



4747 CALIFORNIA
EARLY DESIGN GUIDANCE #3032052
07.19.2018



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PROJECT INFORMATION

ADDRESS: 4747 CALIFORNIA AVE SW
PROJECT #: 3031135
EDG #: 3032052-EG

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DEVELOPMENT OBJECTIVES

The basic program includes:

- 6 STORIES OF APARTMENTS OVER 1 STORY OF RETAIL
- +/- 74 RESIDENTIAL UNITS
- +/- 45 RESIDENTIAL PARKING STALLS
- +/- 5,000 SF COMMERCIAL AREA AT STREET LEVEL

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 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.



3. CREATE A QUALITY RETAIL EXPERIENCE

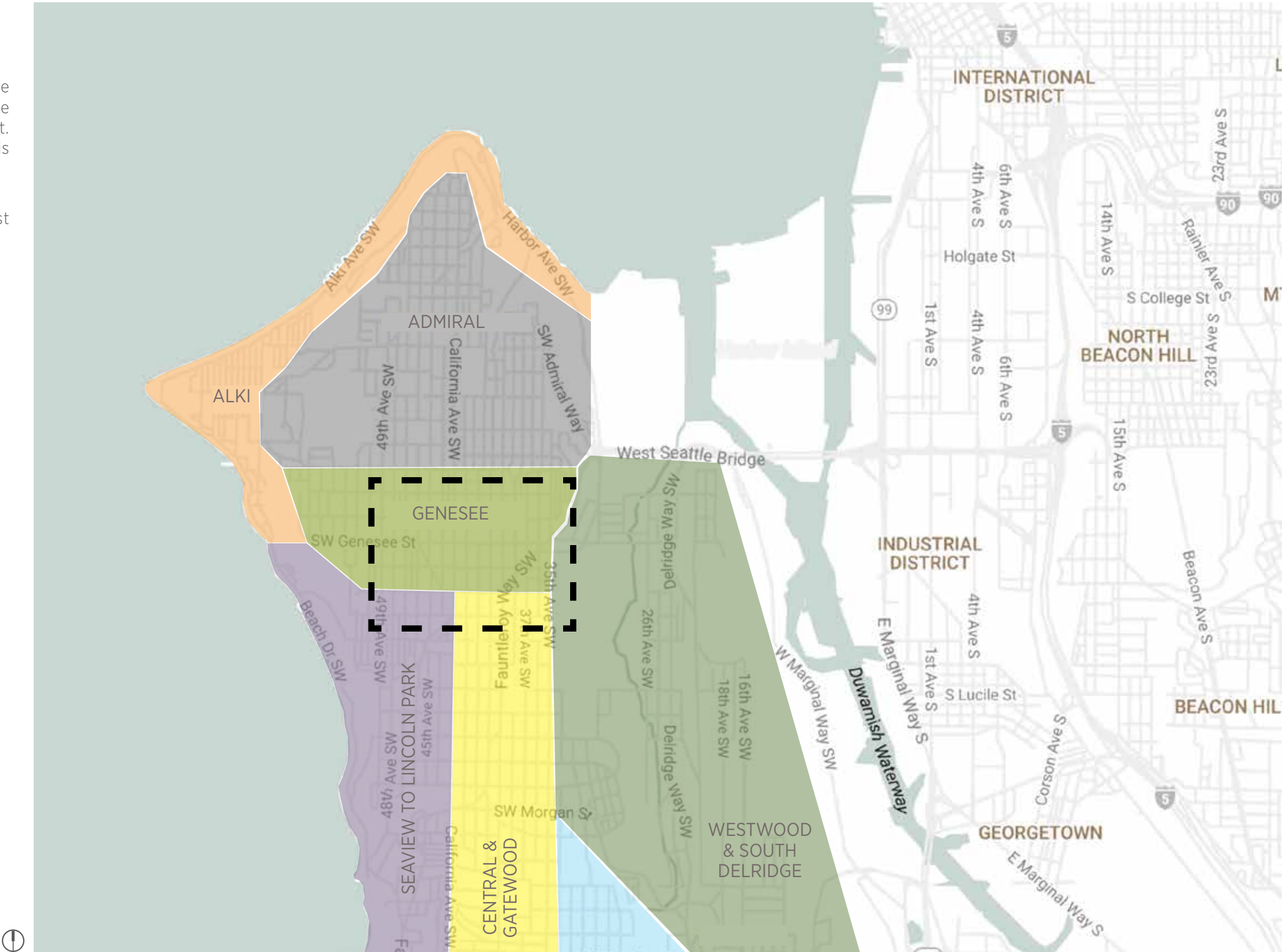
Most of the new Mixed-use Multi-Family projects in the neighborhood are designed with the retail as an empty shell for a future undetermined tenant. This project is unusual in that the primary retail tenant, Jack Miller of Husky Deli, is the building owner and involved in every detail of planning and 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.

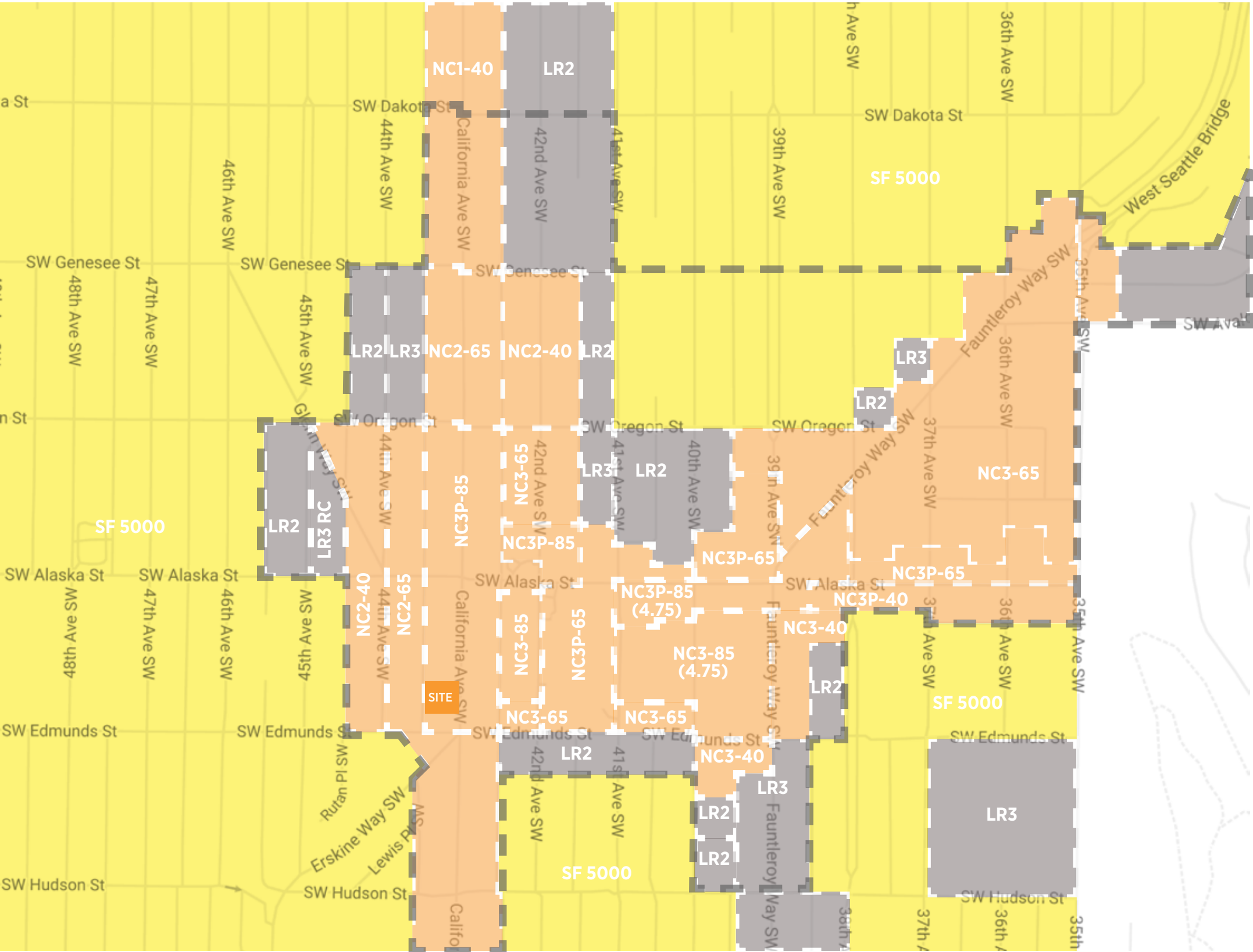
4.0 CONTEXT ANALYSIS

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 facade in accordance with standards provided in subsection 23.47A.008.C.

SMC 23.47A.008 Blank Facades

- Blank Segments max. 20’ in length between 2ft and 8ft above sidewalk.
- Total of all blank facades 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 facade, the width of a driveway at street level, not to exceed 22 feet, may be subtracted from the width of the street-facing facade 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 facade.

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 facade 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:

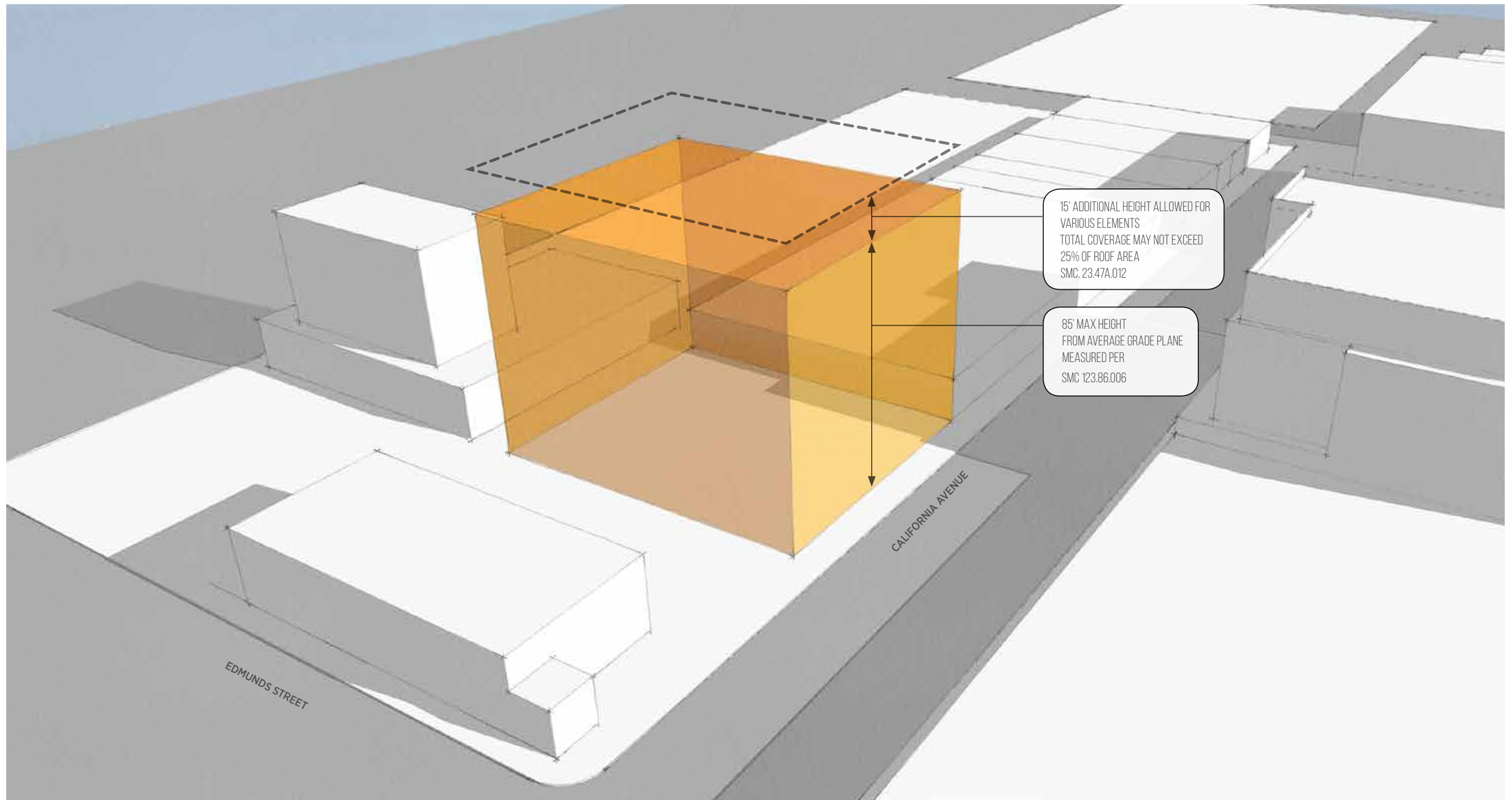
Residential: One space per four units

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








MAXIMUM ZONING ENVELOPE



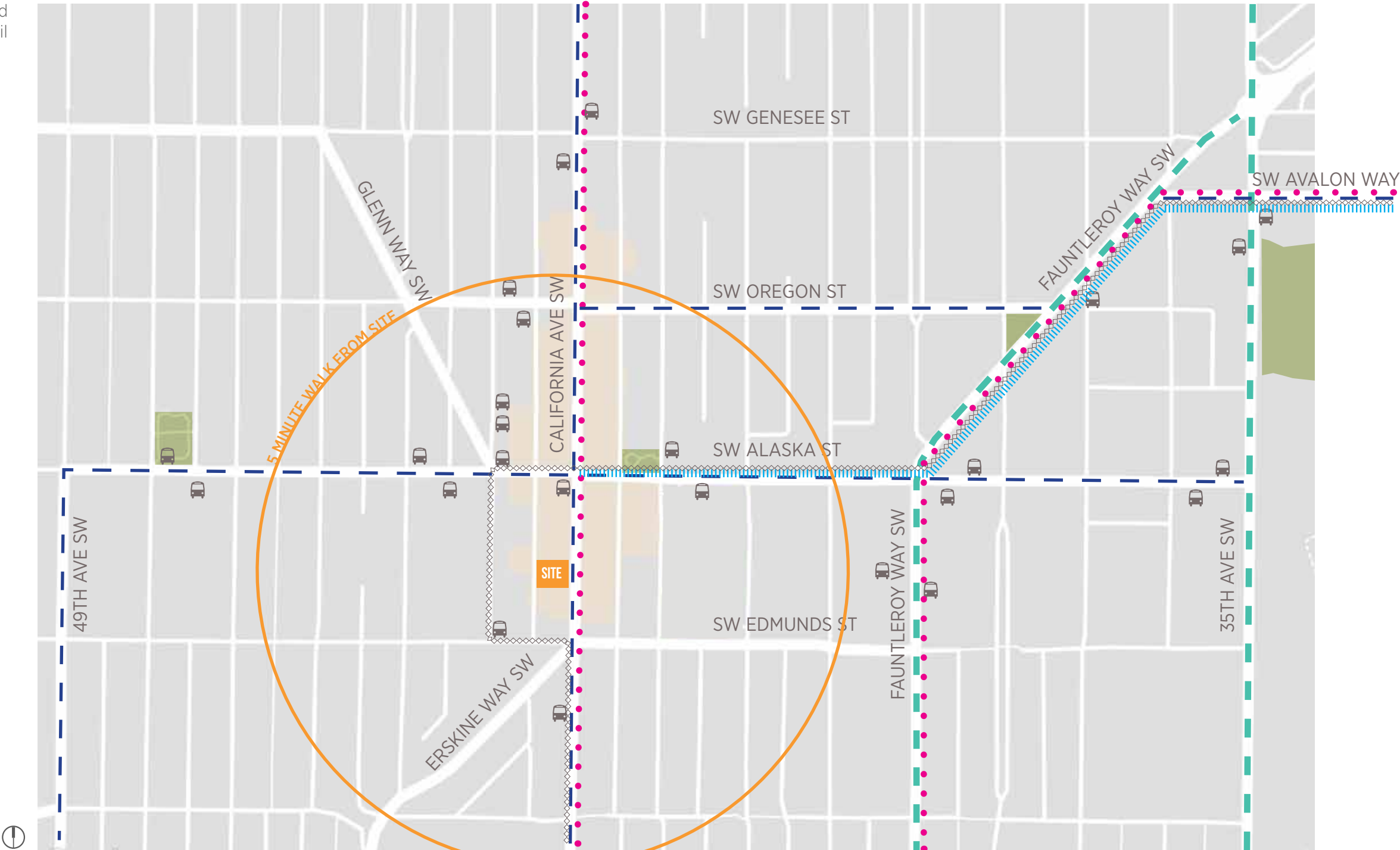
4.0 CONTEXT ANALYSIS

TRANSPORTATION & STREET CHARACTERISTICS

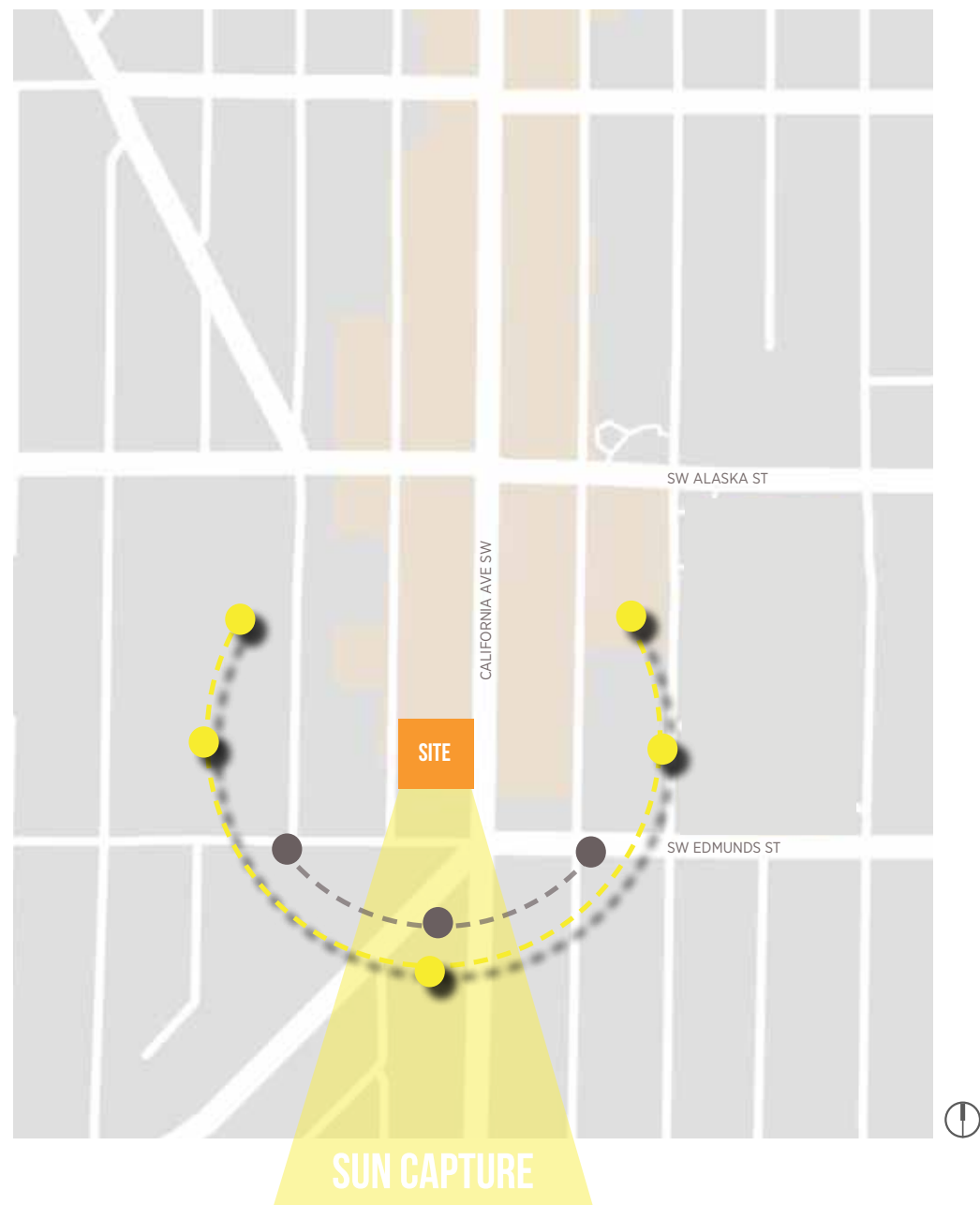
The site is located along multiple bus routes and located within blocks of the future Alaska Junction Light Rail Station.

