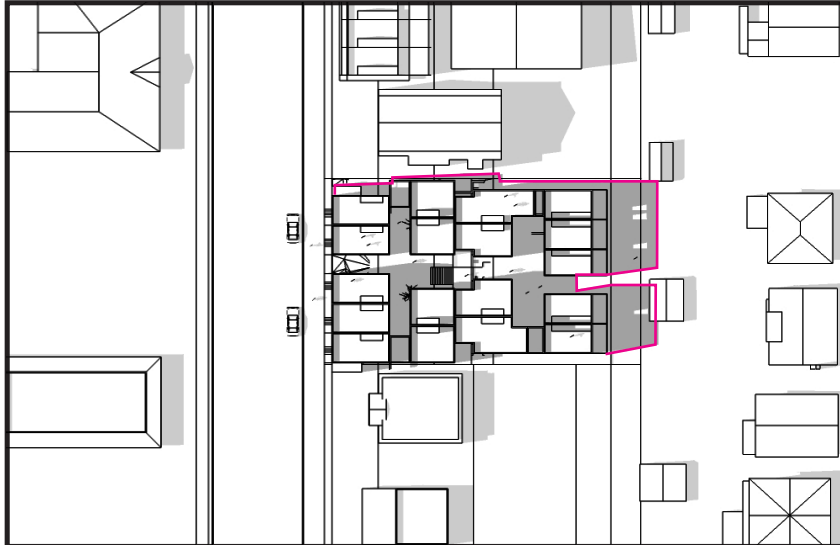
1. CROSS COURT



1: morning

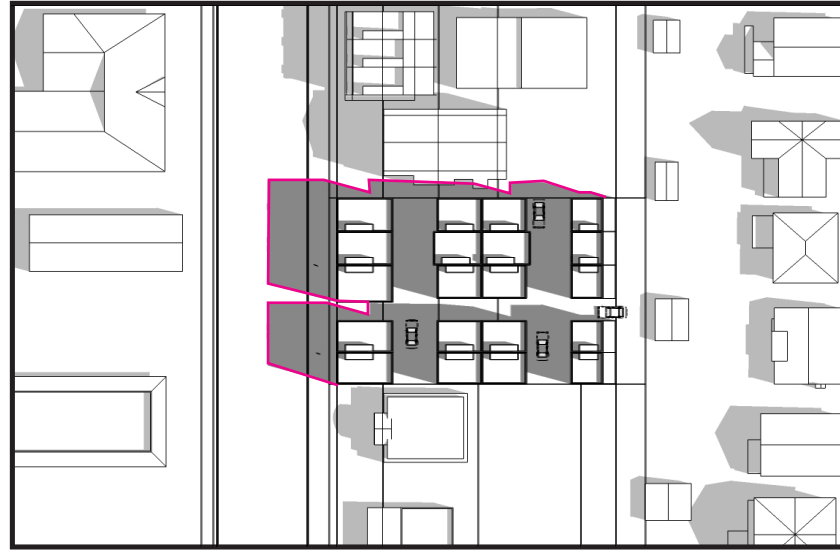


1: noon

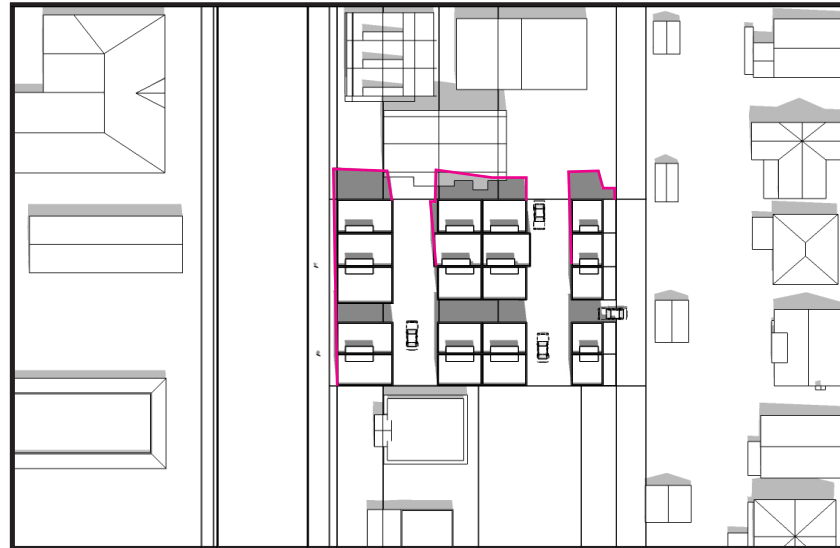


1: afternoon

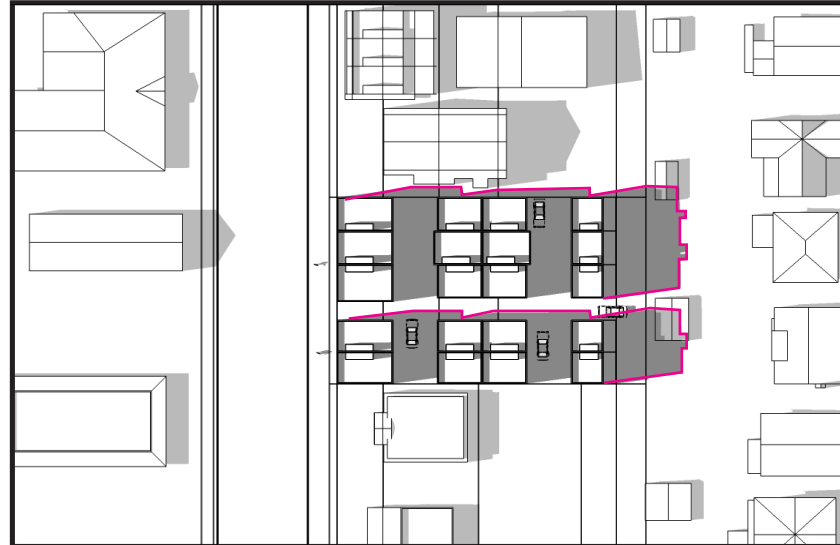
2. TRAFFIC COURT



2: morning



2: noon



2: afternoon

3. PEOPLES COURT

