ATELIER DROME
architecture + interior design

PROJECT #3037829-LU
4448 California Ave SW, SEATTLE, WA 98116
DESIGN RECOMMENDATION | August 4, 2022

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PROJECT INFORMATION

SITE ADDRESS	4448 California Ave SW
PARCEL NUMBERS	0952006236, 0952006243
PROJECT NUMBER	3037829-EG

PROJECT TEAM

ARCHITECT	Atelier Drome Architecture
	112 Prefontaine Pl S
	Seattle, WA 98104
CONTACT	Michelle Linden
	michelle@atelierdrome.com
BUILDER	STS Construction

PROJECT CRITERIA

ZONING	NC2-75(M)
OVERLAYS	West Seattle Junction (hub urban village)
	Parking flexibility
ABUTTING ZONES	none
CURRENT USE	(2) existing office buildings
LOT AREA	9,718 sf TOTAL
	0952006236: 5,405 sf
	0952006243: 4,313 sf
ALLOWABLE FAR	53,449 sf (5.5)
ECAs	None
VEHICULAR PARKING	None required (urban village + frequent transit)
SUPPLEMENTAL DG	West Seattle Junction

PROJECT PROPOSAL

GROSS BUILDING FLOOR AREA	53,420 sf (preferred scheme)
PROPOSED RESIDENTIAL UNITS	88 units (preferred scheme)
PROPOSED COMMERCIAL UNITS	3 units, 3,351 sf (preferred scheme)
PROPOSED VEHICULAR PARKING	None
NO. OF STORIES	6 stories of residential over 1 level of commercial at grade
DEMOLITION	Existing office buildings to be demolished
DESIGN REVIEW DEPARTURES	None requested; none required.

CONTEXT + SITE

The project site is located toward the northern end of the West Seattle Junction – a neighborhood that is continuing to see new growth within its mixed-use commercial core. Currently, this block mainly consists of smaller scale commercial structures – both storefront style and stand-alone with parking lots – that have not yet been developed to their full potential. Across the alley to the east is zoned for taller commercial use structures, but is relatively under-developed.

The West Seattle farmer's market takes place year-round on Sundays, just south of this block (stopping at the intersection of California and Oregon St). Still, pedestrian traffic spills northward to our site on these market days. The site is well-served by frequent transit bus routes along California Ave affording easy access to downtown as well as other areas of West Seattle. There are also several nearby surface parking lots, signed bike routes, and a multitude of street-side bike racks, providing a variety of transit options.

A driving design theme for the West Seattle Junction neighborhood is the desire to maintain its small town, pedestrian friendly atmosphere, while welcoming new growth that helps to strengthen the neighborhood qualities. This particular site is located further from the main core of the Junction, but within its boundaries and close to many favorite local businesses and services. The beloved Shadowland is directly adjacent to this project's lot. Because it is not anticipated that the Shadowland building will be redeveloped in the near future, consideration has been given to our property acting almost as a corner lot gateway, until such time as that lot is reconfigured.

DEVELOPMENT PROPOSAL

The proposed project is a new 7-story mixed use building with 6 stories of apartments over a 1-story commercial base. A green roof and roof deck is anticipated, as well as pedestrian access from the street. The existing buildings will be demolished.

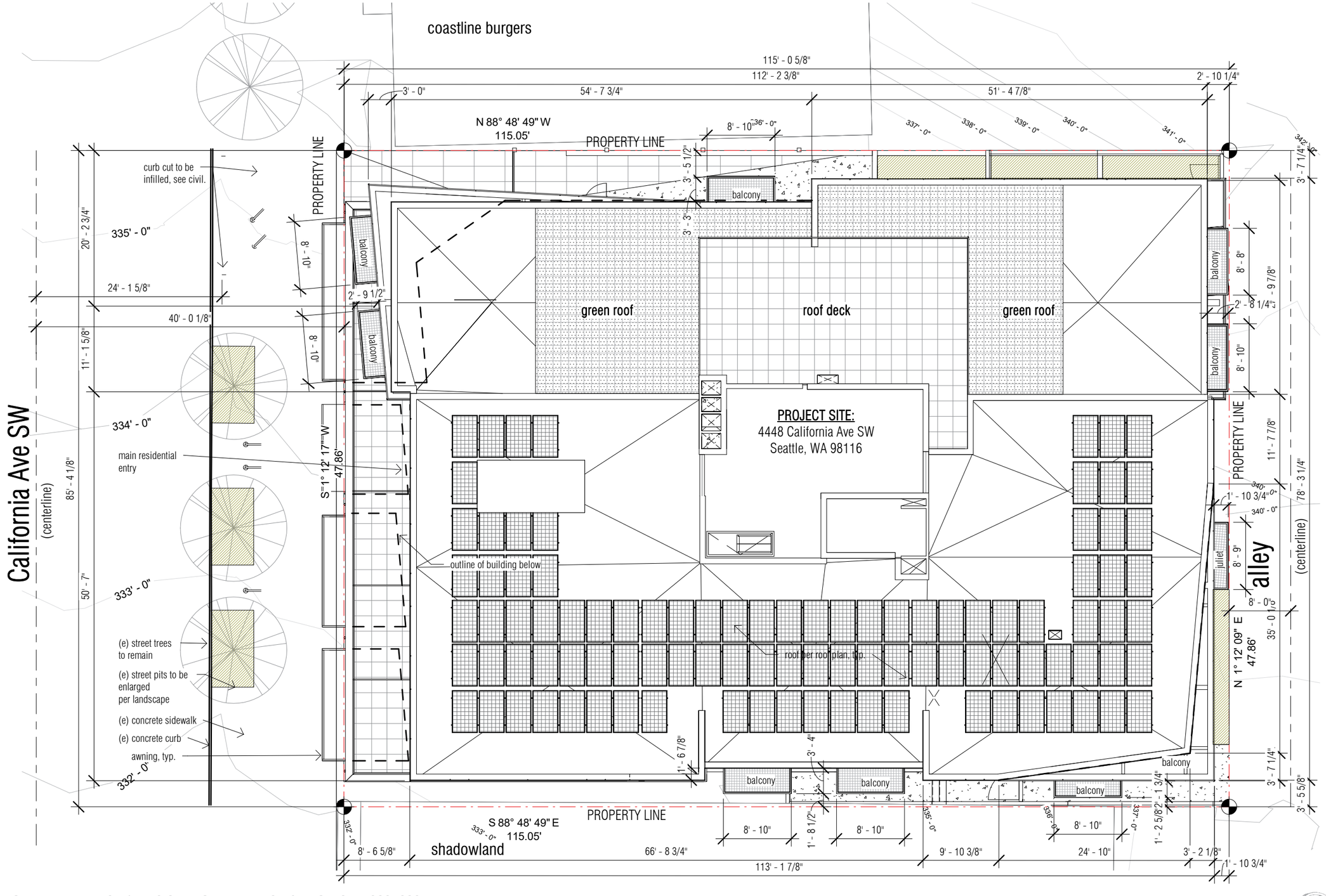
DEVELOPMENT OBJECTIVES

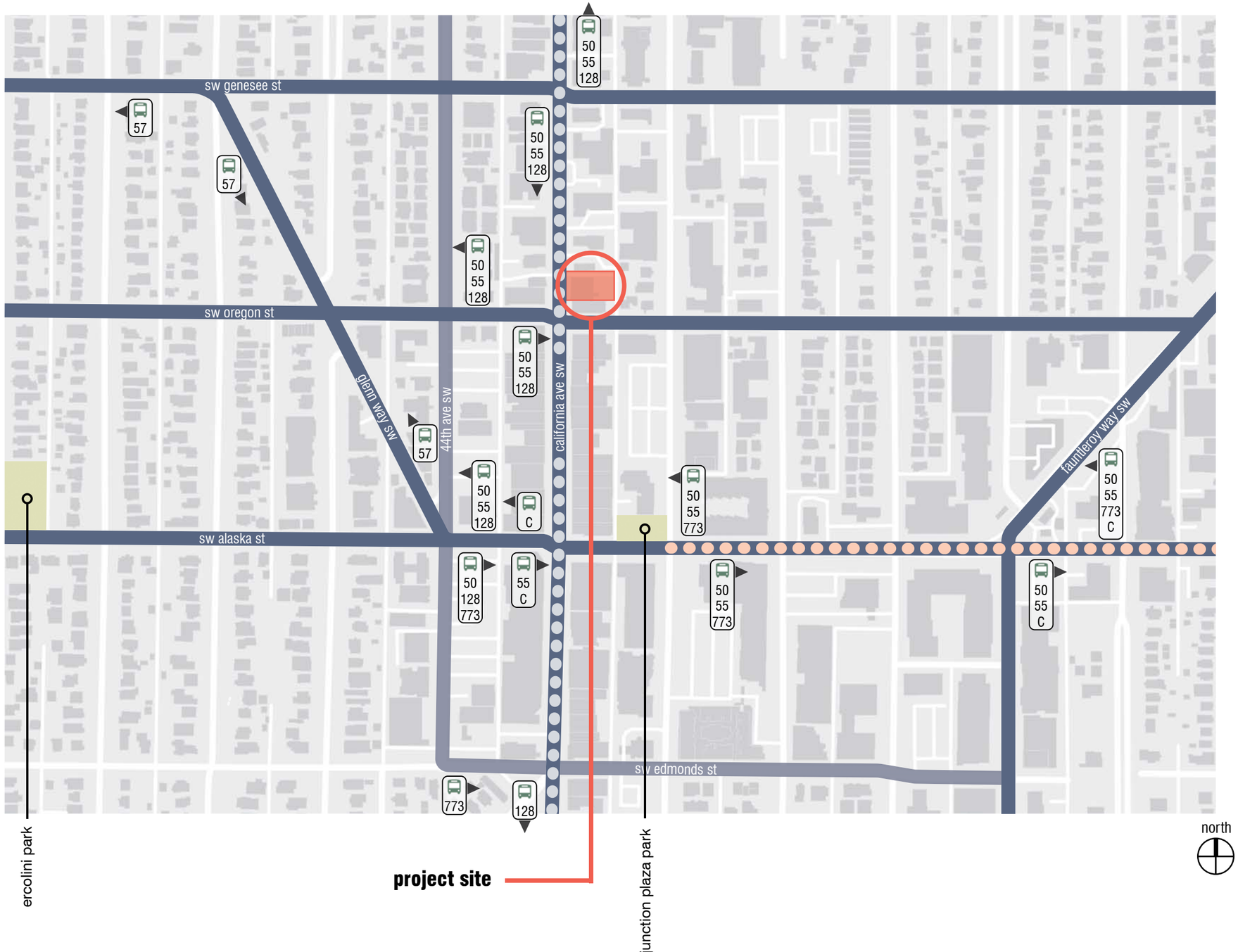
Objective 1: Provide visually interesting massing which responds to the building's role as an important piece of the California Ave fabric, while respecting the character of the existing and historic buildings along California Ave.

Objective 2: Design a building that responds to its adjacency to the gateway corner of California and Oregon.

Objective 3: Provide comfortable and economic housing for a growing neighborhood that wants to maintain its small-town, pedestrian-friendly atmosphere.

4.0 SITE PLAN | proposed project



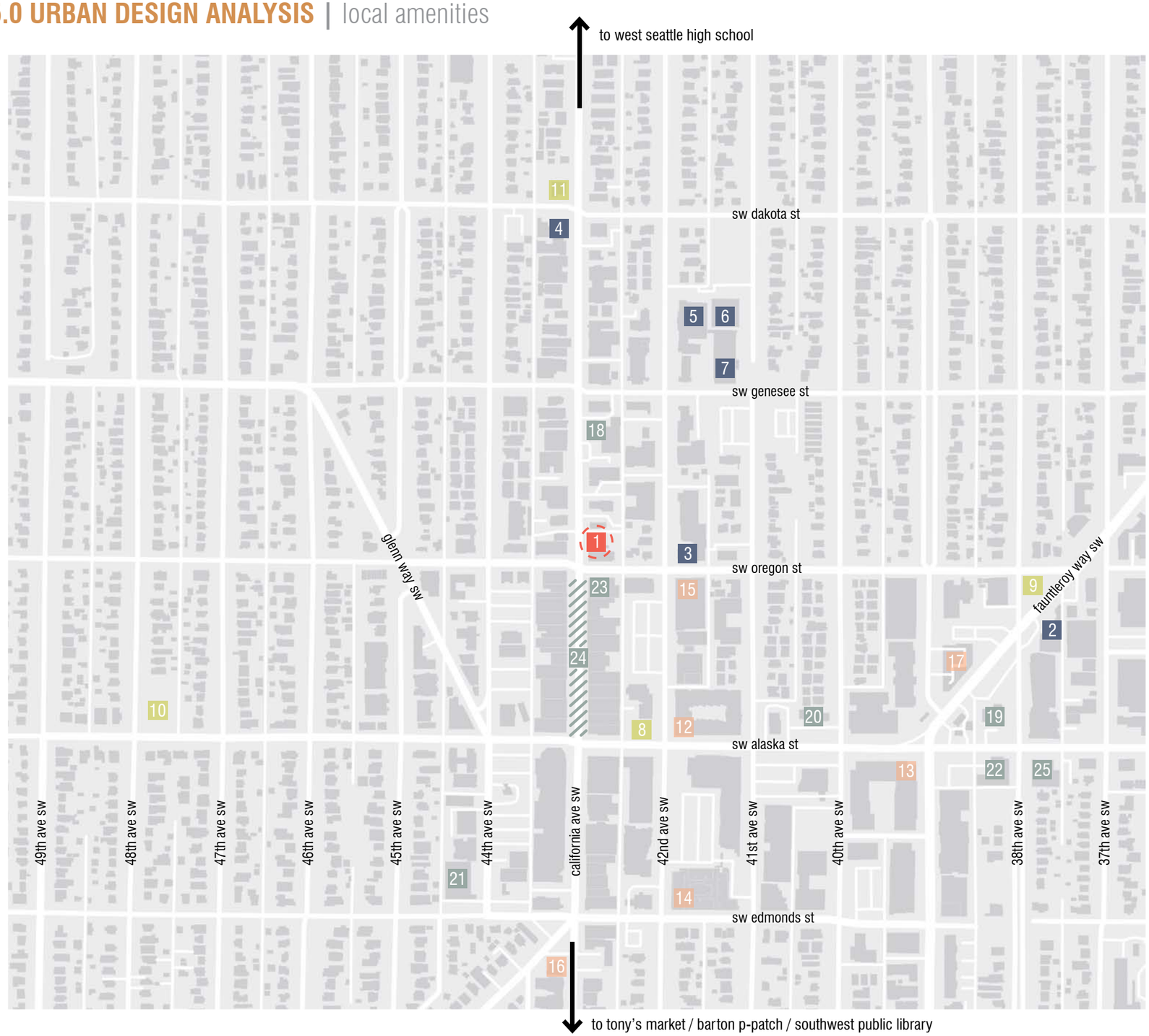


NEIGHBORHOOD CIRCULATION

The project site is served by multiple bus routes. The 50, 55, 128, and Rapid Ride C lines provide service to downtown, south lake union, westwood village, and south center.

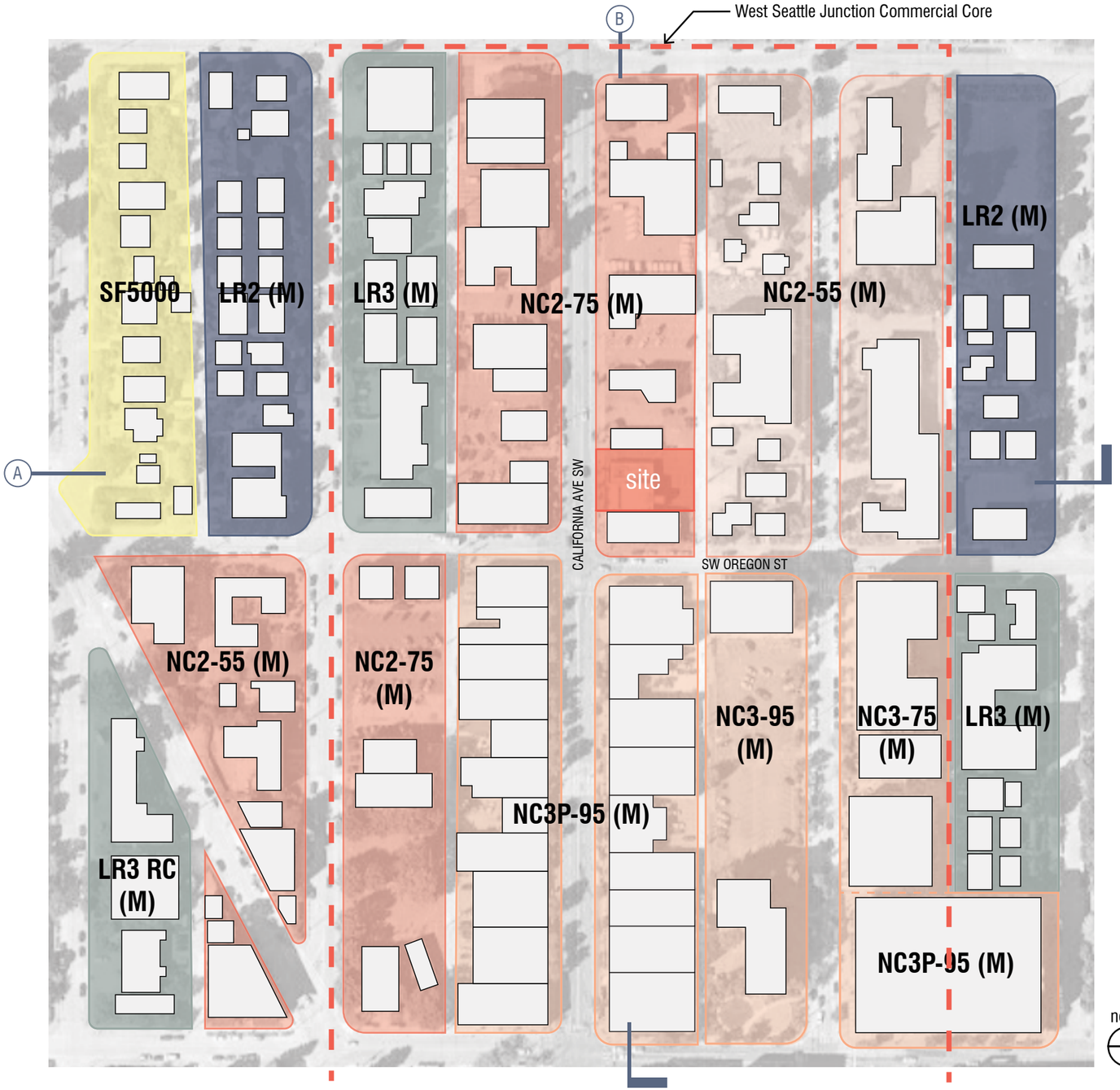
A dedicated cycling route runs east-west on SW Alaska St starting at 42nd Ave SW going east, and a bicycle-friendly road runs north-south along California Ave SW.

The pedestrian experience is very important in this area, with California Ave designated as a “major pedestrian street” and Oregon as an “important pedestrian connector” east/west.



LOCAL AMENITIES

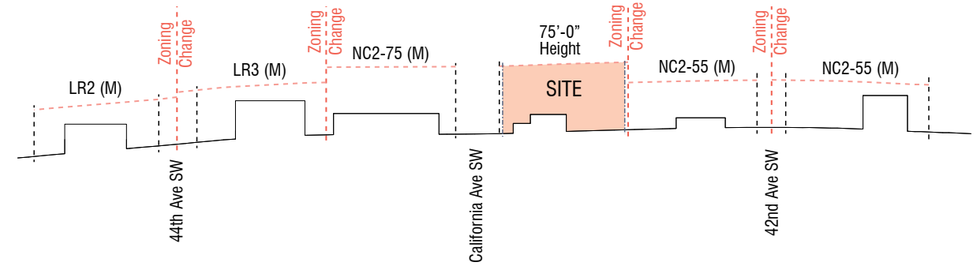
1 Project Site
2 Bright Horizons Daycare
3 Hope Lutheran School
4 Tilden School
5 Holy Rosary School
6 St Christopher Academy
7 Seattle Lutheran High School
8 Junction Plaza Park
9 Fauntleroy Place
10 Ercolini Park
11 Dakota Place Park
12 QFC
13 Whole Foods Market
14 Safeway
15 Bartell Drugs
16 7-Eleven
17 Trader Joe's
18 United States Post Office
19 CHI Franciscan
20 Jiffy Lube
21 True Value Hardware
22 Les Schwab Tire Center
23 West Seattle Senior Center
24 West Seattle Farmers Market
25 Seattle Fire Station #32



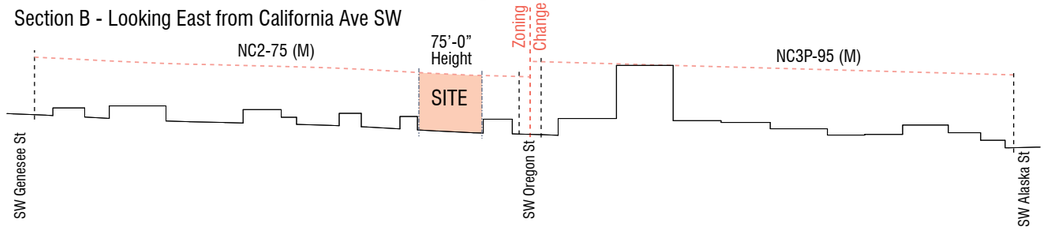
SITE ZONING

The site is located in the neighborhood commercial zone NC2-75 (M), which steps up in height to the south NC3P-95 (M) with a pedestrian overlay. The height limit transitions down with LR2, LR3, and SF5000 to the west; and NC2-55 and LR2 to the east. The site is at the north end of the West Seattle Junction commercial core.