-  SITE
-  MAJOR BUS STOPS
-  PRINCIPAL ARTERIALS*
-  MINOR ARTERIALS*
-  SHARED BIKE PATH MARKED WITH SHARROWS
-  FUTURE LIGHT RAIL
-  BUS RAPID TRANSIT CORRIDOR**

*Per Seattle Arterial Classifications Planning Map
**Per SDOT Seattle Transit Master Plan

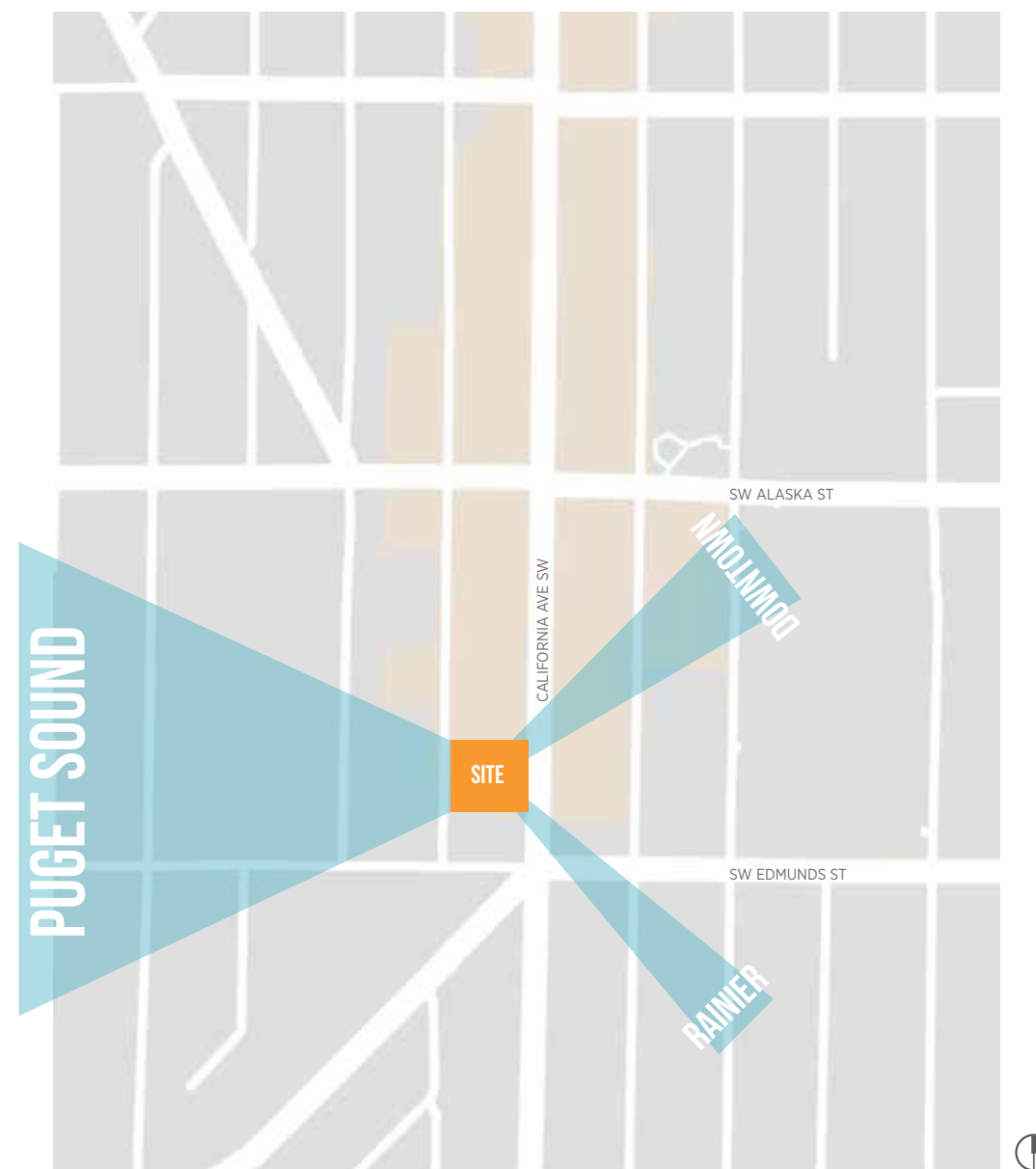


SUN PATH



- 21 JUNE 2018: SUNRISE 5:12 AM. SUNSET 9:11 PM
- 22 DECEMBER 2018: SUNRISE 7:55 AM, SUNSET 4:21 PM

SITE VIEWS



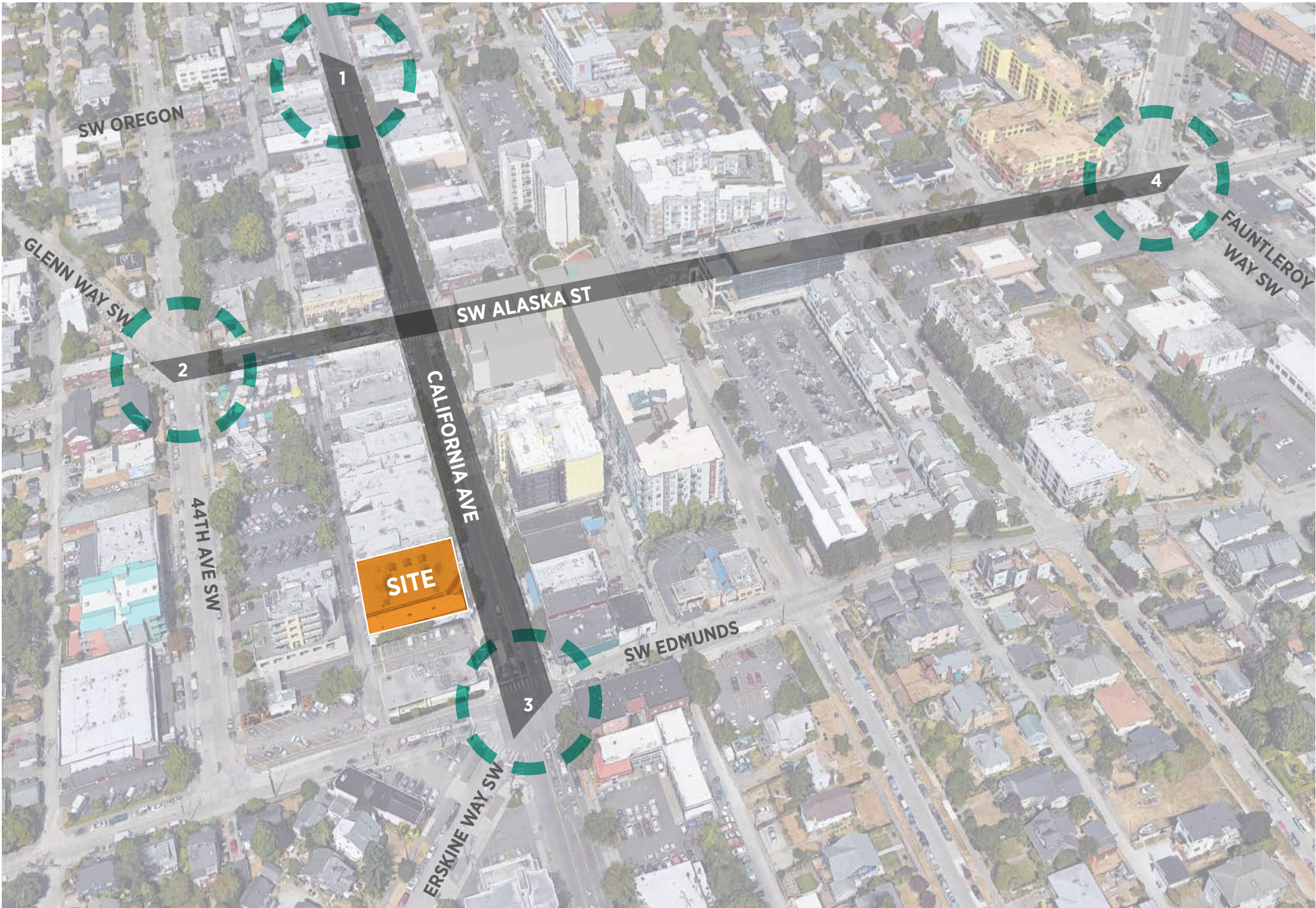
SITE VIEWS & SUN PATH

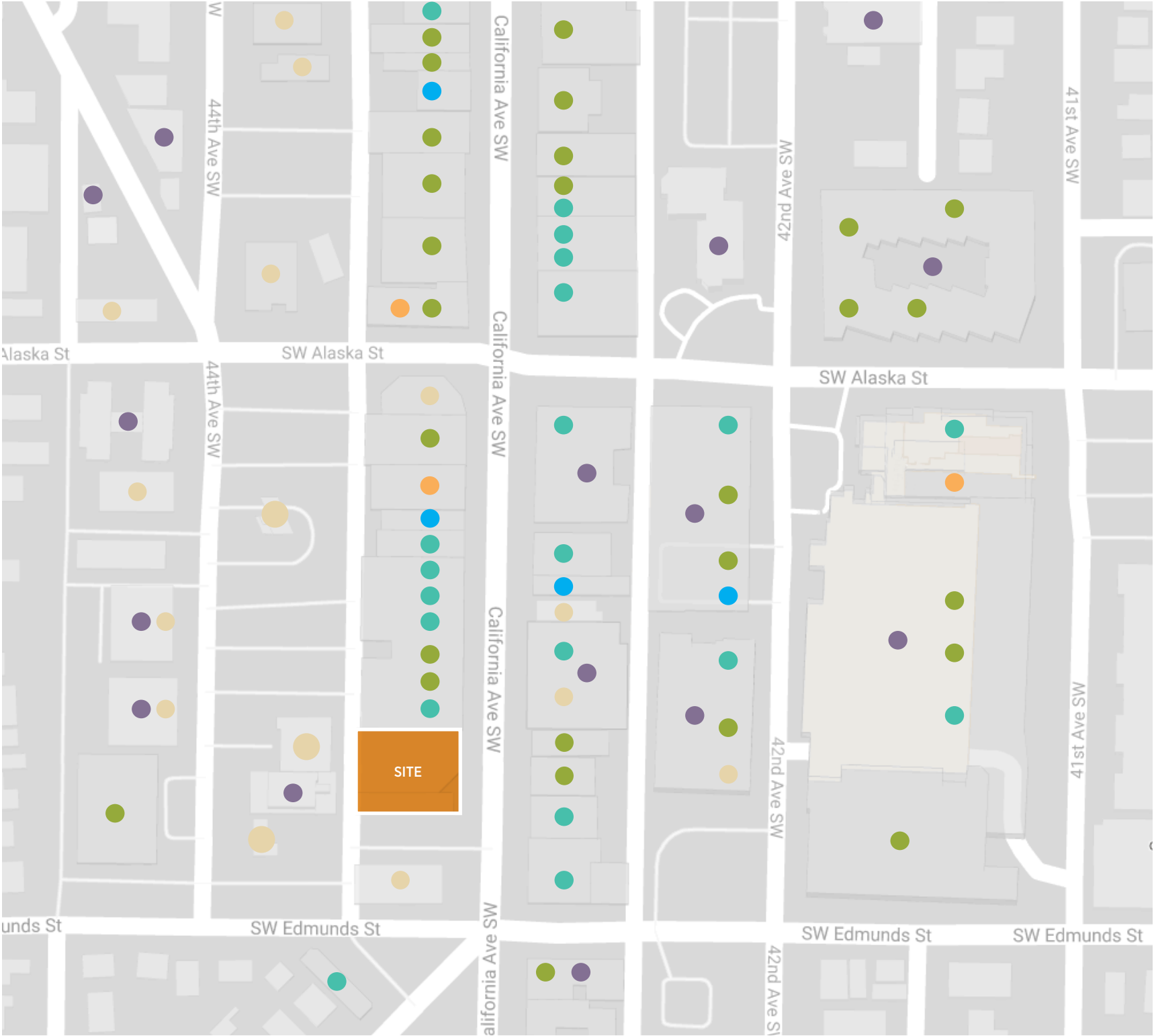
Site analysis has helped shape the three massing options presented in this book. Solar orientation, and view corridors have been carefully considered and balanced when planning for building amenity locations, and outdoor terraces.

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.

4.0 CONTEXT ANALYSIS

NEIGHBORHOOD GATEWAYS





SURROUNDING USES

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

COMMUNITY NODES & STRUCTURES



01 EASY STREET RECORDS



02 JUNCTION PLAZA PARK



03 HUSKY DELI



04 BAKERY NOUVEAU



05 TALARICO'S PIZZERIA



06 NORTHWEST ART & FRAME



07 JUNCTION 47 APARTMENTS



08 FARMERS MARKET



09 TRADER JOE'S



10 LA FITNESS



11 W. SEATTLE GOLF COURSE



12 WEST SEATTLE BRIDGE



13 WEST SEATTLE STADIUM



14 QFC



15 SUMMER FEST



16 4730 APARTMENTS



4.0 CONTEXT ANALYSIS

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.