preferred scheme



3: morning

preferred scheme



3: noon

preferred scheme

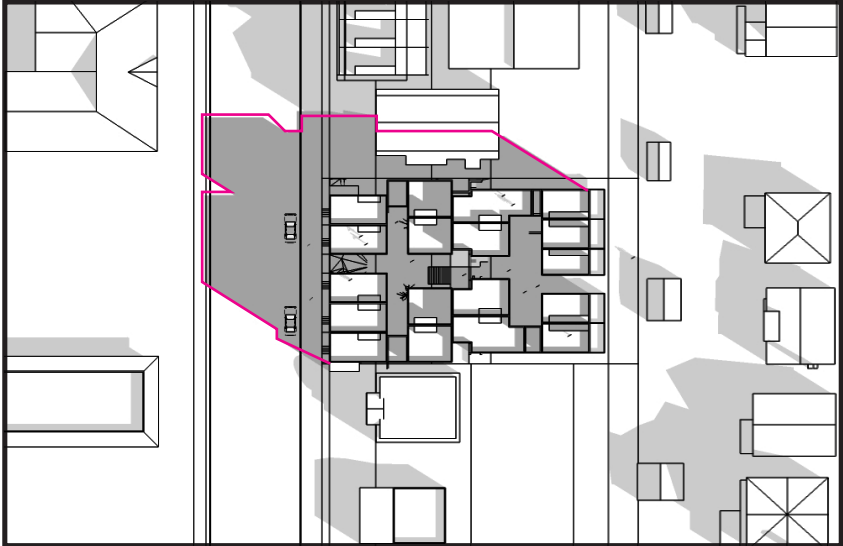


3: afternoon

summer solstice



1. CROSS COURT



1: morning

2. TRAFFIC COURT



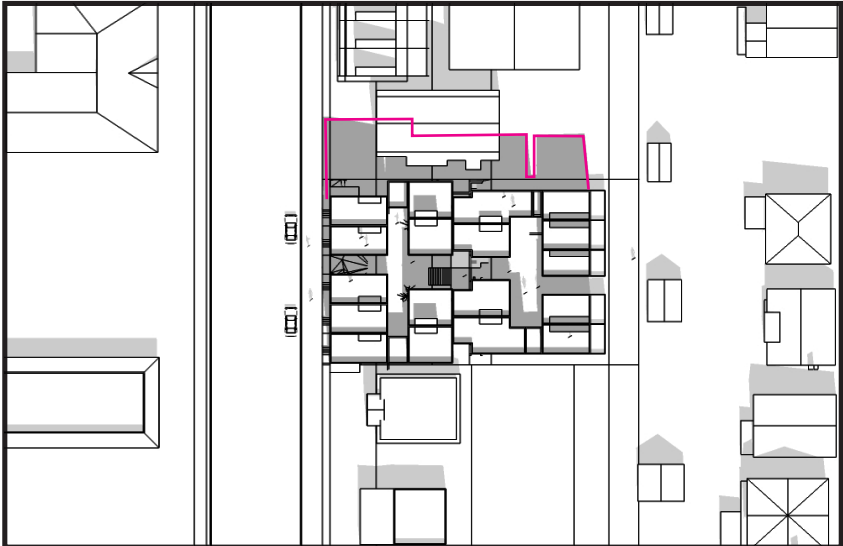
2: morning

3. PEOPLES COURT



3: morning

