







Landscape Architects



4747 CALIFORNIA **RECOMMENDATION MEETING #3031135**

07.18.2019





PROPOSAL Project Data Project Goals

EDG Respons Massing . . Streetscape a Alley Façade South Façade Amenity Area Materiality an Signage . . Lighting . .

- Elevations . Sections . .
- Plans . . .
- Landscape .

APPENDIX

Site Informati

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BUILDING DOCUMENTATION

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PROPOSAL



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DEVELOPMENT OBJECTIVES

The basic program includes:

- 6 STORIES OF APARTMENTS OVER 1 STORY OF RETAIL
- +/- 73 RESIDENTIAL UNITS
- +/- 45 RESIDENTIAL PARKING STALLS
- +/- 5,000 SF COMMERCIAL AREA AT STREET LEVEL





3. CREATE A QUALITY RETAIL EXPERIENCE Most of the new mixed-use multi-family projects in the neighborhood are designed with the retail as an empty shell for a future undetermined tenant. This project is unusual in that the primary retail tenant, Jack Miller of Husky Deli, is the building owner and involved in every detail of planning and design. Husky Deli has been serving West Seattle since 1932. The building and retail has been designed with the goal of serving the community well into the next century.



PROPOSAL

PROJECT GOALS

1. MAINTAIN THE CHARACTER AND STREETSCAPE CONTINUITY

The design team recognizes and appreciates the historic retail building patterns along California Avenue. In order to create an uninterrupted one story massing to match the height of the existing buildings at street level, the residential portion of the building has been setback an average of 10'. The proposed design compliments the scale of the historic storefronts, while providing amenity space and open terrace to overlook the street activity below.

2. BECOME AN ANCHOR

The intersection of California and Edmunds is one of the gateways to the commercial core of West Seattle. While the project site is not directly on the corner it will be the first tall building on the west side of the street. The intent is to create an attractive building massing as viewed from the South and North approach along California, and an engaging pedestrian presence at the street level.

EDG RESPONSE SUMMARY

G	UIDANCE THEME	BOARD GUIDANCE	DESIGN RESPONSE	
		At the EDG meeting The Board expressed strong support for a one-story retail base to match the existing development in the neighborhood.	The design team has continued to develop the preferred massing option featuring a strong one-story base to match the existing street pattern.	CS2-1 Stre Old and N
1	MASSING	The Board gave guidance to provide appropriate modulation to the upper level massing.	The upper level modulation has been redesigned to be more responsive to the street level platting pattern. The current design features balconies that are recessed 2' and project pass the face of the building 4'.	CS2-1 Stre Fitting Ol
		The Board approved of stepping back the massing along the west façade.	The current design maintains the voluntary setbacks shown in the preferred EDG massing option.	CS2-C-2 N
		The Board encouraged setting back the base level from the sidewalk 2' along California.	The revised design incorporates SDOT's recommended sidewalk setback. The design team has provided studies as requested by the Board.	CS2-B-2 (Spaces Er
•		The Board gave guidance to further develop the streetscape with pedestrian amenities.	The streetscape design has been developed to include street furniture, landscap- ing, and bicycle parking.	PL1- I Hur
2	STREETSCAPE & ENTRY	The Board requested a study of the street tree pattern.	The landscape architect has studied the street tree pattern of the neighborhood and provided the appropriate trees in their plan.	DC4-D Tre and Entrie
		The Board wants the design team to study the seating in the residential Plaza and how it will work in conjunction with the pedestrian streetscape.	The depth of the residential entry has been reduced from 40' to 27' feet. The space has been designed with pedestrian and resident safety in mind. Various uses are accommodated and defined with subtle changes in hardscape, planting, and furniture.	PL1- I Hur
		The Board requested study of the alley way to make it more welcoming and safe for pedestrian traffic.	The alley contains all of the mechanical, utility and egress functions of the building, however consideration has been given to the retail entry with specialty lighting and signage.	PL1- I Hur Connectio
3	ALLEY	The Board wants the Design Team to study the alley elevation and its relationship to the adjacent building.	The alley has been studied; a plan and section are provided to show the relationship between the proposed building and the existing building across the alley.	CS2-B Ad Adjacent
		Incorporate more lighting into the alley way.	Lighting in the alley has been provided.	DC4-C Lig
4	MATERIALITY & FACADE	Design Team to study high quality materials for the storefront to match the existing historic character of the site.	The street facing façade at street level is brick with rich detailing. The upper portion of the building is a combination of High Density FCP and FCP panels. All materials have been selected to support the overall design concept, and compliment the neighborhood.	CS3-A-1 Fi Neighborh DC4-A Bu
	COMPOSITION	The Board wants the façade to read as one cohesive element, while creating separation between the base and the upper levels through the careful selection of exterior materials.	The lower retail and upper residential massing are tied together with similar proportions and color palettes. A dark inset band at Level 2 emphasizes the separation of the upper levels from the street levels as recommended by The Board.	DC2-B-1 F
		The Board supports the location of the exterior roof amenity and its relationship to the interior amenity, and provided guidance to develop it as the main amenity area for the site.	The design team has continued to develop the amenity at Level 7. The indoor and outdoor amenity area has been designed to take advantage of southwestern views and creating a strong interior/exterior relationship.	DC3-A-1 lr
5	AMENITY AREA	The Board suggest studying moving the common amenity area at Level 2 to the northeast corner.	The design team has replaced the amenity space on Level 2 with a unit facing California Avenue, and focus has been placed on the amenity space on Level 7. The project is still exceeding the required amenity area by over 1000 sf.	DC3- B Op
6	SOUTH FAÇADE	The Board wants the Design Team to study putting a mural on the south façade.	The current mural will be replaced with artwork of a similar theme. A sample image is provided.	CS2-C-2 M

APPLICABLE DESIGN GUIDELINE

treetscape Compatibility, CS2-C-2 Mid-Block Sites, CS3-A-1 Fitting I New Together, CS3-A-3 Established Neighborhoods

treetscape Compatibility, CS3-I-i Façade Articulation, CS3-A-1 Old and New Together, CS3-A-3 Established Neighborhoods

2 Mid-Block Sites, CS2-D Height, Bulk and Scale

2 Connection to the Street, PL1-I Human Activity, PL2-II Open Entries

uman Activity, PL2-II Open Spaces and Entries

Trees, Landscape and Hardscape Materials, PL2-II Open Spaces ries

uman Activity, PL2-II Open Spaces and Entries

uman Activity, PL2-II Open Spaces and Entries, CS2-B-2 tion to the Street

Adjacent Sites, Streets, and Open Spaces, CS2-D-5 Respect for nt Sites

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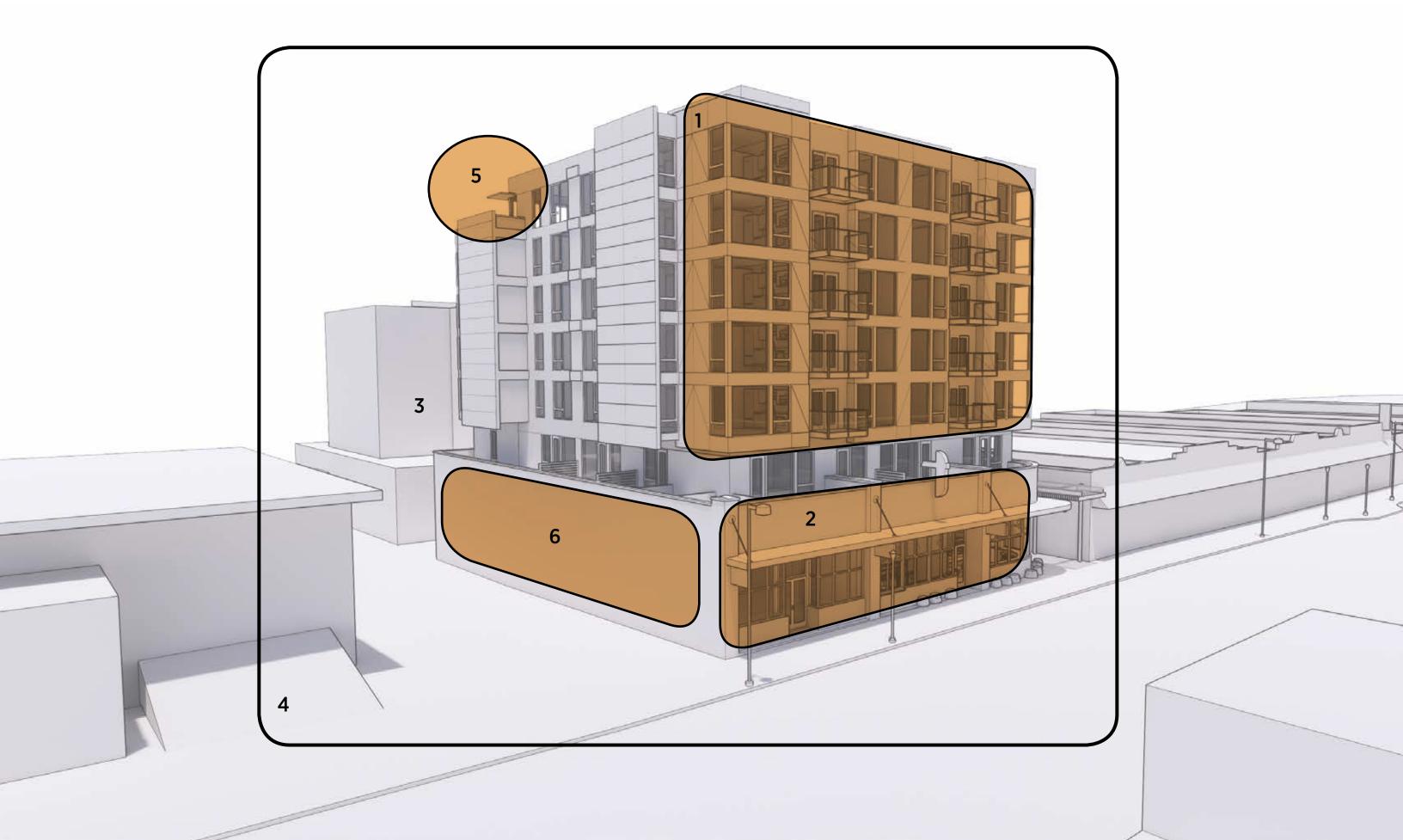
Fitting Old and New Together, CS3-A-3 Established orhoods, CS3-I-i Façade Articulation, CS3-I-II Architectural Cues, Building Materials

Façade Composition, CS3-i-i Façade Articulation

Interior/Exterior Fit, DC3-B Open Space Uses and Activities

Open Space Uses and Activities

Mid- Block Sites, DC2-B-2 Blank Walls



EDG RESPONSE SUMMARY

EDG RESPONSE - MASSING OVERVIEW

BOARD GUIDANCE

The Board supported the one-story base of the preferred massing option. While recognizing this was contrary to the two-story base recommended for large new development by the West Seattle Junction Neighborhood Design Guidelines, the Board agreed the one-story base was the most appropriate response to the strong one-story datum line created by existing development north of the site and was successful in respecting the scale and character of the street due to the deep setback of the upper levels. The Board also supported a one-story base as the form reflects the interior function, where as a two-story base would not.

RESPONSE

The base remains dominant and the upper levels are setback a minimum of 10' from the street lot line. The podium was raised by three feet to better match the neighborhood context, and allow for a potential retail mezzanine. Level two is recessed to provide a definitive break in the upper and lower massing elements. The Southwest corner has been carved away to transition the massing to the lower zone across the alley, and create an outdoor amenity terrace facing the sound and mountain views.

RELEVANT DESIGN GUIDELINES

CS2-I-i Street Wall Scale

Reduce the scale of the street wall with well-organized commercial and residential bays and entries, and reinforce this with placement of street trees, drop lighting on buildings, benches and planters.

CS2-I-ii Punctuate Street Wall

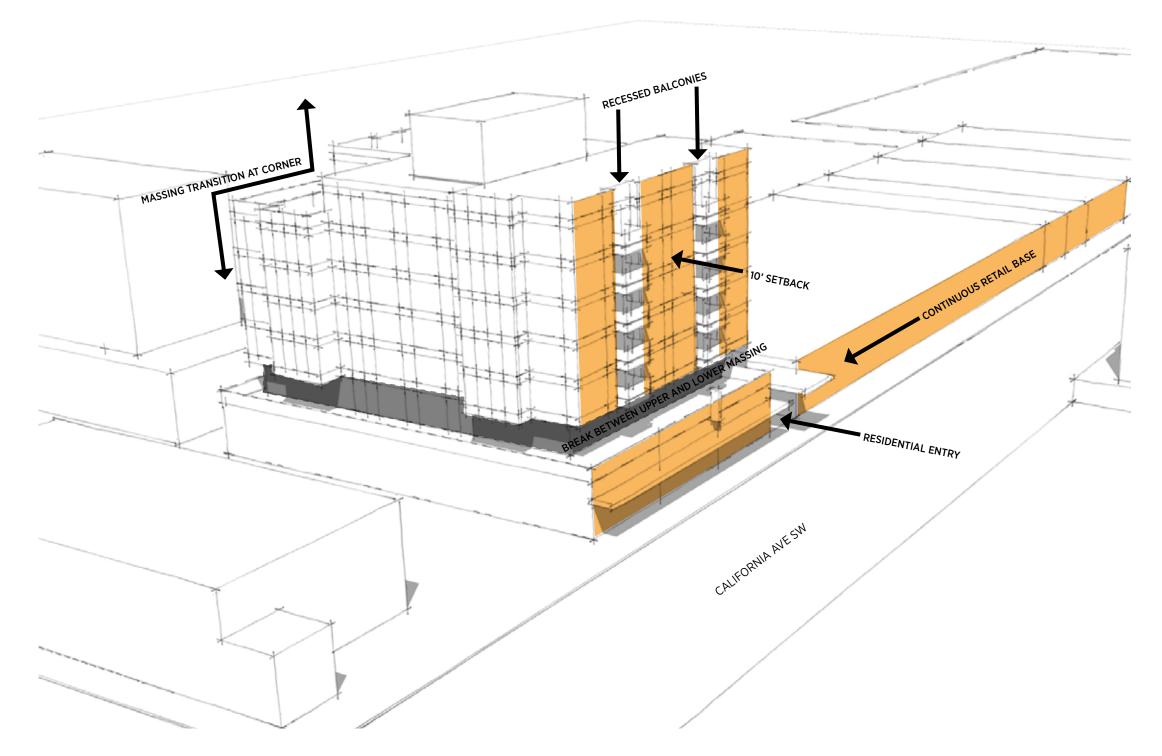
Provide recessed entries and ground-related, small open spaces as appropriate breaks in the street wall.

CS2-C-2 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 and respond to datum lines of adjacent buildings at the first three floors.

CS3-A-3 Established Neighborhoods

In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.



APPROVED MASSING AT EDG

BOARD GUIDANCE

The Board agreed that the massing of the upper levels should respect the established platting pattern of the street and respond to the articulation of the base, and gave guidance to provide depth and breaks in the upper massing. This could potentially be accomplished by provided recessed balconies of substantial depth.

RESPONSE

The massing above level two has been shifted two feet to the south to create a stronger correlation between the upper and lower massing. This minor adjustment makes room for a skylight above the residential entry which was short on natural light. The balcony bays are inset 2' and painted a dark color to provide the impression of receding further.



MASSING AT EDG

EDG RESPONSE - MASSING



IMPROVED ALIGNMENT

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4747 CALIFORNIA | PROJECT #3031135 DRB RECOMMENDATION





EDG RESPONSE - MASSING

BOARD GUIDANCE

The Board appreciated the stepped massing along the west façade as an appropriate response to the zone transition and existing development.

RESPONSE

The stepped massing along the west façade serves two functions. The first, as recognized by the Board, is to respond to the zone change by stepping down the height and scale from the 85' zone to the 65' zone. The second function is to provide a significant outdoor amenity area at Level 7 on the Southwest corner of the building. This amenity terrace is positioned to take advantage of the southern exposure and the mountain views to the west.

RELEVANT DESIGN GUIDELINES

CS2-C-2 Mid-Block Sites

Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building.

CS2-D-1 Existing Development and Zoning

Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2 Existing Site Features

For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

EDG RESPONSE - STREET SCAPE & RESIDENTIAL ENTRY

BOARD GUIDANCE

Noting SDOT's recommendation, the Board encouraged setting back the base level from the sidewalk along California Ave SW to accommodate pedestrian and spillover retail activity but would like to see study of setback options at the Recommendation Meeting.

RESPONSE

The Design Team has studied two options for setting the base back from the street-facing property line.

Option 1 - A 3' uniform setback provides additional space to the sidewalk, but reduces the offset between the upper floors and lower level and makes the terrace at Level 2 less significant. Overall it would flatten out the massing along California Avenue. It is not possible to move the upper floors toward the west, since there is a required power line setback in the alley. In this option the entry plaza was removed and the residential entry is aligned with the retail entries to give it more prominence.

Option 2 Preferred - We have adopted SDOT's 2' setback recommendation. The depth of entry plaza has been reduced from 40' to 27'. While the 40' entry plaza shown at EDG was too deep and hard to program, eliminating it all together did not improve the residential entry sequence. In the proposed configuration, the plaza allows for both retail overflow, and a residential "decompression" zone. The reduced depth creates a balance where the space feels safe, while providing distinct entrance for residents. Paving patterns help designate separation of retail and residential program. A planter identifies the end of the retail spillover area.

RELEVANT DESIGN GUIDELINES

CS2-B-2 Connection to the Street

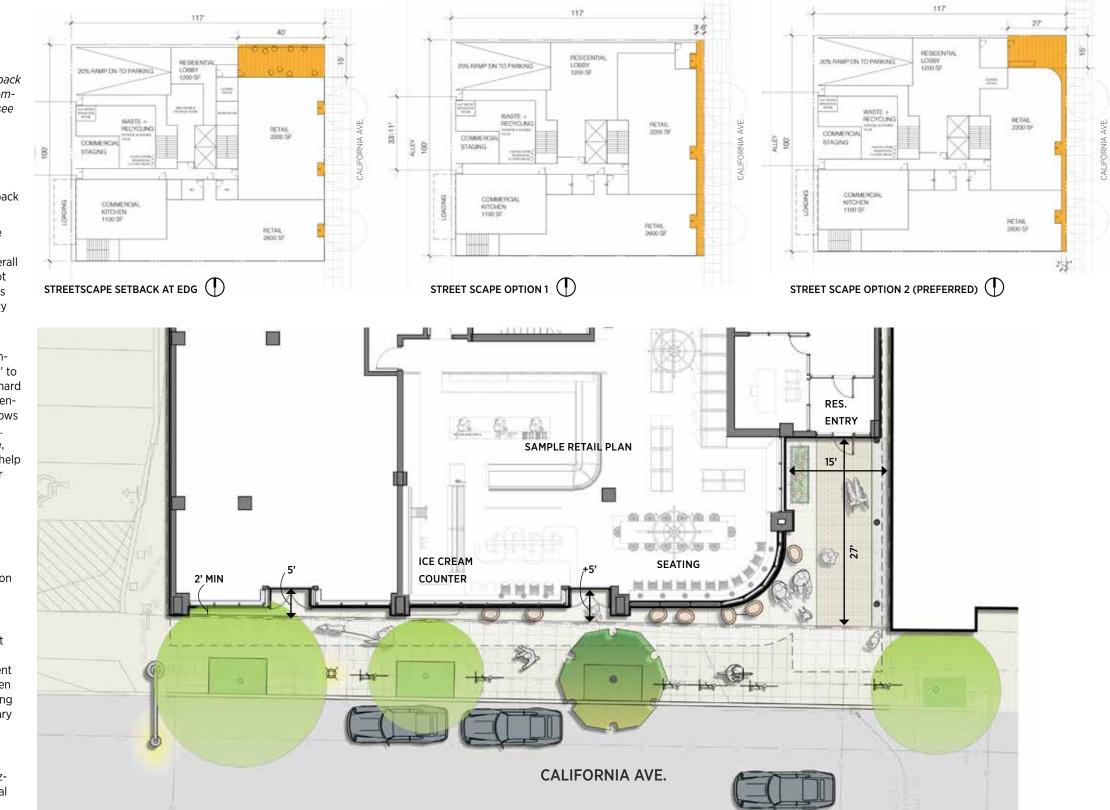
Identify opportunities for the project to make a strong connection to the street and public realm.

