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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	96 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

CONTEXT + SITE

The project site is located toward the northern end of the West Seattle Junction neighborhood of West Seattle – 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 also zoned for taller commercial use structures, but is also relatively under-developed.

The local 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. Currently, 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 still 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

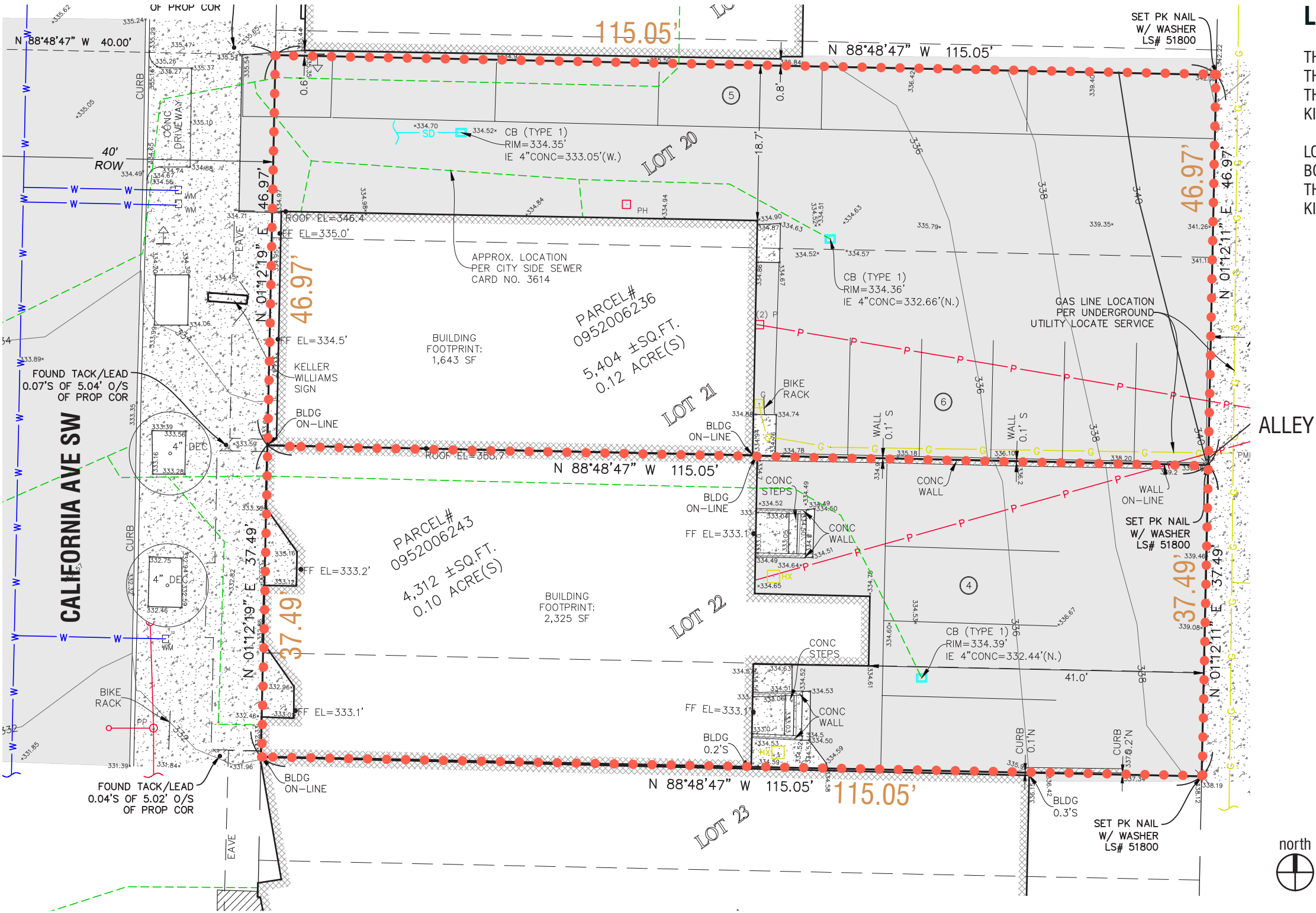
The proposed project is a new 7-story mixed use building with 6 stories of apartments over a 1-story commercial base. A green roof and roof deck is anticipated, as well as pedestrian access from the street. The existing buildings will be demolished.

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.

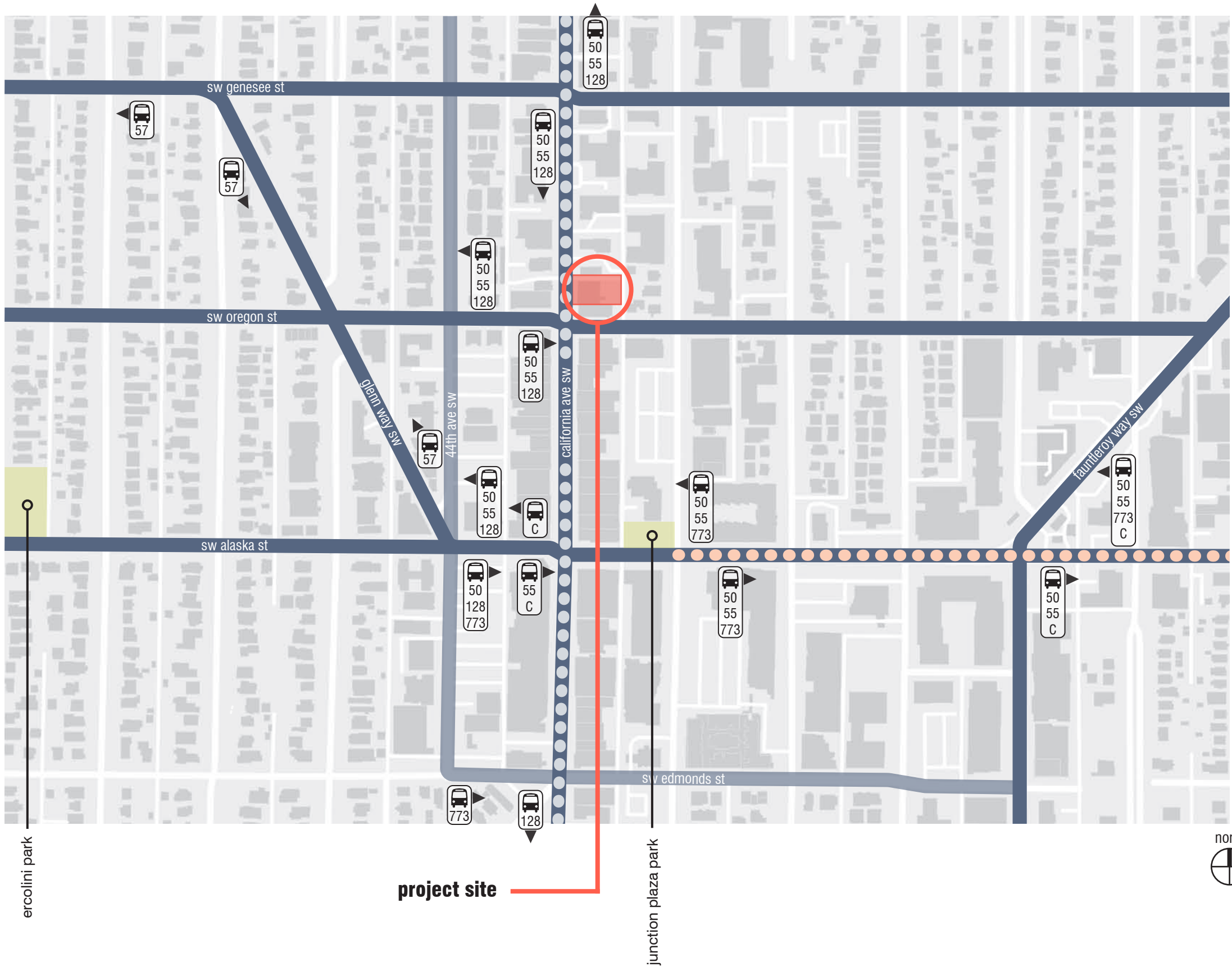


LEGAL DESCRIPTION

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.

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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.

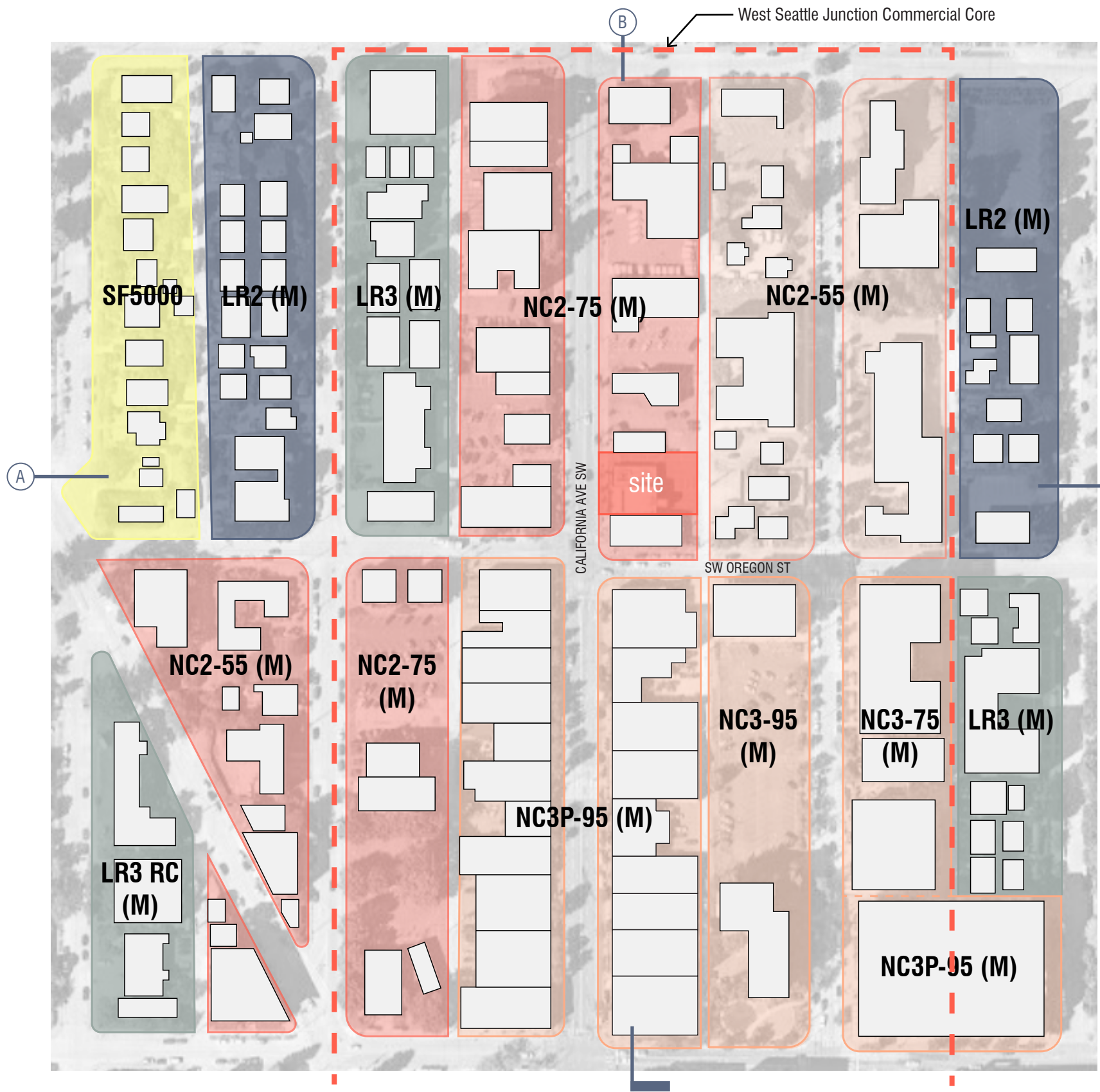
The pedestrian experience is very important in this area, with California Ave designated as a “major pedestrian street” and Oregon as an “important pedestrian connector” east/west.



LOCAL AMENITIES

- | | |
|---------------------------------------|---------------------------------------|
| 1 Project Site | 18 United States Post Office |
| 2 Bright Horizons Daycare | 19 CHI Franciscan |
| 3 Hope Lutheran School | 20 Jiffy Lube |
| 4 Tilden School | 21 True Value Hardware |
| 5 Holy Rosary School | 22 Les Schwab Tire Center |
| 6 St Christopher Academy | 23 West Seattle Senior Center |
| 7 Seattle Lutheran High School | 24 West Seattle Farmers Market |
| 8 Junction Plaza Park | 25 Seattle Fire Station #32 |
| 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 | |

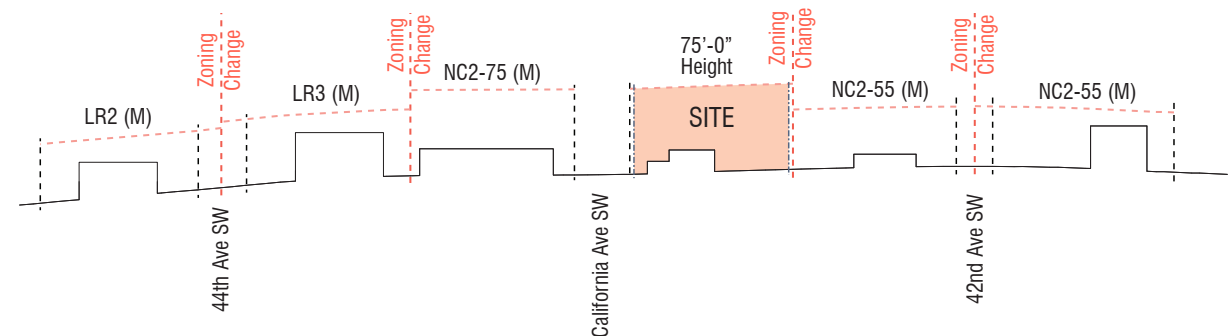




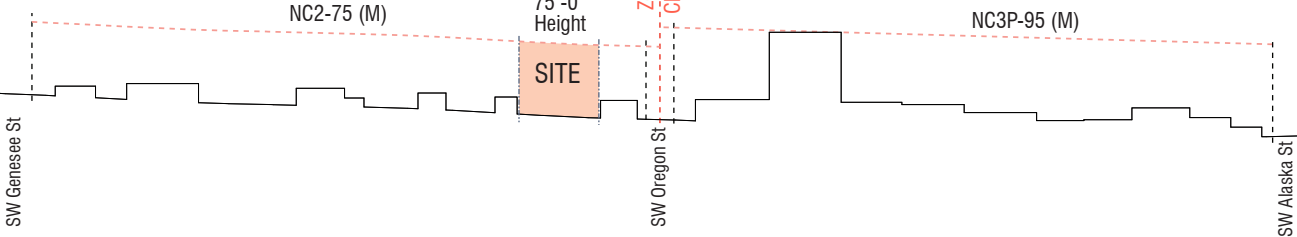
SITE ZONING

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



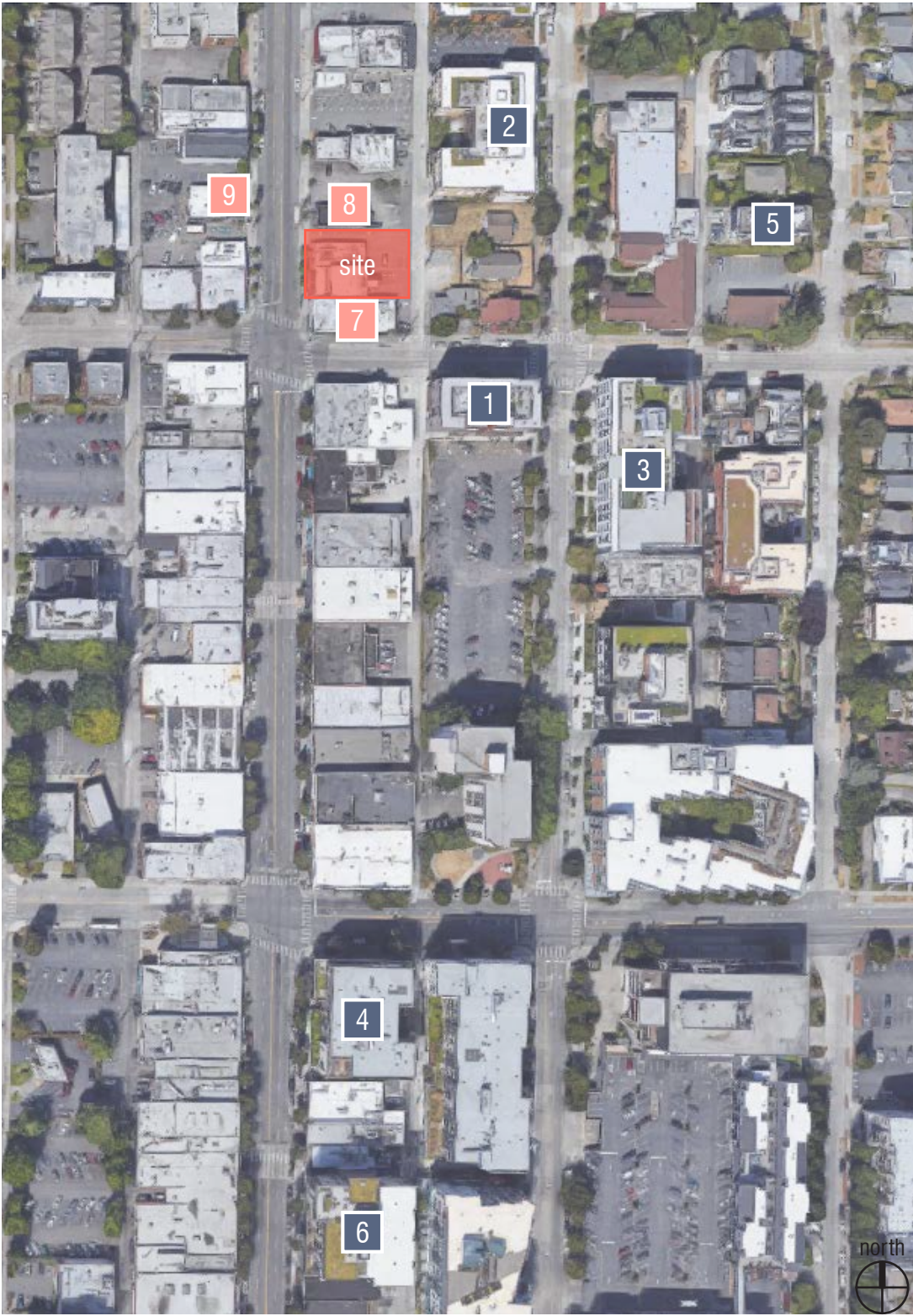
Section B - Looking East from California Ave SW



SURROUNDING USES

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

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 its 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







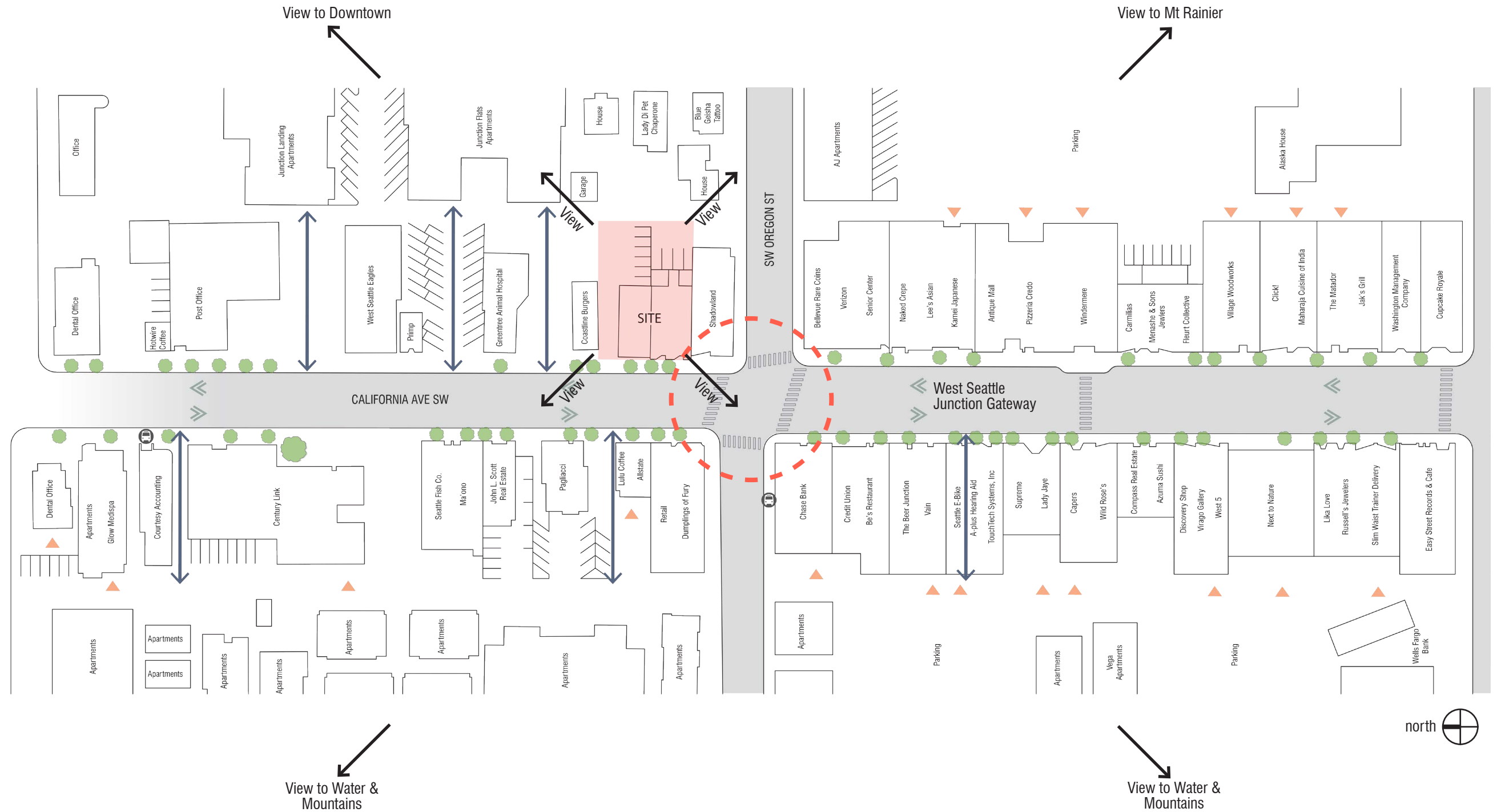
Future Development

Future Development

Recently Completed

DIAGRAM LEGEND

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



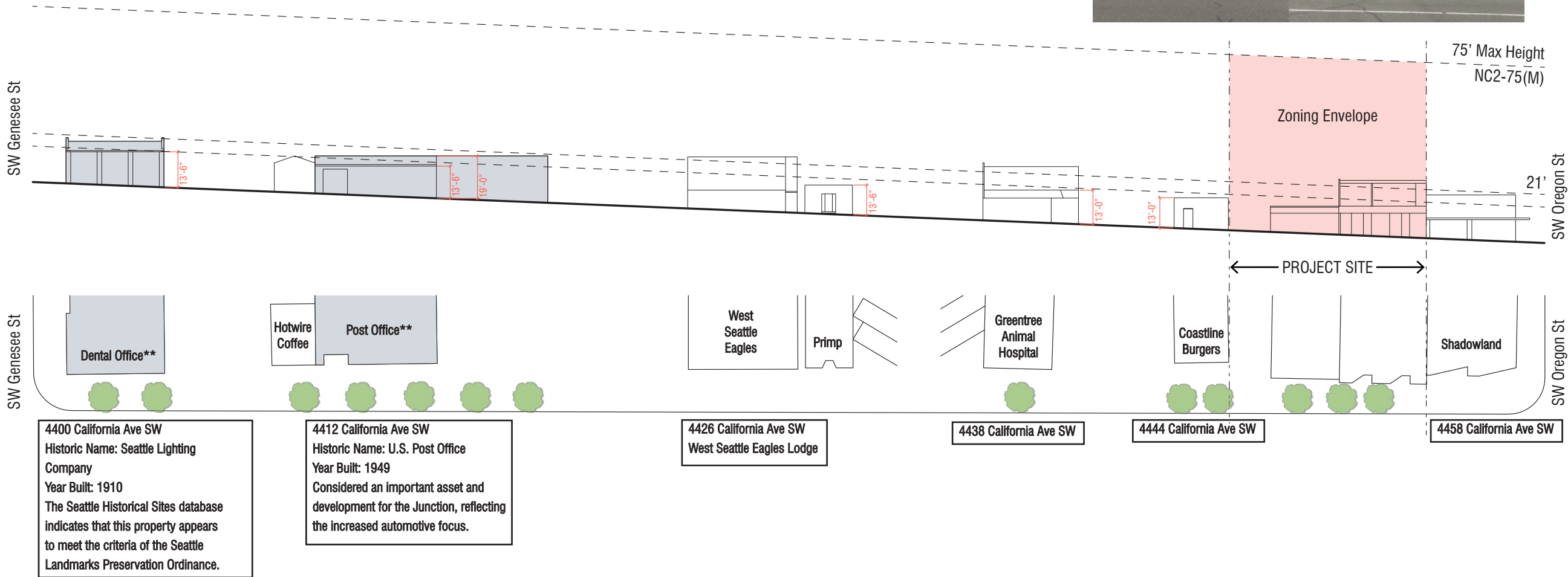
Enlarged Site Photo



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.