preferred scheme



1: noon

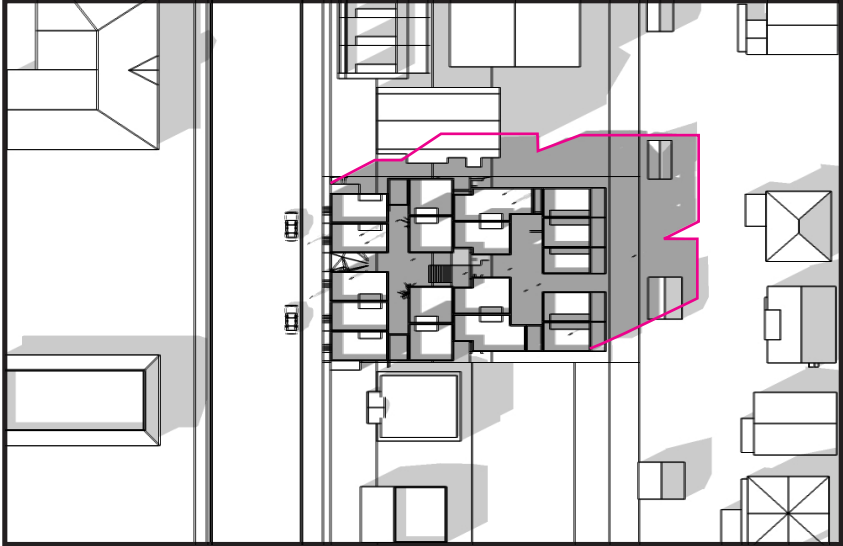


2: noon



3: noon

preferred scheme



1: afternoon



2: afternoon



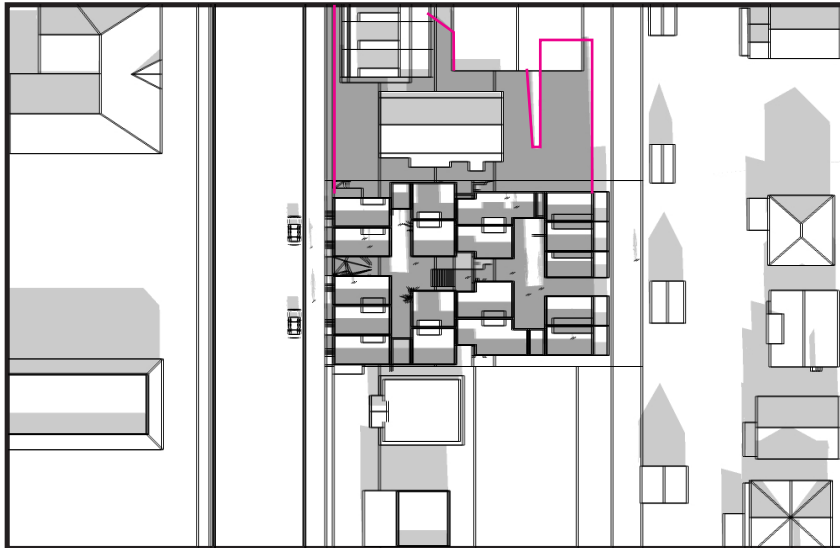
3: afternoon

equinox

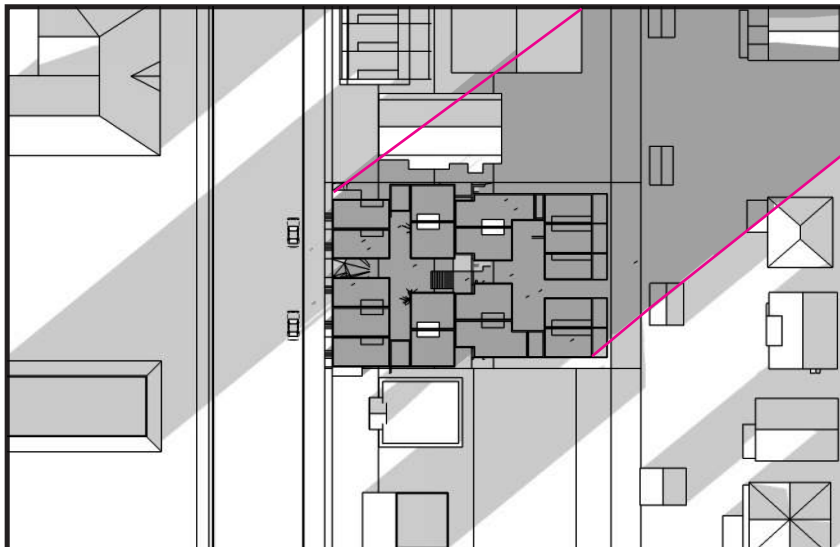
1. CROSS COURT



1: morning



1: noon