PL1-I-i California Avenue Commercial Core

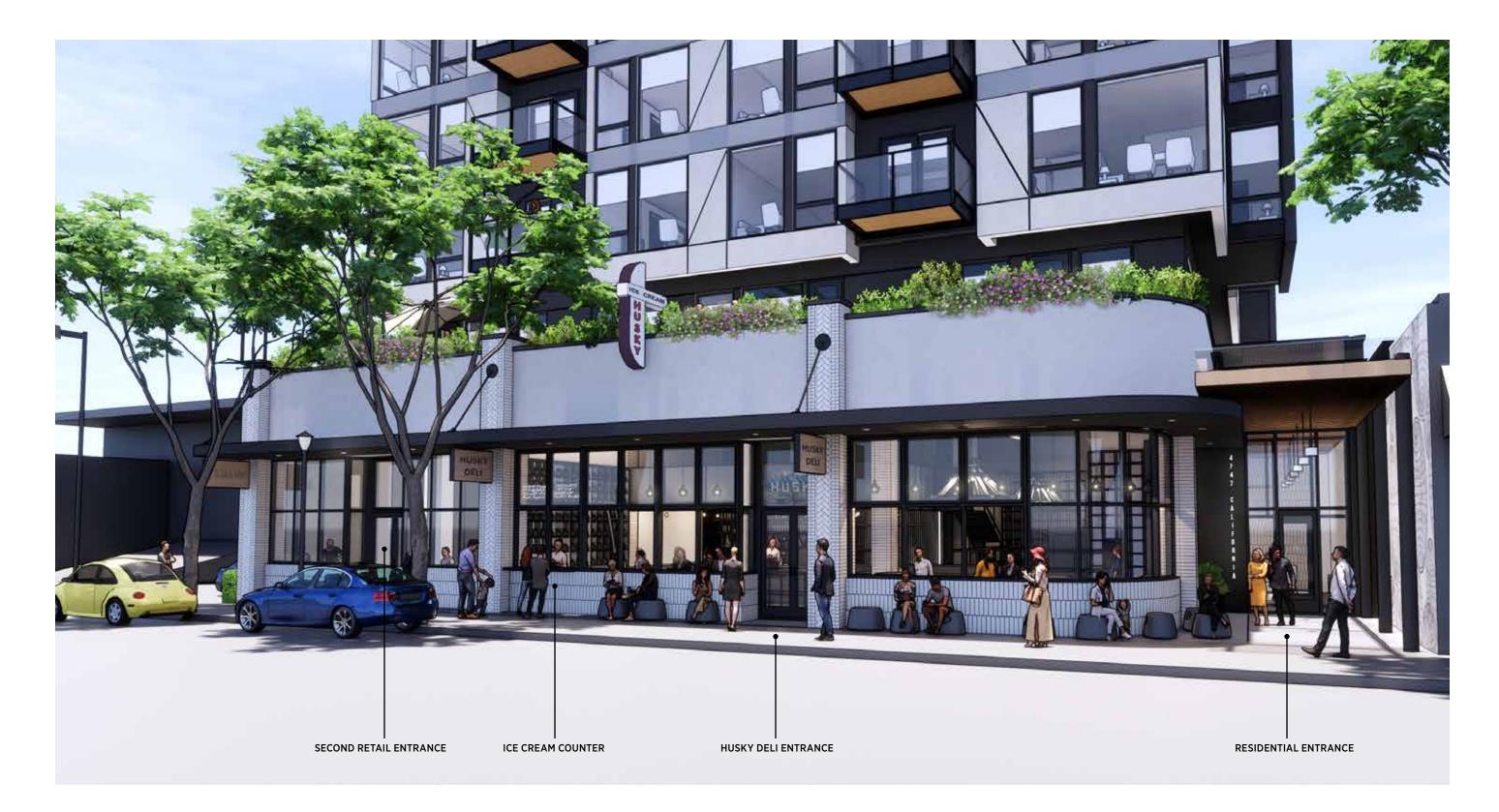
Proposed development is encouraged to set back from the front property line to allow for more public space. Building façades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.

PL1-I-iii Recessed Entries

When a setback is not appropriate or feasible, consider maximizing street level open space with recessed entries and commercial display windows that are open and inviting.



PROPOSED STREETSCAPE & RESIDENTIAL ENTRY



EDG RESPONSE - STREET SCAPE & RESIDENTIAL ENTRY

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EDG RESPONSE - STREET SCAPE & RESIDENTIAL ENTRY

BOARD GUIDANCE

The Board questioned how the commercial seating and recessed residential entry work together and if adequate space is provided to accommodate both uses. The Board asked the applicant to further study and demonstrate how the area will function at the Recommendation meeting.

RESPONSE

The entry plaza has been redesigned. In addition to reducing the depth from 40' to 27' The design team has added a curved corner to help ease the flow from plaza to sidewalk. With this added change, there is more than enough room to accommodate retail overflow seating and residential foot-traffic. Paving pattern and overhead lighting help delineate program uses. A brick pilaster helps mark the transition to the more residential end of the entry plaza. The addition of a planter prevents loitering in this area. In the front part of the entry plaza the curving of the building allows for a gradual transition to the sidewalk. As the plaza begins to widen, space is made for additional retail seating.

RELEVANT DESIGN GUIDELINES

PL1-I-i California Avenue Commercial Core

Proposed development is encouraged to set back from the front property line to allow for more public space. Building façades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.

PL1-I-iii Recessed Entries

When a setback is not appropriate or feasible, consider maximizing street level open space with recessed entries and commercial display windows that are open and inviting.

PAVING SIMILAR TO SIDEWALK INDICATES RETAIL SPILLOVER AREA

SPECIAL PAVING INDICATES RESIDENTIAL ENTRY ENTRY PAVING ALIGNS WITH CANOPY ABOVE

RETAIL TO RESIDENTIAL TRANSITION SEATING IS REPLACED WITH PLANTER BEYOND THIS POINT

ARTWORK SHOWN AS EXAMPLE ONLY TO BE COORDINATED WITH INTERIOR DESIGN CONCEPT



FRENCH DRAIN



LOBBY FEATURE WALL VISIBLE FROM STREET

EDG RESPONSE - STREET SCAPE & RESIDENTIAL ENTRY

BOARD GUIDANCE

The Board gave guidance to further develop the streetscape with pedestrian amenities including street furniture, landscaping and bicycle facilities. Studies of the streetscape should be provided at the Recommendation meeting.

The Board also requested study of the street tree pattern and questioned whether an additional street tree should be provided across from the residential entry to maintain the established rhythm.

RESPONSE

The design team studied the streetscape amenities and now is using a plank paver underneath the lobby canopy to establish the residential entry and create a finer-grain of interest. The linear pattern of the pavers picks up on the rhythm of the canopy roof. The art wall defines the space opposite the retail windows, while below the windows rounded temporary seating creates a playful character complimenting the curve of the retail windows. Within the ROW, the project frontage will match the established patterns of California Avenue, with treewells and standard sidewalk. The project is providing one new tree (Hungarian Oak) in addition to the existing Bradford Pears.

RELEVANT DESIGN GUIDELINES

PL2-II-i Street Amenities

Streetscape amenities mark the entry and serve as wayfinding devices in announcing to visitors their arrival in the commercial district. Consider incorporating the following treatments to accomplish this goal:

- a. pedestrian scale sidewalk lighting
- c. planters
- d. seating

DC4-D-1 Choice of Plant Materials

Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-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.

DC4-D-3 Long Range Planning

Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

BOARD GUIDANCE

The Board noted the amount of pedestrian traffic in the alley and precedent for alley entires and gave guidance to develop a welcoming pedestrian entry from the alley

The Board requested further study of the alley elevation and relationship with the adjacent structure. At the recommendation meeting the Board would like to review a detailed section drawing though the alley.

The Board provided guidance to design the alley façade with safety in mind and incorporate lighting.

RESPONSE

The alley is the main service, utility and emergency egress access for this building, it is also a primary pedestrian entry. The design team has integrated the technical requirements while providing an improved retail entry.

Careful consideration was given to the parking entry location to make sure it was not directly aligned with the neighboring parking entry. An alley plan and section have been provided, see opposite page.

Lighting and signage have been added to create a safe and welcoming environment. The design team is working with SPU to get waste storage off the alley.

RELEVANT DESIGN GUIDELINES

PL2-II-ii Pedestrian-Enhanced Storefronts

Pedestrian Enhancements should especially be considered in the street frontage where a building sets back from the sidewalk.

CS2-D-5. Respect for Adjacent Sites

Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

DC4-C-1 Functions

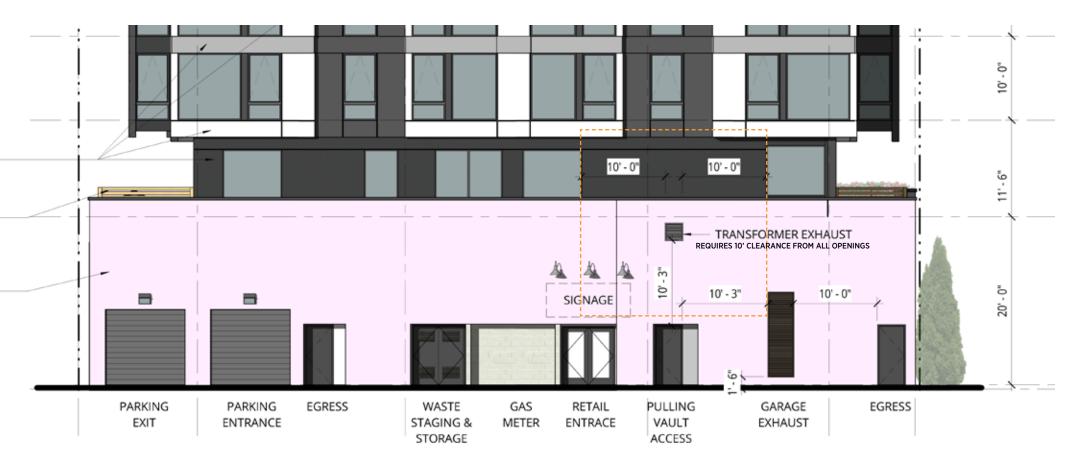
Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2 Avoiding Glare

Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.



VIEW OF NW CORNER







RESIDENTIAL BUILDING ACROSS ALLEY The proposed building design is sensitive to the neighborhing building acrross the alley to the west. Parking entrances have been off-set. Waste is stored on-site until staged for pick up.



CURRENT HUSKY DELI ALLEY FACADE In the proposed design, waste storage happens on-site.



ALLEY SECTION

ALLEY - RELATIONSHIP WITH NEIGHBOR

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BOARD GUIDANCE

The Board expressed concern with the blank wall condition at the south façade and requested an artful architectural treatment such as a mural.

RESPONSE

The existing mural was painted in 1989 as part of a group of murals throughout West Seattle. The owners would like to replace it with a mural with a similar streetscape theme.

RELEVANT DESIGN GUIDELINES

CS2-C-2 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 and respond to datum lines of adjacent buildings at the first three floors.

DC2-B-2 Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage façades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.







SOUTH FAÇADE



AMENITY AREA - LEVEL 2

BOARD GUIDANCE

Opposite Page: The Board supported the location of the roof deck amenity area at the southwest corner of Level 7. The Board also supported the relationship of the roof deck to the interior amenity area and provided guidance to develop it as the main amenity area for the site, continue to emphasize the interior to exterior connection and maximize views.

This page: The Board questioned whether the corner common amenity at Level 2 would be more appropriately located at the northeast corner and requested further study be provided at the Recommendation Meeting.

RESPONSE

Opposite Page: The indoor and outdoor amenity spaces at Level 7 have continued to evolve with emphasis placed on taking advantage of southwestern views, and creating a strong interior/ exterior connection. The outdoor amenity area will feature planting, furniture and two outdoor cooking areas.

This Page: At EDG the amenity space at Level 2 was located at the southeast corner. Since EDG, this amenity space has been replaced with a unit facing California Avenue, and focus has been placed on the amenity at Level 7. The project is still exceeding the required amenity area by over 1000 sf.

RELEVANT DESIGN GUIDELINES

DC3-A-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.

DC3-B-1 Meeting User Needs

Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-2 Matching Uses to Conditions

Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/ or programming of open space activities.

DC3-B-4 Multifamily Open Space

Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.











LEVEL 7 PLAN - AMENITY AREA 🕕

AMENITY AREA - LEVEL 7

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MATERIALITY AND FAÇADE COMPOSITION



INSPIRATION



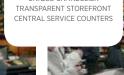




ICE CREAM



HIGH CONTRAST WOOD ELEMENTS HALF TIMBER HORIZONTAL BANDING HORIZONIAL BANDING CHEERFUL VEGETATION COMMUNAL SEATING UNIQUE CHANDELIER TRANSPARENT STOREFRONT





















INTERPRETATION



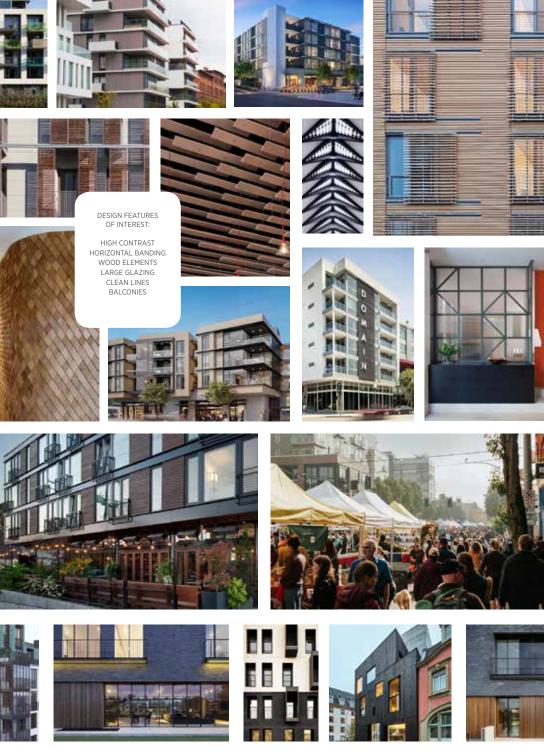














MATERIALITY AND FAÇADE COMPOSITION

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BOARD GUIDANCE

The Board gave guidance to use high quality, durable materials which respond to the existing historic character of the commercial core.

Materials should emphasize the separation of the base and upper levels, but the overall articulation of the two massing volumes should read as a cohesive façade.

RESPONSE

The proposed material palette is based on the concept inspiration from the current home of the Husky Deli store. The design team has borrowed elements from the playful, Pan-European themed interiors and translated them into a contemporary expression. The intent is to provide a high quality elegant building that is clearly modern, yet fits the context of the neighborhood and honors the spirit of its most important tenant.

The high contrast color selection and diagonal open joints in the high-density fiber cement panels (Swiss Pearl or equivalent) are a subtle nod to the half-timbered style. Wood elements inspired by the store interiors are introduced at the balcony soffits and residential entry canopy.

The street-level features highly-detailed brick work, and operable storefront to engage customers and pedestrians. The high contrast palette is extended to the base of the building to read as a cohesive façade, while dark fiber cement panels help reinforce the major massing moves, recessed bays, and recess at Level 2.

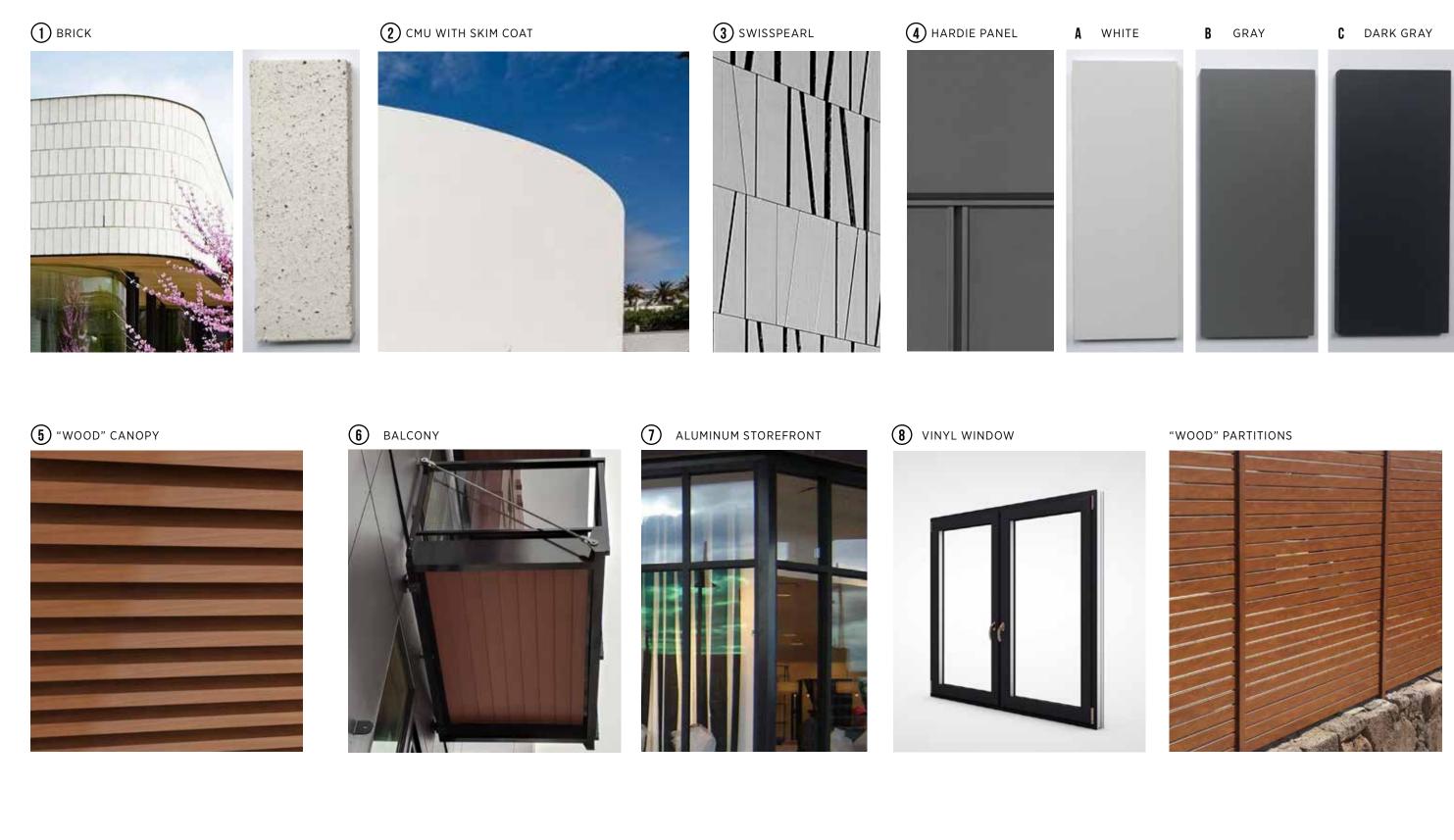


3A)

(3B)

6

(4C)



MATERIALITY AND FAÇADE COMPOSITION

MATERIALITY & FAÇADE COMPOSITION

STREET FAÇADE FEATURES

The façade facing California Avenue is designed for maximum street engagement at multiple levels:

- Street-facing balconies enliven California Ave and provide the perfect perch for watching the annual Hi-Yu Parade.
- The recess at Level 2 provides a generous terrace with room for planting at the street edge and ample room for seating.
- High quality materials are used at every level of the California Avenue façade.
- Under-canopy lighting and blade signs draw pedestrians down the street.
- The design team carefully studied the sill height of the storefront windows at the retail level. Neighborhood examples of floor-to-ceiling glass at the street level have not been successful. A counter height sill allows Husky Deli customers to occupy the edge of the store as they do currently, while a brick curb wall provides a comfortable backdrop for sidewalk seating.
- Double-hung windows in the storefront allow the store to transform during the warmer months, and provide an active indoor/outdoor connection.
- The introduction of a walk-up ice-cream counter will help activate the street, and allow Husky Deli to continue ice-cream sales well into the evening after the main store has closed. This will be especially popular on long summer evenings.
- Seasonal furniture will accommodate customers and allow flexibility in seating groups.



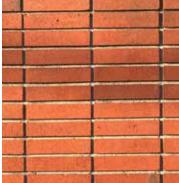
Current Husky Deli Storefront



RETAIL LAYOUT SHOWN AS EXAMPLE ONLY









A variety of brick pilaster colors and styles can be found throughout the neighborhood.



MATERIALITY AND FAÇADE COMPOSITION





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B: ORIGINAL HUSKY DELI SIGN!