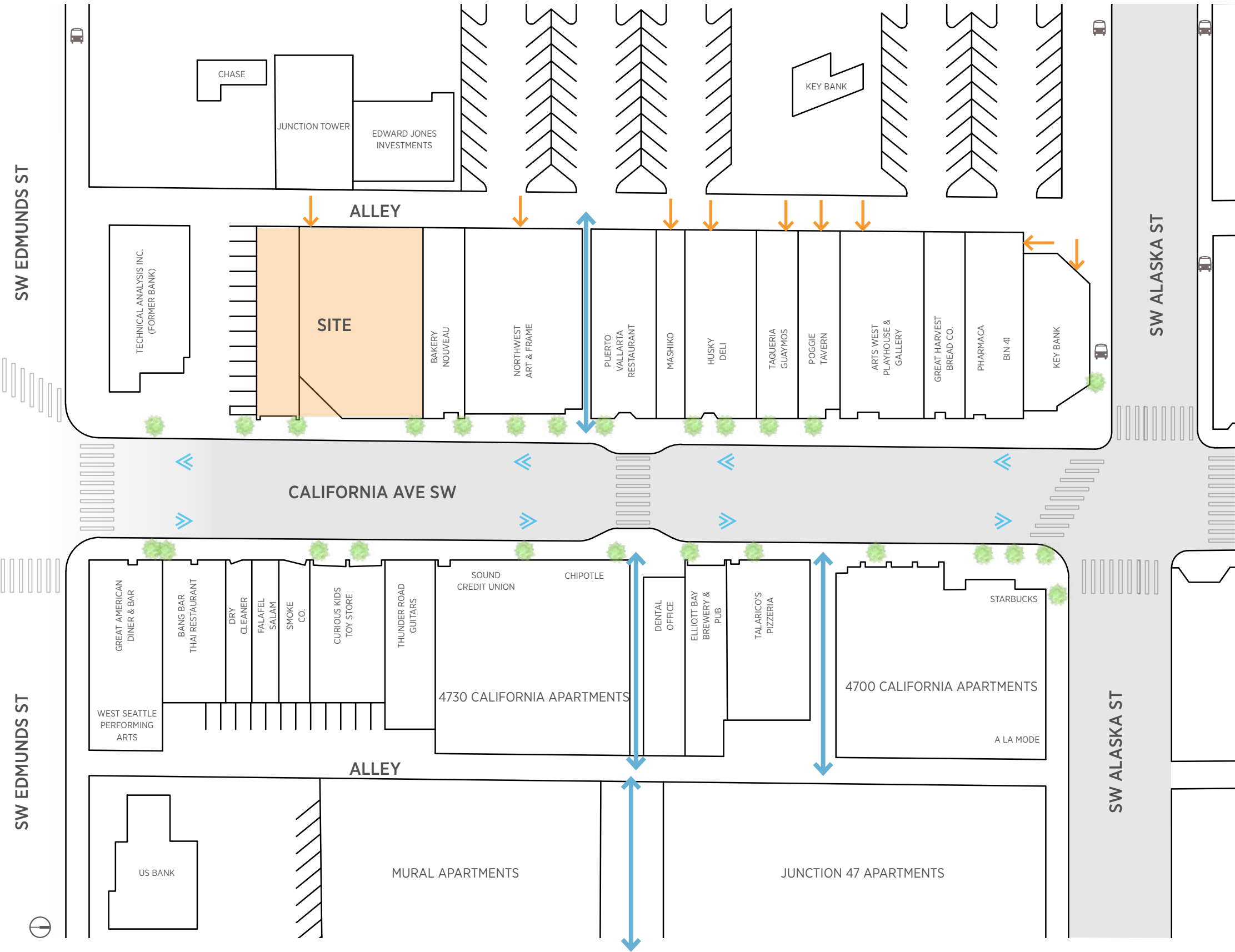
YEAR-ROUND
SUNDAY FARMER'S
MARKET

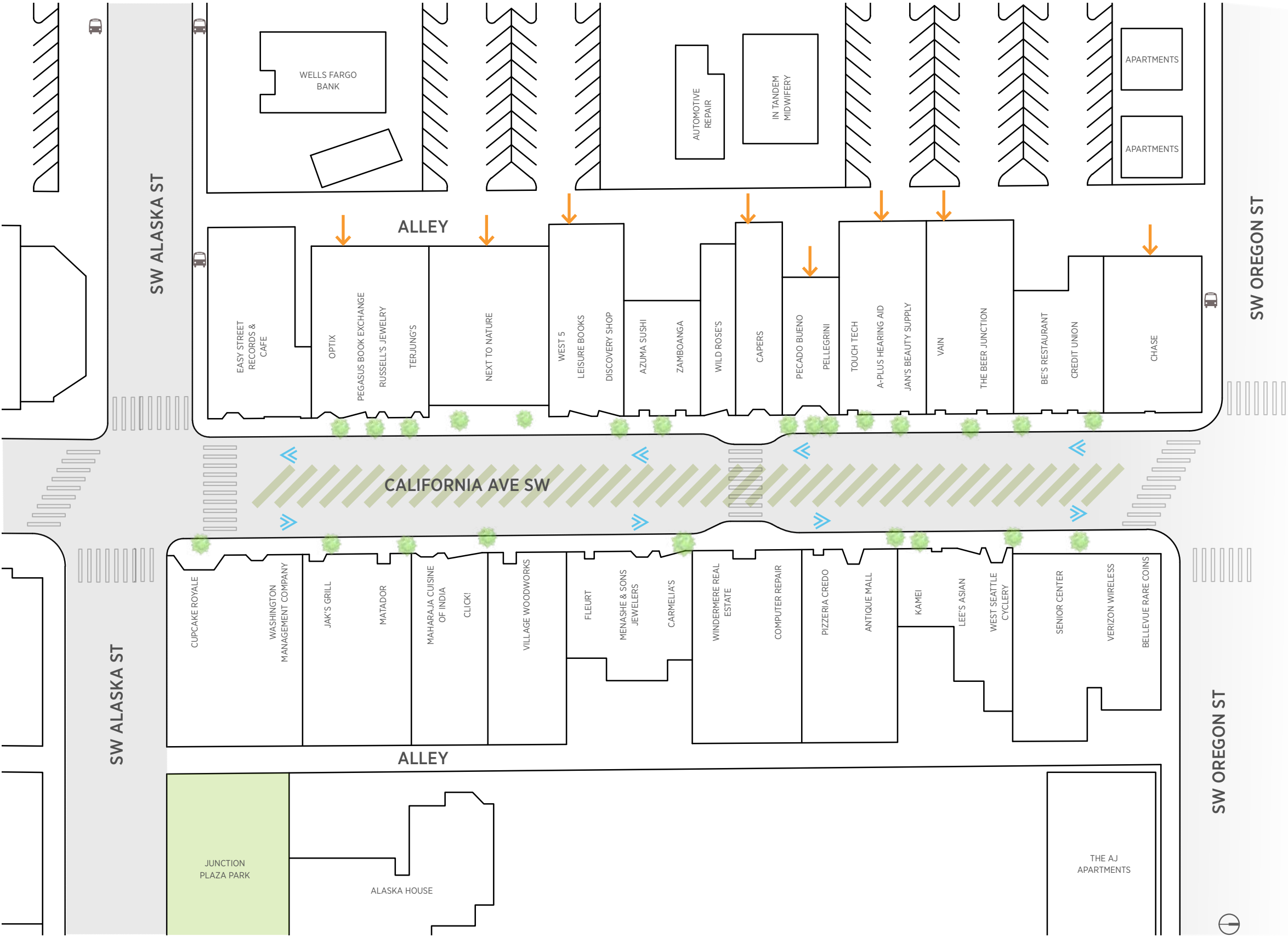
BUS STOP

SHARED BIKE PATH

ALLEY ENTRANCE

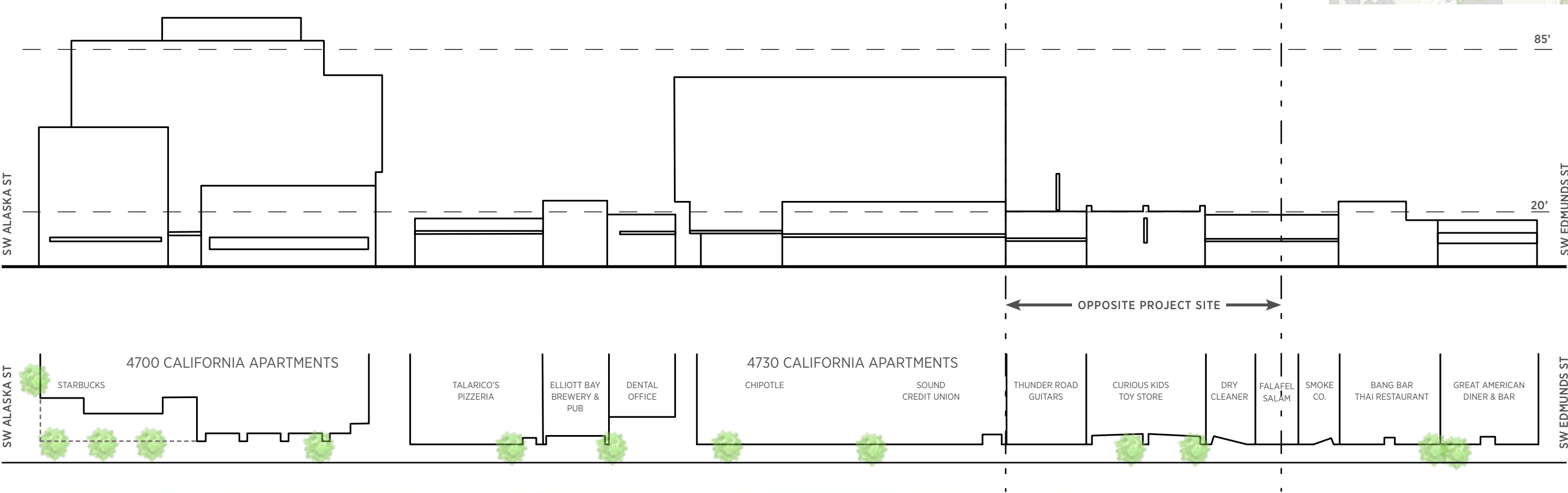
THROUGH-BLOCK
CONNECTION





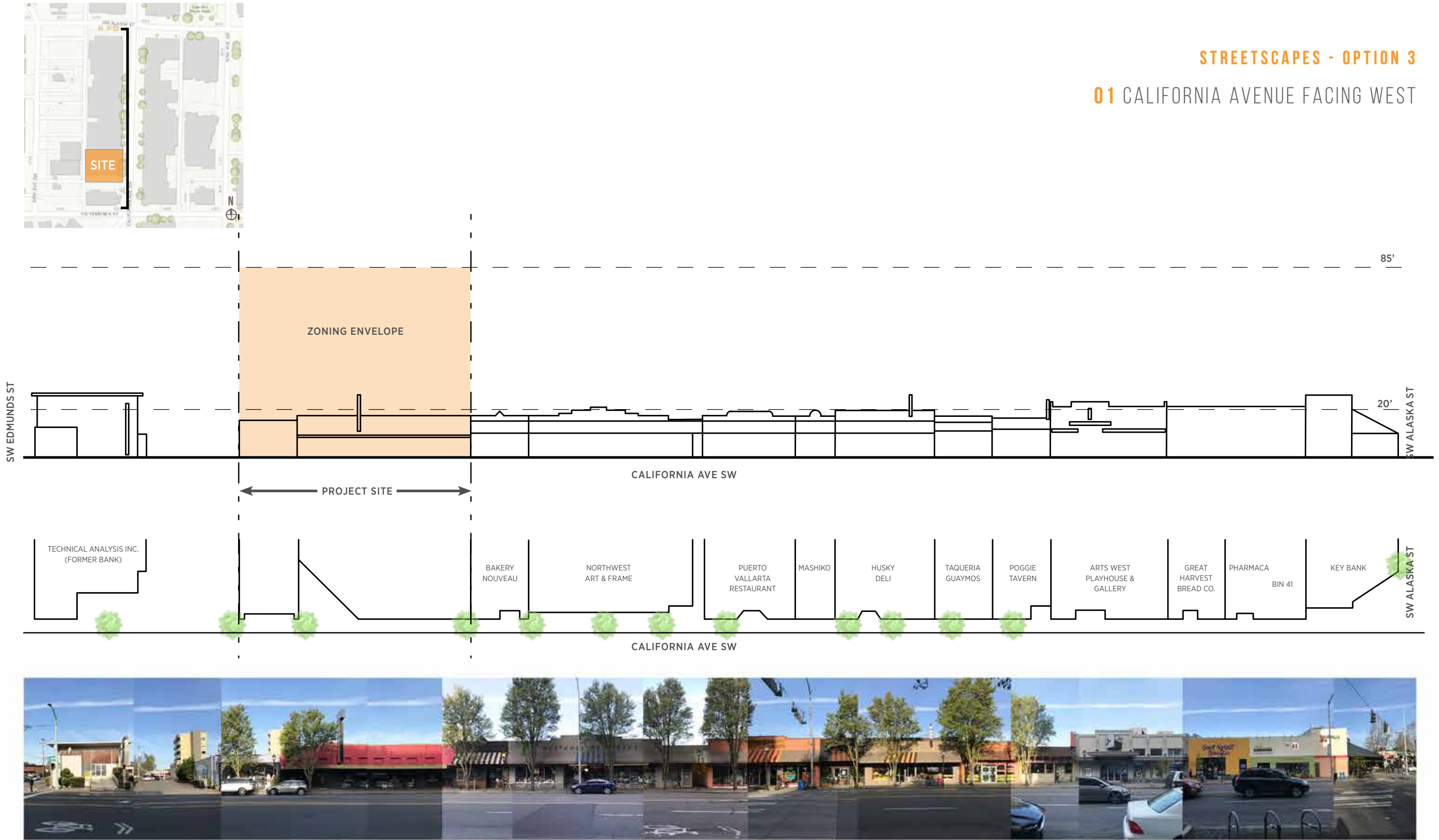
STREETSCAPES

02 CALIFORNIA AVE FACING EAST



STREETSCAPES - OPTION 3

01 CALIFORNIA AVENUE FACING WEST



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.



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



PRELIMINARY SITE PLAN

PARCEL NO. 1495300085

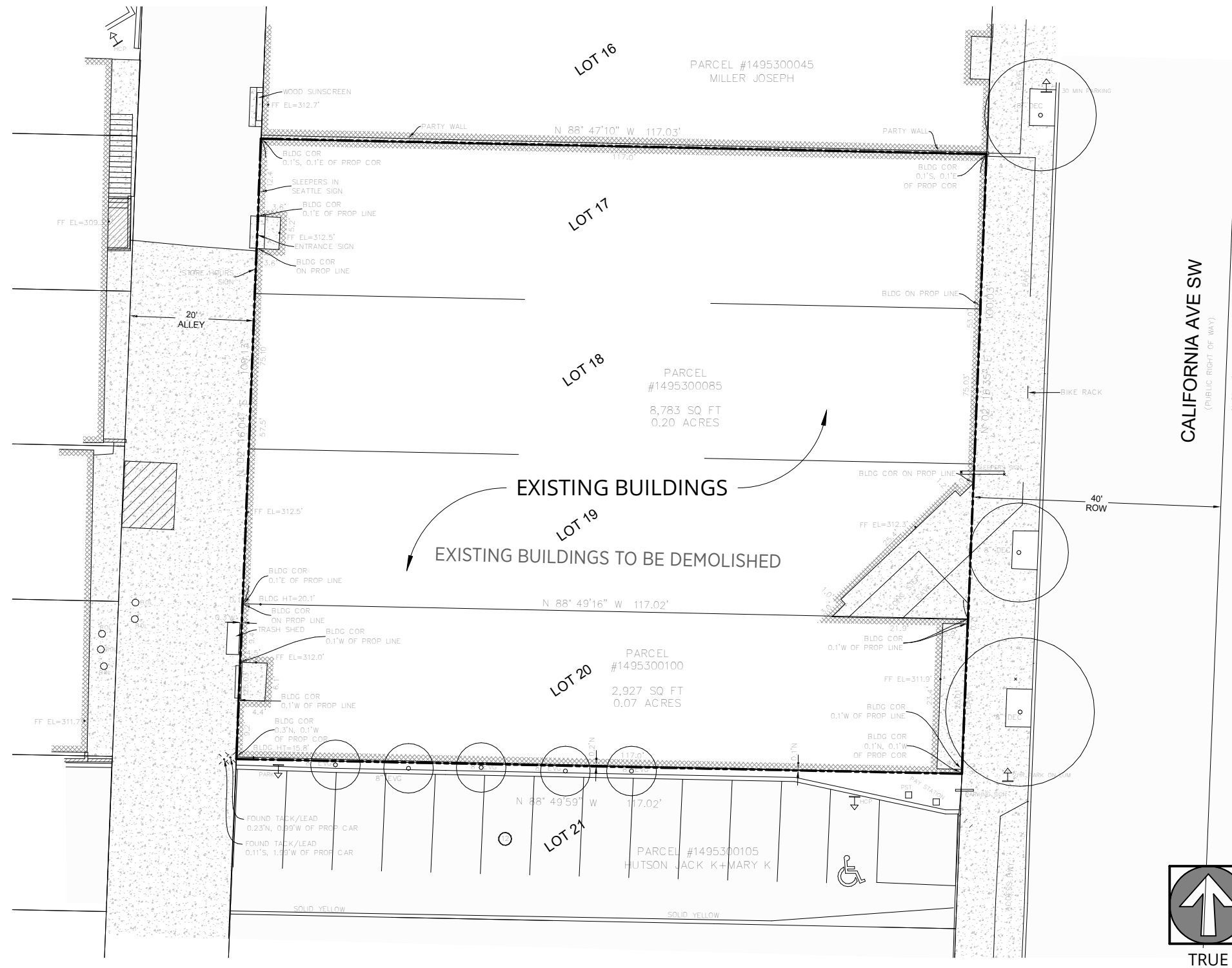
LOTS 17, 18 AND 19, BLOCK 1, CENTRAL PARK ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 14 OF PLATS, PAGE 5, IN KING COUNTY, WASHINGTON;

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.





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.

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) [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) [REPLY](#)

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) [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) [REPLY](#)

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) [REPLY](#)

I just reviewed the conceptual “massing” document. Of the three concepts, only the first two provide on-site 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 the same in all three options. There will be 45 onsite parking options for each of the three concepts.

ROSE TINT · JUNE 3, 2018 (9:09 AM)

C REPLY

The Junction has totally gained its 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 effects, 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 renowned 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 seismically 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.

RICO MALONEY · JUNE 4, 2018 (9:54 AM)

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)

C REPLY

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)

C REPLY

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.

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

REPLY

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)

REPLY

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)

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.

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

REPLY

Joan, I feel the same way.
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)

[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.

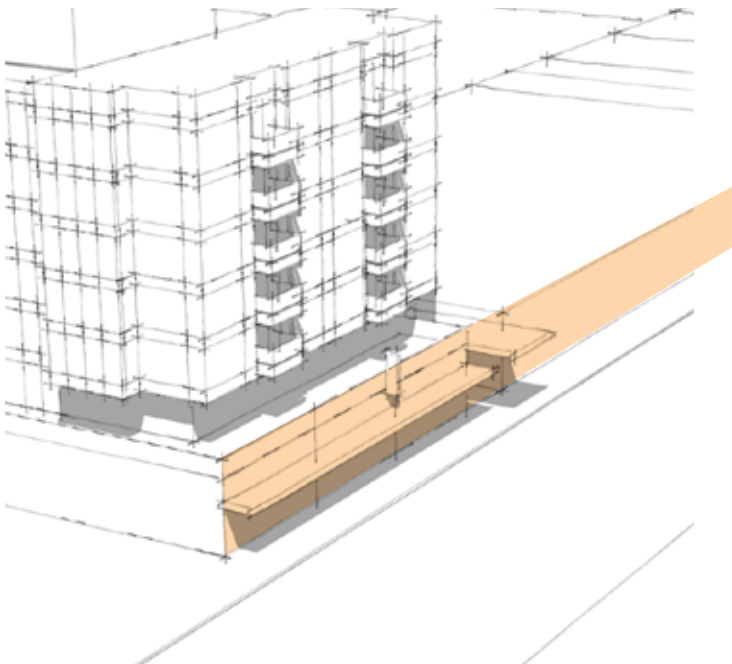
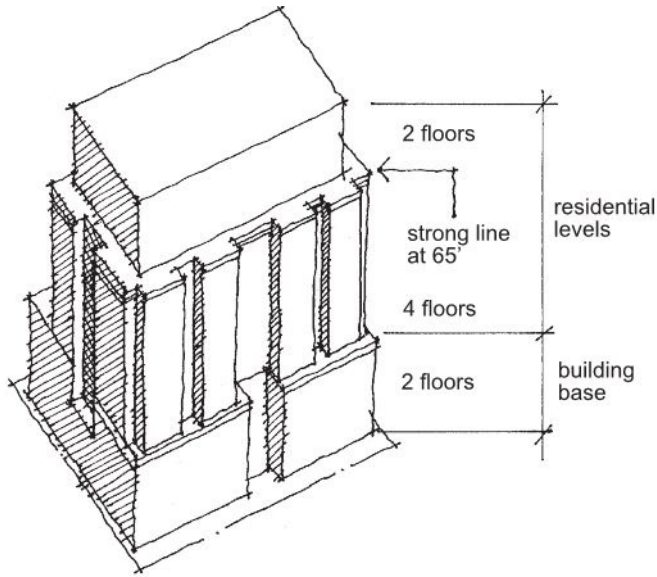
CID · JUNE 3, 2018 (7:48 AM)

[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.



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 entries 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 street-wall 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

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.

PROJECT DESIGN RESPONSE

The West side of California ave is remarkably consistent. The parapet height is +20'. When talking with neighborhood stakeholders, we have received feedback that maintaining the small town scale and character of the street should be the top design priority. Our preferred massing concept, continues the strong street-edge and matches the parapet height of the existing buildings on the street.

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 through consistent materials and detailing.

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

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



PL1 CONNECTIVITY

PL1.I.iii HUMAN ACTIVITY (WS)

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

PROJECT DESIGN RESPONSE

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



PL3 STREET-LEVEL INTERACTION

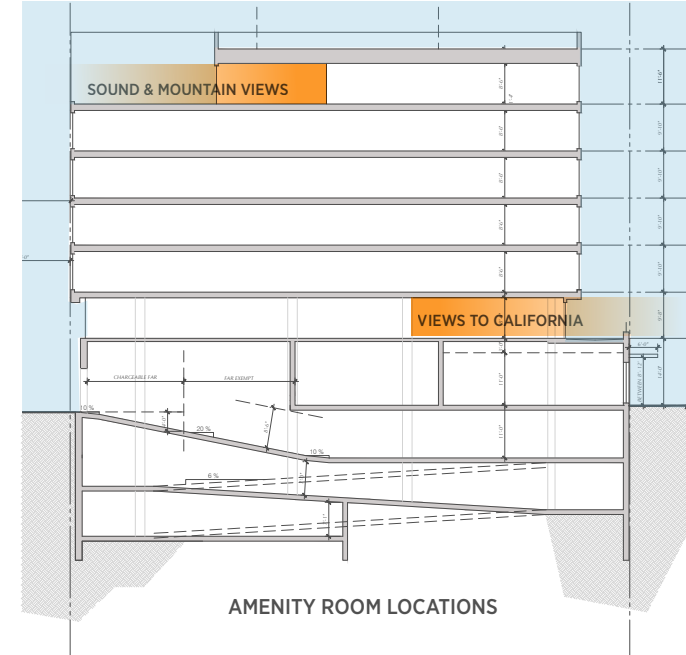
PL3.C RETAIL EDGES

1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries 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.

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.



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 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.



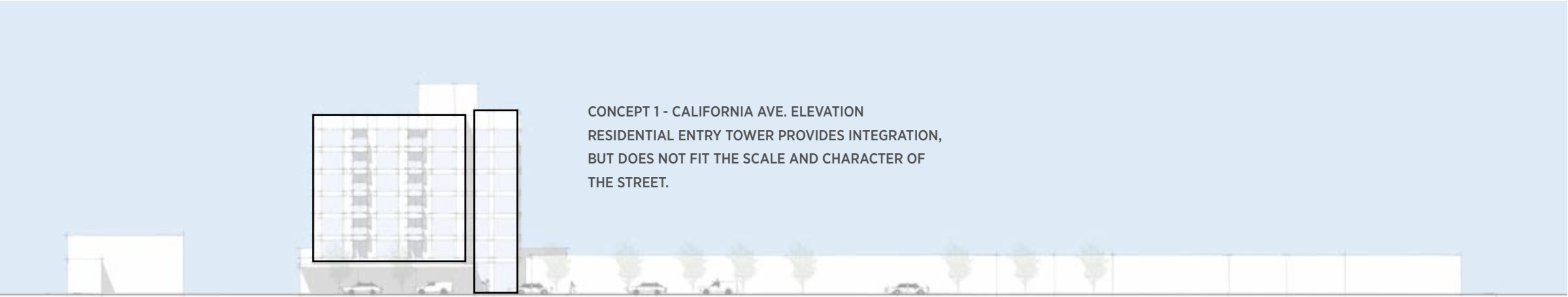
DC2 ARCHITECTURAL CONCEPT (WS)

DC2.I.I ARCHITECTURAL CONCEPT AND CONSISTENCY

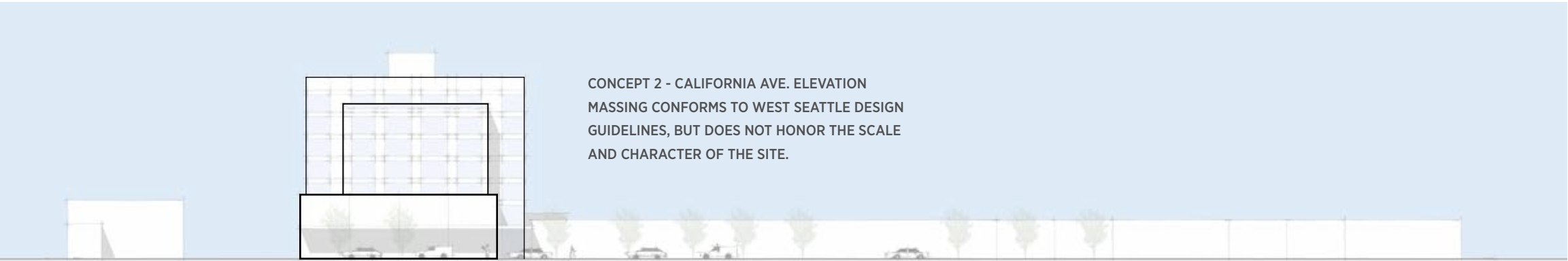
New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. New mixed-use buildings are encouraged to building the commercial level as well as one to two levels above out to the front and side property lines to create a more substantial base.

PROJECT DESIGN RESPONSES

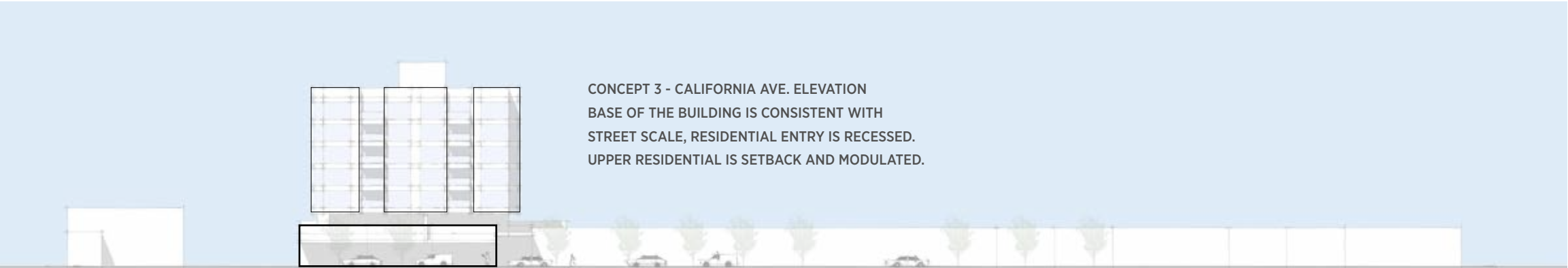
Architectural consistency is important for this site, but is at odds with the above guideline to provide a multi-level "substantial base". The preferred concept provides architectural consistency with a highly active and clearly defined one-story base. The upper and lower portions of the building are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



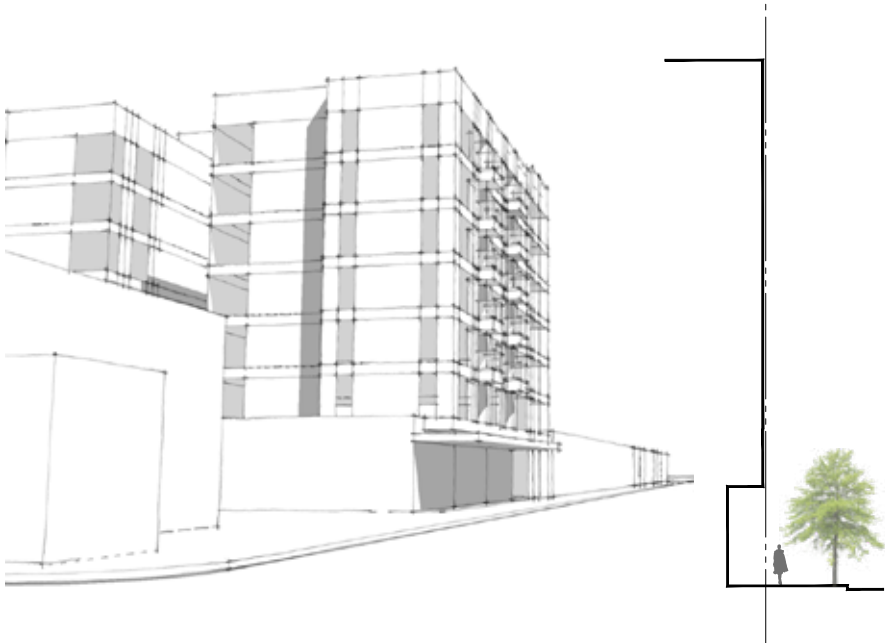
CONCEPT 1 - CALIFORNIA AVE. ELEVATION
RESIDENTIAL ENTRY TOWER PROVIDES INTEGRATION,
BUT DOES NOT FIT THE SCALE AND CHARACTER OF
THE STREET.



CONCEPT 2 - CALIFORNIA AVE. ELEVATION
MASSING CONFORMS TO WEST SEATTLE DESIGN
GUIDELINES, BUT DOES NOT HONOR THE SCALE
AND CHARACTER OF THE SITE.



CONCEPT 3 - CALIFORNIA AVE. ELEVATION
BASE OF THE BUILDING IS CONSISTENT WITH
STREET SCALE, RESIDENTIAL ENTRY IS RECESSED.
UPPER RESIDENTIAL IS SETBACK AND MODULATED.