Section A - Looking North from SW Oregon ST



Section B - Looking East from California Ave SW

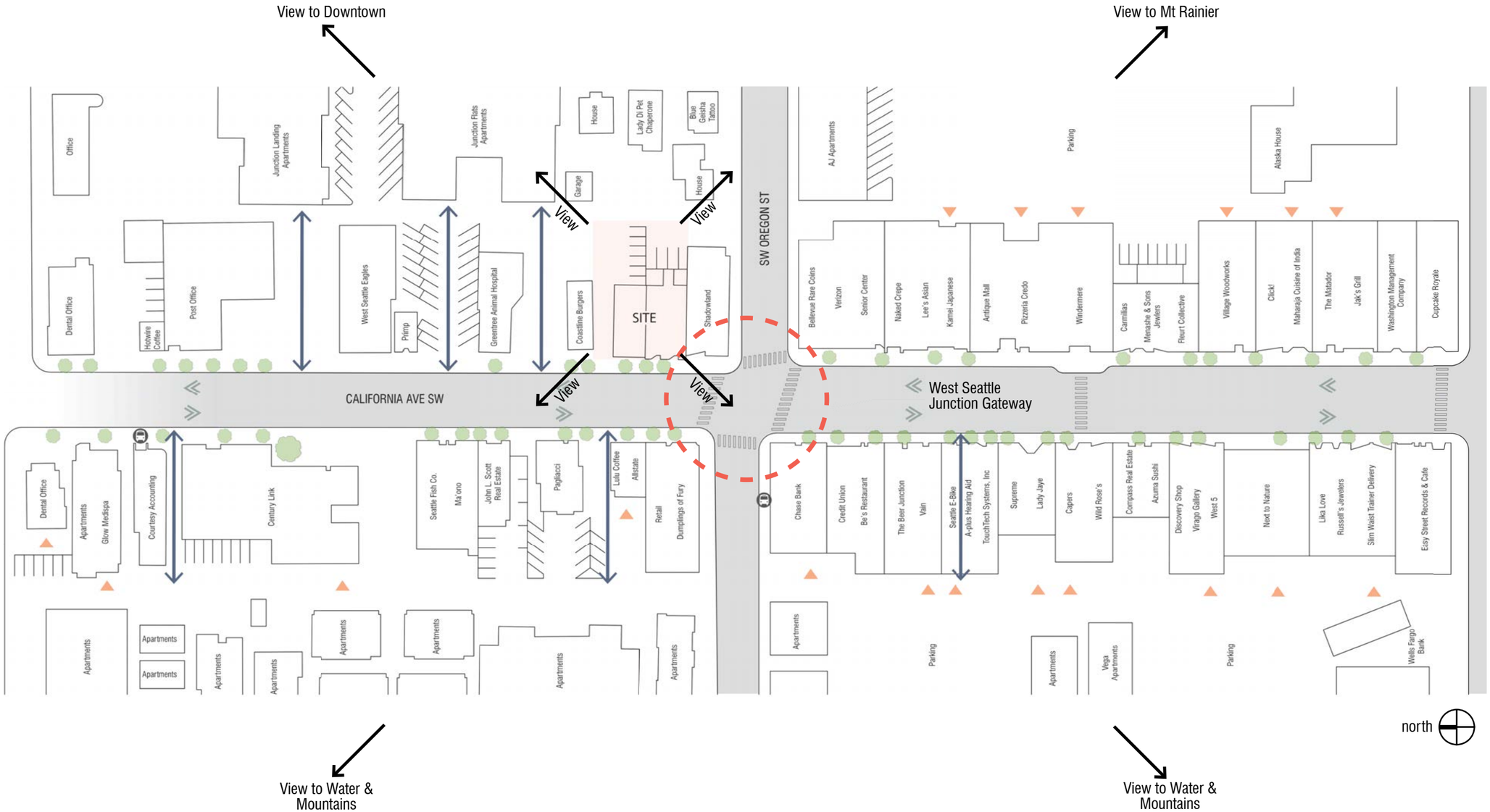


SURROUNDING USES

- Project Site
- Mixed-Use
- Multi-Family
- Commercial
- Service Building
- Office/Warehouse
- Single Family
- School/Church

DIAGRAM LEGEND

- Bus Stop
- Shared Bike Path
- Alley Entrance
- Through-Block Connection



ZONE	ABUTS	INCENTIVES	RESTRICTIONS	OVERLAY	SITE AREA	USES PERMITTED OUTRIGHT
NC2-75(M)	NC2-55(M)	frequent transit	none	west seattle junction hub urban village	9,718sf	residential & commercial uses

LAND USE CODE INFORMATION		DESIGN TEAM RESPONSE
USES PERMITTED OUTRIGHT 23.47A.004 TABLE A		
• Residential uses • Commercial uses (retail sales, office, eating/drinking establishments)	Project proposes residential and commercial uses, which are permitted outright.	**COMPLIES**
STREET-LEVEL DEVELOPMENT STANDARDS 23.47A.008		
(Residential) • Blank segments of street-facing facades between 2 - 8 feet above the sidewalk may not exceed 20 feet in width. Facades with screening or landscaping are not considered blank. • The total of all blank facade segments may not exceed 40% of the facade width of the structure along the street. • Street-level street-facing facades shall be located within 10 feet of the street lot line unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided • At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry • The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk (Commercial) • 60% of street-facing facades between 2 - 8 feet above the sidewalk shall be transparent • Non-residential uses greater than 600sf shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from street-level, street-facing facade • Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet	The residential and commercial uses will comply with the street-level development standards. No blank facades proposed. The residential entry is provided with a prominent pedestrian entry on California Ave SW; no dwelling units are located on the ground level. The commercial spaces will be transparent when facing California Ave SW and are provided with an average depth of 30 feet or more, min. 15 feet.	**COMPLIES**
MAXIMUM STRUCTURE HEIGHT 23.47A.012		
• Maximum structure height = 75 feet • Certain rooftop features may also extend beyond the height limit (in particular, a stair or elevator penthouse may extend an additional 16 feet), however, some of these features must be located at least 10 feet from the north edge of the roof	Proposed structure height is 74'. All rooftop features (stair and elevator penthouses) are located a min. of 10' from the north edge of the roof.	**COMPLIES**
MAXIMUM FAR 23.47A.013		
• 5.5 on a lot outside of the Station Overlay District lot area: 9,718 sf max. FAR: 53,449 sf • Area exempt from FAR: underground stories, portions of a story that extend no more than 4 feet above grade, rooftop greenhouse area	Proposed far is 53,420 sf (preferred scheme) which is less than 53,449 sf max allowed. All proposed schemes are less than the maximum FAR.	**COMPLIES**
SETBACK REQUIREMENTS 23.47A.014		
Front (California AVE SW): for zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet Rear: none Side: none (does not abut a residential zone) Side: none (does not abut a residential zone)	The proposed schemes are setback by an average of 8' above 65'.	**COMPLIES**

7.0 ZONING DATA

ZONE	ABUTS	INCENTIVES	RESTRICTIONS	OVERLAY	SITE AREA	USES PERMITTED OUTRIGHT
NC2-75(M)	NC2-55(M)	frequent transit	none	west seattle junction hub urban village	9,718sf	residential & commercial uses

LAND USE CODE INFORMATION		DESIGN TEAM RESPONSE
LANDSCAPING & SCREENING STANDARDS 23.47A.016		
• A green factor score of 0.3 or greater is required (functionally equivalent to landscaping 30% of lot) **note: credit is awarded for green roofs, planters, green walls. landscaping, and plantings in the adjacent right-of-way* **note: street trees are required and are counted towards the green factor requirement*	The proposed project will provide a green factor score of .3 or greater.	**COMPLIES**
LIGHT & GLARE STANDARDS 23.47A.022		
• Exterior lighting must be shielded and directed away from adjacent uses	Exterior light will be shielded and directed away from adjacent uses.	**COMPLIES**
REQUIRED AMENITY AREA 23.47A.024		
• 5% of the total gross floor area in residential use required (area excludes mech equipment and parking) • Bio-retention facilities qualify as amenity areas • All residents shall have access to at least one common or private amenity area • Amenity areas shall not be enclosed • No common amenity area shall be less than 250sf and shall have a minimum horizontal dim of 10 feet • Private balconies and decks shall have a minimum area of 60sf and no horizontal dimension shall be less than 6 feet	All schemes are provided with at least 5% of the total gross floor area as amenity area. The amenity area will be located on the roof and will not be enclosed.	**COMPLIES**
REQUIRED PARKING 23.54.015		
• No minimum requirement for all residential and non-residential uses in commercial zones within urban villages if the residential use is located within a frequent transit service area • Bicycle parking for commercial uses: eating and drinking establishments: 1 long term bicycle space per 5,000 sf; 1 short term bicycle space per 1,000 sf. sales and services, general: 1 long term bicycle space per 4,000 sf; 1 short term bicycle space per 2,000 sf. offices: 1 long term bicycle space per 2,000 sf; 1 short term bicycle space per 10,000 sf. • Bicycle parking for residential uses = 1 bicycle space per dwelling unit (long term); 1 short term space per 20 dwelling units	No parking is provided for vehicles. Bike parking will be provided for the commercial and residential uses - see the ground floor level in all schemes. Bike parking required, provided as follows: restaurant: 1 long term, 2 short term, required & provided retail: 1 long term, 1 short term, required & provided restaurant: 1 long term, 2 short term, required & provided residential: 96 long term, 5 short term, required & provided total: 99 long term, 10 short term, required & provided	**COMPLIES**
MANDATORY HOUSING AFFORDABILITY 23.58C.040 TABLE B		
• Low area • Zones with a (M) suffix - $7.92/sf developer contribution (residential) / $5.78/sf (commercial)		**DEVELOPER CONTRIBUTION WILL COMPLY**

street scape compatibility,
specific to california ave


architectural facade composition


enhanced exterior ground floor space
for restaurants to spill outward and
pedestrians to interact


architectural expression considered
on all facades

Seattle Design Guidelines

PL3: Street Level Interaction

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 retail activities in the building.
2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.
3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

The preferred scheme provides a variety of opportunities for street level interaction. The west façade is intended to be highly glazed, allowing for both a physical and visual connection to the interior. The commercial spaces face both outward towards the street and north/south lot lines. With outdoor seating at the north commercial space as well as an opportunity for incorporating covered outdoor space for use by the retailers, the project accommodates all-weather opportunities.

DC2: Architectural Concept

B. Architectural and Façade Composition

1. Façade Composition: Design all building façades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.
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. These may include:
a. newsstands, ticket booths and flower shops (even if small or narrow);
b. green walls, landscaped areas or raised planters;
c. wall setbacks or other indentations;
d. display windows; trellises or other secondary elements;
e. art as appropriate to area zoning and uses; and/or
f. terraces and landscaping where retaining walls above eye level are unavoidable.

This project is located mid-block, but will likely be highly visible for the time being. To the south, is the venerated Shadowland, to the north a small scale commercial structure, and to the east is the alley. As such, care has been given to ensure that all facades are considered compositionally, and provide attractive elements including balconies, fenestration, and materiality that wraps all sides. Care has been given to minimize blank walls, with very few blank walls occurring in the preferred scheme. The twisting forms accommodate balconies that are fully integrated into the massing and fenestration patterns as well as lighter weight balconies that act as secondary architectural elements.

West Seattle Junction Design Guidelines

CS2: Urban Pattern & Form (West Seattle Supplemental Guidance)

I. Streetscape Compatibility
A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction's mixed use areas (as previously defined). New development—particularly on SW Alaska, Genesee, Oregon and Edmunds Streets—will set the precedent in establishing desirable siting and design characteristics in the right-of-way.
i. 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.
ii. Provide recessed entries and ground-related, small open spaces as appropriate breaks in the street wall.

The preferred scheme breaks up the street wall in a variety of ways. The western portion of the massing extends close to the sidewalk, with recessed entries for the commercial and residential entries. This portion of the massing is approximately 16'-6" tall, to reflect the height/scale of neighboring structures, with the upper stories of the massing set back further from the street edge in order to reduce the scale of the street wall and avoid looming over the street scape. Recessed entries are provided that reflect the similar entries up and down the block. At the northwest corner of the structure, the mass is set even further back, providing a small on-grade open space, anticipated to be used for outdoor dining.

proportional massing

varied setbacks enhance the pedestrian environment

human scale weather protection

outdoor dining provides break in street wall and enhances pedestrian experience

III. Height, Bulk and Scale

Current zoning in the Junction has created abrupt edges in some areas between intensive, mixed-use development potential and less-intensive, multifamily development potential. In addition, the Code-complying building envelope of NC-65' (and higher) zoning designations permitted within the commercial core (see Map 1, page 1) would result in development that exceeds the scale of existing commercial/ mixed-use development. More refined transitions in height, bulk and scale—in terms of relationship to surrounding context and within the proposed structure itself—must be considered.

ii. The massing prescribed by Neighborhood Commercial development standards does not result in mixed-use development that is compatible with the existing context. Among recent development in NC-65' zones and higher, the base (ground level commercial area) often appears truncated by the upper residential levels within a mixed-use building. The 13- foot, lot line – to – lot line commercial ground floor is an inadequate base for buildings of this size in terms of overall proportion. Moreover, surrounding commercial structures along California Avenue tend to have a building mass of 20 to 30 feet at the front property line. Therefore, for new development in Neighborhood Commercial zones 65' or higher:

a. Patterns of urban form in existing built environment, such as setbacks and massing compositions.

b. Size of Code-allowable building envelope in relation to underlying platting pattern.

iii. New buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the façade— particularly important for long buildings—into sections and character consistent with traditional, multi-bay commercial buildings prevalent in the neighborhood's commercial core (see map 1, page 1).

At the northern end of California, where this site is located – the majority of the existing structures have a 20' massing or shorter, as compared to the southern end of California. This reduced scale is also reflected in the zoning, with a lower height limit at the northern end than at the denser, more active portions of California Ave. As such, while it is important for the base to extend higher than a single story – a two-story base likewise feels out of scale. Our preferred scheme utilizes the patterns in the existing built environment to provide a 1.5 story base. Additionally, by setting back a portion of the massing, the street edge and façade are broken up into a scale more consistent with the neighborhood's commercial core buildings. Modulation at all levels helps to break up all visible facades.

PL1: Connectivity (West Seattle Supplemental Guidance)

I. Human Activity

An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realms.

i. Particularly in the California Avenue Commercial Core (see map 1, page 1), proposed development is encouraged to set back from the front property line to allow for more public space that enhances the pedestrian environment. Building facades 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.

iii. 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.

A portion of the preferred massing extends close to the property line, but the northwest corner is intentionally set back in order to accommodate an outdoor dining space or similar public space. Large, inviting windows are anticipated along this edge to provide nighttime lighting as well as a connection to the interior.

The massing at the southwest edge extends closer to the sidewalk, and is intended to provided recessed entries (responsive to the adjacent Shadowland entry) and large, open, and inviting storefront windows.

PL2: Walk-ability (West Seattle Supplemental Guidance)

I. Human Scale

Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

i. Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.

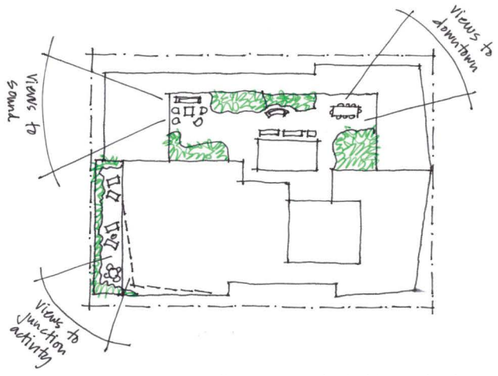
Overhead weather protection should be designed with consideration given to:

a. Continuity with weather protection on nearby buildings

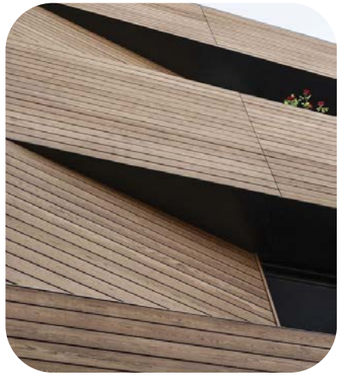
b. When opaque material is used, the underside should be illuminated

c. The height and depth of the weather protection should provide a comfortable scale for pedestrians.

While this project seeks to provide continuity of weather protection with nearby buildings, the intention is to provide a raised awning closer to 13', which will better reflect the overall height and proportion of the building, and provide flexibility to ensure



amenity spaces oriented towards views


integrated balconies


detail through textured siding


rotating material direction

year-round usage of the outdoor patios. Additionally, a raised awning will provide a more comfortable scale for the outdoor patio/dining spaces and entries and allow for overhead heaters and lighting. Uplighting or other soffit lighting will provide a soft glow on the underside of the awnings.

II. Pedestrian Open Spaces and Entrances

Design projects to attract pedestrians to the commercial corridors (California, Alaska). Larger sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. The Design Review Board would be willing to entertain a request for departures from development standards (e.g. an increase in the 64% upper level lot coverage in NC zones and a reduction in open space) to recover development potential lost at the ground level.

i. Street Amenities: Street scape amenities mark the entry and serve as way finding 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;

b. accent pavers at corners and mid-block crossings;

c. planters;

d. seating.

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

Note: The recently completed California Avenue SW street improvement project offers good examples of street amenities that could be repeated in portions of new developments that extend into the public realm. Details of these streetscape elements can be obtained from the West Seattle Junction Association.

All options offer a setback of some degree on the ground floor to allow for spillage from the commercial units to the public space. Our preferred scheme, has multiple breaks in the streetscape, accommodating a variety of pedestrian open spaces and entrances. Open space at the northern edge allows the commercial space to spill out on both the north and west facades – providing an active streetscape. The western edge of the façade extends close to the sidewalk, with recessed entries that help to mimic the existing condition of the other commercial spaces along the block. The larger setback to the north creates a break in the street wall while allowing the commercial spaces to spill and mingle. Street amenities and pedestrian enhancements are anticipated to include pedestrian scale lighting, planters, and seating, per the design guidelines.

DC2: Architectural Concept

I. Architectural Concept and Consistency

i. New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher - should reflect the scale of the overall building. New mixed-use buildings are encouraged to build 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.

ii. The use and repetition of architectural features and building materials, textures and colors can help create unity in a structure. Consider how the following can contribute to a building that exhibits a cohesive architectural concept:

a. facade modulation and articulation;

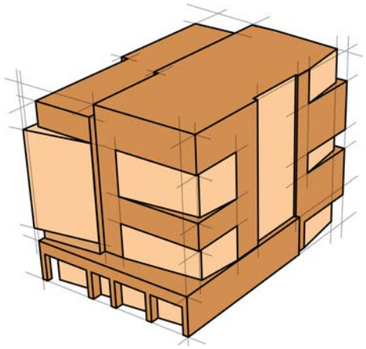
b. windows and fenestration patterns;

c. trim and moldings;

d. grilles and railings;

e. lighting and signage.

The ground floor levels have been designed to read as part of the overall massing, but can also be distinguished as a commercial base through the use of secondary architectural features such as overhangs and materiality. While located within the Junction, this project site is slightly off the beaten path, and accordingly relates to its neighboring buildings in a slightly different way. Proportionally, a two story base for a 75' building (compared to the 85' structures down the street) appears to be too tall, especially when compared to the existing structures on the block. Alternatively, a one story base appears too squat. Our preferred scheme utilizes a 1.5 story base (one tall story plus parapet), reinforcing the scale of the block while still creating a substantial base that extends close to the front and side property lines. A solid base allows the massing above to be more playful, while still holding the street edge.



SCHEME 4: REFINED PINWHEEL (APPROVED)

Scheme 4 (the refined pinwheel) is zoning code compliant and provides visual interest and movement along all facades. The overall mass of the building has been broken down into smaller pieces of the puzzle and further refined, which then twist and turn to gesture towards a variety of uses and views. The structure is able to respond to its location close to the intersection of California and Oregon, the Farmer's Market, aim views to the Sound, as well as views towards downtown Seattle. The ground floor commercial spaces have been broken up to provide a streetscape that takes guidance from the pedestrian experience on California Ave. The building is provided with a strong base to reflect the datum found in the commercial core and inset storefronts and entries are use to enhance and widen the pedestrian zone. The north edge of the building opens up at the ground floor, creating a visual connection from the street to the alley.

NO OF RESIDENTIAL UNITS: 96
NO OF COMMERCIAL UNITS: 3 - 3,351 SF
PARKING: 0 (NONE REQUIRED)

BENEFITS:

- Ground floor commercial spaces step back from the street, echoing the pedestrian experience found along california ave.
- A solid base is provided at the ground level, following the datum found along this block and providing a transition from the northern commercial core to the main core.
- Residential lobby is centrally located off of California Ave, allowing for an easily identifiable entry for visitors and residents, that is also reinforced by the upper massing.
- Refined modulation provides visual interest on all facades, while minimizing blank walls
- Two outdoor spaces are provided - at the roof with views to downtown and the sound, and at the second floor with opportunities for connection to the street.
- Angled facades provide the opportunity for multiple balconies on all upper floors.

CONCERNS:

- The complex form has been refined, but must be carefully detailed with fenestration and materials to avoid creating a busy facade.

DEPARTURES:

- None required; none requested.