C: BACK LIT CUT METAL SIGN



D: PAINTED GLASS SIGN

SIGNAGE

A: BLADE SIGNS



SIGNAGE



A PENNANT LIGHT

FINAL SELECTION TO BE COORDINATED WITH INTERIOR DESIGN

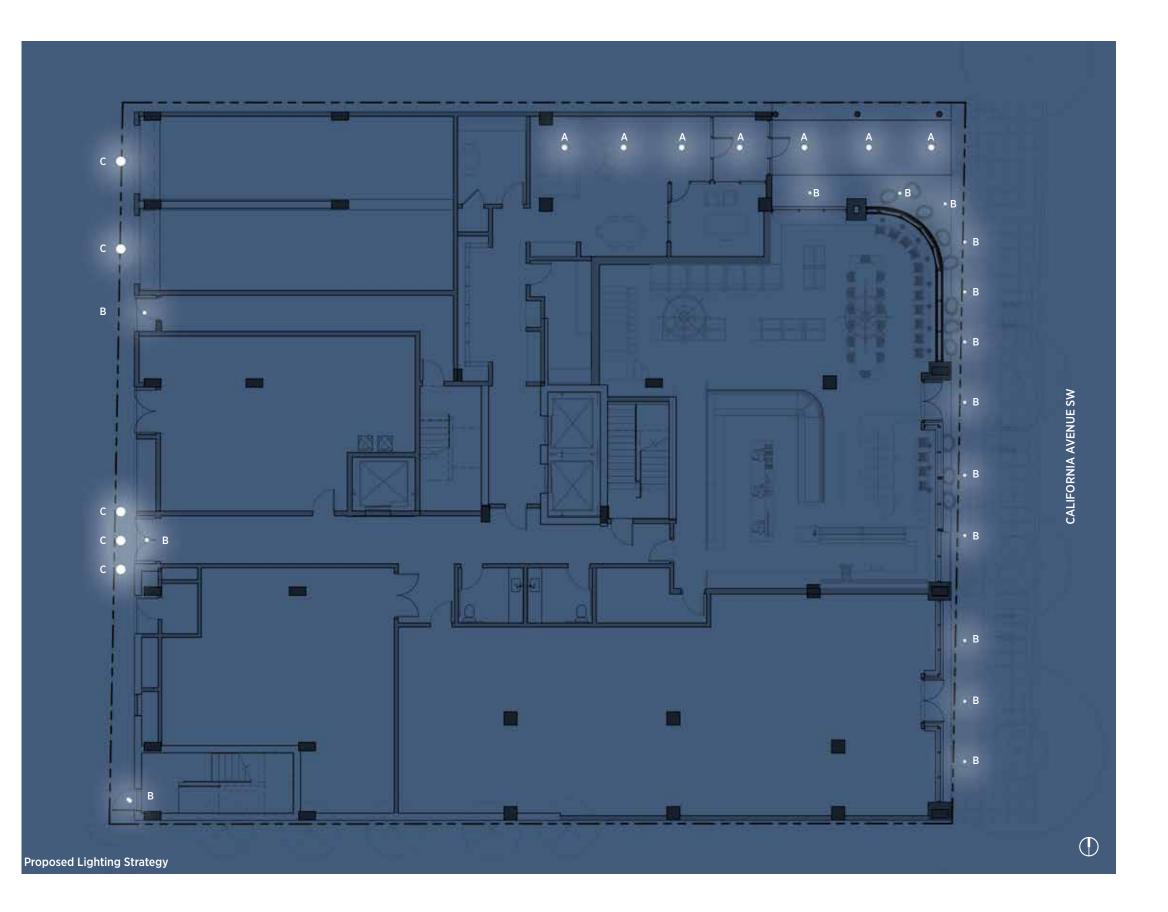


B: RECESSED CAN LIGHT

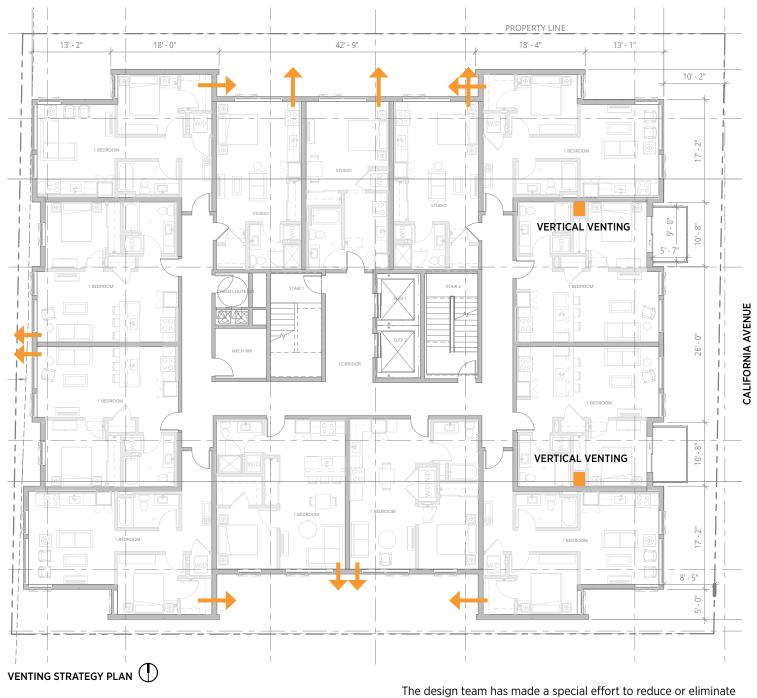


C: GOOSE NECK WALL LAMP









VENTING

The design team has made a special effort to reduce or eliminate visible venting from the primary facades. The diagram below shows the venting scheme for the typical residential floors.





BUILDING DOCUMENTATION

ELEVATIONS - EAST (CALIFORNIA AVENUE)

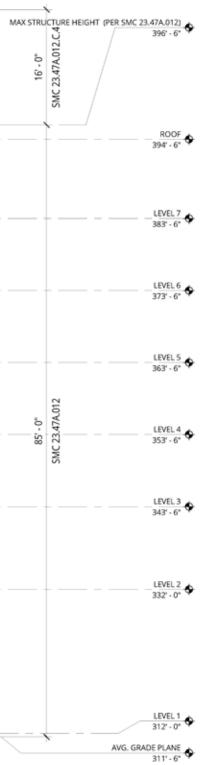




ELEVATION- NORTH







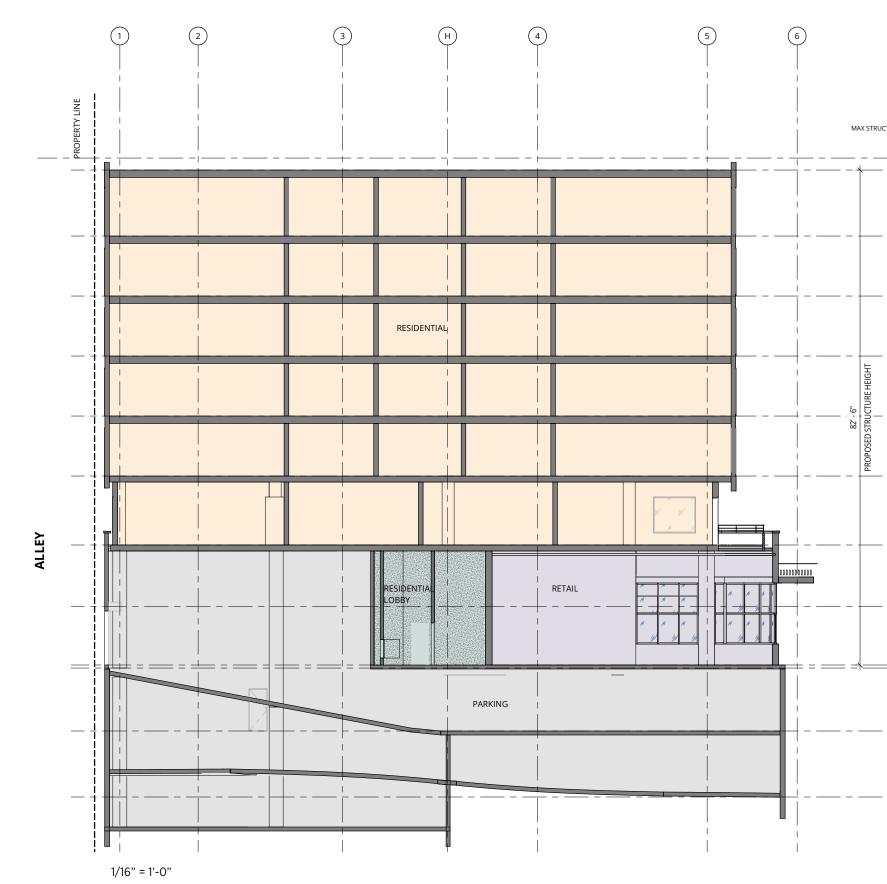


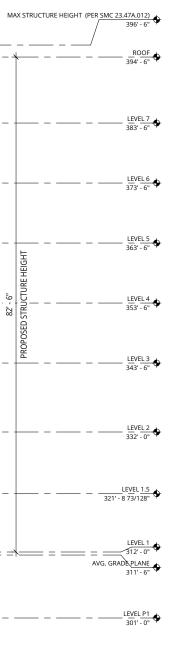
NTS

ELEVATIONS - SOUTH

4747 CALIFORNIA | PROJECT #3031135 37 DRB RECOMMENDATION

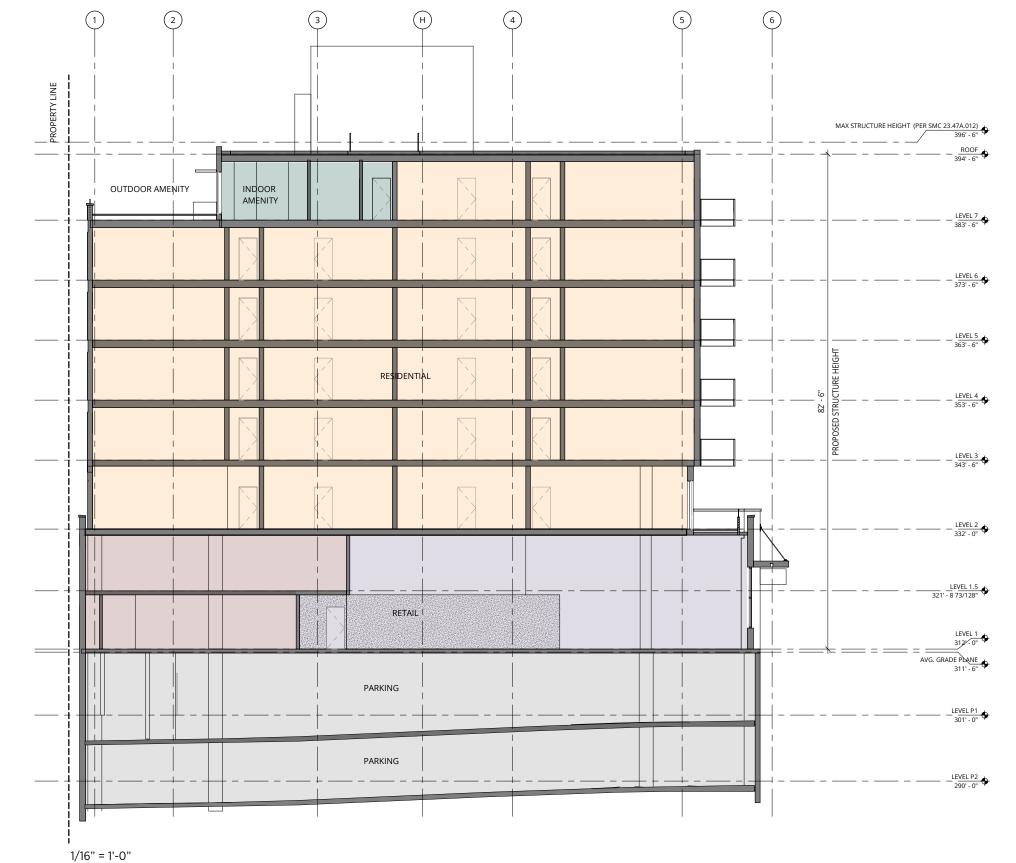
SECTIONS





-LEVEL P2

CALIFORNIA AVE SW



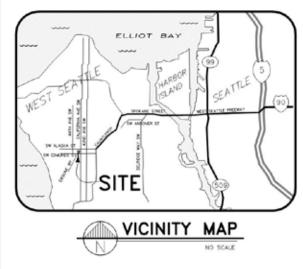
ALLEY

SECTIONS

4747 CALIFORNIA | PROJECT #3031135
DRB RECOMMENDATION39

CALIFORNIA AVE SW

N.E. 1/4, N.W. 1/4 SEC. 23, TWP. 24 N., RGE. 03 E., W.M.



HORIZONTAL DATUM NAD 83/91

OWNER: DENTIFIER:	CITY OF SEATTLE NONE
	FOUND MONUMENT IN CASE WITH 2"
	PUNCHED ALUMINUM DISC IN
	CONCRETE, DOWN 0.8'
LOCATION	INTERSECTION OF CALIFORNIA AVE. S.W. AND S.W. ALASKA ST.
NORTHING:	208546.175
EASTING:	1256807.753
OWNER:	CITY OF SEATTLE
IDENTIFIER:	NONE
DESCRIPTION:	FOUND MONUMENT IN CASE WITH 5/8"
	PUNCHED BRASS PIN IN CONC DOWN 0.95'
LOCATION:	INTERSECTION OF CALIFORNIA AVE. S.W.
	AND S.W. EDMUNDS ST.
	207896.598
EASTING:	1256871.926

VERTICAL DATUM NAVD 88

IDENTIFIER:	CITY OF SEATTLE
ELEVATION	CALIFORNIA AVE. S.W. AND S.W. EDWUNDS ST. 313.262' (PREVIOUSLY PUBLISHED AS 313.323'
DESCRIPTION:	CITY OF SEATLE SMP 1-15 2" BRASS CAP 4.2 FEET SOUTH AND 6.4 FEET WEST OF THE SE. BULLING CORRER AT THE N.R. CORRER OF THE INTERSECTION OF CALIFORNIA AVE. S.W. AND S.W. EDWUNDS ST.

ELEVATION: 310.501

SITE BENCHWARKS

BENCHMARK *	A*
DESCRIPTION:	CHISELED SQUARE AT TOP BACK OF CURB
LOCATION:	SW WING OF DRIVEWAY WING, NORTH SIDE OF SW ALASKA ST., WEST SIDE OF ALLEY
ELEVATION:	312.34 FT.
BENCHMARK "	8*
DESCRIPTION:	TOP OF SMy BASE BOLT LIGHT POLE
LOCATION	NE CORNER OF THE INTERSECTION OF CALIFORNIA AVE, SW AND SW ALASKA ST.
ELEVATION:	315.32 FT
BENCHMARK "	c*
DESCRIPTION:	CHISELED SQUARE AT TOP BACK OF CURB, S. WING ADA RAMP
LOCATION	SE CORNER OF THE INTERSECTION OF CALIFORNIA AVE. SW AND SW. EDMUNDS STREET
ELEWATION:	312.95 FT

SITE ADDRESS: 4741 CALIFORNA AVENUE SW SEATTLE, WA TAX ACCOUNT NO :: 149530-0085-02 ZONING: NC3P-85

SITE NOTES

ZONING AGENCY GITY OF SEATTLE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS 700 5TH AVENUE, SUITE 2000 SEATTLE, WA 98104 (206) 684-8600

SETBACKS: CURRENT SETBACK REQUIREMENTS SUBJECT TO SITE PLAN REVIEW. CURRENT SETBACKS MAY DIFFER FROM THOSE IN EFFECT DURING DESIGN/CONSTRUCTION OF EXISTING IMPROVEMENTS.

THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY BY THE GOVERNING JUBSUCTION INDICATES THAT STRUCTURES ON THIS PROPERTY COMPLIED WITH MINIMUM SETBACK AND HEIGHT REQUIREMENTS FOLLOWING CONSTRUCTION.

FLOOD ZONE: THIS STIE APPEARS ON NATIONAL FLOOD INSURANCE RATE MAP, DATED MAY 16, 1995, COMMUNITY PAREL NO. 53033C0620F, AND IS STUATED IN ZONE "X", ARE DETERMINED TO BE OUTSDE THE 500-YEAR FLOODFLAN.

HORIZONTAL DATUM: NAD 83/91

VERTICAL DATUM: NAVD 88

AREA: SITE AS SHOWN CONTAINS 8,785 SQUARE FEET OR 0.2017 ACRES, MORE OR LESS.

PARKING SPACE COUNT: PARKING SPACES TOTAL O INCLUDING O DISABLED PARKING SPACES.

DESCRIPTION.

LOTS 17, 18 AND 19, BLOCK 1, CENTRAL PARK ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 14 OF PLATS, PAGE 5, IN KING COUNTY, WASHINGTON;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

TTLE REPORT REFERENCE: THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN, FURNISHED BY FORLITY NATIONAL TITLE INSURANCE COMPANY, COMMEMBERT HC. 20378300-416-416, DATED DECEMBER 15, 2017. THE EASEMENTS SHOWN OR NOTED HERCH RELATE TO THIS COMMITMENT.

NOTE: EASEMENTS CREATED OR RESCINDED AFTER THIS DATE ARE NOT SHOWN OR NOTED HEREON.

TITLE REPORT SCHEDULE & EXCEPTIONS ITEMS CIRCLED ARE SHOWN ON MAP.

(4) AGREEMENT AND THE TERMS AND CONDITIONS THEREOF: RECORDED: NOVEMBER 04, 1939 RECORDING NO.: 3071739

GITE ADDRESS: 4747 CALIFORNIA AVENUE SW SEATTLE, WA

TAX ACCOUNT NO: 149530-0100-03

AREA: STE AS SHOWN CONTAINS 2,928 SQUARE FEET OR 0.0672 ACRES, MORE OR

PARKING SPACE COUNT: PARKING SPACES TOTAL O INCLUDING O DISABLED PARKING SPACES.

DESCRIPTION: LOT 20 IN BLOCK 1 OF CENTRAL PARK ADDITION TO WEST SEATTLE, AS PER PLAT RECORDED IN VOLUME 14 OF PLATS, PAGE 5, RECORDS OF KING COUNTY AUDITOR:

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

TITLE REPORT REFERENCE: THIS SURVEY WAS COMPUTED ACCORDING TO THE DESCRIPTION SHOWN, FURNISHED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO. 20376259-416-416, DATED DECEMBER 15, 2017. THE EASEMENTS SHOWN OW NOTED HERCON RELATE TO THIS COMMITMENT.

NOTE: EASEMENTS CREATED OR RESOLDED AFTER THIS DATE ARE NOT SHOWN OR NOTED HEREON.

TITLE REPORT SCHEDULE & EXCEPTIONS: ITENS CIRCLED ARE SHOWN ON MAP.

4. SIDE SEWER EASEMENT AND THE TERMS AND CONDITIONS THEREOF: SIX FEET IN WIDTH, LOCATED ALONG THE LINE OF THE LAND, AS CONSTRUCTED:

RECORDED: JUNE 14, 1956 RECORDING NO.: 4702353

SAID EASEMENT CONTAINS & COVENANT TO BEAR EQUAL SHARE OF COST OF CONSTRUCTION, MAINTENANCE OR REPAIR OF SAME. "SURVEYOR'S NOTE: THE EASEMENT IS DEFINED "AS CONSTRUCTED" ALONG A SDE SEMER LINE WHICH NOW APPEARS TO BE UNDER A BUILDING.

5. AGREEMENT AND THE TERMS AND CONDITIONS THEREOF:

JUNE 14, 1956 RECORDED

RECORDED JUNE 14, 1956 RECORDING NO.: 4702309 REGARDING: NOEMITY AND HOLD HARVLESS AGREEMENT *SURVEYOR'S NOTE: THIS EXCEPTION RELATES TO INDEMNITY AGREEMENT' RELATED TO SDE SEVER CONNECTION TO A LINE WHICH NOW AFPEARS TO BE UNDER A BULDING.

SANITARY SEWER AND STORN DRAINAGE: SEATTLE PUBLIC UTLITIES PROJECT NAMAGEMENT AND ENGINEERING 700 STH AVENUE PO BOX 34018 SEATTLE, NA 98124-4018 (206) 235-7900 WATER: SEATTLE PUBLIC UTILITIES 700 5TH AVENUE, SUITE 4900

UTILITY PROVIDERS:

(IN FEET)

1 inch = 20 ft

15.

656. S0215

WAY)

W.