CONCEPT 1: COURTYARD

85,000 GSF
54 STUDIOS
35 1-BEDROOMS
89 APARTMENTS
45 RESIDENTIAL PARKING STALLS

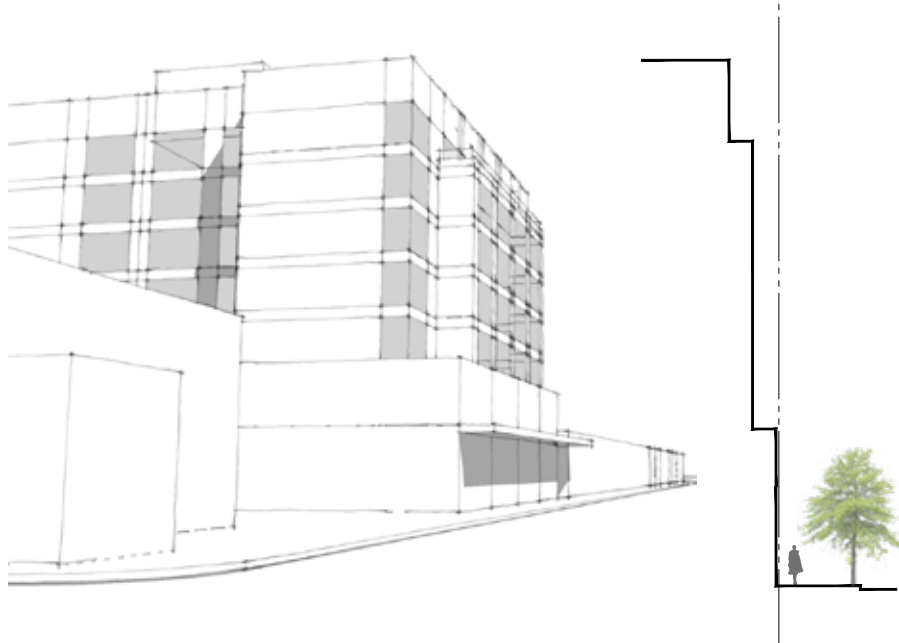
OPPORTUNITIES

- 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
23 1-BEDROOMS
83 APARTMENTS
45 RESIDENTIAL PARKING STALLS

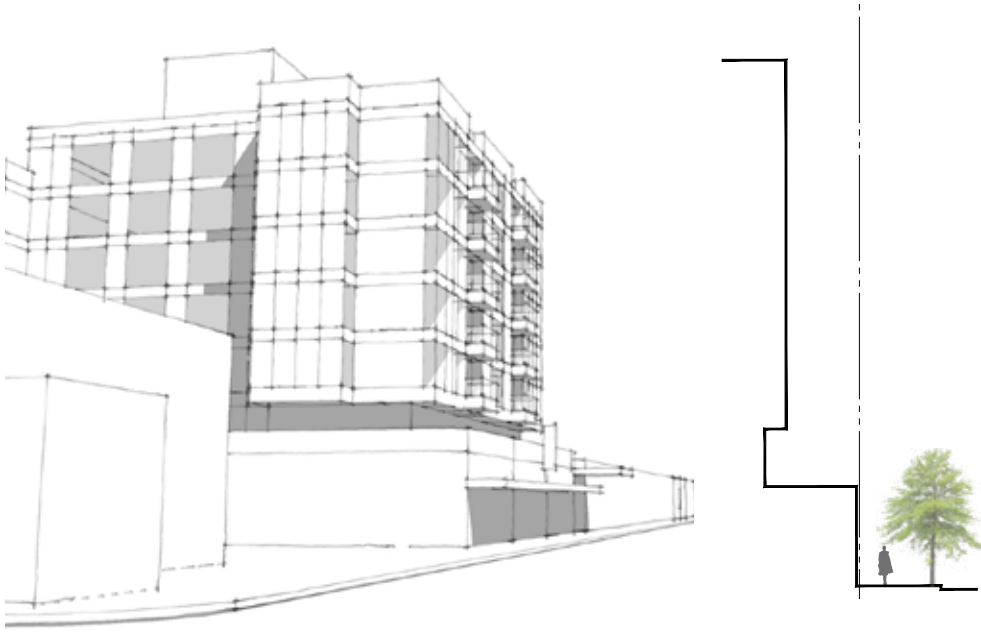
OPPORTUNITIES

- 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
53 1-BEDROOMS
74 APARTMENTS
54 RESIDENTIAL PARKING STALLS

OPPORTUNITIES

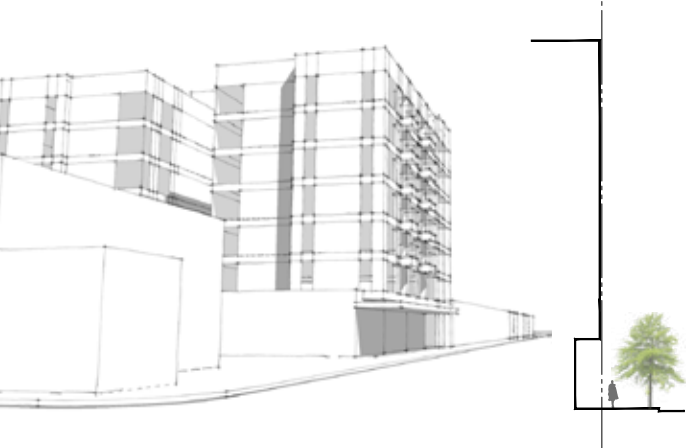
- 1-STORY RETAIL CONTINUITY
- LARGE AMENITY TERRACE OVERLOOKING CALIFORNIA AVE
- RESIDENTIAL MASSING SETBACK FROM STREET
- TAKES ADVANTAGE OF VIEWS
- PROGRAM DRIVES THE FORM

CONSTRAINTS

- LOWER UNIT COUNT

NO DEPARTURES

CONCEPT 1 - COURTYARD



The design team initially set a goal to have as many south-facing units as possible. Because the south façade of the building is located along a shared property line, a strategy emerged to create a south facing courtyard. This resulted in the following design features. The residential units above the retail at level 1, pushed out to the east property line to make room for the courtyard. While no setback is required along California, this creates a very solid shear face to the building along the retail edge, which we felt is inappropriate and unprecedented for California Avenue. To counter the move at the residential floors the Retail façade is set back five feet, providing a wider sidewalk for the retail. A precedent for a street-level setback can be found one block to the north of our site at the Next to Nature Pet Supply Store.

The residential entry is located at the northeast corner of the site, and its associated vertical massing creates an iconic element helping to create the southern gateway to the heart of the junction retail neighborhood.

While there are benefits to widening the sidewalk, there are also some significant challenges to this concept. The project will be the first tall building on the west side of the street, but ultimately it is an infill building and not a gateway to the retail core, that will be the responsibility of the building to the South of our site. Although the concept prioritized and activates the pedestrian experience, it pays very little respect to the existing pattern and form of the neighborhood.



INTERIOR COURTYARD



RESIDENTIAL ENTRY TOWER

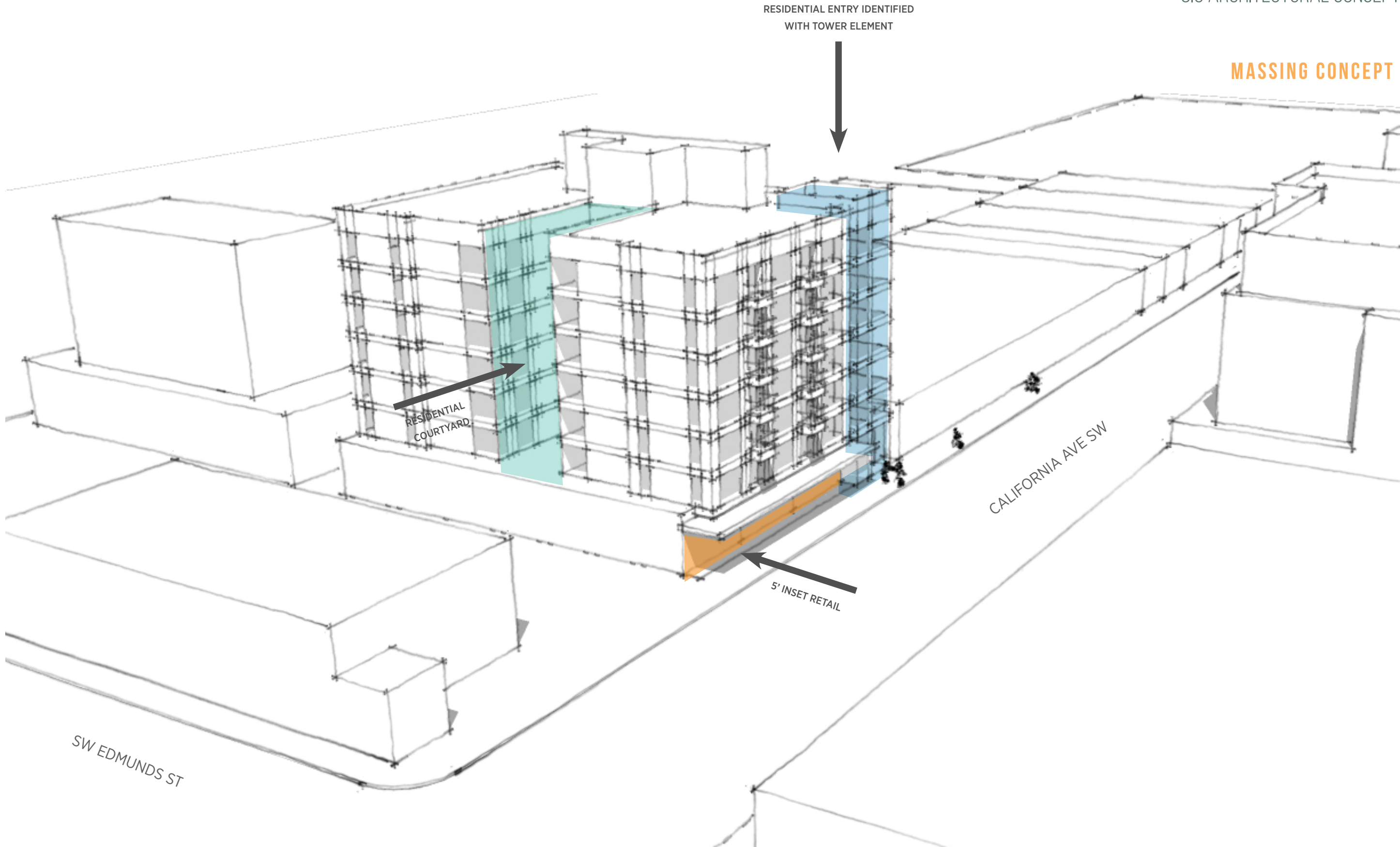


RESIDENTIAL ENTRY TOWER



RECESSED RETAIL STOREFRONT

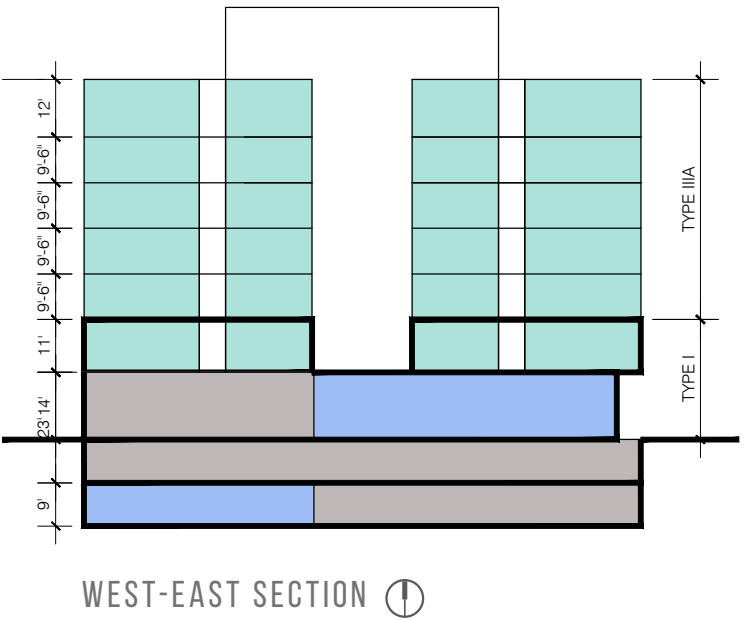
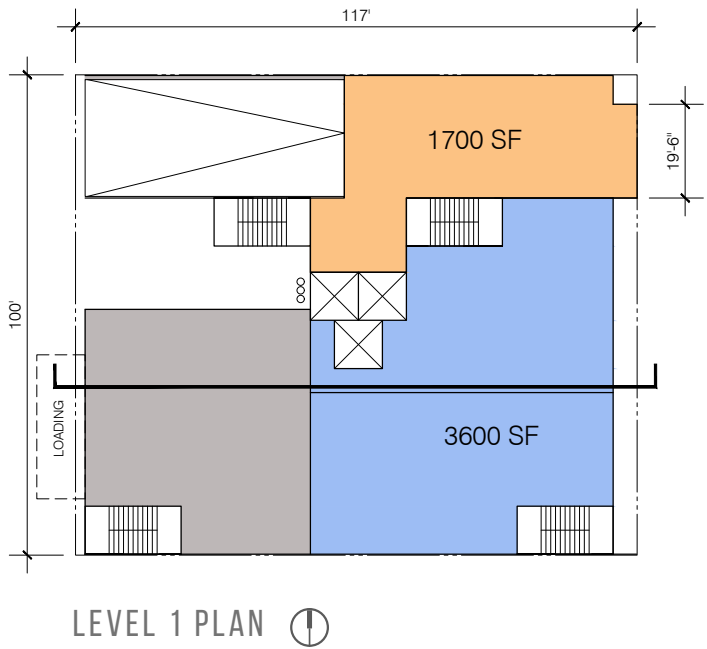
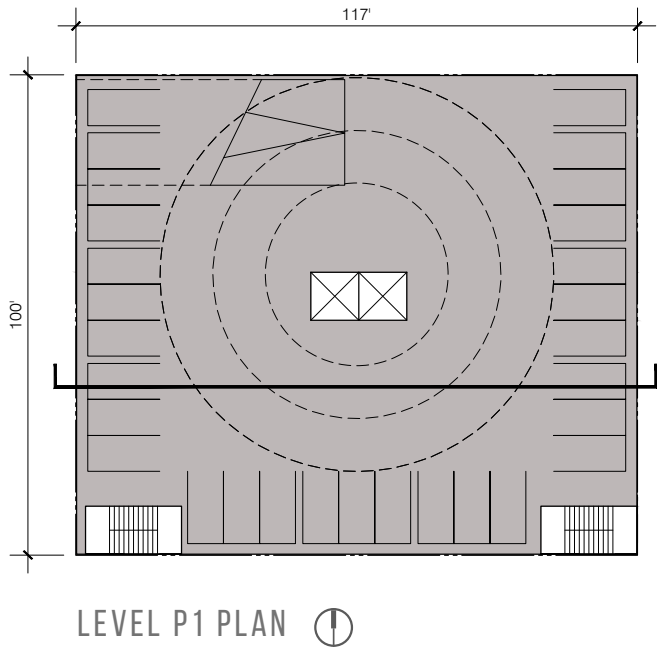
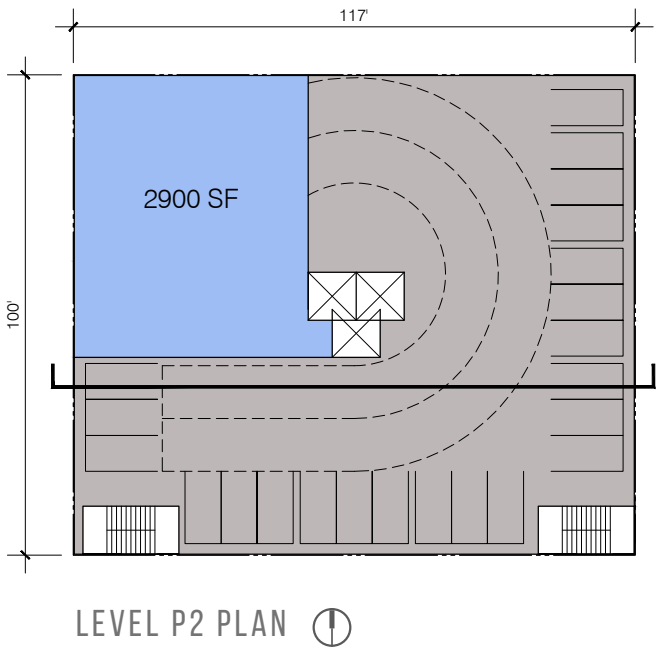
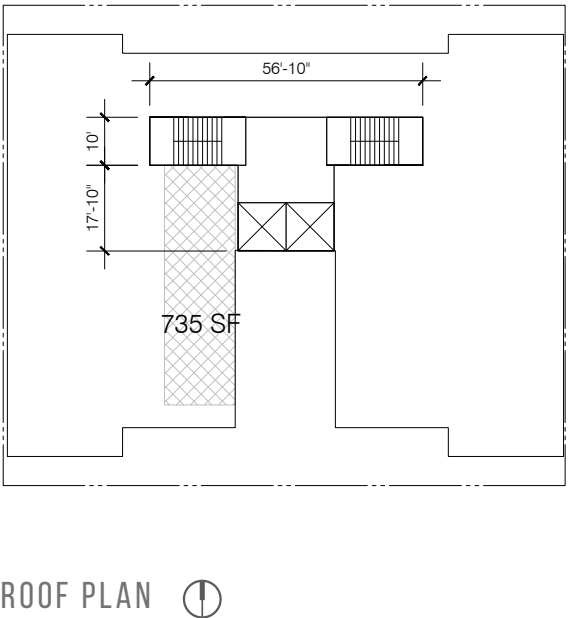
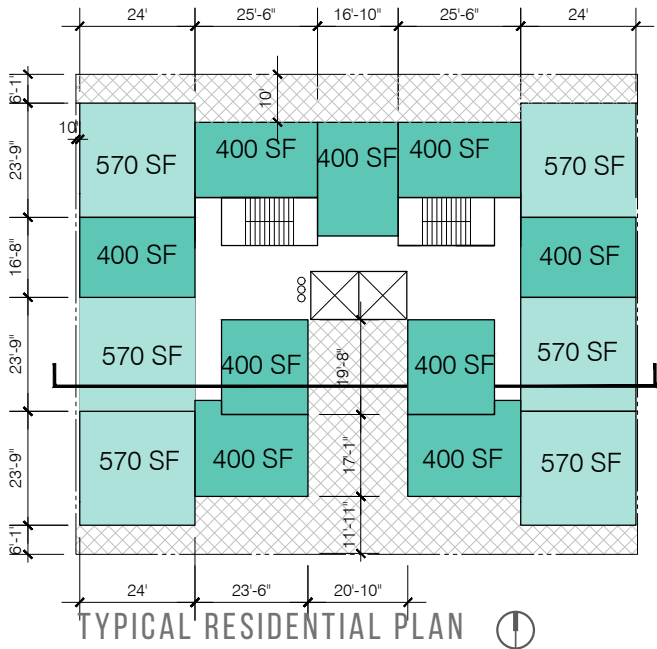
MASSING CONCEPT 1