DESIGN GUIDANCE	EDG 1 BOARD COMMENTS	DESIGN TEAM RESPONSE - REFINED PINWHEEL	EDG 1 APPLICABLE DESIGN GUIDELINES
MASSING OPTIONS AND CONTEXT	a. The Board unanimously preferred EDG Option 3 to the other options due to the strength of its four-sided massing expression and the massing reduction provided by the regular massing segmentation of all façades. However, the Board requested additional refinement of the concept and the relationship of massing to context and unanimously recommended that the design proposal return for a second early design guidance meeting with a refined massing option based on Option 3.	The revised massing option continues the massing expression and related massing reduction of option 3, with further refinement. The massing has been simplified while maintaining the regular massing segmentation of all facades.	• CS2-D-2. Mid-Block Sites • West Seattle Junction CS2-III-iv. Break Up Visual Mass • DC2-B. Architectural and Façade Composition • DC2-A. Reducing Perceived Mass
	b. The Board emphasized the need for a stronger massing transition to the zone transition to the east, compared with those currently shown in the design options, and requested additional study of potential massing responses to the zone transition at the EDG 2 phase. The Board clarified that the additional study should show clear massing responses to the adjacent NC2-55 (M) zone. Drawings should include sections that show the change in grade and the permitted zoning envelopes of adjacent sites.	The design team evaluated several similarly scaled recent projects, as well as the change in grade between our project site and the sites across the alley. In order to better respond to the zone change, we have set the building further back from the alley edge along the full width than was previously shown, as well as provided a second step back at the northern half of the eastern edge. These setbacks are consistent with or greater than most setbacks provided by similar buildings. We have additionally stepped the upper level back at the southern half of the eastern edge to provide additional height modulation.	• West Seattle Junction CS2-1. Streetscape Compatibility • West Seattle Junction CS2-III. Height, Bulk, and Scale • CS2-D-3. Zone Transitions • CS2-D-4. Massing Choices • DC2-A. Architectural and Façade Composition
CONCEPT DESIGN	a. Although the Board preferred the expression of Option 3 massing, the Board expressed concern over the complexity of the massing design of the upper floors above the base and encouraged simplification of the massing design to improve the conceptual legibility. The middle massing diagram on packet page 34 was identified by the Board as a simplified version of the Option 3 concept that is less complicated and allows for improved legibility.	Following board guidance, the team significantly simplified and regimented the massing design for conceptual legibility. The middle massing diagram on page 34 was used for initial guidance, however both the design team and project owner felt this massing scheme was overly simplified and the reduced modulation created an overwhelming and out of scale massing. A minimal amount of additional modulation was provided along the southern portion of the mass to help break down the scale along the visible façade. Previously, the floors plans varied with every floor as the modulation varied at all levels. The scheme has been simplified to maintain clear legible floor plans which relate to a clarified hierarchy of massing modulation.	• CS3-A-4. Evolving Neighborhoods • West Seattle Junction DC2-I-ii. Cohesive Architectural Concept • DC2-B-1. Façade Composition
	b. With the guidance above, several Board members offered a suggestion that reorganizing residential units to a layout similar to that of Option 2, with units primary facing east and west, would help to simplify the massing design and would leave fewer units vulnerable to being visually blocked by potential future development on adjacent sites.	Following board guidance, the design team reorganized the residential units to primarily face east and west.	• CS2-D-2. Mid-Block Sites • DC2-B. Architectural and Façade Composition
	c. The Board recognized the high visibility of the north and south façades along the California Avenue SW frontage due to the one-story heights of adjacent buildings and encouraged the applicant to maintain the massing concept throughout the building design and to allow for an organized window pattern along the side façades.	The massing maintains its setbacks on the north and south sides, with a unified massing concept that is consistent on all facades, which allows for an organized window pattern along the side facades.	• CS2-C-2. Mid-Block Sites • West Seattle Junction DC2-I-ii. Cohesive Architectural Concept • DC2-B-2. Blank Walls

DESIGN GUIDANCE	EDG 1 BOARD COMMENTS	DESIGN TEAM RESPONSE	APPLICABLE DESIGN GUIDELINES
STREET FRONTAGE DESIGN	a. The Board expressed concern that the commercial base lacked a strong massing relationship to the surrounding commercial character, particularly in the retail height. The Board requested additional analysis of the existing commercial character surrounding the site at the EDG 2 phase to show how the first-floor commercial base relates to the surrounding commercial district and to potential future development on adjacent sites. The Board specifically requested the use of plan and elevation drawings to illustrate these relationships.	The design team further analyzed the neighborhood block with additional studies of the adjacent base height and character buildings. The team determined that the proposed height of the commercial base is consistent, especially with character buildings that will most likely not change due to historic significance and use. The base can also relate to future structures with it's 1-1/2 story height, similar to other new structures in the Junction.	• West Seattle Junction CS3-1. Architectural Context • CS3-A-f. Evolving Neighborhoods • West Seattle Junction PL2. Walkability • West Seattle Junction DC2-I. Architectural Concept and Consistency • DC2-C-3. Fit with Neighboring Buildings
	b. The Board expressed concern about the legibility of residential and commercial entries along the street frontage and the sequence of pedestrian movements through the shared commercial and residential space. The Board provided the following guidance to clarify and refine the entry design:	Per Board guidance, the residential entry has been separated from the commercial spaces, so that there is clear wayfinding for both residents and visitors.	• PL2-D-1. Design as Wayfinding • PL3-A. Entries
	i. Refine the hierarchy of entries to improve wayfinding to the various commercial spaces and the residential units. ii. Improve the legibility of the residential entry from the street frontage.	The residential entry now has a clearly defined entrance directly off the street frontage on California Ave. The entry is further highlighted by the vertical break above in massing that occurs in the upper levels	• PL2-D-1. Design as Wayfinding • PL3-A. Entries
	iii. The Board expressed concern about the security of the residential use and the confusion to the residential entry caused by the pedestrian passageway. The Board requested refinement of the organization of interior spaces along the street frontage to clarify the sequence of entry for residential and commercial uses at the ground level.	Per Board recommendation, the interior passageway has been eliminated in favor of an exterior open space that provides multiple programming opportunities. The residential entry and commercial spaces have been reorganized in order to provide access directly to California Ave.	• DC1-A-1. Visibility • PL3-C-1. Porous Edge
	iv. The Board was not convinced that the slanted commercial entries proposed for the street frontage established a sufficient link to context or to the overall design concept and requested additional refinement of the commercial entries to show the intended relationship to nearby commercial context.	The recessed angled entries are a common theme along California Ave, and also reinforce the angled massing above. The width of these entries have been increased in order to allow for deeper recesses, increased spillover onto the sidewalk, and to better relate to the overall design concept.	• West Seattle Junction CS3-I-ii. Architectural Cues • DC2-C. Secondary Architectural Features
	c. The Board acknowledged aspects of the retail frontage design that could be strong aspects as the design progresses, such as the use of a ground floor projection with second floor balcony to engage the street frontage. The Board asked the applicant to consider providing an area of recessed frontage where possible to allow for a widened pedestrian space	The design team agreed with the Board's recommendations about the retail frontage design. The ground floor has been provided with recessed retail entries to allow for a widened pedestrian realm. Additionally the second floor has an outdoor space, as recommended, to allow residents to engage and keep eyes on the street.	• West Seattle Junction PL1-I-iii. Recessed Entries • PL1-B-3. Pedestrian Amenities, • PL1-C-1. Selecting Activities • PL2-B-1. Eyes on the Street

DESIGN GUIDANCE	EDG 2 BOARD COMMENTS	DESIGN TEAM RESPONSE - EDG 2	APPLICABLE DESIGN GUIDELINES
MASSING OPTIONS AND CONTEXT	a. The Board unanimously preferred the new Scheme 4 shown the EDG 2 packet over the other design schemes from the first EDG packet. The Board agreed that Scheme 4 successfully followed EDG guidance to simplify the massing form of Scheme 3 from the first EDG packet.	Noted. The team will continue to develop scheme 4.	• CS2-D-2. Mid-Block Sites • West Seattle Junction CS2-III-iv. Break Up Visual Mass • DC2-B. Architectural and Façade Composition • DC2-A. Reducing Perceived Mass
	b. For the east side of the building adjacent to a zone transition, the Board supported the improved massing legibility and increased upper-level massing setbacks of Scheme 4 compared to Scheme 3 as appropriate massing responses to the shorter zone to the east.	Noted. The team will continue to develop scheme 4.	• West Seattle Junction CS2-III. Height, Bulk, and Scale • CS2-D-3. Zone Transitions • CS2-D-4. Massing Choices • DC2-A. Architectural and Façade Composition
BUILDING DESIGN	a. The Board supported the use of a simple organization of fenestration to support the relatively complex massing form. Specifically, the Board cited the use of a simple aligned window pattern as shown on EDG 2 packet page 34 as an appropriate way to complement the relatively complex massing form	The team has studied the fenestration as directed. Care has been taken to align the doors and windows typically throughout the facade, in order to support the complex massing. See design study provided in packet.	• CS3-A-4. Evolving Neighborhoods • West Seattle Junction DC2-I-ii. Cohesive Architectural Concept • DC2-B-1. Façade Composition
	b. The Board promoted minimizing visual complexity of the upper floors using a simple material palette that doesn't conflict with the massing design. For the building base, the Board stated its preference for a durable textured material that is consistent with ground-level materials within the Alaska Junction.	The team has studied the massing at the upper floors and materials palette at the base as directed. See design study provided in the packet.	• CS3-A-4. Evolving Neighborhoods • West Seattle Junction DC2-I-ii. Cohesive Architectural Concept • DC2-B-1. Façade Composition

DESIGN GUIDANCE	EDG 2 BOARD COMMENTS	DESIGN TEAM RESPONSE	APPLICABLE DESIGN GUIDELINES
STREET FRONTAGE DESIGN	a. The Board supported the improved legibility of the ground-level entries along the street frontage shown in Scheme 4. However, the Board expressed concern that the residential entry was not sufficiently differentiated from the retail entries. The Board supported the change in weather protection height at the residential entry shown on packet page 34 as a way to express the residential entry, but identified the need for additional differentiation of the residential entry from the commercial entries along the street frontage	The design team has exaggerated the residential entry's height even more than what was presented at EDG2. The consistency in design provides a continuity in street wall, while the overly tall entry sequence assists in providing a unique identity for the residential units.	• PL2-D-1. Design as Wayfinding • PL3-A. Entries • DC2-E-1. Legibility and Flexibility
	b. The Board expressed support for the proposed base height of 1 ½ stories, stating that it relates well to the height of the adjacent commercial building to the south and to surrounding commercial buildings.	Noted. The team will maintain the 1 ½ story base.	• West Seattle Junction CS3-1 Architectural • CS3-A-4. Evolving Neighborhoods • West Seattle Junction PL2. Walkability • West Seattle Junction DC2-I. Architectural Concept and Consistency • DC2-C-3. Fit with Neighboring Buildings
	c. The Board expressed safety and security concerns about the storefront frame extending toward the street frontage, citing their extended depth and potential disruption to the visual and physical continuity of the street frontage. The Board supported the definition of storefront space provided by the frames, but stated that the definition of storefront spaces should be accomplished in a way that increases visibility and openness of the commercial storefront.	Per Board suggestion, the design team has integrated the "frames" as columns which allows for visual openness and connection between the commercial spaces.	• West Seattle Junction CS3-I-ii Architectural Cues • PL2-B. Safety and Security • PL2-D-1. Design as Wayfinding • PL3-A. Entries • DC1-A-1. Visibility • DC2-C. Secondary Architectural Features
	d. The Board expressed concern that 6-foot width of the north walkway was not sufficiently wide to accommodate pedestrian movement and seating as shown in the design packet. The Board gave guidance to increase the width of the north walkway to better accommodate both types of uses with the intent to increase pedestrian activity on the north side of the building. The Board encouraged the applicant to examine methods to increase the walkway width in a way that complements the overall massing concept.	The design team has modified the northern open space to increase the angled open area adjacent to the column, allowing for additional circulation space in addition to the potential seating spaces. As a design team, we have completed many restaurant projects including outdoor dining spaces. In order for outdoor dining spaces to feel more intimate and comfortable, smaller and narrower spaces are actually preferred. We have included a few examples of successful narrow outdoor dining areas as examples. Additionally, we have closed off the eastern portion of the walkway in favor of a planted area, which maintains the visual connection while improving safety and enhancing the outdoor spillover space at the northwest.	• West Seattle Junction PL1-I-iii. Recessed Entries • PL1-B-3. Pedestrian Amenities • PL1-C-1. Selecting Activities • West Seattle Junction PL2. Walkability • PL2-B-1. Eyes on the Street

edg 2 board guidance - comment 2.a

The Board supported the use of a simple organization of fenestration to support the relatively complex massing form. Specifically, the Board cited the use of a simple aligned window pattern as shown on EDG 2 packet page 34 as an appropriate way to complement the relatively complex massing form.

planner guidance

Although the Board supported a simple material palette that doesn't conflict with the massing design, the overall pinwheeling concept is not evident as proposed. Furthermore, changing color at the southwest corner recesses only, and not at the other recesses, further diminishes the concept approved by the Board at EDG. Study ways to reinforce the overall concept. Options could include; increasing the contrast in all recesses, use a bolder color in the recesses to tie them to the angled commercial frontages on the ground floor, adjusting the window mullion pattern in the recesses to provide more movement in the facade, or other ways to subtly differentiate the various parts.

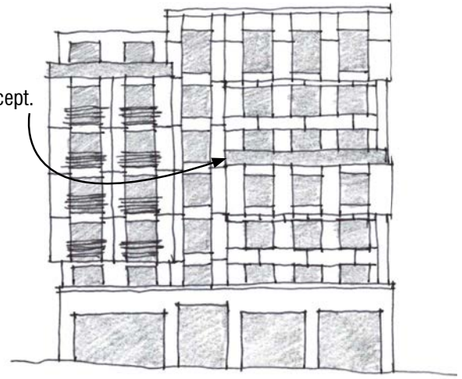
design response

The design team has studied a variety of organizational methods for material and fenestration. Per Board guidance, we first investigated a simplified fenestration and material palette, however this actually resulted in a less clear expression of the overall form. The team also investigated expressing the slipped form of the pinwheel concept by sliding the fenestration within the recessed portions of the structure, providing more movement in the form. The team determined that while this helped to express the concept, it created additional unnecessary complexity. Differentiation in the various portions of the massing was then considered using two formats of a similar material, flipping the application dependent on the individual massing move. Ultimately, the team utilized this material concept, but simplified it – applying the larger format siding to the outboard portions of the mass, and the smaller format to the cutaway sections. In conjunction with the more regimented fenestration pattern, this allows the subtractive nature of the design to be subtly expressed.

design guidelines

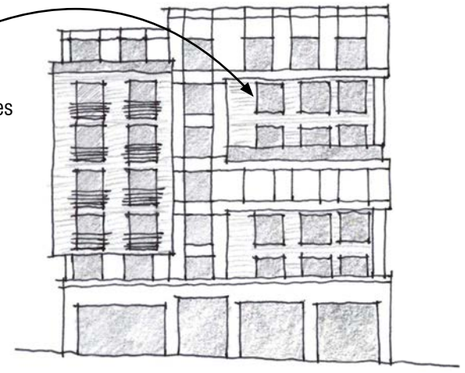
CS3-A-4. Evolving Neighborhoods
West Seattle Junction DC2-I-ii. Cohesive Architectural Concept
DC2-B-1. Façade Composition

One uniform material application loses concept.



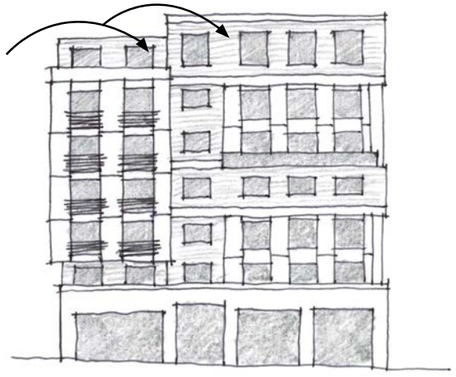
STUDY 1

Per planner recommendation fenestration at recesses slips past organized overall fenestration to respond to pinwheel concept.



STUDY 2

Masses are treated as inverse of each other, which reinforces concept, but is overly complicated/busy.



STUDY 3

proposed california ave facade

edg2 board guidance - comment 2.b

The Board promoted minimizing visual complexity of the upper floors using a simple material palette that doesn't conflict with the massing design. For the building base, the Board stated its preference for a durable textured material that is consistent with ground-level materials within the Alaska Junction.

planner guidance

Although the Board supported a simple material palette that doesn't conflict with the massing design, the overall pinwheeling concept is not evident as proposed. Furthermore, changing color at the southwest corner recesses only, and not at the other recesses, further diminishes the concept approved by the Board at EDG. Study ways to reinforce the overall concept. Options could include; increasing the contrast in all recesses, use a bolder color in the recesses to tie them to the angled commercial frontages on the ground floor, adjusting the window mullion pattern in the recesses to provide more movement in the facade, or other ways to subtly differentiate the various parts.

It appears that the red tile is used consistently across the entire ground floor. Although this helps draw attention to the commercial spaces, it does not help with differentiating the residential entry from those spaces. Study additional ways to use material change at the entry along with stepping back the deck above.

It appears that the ground plane along the entire street frontage is concrete. As a way to help differentiate the various uses along the street frontage and increase wayfinding and hierarchy, study alternative hardscape materials that reinforce the different uses and compliment the architecture.

design response

The proposed design provided for MUP submittal included a thin brick base with tile accents, consistent with ground level materials within the Junction. The upper floors utilized one material in two formats - cementitious lap and panel. The main body color was consistent throughout, with an accent color demarcating the modulation at the south massing only.

Further development of the project has enabled the concept to be integrated into the material expression. As the layers of the upper floor massing skin is peeled away by the pinwheel, the siding slips away to reveal a tonal expression with subtle texture changes. Much like an artichoke, the rough outer leaves/ form are peeled away to reveal a lighter an more highly textured expression.

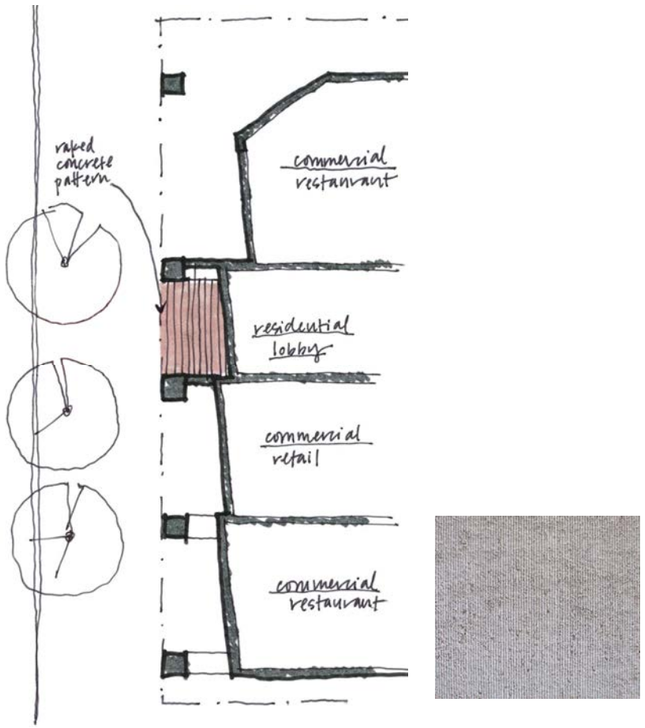
The materials at the building's base references the expression above, with a thick, rough brick facade that has a smooth and saturated matte and glossy tile interior at the storefronts.

Both applications contributes to an integrated concept and distinguishes the commercial from the residential entrance, while providing a backdrop that will accommodate future businesses.

design guidelines

CS3-A-4. Evolving Neighborhoods
West Seattle Junction DC2-I-ii. Cohesive Architectural Concept
DC2-B-1. Façade Composition

material application concept



ground plane hardscape - a raked patterning at the residential entry increases wayfinding for pedestrians and cyclists

commercial entry 1

commercial entry 2

commercial entry 3

residential entry

edg2 board guidance - comment 3.a

The Board supported the improved legibility of the ground-level entries along the street frontage shown in Scheme 4. However, the Board expressed concern that the residential entry was not sufficiently differentiated from the retail entries. The Board supported the change in weather protection height at the residential entry shown on packet page 34 as a way to express the residential entry, but identified the need for additional differentiation of the residential entry from the

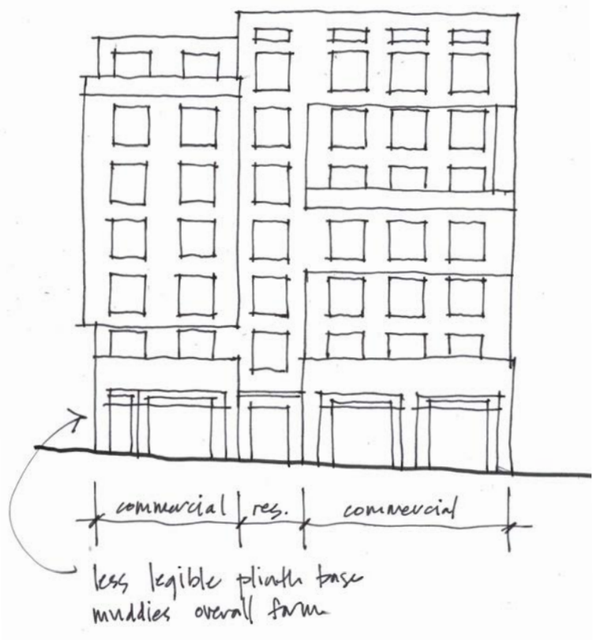
planner guidance

Study removing the portion of deck above and aligning the vestibule wall with the face of the building above.

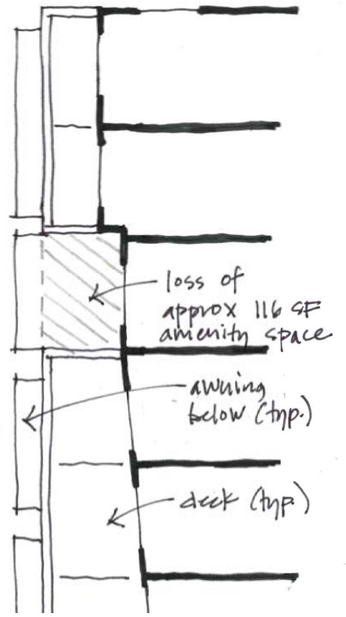
Although the residential entry bay has been raised by a modest 12” and the canopy raised slightly higher, when viewed in perspective, these moves do little to address the lack of hierarchy or solve wayfinding and legibility concerns expressed by the Board. Look at more substantial changes that address the concern such as stepping back the deck above in the entry bay so that there is a clear differentiation and reinforce the pivot point of the floors above.

design response - deck / vestibule wall alignment

Eliminating the deck above the vestibule wall is not feasible, as that is reduces the amenity space above by over 100sf. It is not possible to add this square footage to the roof deck, as it would put us over the allowable occupant load. Nor, are we able to provide upper level balconies large enough to be considered amenity space. Furthermore, while breaking up the plinth base form is successful in providing clear wayfinding, we believe that it provides a more muddied overall form.



deck / vestibule alignment - elevation study



deck / vestibule alignment - 2nd level plan study

design guidelines

PL2-D-1. Design as Wayfinding
PL3-A. Entries
DC2-E-1. Legibility and Flexibility

edg2 board guidance - comment 3.a

The Board supported the improved legibility of the ground-level entries along the street frontage shown in Scheme 4. However, the Board expressed concern that the residential entry was not sufficiently differentiated from the retail entries. The Board supported the change in weather protection height at the residential entry shown on packet page 34 as a way to express the residential entry, but identified the need for additional differentiation of the residential entry from the commercial entries along the street frontage.

planner guidance

Study removing the portion of deck above and aligning the vestibule wall with the face of the building above.