RIGHT

PUBLIC P

4TH

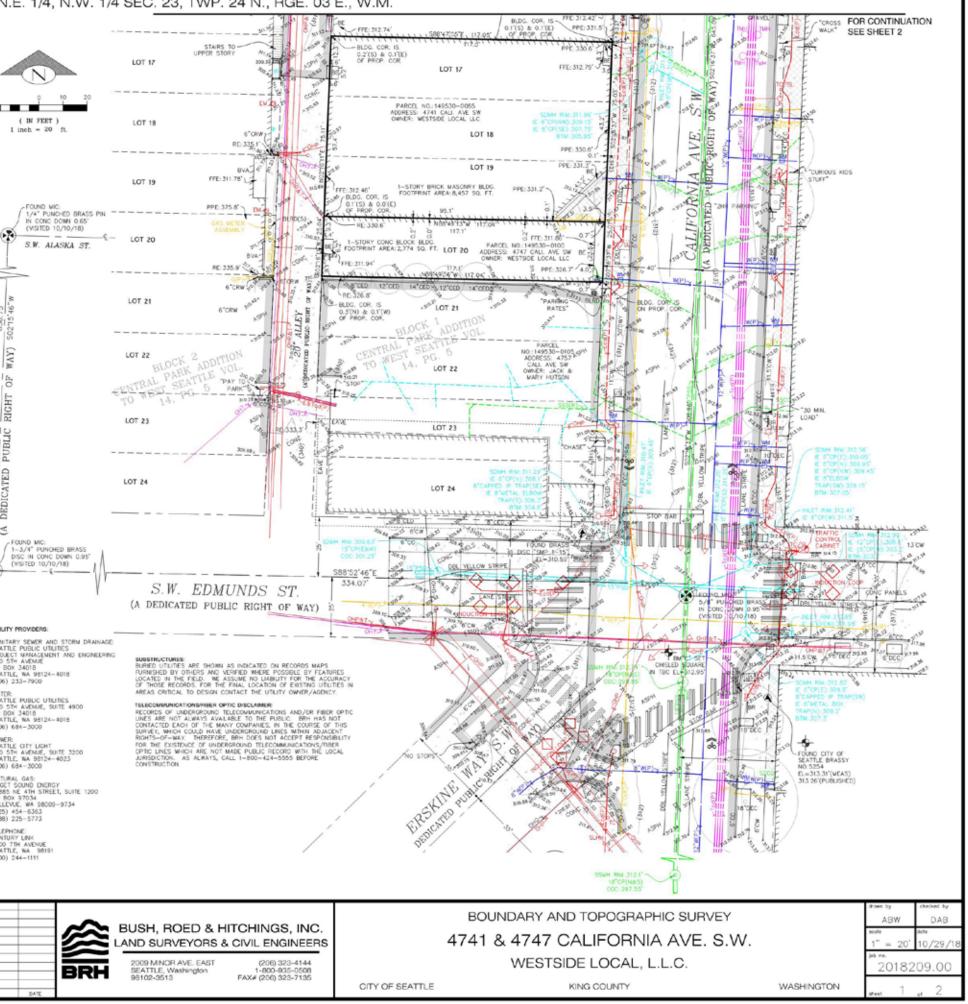
-

PO BOX 34018 SEATTLE, WA 98124-4018 (206) 684-3000 POWER:

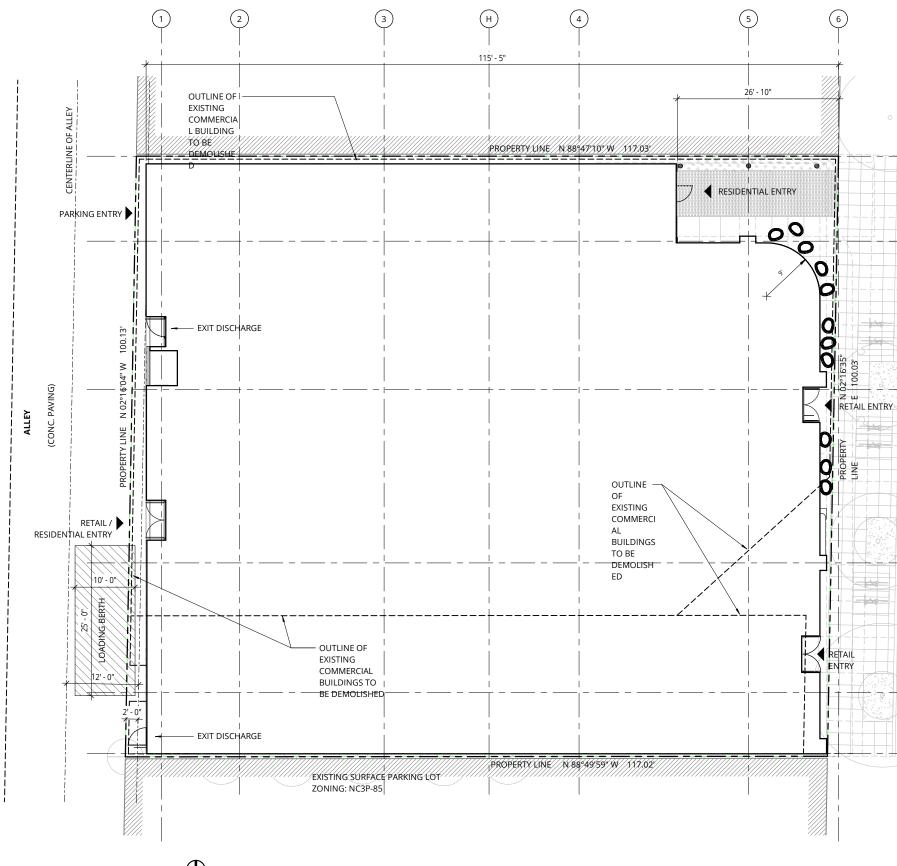
POMER SEATTLE CITY LIGHT 700 5TH AVENUE, SUITE 3200 SEATTLE, WA 98124-4023 (206) 684-3000

NATURAL GAS: PUGCT SQUND DNERGY 10885 NE ATH STREET, SUITE 1200 P0 BOX 97054 BELLEVUE, WA 98009-9734 (425) 435-6353 (888) 225-5773 TELEPHONE:



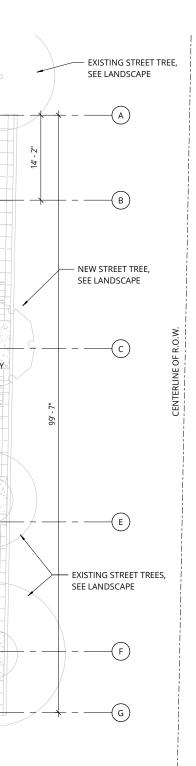






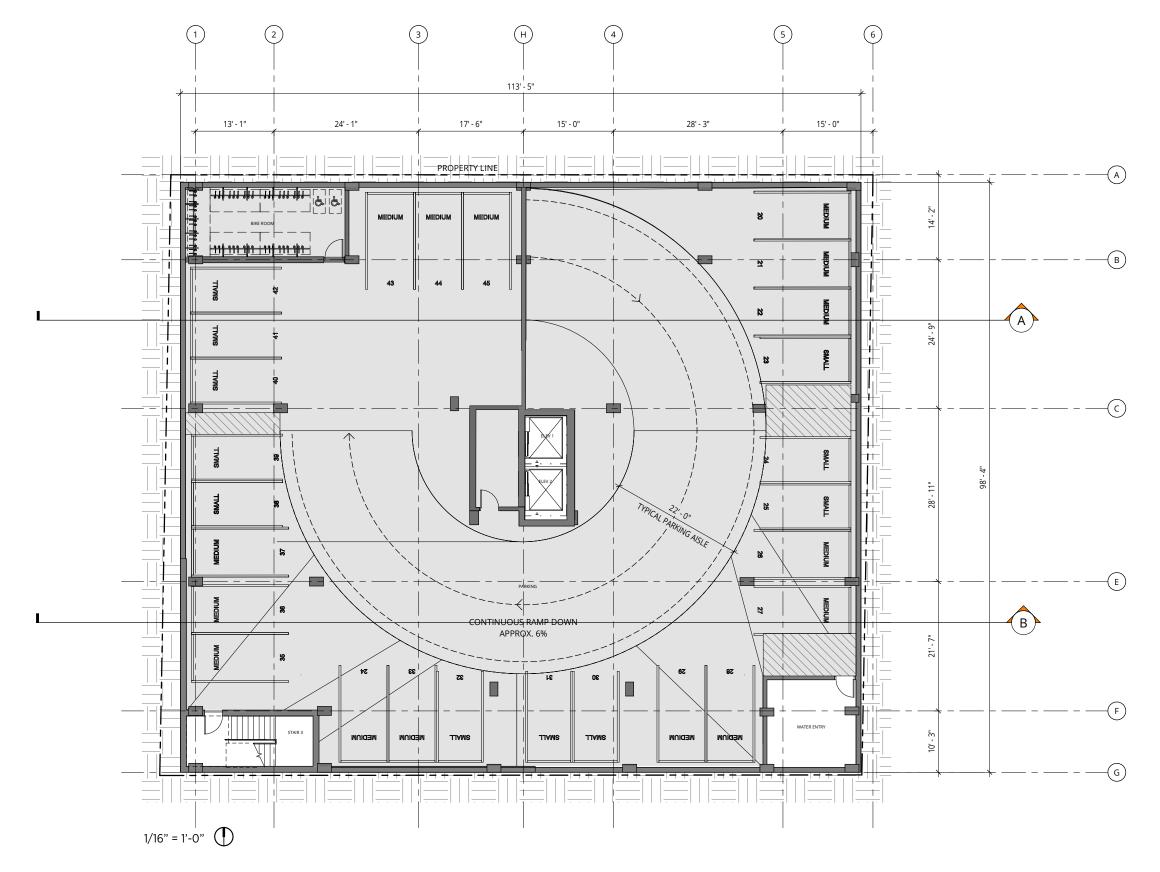
1/16" = 1'-0"

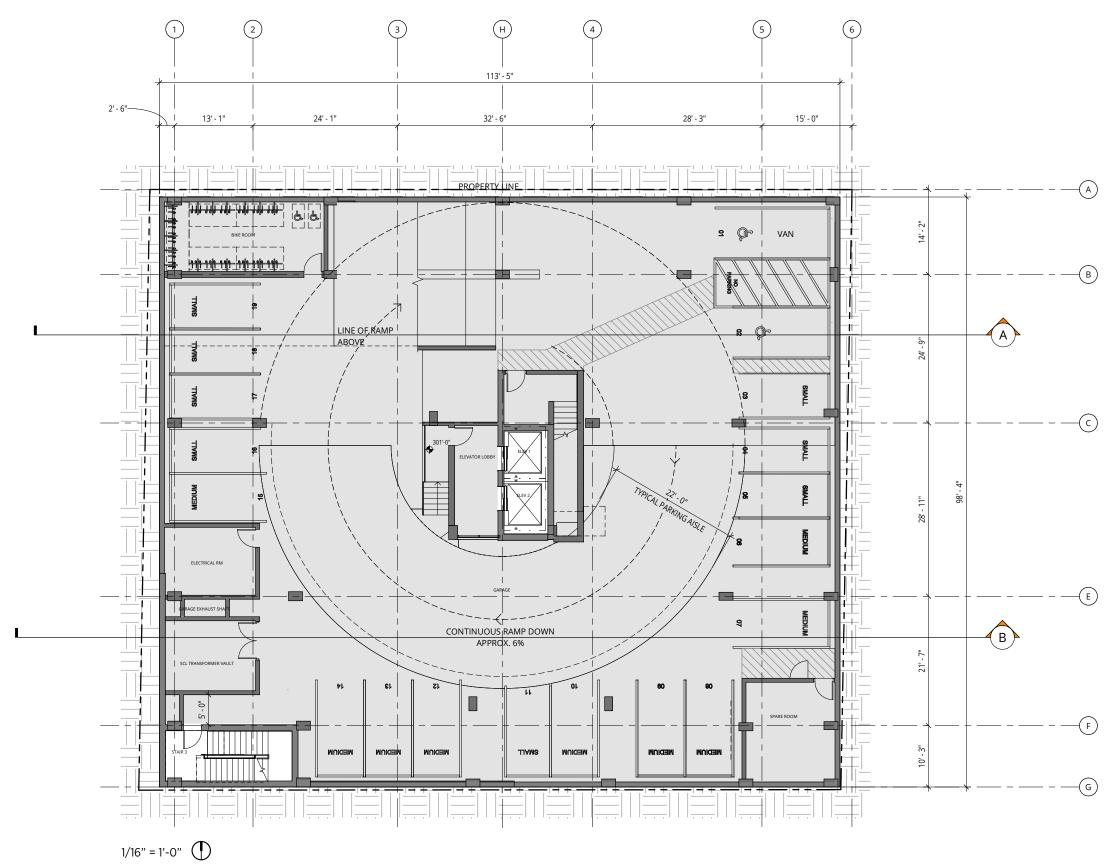
SITE PLAN



CALIFORNIA AVENUE SW

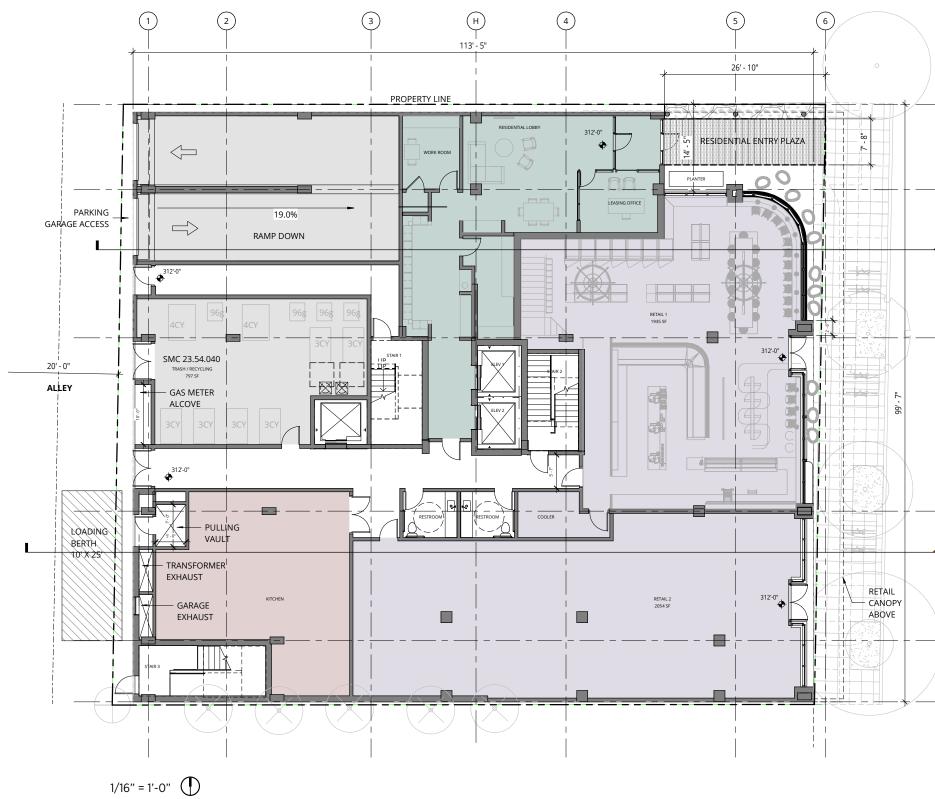
4747 CALIFORNIA | PROJECT #3031135 DRB RECOMMENDATION 41 PLANS- PARKING LEVEL 2





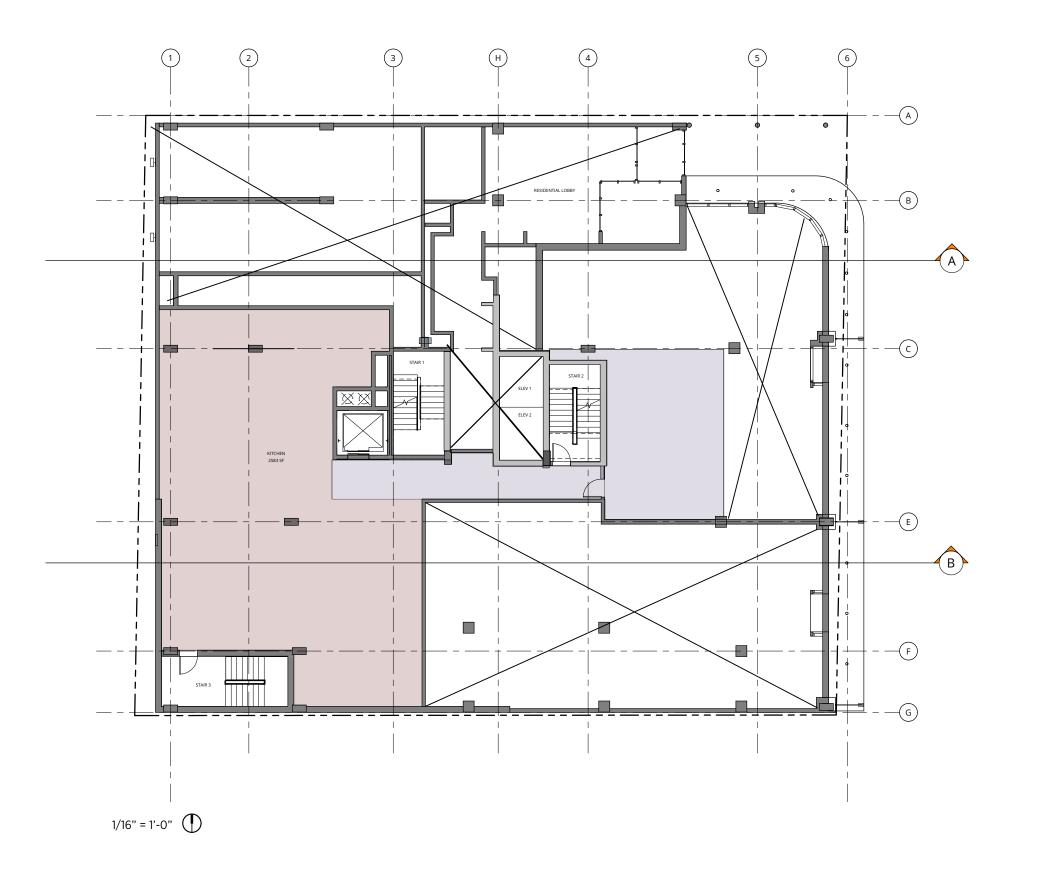
PLANS - PARKING LEVEL 1

4747 CALIFORNIA | PROJECT #3031135 DRB RECOMMENDATION **43** PLANS-LEVEL 1



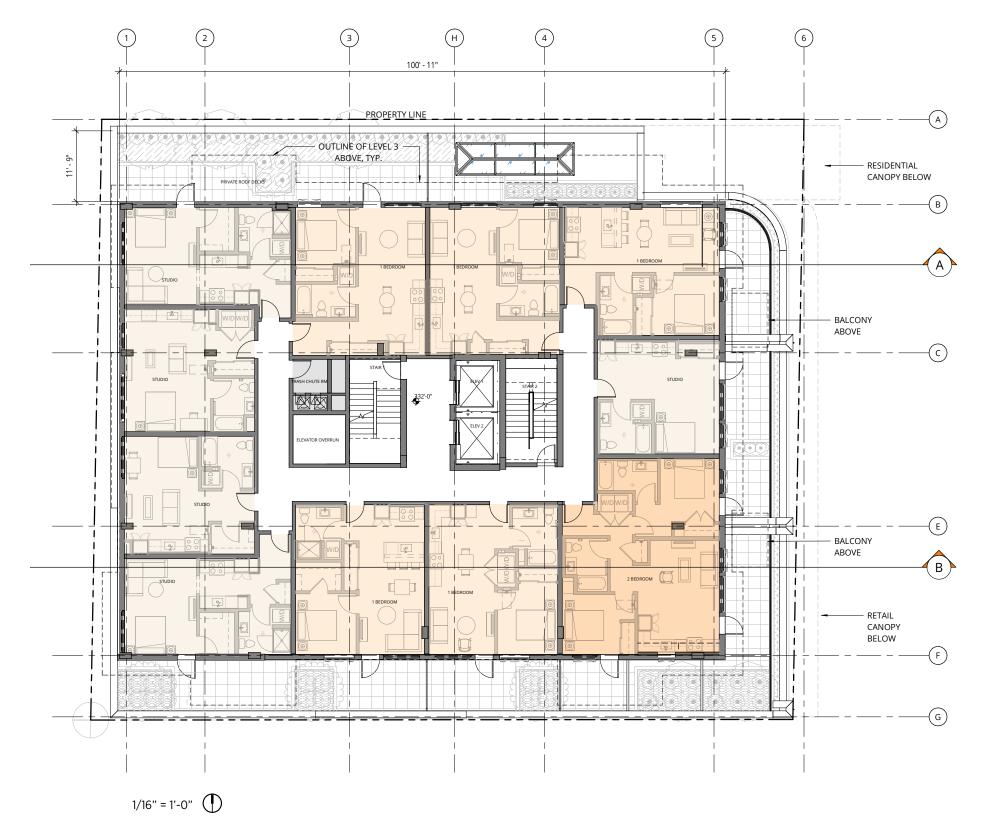


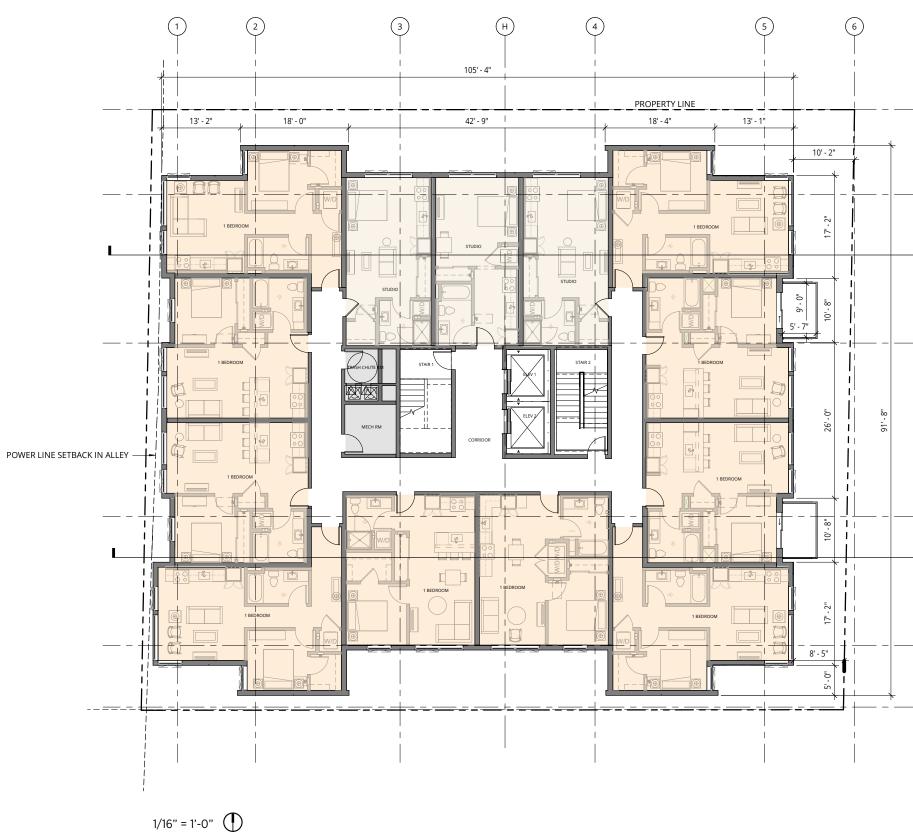
-(G)