LOOKING EAST

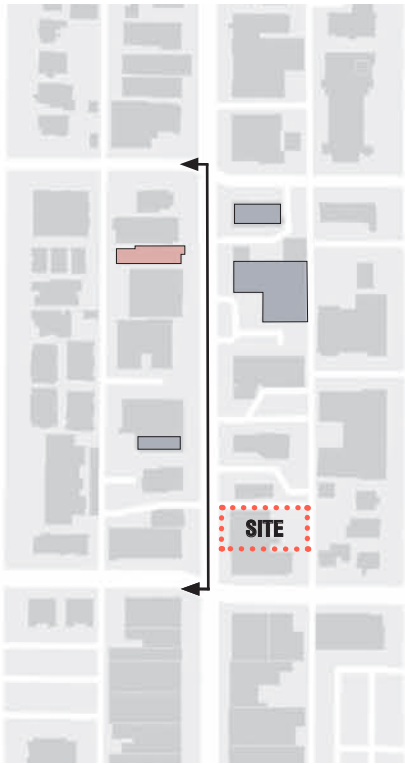


KEY

- ** Considered to meet Landmark criteria, very likely to remain
- * Considered culturally significant, likely to remain



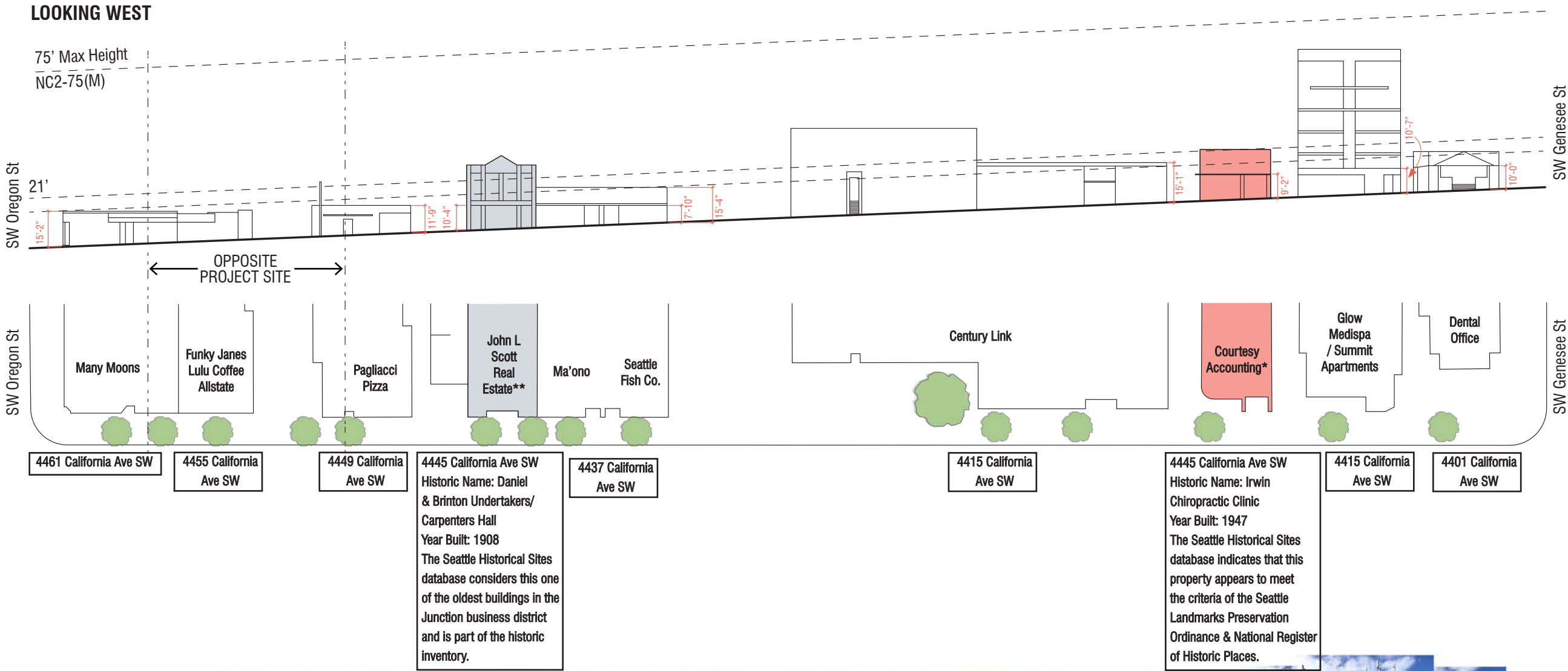
PROJECT SITE



KEY

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

* Considered culturally
significant, likely to
remain



OPPOSITE PROJECT SITE

Seattle Department of Neighborhoods Historical Site Inventory

6.0 SITE SPECIFIC URBAN ANALYSIS | ground level facade study



RETAIL RELATIONSHIP TO CONTEXT

The design team initially investigated the datums found on both the east and west sides of our block of California Ave. While our block of California Ave is not yet developed to its full potential, there are a number of structures that meet Landmark criteria or are considered culturally significant and likely to remain. As shown on page 12, the Dental Office and Post Office on our block (and our side of the street) both have datums at approximately 13'-6", and both meet Landmark Criteria. Across the street, there are two additional historically significant structures with slightly lower datums at approximately 9' to 10'-4".

Expanding our analysis further south to the more developed blocks of California Ave, we have found a variety of datums. We evaluated a combination of buildings including the recent larger scale mixed use buildings, two recently permitted, but not yet built projects, as well as character buildings in the Junction. By considering existing structures that contribute to the essential character of the junction as well as the newer and proposed, we are able to consider datums that weave together both existing and future context. While there are a few outliers, we found a consistent cornice or parapet height between 15'-2" and 20'-0". Lower level awnings typically provide a secondary datum between 9'-7" – 14'-9".

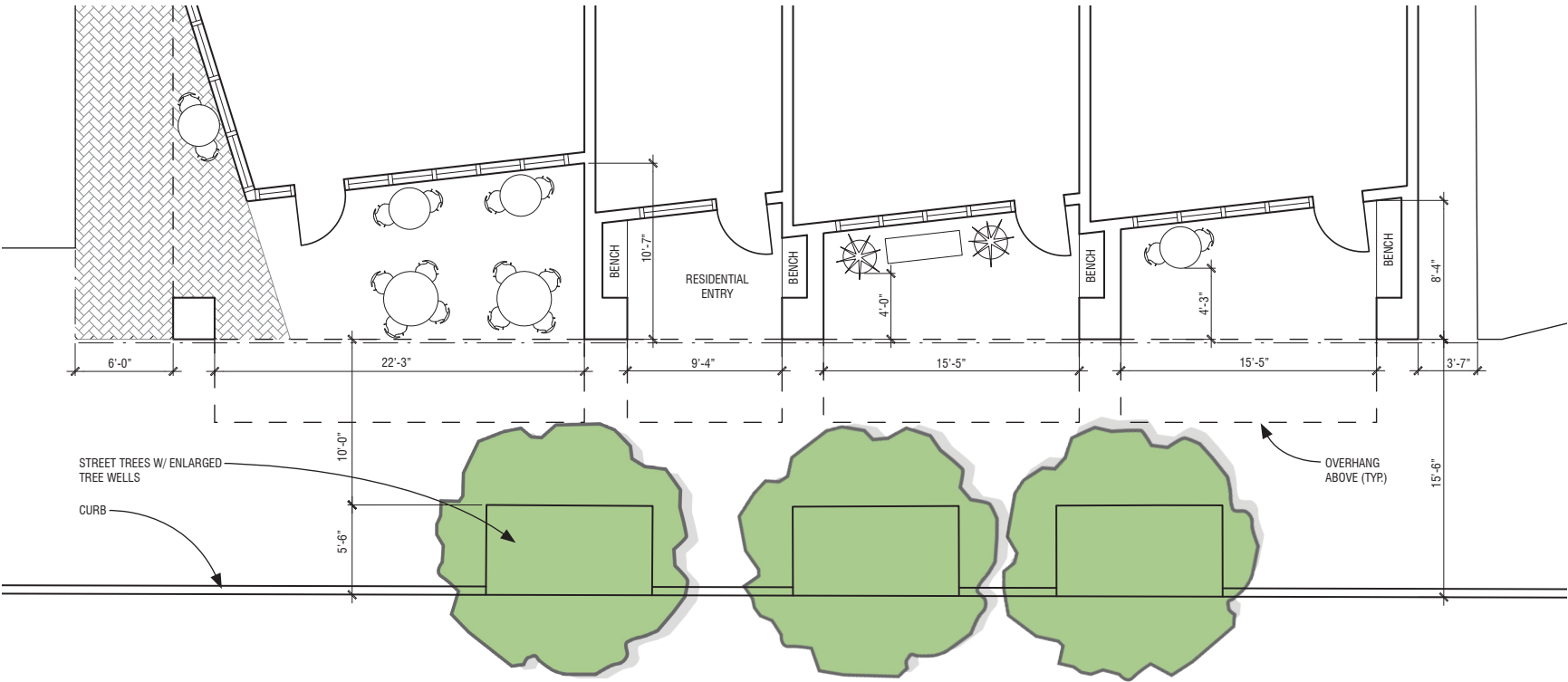
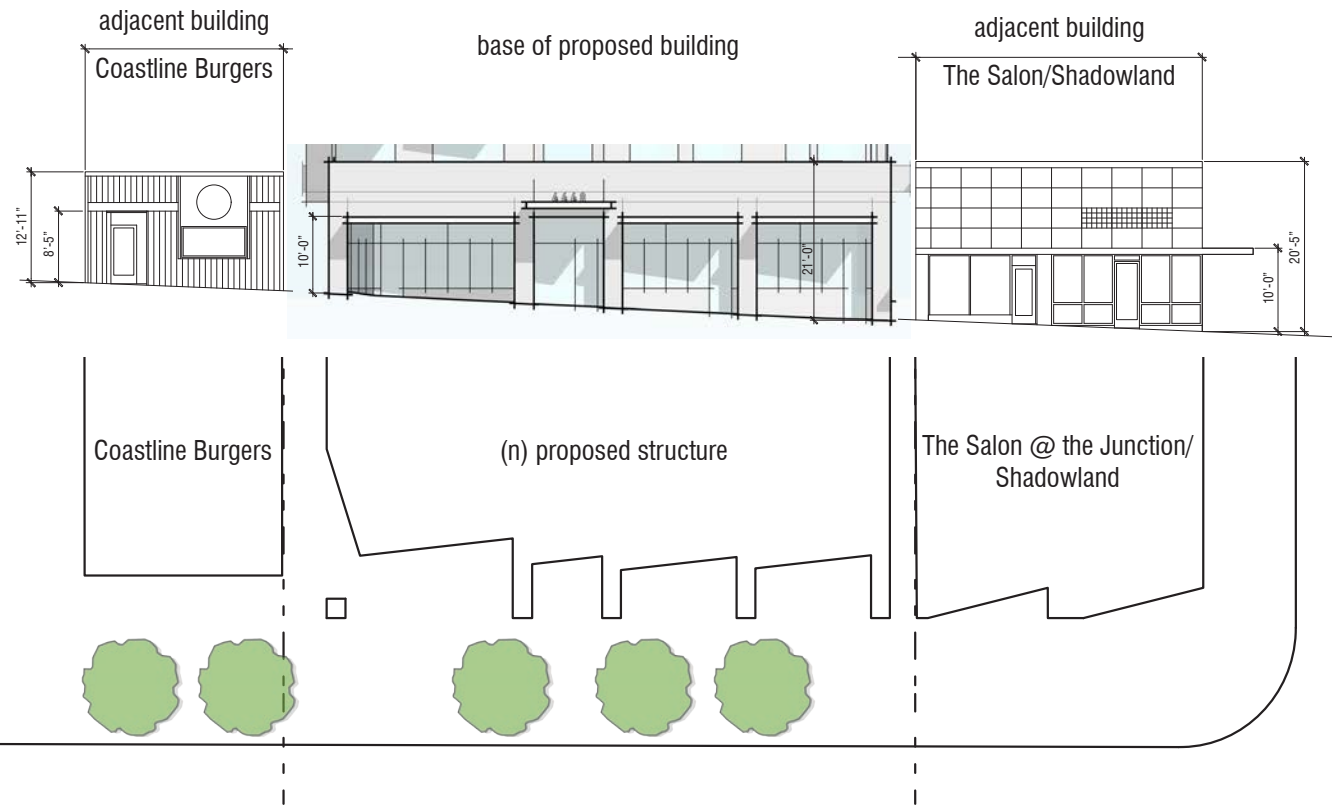
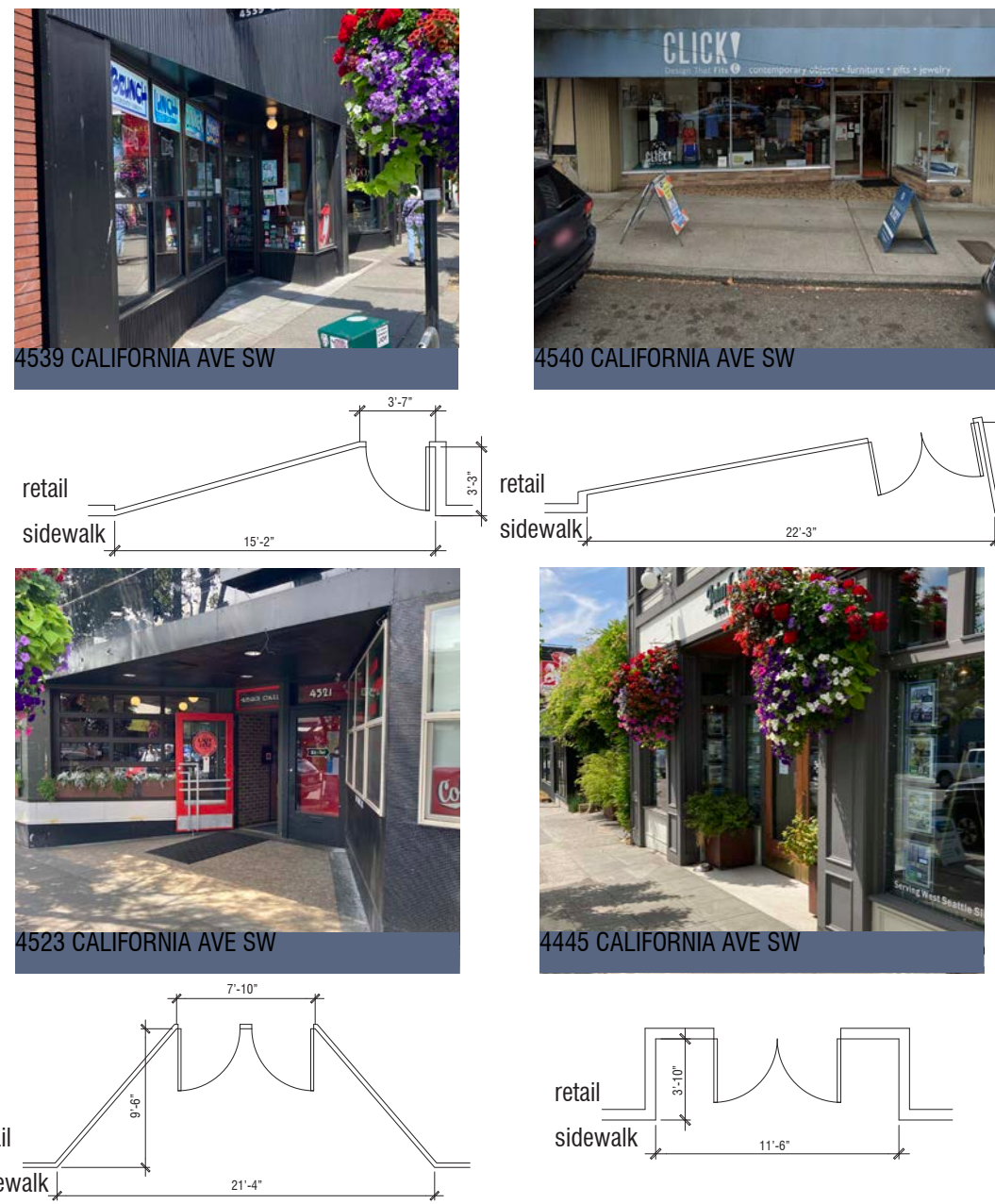
RETAIL ENTRANCE STUDY

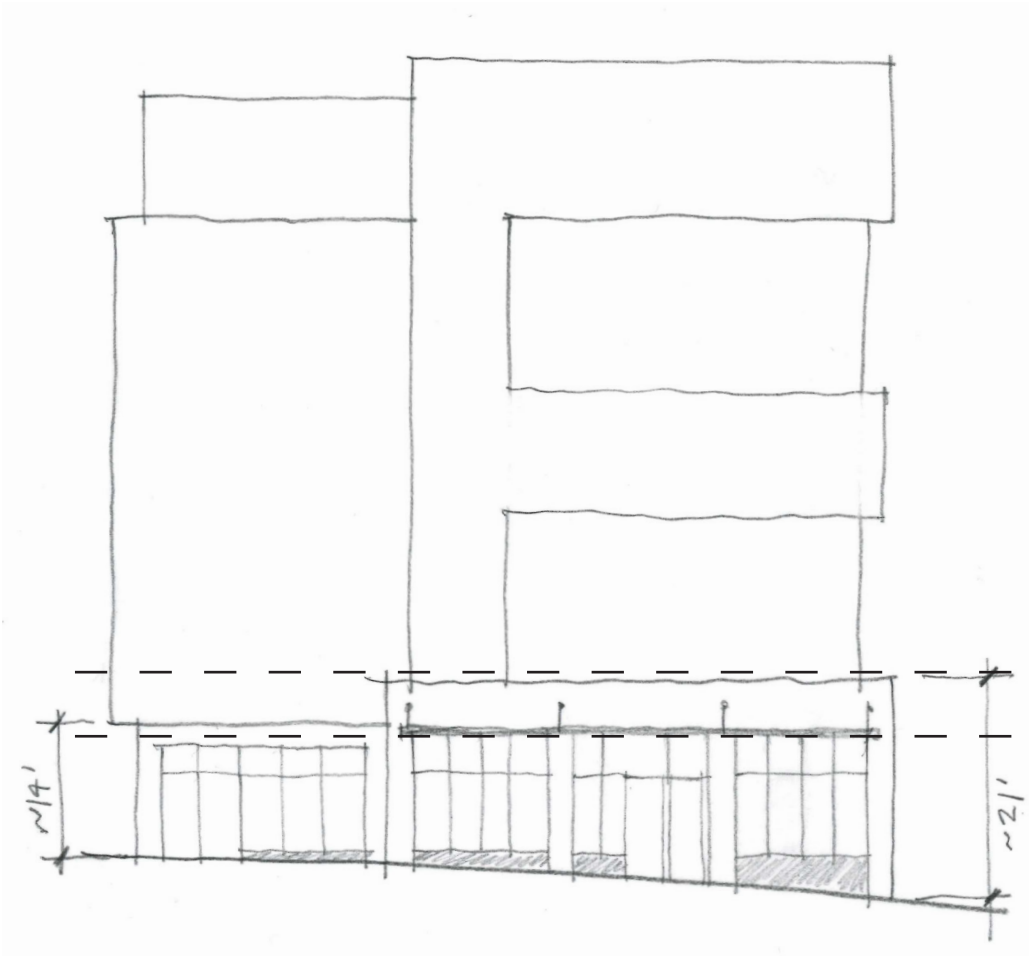
We explored the retail entrance typologies that are prevalent along California Ave to provide guidance for our building. Most entrances are recessed into the facade with at least 3’ from the building edge with a covered entry. This provides a transitional space between the pedestrian zone and the commercial interior. A large percentage of entrances have angled recesses. All of this provides pedestrians with a sense of scale and creates a strong presence for the commercial space on the street.

RESPONSE

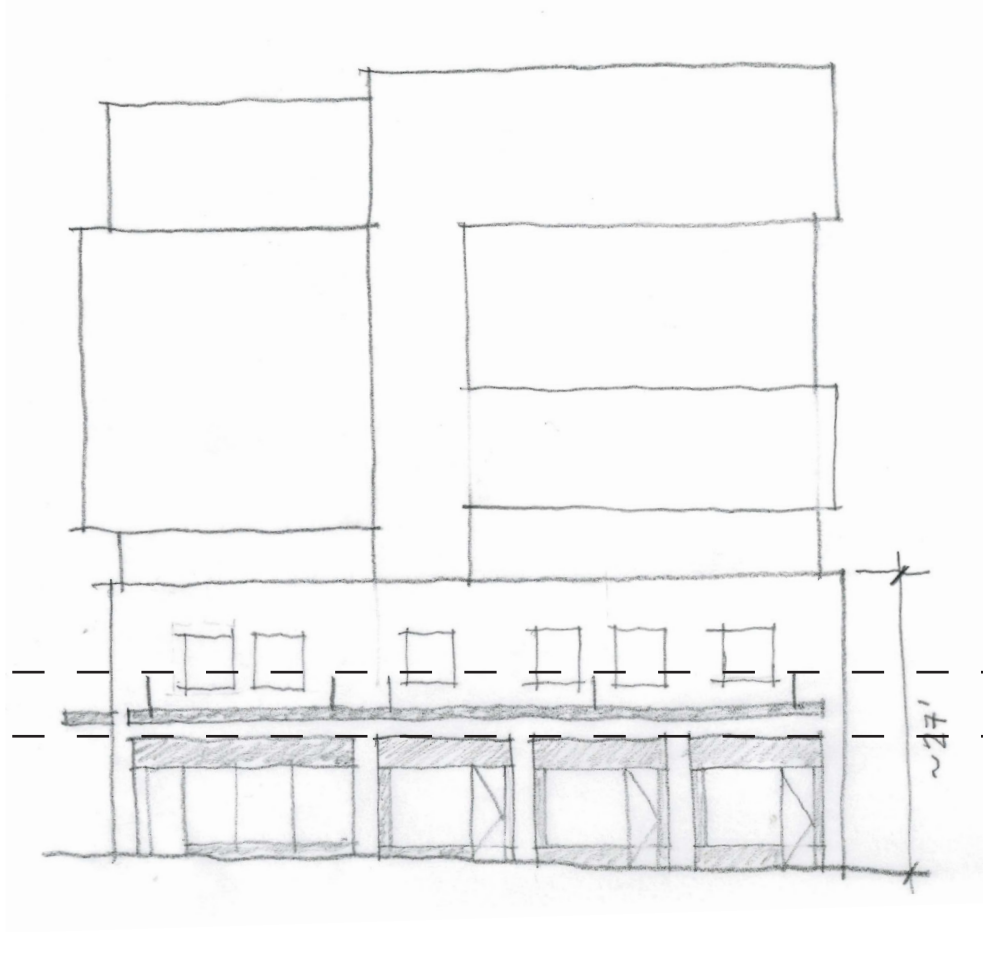
In keeping with the California Ave retail entrance typologies, we created angled storefronts recessed from the building edge, scaled in height and width to maintain cohesiveness with the Junction.