Although the residential entry bay has been raised by a modest 12” and the canopy raised slightly higher, when viewed in perspective, these moves do little to address the lack of hierarchy or solve wayfinding and legibility concerns expressed by the Board. Look at more substantial changes that address the concern such as stepping back the deck above in the entry bay so that there is a clear differentiation and reinforce the pivot

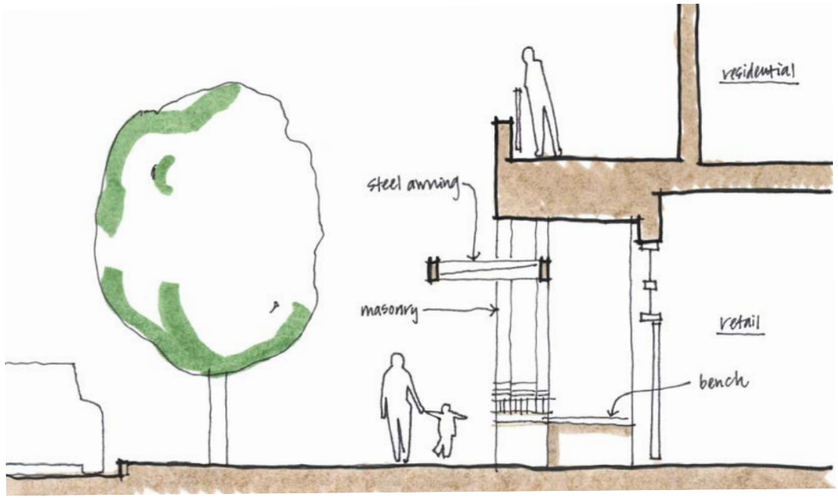
design response - entry expressions

The design team has studied the entry expressions of the residential and commercial spaces, as well as how the weather protection elements contribute to wayfinding and legibility. At the commercial spaces, the canopies have been lowered to a more pedestrian friendly scale, maintaining a consistent alignment. This allows for a clear delineation of the commercial spaces. The residential entry canopy has been further raised and differentiated from the commercial spaces by utilizing a canopy that angles upward.

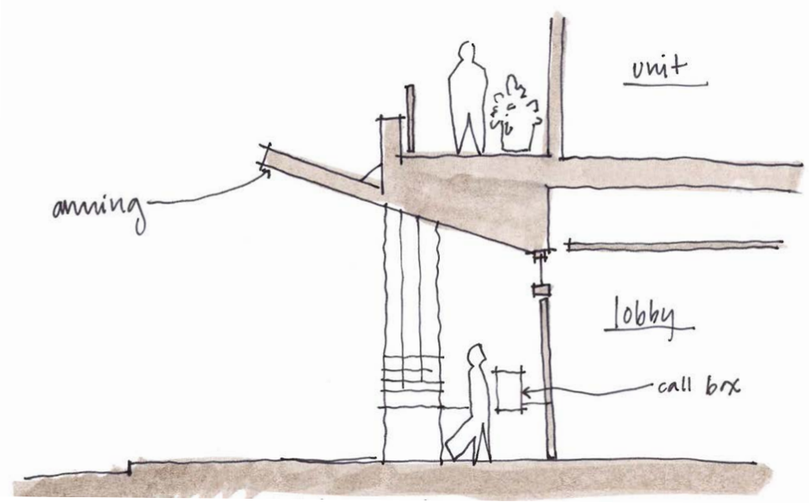
Additionally, the design team has utilized materiality to further distinguish the residential and commercial entries. Colored green tiles and a stained wood soffit are used at the residential entry only. This visually connects to the massing above, while distinguishing it from the white tiled commercial spaces. The street frontage is unified with a velour textured brick.

design guidelines

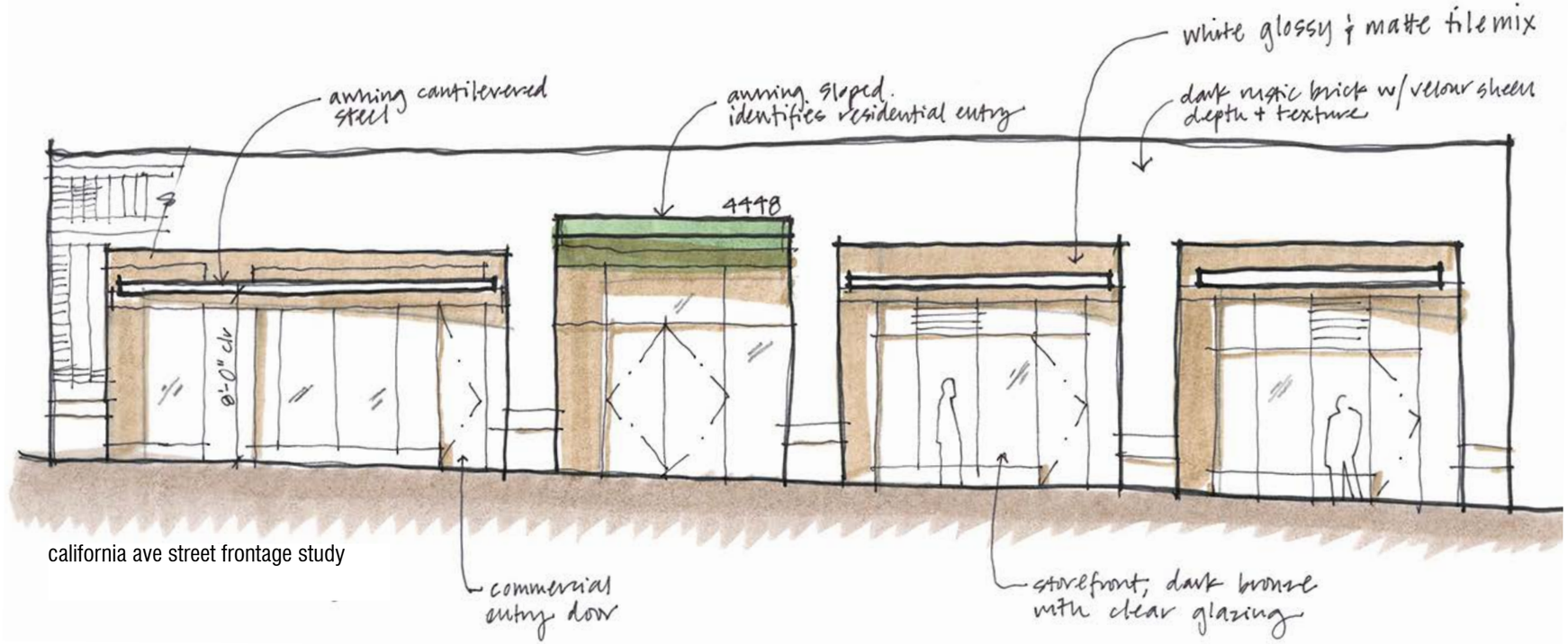
PL2-D-1. Design as Wayfinding
PL3-A. Entries
DC2-E-1. Legibility and Flexibility



commercial entry study



residential entry study



california ave street frontage study

edg2 board guidance - comment 3.d

The Board expressed concern that 6-foot width of the north walkway was not sufficiently wide to accommodate pedestrian movement and seating as shown in the design packet. The Board gave guidance to increase the width of the north walkway to better accommodate both types of uses with the intent to increase pedestrian activity on the north side of the building. The Board encouraged the applicant to examine methods to increase the walkway width in a way that complements the overall massing concept.

planner guidance

This plan does not show the proposed temporary bike racks shown on the architectural plan. Reconcile the two plans and resolve the circulation conflicts between seating, bikes in the rack blocking circulation, and the dead-end gate condition. Is this a security issue and will people carrying their bikes past people at the tables be desirable?

Show how the bike racks in this location work with gate clearances when bikes are locked up here. Study moving these closer to the street frontage, so they do not impact circulation.

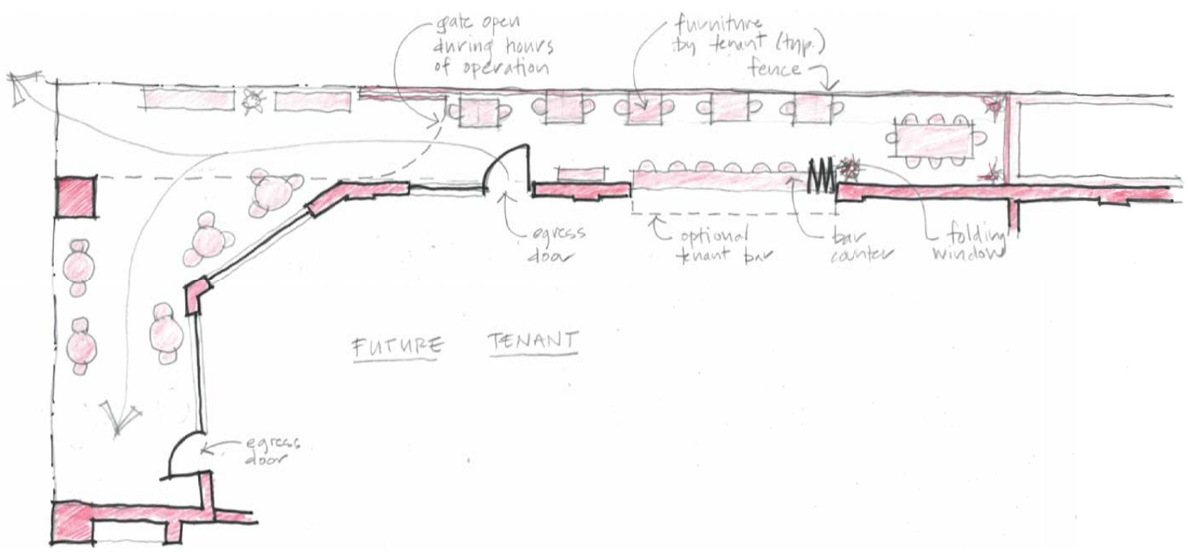
design response

Per Board guidance, the design team has modified the northern open space to increase the angled open area adjacent to the column, allowing for additional circulation space in addition to the potential seating options.

Upon further analysis, the gated passage could provide a security concern for residents, as well as reduce the viability of the northern spillover space for the commercial tenant. The northern areaway has been redesigned, to provide a planting area to the west. The short-term bicycle parking has been moved to the planting strip in front, so that users do not need to pass through the outdoor commercial space to park their bikes. These moves maintain the visual connection from alley to street, while provide a safer experience for all, and a more comfortable outdoor dining experience. Without pedestrians passing through the space, the outdoor area is more than sufficient for outdoor dining and recreation. A large folding window with outdoor counter seating is proposed, allowing for a direct visual connection between indoors and outdoors.

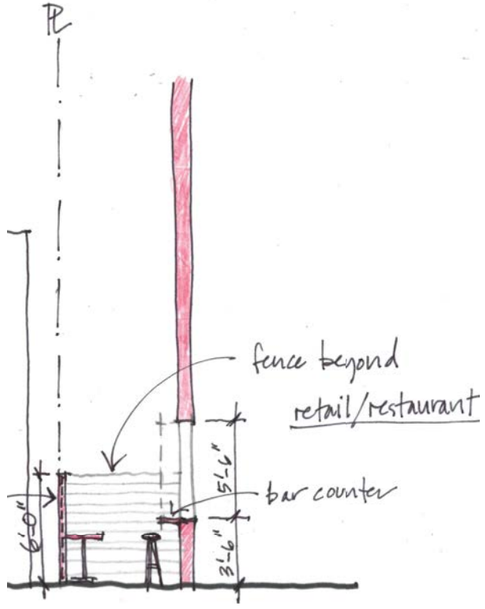
design guidelines

West Seattle Junction PL1-I-iii. Recessed Entries
PL1-B-3. Pedestrian Amenities
PL1-C-1. Selecting Activities
West Seattle Junction PL2. Walkability
PL2-B-1. Eyes on the Street



counter seating can be provided on both sides of the window for year round enjoyment

outdoor counter seating can face a bar or kitchen



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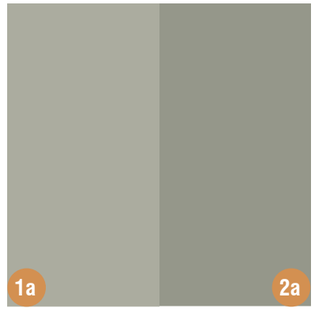
MATERIALS LEGEND

1 James Hardie (or equivalent) 4” Cementitious Board Lap Siding w/ metal trim profile, paint 1a, 0.312” thick

2 James Hardie (or equivalent) Cementitious Board Panel Siding w/ painted metal reveal, paint 2a, 0.312” thick



1a Sherwin Williams SW 6185 Escape Gray

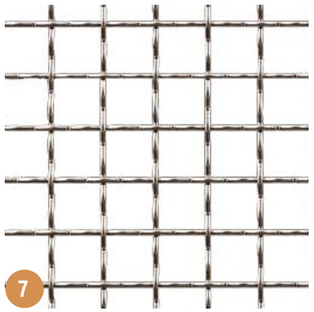
2a Sherwin Williams SW 9130 Evergreen Fog

3 Endicott Thin Brick, Manganese Ironspot, Velour, 1/2” thick

4 Daltile Natural Hues, Pearl White, 4”x4”, mix of glossy & matte finishes, 5/16” thick

5 Daltile Natural Hues, Pine, 4”x4”, mix of glossy & matte finishes, 5/16” thick

6 Kawneer Dark Bronze No. 40 anodized metal storefront system w/ clear glazing



7 McNichols Square Wire Mesh with Intercrimp Weave 1/2” opening, powdercoat

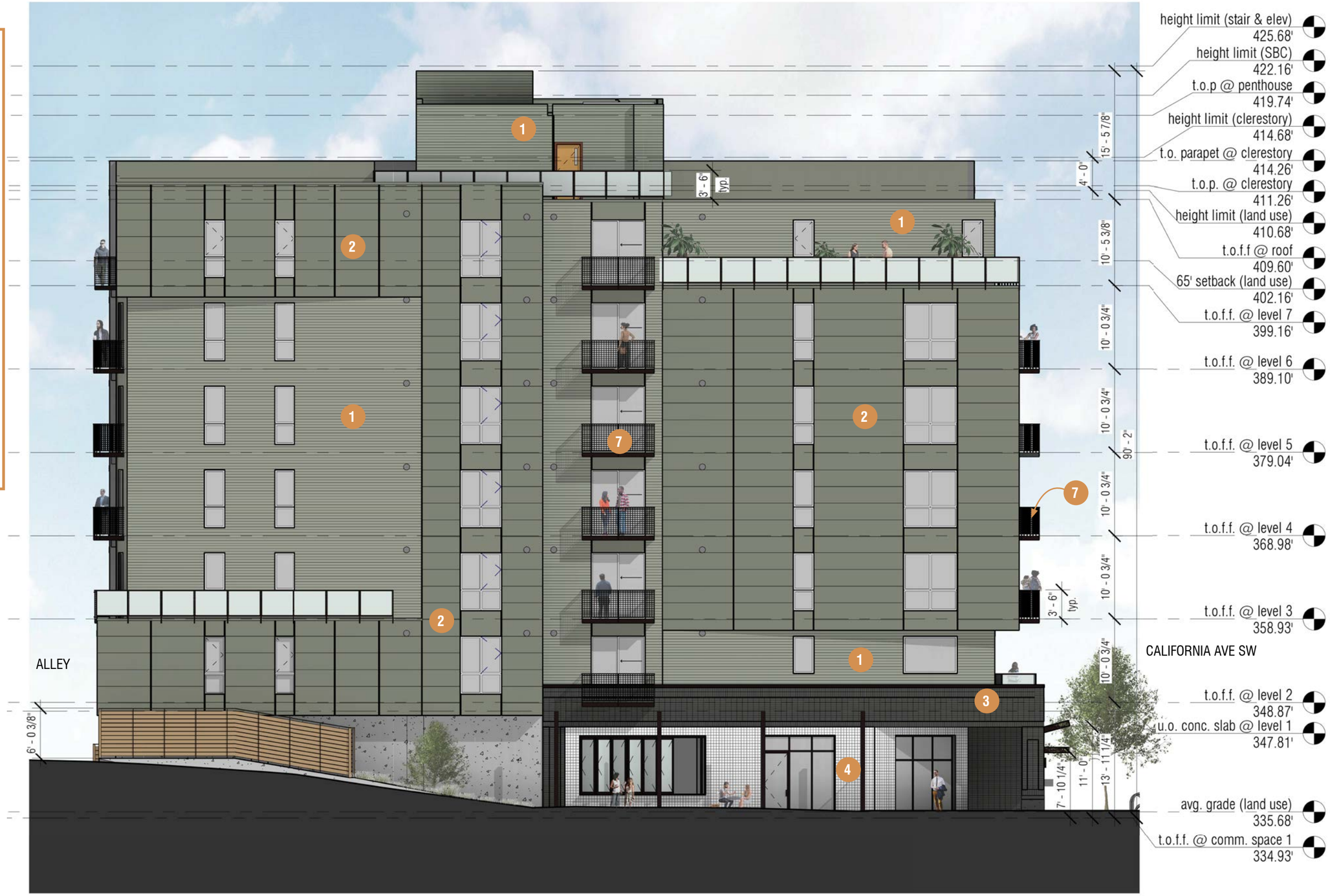
7a Fluropon Classic II, L/G Dark Bronze Gold

material legend

1. 4” Cementitious Board Lap Siding w/ metal trim profile
1a. Siding Paint 1a: Sherman Williams, SW6185 Escape Gray
2. Cementitious Board Panel Siding w/ painted metal reveal
2a. Siding Paint 2a: Sherman Williams, SW9130 Evergreen Fog
3. Endicott Thin Brick, Manganese Ironspot Velour
4. Daltile Natural Hues, Pearl White, 4x4 mix of glossy and matte finishes
5. Daltile Natural Hues, Pine, 4x4 mix of glossy and matte finishes
6. Kawneer Dark Bronze No. 40 anodized metal storefront system with clear glazing
7. McNichols Square Wire Mesh with Intercrimp Weave 1/2” opening; Powdercoat: Fluropon Classic II, L/G Dark Bronze Gold

material legend

1. 4” Cementitious Board Lap Siding w/ metal trim profile
1a. Siding Paint 1a: Sherman Williams, SW6185 Escape Gray
2. Cementitious Board Panel Siding w/ painted metal reveal
2a. Siding Paint 2a: Sherman Williams, SW9130 Evergreen Fog
3. Endicott Thin Brick, Manganese Ironspot Velour
4. Daltile Natural Hues, Pearl White, 4x4, mix of glossy and matte finishes
5. Daltile Natural Hues, Pine, 4x4, mix of glossy and matte finishes
6. Kawneer Dark Bronze No. 40 anodized metal storefront system with clear glazing
7. McNichols Square Wire Mesh with Intercrimp Weave 1/2” opening; Powdercoat: Fluropon Classic II, L/G Dark Bronze Gold