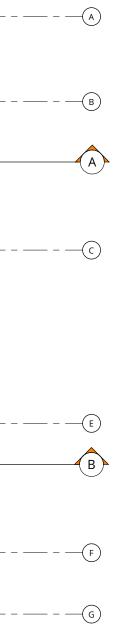
PLANS-LEVEL 1.5

4747 CALIFORNIA | PROJECT #3031135 DRB RECOMMENDATION 45 PLANS-LEVEL 2

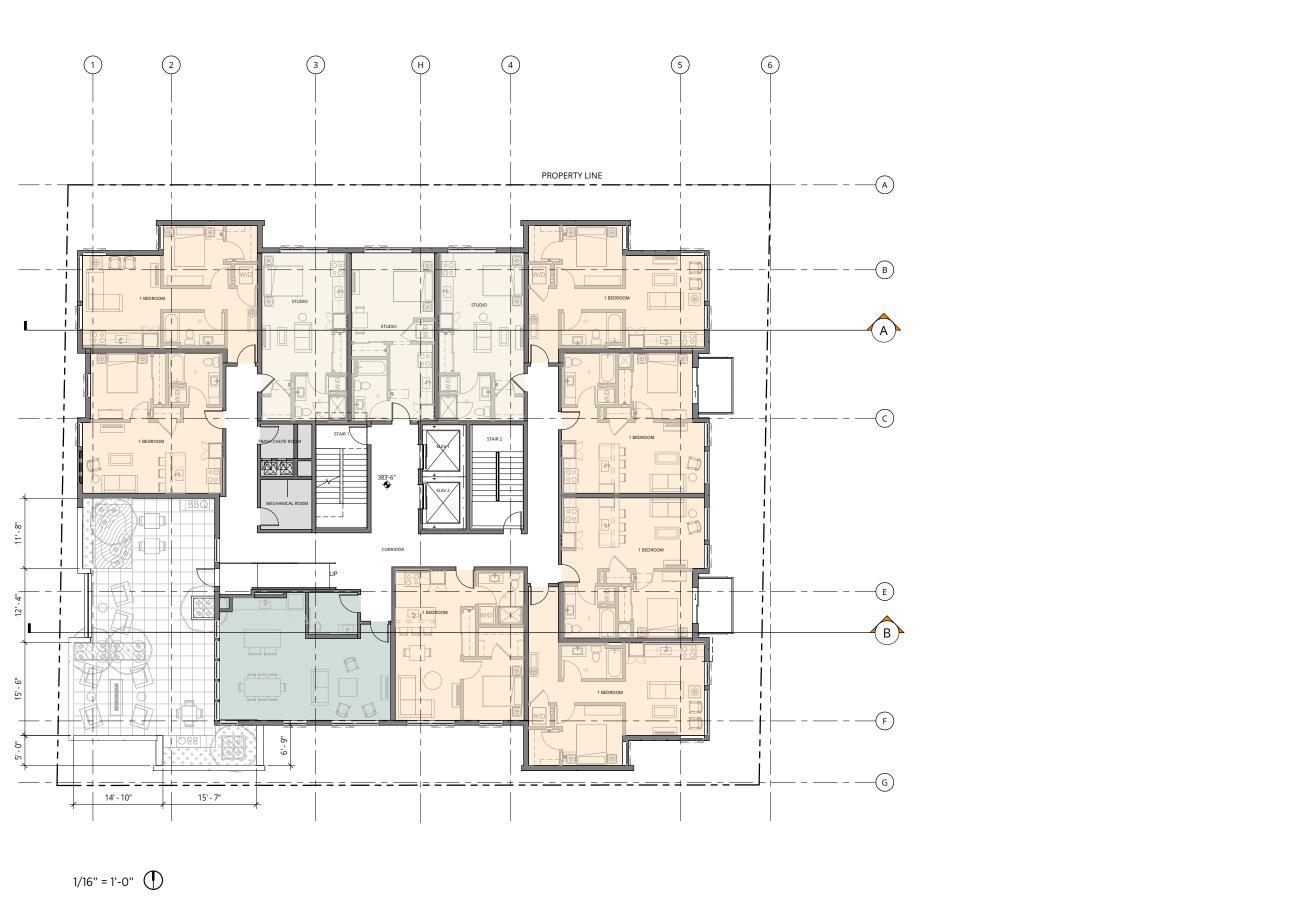




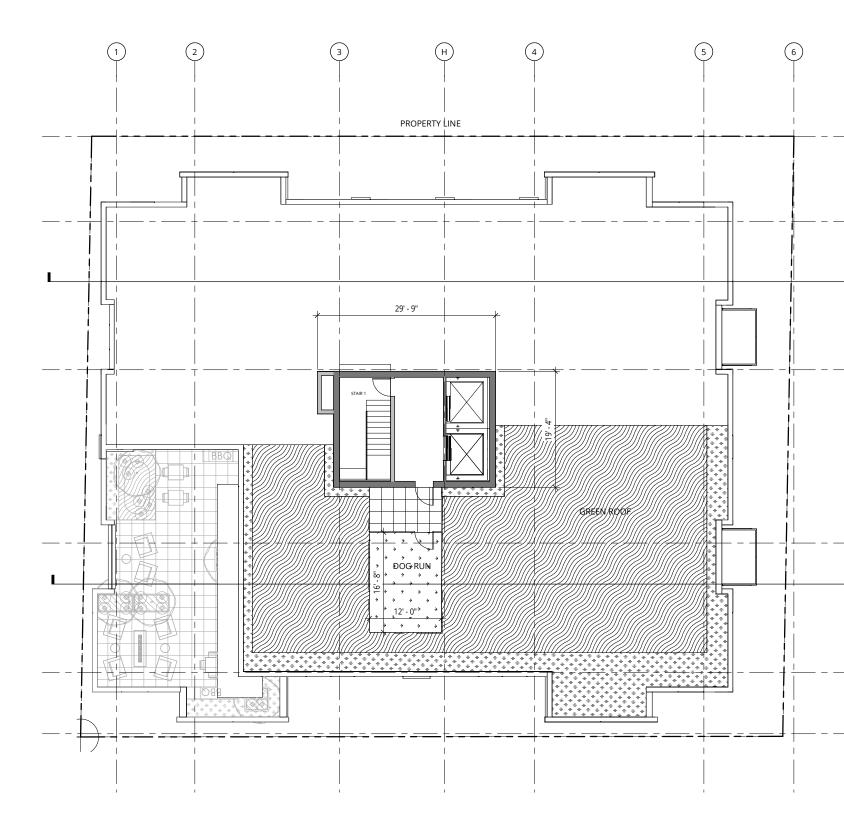
PLANS - LEVEL 3-6 TYP.





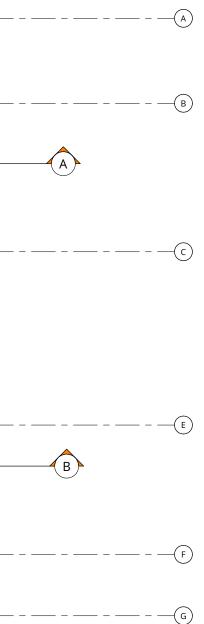


PLANS-LEVEL 7

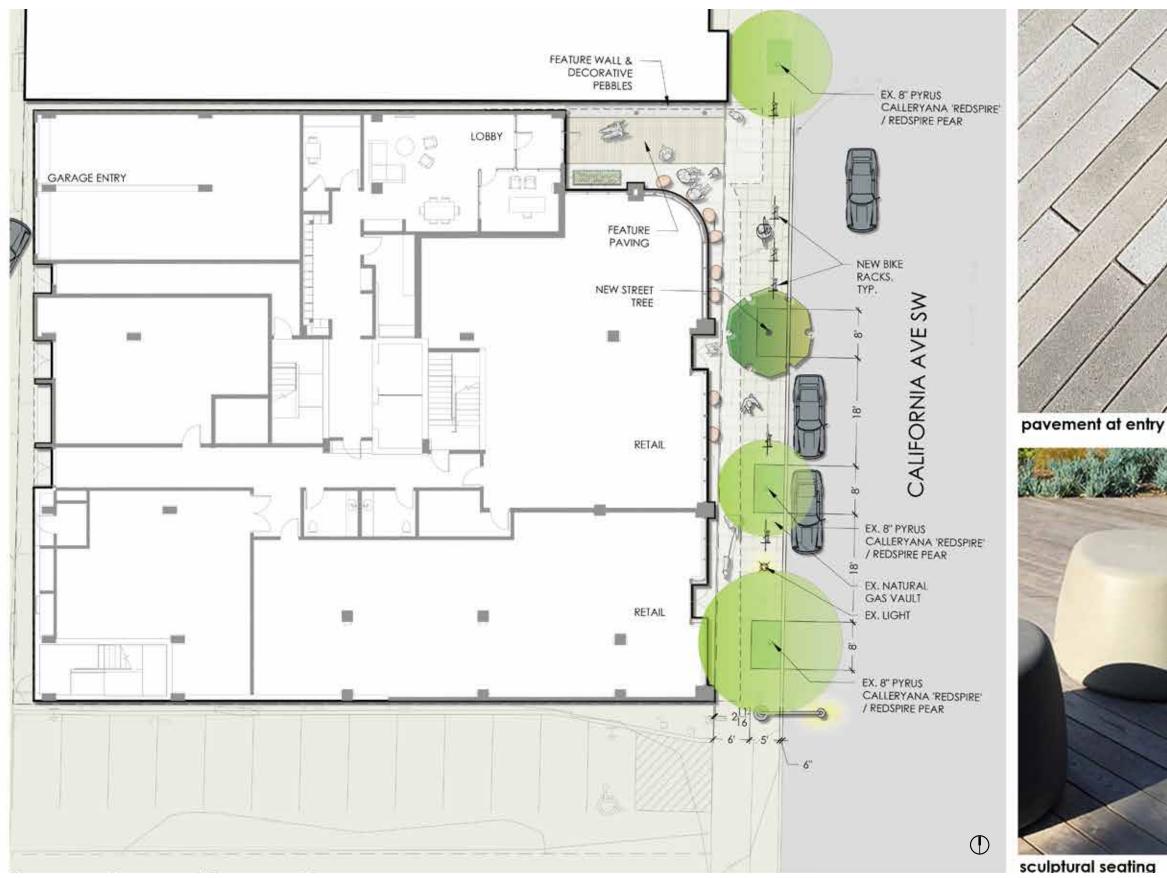


1/16" = 1'-0"

PLANS - ROOF



LANDSCAPE - STREET LEVEL









support existing streetscape



Tofino better bike rack



LANDSCAPE - PODIUM



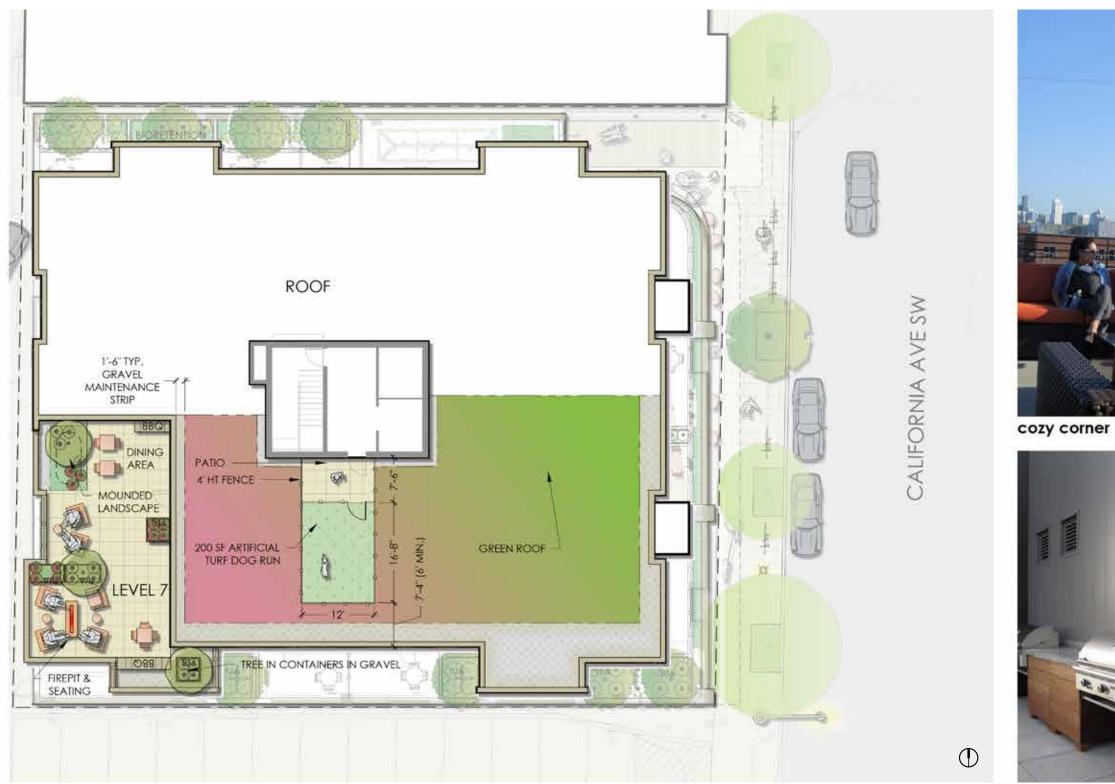


bioretention planters



4747 CALIFORNIA | PROJECT #3031135 DRB RECOMMENDATION 51





outdoor kitchen





mounded landscape





treelets



MAGNOLIA STELLATA 'WATERULY PINUS CONTORTA "CONTORTA"

QUERCUS FRAINETTO

CONTAINER TREE (LARGE SHRUB FOR GREEN FACTOR)

BIORETENTION SHRUBS CORNUS SERICEA 'ISANTI' ILEX GLABRA 'COMPACTA'

PATIO SHRUBS DRYOPTERIS ERYTHROSORA RHODODENDRON IMPEDITUM SPIRAEA JAPONICA "BUMALDA"

BOTANICAL NAME

BOTANICAL NAME

BIORETENTION TREES NATIVE TREES ACER CIRCINATUM

AMELANCHIER ALNIFOLIA

PODIUM TREES LAGERSTROEMIA X "TUSCARORA" PARROTIA PERSICA "VANESSA"

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CONTAINER SHRUBS BUXUS MICROPHYLLA 'WINTER GEM' PHYLLOSTACHYS AUREA EDGE PLANTER (NIC IN GREEN FACTOR)

ARCTOSTAPHYLOS UVA-URSI CEANOTHUS X "CENTENNIAL" LONICERA CRASSIFOLIA ROSMARINUS OFFICINALIS 'PROSTRATUS' SESLERIA AUTUMNALIS

SEDUM X "AUTUMN JOY"

SESLERIA AUTUMNALIS

GROUND COVERS BOTANICAL NAME



BIORETENTION MIX DROUGHT TOLERANT & NATIVE PLANTS, SEE CIVIL FOR BIORETENTION DETAILS CAREX OBNUPTA IRIS SIBIRICA JUNCUS PATENS



CONTAINER MIX (24" MIN, DEPTH) OPHIOPOGON PLANSCAPUS 'NIGRESCENS' RUBUS CALYCINOIDES 'EMERALD CARPET'

PATIO PLANTERS (30" MIN. DEPTH) LIRIOPE MUSCARI "BIG BLUE"

PACHYSANDRA TERMINALIS POLYSTICHUM MUNITUM

GREEN ROOF MIX DROUGHT TOLERANT SEDUM MIX & PREPLANTED DROUGHT TOLERANT GRASSES AND PERENNIALS ACHILLEA MILLEFOLIUM 'SUMMER PASTELS' NARCISSUS JONQUILLA 'SALBOAT' NASSELLA TENUSSIMA SEDUM TILE

VINE MAPLE

COMMON NAME

SERVICEBERRY

RED CRAPE MYRTLE MULTI-TRUNK PERSIAN PARROTIA

STAR MAGNOUA SHORE PINE HUNGARIAN OAK

SPIREA

COMMON NAME

AUTUMN FERN IMPEDITUM DWARF RHODODENDRON

ISANTI REDOSIER DOGWOOD COMPACT INKBERRY

KINNIKINNICK CENTENNIAL CEANOTHUS

CREEPING ROSEMARY AUTUMN MOOR GRASS

AUTUMN JOY SEDUM

KINNIKINNICK

HONEYSUCKLE

GLOBE WINTER GEM BOXWOOD GOLDEN BAMBOO

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COMMON NAME CENTENNIAL CEANOTHUS HONEYSUCKLE CREEPING ROSEMARY

SLOUGH SEDGE SIBERIAN IRIS CALIFORNIA GRAY RUSH

AUTUMN MOOR GRASS

BIG BLUE LILYTURF JAPANESE SPURGE WESTERN SWORD FERN

BLACK MONDO GRASS EMERALD CARPET CREEPING RASPBERRY

SUMMER PASTELS YARROW SAILBOAT MINIATURE DAFFODIL TEXAS NEEDLE GRASS ETERA COLOR MAX



Amelanchier alnifolia Saskatoon Serviceberry



Cornus sericea 'Isanti' 'Isanti' Red-Osier Dogwood



llex glabra 'compacta' Compact Inkberry



Juncus patens 'Carmen's Gray' 'Carmen's Gray' Rush



Lagerstroemia 'Tuscarora' Tuscarora Crape Myrtle



Rhododendron impeditum Impeditum Dwarf Rhododendron



Arctostaphylos uva ursi Kinnikinnick



Astilbe x arendsii 'Deutschland' 'Deutschland' Astilbe



Pinus contorta 'Contorta' Shore Pine



Spiraea x bumalda 'Denistar' Superstar Spirea



Ceanothus x'Centennial' Centennial Ceanothus



Hellebore argutifolius Corsican Hellebore

LANDSCAPE - PLANTS



Quercus frainetto Hungarian Oak



Buxus microphylla 'Winter Gem' Winter Gem Japanese Boxwood



Lonicera crassifolia Honeysuckle



Sedum 'Autumn Joy' 'Autumn Joy' Sedum

4747 CALIFORNIA | PROJECT #3031135 53 DRB RECOMMENDATION





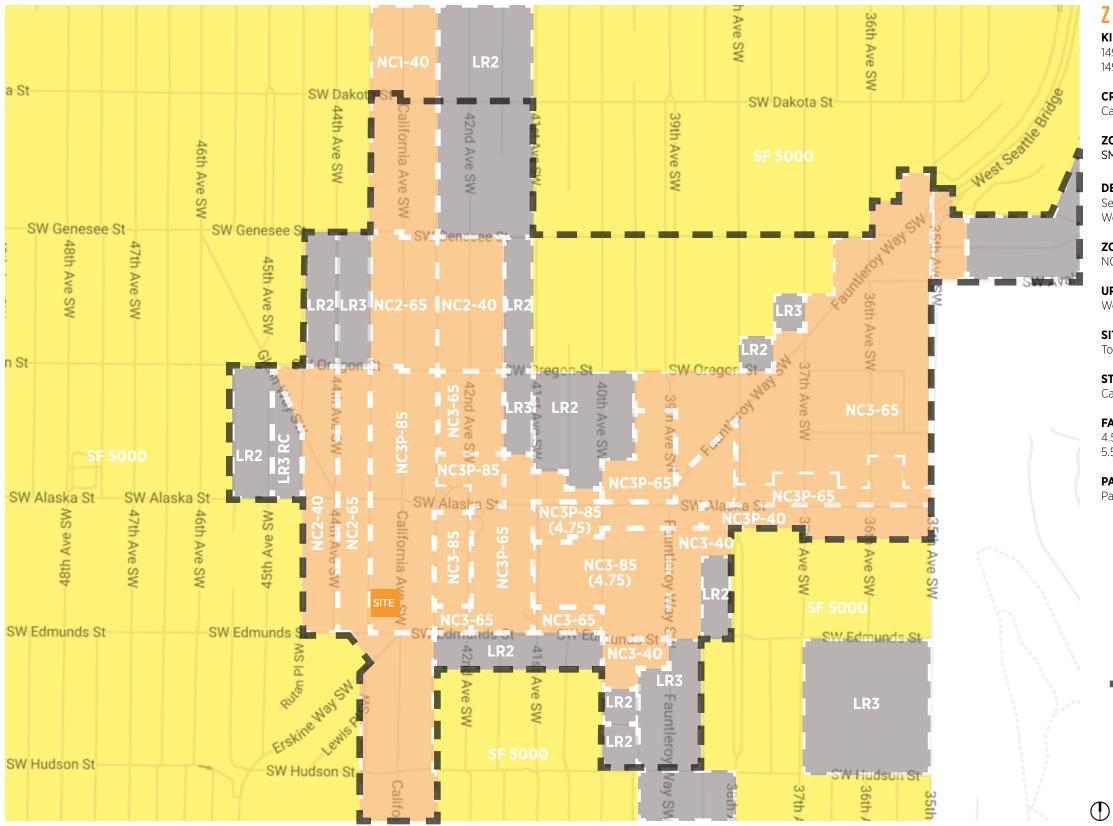
APPENDIX

WEST SEATTLE NEIGHBORHOOD MAP

The project site is located in NC3P-85 Zone within the West Seattle Junction Urban Village. The West Seattle Junction Design Guidelines will apply to this project. There are no Overlay Districts. California Ave SW is classified as a Principal Pedestrian Street.

The project site is bordered by NC2-65 to the West of the alley.