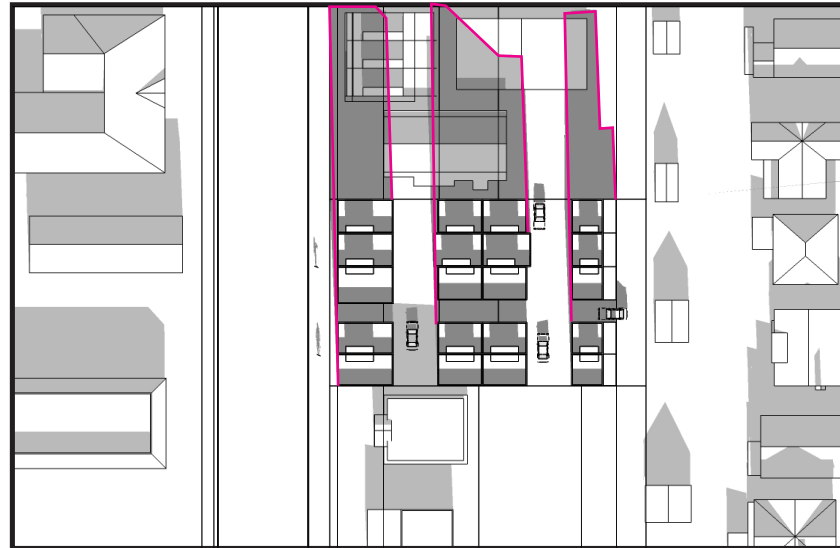


1: afternoon

2. TRAFFIC COURT



2: morning



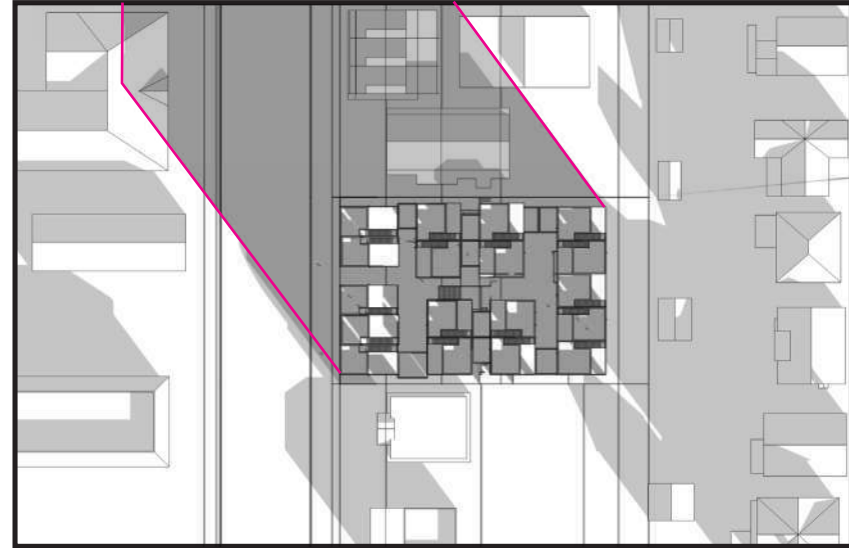
2: noon



2: afternoon

3. PEOPLES COURT

preferred scheme



3: morning

preferred scheme



3: noon

preferred scheme



3: afternoon

winter solstice