material legend

1. 4” Cementitious Board Lap Siding w/ metal trim profile
1a. Siding Paint 1a: Sherman Williams, SW6185 Escape Gray
2. Cementitious Board Panel Siding w/ painted metal reveal
2a. Siding Paint 2a: Sherman Williams, SW9130 Evergreen Fog
3. Endicott Thin Brick, Manganese Ironspot Velour
4. Daltile Natural Hues, Pearl White, 4x4, mix of glossy and matte finishes
5. Daltile Natural Hues, Pine, 4x4, mix of glossy and matte finishes
6. Kawneer Dark Bronze No. 40 anodized metal storefront system with clear glazing
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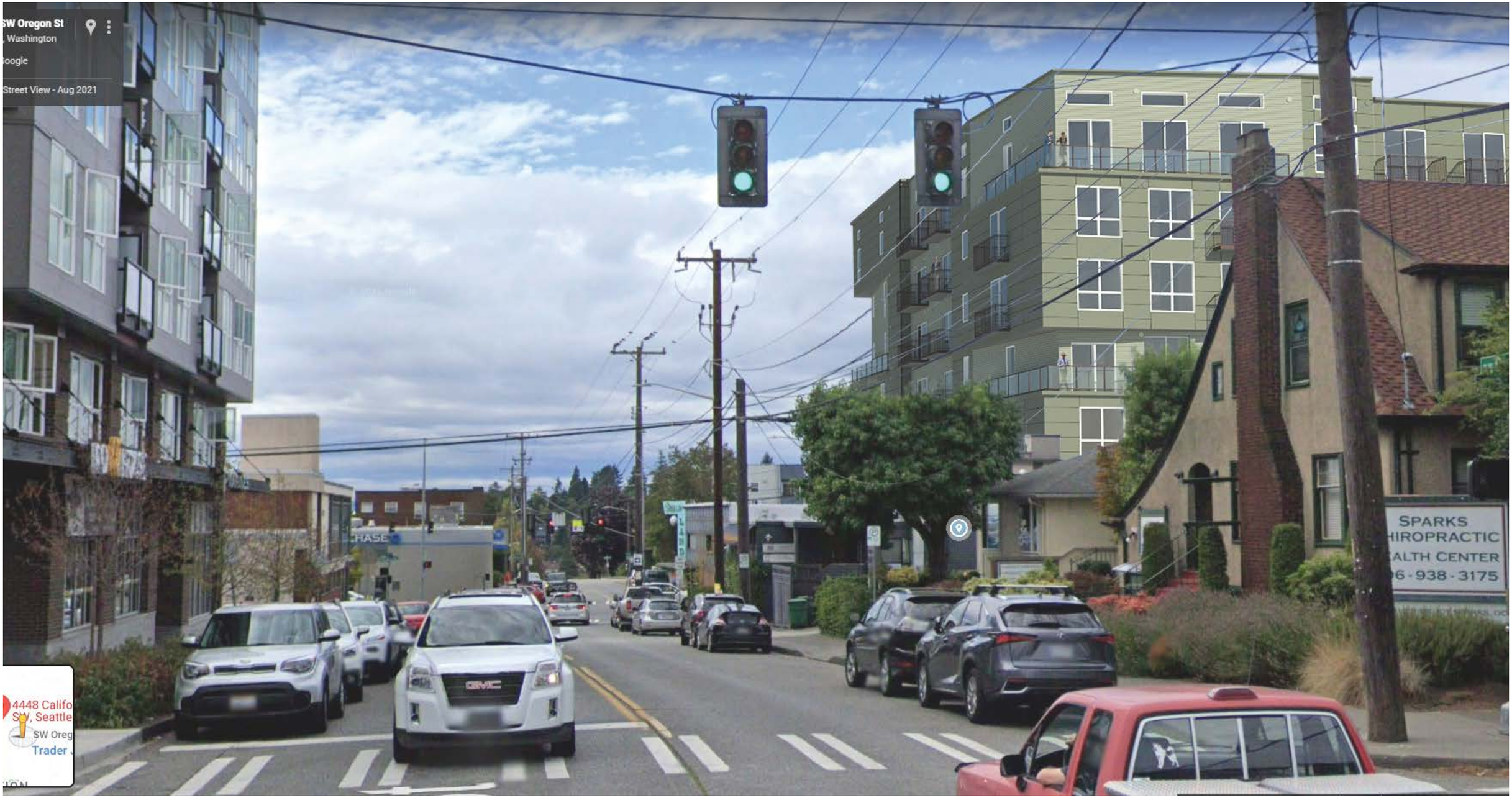
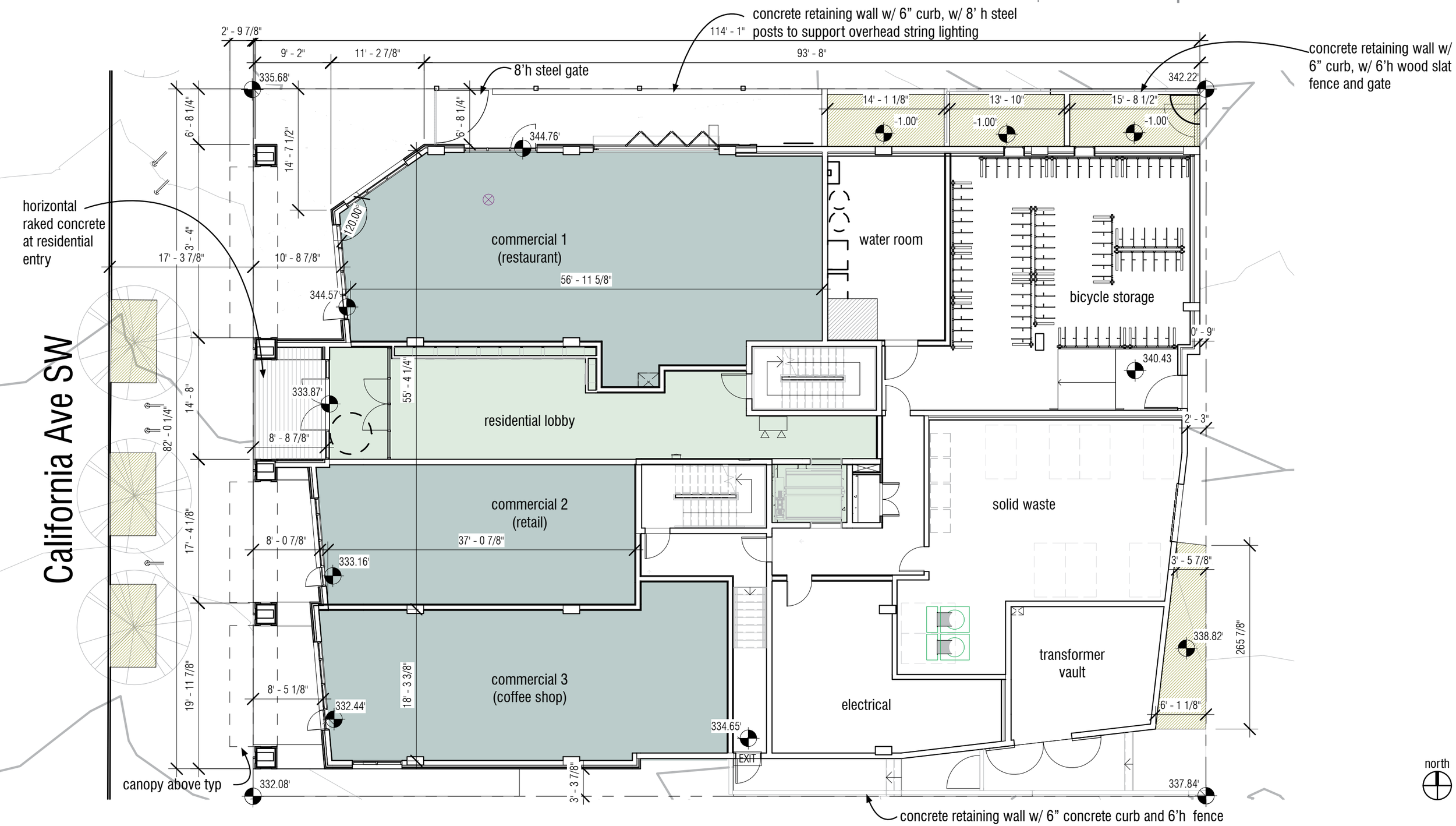
material legend

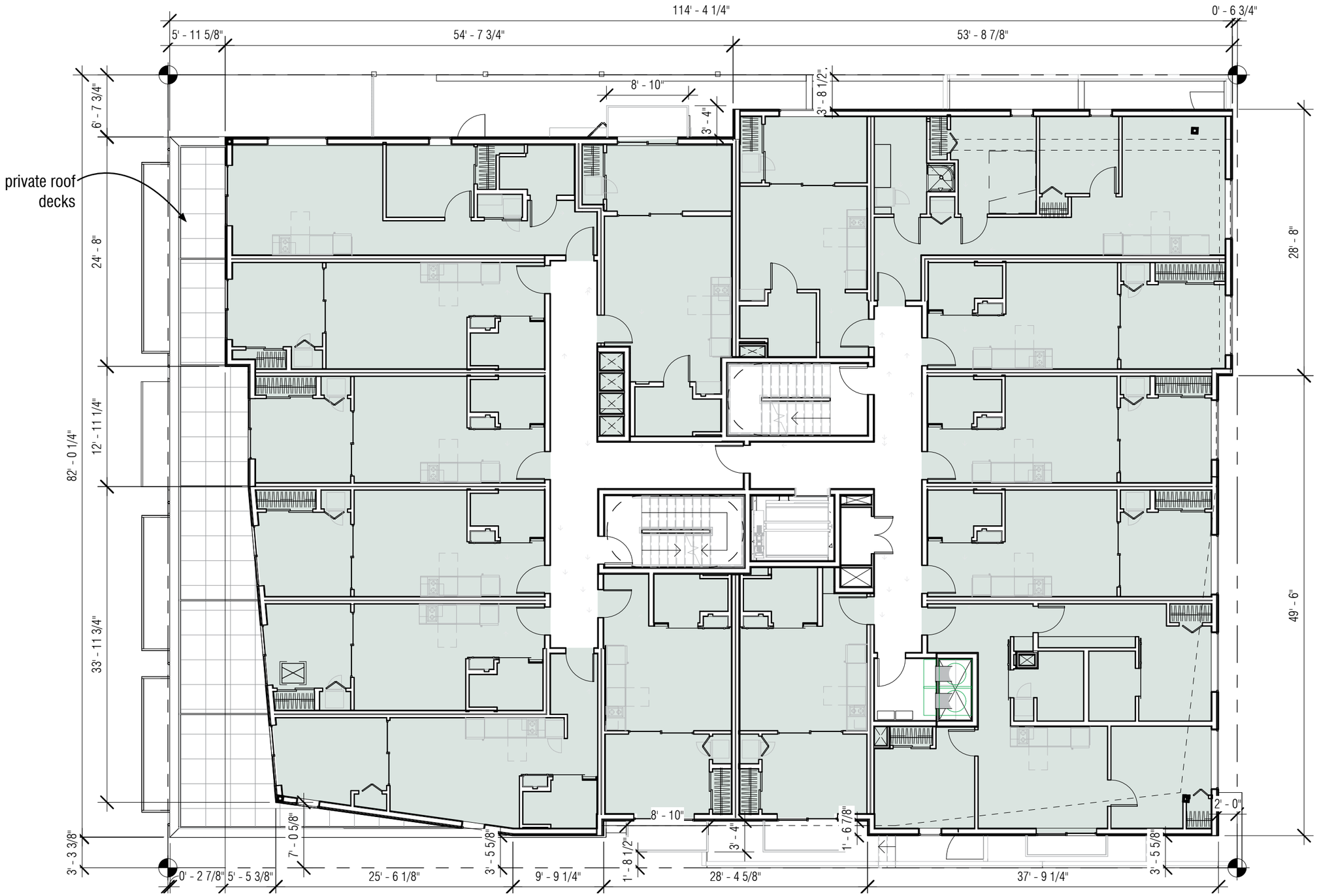
1. 4” Cementitious Board Lap Siding w/ metal trim profile
1a. Siding Paint 1a: Sherman Williams, SW6185 Escape Gray
2. Cementitious Board Panel Siding w/ painted metal reveal
2a. Siding Paint 2a: Sherman Williams, SW9130 Evergreen Fog
3. Endicott Thin Brick, Manganese Ironspot Velour
4. Daltile Natural Hues, Pearl White QH63, 4x4 mix of glossy and matte finishes
5. Daltile Pine, 4x4, mix of glossy and matte finishes
6. Kawneer Dark Bronze No. 40 anodized metal storefront system with clear glazing
7. McNichols Square Wire Mesh with Intercrimp Weave 1/2” opening; Powdercoat: Fluropon Classic II, L/G Dark Bronze Gold

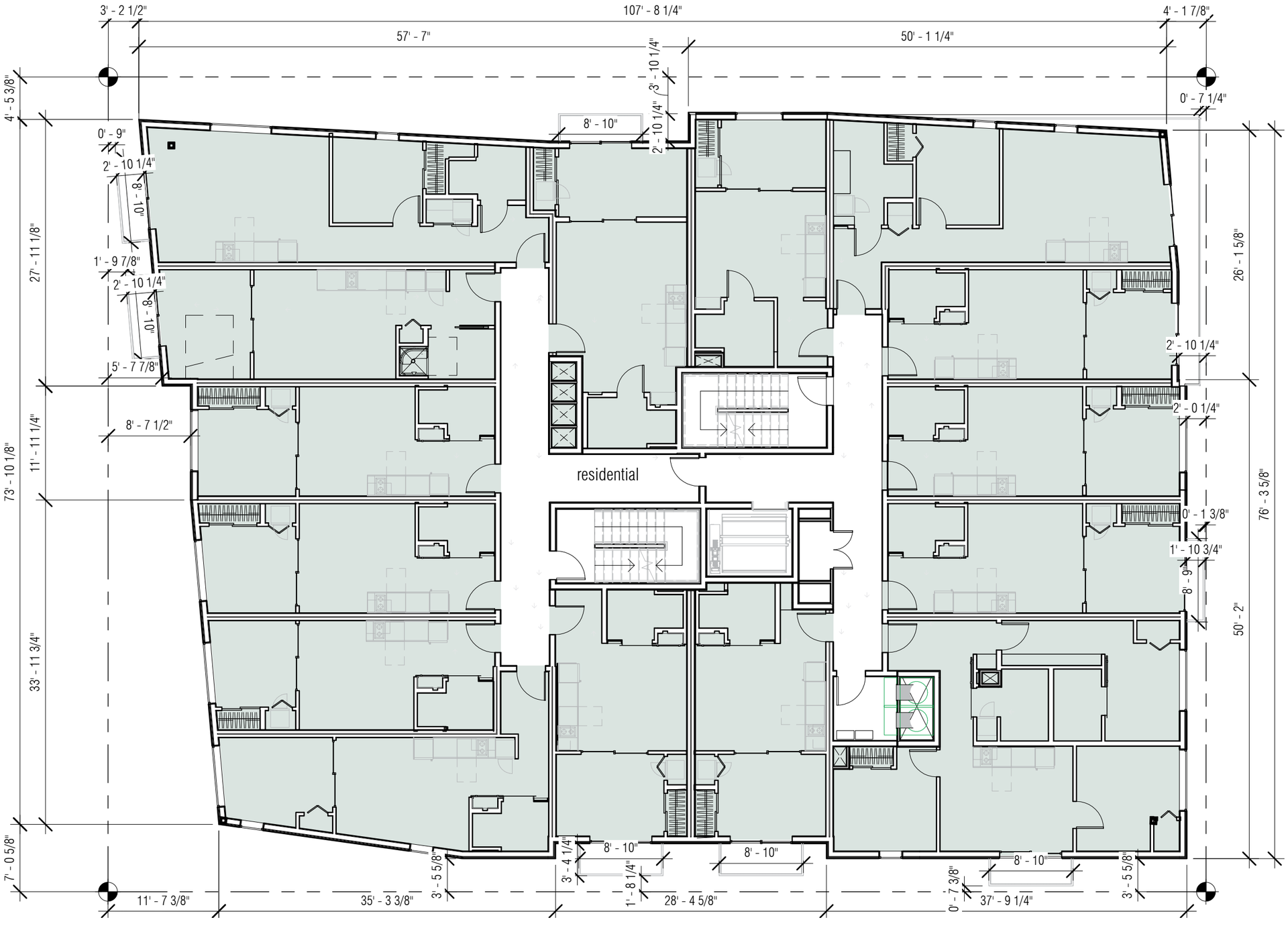

sw Oregon st
THE SALON

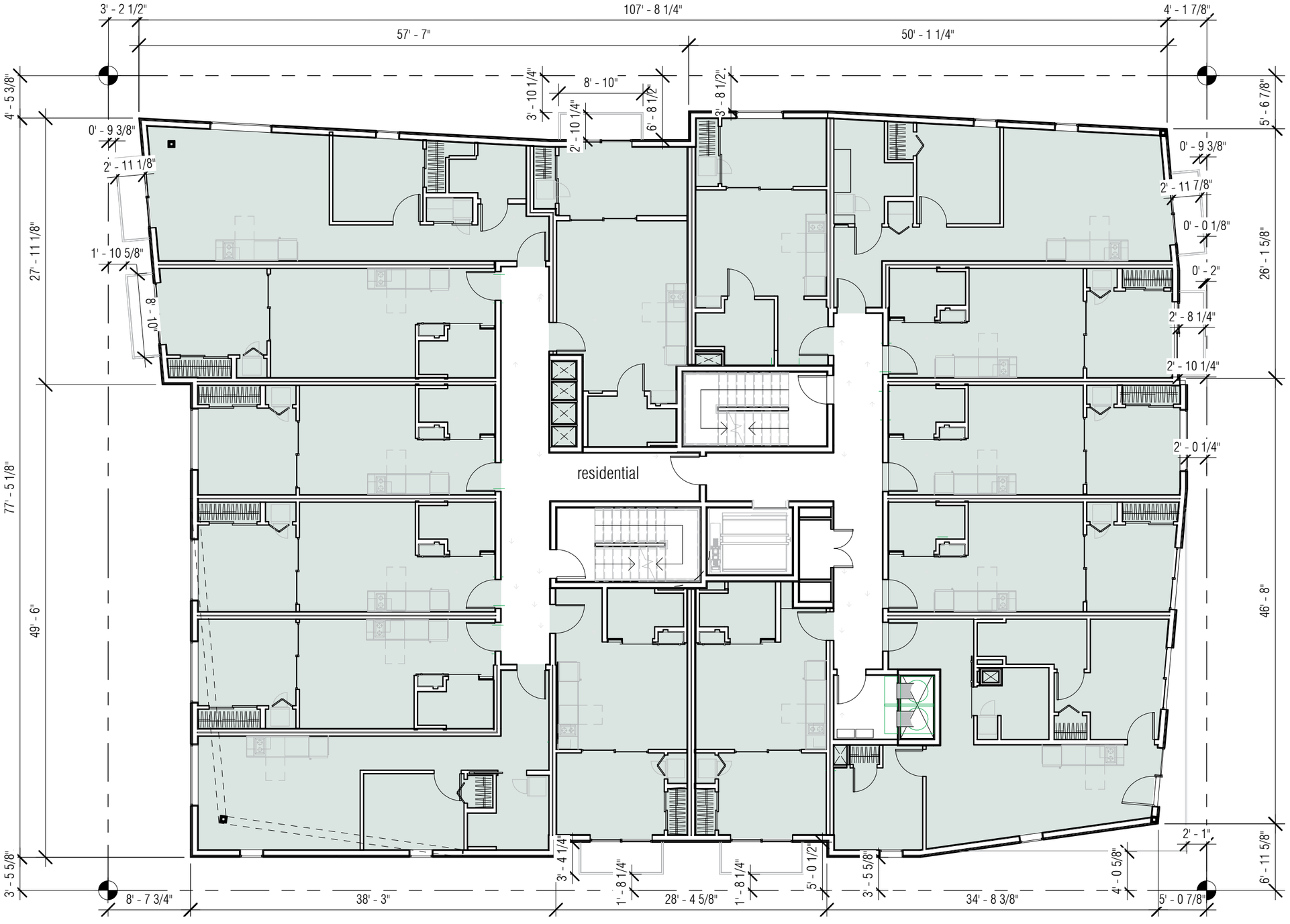

BURGERS
BEERS & SHAKES
California Ave SW

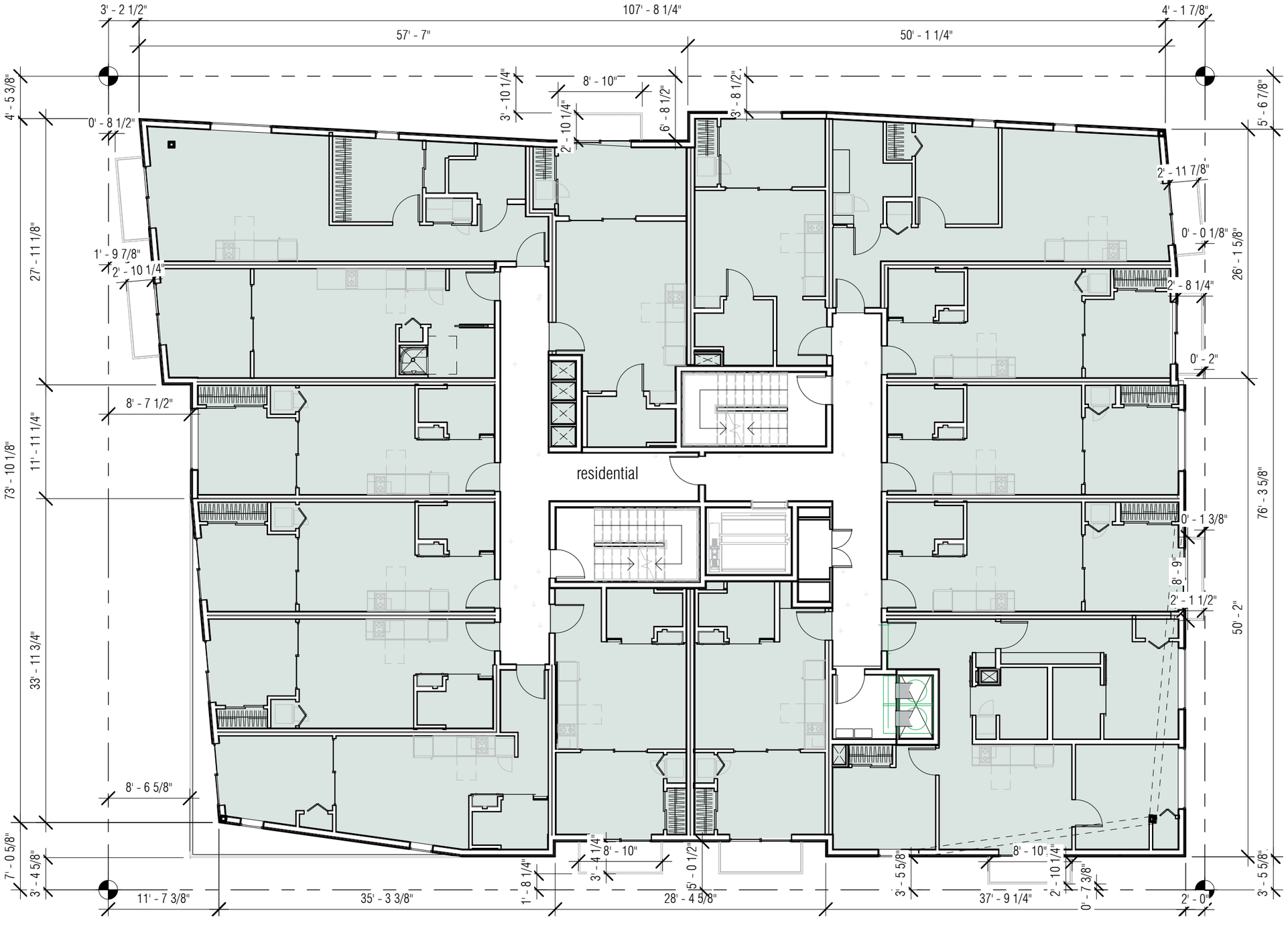

SW Oregon St
Washington
Google
Street View - Aug 2021
SPARKS
HIROPRACTIC
ALTH CENTER
6-938-3175
GMC
4448 Califo
SW, Seattle
SW Oreg
Trader