ZONING SUMMARY

KING COUNTY PARCEL NUMBER

1495300085 1495300100

CROSS STREETS California Ave SW & SW Edmunds St

ZONING CODE SMC 23.47A Commercial & 23.54 Parking

DESIGN GUIDELINES Seattle Design Guidelines West Seattle Junction Neighborhood Design Guidelines

ZONING CLASSIFICATION

NC3P-85

URBAN VILLAGE West Seattle Junction Urban Village

SITE AREA Total Lot Area = 11,700 sf

STREET CLASSIFICATION California Ave SW 'Principal Pedestrian Street'

FAR 4.5 Single Use Max FAR 5.5 Combined Use FAR

PARKING Parking not required if lot is within an Urban Village

WEST SEATTLE JUNCTION URBAN VILLAGE BOUNDARY

DETAILED ZONING

SMC 23.47A.004 Permitted Uses

• Mix-use, Residential, Live-work, Office, Commercial

SMC 23.47A.005 Street Level Uses

In all NC and C zones residential uses may occupy in the aggregate no more than 20% of the street level street facing façade in the following locations:

- In a pedestrian designated zone, facing a designated principal pedestrian street
- Within a zone that has a height limit of 85 feet or higher.
- Along designated principal pedestrian streets, one or more of following uses are required along 80 percent of street-level, street-facing façade in accordance with standards provided in subsection 23.47A.008.C.

SMC 23.47A.008 Blank Façades

- Blank Segments max. 20' in length between 2ft and 8ft above sidewalk.
- Total of all blank façades shall not exceed 40% of the width of the façade along the street

SMC 23.47A.008 Transparency

 60% of the street façade between 2' and 8' above the sidewalk shall be transparent. For purposes of calculating 60 percent of a structure's street-facing façade, the width of a driveway at street level, not to exceed 22 feet, may be subtracted from the width of the street-facing façade if the access cannot be provided from an alley or from a street that is not a designated principal pedestrian street.

SMC 23.47A.008 Depth Provisions:

Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing façade.

SMC 23.47A.008 Street Level Height:

Height provisions for new structures or new additions to existing structures. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.

SMC 23.47A.008 Overhead weather protection:

- Continuous overhead weather protection required along at least 60 percent of the street frontage of a structure on a principal pedestrian street
- Covered area shall have a min. width of 6 feet
- Overhead weather protection must be provided over sidewalk or walking area within 10 feet immediately adjacent to sidewalk.
 When provided adjacent to sidewalk, covered walking area must be at same grade or within 18 inches of sidewalk grade and meet Washington state requirements for barrier-free access.
- Lower edge of overhead weather protection shall be min. 8 feet and max. of 12 feet above the sidewalk for projections extending a maximum of 6 feet. For projections extending more than 6 feet from the structure, the lower edge of the weather protection shall be a min. of 10 feet and a max. of 15 feet above the sidewalk.
- Adequate lighting for pedestrians shall be provided. Lighting may be located on façade of the building or on overhead weather protection.

SMC 23.47A.012 Structure Height

Height Limit: 85'

Additional Building Height Information:

- 85'-0" + 4'-0" for parapets, open railing, planters, skylights, clerestories
- 85'-0" + 7'-0" for solar collectors with unlimited coverage
- 85' + 16' for stair and elevator penthouses
- 85'-0" + 15'-0" for solar collectors and mechanical equipment
- Provided roof features do not exceed 20% of roof area, or 25% with stair/penthouses and mechanical equipment

SMC 23.47A.013 Floor Area Ratio

- 4.5 Single use max FAR
- 6 Combined use max FAR
- The following gross area is not counted toward maximum FAR:
 All underground stories or portions of stories;

- All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access;

SMC 23.47.014 Setback Requirements

- Front: No
- Rear: No
- Sides: No

- Powerline Setbacks: None
- Setback requirement for loading adjacent to an alley. Where access to a loading berth is from the alley, and truck loading is parallel to the alley, a setback of 12' is required for the loading berth, measured from the centerline of the alley. This setback
 must be maintained up to a height of 12 feet.

SMC 23.47.016 Landscaping Standards

Green Factor Score of .5 or greater is required

SMC 23.47.024 Amenity Area

- Amenity space equivalent to 5% of the res. gross area shall be provided, no more than 50% of which shall be enclosed. See section for additional requirements
- All residents shall have access to at least one common or private amenity area
- Amenity areas shall not be enclosed
- Common amenity areas shall have a min. horizontal dimension of 10 feet and min. 250 sf.
- Private balconies and decks shall have a min. 60 sf and no horizontal dimension less than 6'.
- Rooftop areas excluded near communication utilities, parking and driveways excluded

SMC 23.54.015 Required parking

Parking not required if lot is within an Urban Village.

SMC 23.54.035 Loading Berth Requirements

Each loading berth shall be not less than ten (10) feet in width and shall provide not less than fourteen (14) feet vertical clearance.

• 35' can be reduced to 25' if the director can determine that the vehicles will not extend the property line because of site design.

SMC 23.54.015 Bicycle Parking:

Residential: One space per four units

SMC 23.54.040 Waste & Recyclable Materials

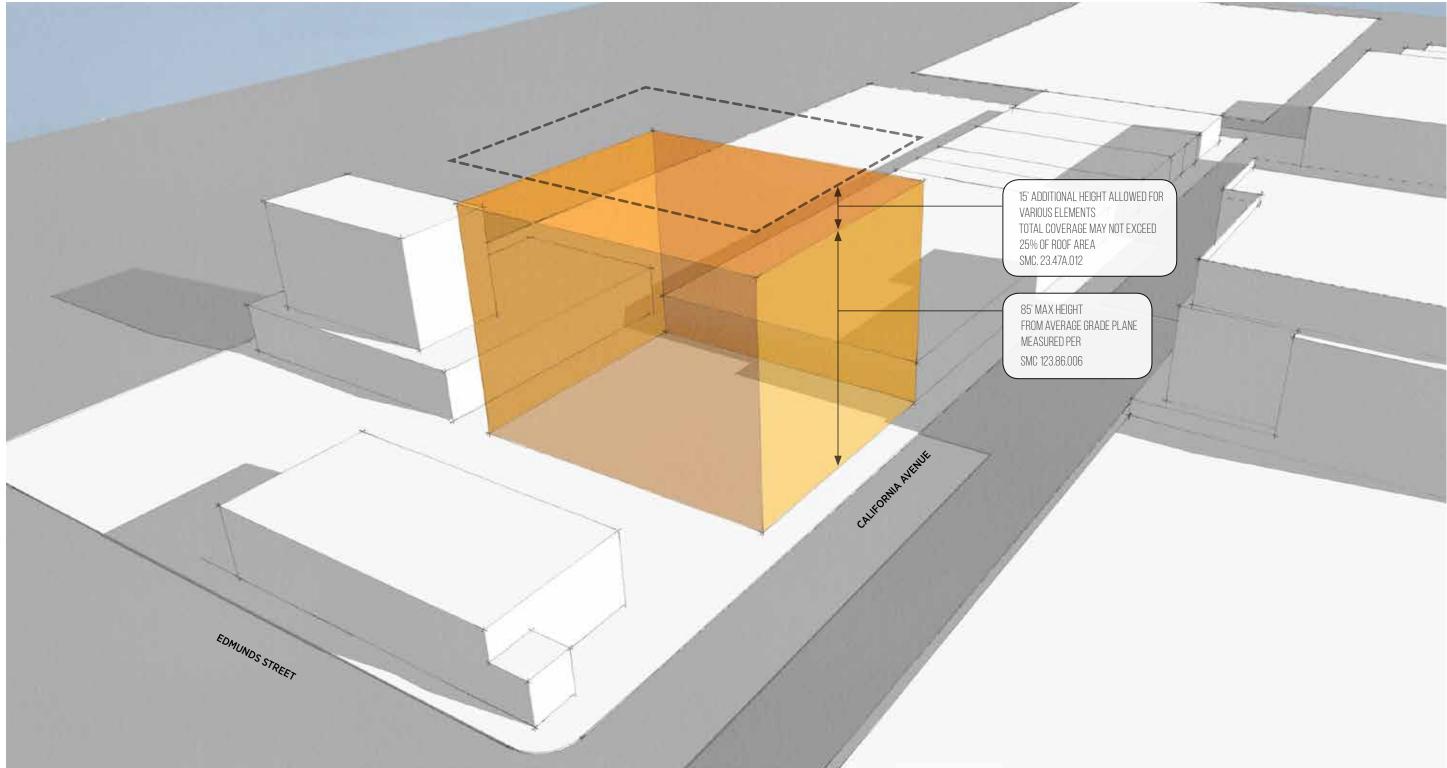
Residential: > 100 units = 575 sf + 4 sf for each additional unit above 50

- For 51-100 units = 375 SF +4SF for each additional unit above 50
- For development with more than 100 dwelling units, the required minimum area for storage space may be reduced by 15 percent, if the area provided as storage space has a minimum horizontal dimension of 20 feet.

For developments with nine dwelling units or more, the minimum horizontal dimension of required storage space is 12 feet;

If located outdoors, the storage space shall be screened from public view and designed to minimize light and glare impacts.

For larger than 2 cubic yard containers and all compacted refuse; direct access shall be provided from the street, min. 10' access route, 21' overhead clearance if accessed through the structure



ZONING SUMMARY

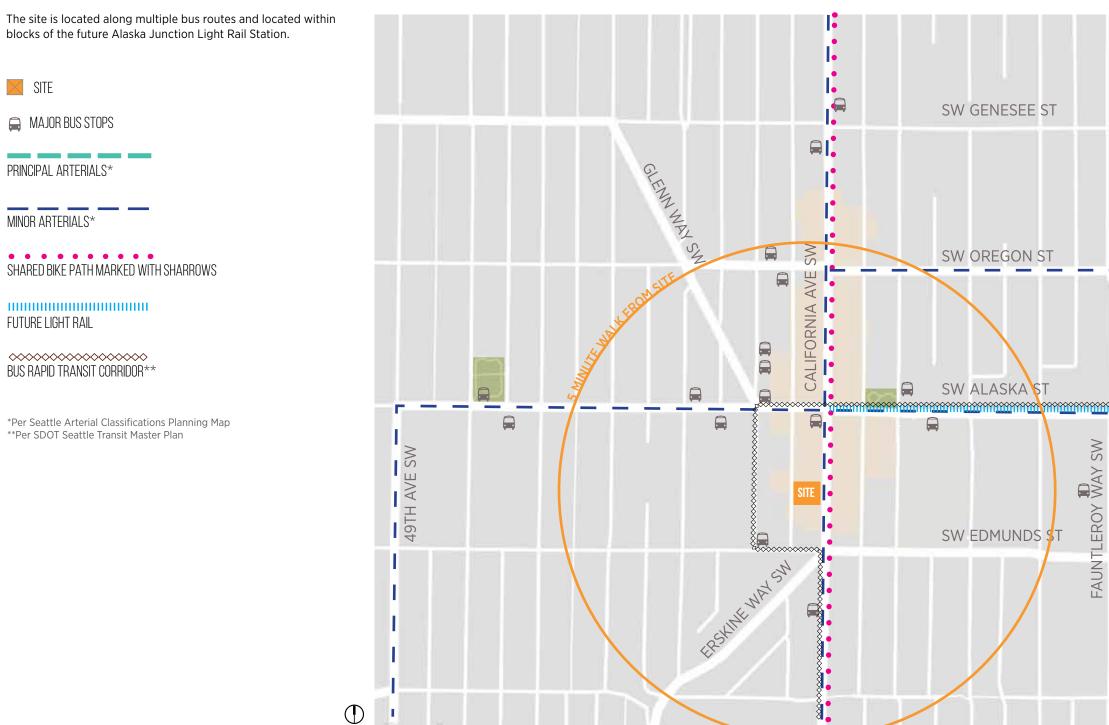
MAXIMUM ZONING ENVELOPE

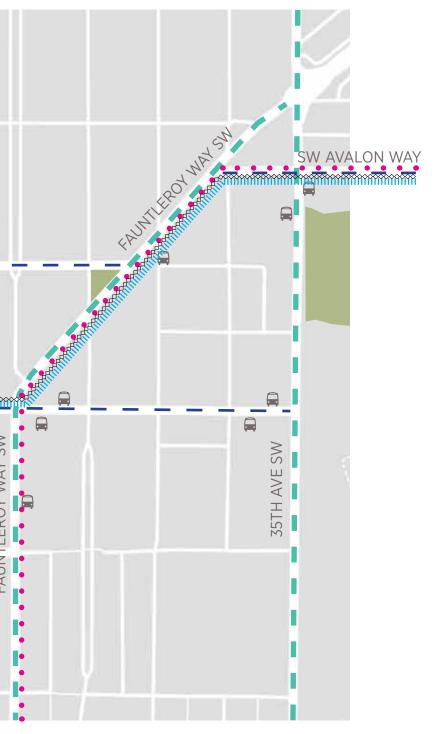


SITE ANALYSIS

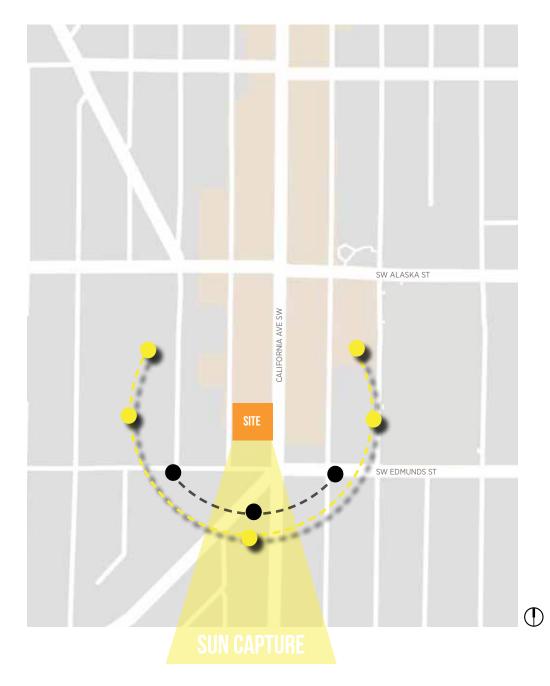
SITE

TRANSPORTATION & STREET CHARACTERISTICS





SUN PATH



SITE VIEWS



21 JUNE 2018: SUNRISE 5:12 AM. SUNSET 9:11 PM

22 DECEMBER 2018: SUNRISE 7:55 AM, SUNSET 4:21 PM

SITE ANALYSIS

SITE VIEWS & SUN PATH

Site analysis has helped shape the three massing options presented in this book. Solar orientation, and view corridors have been carefully considered and balanced when planning for building amenity locations, and outdoor terraces.

The preferred concept takes advantage of mountain & sound views, while also making strong visual connections to California Ave. Amenity spaces and terraces are well positioned to receive as much solar exposure as possible.

SURROUNDING USES

NEIGHBORHOOD GATEWAYS



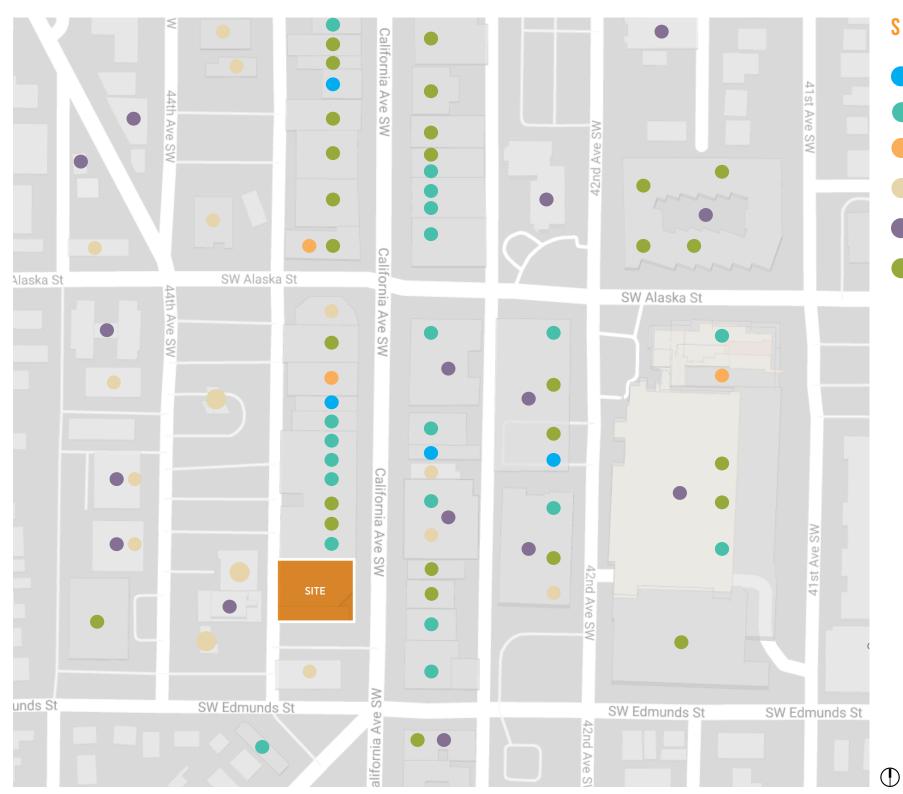








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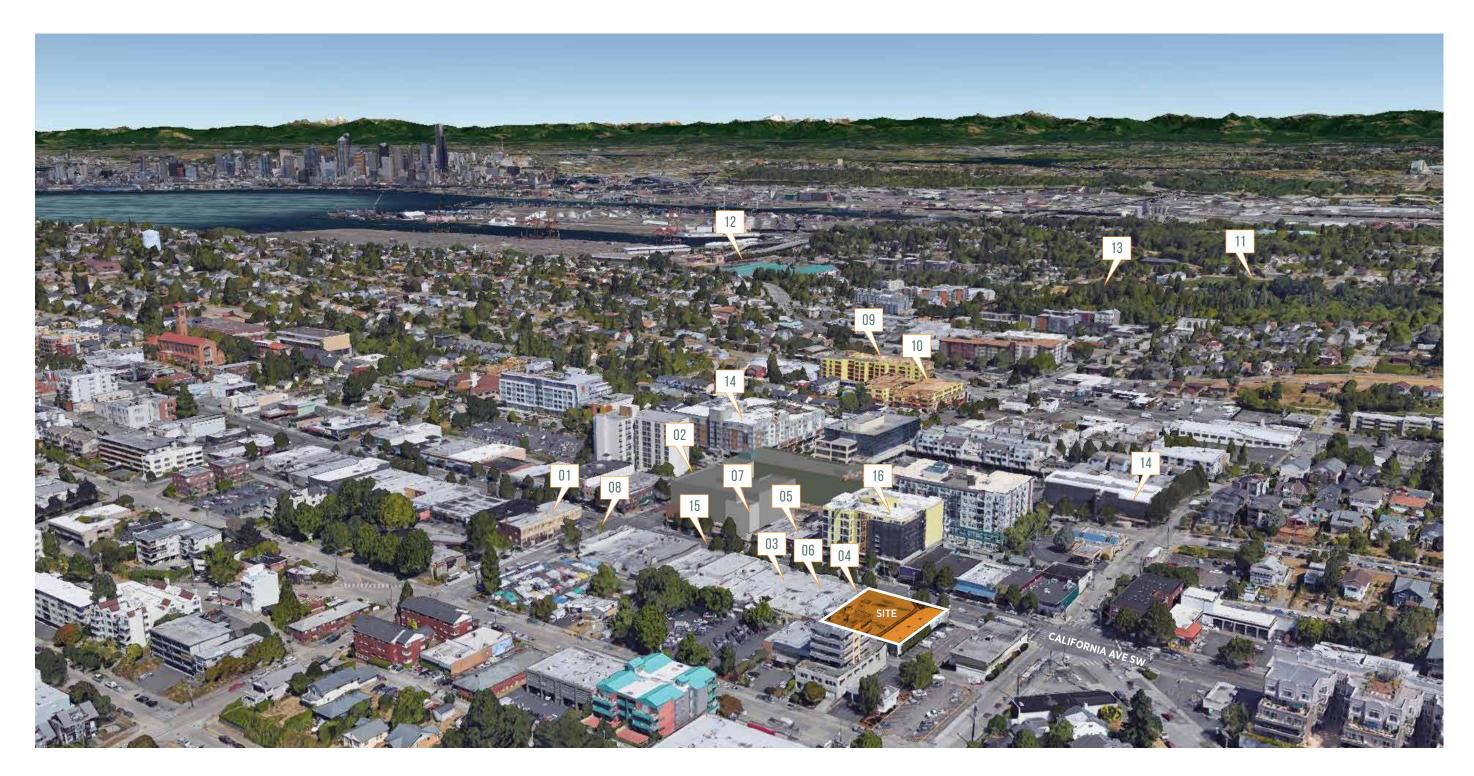
SURROUNDING USES