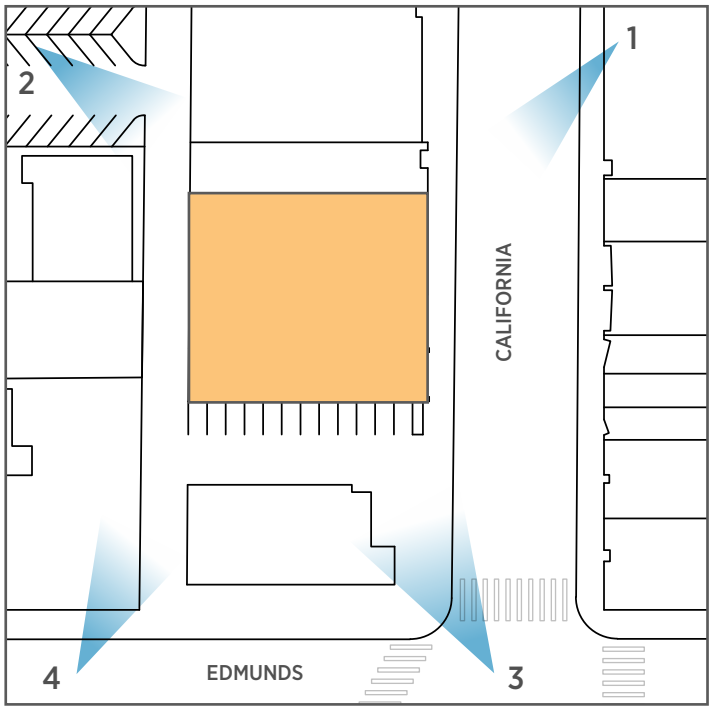
MASSING CONCEPT 1



MASSING CONCEPT 1



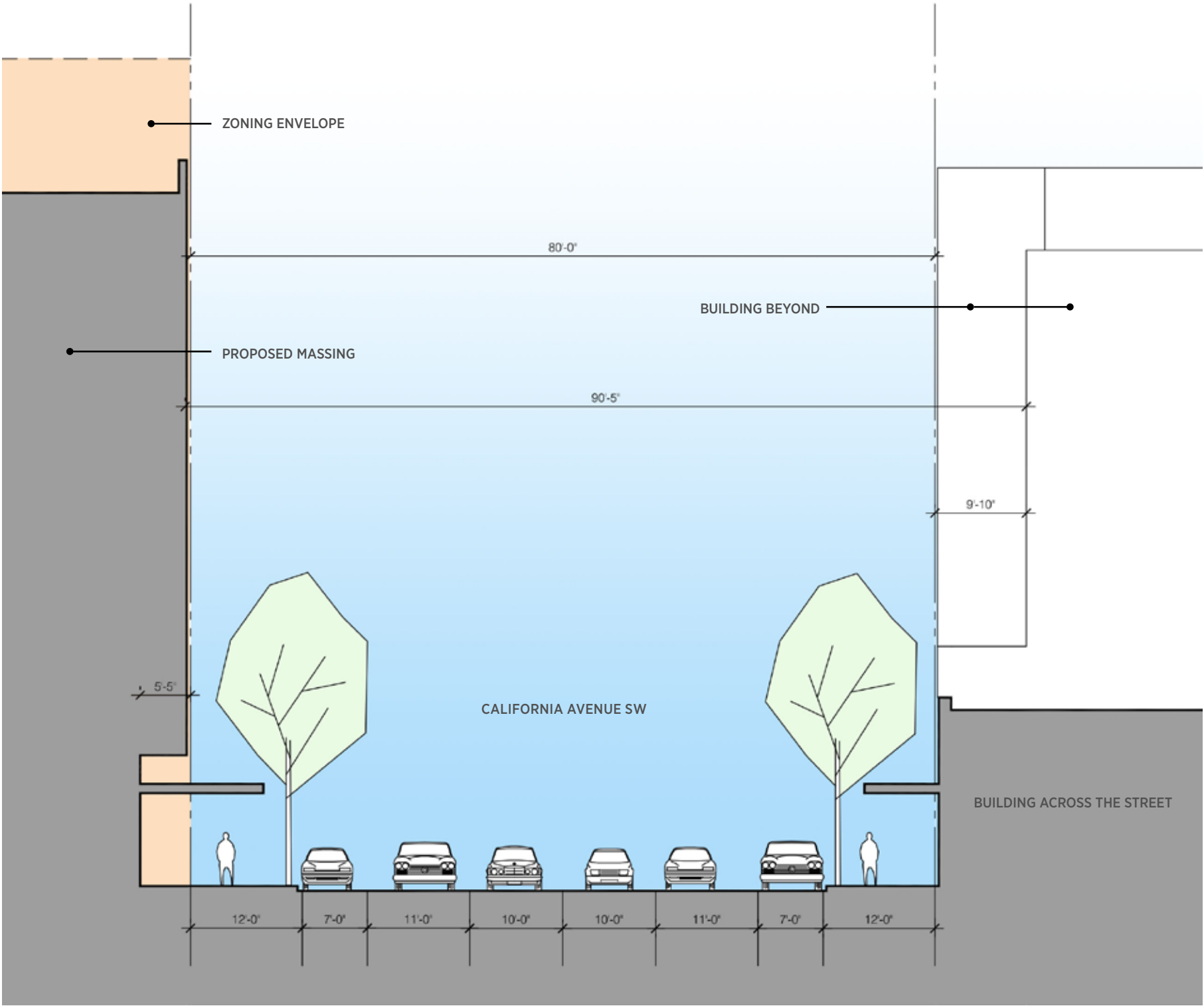
MASSING CONCEPT 1



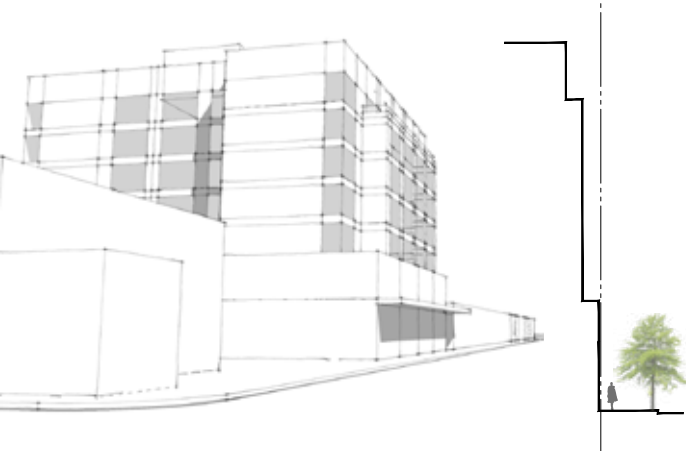
KEY PLAN ①
NORTHEAST CORNER



MASSING CONCEPT 1



CONCEPT 2 - TWO-STORY BASE

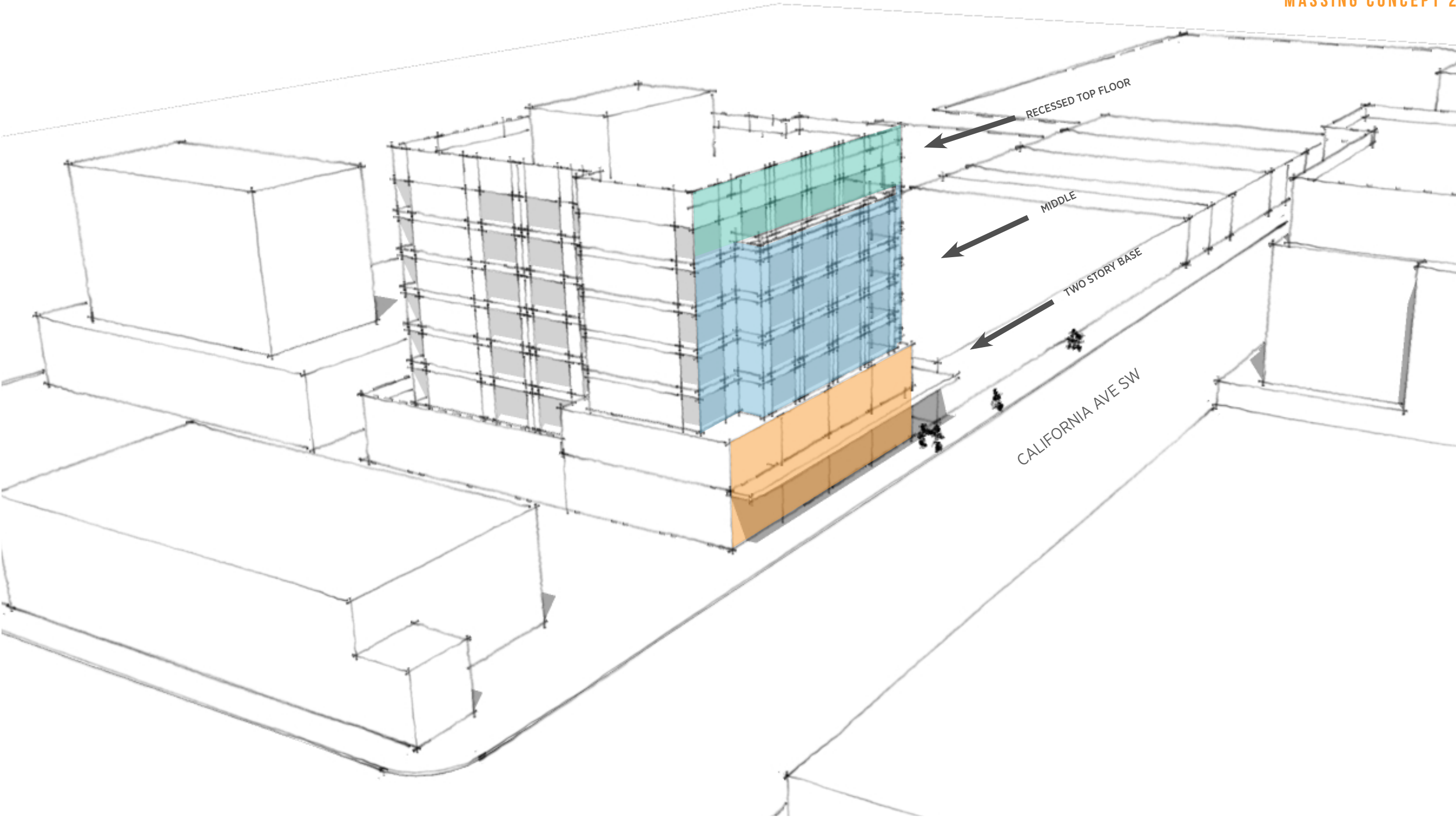


Concept 2 is developed directly from the recommended massing in the West Seattle Junction Neighborhood Design Guidelines. These guidelines recommend, but do not prescribe, a strong two-story base and a distinct setback above 65' to delineate a penthouse level. We like this massing. But not for our site. This type of massing scheme has been successfully deployed at the two recent mixed use projects at the corner of Alaska and Fauntleroy, (The Spruce & The Whitaker). Here the strong base element matches the scale and speed of Fauntleroy at that major intersection, helping to negotiate the transition between the West Seattle Freeway offramp and the Eastern edge of the retail core. The same massing does not work in the heart of the pedestrian core. In this massing scheme the residential entry is located on the northeast corner of the site to allow retail to fill in to the south, drawing pedestrian traffic toward the end of the block.



IMAGES ILLUSTRATE STRONG TWO STORY BASE, AND SET BACK TOP AS PRESCRIBED BY THE WEST SEATTLE DESIGN GUIDELINES

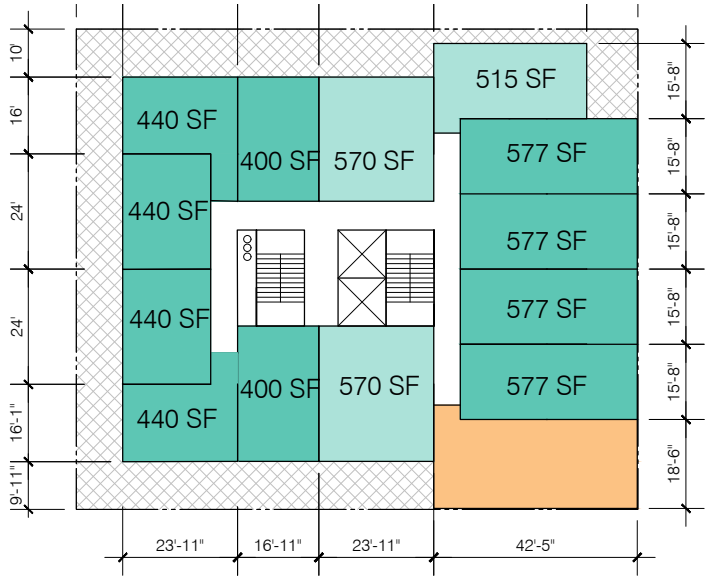
MASSING CONCEPT 2



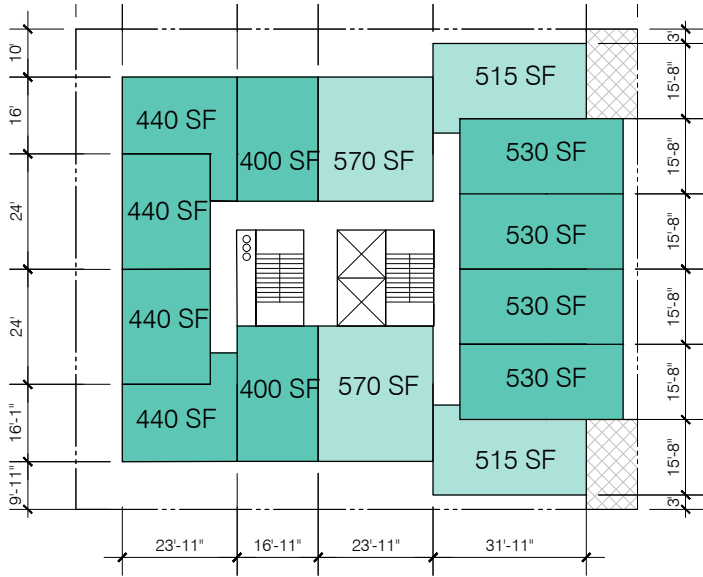
MASSING CONCEPT 2



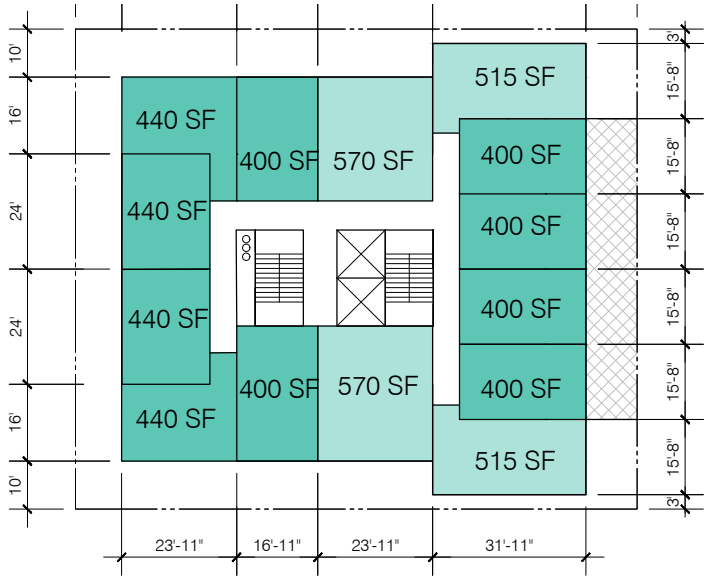
MASSING CONCEPT 2



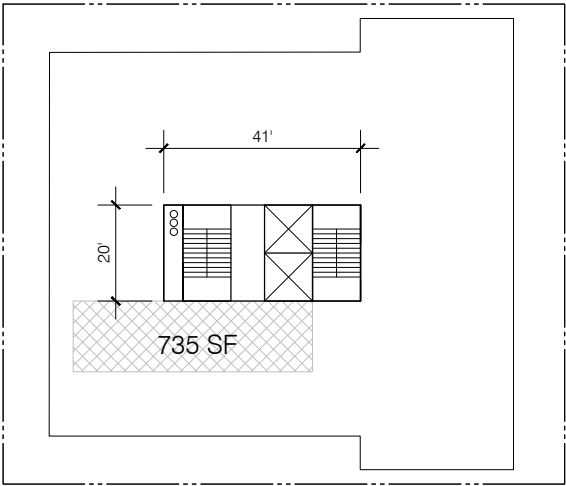
LOWER LEVEL RESIDENTIAL PLAN



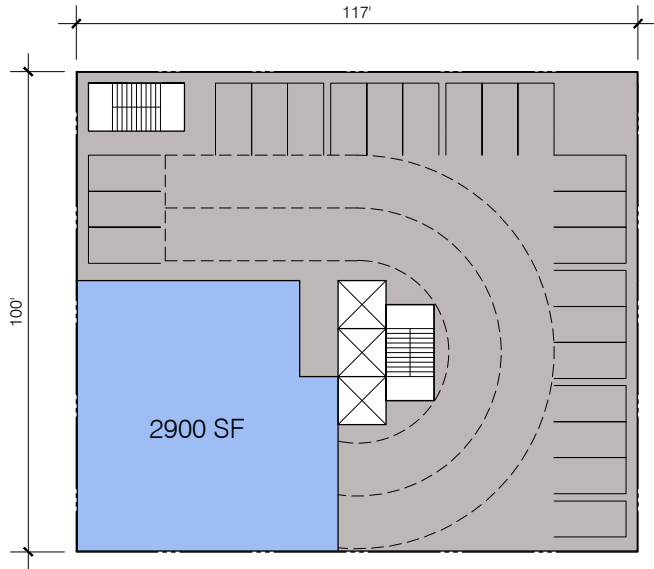
TYPICAL RESIDENTIAL PLAN



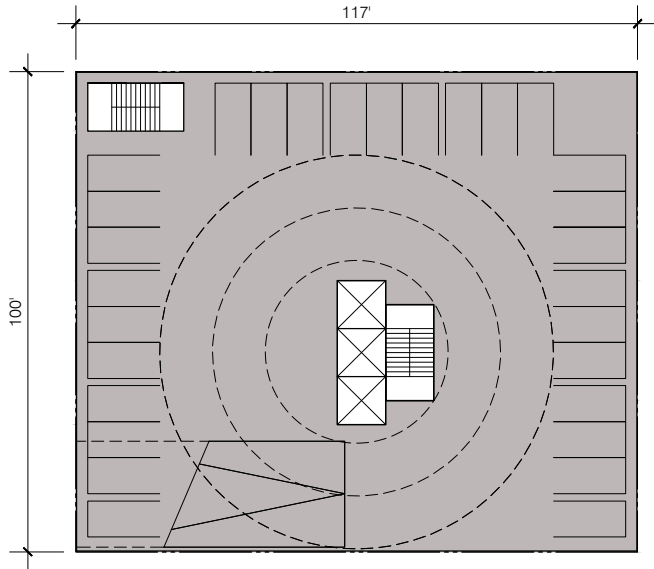
UPPER LEVEL RESIDENTIAL PLAN



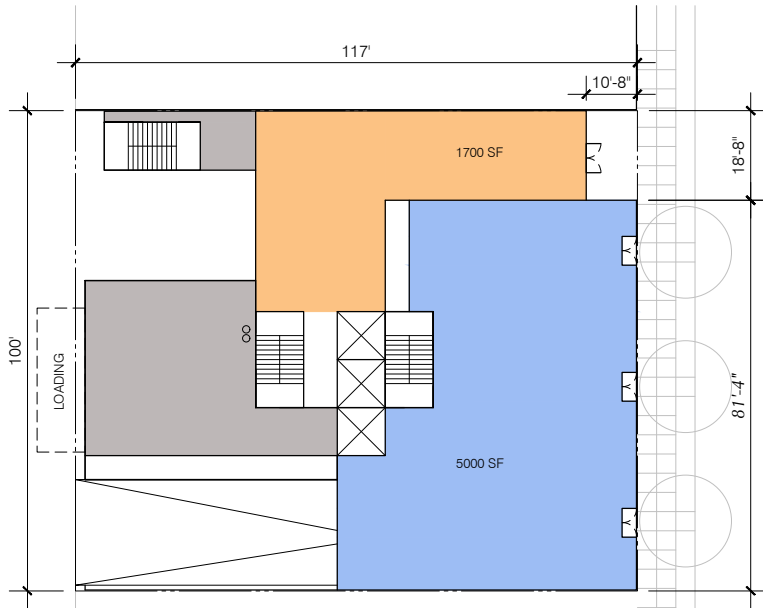
ROOF PLAN



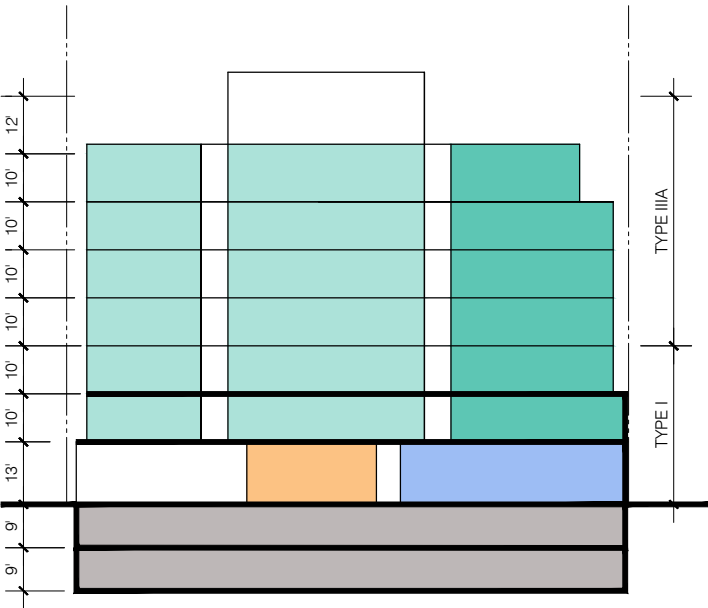
LEVEL P2 PLAN



LEVEL P1 PLAN

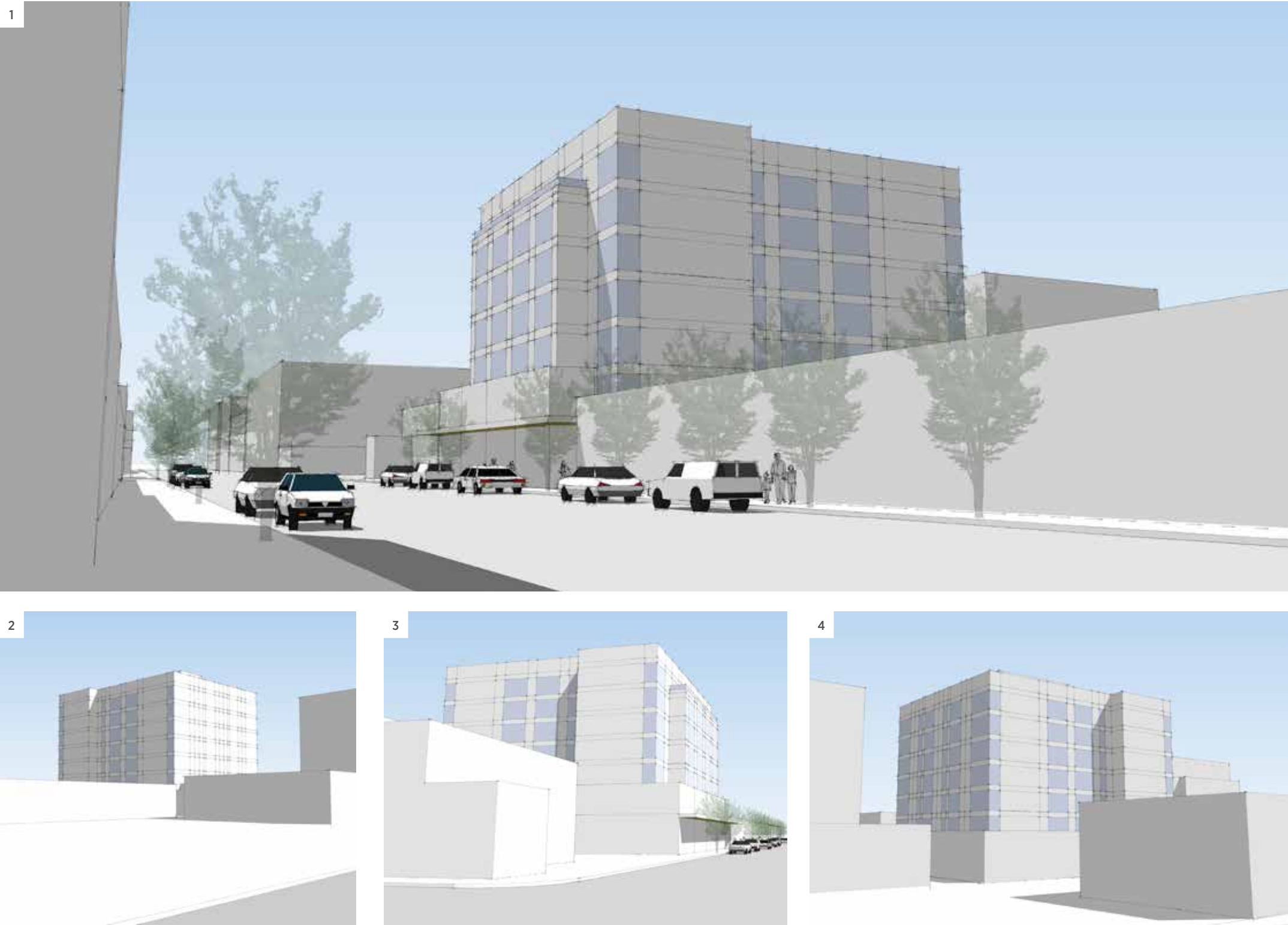
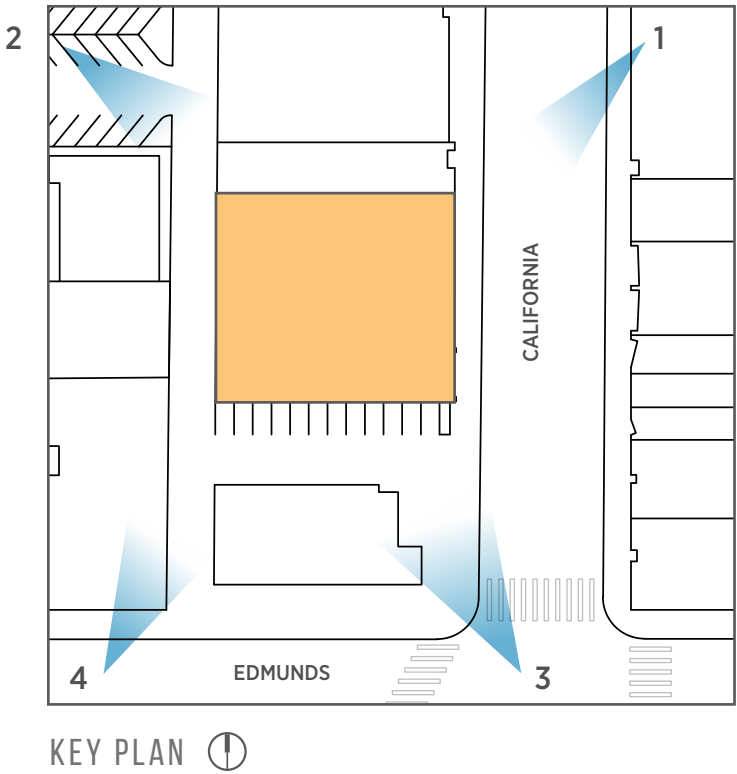