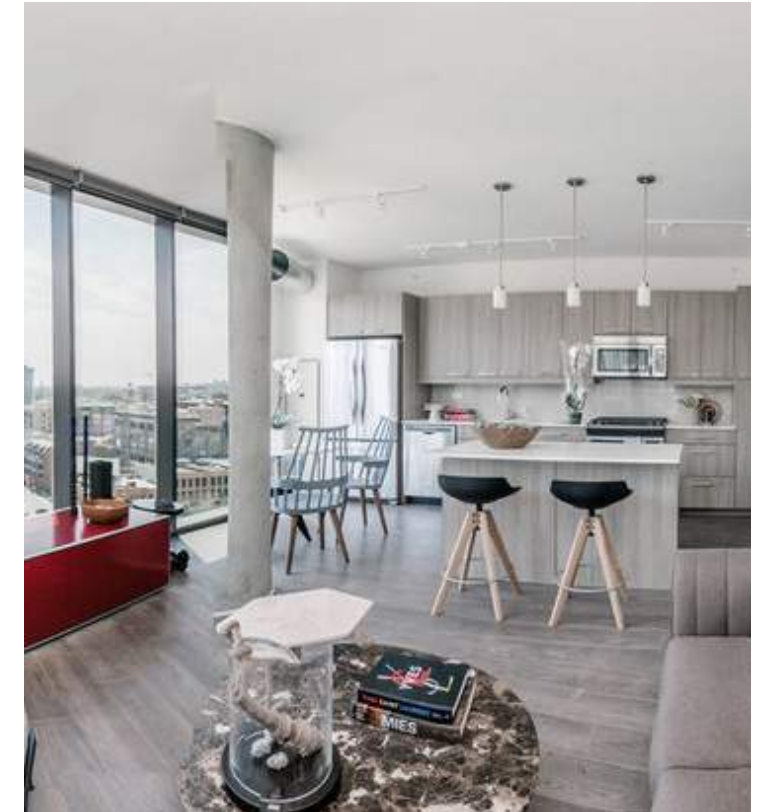




**Killebrew Apartments**



**Remington Court Townhomes**



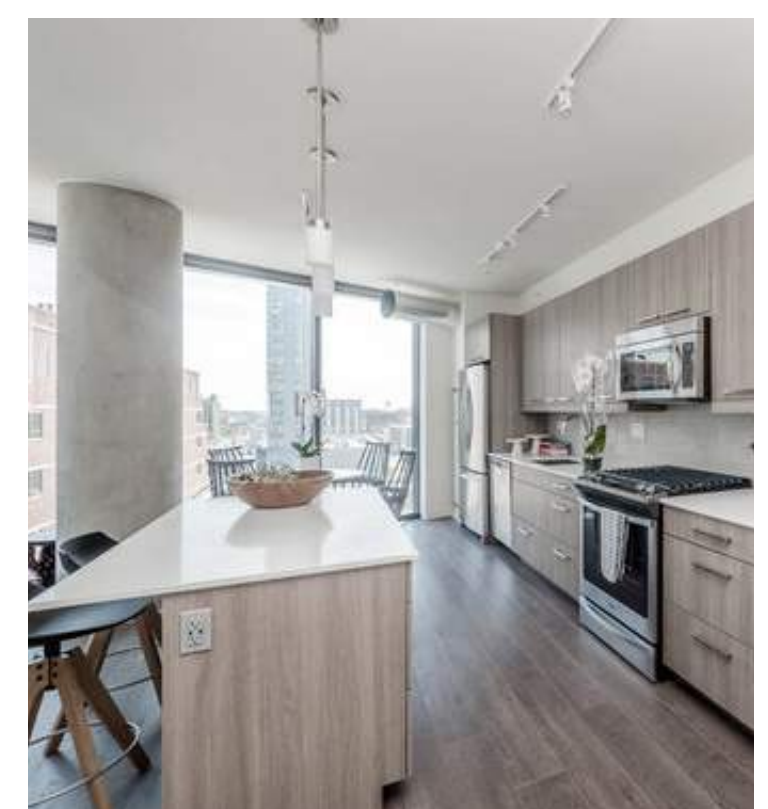
**Lexington Asset Management - Chicago**



**California Ave Apartments**



**California Ave Apartments**



**Lexington Asset Management - Chicago**