SURROUNDING USES

- BAR / NIGHTLIFE
- **RESTAURANTS / CAFES**
- ART INSTITUTIONS
- **OFFICE**
- MIXED-USE RESIDENTIAL
- **RETAIL**

4747 CALIFORNIA | PROJECT #3031135 DRB RECOMMENDATION **63**

COMMUNITY NODES & STRUCTURES



EASY STREET RECORDS



JUNCTION PLAZA PARK



HUSKY DELI



BAKERY NOUVEAU





JUNCTION 47 APARTMENTS



FARMERS MARKET



TRADER JOE'S



10 LA FITNESS



WEST SEATTLE BRIDGE



WEST SEATTLE STADIUM



QFC



SUMMER FEST



4.0 CONTEXT ANALYSIS

TALARICO'S PIZZERIA

NORTHWEST ART & FRAME



W. SEATTLE GOLF COURSE



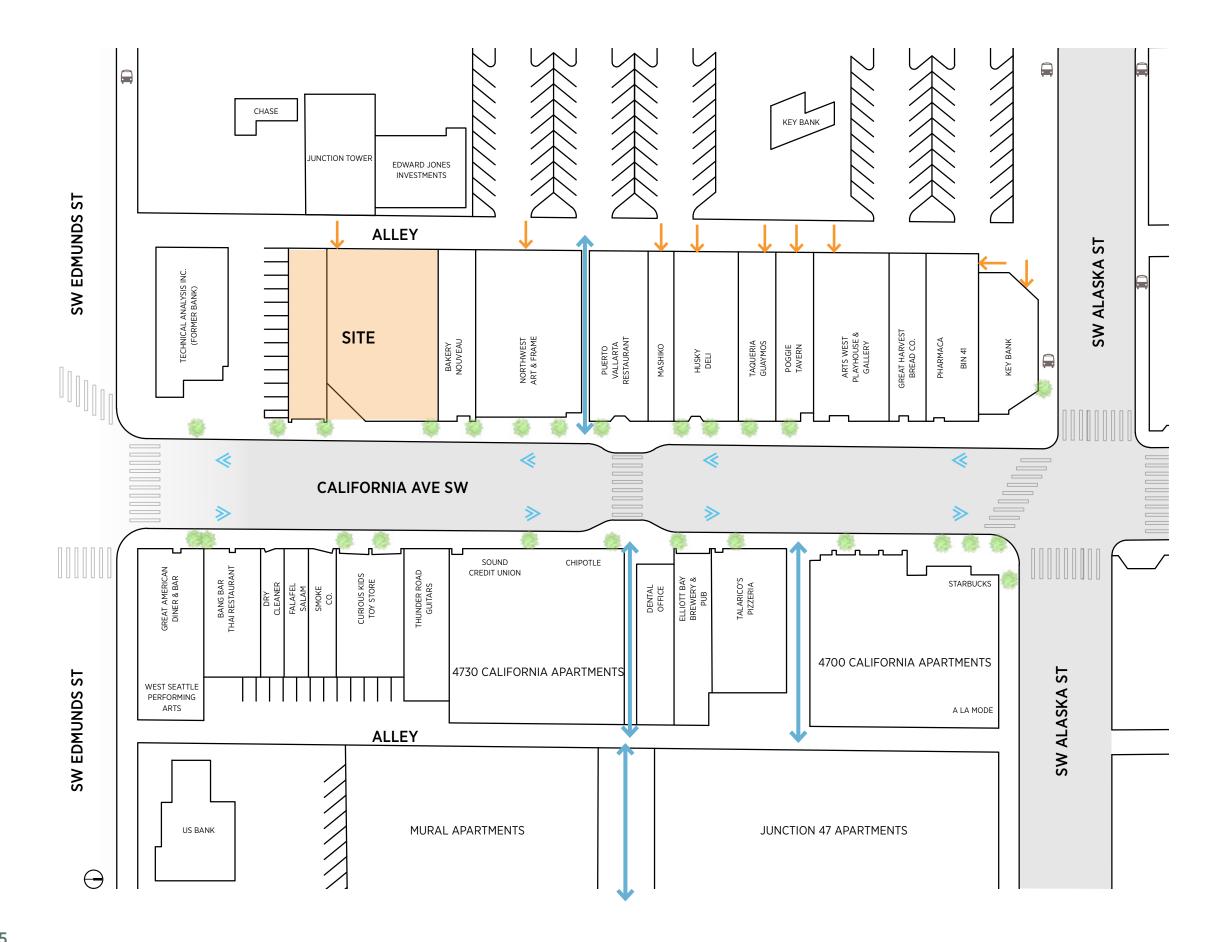
4730 APARTMENTS



ALASKA JUNCTION PRIMARY COMMERCIAL DISTRICT

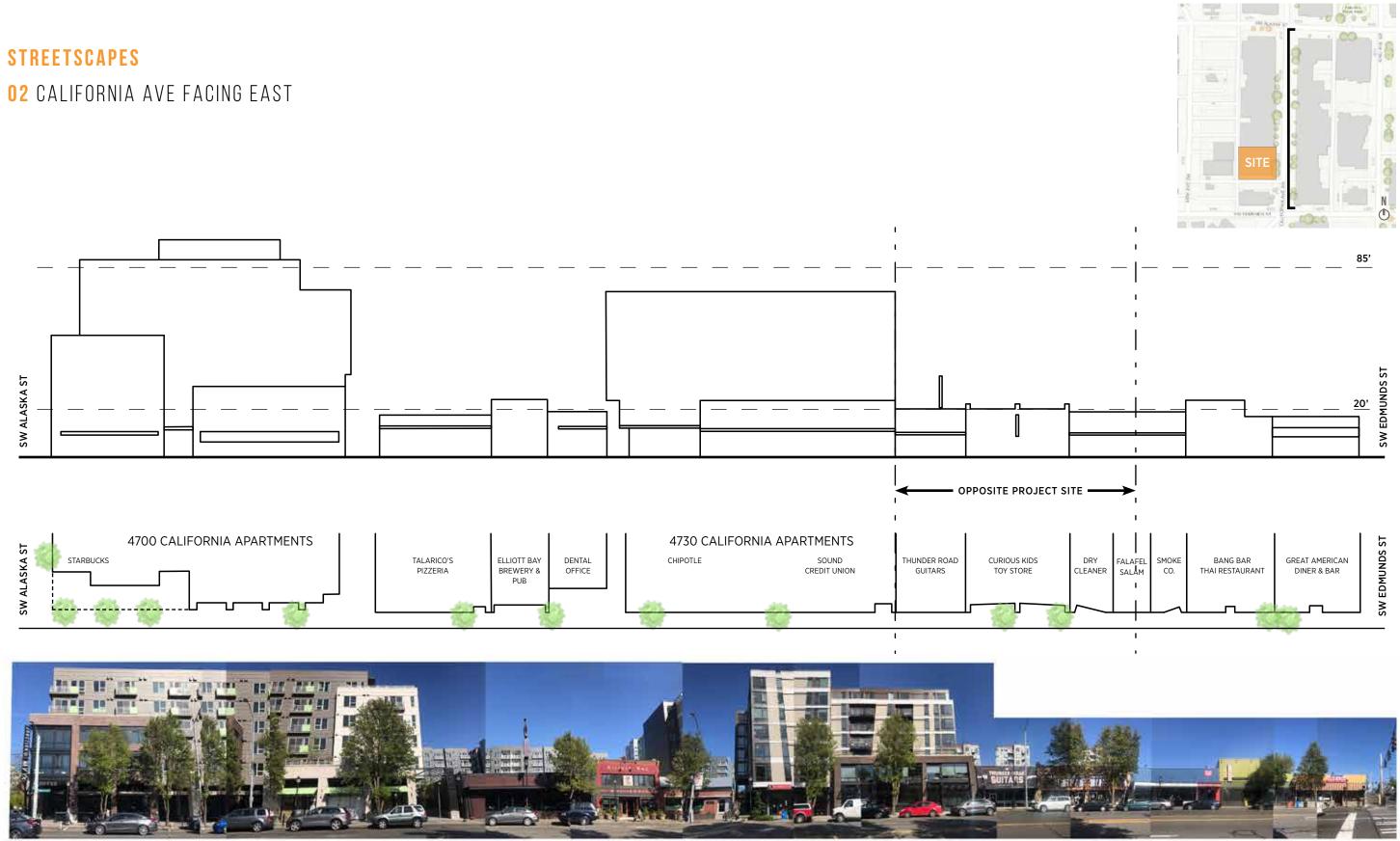
California Avenue between SW Edmunds and SW Oregon is the primary commercial zone for all of West Seattle. In recent years there has been several mid-rise mixed-use structures built on the east side of the street.

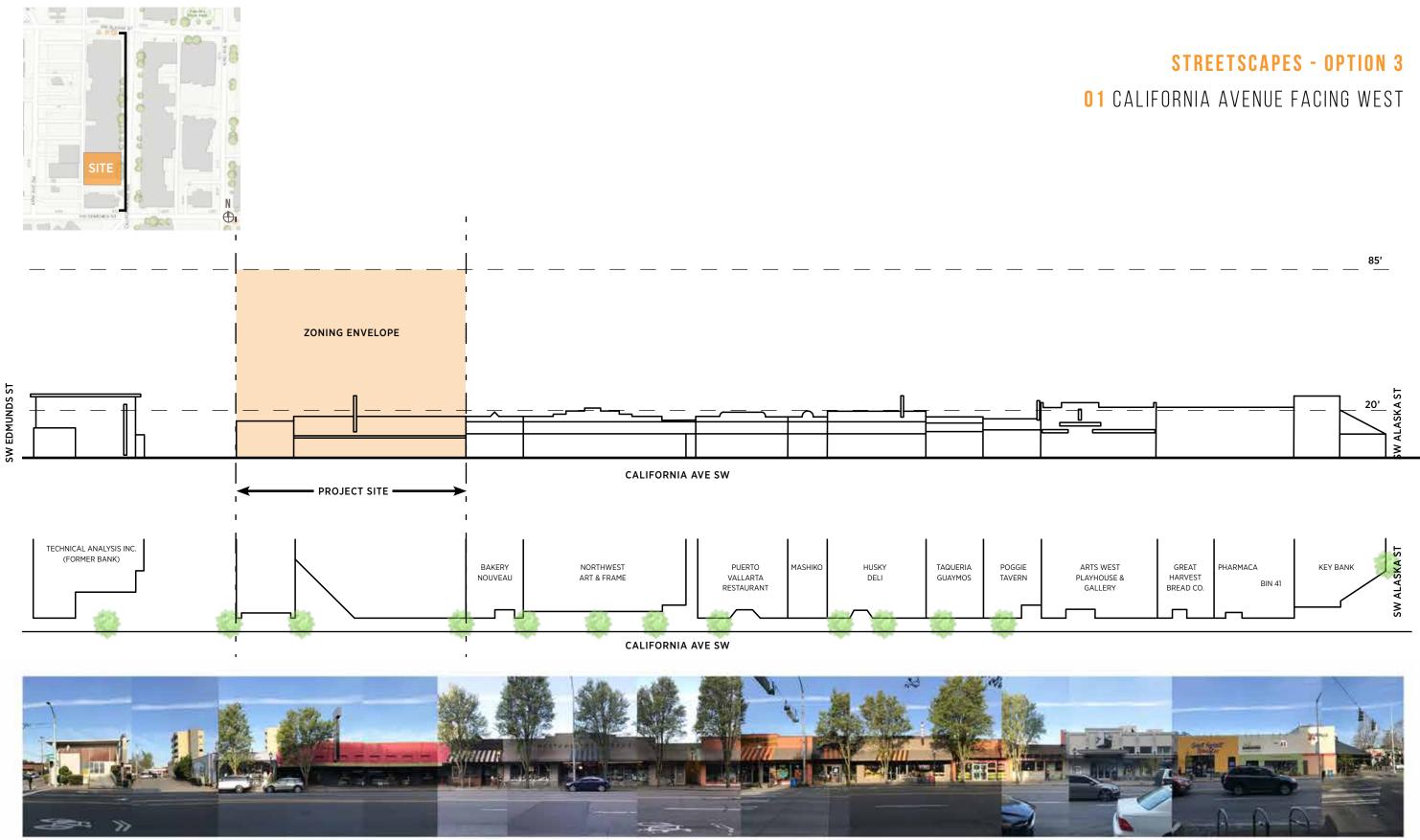






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5.0 SITE RESEARCH & OBSERVATIONS

RETAIL ENTRIES

The sidewalks in the junction are narrow. To compensate many retail entries are setback from the sidewalk. This helps with pedestrian flow, and provides great window display space for the shops.













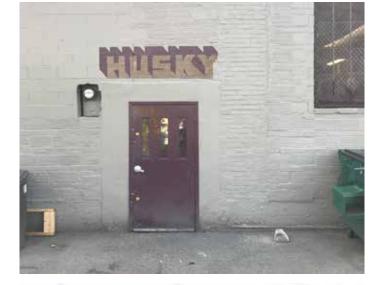


















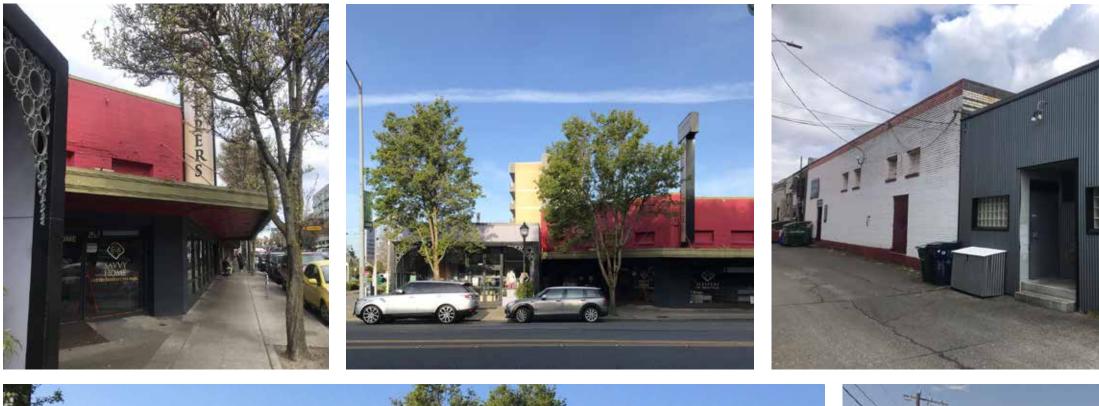
5.0 SITE RESEARCH & OBSERVATIONS

BACK ALLEY ENTRIES

The West Seattle Junction has a unique tradition of alley entrances. They are often considered the second front door, with as many as 50% of customers entering the retail and restaurants from the alley. Despite this fact, the alley is still used for deliveries and waste pick up. While the entries are marked with signage, they are simple entrances, and the alley facade design is primarily utilitarian with minimal transparency.

6.0 EXISTING SITE CONDITIONS

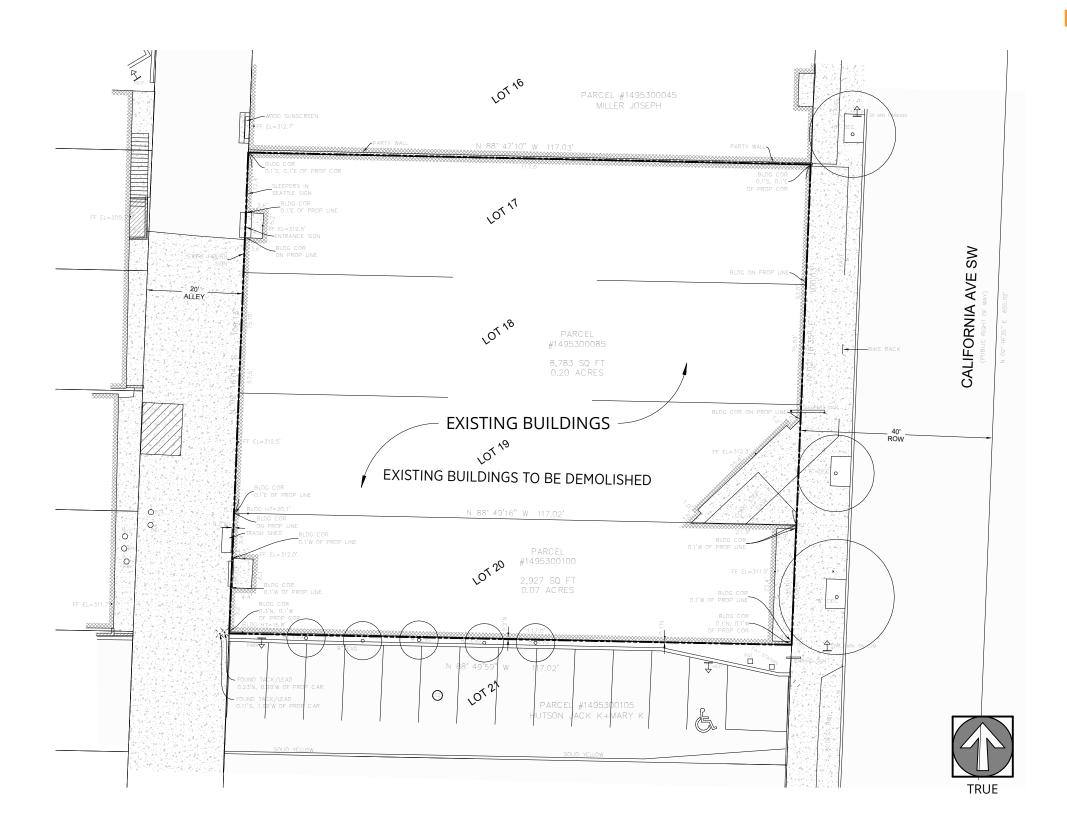
SITE PHOTOGRAPHS











6.0 EXISTING SITE CONDITIONS

PRELIMINARY SITE PLAN

PARCEL NO. 1495300085

LOTS 17, 18 AND 19, BLOCK 1, CENTRAL PARK ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 14 OF PLATS, PAGE 5, IN KING COUNTY, WASHINGTON;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

PARCEL NO. 1495300100

LOT 20 IN BLOCK 1 OF CENTRAL PARK ADDITION TO WEST SEATTLE, AS PER PLAT RECORDED IN VOLUME 14 OF PLATS, PAGE 5, RECORDS OF KING COUNTY AUDITOR;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

LETTER FROM THE OWNER



THE HEART AND SOUL OF HUSKY DELI AND THE WEST SEATTLE JUNCTION

BY JACK MILLER

It's been more than three months since the news broke about our plan to build a new building so that we can move Husky Deli four doors south in the West Seattle Junction. Since then, I've been truly honored to hear so many positive reactions. It's also been a good chance to hear the questions people have about the project. I hope this little article will provide some answers and perspective for anyone who is interested.

Our goal, of course, is to keep Husky Deli going in the Junction and to give the next generations of our family a chance to shape it in their own image and make it a success.

Many people know that Husky has been around since 1932, when my grandfather, Herman Miller, bought a tiny grocery store called Edgewood Farms that operated in what is now the card section of Northwest Art & Frame. Right away, he put in an ice-cream machine in the front window, and then a soda fountain. Fresh-sliced meats and cheeses soon followed, and by the end of World War II, my dad, John, and my uncles had turned it into a full-fledged deli.

My dad moved Husky two doors north to our present location in 1969, three years after I started working here. In 1975, when he had a heart attack, I left college to fill in, and I've been here ever since. Just like society, Husky has evolved, and now we focus on ready-made convenience foods while still keeping the traditional deli, ice cream and specialty items. My kids have lived through all this and are grown up now, Kate (and husband Tom), John, and Tony – run a lot of the business day to day. Just like me, they love Husky, they love the Junction, and they're the future.

But the future isn't the exact footprint where we are now. Anyone who comes into Husky knows that we still look a lot like 1969 and that the structure needs some basic work, from the cramped restrooms to the up-and-down flooring to everything in between. My brother, Joe, who owns the building, has no plan to develop it anytime soon, and with the new Seattle minimum wage and other increasing costs, and being a small business we will be unable to shut down our business for an extended period of time to remodel. At the same time, we all agree that we need the ability to serve the ever-growing West Seattle population by updating and streamlining the Husky.

To make that happen, we are looking to move four doors south to where Sleepers furniture store and Bikram Yoga (which some of you remember was Junction Feed & Seed) are located. Those two buildings have a lot of the same big challenges that the current Husky building has. The buildings are in bad shape from top to bottom, and they are not landmark historical buildings worth saving.

So our plan is to start anew. The only way we see for us to put together enough capital for my children to create the Husky of the future and to stay in the Junction is to tear down these two buildings and construct a taller one on that combined site, with apartments on the top to help pay for the new Husky down below.

On first thought, this plan might not sound like something that would reflect the Junction's low-scale character. We all have seen other tall buildings recently go in and start to create the feeling of a narrow corridor. That's not what I want to create, and I don't think it's what most people want in the Junction. We think it's important to keep, as much as possible, the feeling of our small-town, downtown West Seattle. So we want to create something different that really focuses on the Husky's shop space instead of the upper levels.

The apartments above the store are set back to minimize the visual impact along California Avenue, and retain the historical retail storefront height. The project will contain a commercial kitchen and ice cream plant so we can continue to prepare our own food and make ice cream on site. (And yes, we will make sure that the beautiful Eric Grohe mural on the south side of the yoga building gets either reproduced or replaced with and updated mural on our new structure.)

We have been talking with the Junction Neighborhood Organization (JuNO) about our plan, and they want us to put together a building that sets a good example for future new buildings on that side of the Junction. That makes perfect sense to me. We are planning something with good neighborhood qualities and hopefully anything built after us will follow suit.

My biggest concern is that Husky will continue on in our family and serve the overall family of West Seattle – that we can maintain the traditions started by my grandfather 86 years ago, that we can update everything but still keep it cool, and that my kids can have the chance to feel like it's theirs, too, so that they will put their heart and soul into it.

The Junction is all about heart and soul. It's about actively local ownership, where you can meet the people who own and run the stores, where there's an active business association that puts on really good activities, and easy transit (even light rail, which will come sooner than we think). It's also about the common feeling that it's our main neighborhood business district – the hub of our small town in the big city.

Throughout West Seattle, a lot of older folks who have lived here forever have sold their homes for huge amounts of money to younger families who moved in from all over the country. They were not originally West Seattle kids, but they really want to embrace West Seattle, and the character of the Junction, and want to be a part of it.

All of that sort of seeped into me as I grew up. My dad wanted us at Husky all the time. Even if we were running around in the backroom, he wanted us close-by. We helped make ice cream in the middle of the night. He had us running back and forth with ice-cream scoopers getting people cones because he wanted us active in it all.