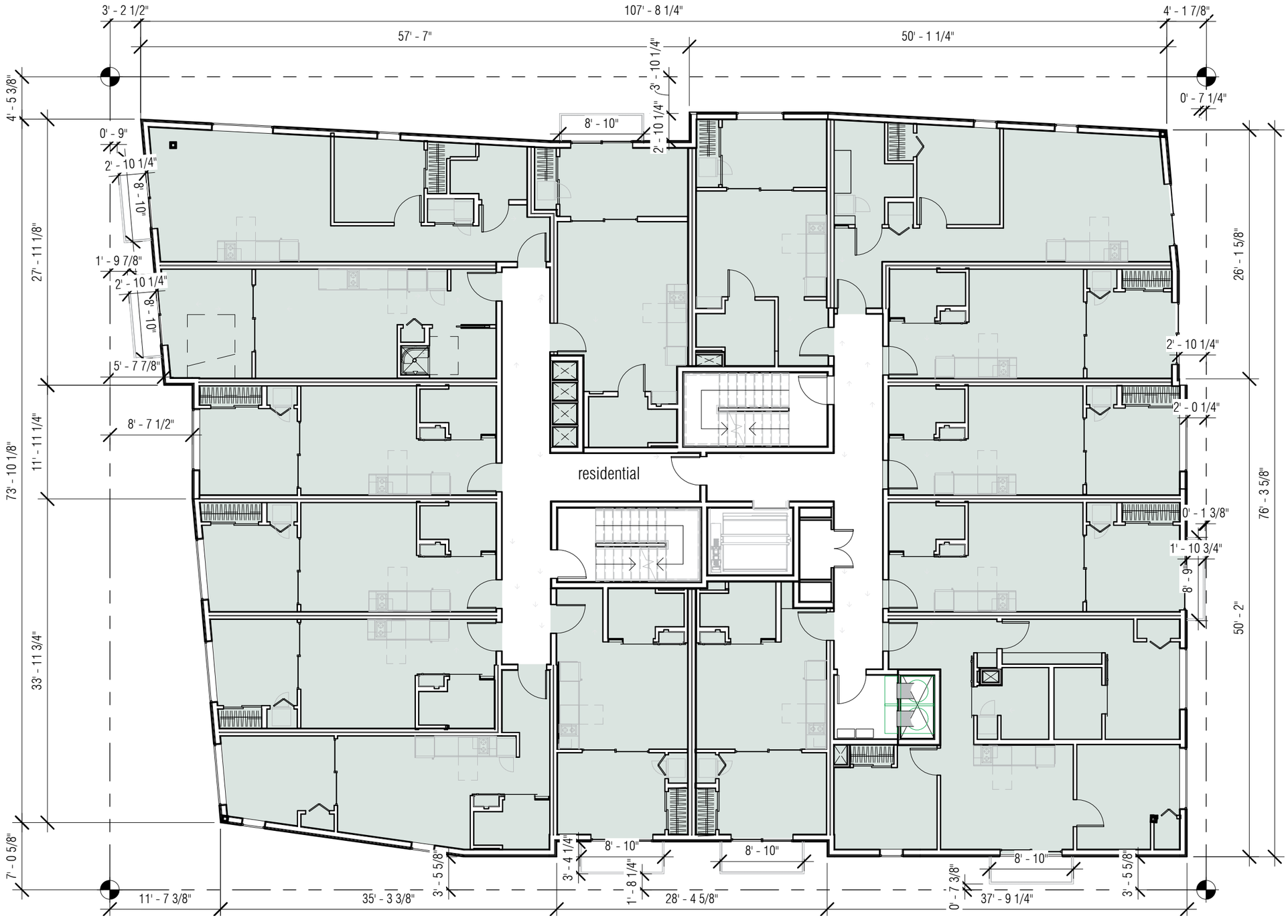

concrete retaining wall w/ 6” curb, w/ 8’ h steel posts to support overhead string lighting
concrete retaining wall w/ 6” curb, w/ 6’h wood slat fence and gate
8’h steel gate
horizontal raked concrete at residential entry
California Ave SW
commercial 1 (restaurant)
water room
bicycle storage
residential lobby
commercial 2 (retail)
commercial 3 (coffee shop)
solid waste
transformer vault
electrical
EXIT
canopy above typ
concrete retaining wall w/ 6” concrete curb and 6’h fence
north
2' - 9 7/8"
9' - 2"
11' - 2 7/8"
114' - 1"
93' - 8"
335.68'
342.22'
14' - 1 1/8"
13' - 10"
15' - 8 1/2"
-1.00'
6' - 8 1/4"
14' - 7 1/2"
344.76'
120.00°
3' - 4"
17' - 3 7/8"
10' - 8 7/8"
56' - 11 5/8"
344.57'
0' - 9"
340.43
333.87'
55' - 4 1/4"
2' - 3"
14' - 8"
82' - 0 1/4"
8' - 8 7/8"
17' - 4 1/8"
8' - 0 7/8"
37' - 0 7/8"
333.16'
3' - 5 7/8"
338.82'
265 7/8"
19' - 11 7/8"
8' - 5 1/8"
18' - 3 3/8"
332.44'
6' - 1 1/8"
334.65'
332.08'
3' - 3 7/8"
337.84'

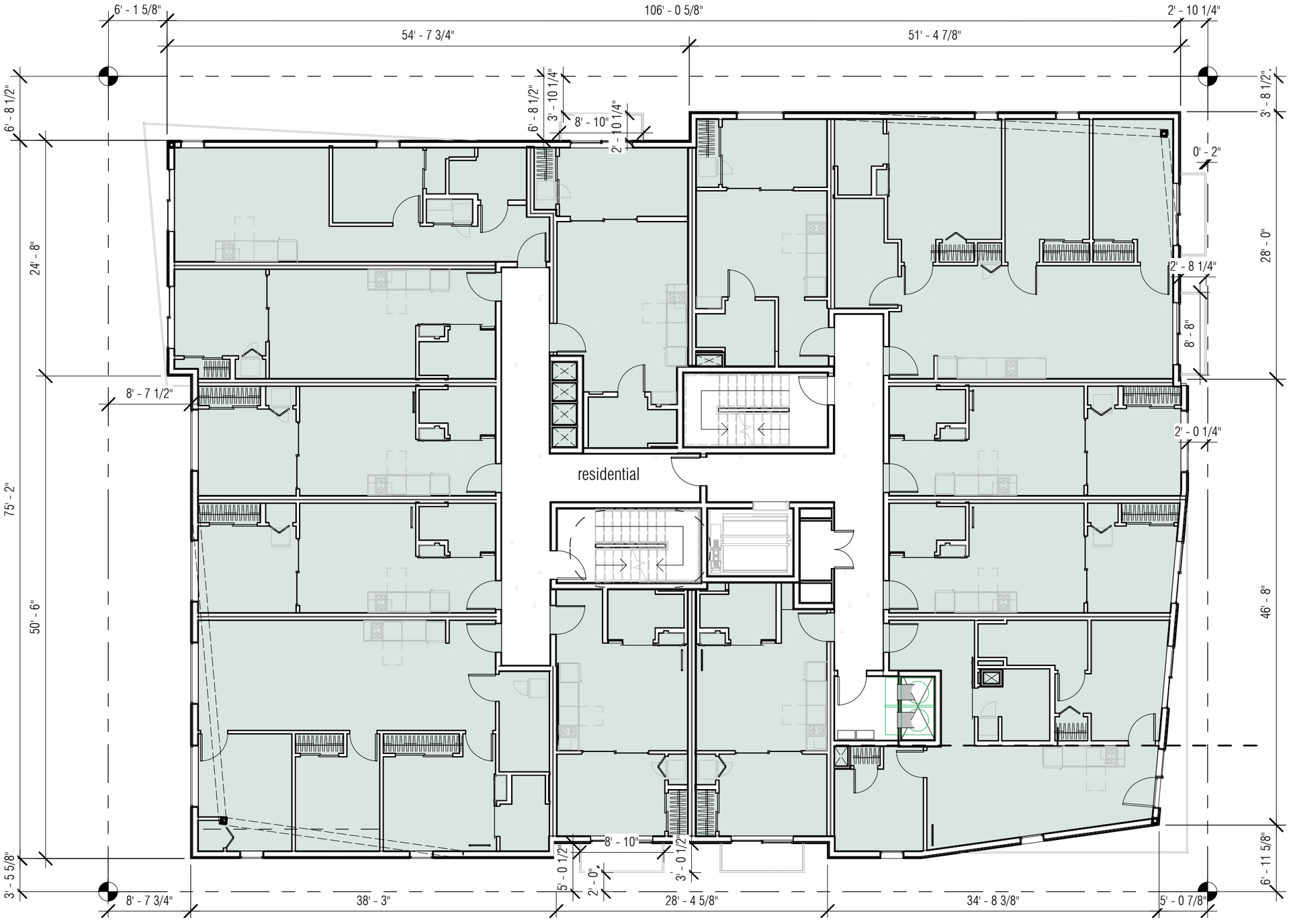

114' - 4 1/4"
0' - 6 3/4"
5' - 11 5/8"
54' - 7 3/4"
53' - 8 7/8"
8' - 10"
3' - 4"
3' - 8 1/2"
6' - 7 3/4"
private roof decks
24' - 8"
12' - 11 1/4"
82' - 0 1/4"
33' - 11 3/4"
28' - 8"
49' - 6"
3' - 3 3/8"
7' - 0 5/8"
0' - 2 7/8"
5' - 5 3/8"
25' - 6 1/8"
3' - 5 5/8"
9' - 9 1/4"
1' - 8 1/2"
8' - 10"
3' - 4"
1' - 6 7/8"
28' - 4 5/8"
2' - 0"
37' - 9 1/4"
3' - 5 5/8"
north

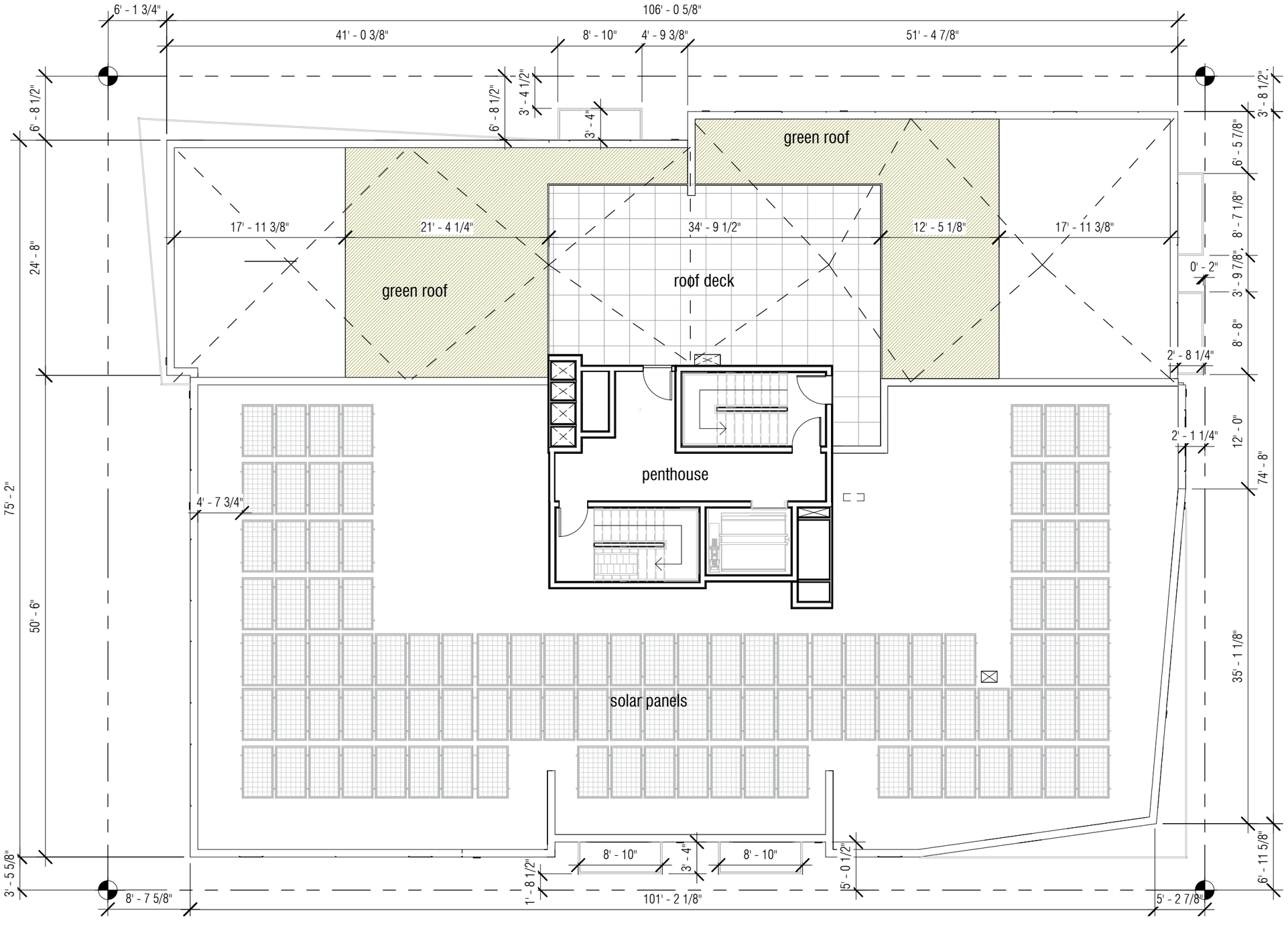

3' - 2 1/2"
107' - 8 1/4"
4' - 1 7/8"
57' - 7"
50' - 1 1/4"
3' - 10 1/4"
2' - 10 1/4"
0' - 7 1/4"
4' - 5 3/8"
8' - 10"
0' - 9"
2' - 10 1/4"
8' - 10"
27' - 11 1/8"
26' - 1 5/8"
1' - 9 7/8"
2' - 10 1/4"
8' - 10"
2' - 10 1/4"
5' - 7 7/8"
2' - 0 1/4"
8' - 7 1/2"
73' - 10 1/8"
11' - 11 1/4"
residential
0' - 1 3/8"
1' - 10 3/4"
8' - 9"
76' - 3 5/8"
50' - 2"
33' - 11 3/4"
7' - 0 5/8"
3' - 5 5/8"
3' - 4 1/4"
8' - 10"
1' - 8 1/4"
8' - 10"
0' - 7 3/8"
8' - 10"
3' - 5 5/8"
11' - 7 3/8"
35' - 3 3/8"
28' - 4 5/8"
37' - 9 1/4"
north


3' - 2 1/2"
107' - 8 1/4"
4' - 1 7/8"
57' - 7"
50' - 1 1/4"
4' - 5 3/8"
3' - 10 1/4"
8' - 10"
6' - 8 1/2"
3' - 8 1/2"
2' - 10 1/4"
5' - 6 7/8"
0' - 9 3/8"
2' - 11 1/8"
0' - 9 3/8"
2' - 11 7/8"
0' - 0 1/8"
1' - 10 5/8"
0' - 2"
27' - 11 1/8"
8' - 10"
2' - 8 1/4"
2' - 10 1/4"
2' - 0 1/4"
residential
77' - 5 1/8"
49' - 6"
46' - 8"
3' - 5 5/8"
3' - 4 1/4"
2' - 1"
6' - 11 5/8"
1' - 8 1/4"
5' - 0 1/2"
1' - 8 1/4"
3' - 5 5/8"
4' - 0 5/8"
8' - 7 3/4"
38' - 3"
28' - 4 5/8"
34' - 8 3/8"
5' - 0 7/8"
north


3' - 2 1/2"
107' - 8 1/4"
4' - 1 7/8"
57' - 7"
50' - 1 1/4"
4' - 5 3/8"
0' - 8 1/2"
3' - 10 1/4"
8' - 10"
2' - 10 1/4"
6' - 8 1/2"
3' - 8 1/2"
5' - 6 7/8"
2' - 11 7/8"
0' - 0 1/8"
1' - 9 7/8"
2' - 10 1/4"
2' - 8 1/4"
26' - 1 5/8"
27' - 11 1/8"
0' - 2"
8' - 7 1/2"
residential
73' - 10 1/8"
11' - 11 1/4"
0' - 1 3/8"
8' - 9"
2' - 1 1/2"
50' - 2"
76' - 3 5/8"
33' - 11 3/4"
8' - 6 5/8"
7' - 0 5/8"
3' - 4 5/8"
3' - 4 1/4"
8' - 10"
8' - 10"
1' - 8 1/4"
5' - 0 1/2"
3' - 5 5/8"
2' - 10 1/4"
0' - 7 3/8"
11' - 7 3/8"
35' - 3 3/8"
28' - 4 5/8"
37' - 9 1/4"
2' - 0"
3' - 5 5/8"
north


3' - 2 1/2"
107' - 8 1/4"
4' - 1 7/8"
57' - 7"
50' - 1 1/4"
3' - 10 1/4"
2' - 10 1/4"
0' - 7 1/4"
4' - 5 3/8"
8' - 10"
0' - 9"
2' - 10 1/4"
8' - 10"
1' - 9 7/8"
2' - 10 1/4"
8' - 10"
5' - 7 7/8"
27' - 11 1/8"
26' - 1 5/8"
2' - 10 1/4"
2' - 0 1/4"
8' - 7 1/2"
73' - 10 1/8"
11' - 11 1/4"
residential
0' - 1 3/8"
1' - 10 3/4"
8' - 9"
50' - 2"
76' - 3 5/8"
33' - 11 3/4"
7' - 0 5/8"
3' - 4 1/4"
8' - 10"
8' - 10"
8' - 10"
3' - 5 5/8"
1' - 8 1/4"
0' - 7 3/8"
3' - 5 5/8"
11' - 7 3/8"
35' - 3 3/8"
28' - 4 5/8"
37' - 9 1/4"
north


6' - 1 5/8"
106' - 0 5/8"
2' - 10 1/4"
54' - 7 3/4"
51' - 4 7/8"
6' - 8 1/2"
3' - 10 1/4"
8' - 10"
2' - 10 1/4"
3' - 8 1/2"
0' - 2"
24' - 8"
28' - 0"
2' - 8 1/4"
8' - 8"
8' - 7 1/2"
2' - 0 1/4"
residential
75' - 2"
50' - 6"
46' - 8"
3' - 5 5/8"
8' - 10"
5' - 0 1/2"
2' - 0"
3' - 0 1/2"
6' - 11 5/8"
8' - 7 3/4"
38' - 3"
28' - 4 5/8"
34' - 8 3/8"
5' - 0 7/8"
north


6' - 1 3/4"
106' - 0 5/8"
41' - 0 3/8"
8' - 10"
4' - 9 3/8"
51' - 4 7/8"
6' - 8 1/2"
3' - 4 1/2"
3' - 4"
3' - 8 1/2"
green roof
17' - 11 3/8"
21' - 4 1/4"
34' - 9 1/2"
12' - 5 1/8"
17' - 11 3/8"
6' - 5 7/8"
8' - 7 1/8"
0' - 2"
3' - 9 7/8"
8' - 8"
2' - 8 1/4"
24' - 8"
roof deck
green roof
penthouse
2' - 1 1/4"
12' - 0"
74' - 8"
75' - 2"
4' - 7 3/4"
50' - 6"
solar panels
35' - 1 1/8"
3' - 5 5/8"
8' - 10"
3' - 4"
8' - 10"
5' - 0 1/2"
6' - 11 5/8"
1' - 8 1/2"
8' - 7 5/8"
101' - 2 1/8"
5' - 2 7/8"
north


height limit (SBC)
422.16'
height limit (clerestory)
414.68'
height limit (land use)
410.68'
65' setback (land use)
402.16'
t.o stair penthouse
421.10'
t.o. parapet @ clerestory
414.26'
t.o. roof @clerestory
412.61'
t.o.f.f @ roof
409.60'
t.o.f.f. @ level 7
399.16'
t.o.f.f. @ level 6
389.10'
t.o.f.f. @ level 5
379.04'
t.o.f.f. @ level 4
368.98'
t.o.f.f. @ level 3
358.93'
t.o.f.f. @ level 2
348.87'
u.o. conc. slab @ level 1
347.81'
t.o.f.f. @ bike room
340.43'
t.o.f.f. @ waste storage
339.85'
avg. grade (land use)
335.68'
residential
residential
residential
residential lobby
bicycle storage
california ave sw
alley
87' - 2 3/4"
4' - 0"
1' - 2 3/8"
3' - 7 5/8"
7' - 6"
8' - 8 3/8"
8' - 8 3/8"
8' - 8 3/8"
8' - 8 3/8"
1' - 0 1/4"
3' - 6" typ.
3' - 7 5/8"
1' - 2 3/8"
12' - 1 1/4"
8' - 8 3/8"
8' - 8 3/8"
8' - 8 3/8"
8' - 8 1/4"
3' - 7"
80' - 8"
17' - 0"
12' - 10 1/4"
8' - 11"
9' - 0"
13' - 11 3/8"
7' - 11 5/8"

landscape design

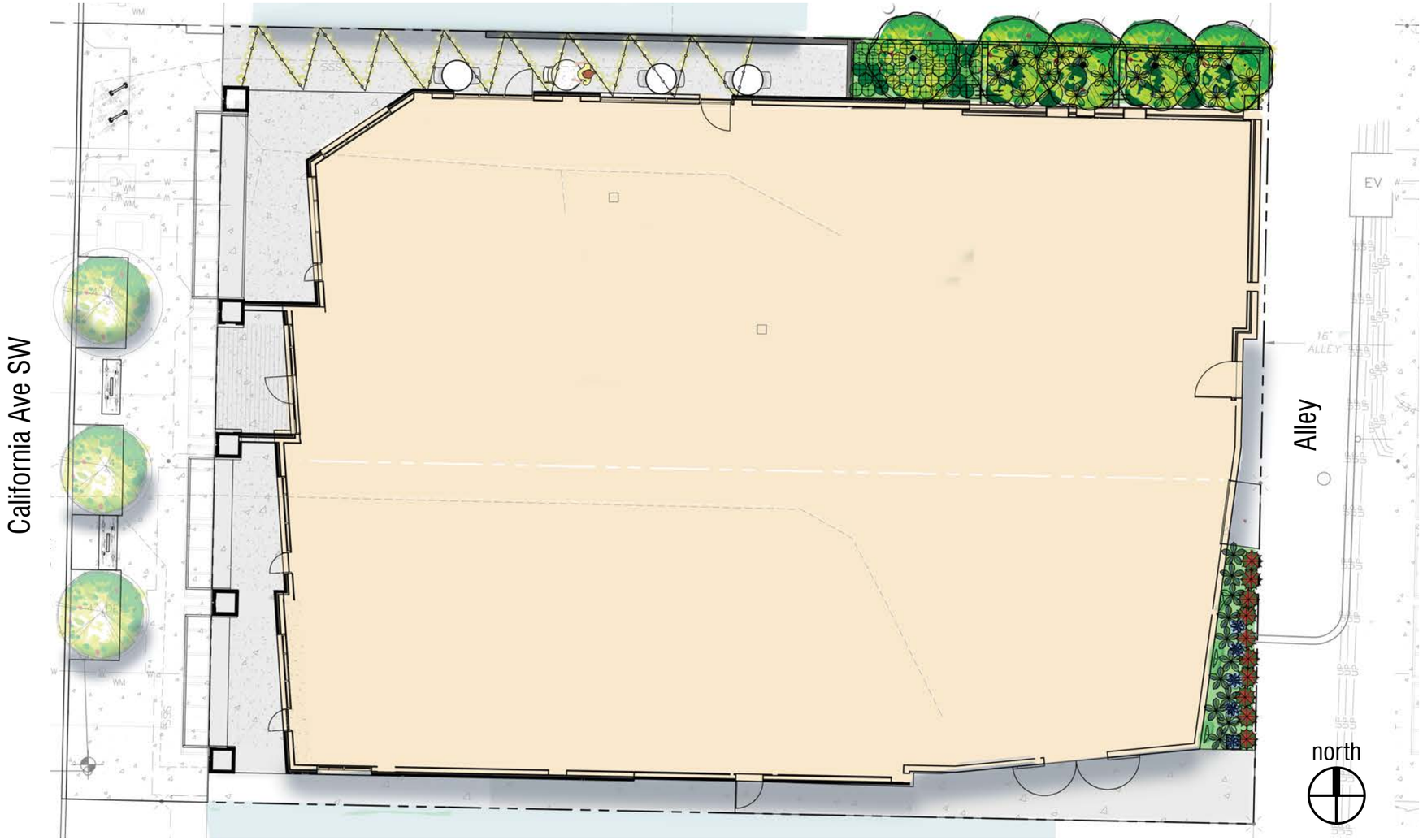
The proposed landscape has been carefully selected to provide native plantings that provide visual interest, scale, and texture for pedestrians, neighbors and residents.