EXISTING RETAIL ENTRANCE TYPOLOGIES IDENTIFIED ON CALIFORNIA AVE SW

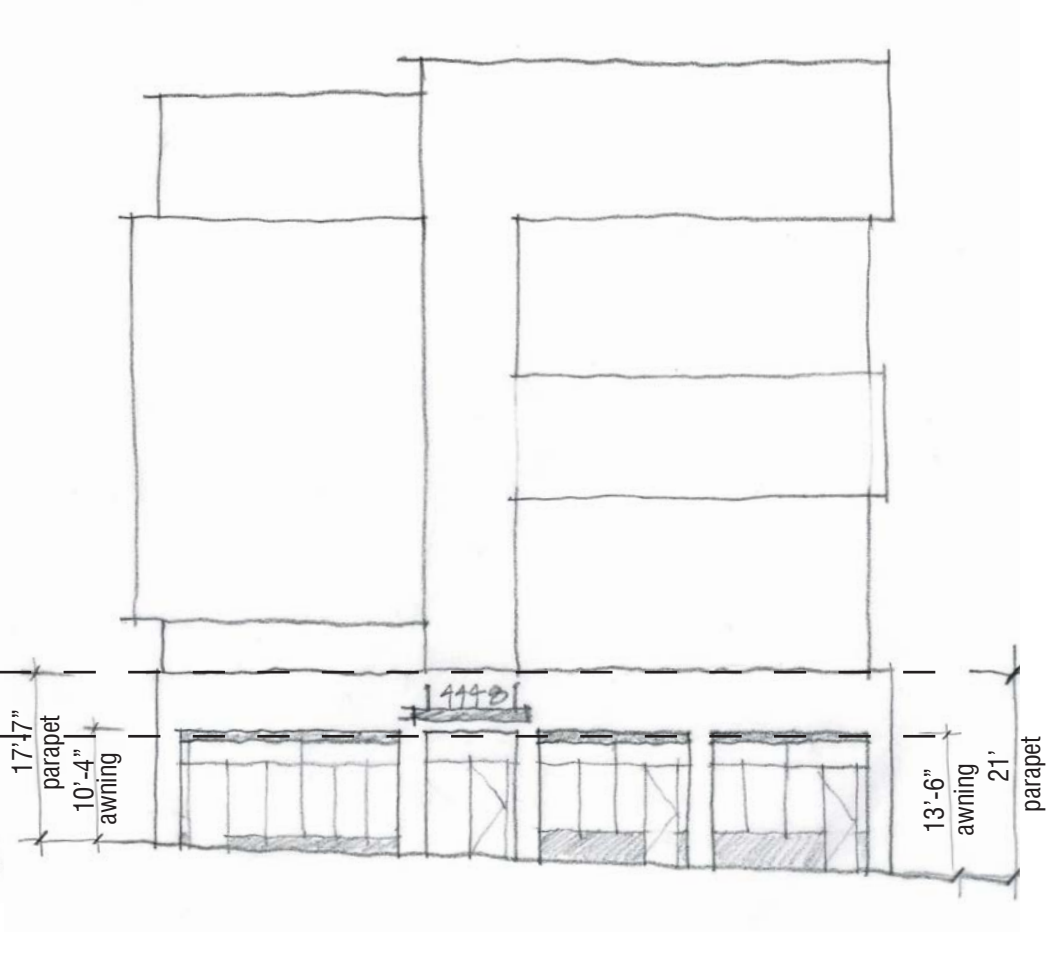




Previous massing

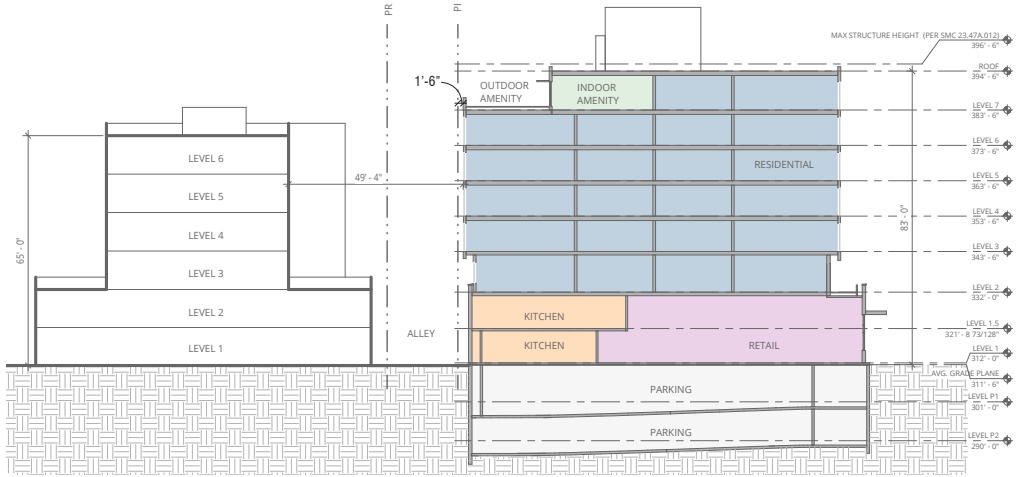


Massing with base datum reflective of one block south. Feels out of scale in context of northern block

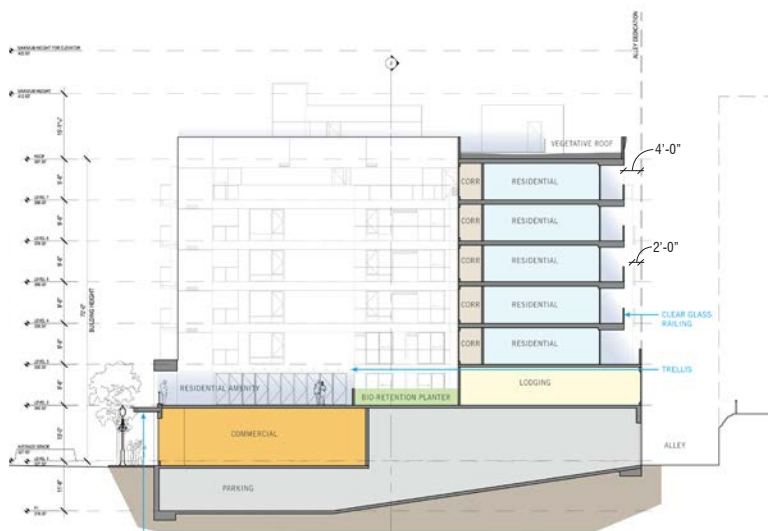


Refined base, height adjusted to reflect the northern block, site specific and relates to the adjacent buildings, strengthening the character of this block while relating to the southern block

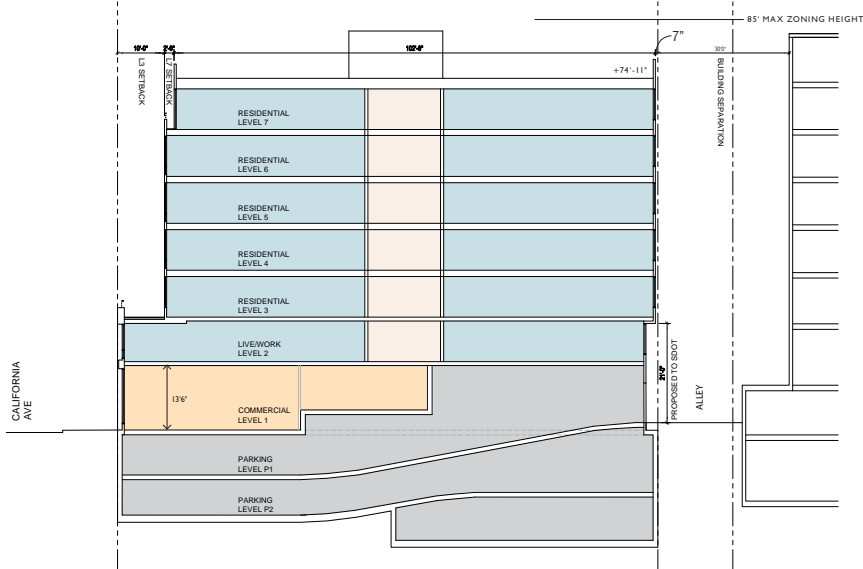
SECTION @ 4757 CALIFORNIA AVE SW



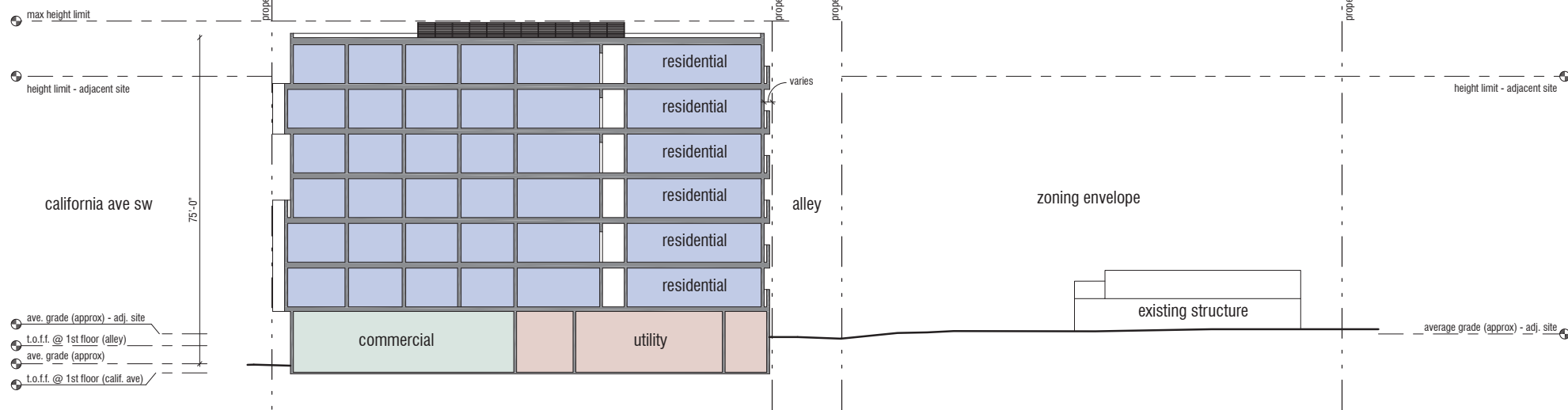
SECTION @ 4508 CALIFORNIA AVE SW



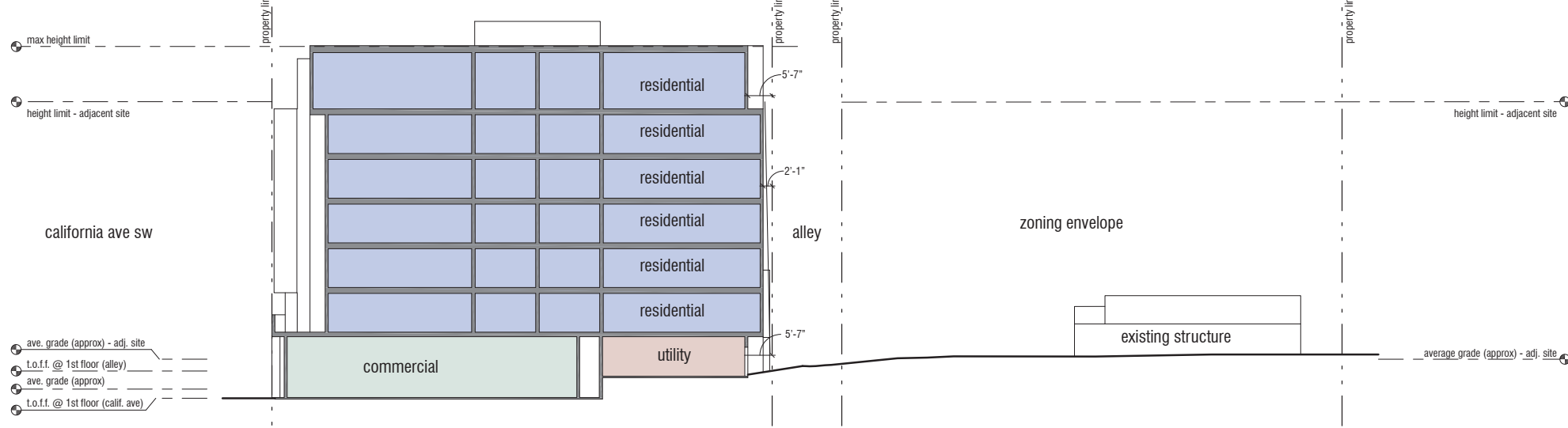
SECTION @ 4730 CALIFORNIA AVE SW



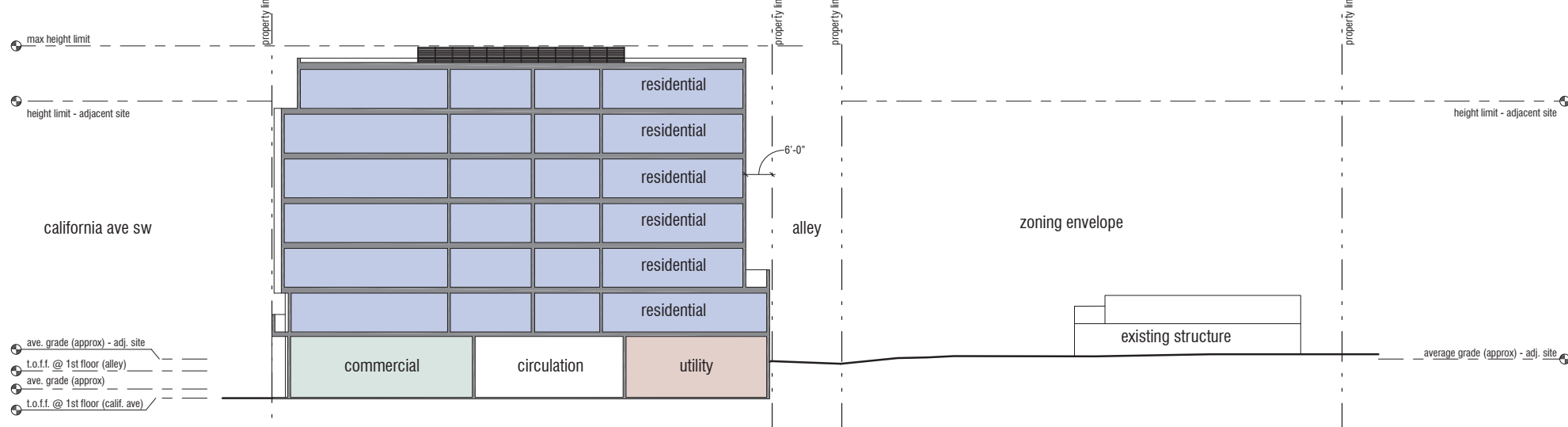
ORIGINAL SCHEME SECTION



NEW SCHEME SECTION 1

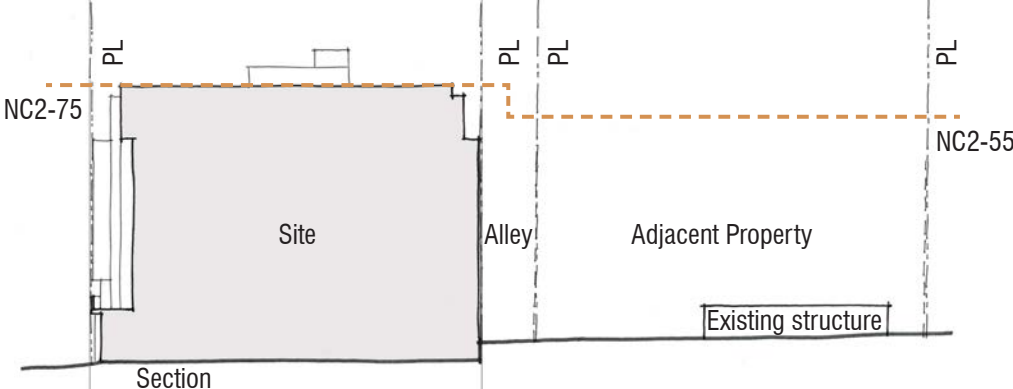
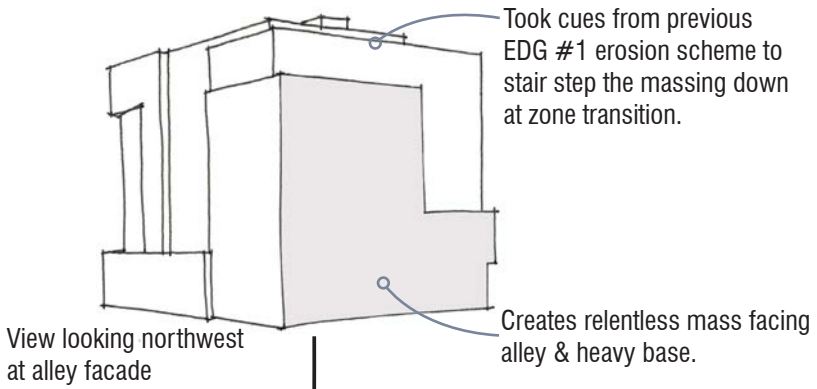


NEW SCHEME SECTION 2



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OPTION A



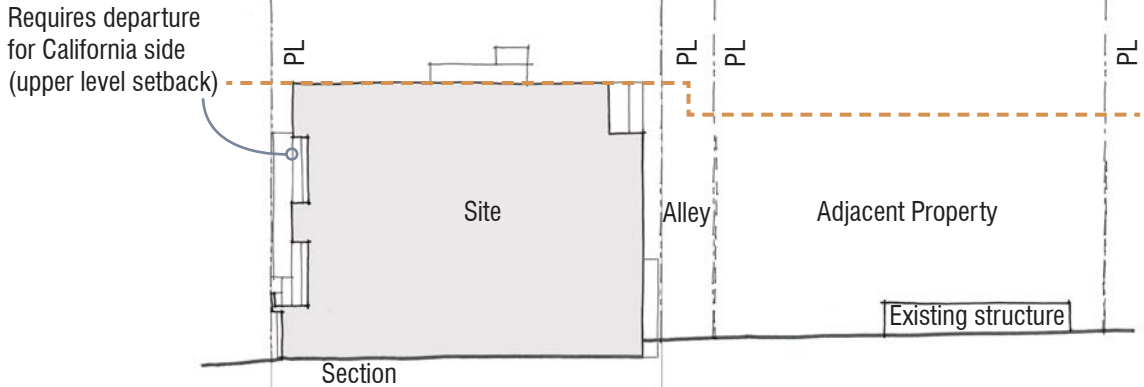
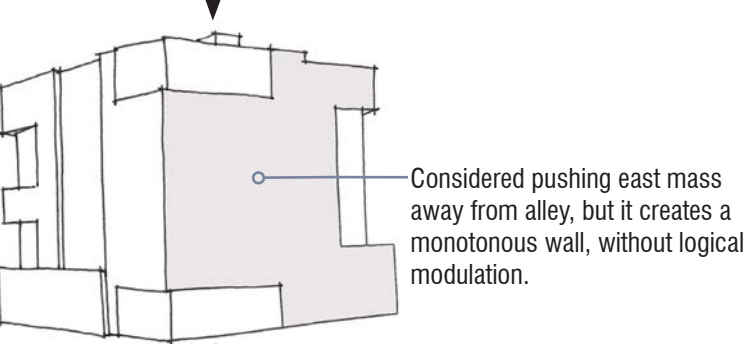
PROS

- Steps down massing at zone transition.

CONS

- Large wall does not reduce height, and doesn't mitigate massing.

OPTION B



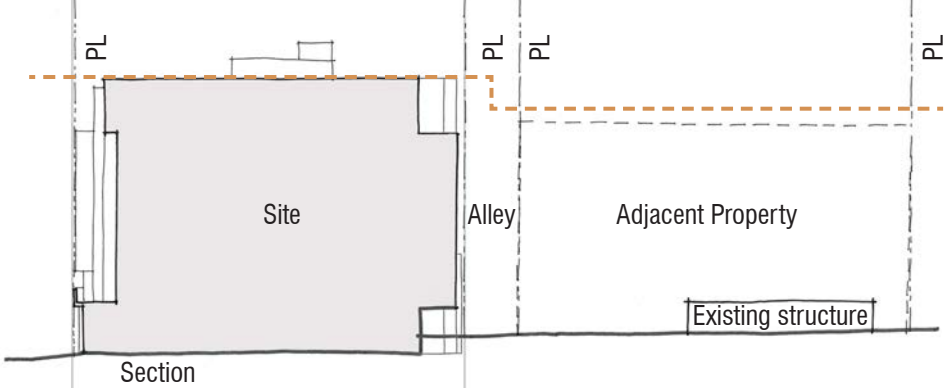
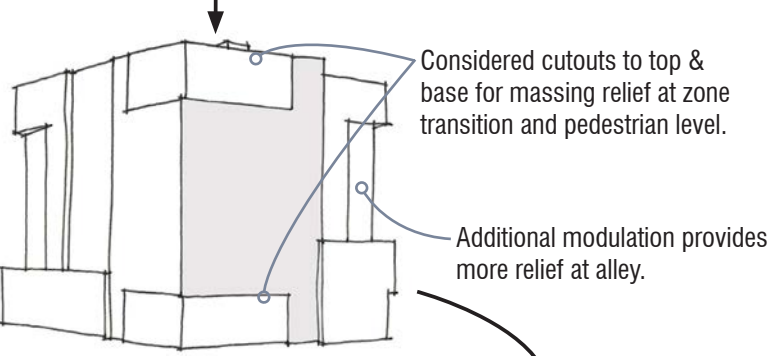
PROS

- Full width of building is pushed away from zone transition for greater relief.

CONS

- Requires departure.
- Large wall still reads as a large mass.