LEVEL 1 PLAN

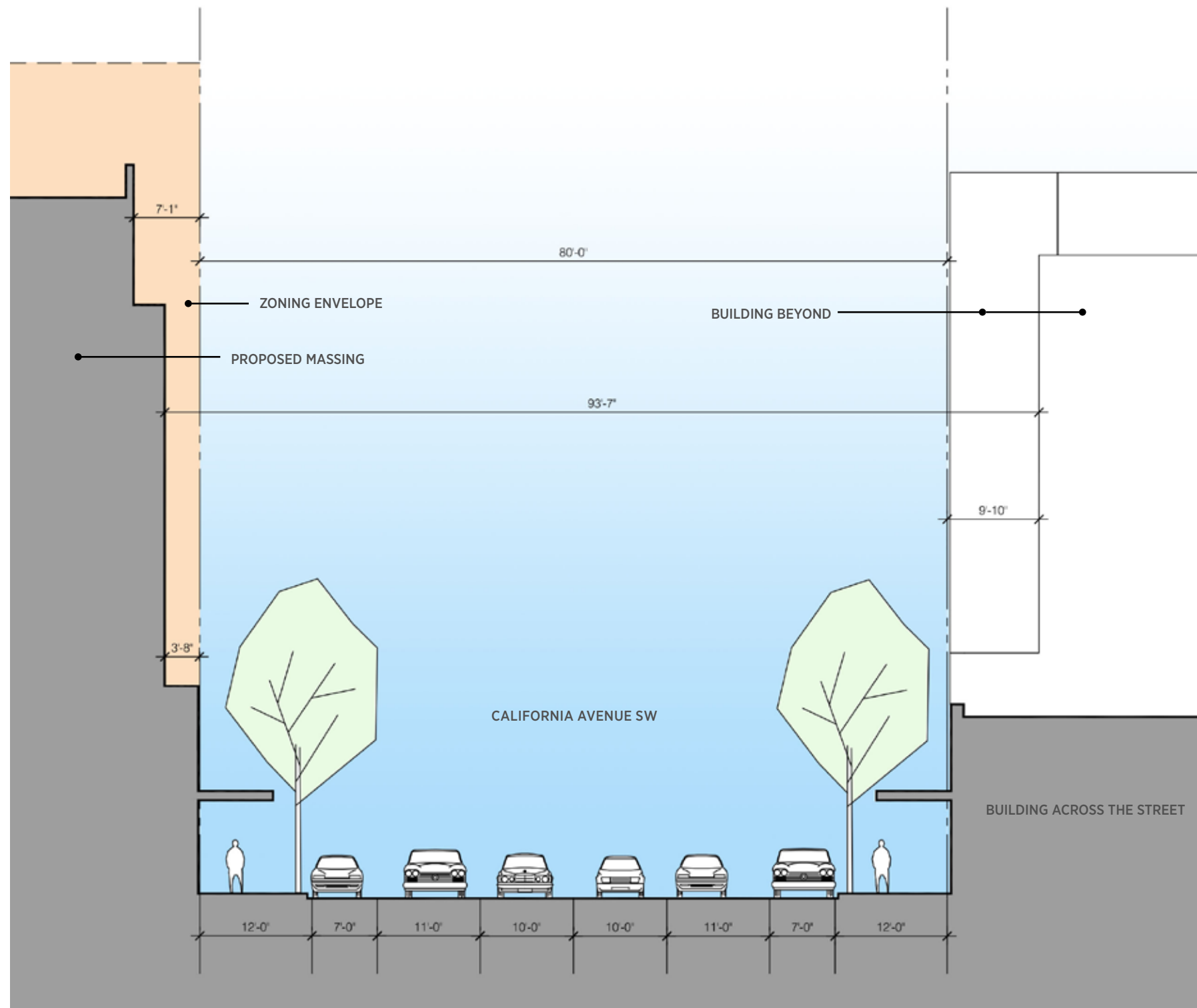


WEST-EAST SECTION

MASSING CONCEPT 2

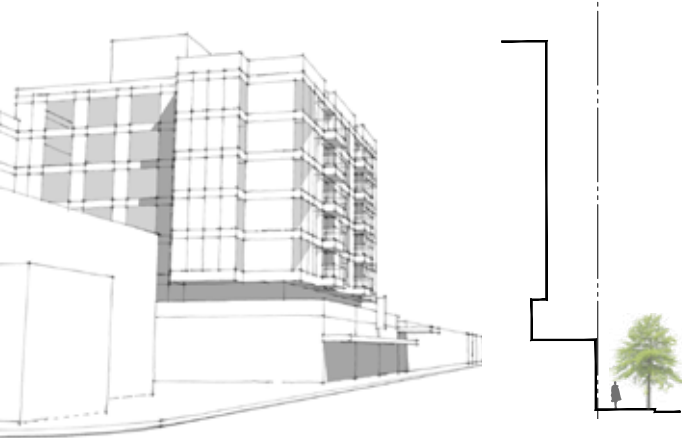


MASSING CONCEPT 2



8.0 ARCHITECTURAL CONCEPTS

CONCEPT 3 - THE VILLAGE (PREFERRED)



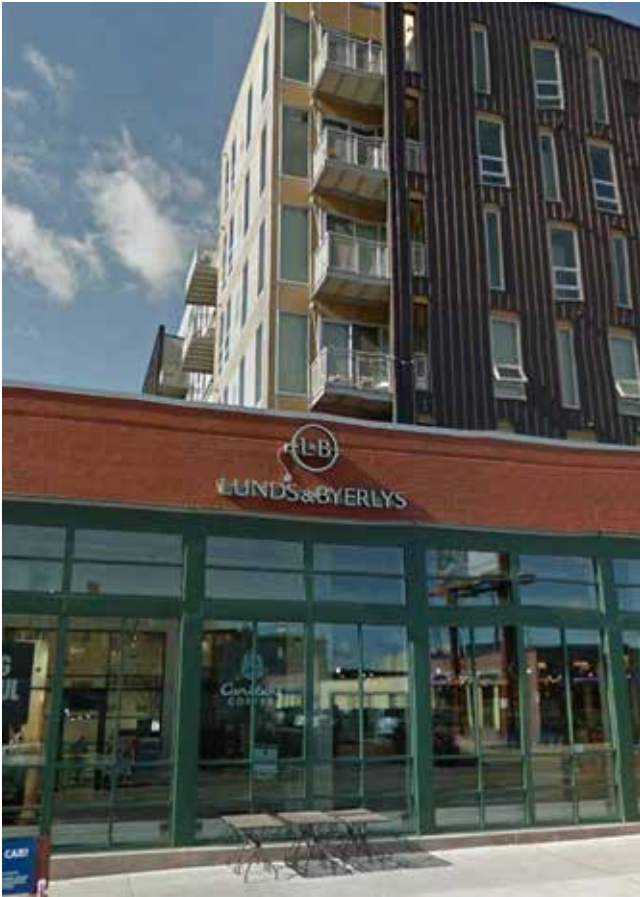
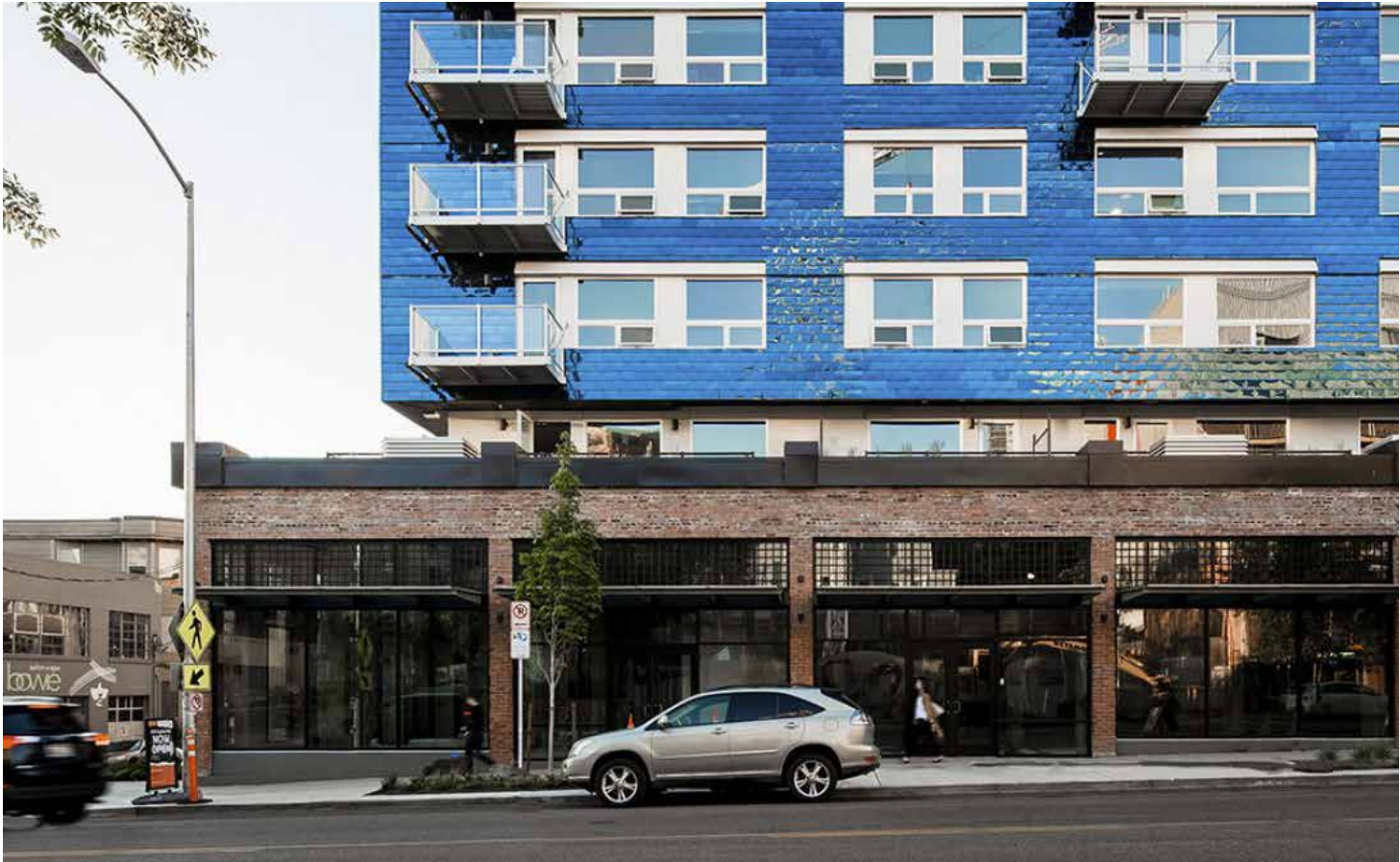
The preferred concept is based on respecting the pattern, scale, and character of the surrounding neighborhood. From the West Seattle Design Guidelines: “The massing prescribed by the Neighborhood Commercial development standards does not result in mixed-use development that is compatible with the existing context.” The design team agrees!

The signature move of the preferred scheme is to setback the residential units as far as possible from California. The voluntary setback results in the following positive features:

- It allows the retail base to maintain a continuous height along California Avenue.
- It provides an amazing second story common amenity terrace to overlook the activities of the street below, This is part of the West Seattle Grand Parade route, as well as part of the Summer-fest Area.
- It helps mitigate the effect of the height of the residential mass and shadow on California. The North-South façade is enlivened with additional modulation and balconies.

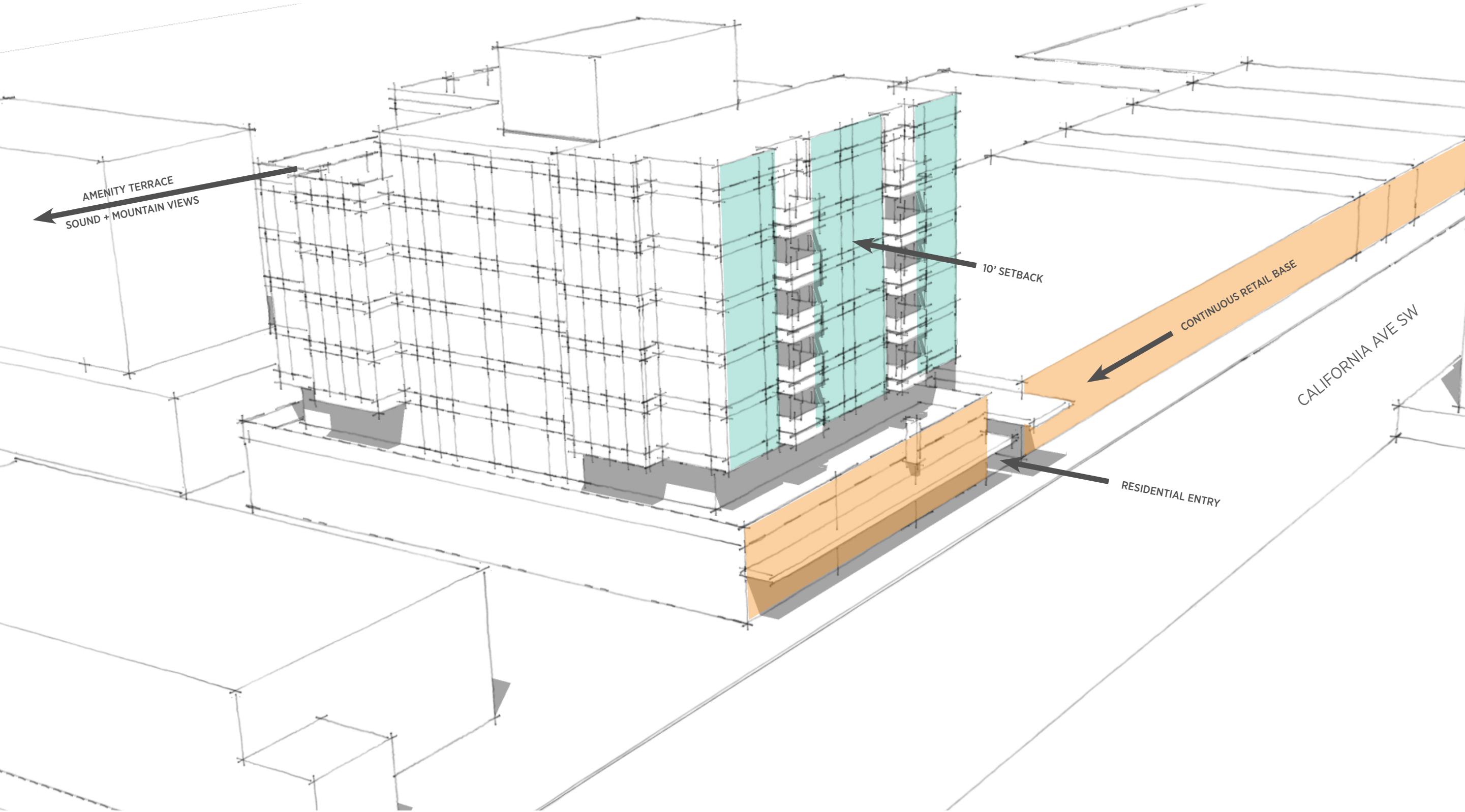
We recognized the public benefit of the recessed retail in Concept 1, and have included a similar feature at the northeast corner of our site to act as a residential entry and spill out from the retail tenant to activate the sidewalk and entice pedestrians from north of the site.

Concept 3 honors the history and character of this special street while providing homes for the next generation of West Seattleites.



IMAGES ILLUSTRATE ONE STORY BASE WITH RESIDENTIAL SET BACK

MASSING CONCEPT 3 (PREFERRED)