At the ground level, care has been taken to select plantings that do well with partial sun levels, are hardy, and provide seasonal color and flowering.

At the upper levels, plantings are sun-loving and durable, providing texture and color and vertical interest against a colored and flowering sedum roof.

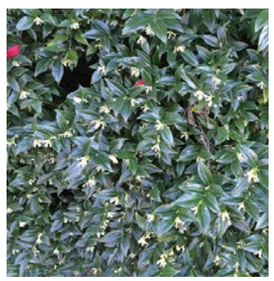
Ground Level Plant Schedule

TREES	BOTANICAL NAME	COMMON NAME
	Acer circinatum GF Small Tree	Vine Maple
SHRUBS	**BOTANICAL NAME**	**COMMON NAME**
	Clematis armandii GF Plant List, DT, +24	Evergreen Clematis
	Cornus sericea `Kelseyi` GF Plant List, DT, +24"	Kelseyi Dogwood
	Helictotrichon sempervirens DT, +24"	Blue Oat Grass
	Juncus effusus GF Plant List, Native, +24"	Soft Rush
	Polystichum munitum GF Plant List, Native, DT, +24"	Western Sword Fern
	Sarcococca hookeriana humilis GF Plant List, DT, +24"	Sweetbox

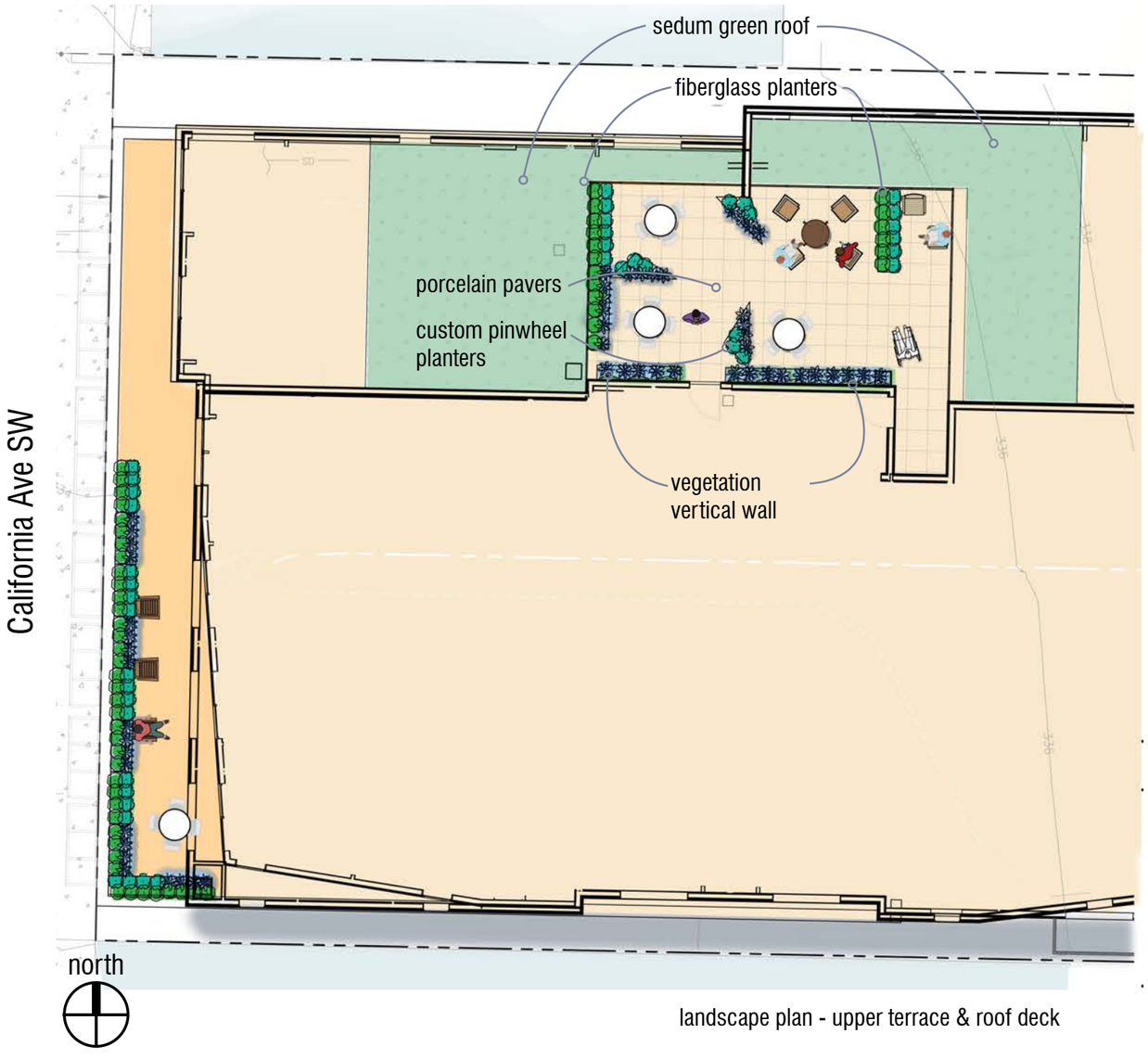


landscape plan - ground level





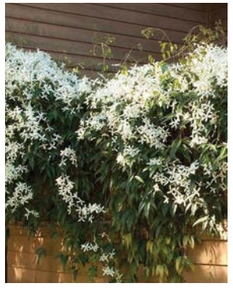

raked concrete



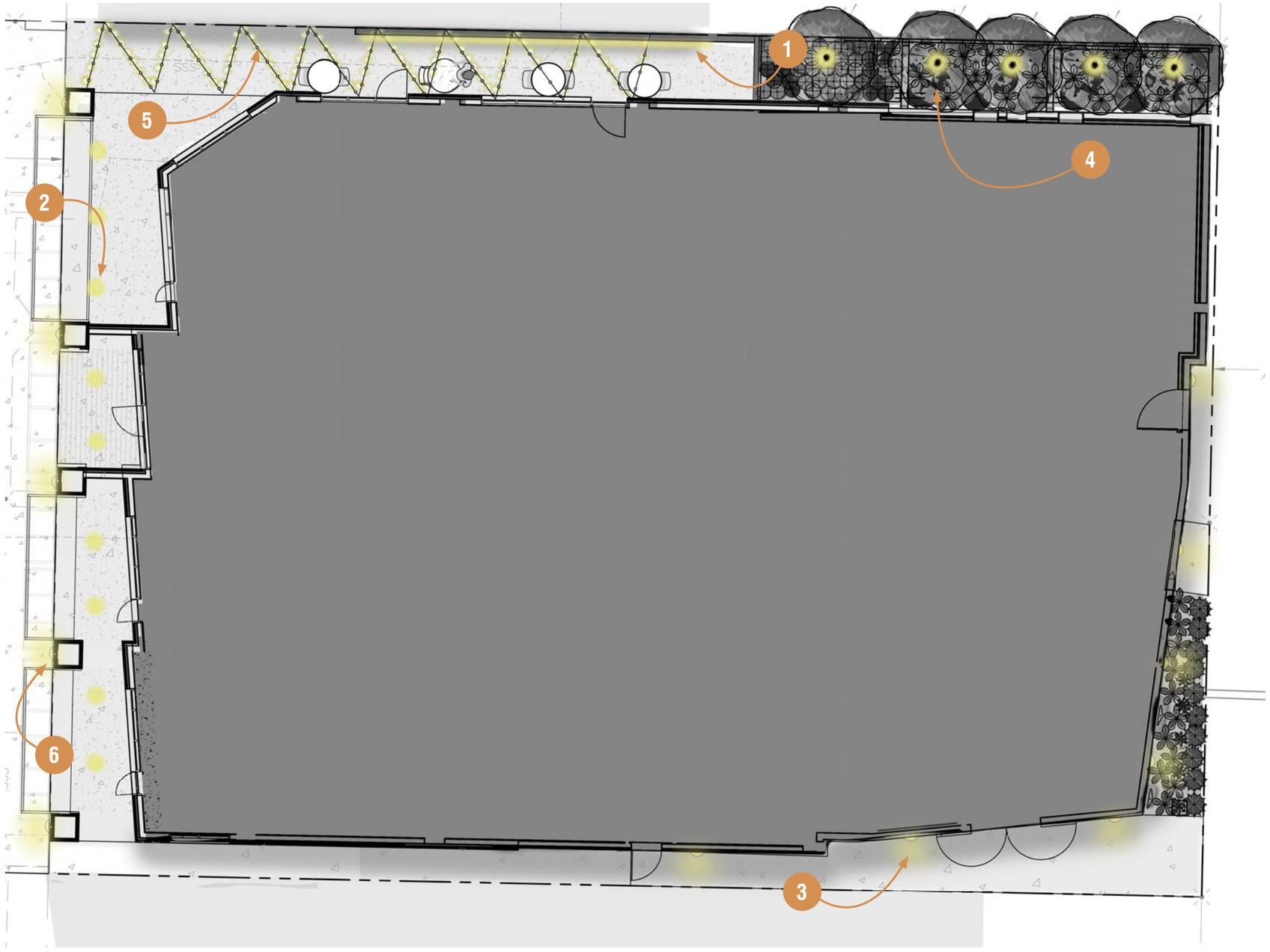
landscape plan - upper terrace & roof deck

Upper Levels Plant Schedule

SHRUBS	BOTANICAL NAME	COMMON NAME
	Carex obnupta GF Plant List, Native, DT, +24	Slough Sedge
	Clematis armandii GF Plant List, DT, +24	Evergreen Clematis
	Hebe venustula 'Sky Blue' GF Plant List Variety, DT, +24"	Sky Blue Hebe
	Helictotrichon sempervirens DT, +24"	Blue Oat Grass
GROUND COVERS	**BOTANICAL NAME**	**COMMON NAME**
	Etera Sedum Tile color max	Color Max



porcelain paver



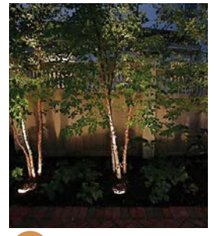
lighting strategy

The lighting strategy seeks to provide illumination for wayfinding and security while being mindful of the residential neighbors. The types of fixtures selected focus light downward, targeting specific areas and highlighting landscape, rather than spilling light upwards.

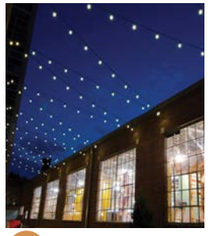
1 linear downlight

2 downlight

3 wall sconce



4 tree lighting



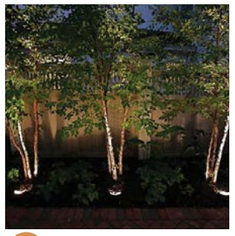
5 festoon lights

6 down & up scones

lighting strategy

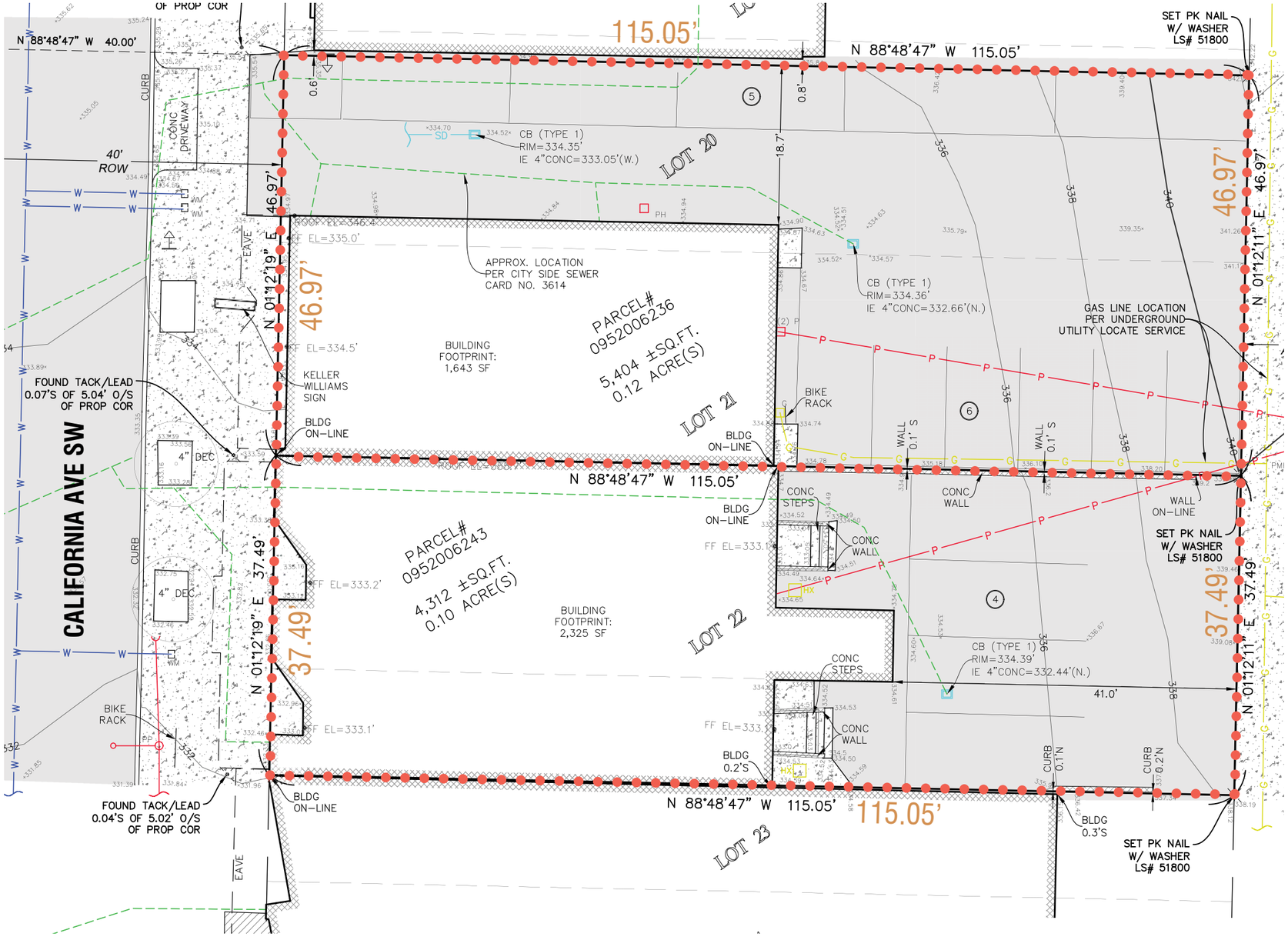
The lighting strategy seeks to provide illumination for wayfinding and security while being mindful of the residential neighbors. The types of fixtures selected focus light downward, targeting specific areas, rather than spilling light upwards.

1 wall sconce



2 tree lighting

APPENDIX

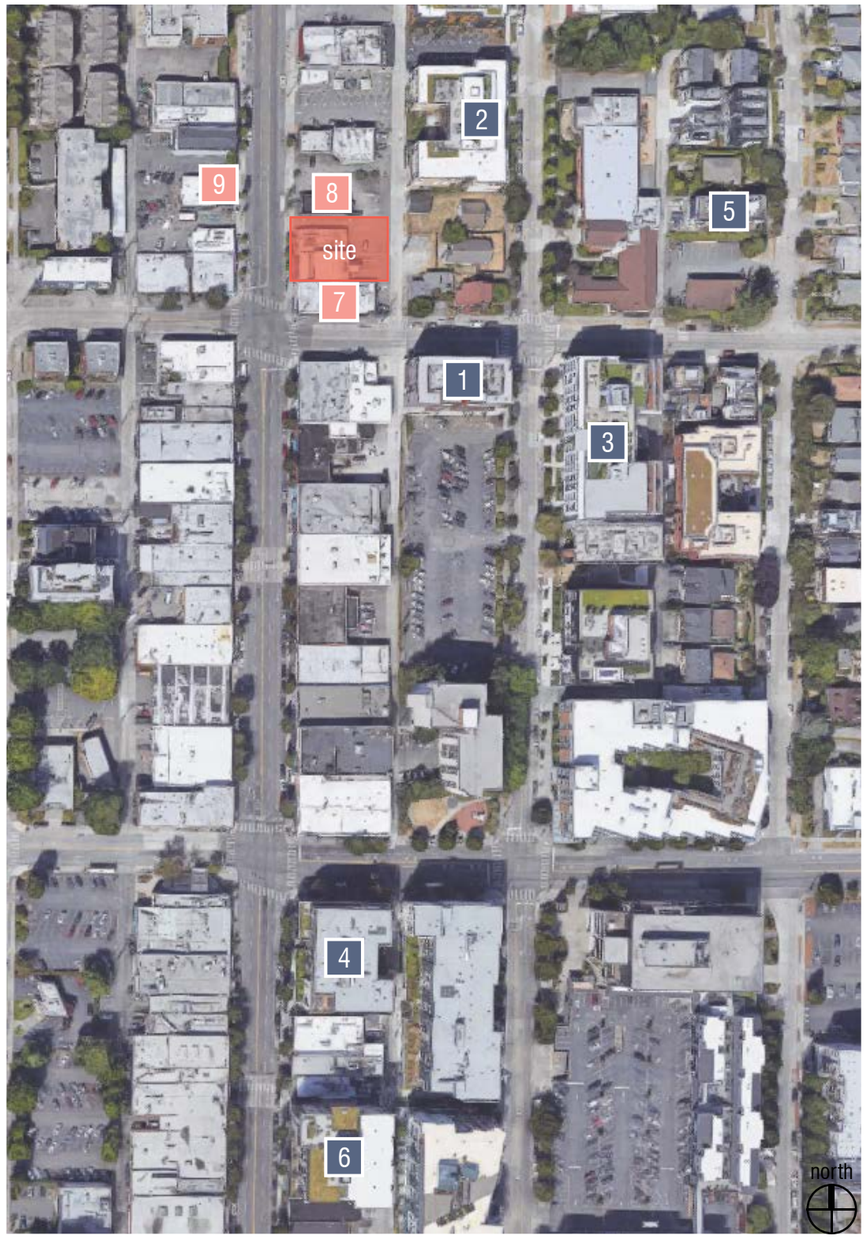


LEGAL DESCRIPTION

THE SOUTH 22.87 FEET OF LOT 20, AND ALL OF LOT 21, BLOCK 48, THE BOSTON CO'S PLAT OF WEST SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 3 OF PLATS, PAGE 19, RECORDS OF KING COUNTY, WASHINGTON.

LOT 22 AND THE NORTH 12 1/2 FEET OF LOT 23, BLOCK 48, THE BOSTON CO'S PLAT OF WEST SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 3 OF PLATS, PAGE 19, RECORDS OF KING COUNTY, WASHINGTON.

PROJECT LOCATION KEY



MULTI-FAMILY

1. AJ Apartments

4. Junction 47 Apartments

2. Junction Flats

5. 4447 41st Ave SW

3. Oregon 42 Apartments

6. 4724 California Ave SW

SMALL SCALE COMMERCIAL

7. Shadowland

8. Coastline Burgers

9. Pagliacci Pizza

MATERIAL CONTEXT

The exterior material language along California Ave consists primarily of brick, stone and/or stucco at the ground floor, with pedestrian display windows typically with transoms above, recessed retail entries, and awnings that blur the boundary between public and private. The facade line is held to the street at the first and second floors, and then sets back above, creating a strong horizontal datum at about 20 feet. West Seattle is also known for it murals on walls at the ground floor and upper levels throughout the neighborhood.

Recently constructed mixed-use buildings utilize the existing language of brick, stone or stucco at the ground floor, and at the upper levels are provided with carefully detailed cement board siding, natural wood siding and metal panels.

SMALL SCALE COMMERCIAL

Smaller scale commercial buildings using textured metal roofing, outdoor seating, and public facing art to engage the street scape

MULTI-FAMILY / MIXED-USE

Apartment developments that use changes in siding material and color to differentiate the corner condition and add interest and scale

Mixed use development using a strong commercial base below residential units

Future Development

Future Development

Recently Completed

BLOCK HEIGHT DATUM ANALYSIS

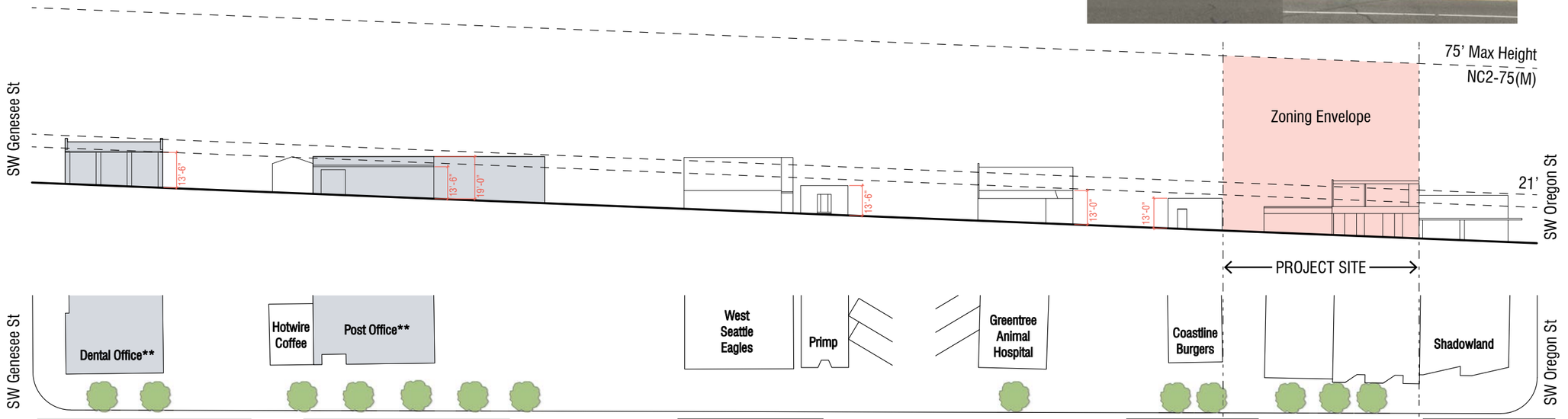
Several structures on this block are considered culturally significant or eligible to meet landmark criteria. We used these buildings to establish the base datum for this block, as we anticipate they will be retained to preserve the junction's history.