OPTION C



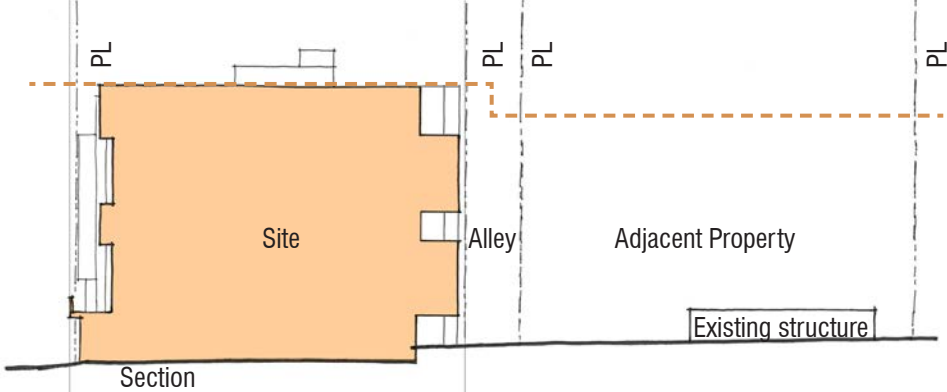
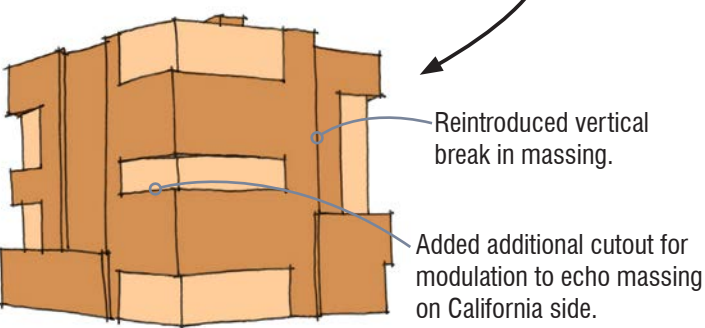
PROS

- Multiple areas of modulation provides relief at various levels.

CONS

- Large wall is reduced, but still provides a large mass fronting zone transition.

REFINED PINWHEEL SCHEME



PROS

- Multiple setbacks at varying depths provide massing relief.
- Modulation provides relief at zone transition, pedestrian level, & reduces the large mass.

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.



opportunity for adjacent property to face open space during future development

views in and out of restaurant, along with variety of seating increases activity

column provides opportunities for wayfinding signage and artwork

change in pavement patterning and overhead lighting signals open space to pedestrians and provides sense of scale



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

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

USES PERMITTED OUTRIGHT 23.47A.004 TABLE A		
<ul style="list-style-type: none">Residential usesCommercial 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) <ul style="list-style-type: none">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 providedAt least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entryThe 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	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
(Commercial) <ul style="list-style-type: none">60% of street-facing facades between 2 - 8 feet above the sidewalk shall be transparentNon-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 facadeNon-residential uses at street level shall have a floor-to-floor height of at least 13 feet		
MAXIMUM STRUCTURE HEIGHT 23.47A.012		
<ul style="list-style-type: none">Maximum structure height = 75 feetCertain 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		
<ul style="list-style-type: none">5.5 on a lot outside of the Station Overlay District lot area: 9,718 sf max. FAR: 53,449 sfArea 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

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 <ul style="list-style-type: none">A green factor score of 0.3 or greater is required (functionally equivalent to landscaping 30% of lot) <i>*note: credit is awarded for green roofs, planters, green walls, landscaping, and plantings in the adjacent right-of-way</i> <i>*note: street trees are required and are counted towards the green factor requirement</i>	The proposed project will provide a green factor score of .3 or greater. COMPLIES
LIGHT & GLARE STANDARDS 23.47A.022 <ul style="list-style-type: none">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 <ul style="list-style-type: none">5% of the total gross floor area in residential use required (area excludes mech equipment and parking)Bio-retention facilities qualify as amenity areasAll residents shall have access to at least one common or private amenity areaAmenity areas shall not be enclosedNo common amenity area shall be less than 250sf and shall have a minimum horizontal dim of 10 feetPrivate 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 <ul style="list-style-type: none">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 areaBicycle 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 <ul style="list-style-type: none">Low areaZones 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 facades—including alleys and visible roofs—considering the composition and architectural expression of the building as

- a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.
2. *Blank Walls:* Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades 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)

1. *Street Scape Compatibility*
A pedestrian-oriented street scape 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 southern 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 ground-related 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 provide 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.*

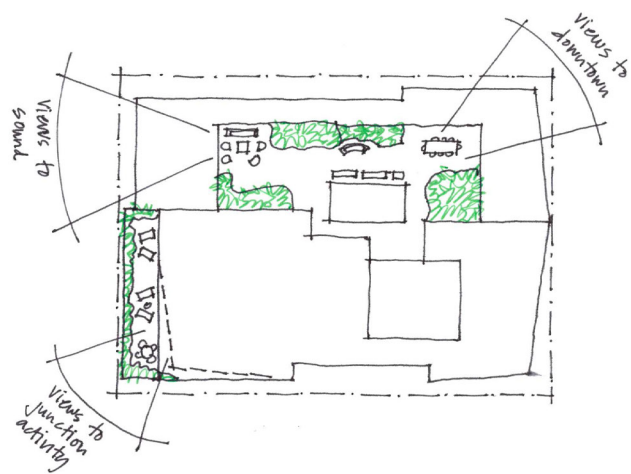
Overhead weather protection should be designed with consideration given to:

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 street scape 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 street scape, 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 street scape. 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.

In general, 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.

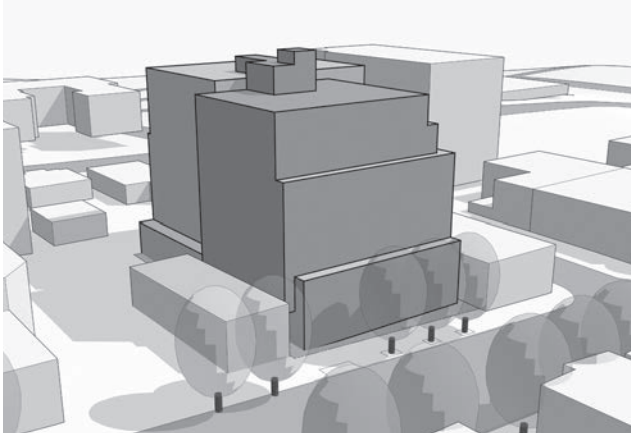
DESIGN GUIDANCE	BOARD COMMENTS	DESIGN TEAM RESPONSE - REFINED PINWHEEL	APPLICABLE DESIGN GUIDELINES
MASSING OPTIONS AND CONTEXT	a. The Board unanimously preferred EDG Option 3 to the other options due to the strength of its four-sided massing expression and the massing reduction provided by the regular 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.	<ul style="list-style-type: none">CS2-D-2. Mid-Block SitesWest Seattle Junction CS2-III-iv. Break Up Visual MassDC2-B. Architectural and Façade CompositionDC2-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.	<ul style="list-style-type: none">West Seattle Junction CS2-1. Streetscape CompatibilityWest Seattle Junction CS2-III. Height, Bulk, and ScaleCS2-D-3. Zone TransitionsCS2-D-4. Massing ChoicesDC2-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.	<ul style="list-style-type: none">CS3-A-4. Evolving NeighborhoodsWest Seattle Junction DC2-I-ii. Cohesive Architectural ConceptDC2-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.	<ul style="list-style-type: none">CS2-D-2. Mid-Block SitesDC2-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.	<ul style="list-style-type: none">CS2-C-2. Mid-Block SitesWest Seattle Junction DC2-I-ii. Cohesive Architectural ConceptDC2-B-2. Blank Walls

DESIGN GUIDANCE	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.	<ul style="list-style-type: none">West Seattle Junction CS3-1. Architectural ContextCS3-A-f. Evolving NeighborhoodsWest Seattle Junction PL2. WalkabilityWest Seattle Junction DC2-I. Architectural Concept and ConsistencyDC2-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: i. Refine the hierarchy of entries to improve wayfinding to the various commercial spaces and the residential units.	 Per Board guidance, the residential entry has been separated from the commercial spaces, so that there is clear wayfinding for both residents and visitors.	<ul style="list-style-type: none">PL2-D-1. Design as WayfindingPL3-A. Entries
	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	<ul style="list-style-type: none">PL2-D-1. Design as WayfindingPL3-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.	<ul style="list-style-type: none">DC1-A-1. VisibilityPL3-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.	<ul style="list-style-type: none">West Seattle Junction CS3-I-ii. Architectural CuesDC2-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.	<ul style="list-style-type: none">West Seattle Junction PL1-I-iii. Recessed EntriesPL1-B-3. Pedestrian Amenities,PL1-C-1. Selecting ActivitiesPL2-B-1. Eyes on the Street



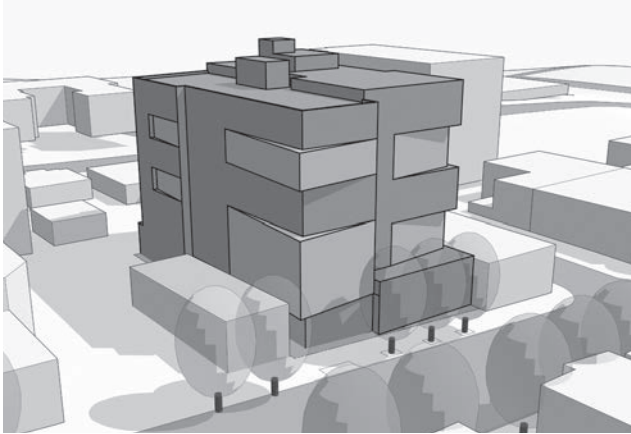
**SCHEME 1: SHIFTING STACKS
(CODE COMPLIANT)**

# UNITS	RESIDENTIAL UNITS: 96 COMMERCIAL UNITS: 2 - 3,409 SF
PARKING:	0 (NONE REQUIRED)
BENEFITS:	<ul style="list-style-type: none">Provides a clarity of form with its simplistic massingSimple form and repeated units provide economic benefits to ownersTwo outdoor community spaces are provided – at the roof with multiple viewpoints, and at the seventh floor with views to the sound
CONCERNS:	<ul style="list-style-type: none">Nearly all units are narrow and facing the side-yards, which limits direct/natural light if/when the adjacent properties are developedWhile 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
POTENTIAL DEPARTURES:	<ul style="list-style-type: none">NONE



**SCHEME 2: EROSION
(CODE COMPLIANT)**

# UNITS	RESIDENTIAL UNITS: 96 COMMERCIAL UNITS: 3 - 4,006 SF
PARKING:	0 (NONE REQUIRED)
BENEFITS:	<ul style="list-style-type: none">Steps in massing respond to West Seattle Junction design guidanceSimple form is unobtrusive in the neighborhoodStepped massing is aimed towards the gateway corner of California and Oregon
CONCERNS:	<ul style="list-style-type: none">One long street wall reduces opportunities to break down the scale compatible with the existing street scape along California AveThere are two large blank walls – one at the north, one at the southTwo-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
POTENTIAL DEPARTURES:	<ul style="list-style-type: none">NONE



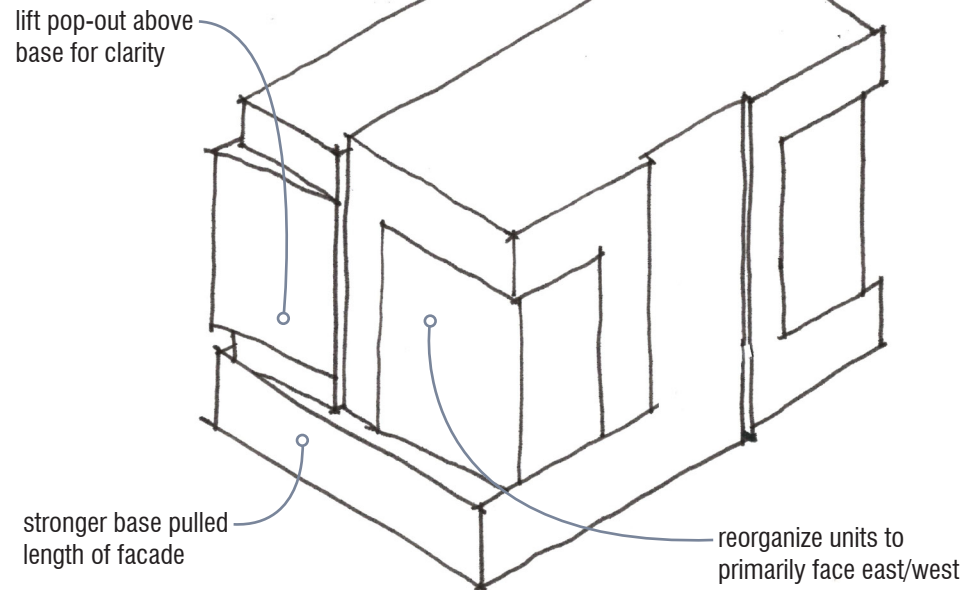
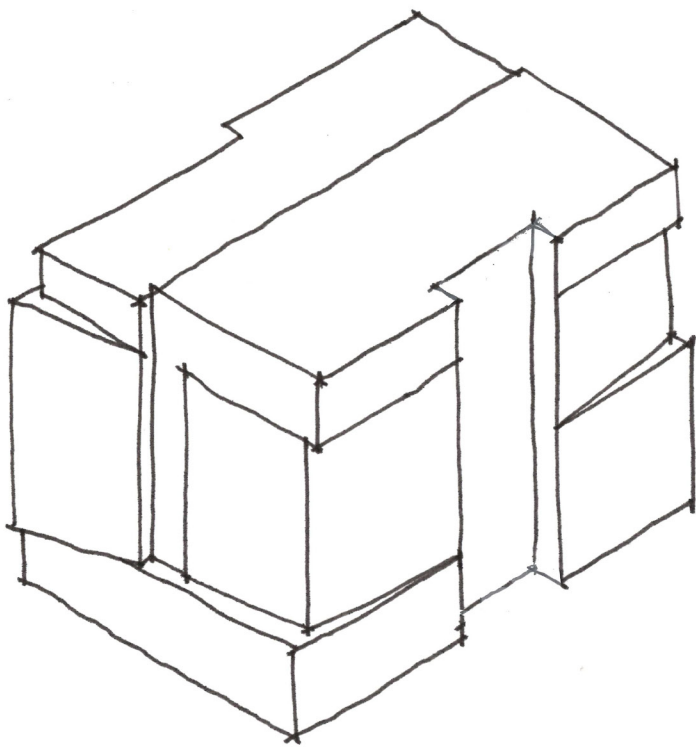
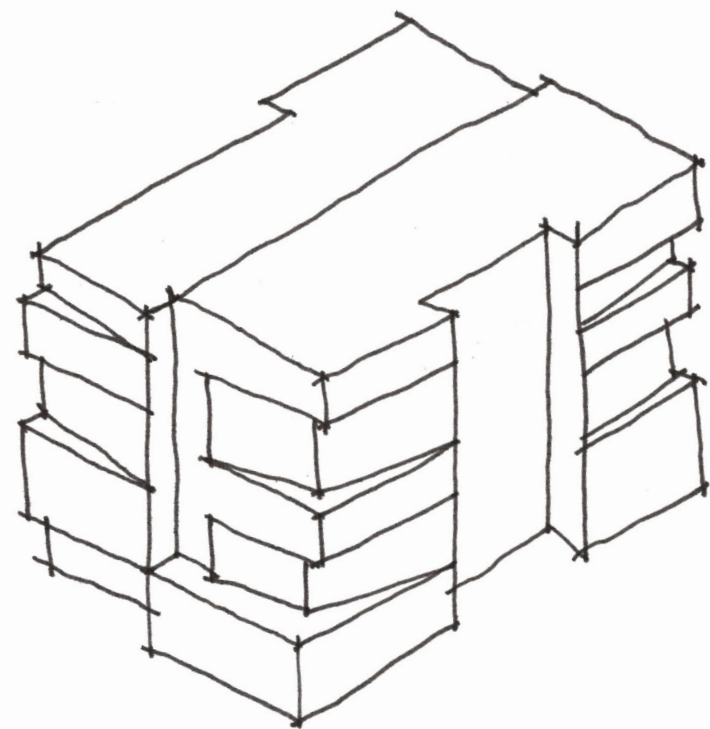
**SCHEME 3: PINWHEEL
(CODE COMPLIANT)**

# UNITS	RESIDENTIAL UNITS: 96 COMMERCIAL UNITS: 3 AND COMMERCIAL PASSAGEWAY - 4,790 SF
PARKING:	0 (NONE REQUIRED)
BENEFITS:	<ul style="list-style-type: none">Steps the ground floor commercial level back from the street to enable spillover into the public realm, enhancing the pedestrian experienceProvides 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 wallsTwo 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.
CONCERNS:	<ul style="list-style-type: none">The complex form will be best served by a simpler fenestration / material patterning
POTENTIAL DEPARTURES:	<ul style="list-style-type: none">NONE



**SCHEME 4: REFINED PINWHEEL
(CODE COMPLIANT)**

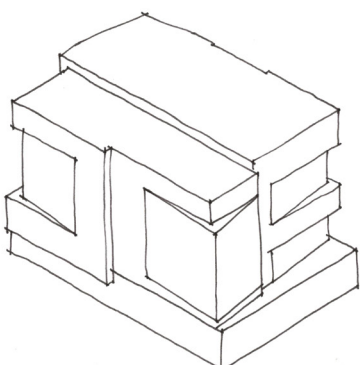
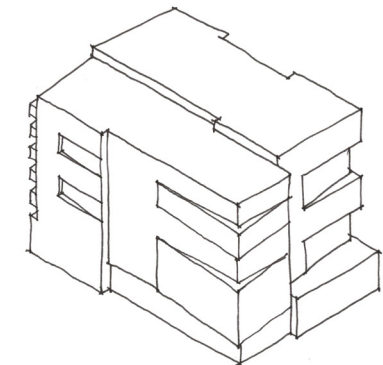
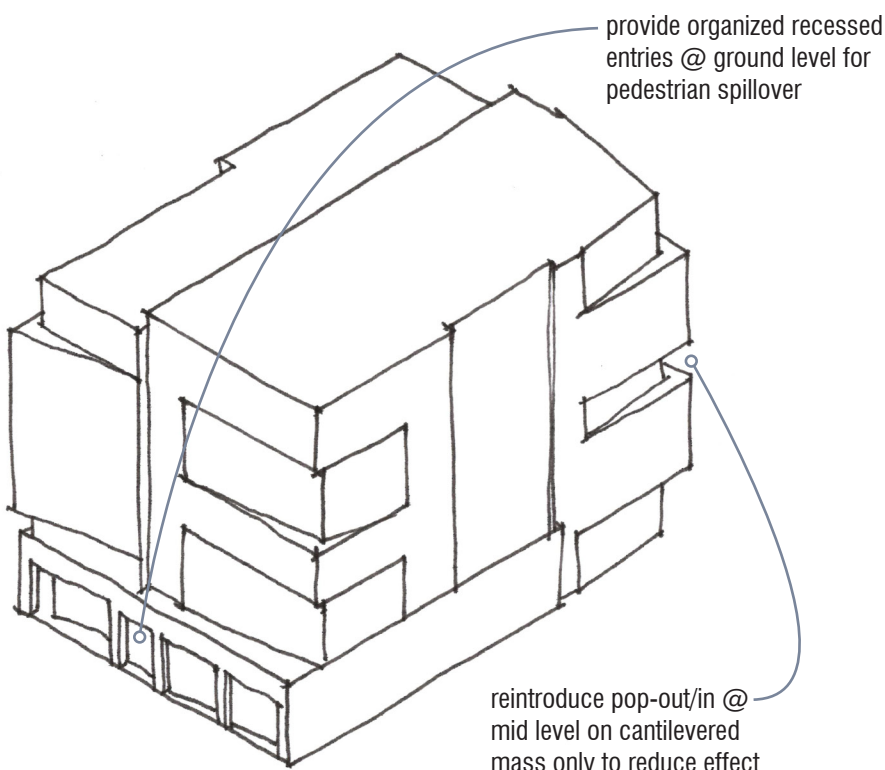
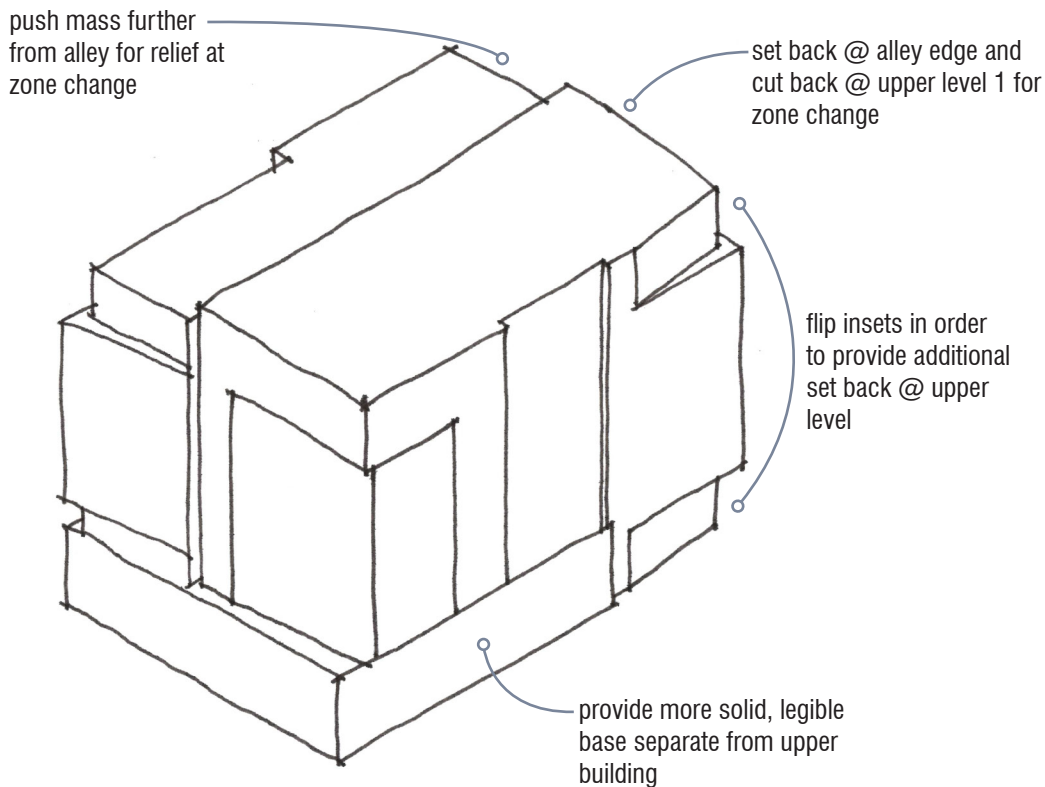
# UNITS	RESIDENTIAL UNITS: 96 COMMERCIAL UNITS: 3 - 3,351 SF
PARKING:	0 (NONE REQUIRED)
BENEFITS:	<ul style="list-style-type: none">Ground floor commercial spaces step back from the street, echoing the pedestrian experience found along California Ave.A solid base is provided at the ground level, following 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 wallsOutdoor 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:	<ul style="list-style-type: none">The complex form has been refined, but must be carefully detailed with fenestration and materials to avoid creating a busy facade.
POTENTIAL DEPARTURES:	<ul style="list-style-type: none">NONE



massing @ EDG

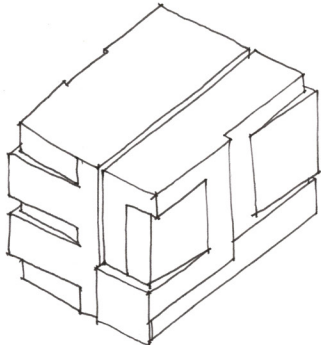
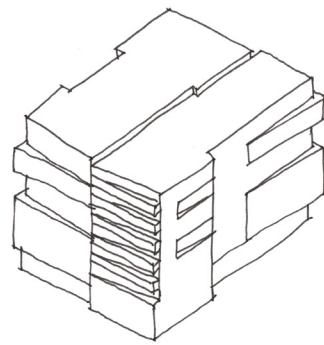
revert back to mid-level diagram

provide stronger base full width of building



front view - original

front view - new

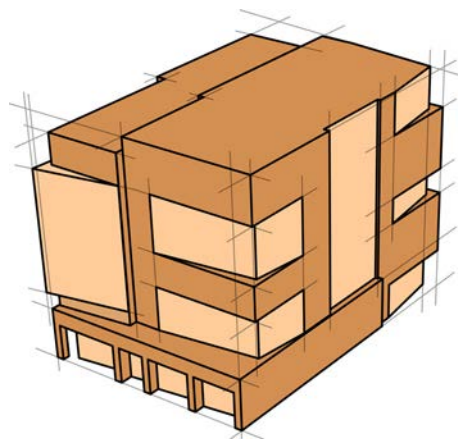


back view - original

back view - new

provide order & logic to mass

final massing



SCHEME 4: REFINED PINWHEEL

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.