We are blessed in the fact that we have been here long enough that we are a big part of the community.

When we move a few doors down the street, it might be a new building, but it's going to be the same people. It's become a huge comfort zone for me, being in West Seattle with all these people that we know. I know my kids agree, and I trust that West Seattle will feel the same way.

Thanks for reading this. If you have any questions or comments about our project, I would love to hear from you. Drop in the store and say hi anytime.

LETTER FROM THE OWNER

WEST SEATTLE BLOG - COMMUNITY FORUM

The West Seattle Blog has become the de facto community forum for the neighborhood. Whether it's checking in on breaking news, or finding out about the latest restaurant opening, the blog is the place West Seattle goes for trusted local reporting and discussion. On June 2nd Jack Miller of Husky Deli, published his essay on the Blog. From the nearly 100 comments, we have complied and responded to a range of them here touching on the most common themes.

ANNE - JUNE 2, 2018 (10:52 PM)

C REPLY

While I have not liked many of the new builds in & around the junction-I am 100% behind this project & am looking forward to replacing those 2 ugly buildings (said my goodbyes to Feed & Seed & Wigwam decades ago) & seeing a new space for Husky Deli. Thanks To Jack & the entire Miller family for your continued commitment to West Seattle & the Junction. To the poster who commented that Jack is doing what's best for his family- yes & hopefully it will mean many many more years of Husky Deli – but I whole heartedly believe it's also best for the junction- this from a 70 year old lifelong West Seattleite.

JOHN SMITH - JUNE 2, 2018 (11:05 PM)

As much as we dislike change, Husky Deli is a business, not a charitable organization. People are allowed to sell or rebuild/develop their private property. Other people will apparently have an opportunity for input on design aspects (unlike most, if not all single-family new houses), and a setback for upper floors is a nice concession to street-level aesthetics.

PAM - JUNE 2, 2018 (10:40 PM)

C REPLY

C REPLY

So excited for Jack and the entire Husky family. Updating and thinking of the future is a responsible decision. I'm a West Seattle lifer, not a transplant, and I love the changes that have come to our community. Congratulations.

WS4LIFE - JUNE 3, 2018 (8:21 AM)

We all wish the Miller family the best with their new venture. Please consider adding parking for the new apartment units as there is less and less for all the customers who shop at The Junction. Jack can set the example for future projects by adding parking, which none of the new apartments seem to have done. It seems irresponsible to not add parking spaces even if you think that less people have cars now than before, the city is trying to reduce the amount of cars on the streets with higher tag prices but it is not working and it will not work. People love to drive their cars and they need spaces to park. So do our customers, who will be competing with new tenants for the limited spaces that are available.Thanks from all the other business owners, workers, and residents in The Junction!

TH - JUNE 3, 2018 (7:18 AM)

I just reviewed the conceptual "massing" document. Of the three concepts, only the first two provide onsite parking stalls. The third (preferred) concept provides none. I doubt this is an oversight. Off-site parking from existing developments is already a problem in surrounding residential areas. Sadly, this will do nothing to lessen that impact.

IN RESPONSE TO WS4LIFE & TH:

The quantity of parking is similar in all three options. There will be at least 45 on-site parking stalls for each of the three concepts.

C REPLY

C REPLY

ROSE TINT - JUNE 3, 2018 (9:09 AM)

The Junction has totally gained it appeal since the dead zone it was in the 80s with its scarce dining choices, closed storefronts, and general feel of decline. The build-up of housing (which led to restaurants new businesses & services), in the last decade has had enormous affects, putting THE JUNCTION on the map.I consider the complaints about dark canyon corridors caused by new buildings without real merit as California Ave runs north and south and this is Seattle renown for grey diffuse skies and shadowless days.I do not view West Seattle's established architecture as anything to brag about. There are virtually no visually iconic commercial buildings here. Sure, there are the old brick structures and storefronts with period detail, but you must take a micro view to discover the few gems (and beware that many of our old buildings are unreinforced masonry that have not been seismicly upgraded like Los Angeles and San Francisco require). While conceding not one of the new commercial buildings is destined to become iconic either, at least they have re-vitalized West Seattle Junction.I

RICO MALONEY - JUNE 4, 2018 (9:54 AM)

C REPLY

C REPLY

C REPLY

A true cornerstone business for decades, Husky has needed a facelift for a long time. I admire the plan to have a seamless move, and keeping it in the family feels great. Looking forward, frankly, to additional upgrades in the California Ave. business district. Most of the structures are outdated and don't constitute the best use of the land. This is a bold move we will watch with great interest.

JORDAN - JUNE 3, 2018 (8:50 PM)

I grabbed dinner, some ice cream and a gallon of milk at Husky Deli last night. The place was packed and the layout really doesn't work for them anymore. To hear they're going to build a new location is awesome news. I for one like the retail on the street and apartments above, especially in the junction where people can get everything they need within a couple of blocks. I actually trust a life long WS family to do, it right and as they suggest, set the bar for those that follow. Best of luck in the new space, I can hardly wait.

S - JUNE 3, 2018 (9:10 AM)

While, yes, Husky is a business and Mr. Miller needs to do what is necessary to help his family–I feel like he fully understands what is and what was wrong about the 7 stories. A large setback on the top floors would definitely help make the street not feel like narrow and shady valley. I hope the apartments won't go too. I understand we're not a small big city anymore, we are becoming a proper big city; and with that comes inevitable change. But I'm so glad that one of the new developers (Mr. Miller) understands. Frankly, those (where Sleepers and Bikram have been housed) were never the most attractive of buildings, and it's possible the replacement buildings will be more handsome.

IN RESPONSE TO ROSE TINT, RICO MALONEY, JORDAN, S:

We are excited for this project as well! Our team includes a number of life-long West Seattle residents, and we are dedicated to continuing the vibrancy of California Avenue.

COMMUNITY ENGAGEMENT

C REPLY

WSEATTLITE - JUNE 2, 2018 (11:40 PM)

I'm a transplant from a whilst back, but have known Jack and his family for 2 decades now. His wish to retain the good whilst accommodating the inevitable future for his family and our community should stand as a beacon for the future. I don't like buildings that block sunlight, but it's going to happen due to past decrees from past City leaders. To retain Husky Deli as a part of the future is a huge win, and I wish the next generation the best of luck in moving ahead with the new foundation Jack is building for them. The chapter after this next will be their's to tell. I hope it is one of community contributions and so many good memories that Jack has provided so many of us. For all of that, I thank thee Jack.

ABCGIRL - JUNE 2, 2018 (10:09 PM)

I appreciate the open letter, John is doing first and foremost doing what is best for his family, I dislike 7 stories and the shadow it creates, but huskies will do what they need to do to make it profitable. Bottom line the junction and west seattle has lost the small community vibe, it is a concrete jungle with ugly architecture and developers who care nothing about the community and would never want rugs crap in their neighborhood politicians who create hostile business environment and could care less about the middle class homeowner. Very sad for those of us who have called this community home for generations, never believe that change equates progress, it certainly hasn't been the case for west seattle and mr miller is cashing in on the current situation, its best for him and his family

JOAN - JUNE 3, 2018 (9:40 AM)

C REPLY

I understand all his reasons to make the proposed change. I just hate the 7 stories that are planned. Like many others who live here, I love the low buildings and historic look of many, and the "small town" feel of the Junction. Let's not completely lose it. I would welcome a 4-story building, but that's not likely to happen in this world. Sad.

C REPLY

C REPLY

Joan, I feel the same way.

HEARTLESS - JUNE 3, 2018 (2:04 PM)

I wish instead of a mix of single and 7 story buildings it was more of a standard 3-5 stories for each building.

The number of units would be the same and it wouldn't have that towering feel that so many people are worried about.

IN RESPONSE TO WSEATTLITE, ABCGIRL, JOAN & HEARTLESS:

While the proposed building is 7 stories, the design team has gone to great lengths to retain the "small community vibe". In the preferred option the upper residential portion of the building is set toward the alley away from California Street to minimize shadows, and emphasize the continuous one-story height at street level. West Seattle is changing, but you may find comfort in the fact that the owners, development team, and designer are all longtime West Seattle residents, and care deeply about making a contribution, that honors our neighborhood history, and can take us into the next generation.



NICK NUSSBAUM - JUNE 3, 2018 (8:03 PM)

C REPLY

I understand that it's not going to be possible to keep the old one story layout. I also hope that the new plan might include a few parking spots so a disabled person can park and buy a cone. However I wish that the replacement building has more than a setback to create character. Large blank panels of synthetics are going to be as grim and boring here as they are everywhere else. Is it possible to put some ornamentation on the building; a frieze of ice cream cones in all the flavors or some decorative lighting would help a lot without a lot of cost.

CID - JUNE 3, 2018 (7:48 AM)

C REPLY

I appreciate the vision to keep the "feel" of the Junction in tact while doing a needed update. The materials used (hopefully brick) will keep some of the character. Hate to lose the mural. Glad there has been efforts (like on Starbucks and Post Office) to preserve the others.

IN RESPONSE TO NICK NUSSBAUM & CID:

The Early Design Guidance meeting is for massing only which is why the images of the building appear stark. The design team will work closely in the next phase of the project to pick exterior materials that continue the current feel and patterns of the Junction.

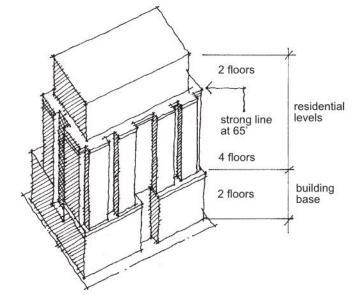
COMMUNITY ENGAGEMENT

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7.0 PRIORITY DESIGN GUIDELINES







CS2 URBAN PATTERN + FORM CS2.B.2 CONNECTION TO THE STREET

Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm.

CS2.I.II. STREETSCAPE COMPATIBILITY (WS)

Provide recessed entires and ground-related small open spaces as appropriate breaks in the street wall.

PROJECT DESIGN RESPONSE

This project is dedicated to a successful street-scape experience. With the residential entry recessed 30'+ there is an opportunity to extend the storefront into the property, providing 35% more retail frontage. The entry court will create a break in the streetwall and provide an area for customer seating. In addition to the connection at the street-level, the setback above level one provides a terrace for residents to overlook and enjoy the street activity below.

CS2 URBAN PATTERN + FORM CS2.C.2 RELATIONSHIP TO THE BLOCK

PROJECT DESIGN RESPONSE

existing buildings on the street.

The West side of California ave is remarkably consistent.

The parapet height is +20'. When talking with neighborhood

small town scale and character of the street should be the

stakeholders, we have received feedback that maintaining the

top design priority. Our preferred massing concept, continues

the strong street-edge and matches the parapet height of the

Mid-Block sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors.

CS2 URBAN PATTERN + FORM CS2.III.ii HEIGHT BULK AND SCALE (WS)

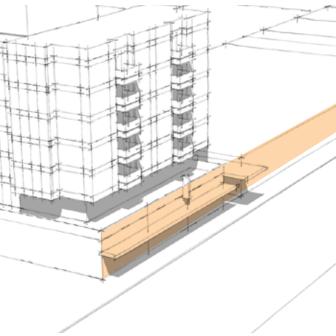
The massing prescribed by the Neighborhood Commercial development standards does not result in a mixed-use development that is compatible with the existing context. The arrangement of architectural elements, materials and colors should aid in mitigating height bulk and scale, particularly at the upper levels.

PROJECT DESIGN RESPONSES

The West Seattle Supplemental Design Guidelines call for a strong two-story building base. While we acknowledge that this massing approach is suitable to many areas in West Seattle, it is not at all appropriate for this site. The design team strongly recommends a 1-story base to create continuity with the neighbors. The upper levels of the proposed concept are modulated, and balconies are provided to convey a residential scale and feel. Instead of setting back the top level, level two is inset to create a break from the retail below. A connection between the upper and lower levels is made though consistent materials and detailing.

P Th ma co • •

(WS) GUIDELINES SPECIFIC TO THE WEST SEATTLE JUNCTION NEIGHBORHOOD DESIGN SUPPLEMENT



CS3 ARCHITECTURAL CONTEXT + Character

CS3.A.1 FITTING OLD AND NEW TOGETHER

Create compatibility between new projects and existing architectural context through building articulation, scale and proportion, roof forms, detailing, fenestration, and or the use of complimentary materials.

CS3.A.3 ESTABLISHED NEIGHBORHOODS

In existing neighborhoods with a well defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

PROJECT DESIGN RESPONSES

The design team has studied nearby structures and has included many neighborhood design feature in the preferred massing concept including:

- Recessed entries
- Consistent parapet height
 - Alley entrance
 - Continuous canopy coverage
 - Planters
- Large windows at the retail frontage



PL1 CONNECTIVITY PL1.I.iii HUMAN ACTIVITY (WS)

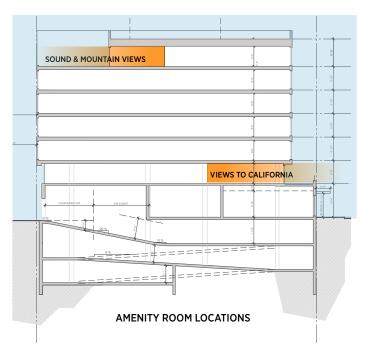
When a setback is not appropriate or feasible, consider maximizing street level open spaces with recessed entires and commercial display windows that are open and inviting.



PL3 STREET-LEVEL INTERACTION PL3.C RETAIL EDGES

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

2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized door that can be completely opened to the street, increased height in lobbies and or special lighting for displays.



DC1 PROJECT USES AND ACTIVITIES DC1.A ARRANGEMENT OF INTERIOR USES

2. Gathering Places: Maximize the use of any interior or exterior gathering spaces by considering the following:

- Location at the crossroads of high levels of pedestrian • traffic
- Proximity to nearby or project-related shops and services • Amenities that compliment the building design and offer • safety and security

4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

PROJECT DESIGN RESPONSE

All entries at the street level will be recessed, with an additional entry court provided for the main residential entrance.

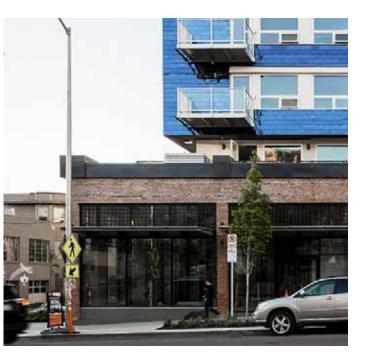
PROJECT DESIGN RESPONSES

The preferred options provides three retail bays to honor the rhythm of the existing storefront pattern. A high degree of transparency is provided. The street level retail will be highly active with multiple opportunities for pedestrian/retail interaction.

PROJECT DESIGN RESPONSES

The residential amenity spaces have been organized to take advantage of views to California Ave. to the East and the mountains and sound to the South and West. Each amenity space has an associated outdoor terrace.

7.0 PRIORITY DESIGN GUIDELINES



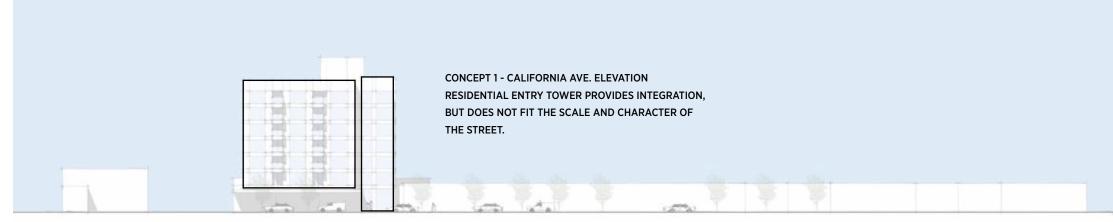
DC2 ARCHITECTURAL CONCEPT (WS) DC2.I.I ARCHITECTURAL CONCEPT AND CONSISTENCY

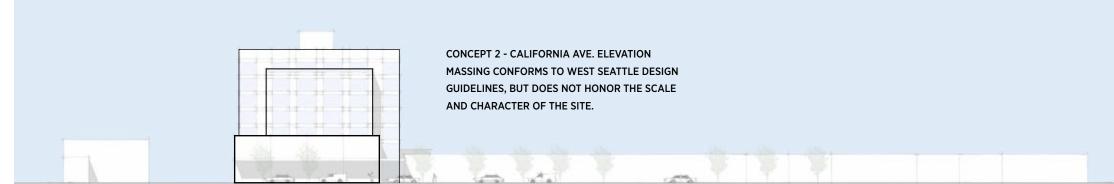
New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. New mixed-use buildings are encouraged to building the commercial level as well as one to two levels above out to the front and side property lines to create a more substantial base.

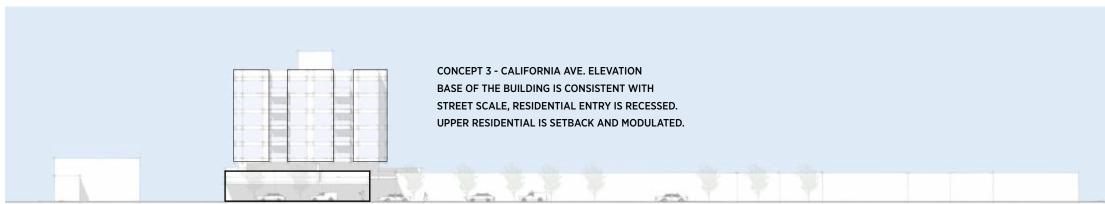
PROJECT DESIGN RESPONSES

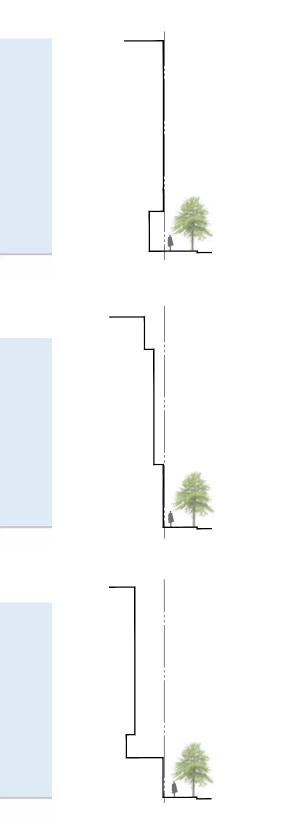
Architectural consistency is important for this site, but is at odds with the above guideline to provide a multi-level "substantial base". The preferred concept provides architectural consistency with a highly active and clearly defined one-story base. The upper and lower portions of the building are integrated through residential activity at Level 2, consistent materials and common details.

8.0 ARCHITECTURAL CONCEPTS

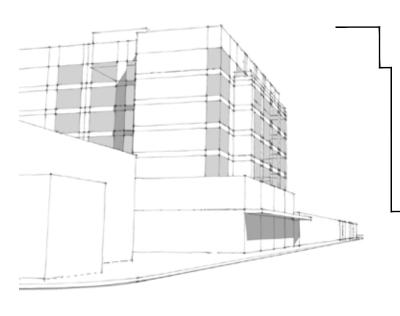


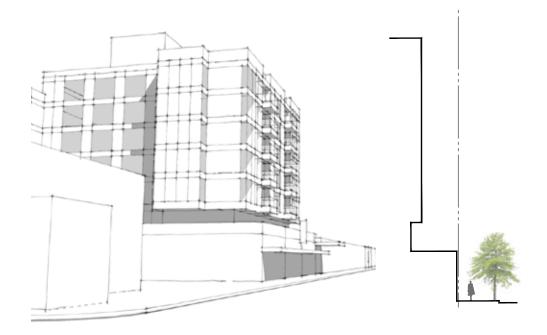












CONCEPT 1: COURTYARD

85,000 GSF 54 STUDIOS 351-BEDROOMS 89 APARTMENTS 45 RESIDENTIAL PARKING STALLS

OPPORTUNITIES

- SOUTH-FACING COURTYARD
- INCREASED SIDEWALK AREA
- HIGHEST UNIT COUNT

CONSTRAINTS

- NARROW COURTYARD
- RESIDENTIAL LOOMS OVER SIDEWALK
- LIMITS NATURAL LIGHT INTO RETAIL

NO DEPARTURES

CONCEPT 2: 2-STORY BASE

85,000 GSF 60 STUDIOS 231-BEDROOMS 83 APARTMENTS 45 RESIDENTIAL PARKING STALLS

OPPORTUNITIES

FOLLOWS DESIGN GUIDELINES

CONSTRAINTS

- BASE OUT OF SCALE WITH CONTEXT
- DOES NOT FIT ARCHITECTURAL CHARACTER OF ALASKA JUNCTION NEIGHBORHOOD
- DEEP UNITS ON LEVEL 2, LIMITING NATURAL LIGHT
- FORM DOESN'T FOLLOW FUNCTION / PROGRAM

NO DEPARTURES

CONCEPT 3: THE SETBACK (PREFERRED)

85,000 GSF 21 STUDIOS 531-BEDROOMS 74 APARTMENTS 54 RESIDENTIAL PARKING STALLS

OPPORTUNITIES

- 1-STORY RETAIL CONTINUITY

- TAKES ADVANTAGE OF VIEWS
- PROGRAM DRIVES THE FORM

CONSTRAINTS

LOWER UNIT COUNT

NO DEPARTURES

8.0 ARCHITECTURAL CONCEPTS

 LARGE AMENITY TERRACE OVERLOOKING CALIFORNIA AVE RESIDENTIAL MASSING SETBACK FROM STREET