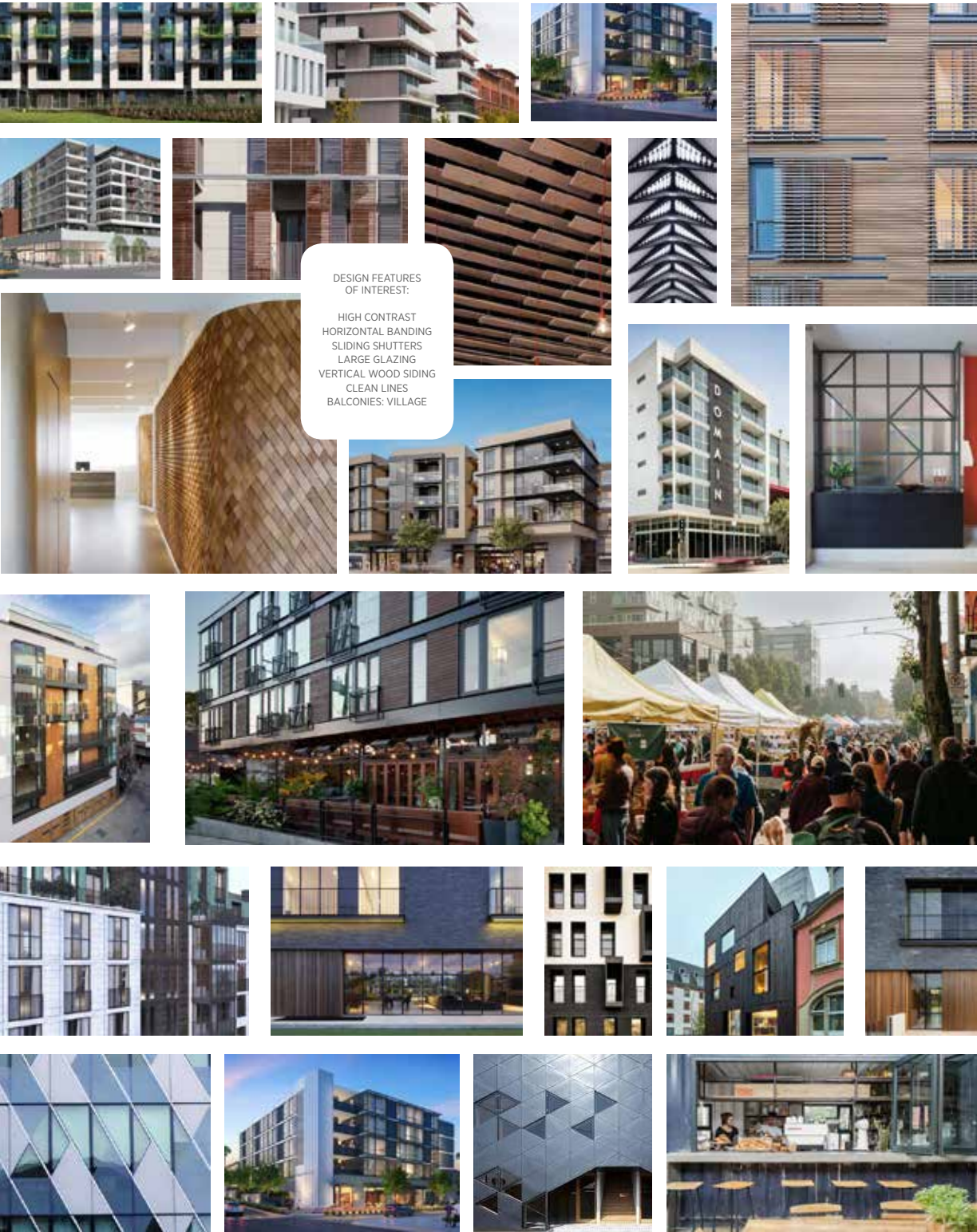


8.0 ARCHITECTURAL CONCEPTS

INSPIRATION



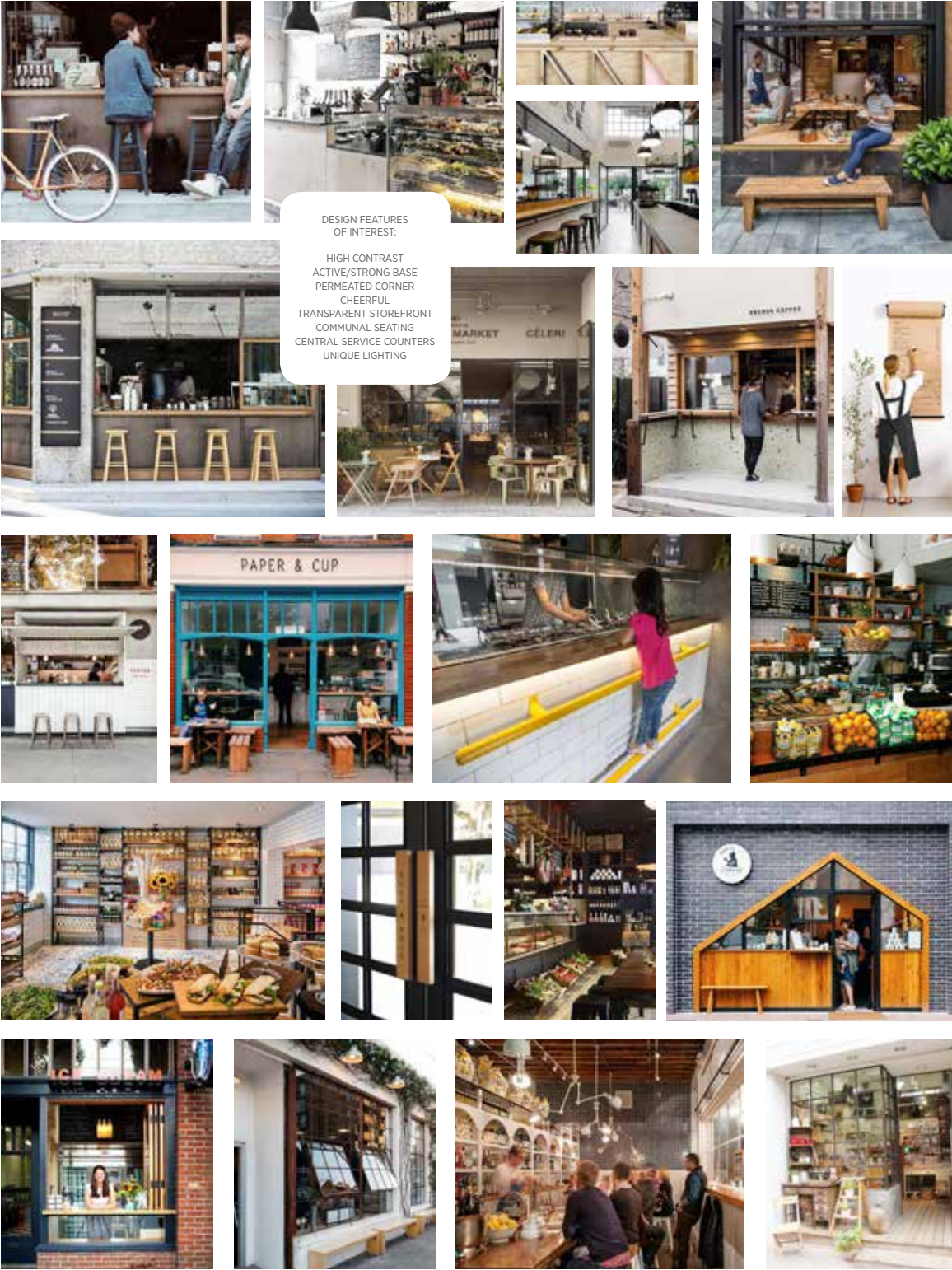
INTERPRETATION



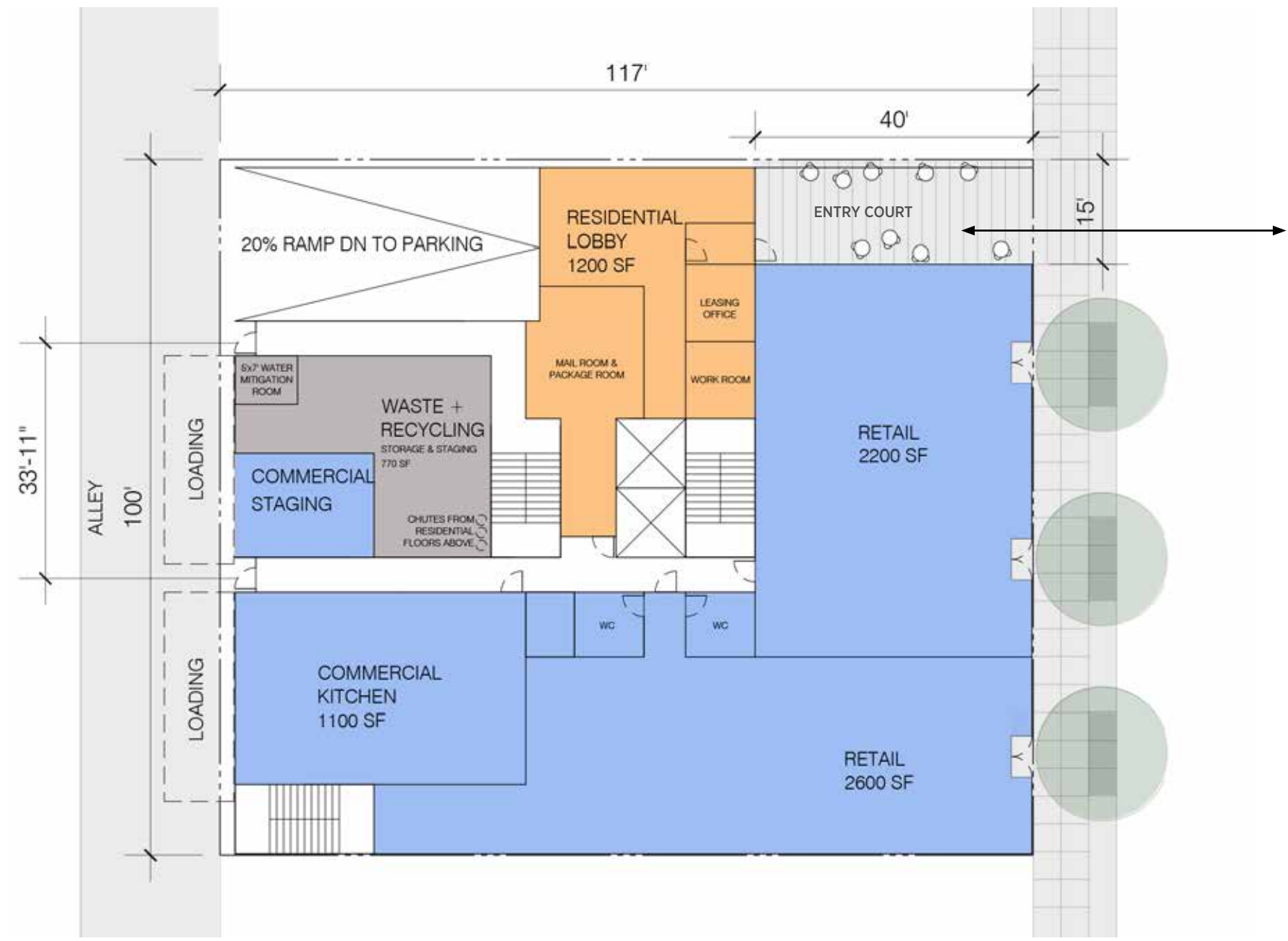
RESIDENTIAL



RETAIL PRECEDENTS



MASSING CONCEPT 3 (PREFERRED)

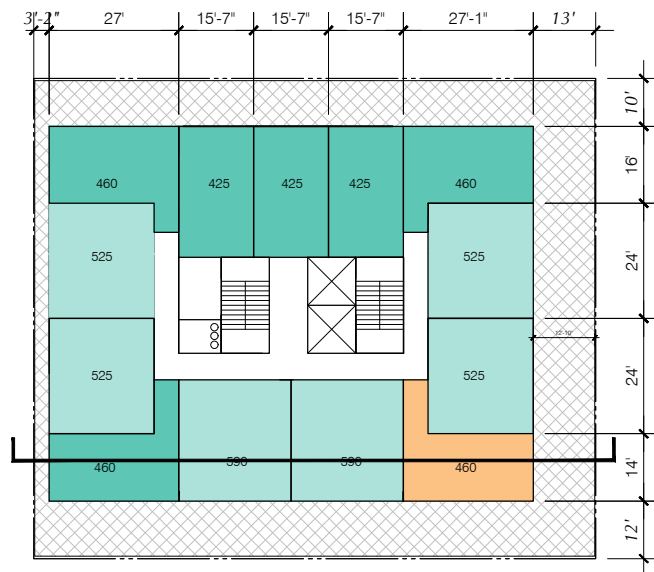
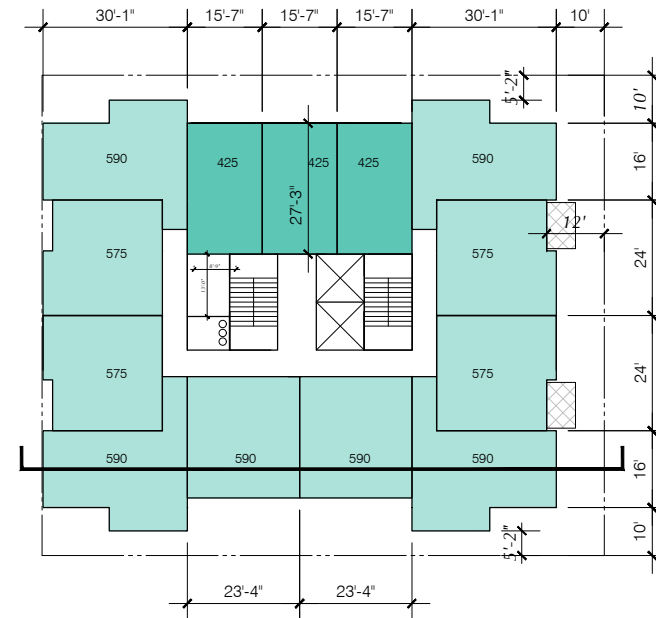


GROUND FLOOR PLAN ①

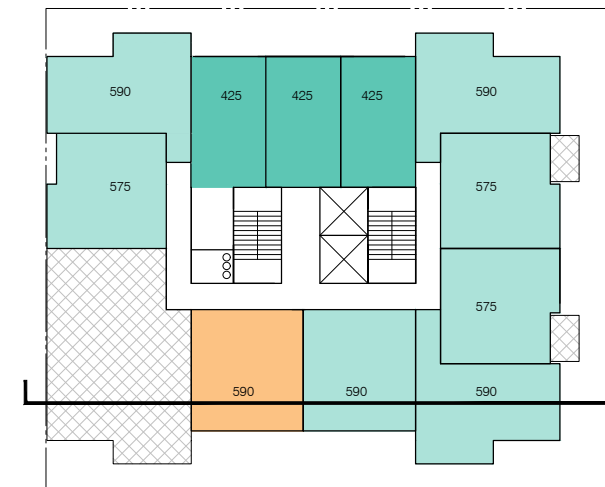
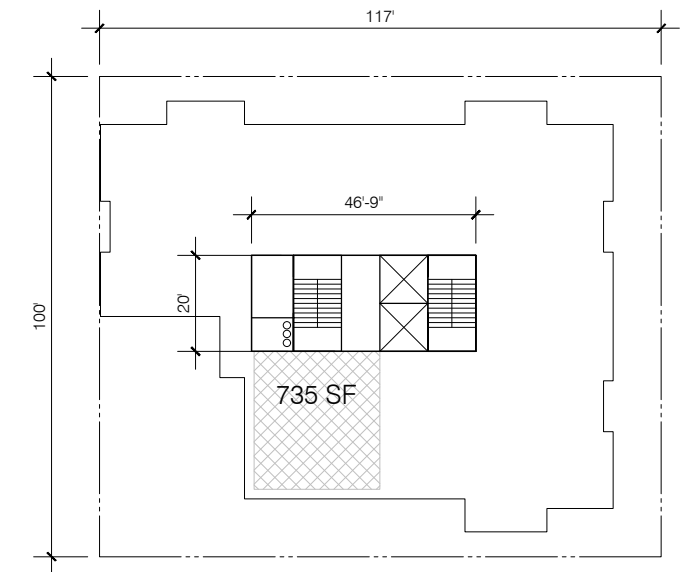


ENTRY COURT LOOKING OUT TOWARD STREET

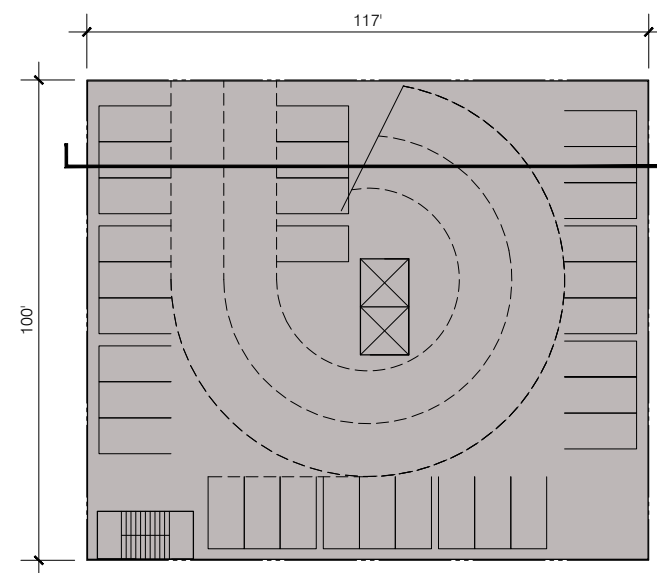
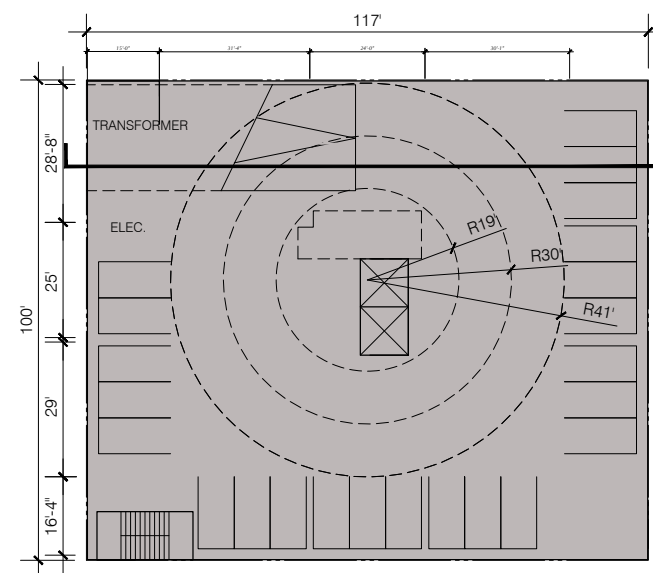
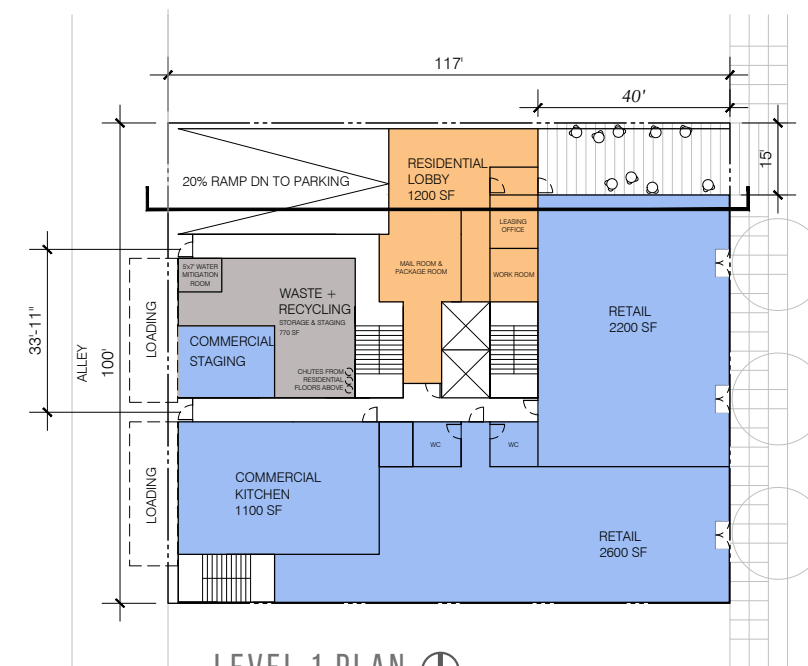
MASSING CONCEPT 3 (PREFERRED)