POTENTIAL DEPARTURES:

- None



- A

CS2.III HEIGHT, BULK & SCALE

The street and alley oriented facades are broken down into multiple masses to reduce perceived bulk, while secondary architectural elements further aids in providing relief to the mass.
- B

DC2.I.ii ARCHITECTURAL CONCEPT

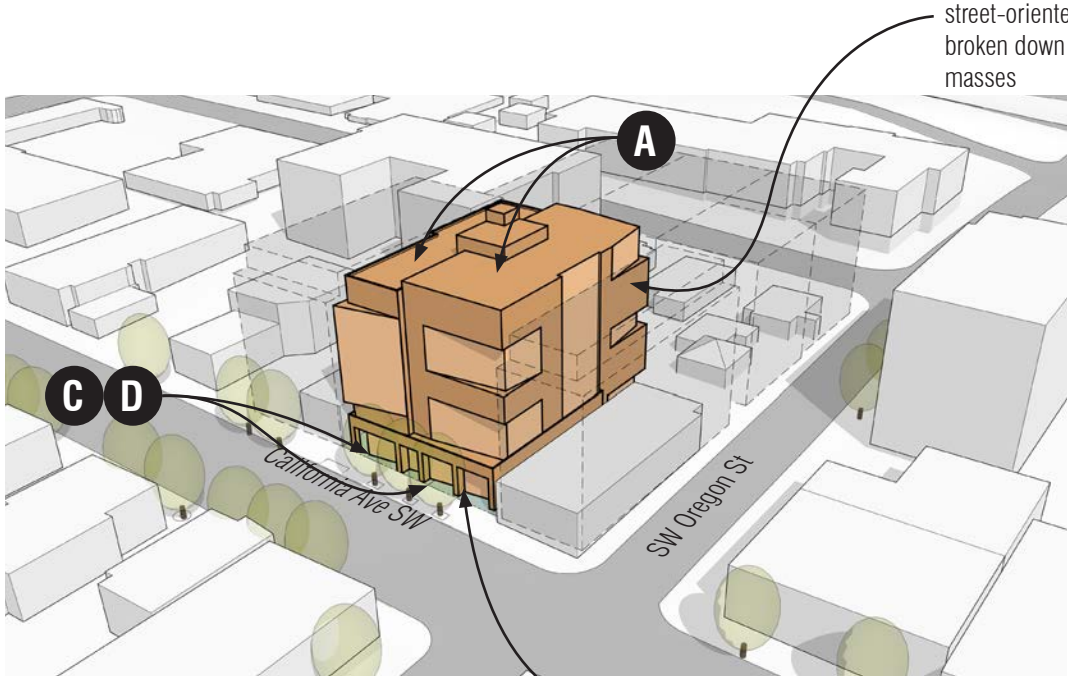
The use and repetition of the angled architectural features help create unity in the structure while providing facade modulation, articulation and visual interest..
- C

PL1.I.i HUMAN ACTIVITY

The set back of the ground floor commercial level from the street and north property lines allows for more public space that enhances the pedestrian experience.
- D

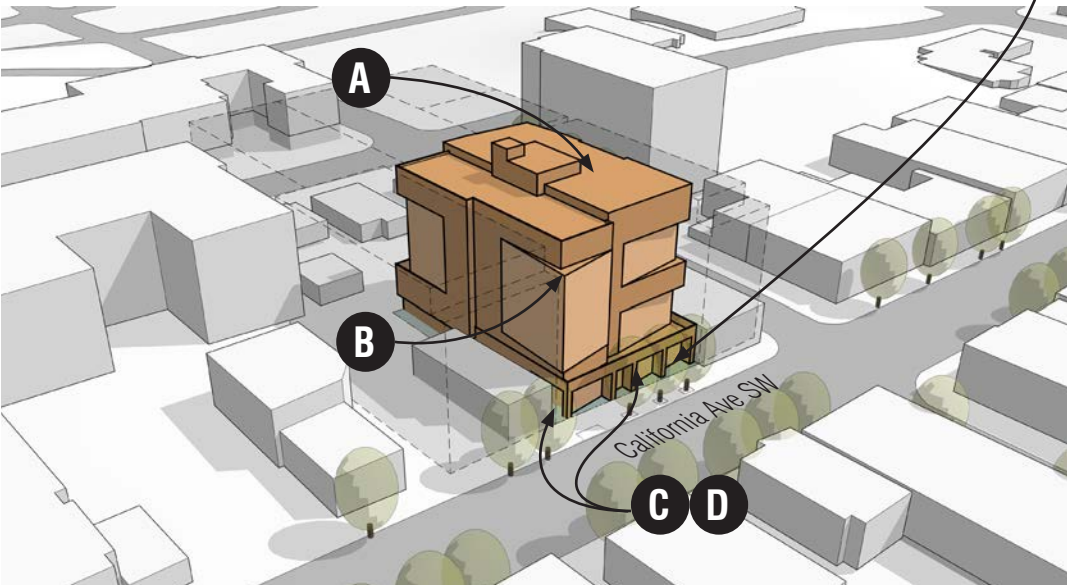
CS2.1 STREETScape COMPATIBILITY

The south portion of the ground floor holds the street edge and will be provided with recessed entries in keeping with the Junction context. The northern edge is setback to create a pedestrian outdoor space and opportunities for outdoor dining.

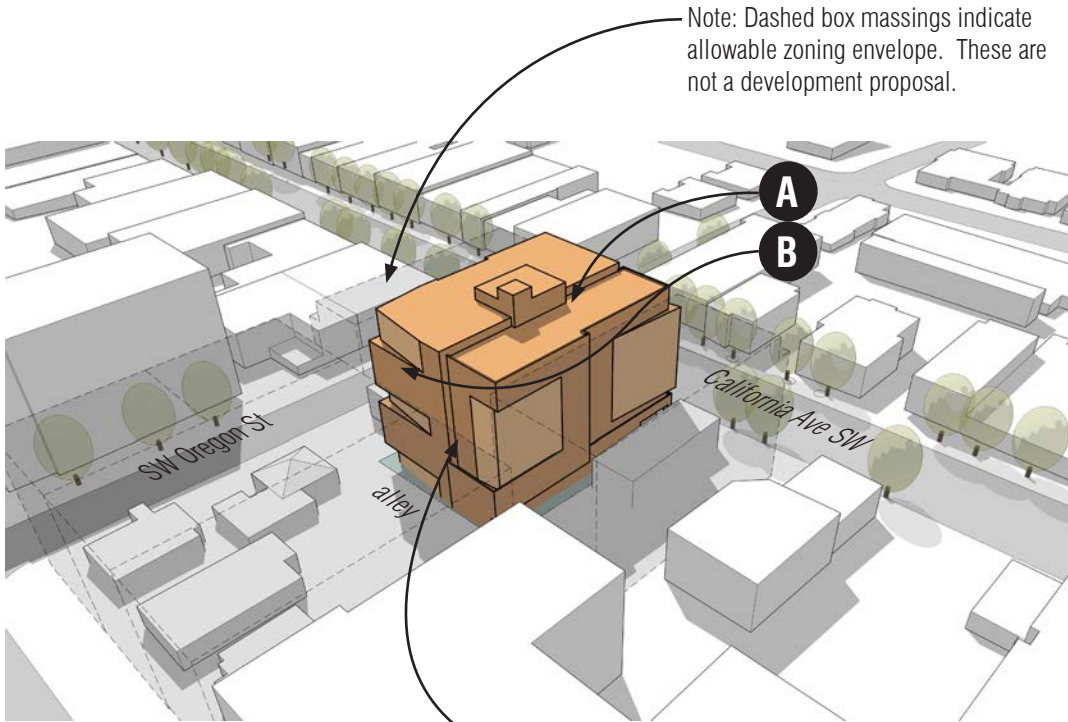


1 birds eye view looking northeast from California Ave SW

street edge is maintained while providing a set back for commercial opportunities, such as outdoor seating



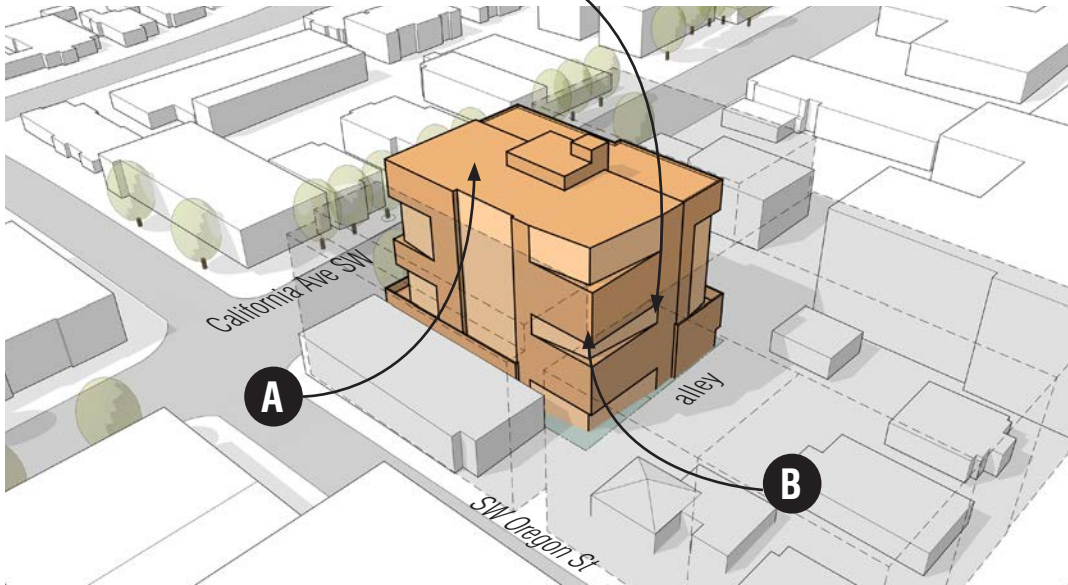
3 birds eye view looking southeast from California Ave SW



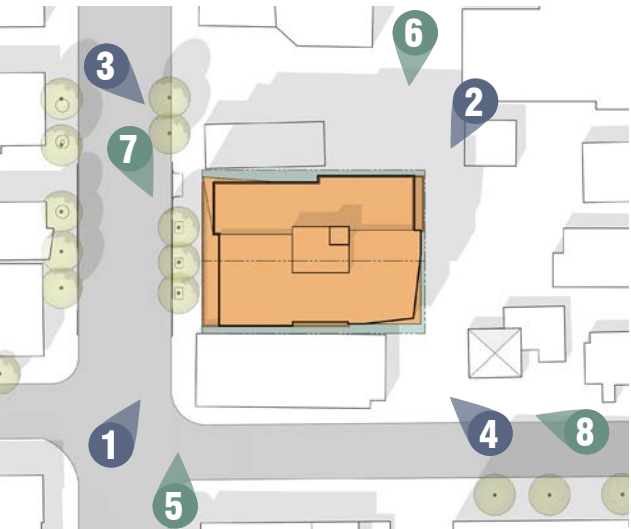
2 birds eye view looking southwest from alley

angled architectural features repeated around the building creates a unified design, and provides opportunities for decks and balconies

angling away from alley directs views and provides relief at alley/zone change



4 birds eye view looking northwest from alley

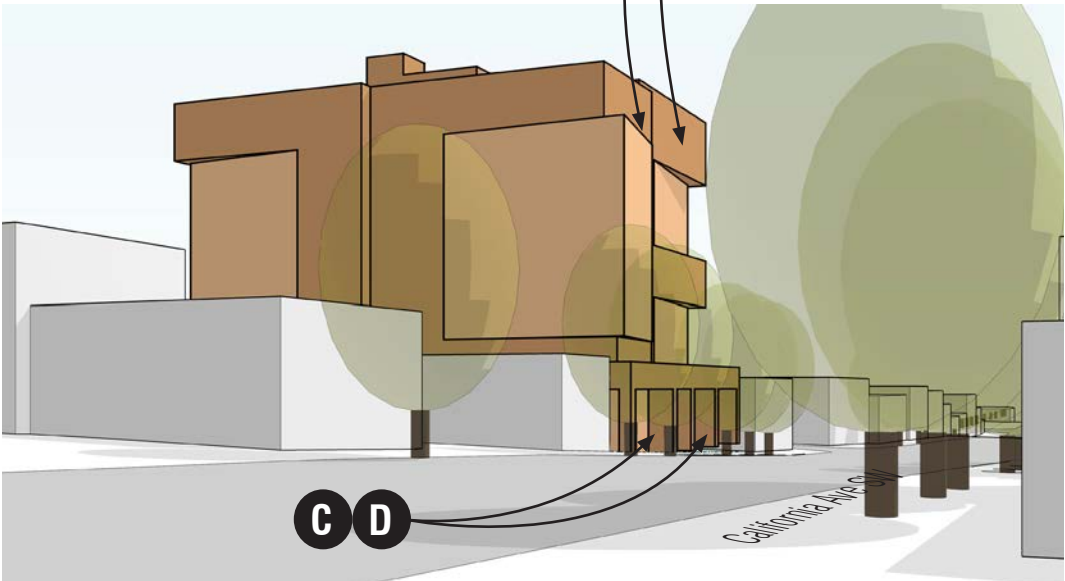


birds eye view # street view

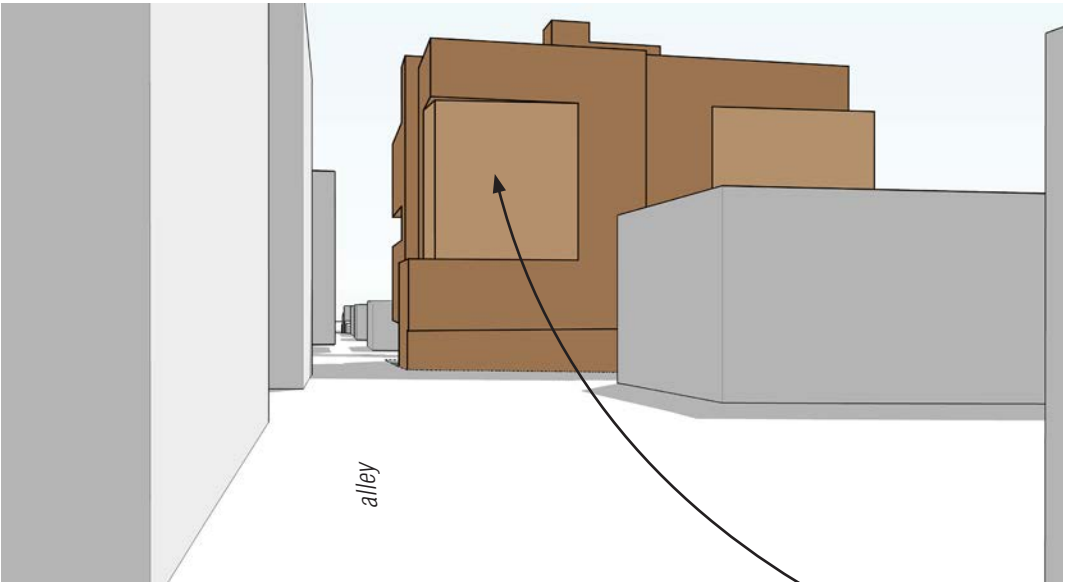


5 street view looking north up California Ave SW

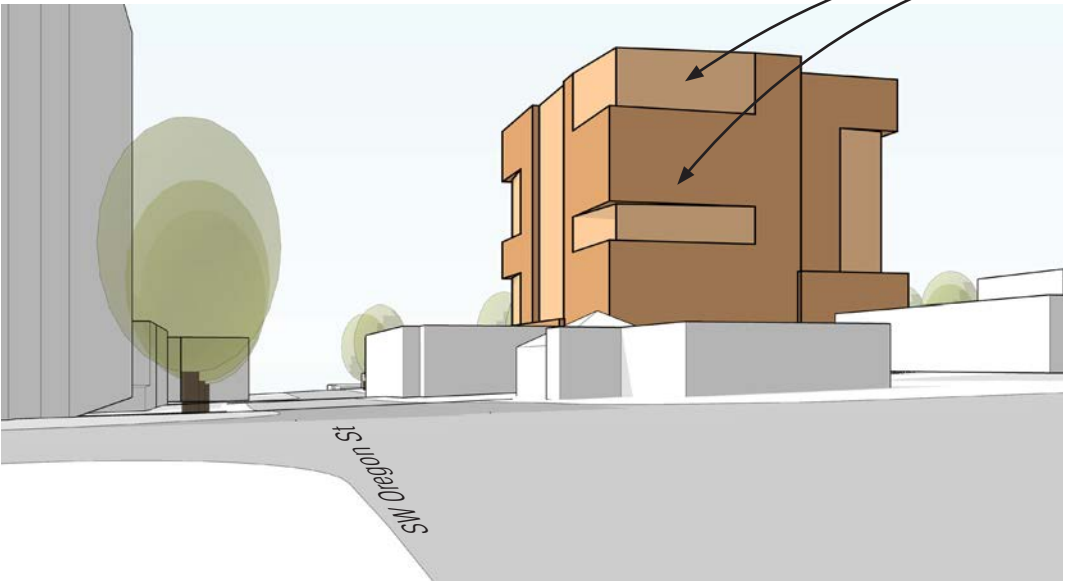
massing is deliberately broken down into multiple sections



7 street view looking south down California Ave SW

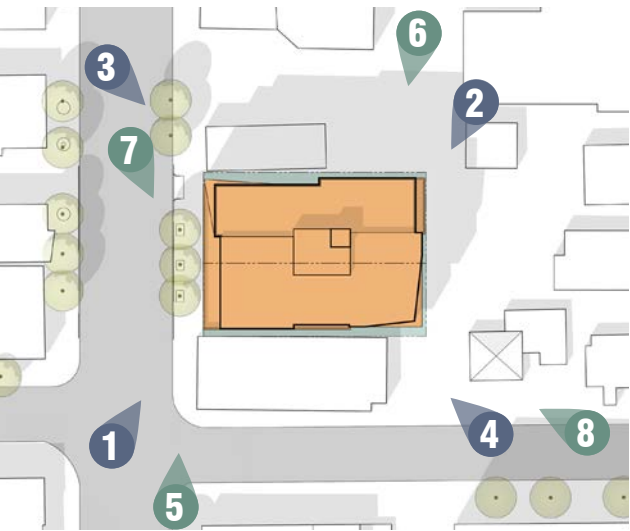


6 street view looking south down alley

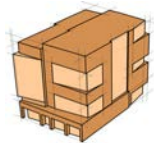


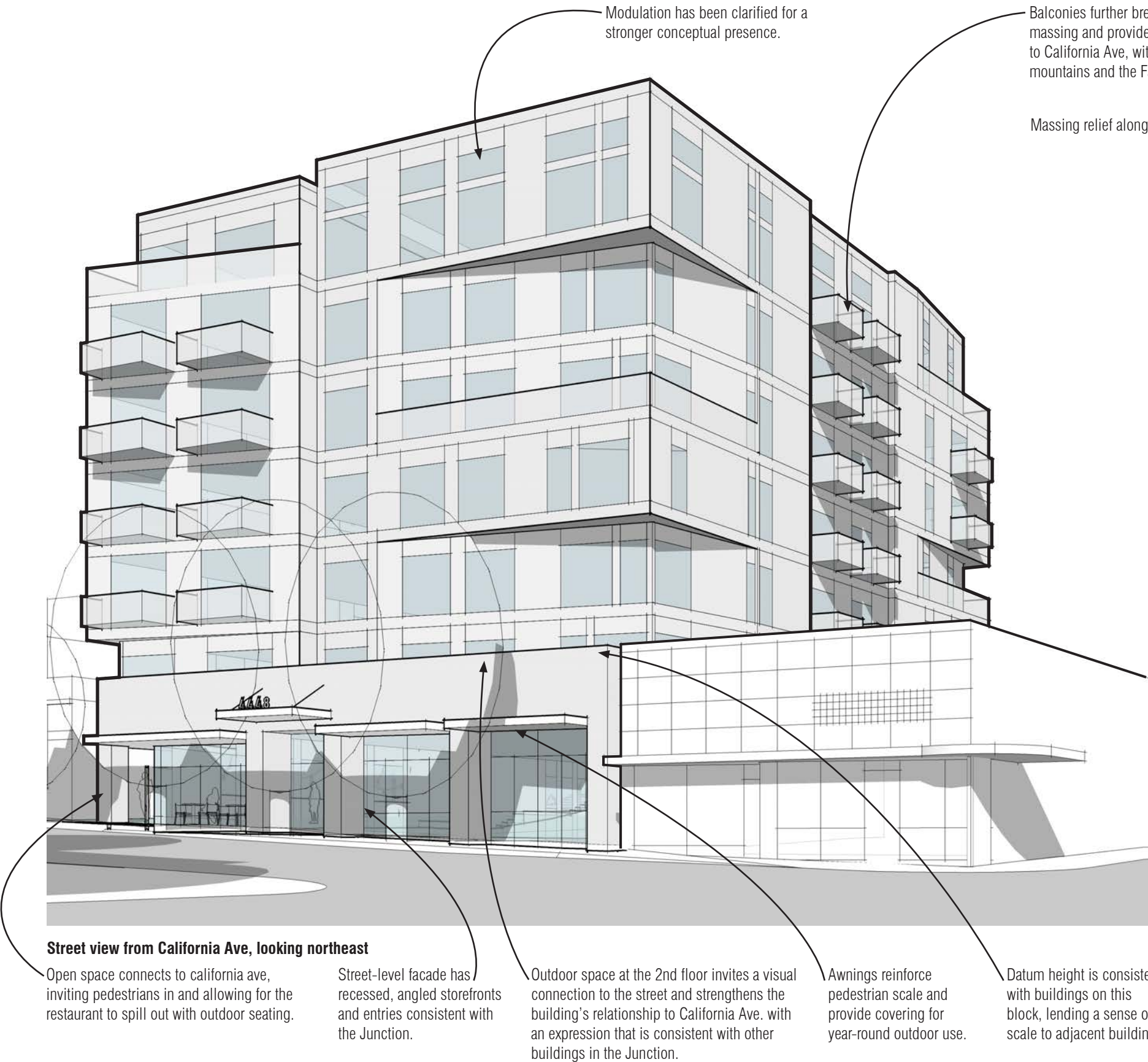
8 street view looking west down SW Oregon St

views from all sides have been considered, with opportunities for balconies and eyes on the street at all sides



birds eye view # street view





Street view from California Ave, looking northeast

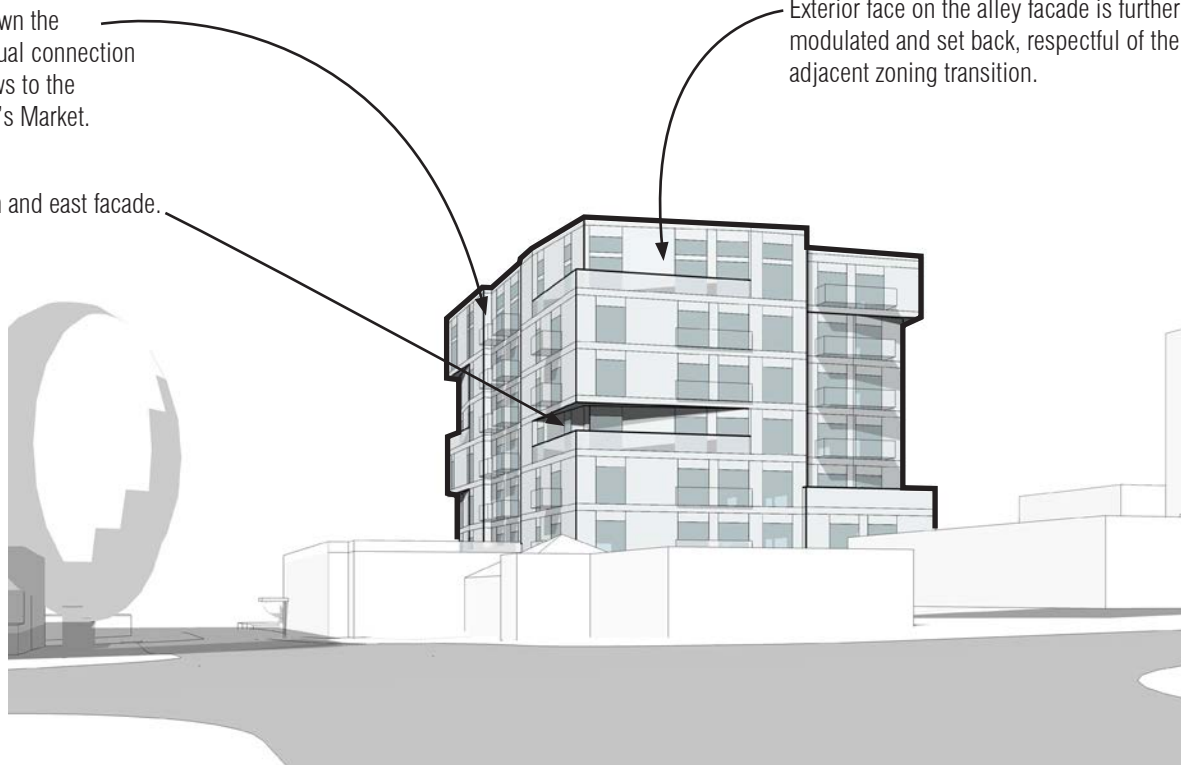
Open space connects to California Ave, inviting pedestrians in and allowing for the restaurant to spill out with outdoor seating.