KEY

** Considered to meet Landmark criteria, very likely to remain

* Considered culturally significant, likely to remain

LOOKING EAST



4400 California Ave SW
Historic Name: Seattle Lighting Company
Year Built: 1910
The Seattle Historical Sites database indicates that this property appears to meet the criteria of the Seattle Landmarks Preservation Ordinance.

4412 California Ave SW
Historic Name: U.S. Post Office
Year Built: 1949
Considered an important asset and development for the Junction, reflecting the increased automotive focus.

4426 California Ave SW
West Seattle Eagles Lodge

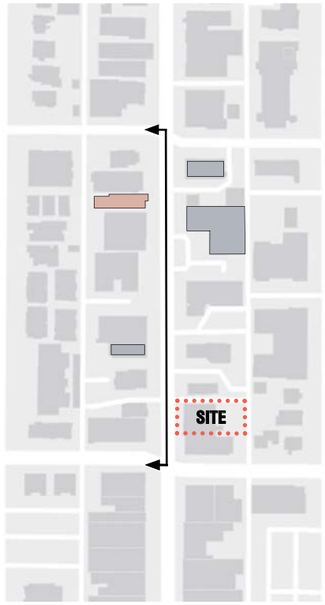
4438 California Ave SW

4444 California Ave SW

4458 California Ave SW

Enlarged Site Photo

PROJECT SITE

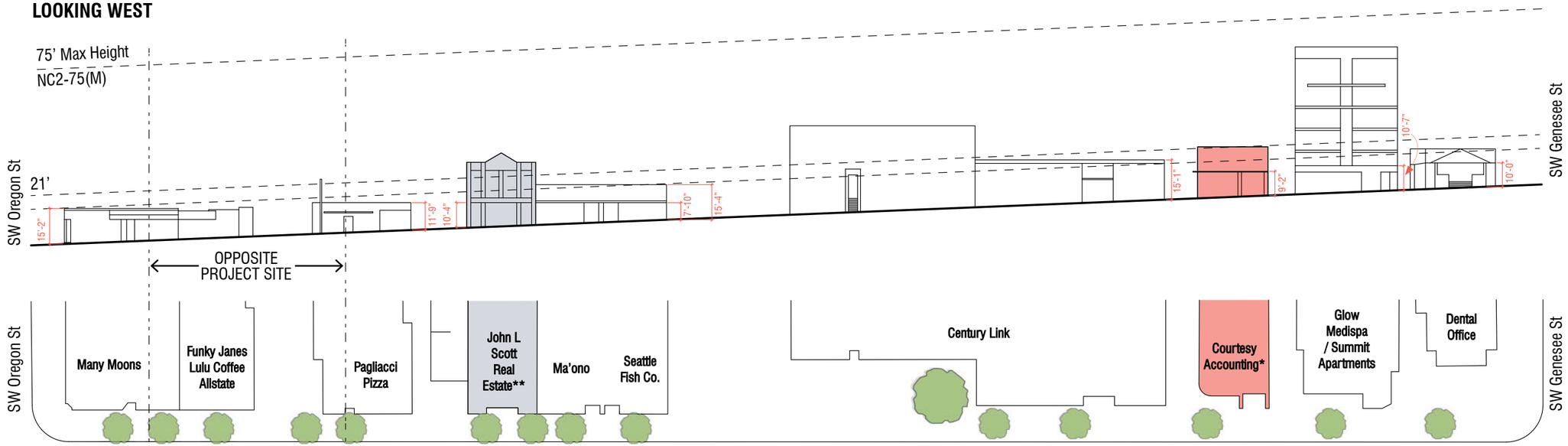


KEY

** Considered to meet Landmark criteria, very likely to remain

* Considered culturally significant, likely to remain

LOOKING WEST



4461 California Ave SW

4455 California Ave SW

4449 California Ave SW

4445 California Ave SW
Historic Name: Daniel & Brinton Undertakers/ Carpenters Hall
Year Built: 1908
The Seattle Historical Sites database considers this one of the oldest buildings in the Junction business district and is part of the historic inventory.

4437 California Ave SW

4415 California Ave SW

4445 California Ave SW
Historic Name: Irwin Chiropractic Clinic
Year Built: 1947
The Seattle Historical Sites database indicates that this property appears to meet the criteria of the Seattle Landmarks Preservation Ordinance & National Register of Historic Places.

4415 California Ave SW

4401 California Ave SW

OPPOSITE PROJECT SITE

SOURCE:
Seattle Department of Neighborhoods Historical Site Inventory

OUTREACH METHODS

As part of the community outreach program, the design team chose the following three methods of outreach. All methods of community outreach undertaken at this time were required to be electronic to follow social distancing protocols.

PRINTED OUTREACH:

Posters were hung in ten locations at visible and accessible intersections within a half-mile of the project site. The posters provided a basic description of the project and advertised the website and outreach hot line created to receive community comments.

ELECTRONIC/DIGITAL OUTREACH:

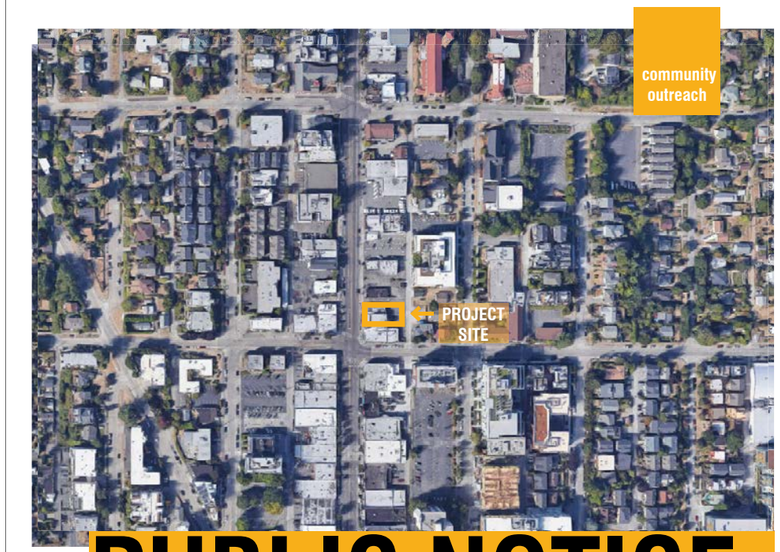
The posters hung within the community publicized a hot line number community members could use to request more information. The hot line provided a personalized voice message with information about the site location, brief project description, project email address, project website and the ability to leave a voicemail. The voicemail box was checked daily and any messages left were returned.

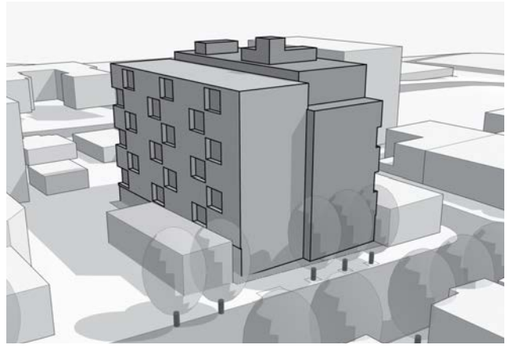
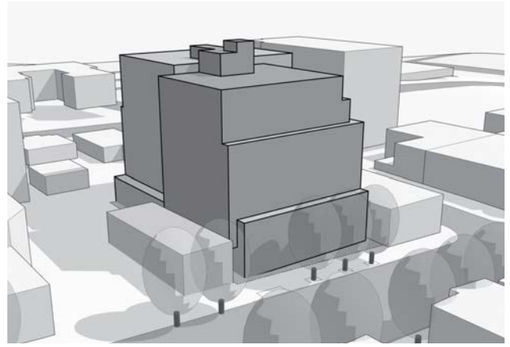
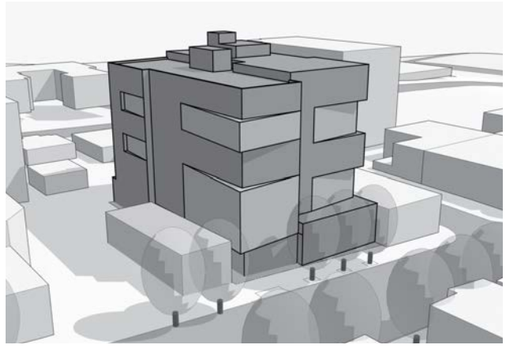
ELECTRONIC/DIGITAL OUTREACH:

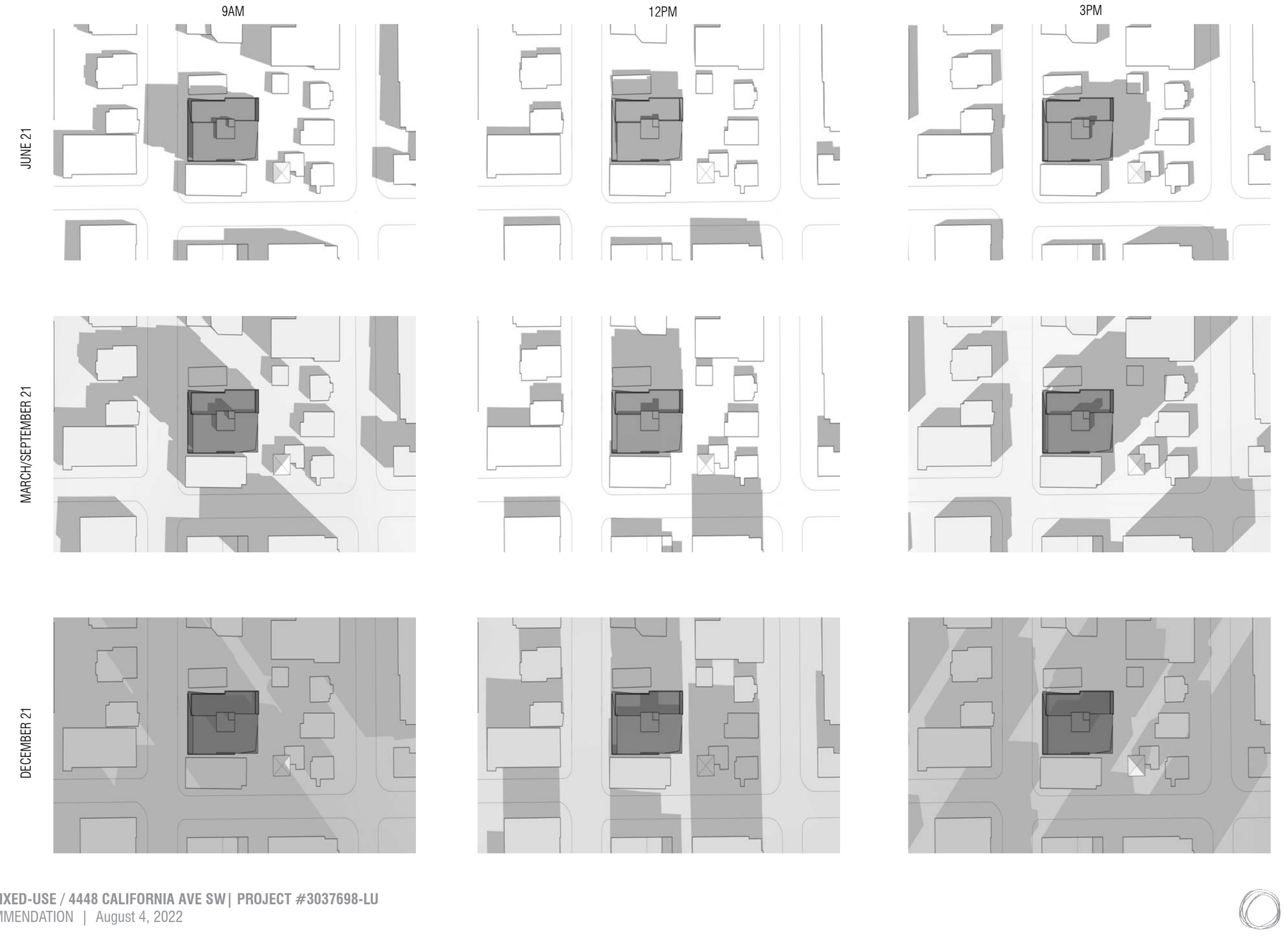
Due to the impact of COVID-19, Seattle City Council passed emergency legislation on April 27 which addressed the need for alternatives to in-person meetings. For the Early Outreach process, the temporary rule states that developers need to substitute an additional high impact digital method in lieu of in-person outreach. This project selected the high-impact method of electronic/digital outreach, “2a.Interactive Project website with Public Commenting Function,” to satisfy this requirement per the emergency legislation. The posters hung publicized this website.

COMMUNITY FEEDBACK

We received no public comment through the outreach methods.



				
	SCHEME 1: SHIFTING STACKS (CODE COMPLIANT)	**SCHEME 2: EROSION (CODE COMPLIANT)**	**SCHEME 3: PINWHEEL (CODE COMPLIANT)**	**SCHEME 4: REFINED PINWHEEL (CODE COMPLIANT)**
# UNITS	RESIDENTIAL UNITS: 96 COMMERCIAL UNITS: 2 - 3,409 SF	RESIDENTIAL UNITS: 96 COMMERCIAL UNITS: 3 - 4,006 SF	RESIDENTIAL UNITS: 96 COMMERCIAL UNITS: 3 AND COMMERCIAL PASSAGEWAY - 4,790 SF	RESIDENTIAL UNITS: 96 COMMERCIAL UNITS: 3 - 3,351 SF
PARKING:	0 (NONE REQUIRED)	0 (NONE REQUIRED)	0 (NONE REQUIRED)	0 (NONE REQUIRED)
BENEFITS:	• Provides a clarity of form with its simplistic massing • Simple form and repeated units provide economic benefits to owners • Two outdoor community spaces are provided – at the roof with multiple viewpoints, and at the seventh floor with views to the sound	• Steps in massing respond to West Seattle Junction design guidance • Simple form is unobtrusive in the neighborhood • Stepped massing is aimed towards the gateway corner of California and Oregon	• Steps the ground floor commercial level back from the street to enable spillover into the public realm, enhancing the pedestrian experience • Provides a covered through way at the ground level to create a mid-block connection that helps link pedestrians to surrounding streets and the Junction's commercial core. • Modulation provides visual interest on all facades, while minimizing blank walls • Two outdoor community spaces are provided - at the roof with views to downtown and the sound, and at the second floor with opportunities for connection to the street. • Twisting provides the opportunity for multiple balconies and decks along all facades.	• Ground floor commercial spaces step back from the street, echoing the pedestrian experience found along california ave. • A solid base is provided at the ground level, following the datum found along this block and providing a transition from the northern commercial core to the main core. • Residential lobby is centrally located off of California Ave, allowing for an easily identifiable entry for visitors and residents, that is also reinforced by the upper massing. • Refined modulation provides visual interest on all facades, while minimizing blank walls • Outdoor spaces are provided - at the roof with views to downtown and the sound, at the second floor with opportunities for connection to the street, and at the ground floor northern open space. • Angled facades provide the opportunity for multiple balconies on all upper floors.
CONCERNS:	• Nearly all units are narrow and facing the side-yards, which limits direct/natural light if/when the adjacent properties are developed • While awnings/balconies can help break up the front facades, it may still read to pedestrians as a tall, looming street wall without a distinct base	• One long street wall reduces opportunities to break down the scale compatible with the existing street scape along California Ave • There are two large blank walls – one at the north, one at the south • Two-story base fronting California Ave responds to guidance, but feels out of scale for this section of the street. • Building modulation occurs mainly fronting California Ave, with minimal modulation facing the alley	• The complex form will be best served by a simpler fenestration / material patterning	• The complex form has been refined, but must be carefully detailed with fenestration and materials to avoid creating a busy facade.
POTENTIAL DEPARTURES:	• NONE	• NONE	• NONE	• NONE


9AM
12PM
3PM
JUNE 21
MARCH/SEPTEMBER 21
DECEMBER 21
north

NORTHERN OPEN SPACE

The Junction is known for its pedestrian ground floor connections, allowing restaurants to spill out with outdoor seating, creating smaller gathering spaces for pedestrians, and providing a visual and/or physical link between california ave and the alley.

This project proposes to set back from the north property line and create a mixed pedestrian open space with a visual connection between the street and alley, that welcomes visitors and passerbys to the site. The open space will enhance the building's restaurant space with outdoor seating opportunities, encourage social interaction with the surrounding area, and improve walkability in the north end of the Junction. We studied several schemes and concepts for this open space, as shown on the adjacent page, taking into account the substantial grade change east / west, most effective programming uses, and future opportunities for a connection with the property to the north.

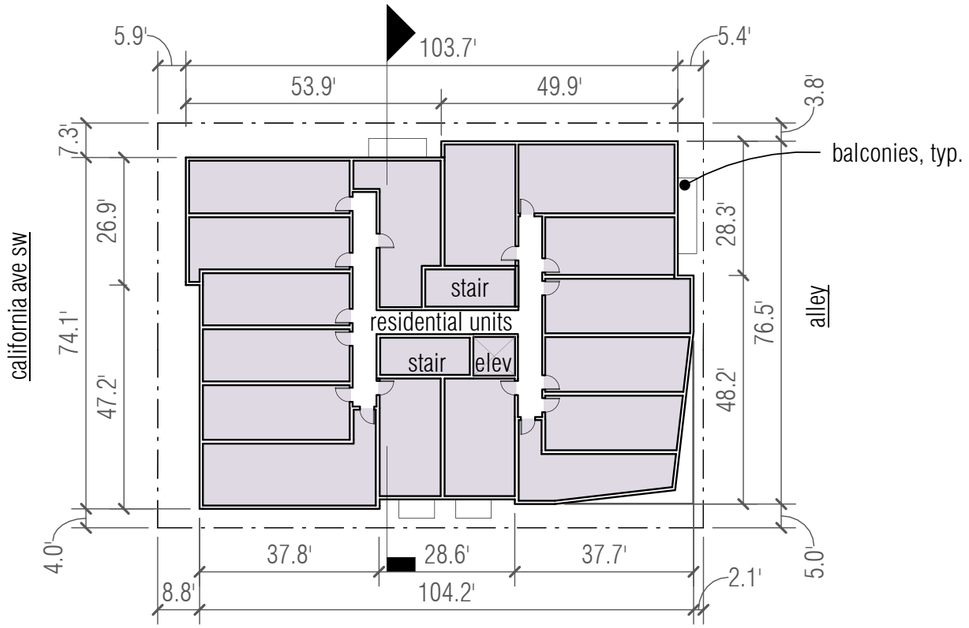
The open space will be easily identified with overhead decorative lighting, wayfinding signage, pavement patterning, planters, and bench seating.


opportunities for outdoor seating

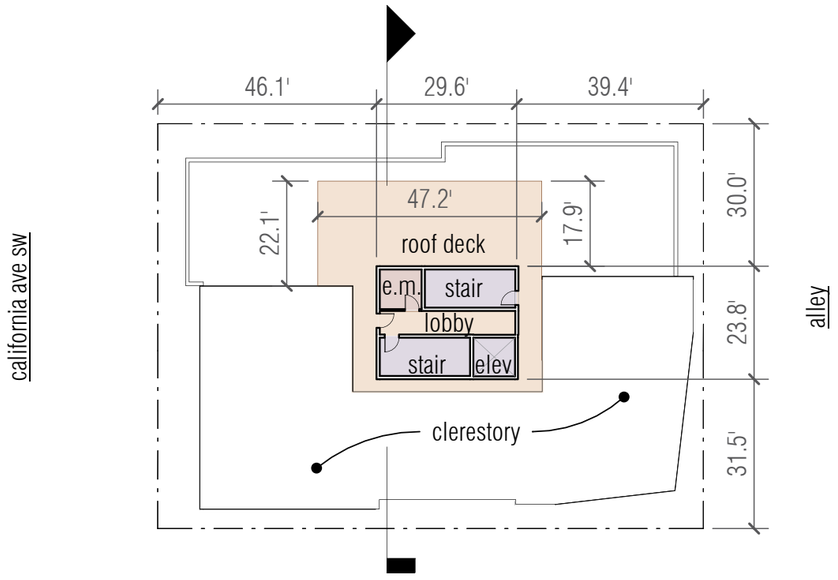

special pavement patterning


high top seating activates open space and provides unique dining experience

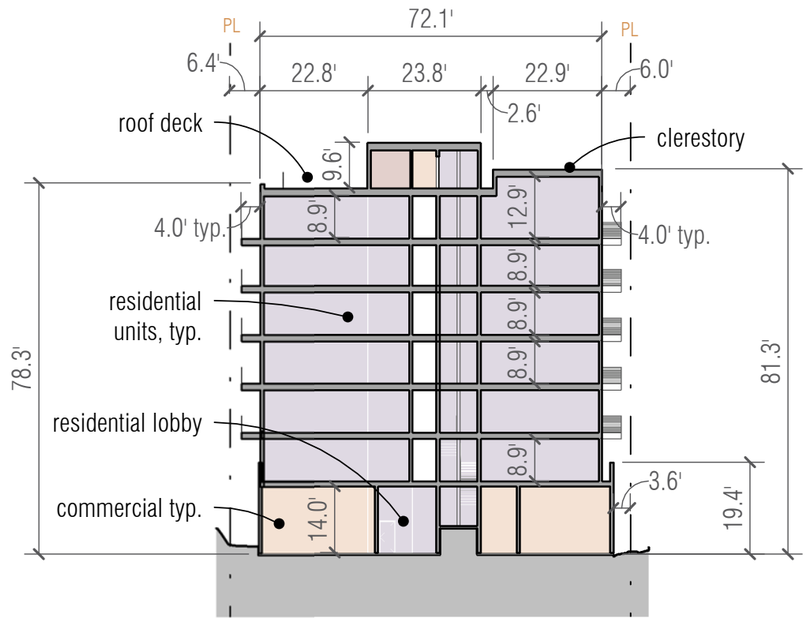

views into bicycle room with direct access from walkway



LEVEL SEVEN



ROOF



SECTION

residential unit | commercial | roof deck | utility