LEVEL 2 

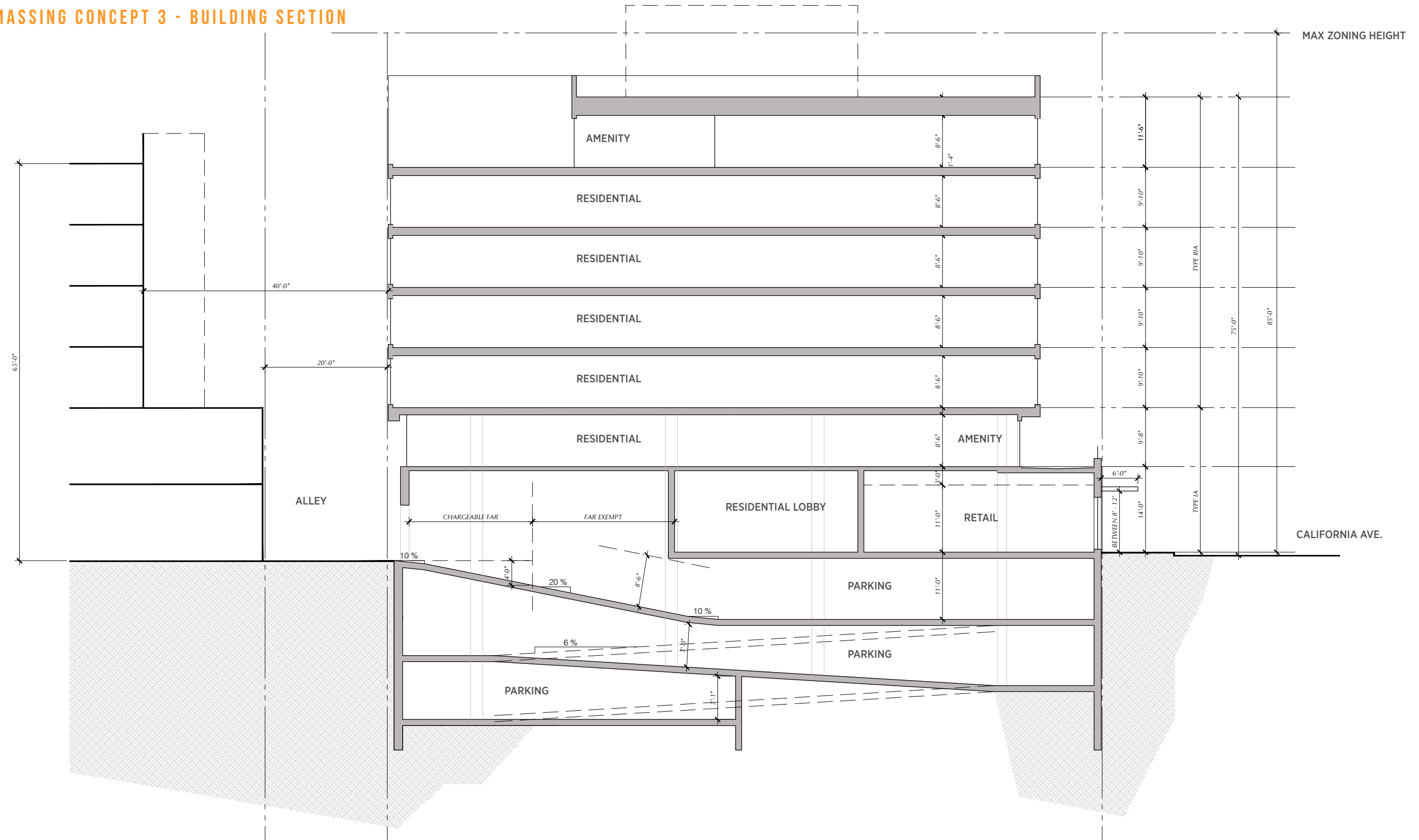
LEVEL 3-6

LEVEL 7 

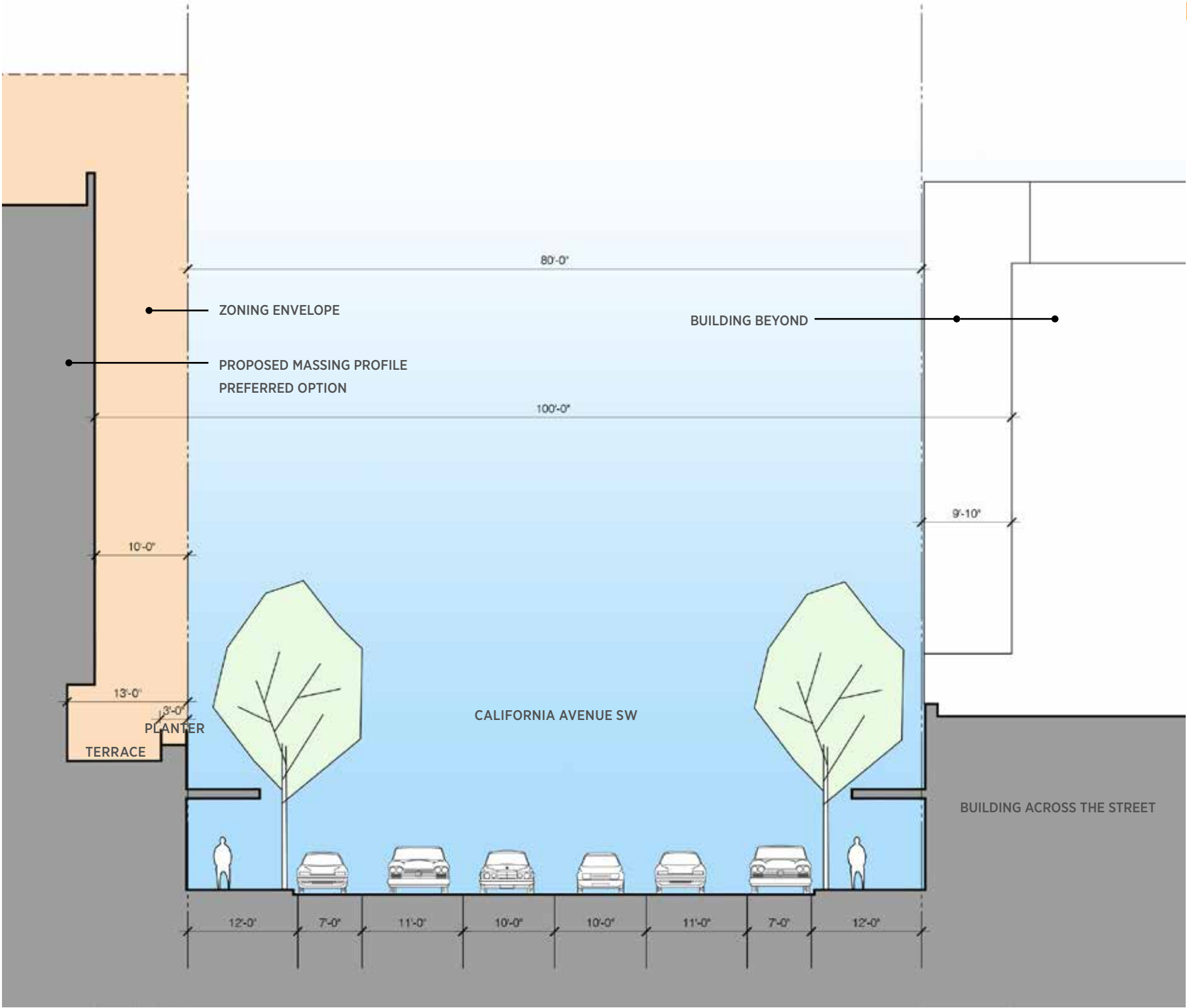
ROOF PLAN 

LEVEL P2 PLAN LEVEL P1 PLAN LEVEL 1 PLAN 

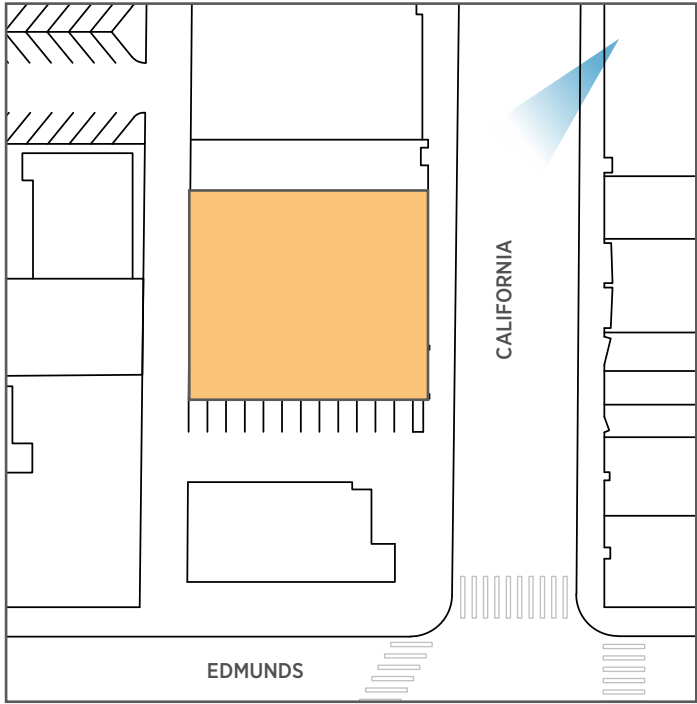
MASSING CONCEPT 3 - BUILDING SECTION



MASSING CONCEPT 3 - STREET SECTION



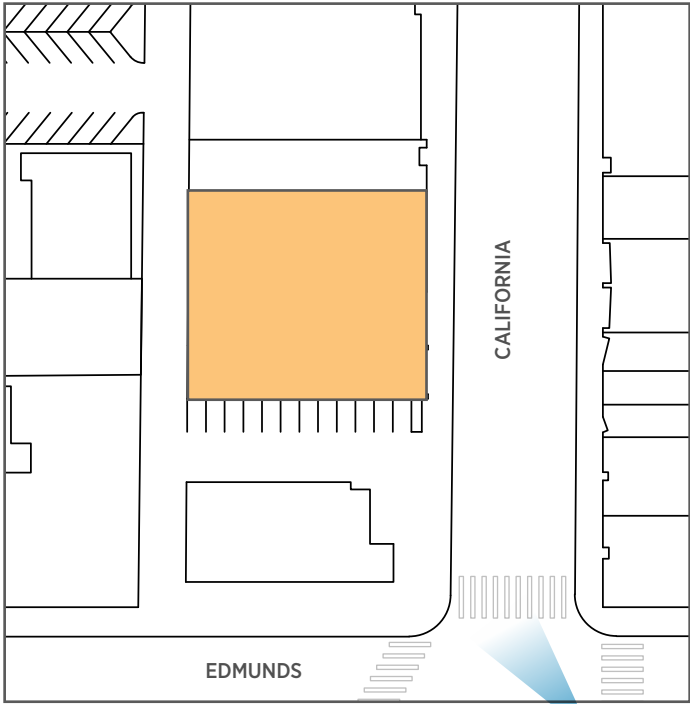
MASSING CONCEPT 3 (PREFERRED)



KEY PLAN ⓘ

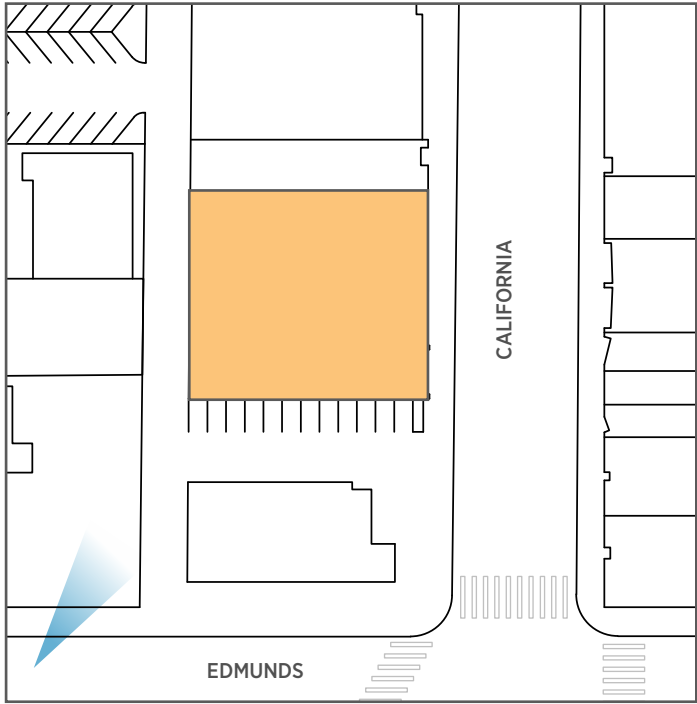


MASSING CONCEPT 3 (PREFERRED)



KEY PLAN ①

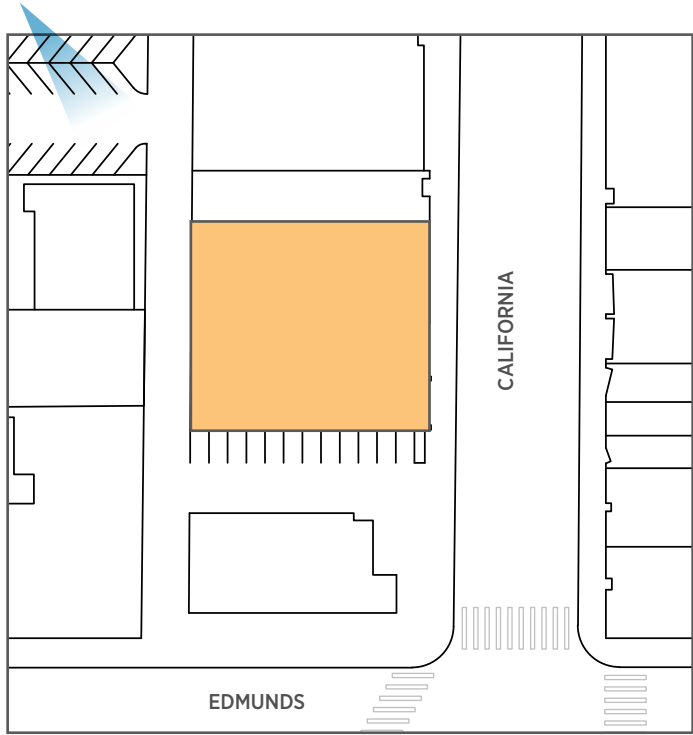
MASSING CONCEPT 3 (PREFERRED)



KEY PLAN ⓘ



MASSING CONCEPT 3 (PREFERRED)



KEY PLAN ①

SUN/SHADOW ANALYSIS - EQUINOX ☉

MARCH/SEPT 22 - 9AM

MARCH/SEPT 22 - 12PM

MARCH/SEPT 22 - 3PM

CONCEPT 1



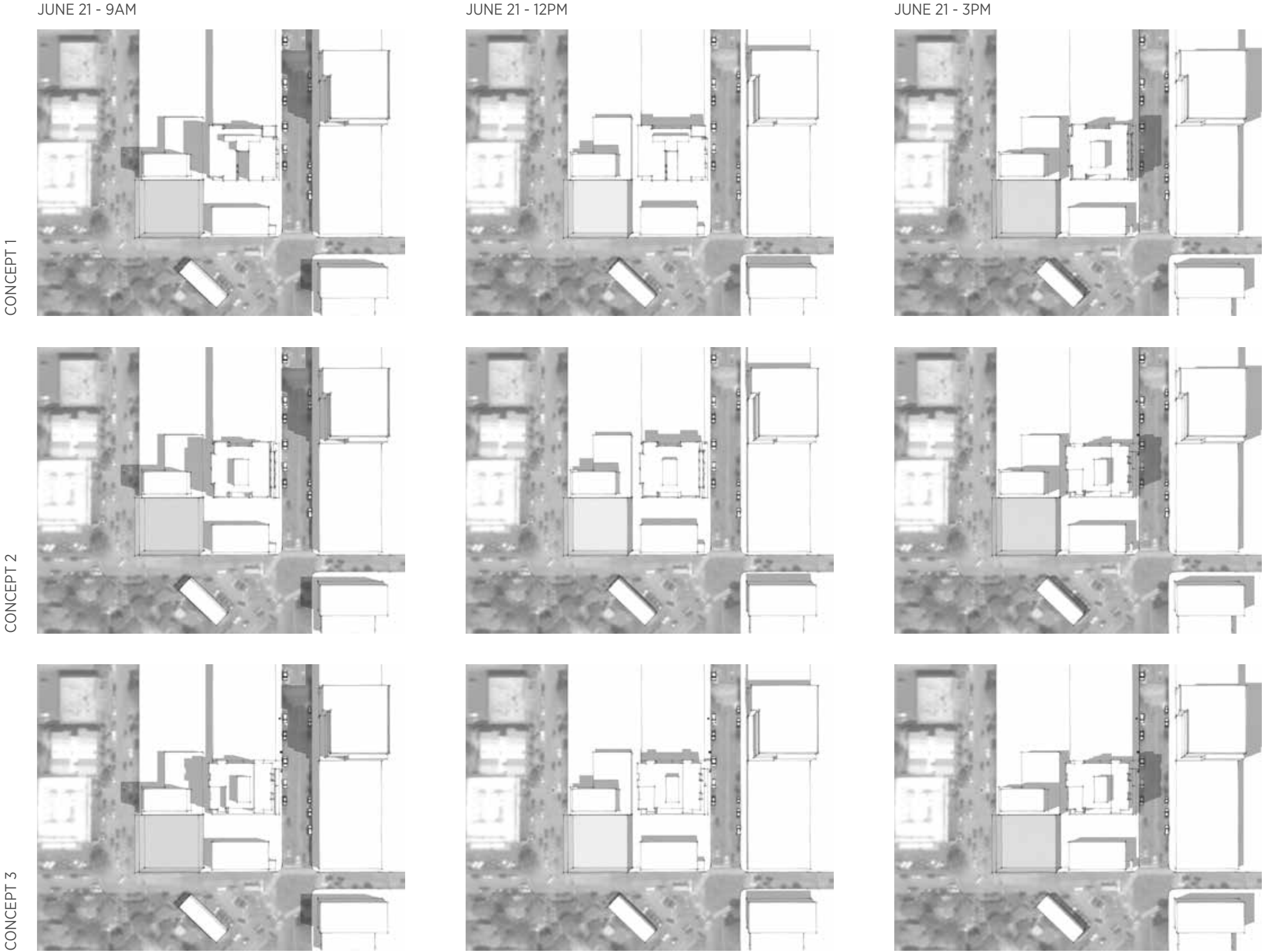
CONCEPT 2



CONCEPT 3



① SUN/SHADOW ANALYSIS - SUMMER SOLSTICE



SUN/SHADOW ANALYSIS - WINTER SOLSTICE ⓘ

DECEMBER 21 - 9AM

DECEMBER 21 - 12PM

DECEMBER 21 - 3PM

CONCEPT 1



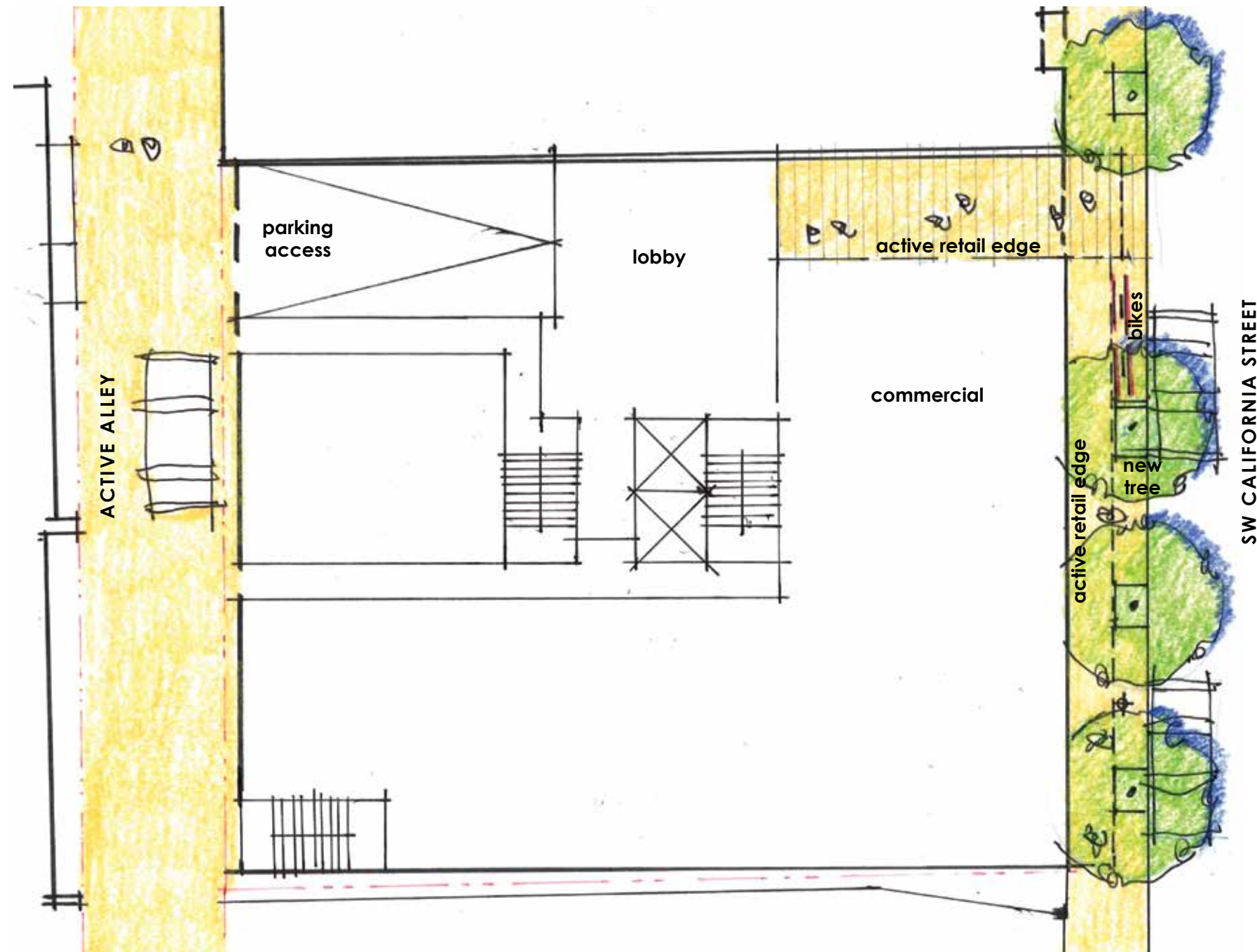
CONCEPT 2



CONCEPT 3



STREETSCAPE



support existing west side retail



sidewalk/retail shuffle



Tofino better bike rack

PODIUM



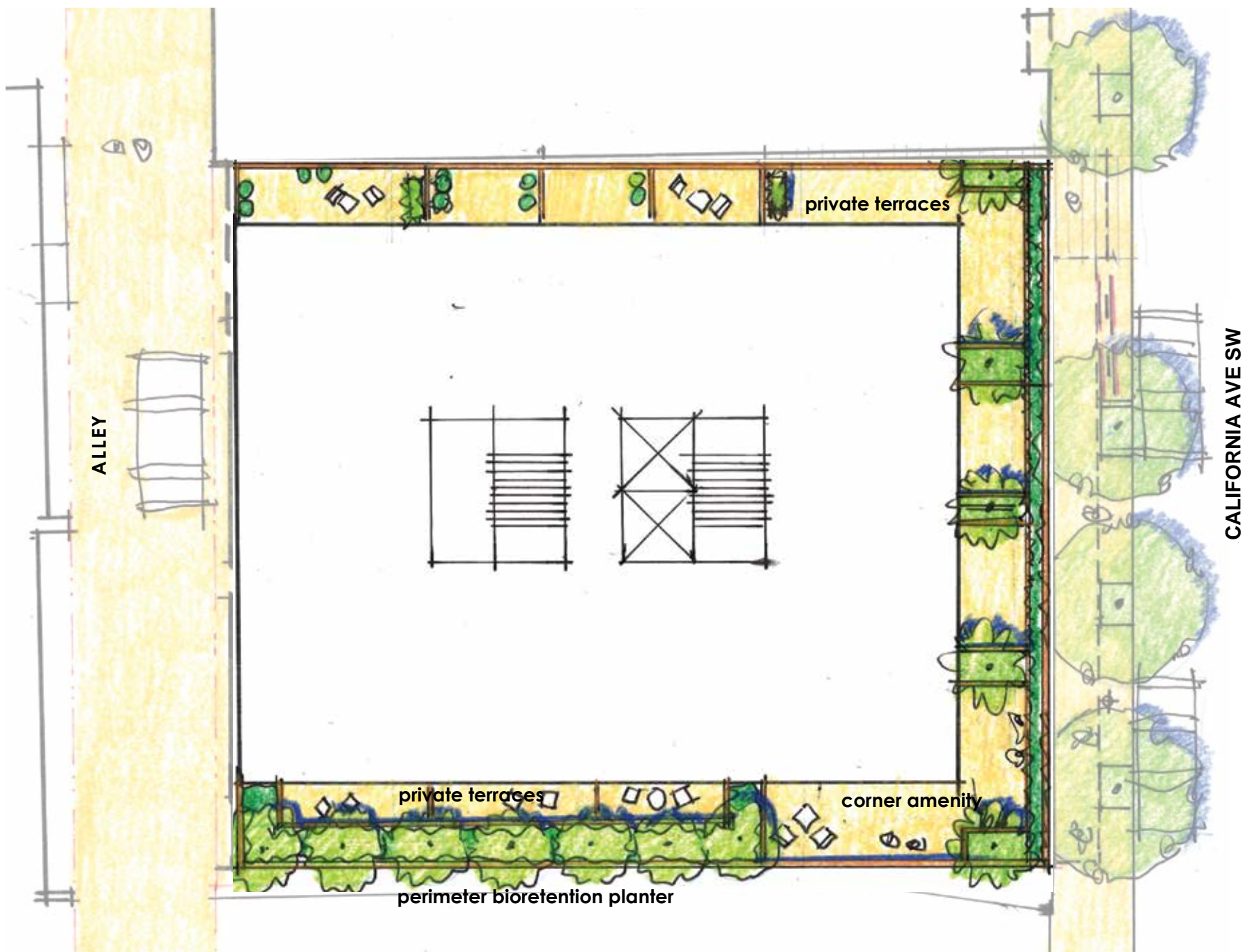
corner podium amenity



perimeter bioretention planter



private terraces





fire and view



specimen tree



dogspot on upper roof