Street-level facade has recessed, angled storefronts and entries consistent with the Junction.

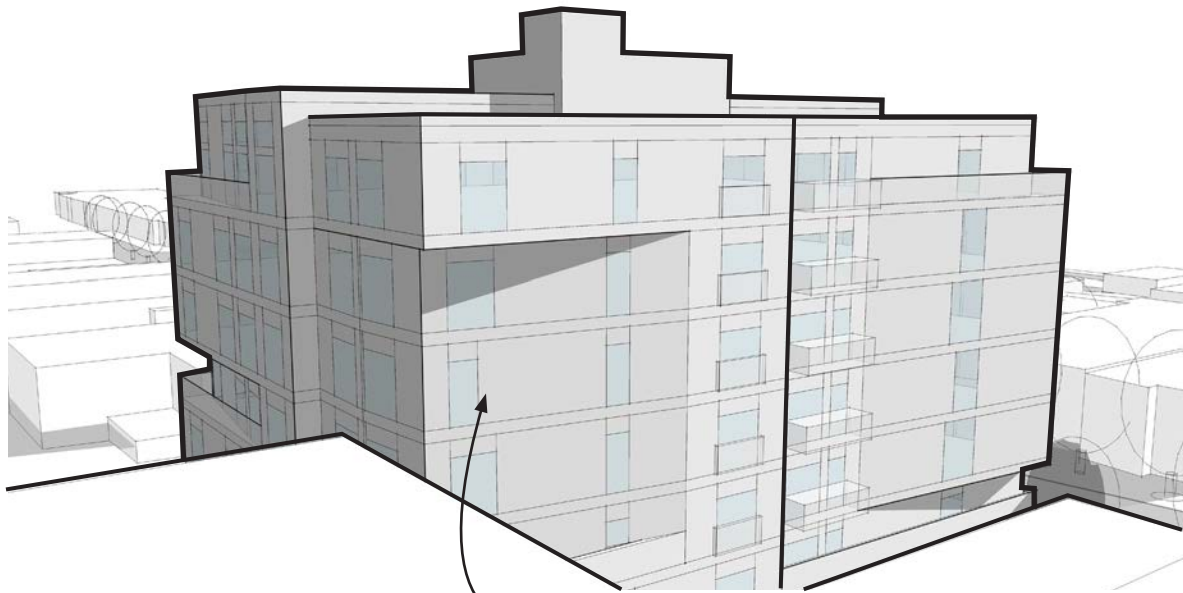
Outdoor space at the 2nd floor invites a visual connection to the street and strengthens the building's relationship to California Ave. with an expression that is consistent with other buildings in the Junction.

Awnings reinforce pedestrian scale and provide covering for year-round outdoor use.

Datum height is consistent with buildings on this block, lending a sense of scale to adjacent buildings.

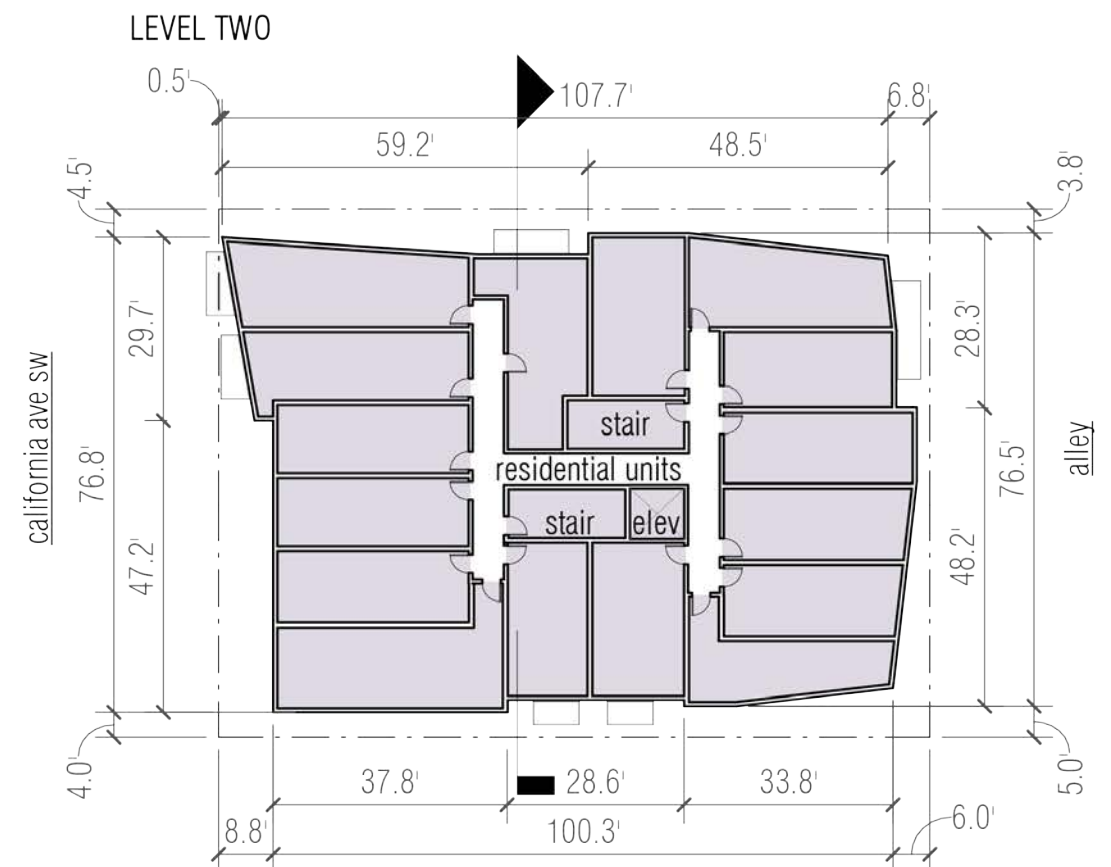
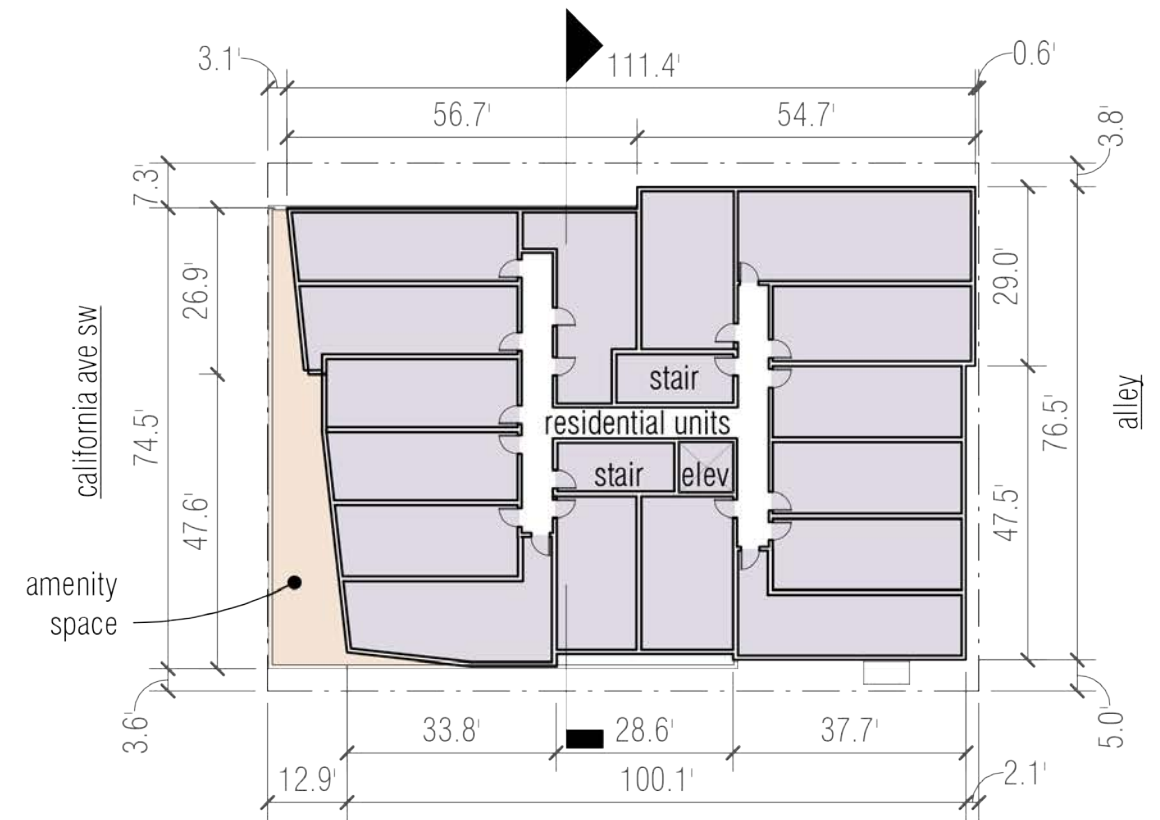
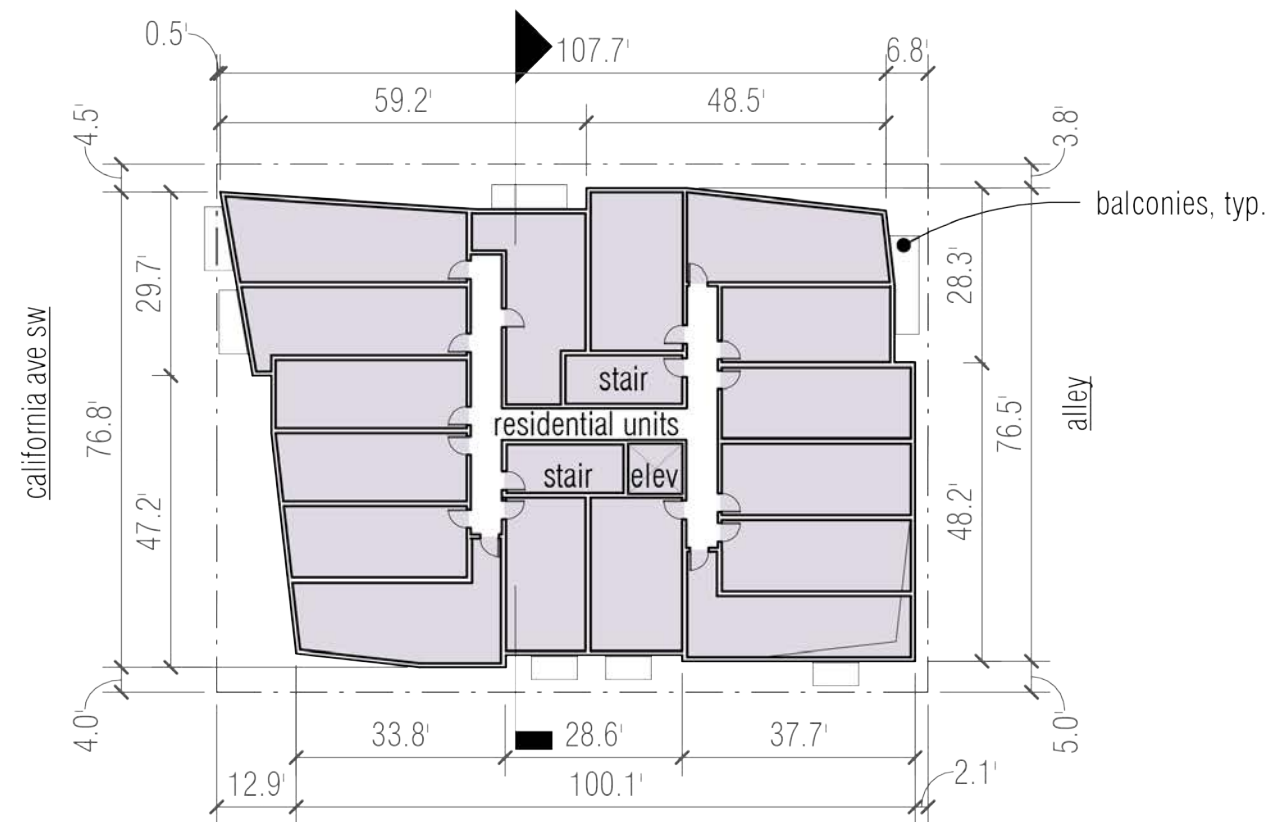
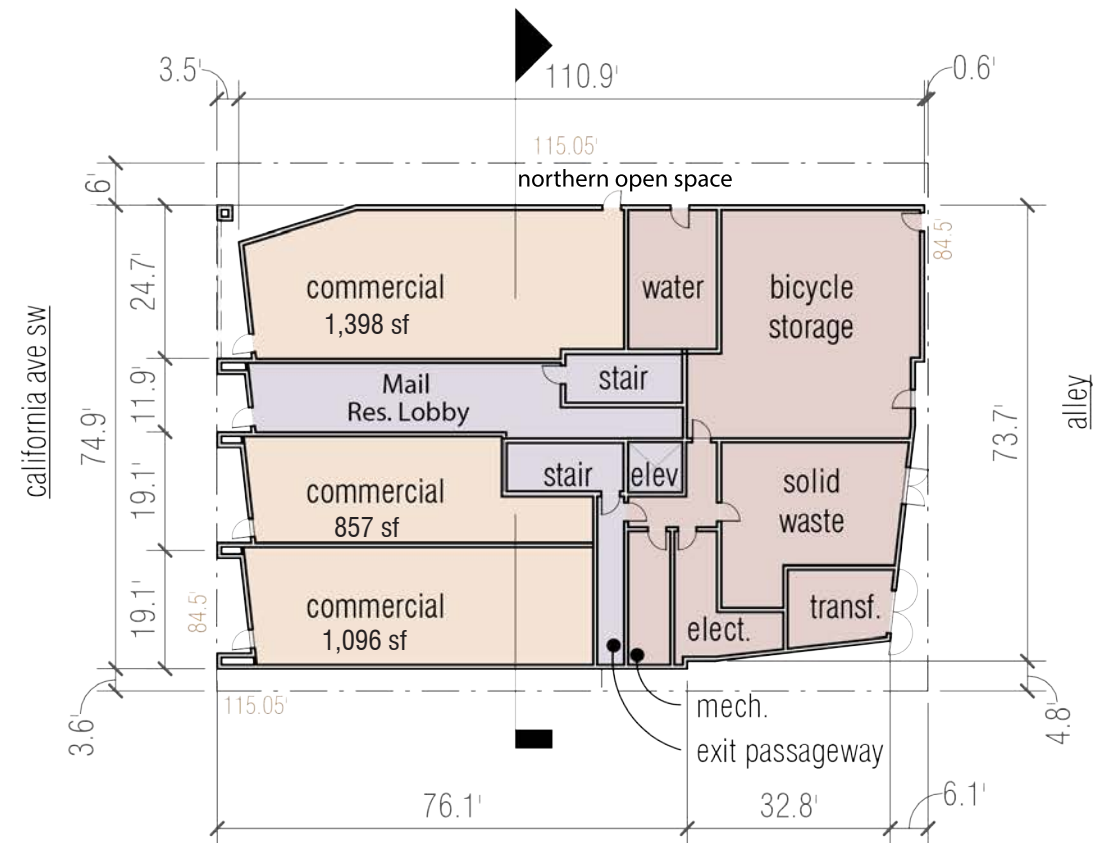


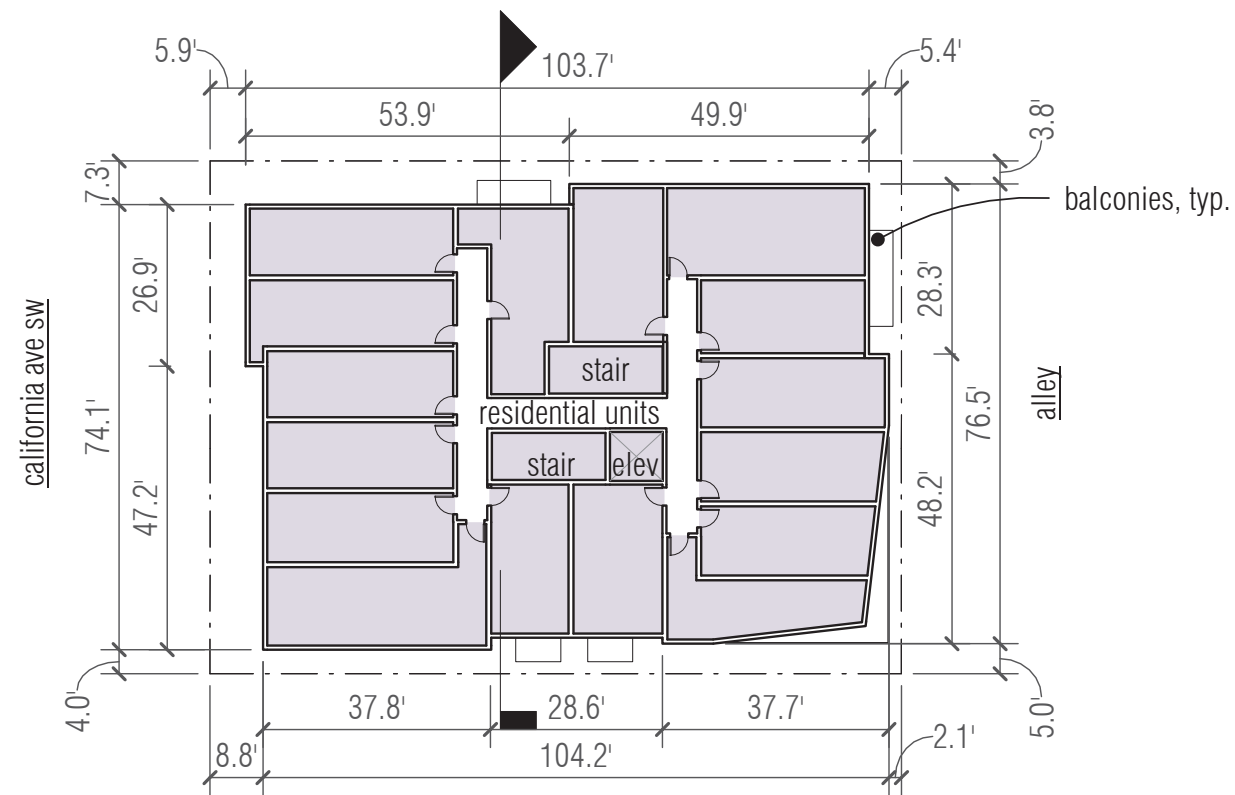
Street view looking west down SW Oregon St



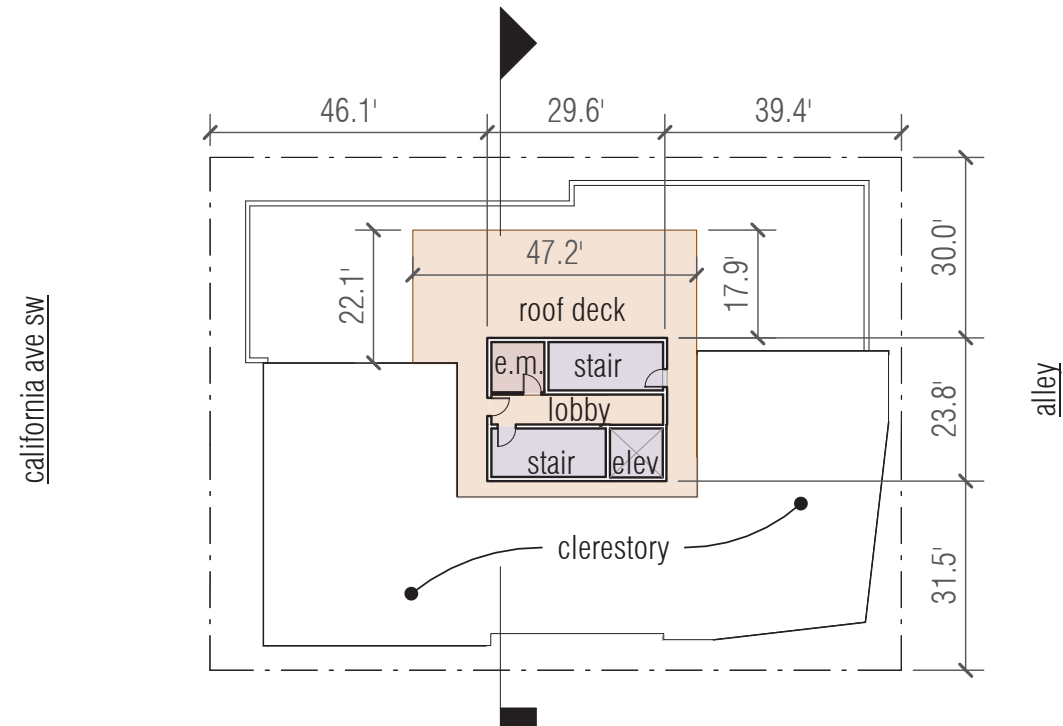
Birds eye view looking south down alley from adjacent roof deck

Exterior face on the alley facade is further modulated and set back, respectful of the adjacent zoning transition.

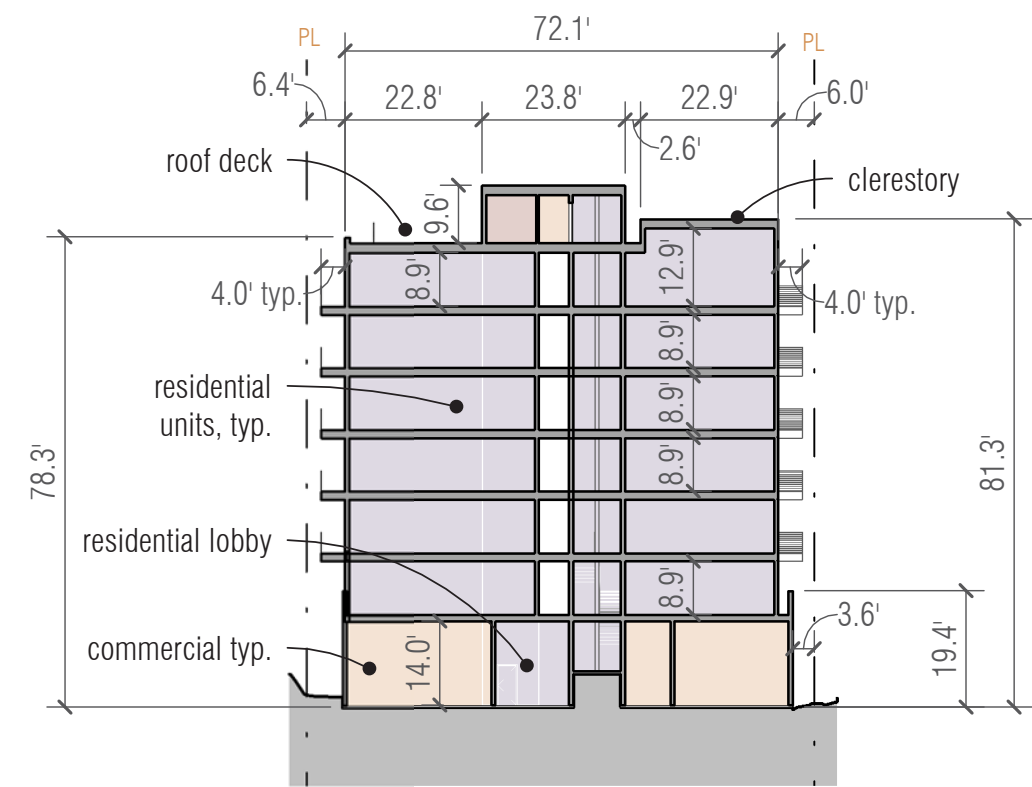




LEVEL SEVEN

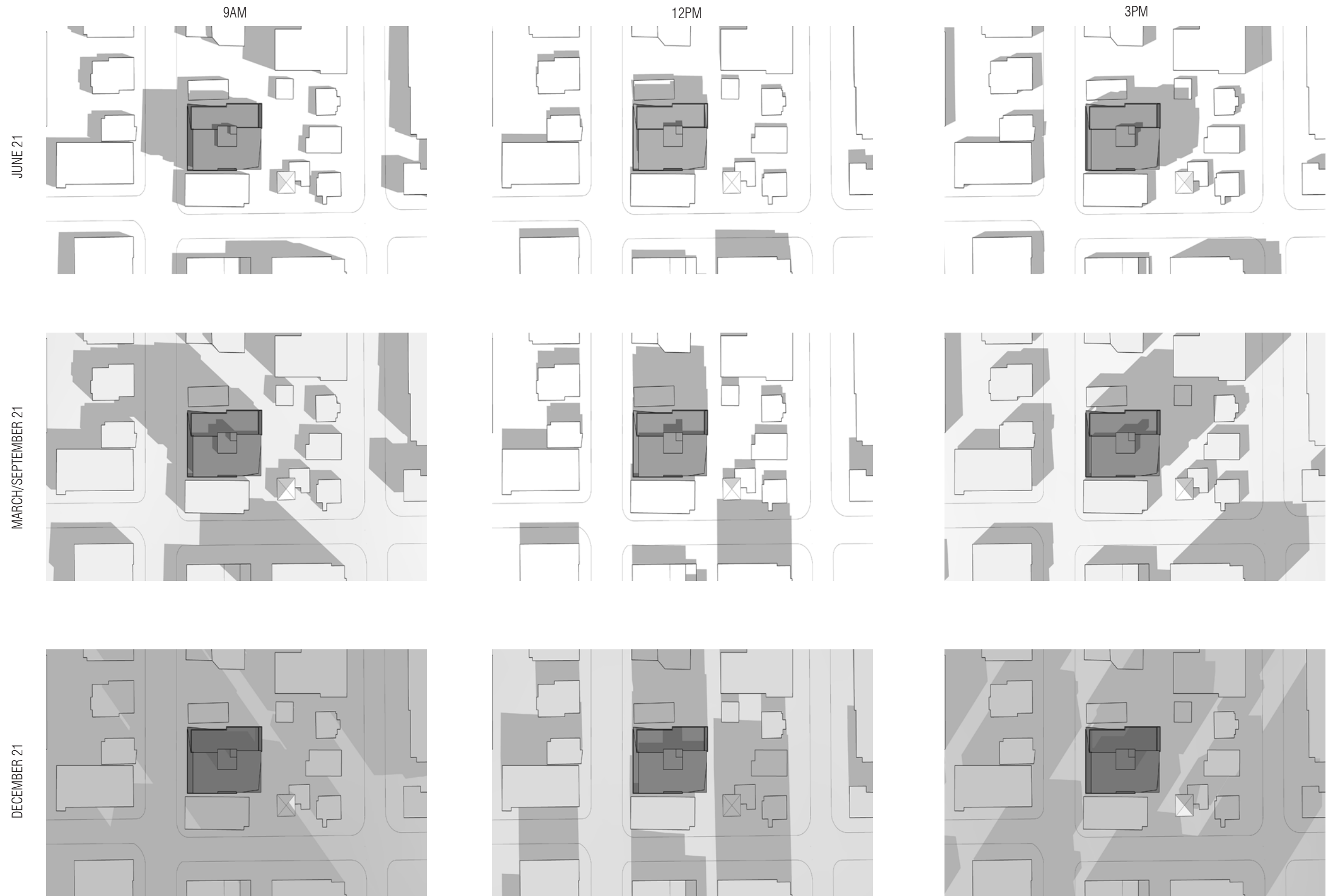


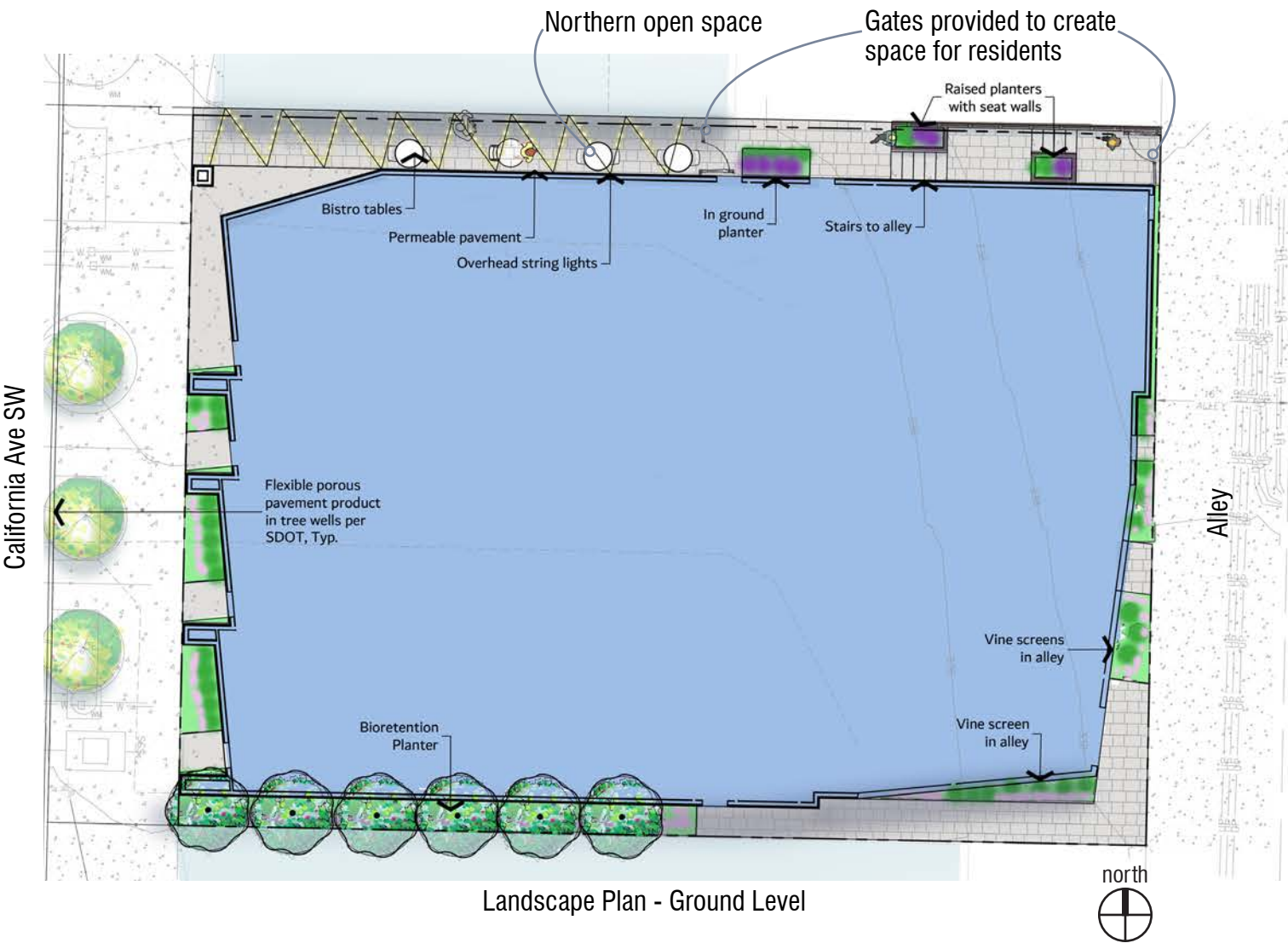
ROOF



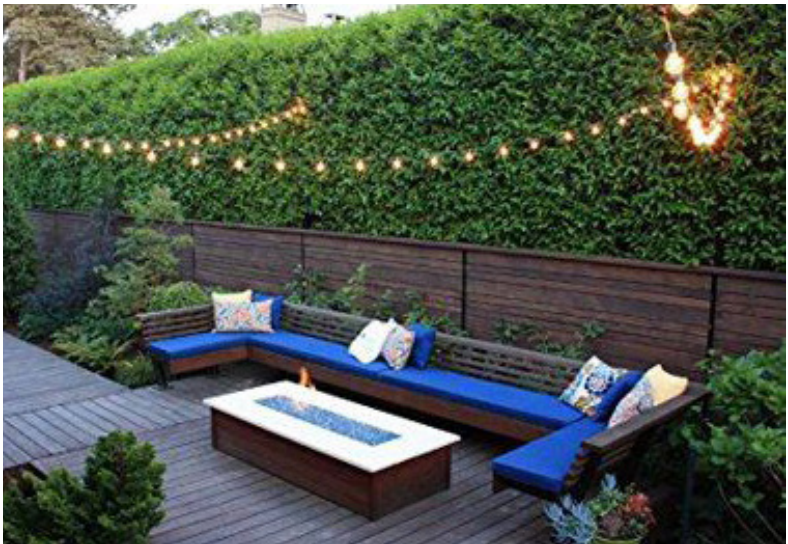
SECTION

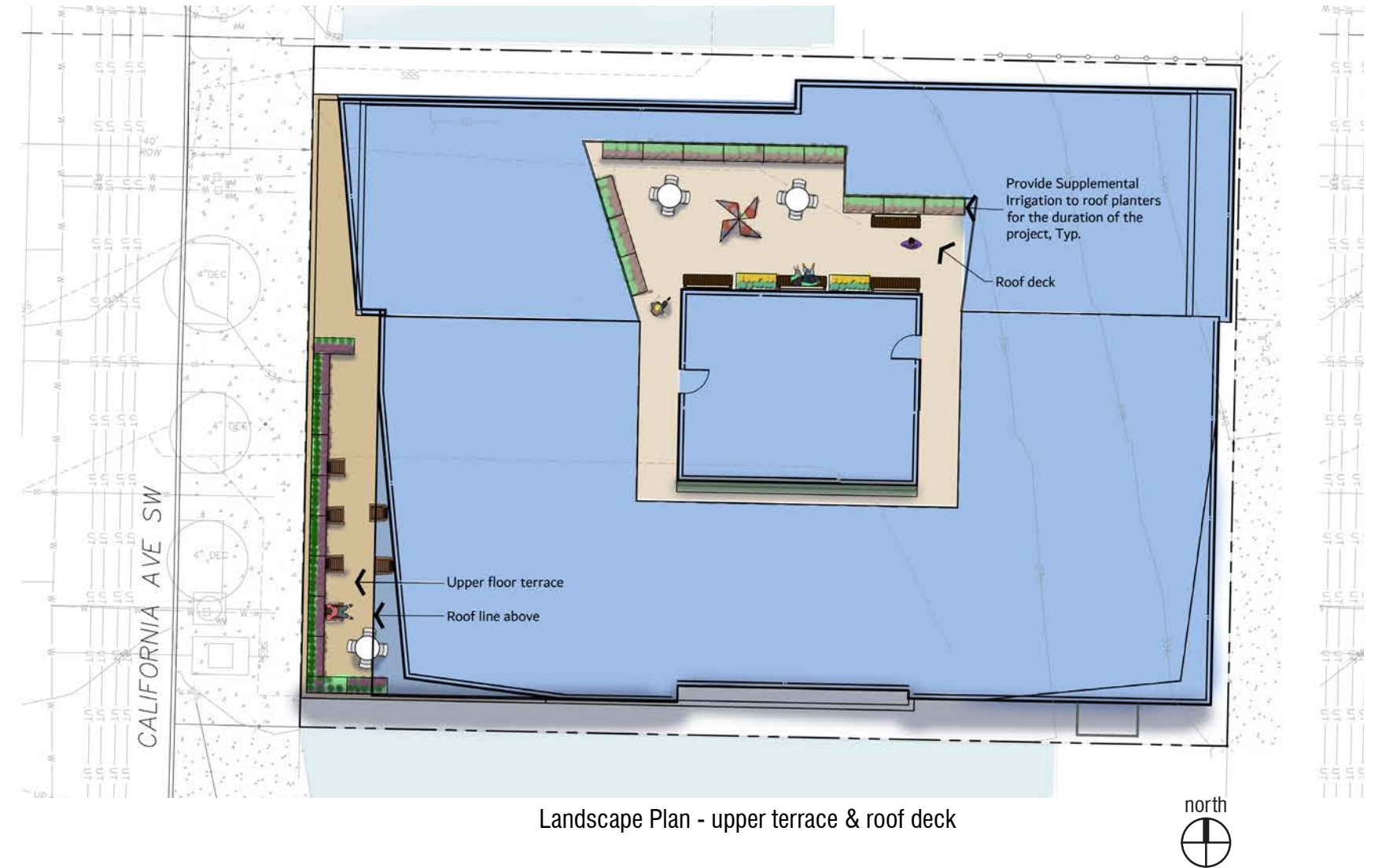






Landscape Plan - Ground Level





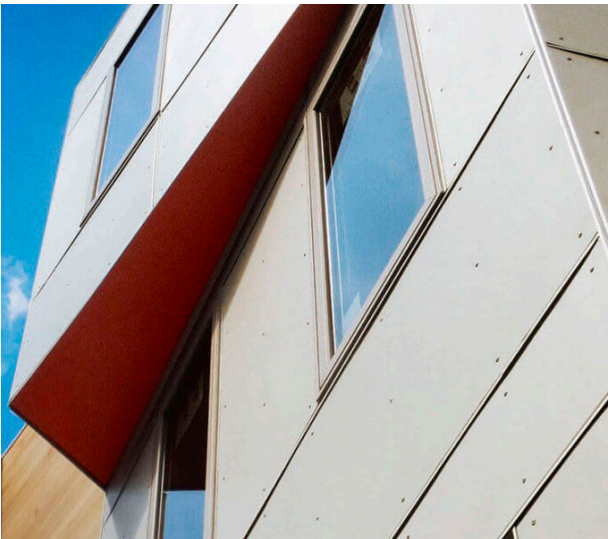
Landscape Plan - upper terrace & roof deck

MATERIAL EXPLORATIONS

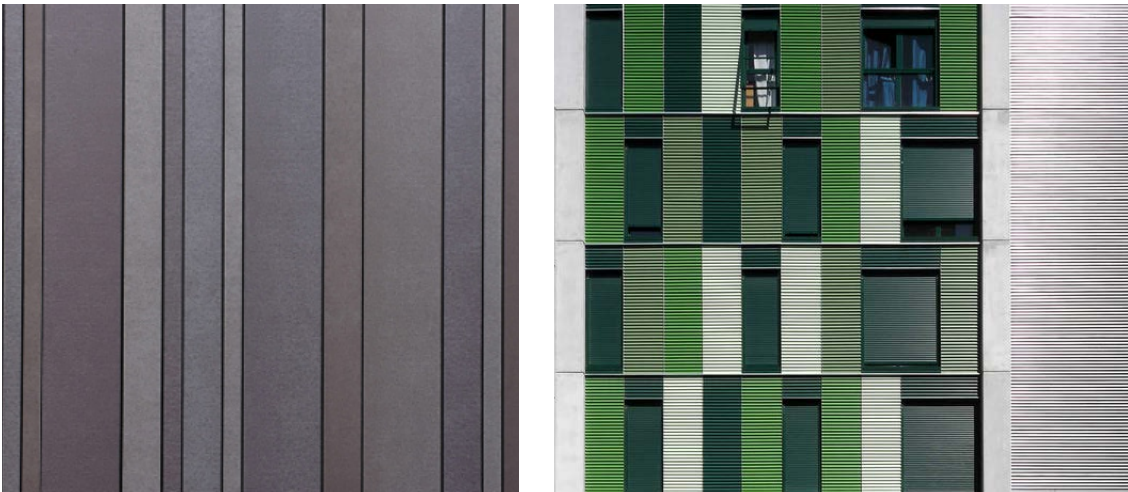
The proposed building will be highly visible from all sides, as it faces California Ave and an alley, with two under-developed sites to the north and south, visible from SW Oregon. We are exploring the use of strong horizontals, in addition to a materials palette that alternates in texture and finish, to accentuate the massing at the upper levels. Additionally we are exploring a strong base that draws from the materiality of California Ave.



interwoven massing highlighted by material expression



accentuated angles with strategic use of color



consideration of alternating textures, panel sizes and gradients of color



brick or tile base, maintaining pedestrian scale



strong horizontals with rhythmic patterning



strong base that extends vertically, with emphasis on pedestrian experience

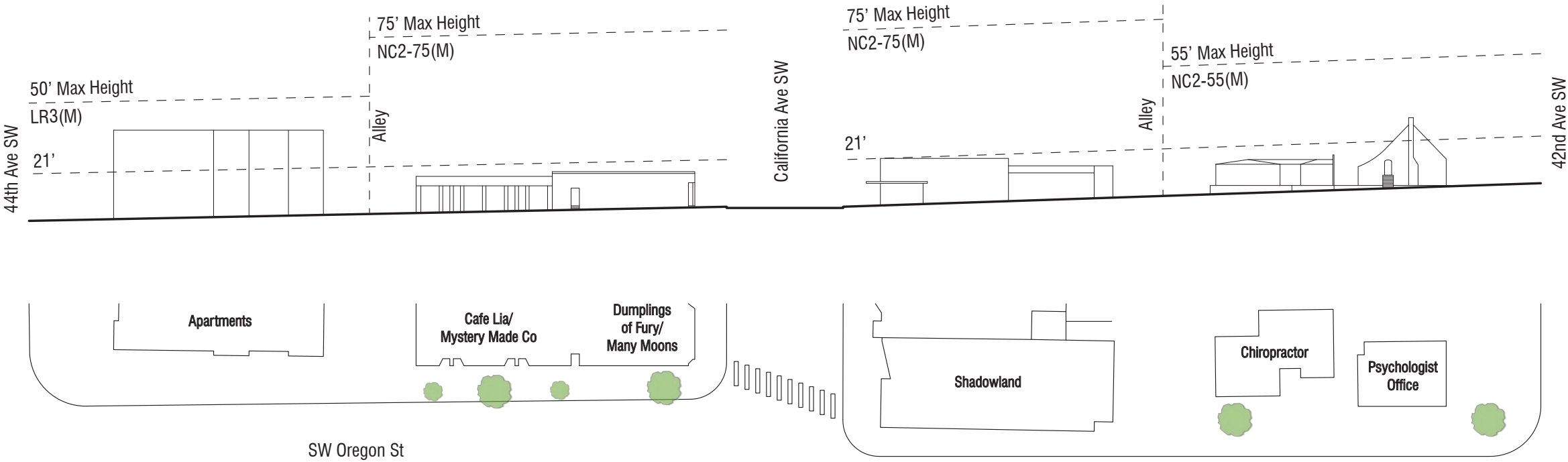


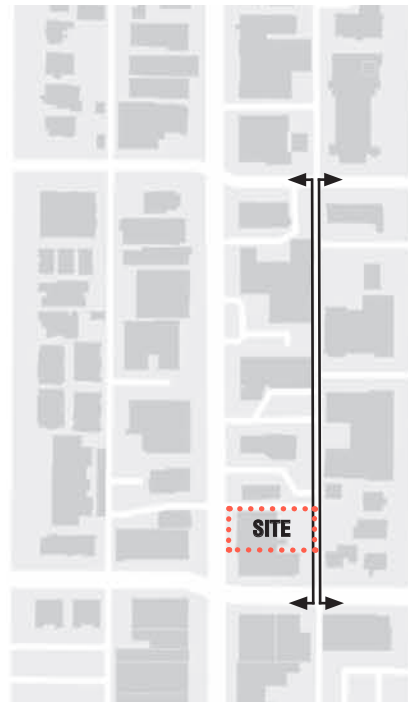
attention to detail with quality & durable materials

APPENDIX



LOOKING NORTH





LOOKING WEST



LOOKING WEST

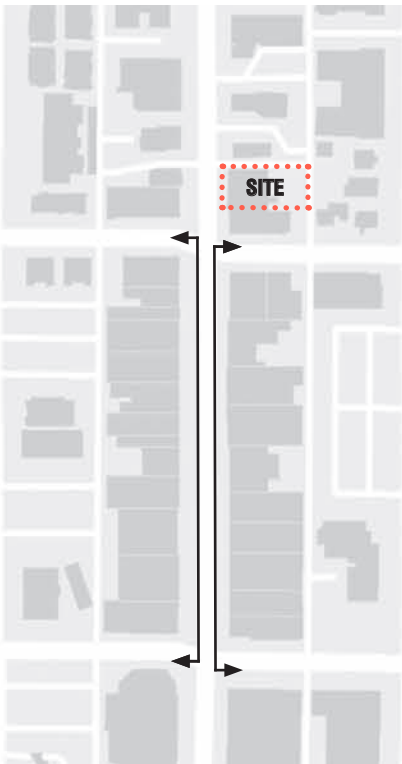


PROJECT SITE

LOOKING EAST



OPPOSITE PROJECT SITE



LOOKING EAST



LOOKING WEST

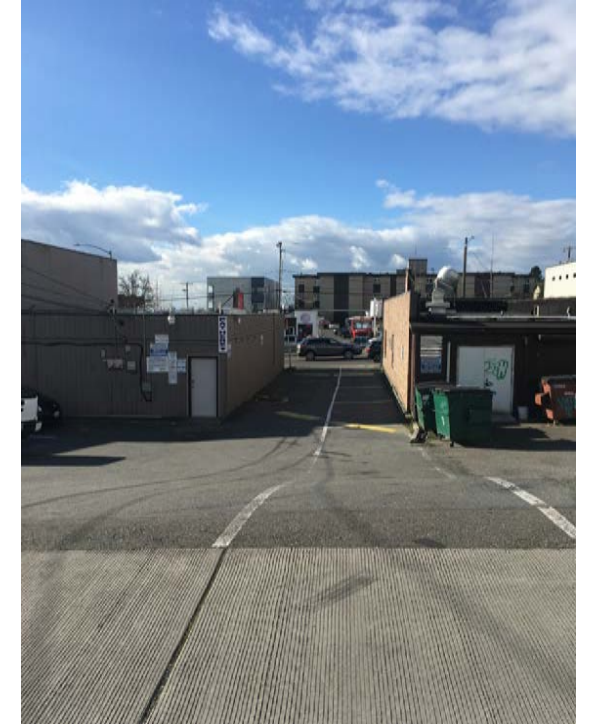




1 View south east from california ave sw



2 View of site from california ave sw



3 View west from alley



4 View west from alley



5 View west to site from alley

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.



PUBLIC NOTICE

Share your thoughts about the
4448/4452 California Ave SW Project

This project proposes the demolition of two existing buildings and the construction of a seven-story mixed-use building.

Let us know what you think! Connect with us online or through our project hotline to share your priorities, concerns, and input on this new building and neighborhood overall.

Website: atelierdrome.com\4448-4452-california

Outreach Hotline: 253.234.7476

Please note information you share could be made public. Calls and emails are subject to City of Seattle public disclosure laws.

This website is active until February 26, 2021 (21 days of public notice).

Project Address:
4448/4452 California Ave SW Seattle, WA 98116

Contact:
Michelle Linden

Applicant:
Atelier Drome Architecture & Interior Design

Additional Project Information can be found by searching for the project address (**4448/4452 California Ave SW**) on the Seattle Services Portal (<https://cosaccela.seattle.gov/Portal>).



DESIGN CONSIDERATIONS & LESSONS LEARNED FROM FUTURE DEVELOPMENTS



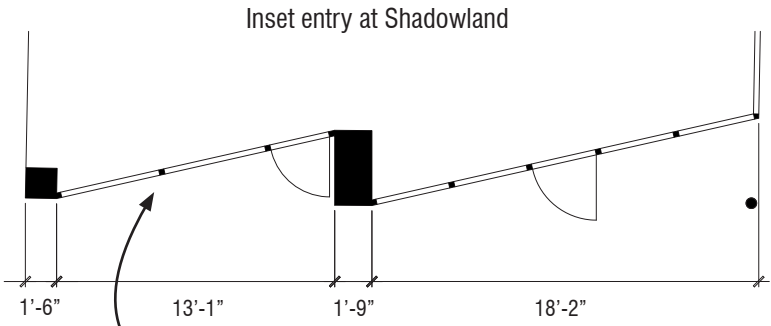
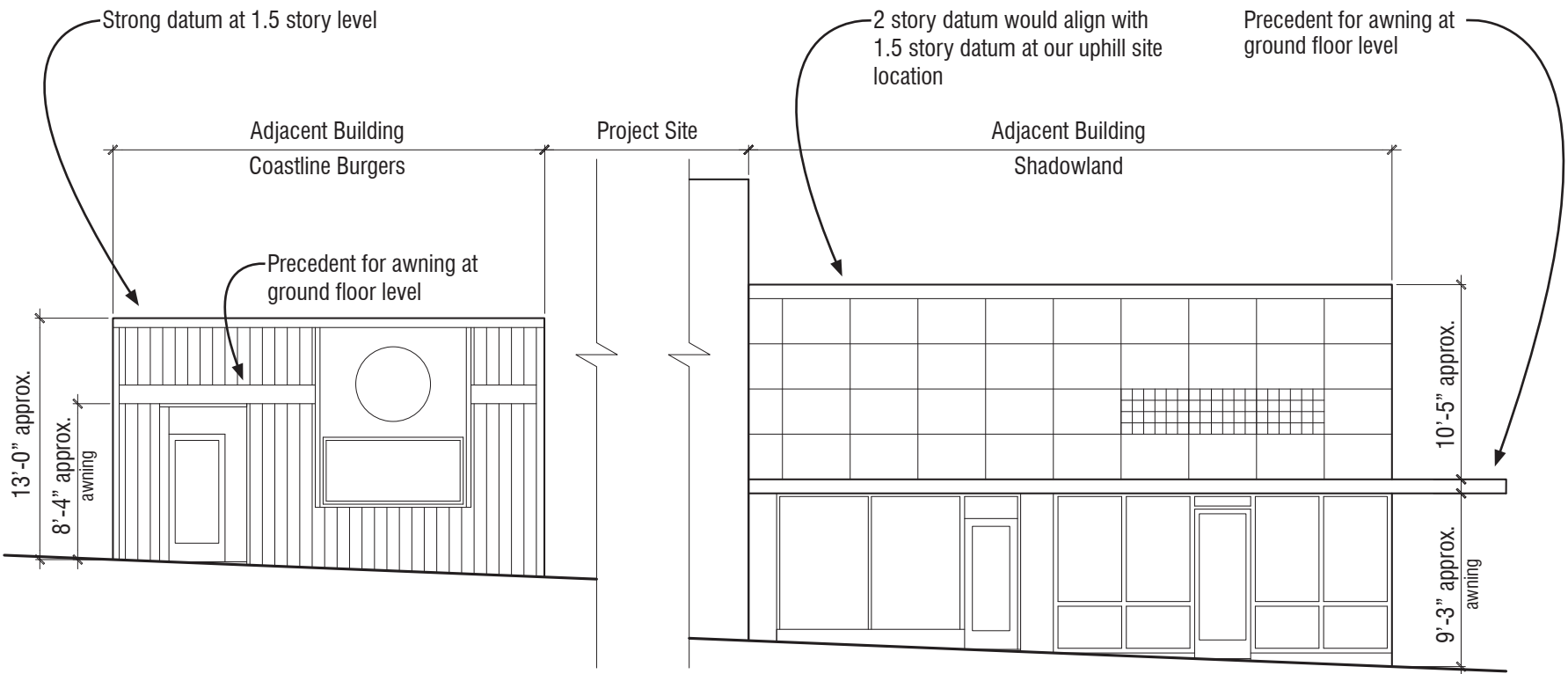
4508 California Ave SW



2715 California Ave SW



4747 California Ave SW



Angled entries respond to corner's pedestrian traffic patterns and views



SCHEME 1: SHIFTING STACKS (CODE COMPLIANT)

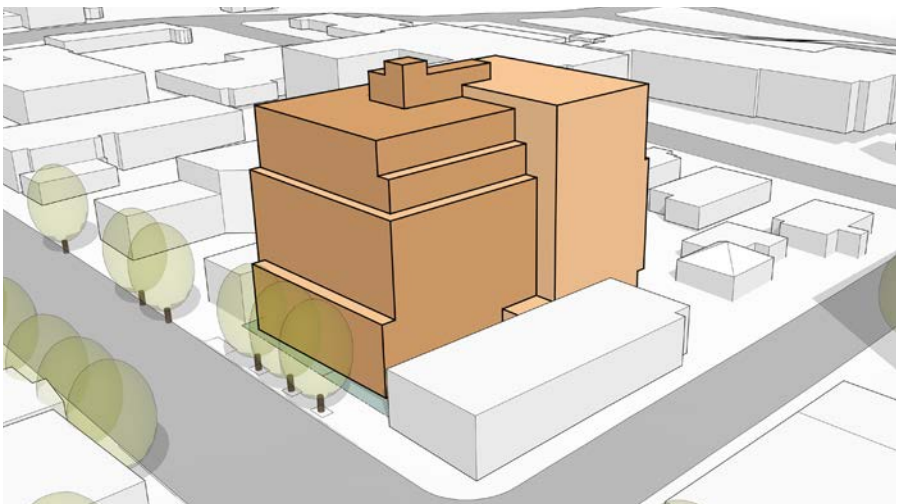
Scheme 1 (shifting stacks) is a zoning code compliant scheme that provides a rigor in building form, clearly evident from all sides. The overall mass of the building has been broken down into two slipped masses, which each in turn are comprised of jenga style stacks of units. Units shift inward (for inset balconies) or can be extended outward with bolt-on style balconies. The ground floor commercial spaces have been broken up in order to provide a street scape relating to the scale of the pedestrian experience along California Ave. Where the building extends towards the property lines, inset entries will be provided. At the northwest corner of the lot, the building is further set back in order to provide a small open space (for a potential outdoor dining area), which further breaks down the street wall. The simple form of the massing does not favor a base that extends forward or outward from the overall mass, and instead the height can be broken down by awnings or similar secondary architectural features.

NO OF RESIDENTIAL UNITS: 96
NO OF COMMERCIAL UNITS: 2 - 3,409 SF
PARKING: 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 views to downtown and the sound, and at the seventh floor with views to the sound

- 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

- POTENTIAL DEPARTURES:
- None



SCHEME 2: EROSION (CODE COMPLIANT)

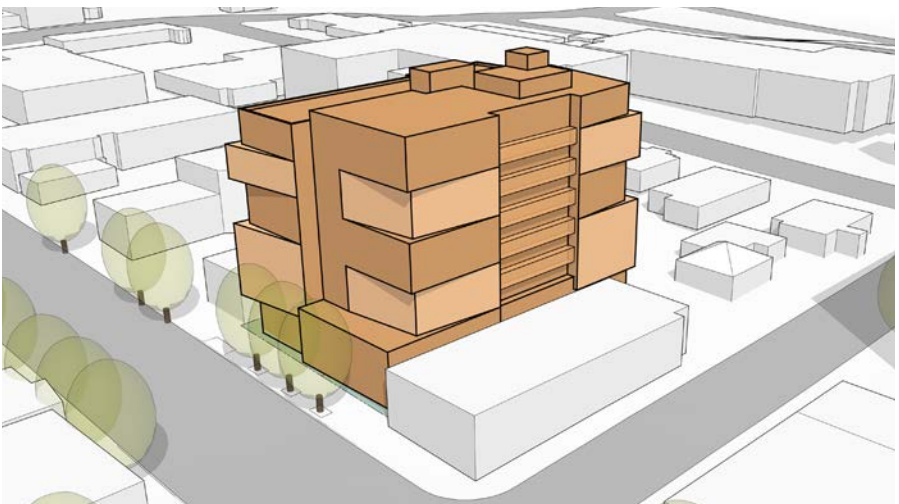
Scheme 2 (erosion) is a zoning code compliant scheme that aims to provide a varied, stepped back façade along the California Ave street wall. The overall mass of the building has been broken down into two larger masses, with the western mass eroding as the building grows upward. This erosion can provide integrated balconies, planters, or other secondary architectural elements as part of the overall mass. The ground floor extends close to the property line along the full length of California Ave, in order to provide a clear base expression. The ground floor commercial spaces have been broken up into smaller units, with one large unit fronting at the southwest corner, held back from the south property line in order to accommodate a patio / open space. With minimal modulation, the rear (eastern) mass anchors the overall form of the building.

NO OF RESIDENTIAL UNITS: 96
NO OF COMMERCIAL UNITS: 3 - 4,006 SF
PARKING: 0 (NONE REQUIRED)

- BENEFITS:
- 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

- CONCERNS:
- 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

- POTENTIAL DEPARTURES:
- None



SCHEME 3: PINWHEEL (CODE COMPLIANT)

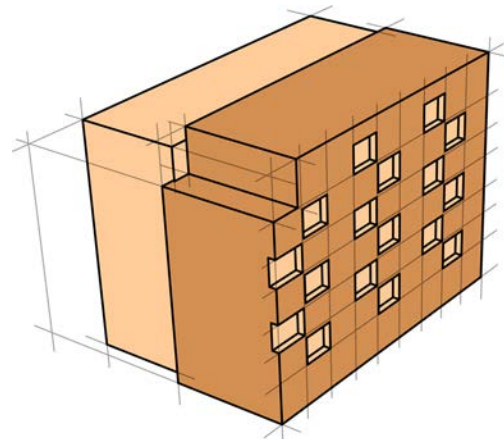
Scheme 3 (the pinwheel) is zoning code compliant and provides visual interest and movement along all facades. The overall mass of the building has been broken down into smaller pieces of the puzzle, which then subtly twist and turn to gesture towards a variety of views and uses. By twisting the forms counterclockwise, the structure is able to respond to its location close to the intersection of California and Oregon, aim views to the sound, as well as aim views towards downtown Seattle. The ground floor commercial spaces have been broken up in order to provide a street scape compatible with the pedestrian experience along California Ave. Where the building extends towards the property lines (helping to provide an ample base for the structure), inset entries will be provided. At the northwest corner of the lot, the building is further set back in order to provide a small open space (for a potential outdoor dining area), which further breaks down the street wall and helps to create an engaging experience at the pedestrian level. The residential lobby and commercial spaces on the ground floor open to a central passageway that connects California Ave SW and the alley, making for a cozy and secure marketplace experience for pedestrians year-round.

NO OF RESIDENTIAL UNITS: 96
NO OF COMMERCIAL UNITS: 3 AND COMMERCIAL PASSAGEWAY - 4,790 SF
PARKING: 0 (NONE REQUIRED)

- BENEFITS:
- 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.

- CONCERNS:
- The complex form will be best served by a simpler fenestration / material patterning.

- POTENTIAL DEPARTURES:
- None



SCHEME 1: SHIFTING STACKS (CODE COMPLIANT)

Scheme 1 (shifting stacks) is a zoning code compliant scheme that provides a rigor in building form, clearly evident from all sides. The overall mass of the building has been broken down into two slipped masses, which each in turn are comprised of jenga style stacks of units. Units shift inward (for inset balconies) or can be extended outward with bolt-on style balconies. The ground floor commercial spaces have been broken up in order to provide a street scape relating to the scale of the pedestrian experience along California Ave. Where the building extends towards the property lines, inset entries will be provided. At the northwest corner of the lot, the building is further set back in order to provide a small open space (for a potential outdoor dining area), which further breaks down the street wall. The simple form of the massing does not favor a base that extends forward or outward from the overall mass, and instead the height can be broken down by awnings or similar secondary architectural features.

NO OF RESIDENTIAL UNITS: 96
NO OF COMMERCIAL UNITS: 2 - 3,409 SF
PARKING: 0 (NONE REQUIRED)

BENEFITS:

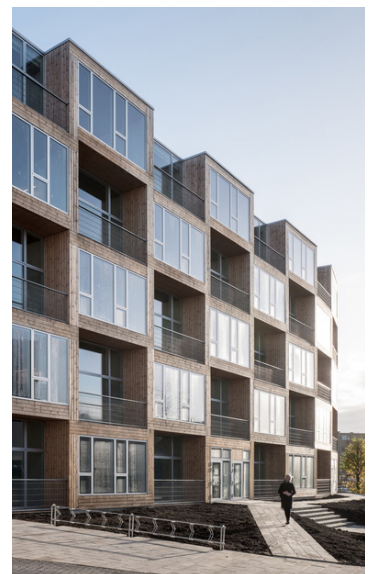
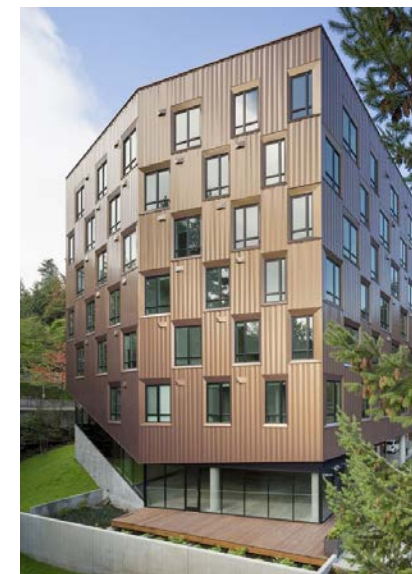
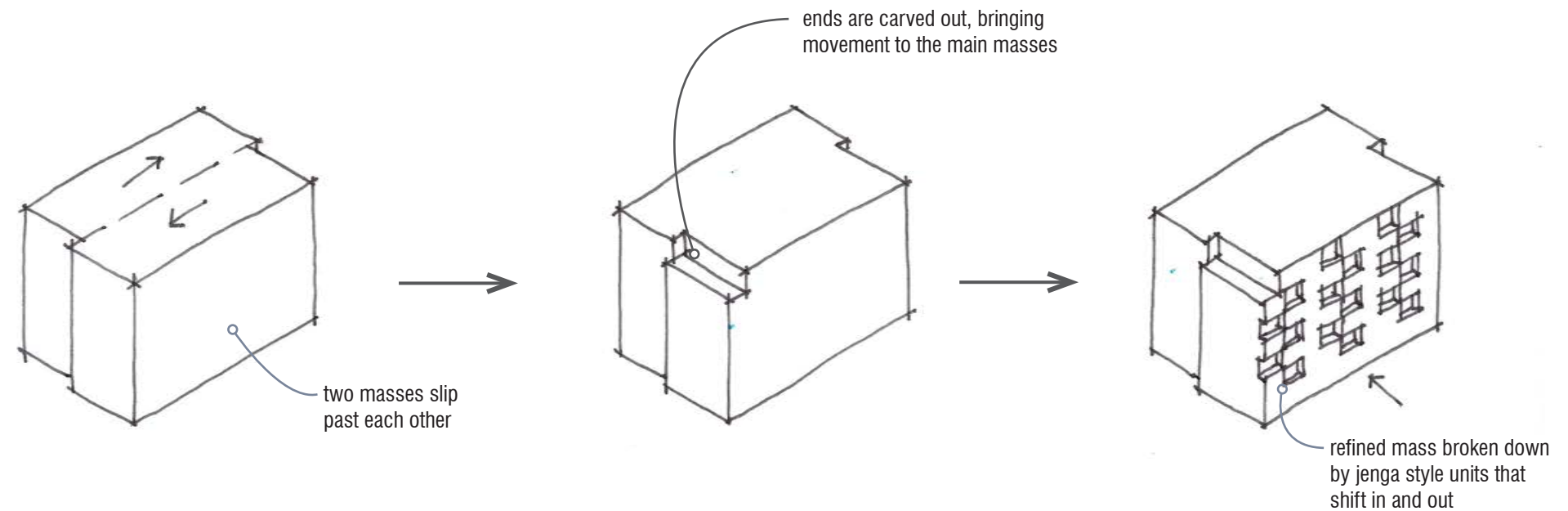
- Provides a clarity of form with its simplistic massing
- Simple form and repeated units provide economic benefits to owners
- Two outdoor community spaces are provided – at the roof with multiple viewpoints, and at the seventh floor with views to the sound

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

POTENTIAL DEPARTURES:

- None



- A

CS2.III HEIGHT, BULK & SCALE

Architectural materials, balconies, and detailing are used to break down long facades on the north and south. These may be visible for some time until the adjacent sites are developed.
- B

DC2.D1 ARCHITECTURAL CONCEPT

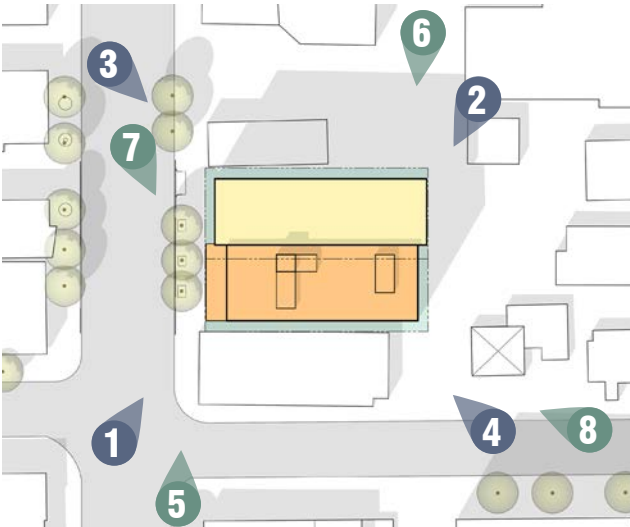
The building's massing integrates the commercial base with the upper levels and is consistent with the building's concept, creating a unified whole.
- C

PL2.II PEDESTRIAN OPEN SPACE

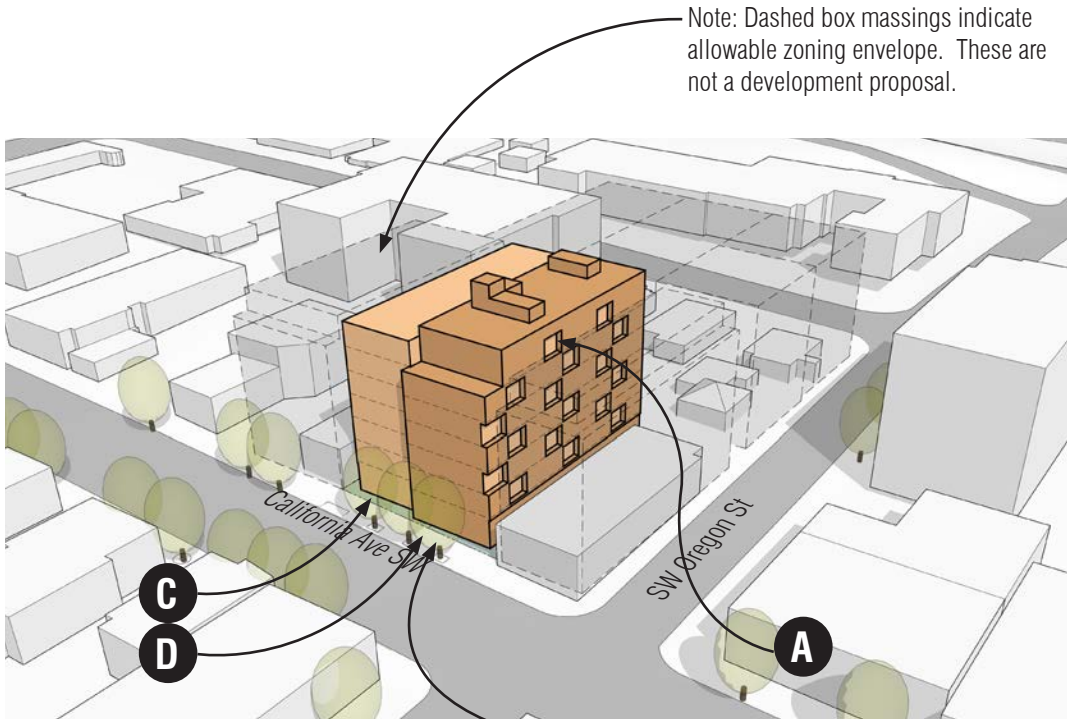
The ground floor steps back along the street, creating the opportunity for a wide pedestrian plaza and for the north commercial space to spill out with outdoor dining.
- D

PL3.A1 ENTRIES

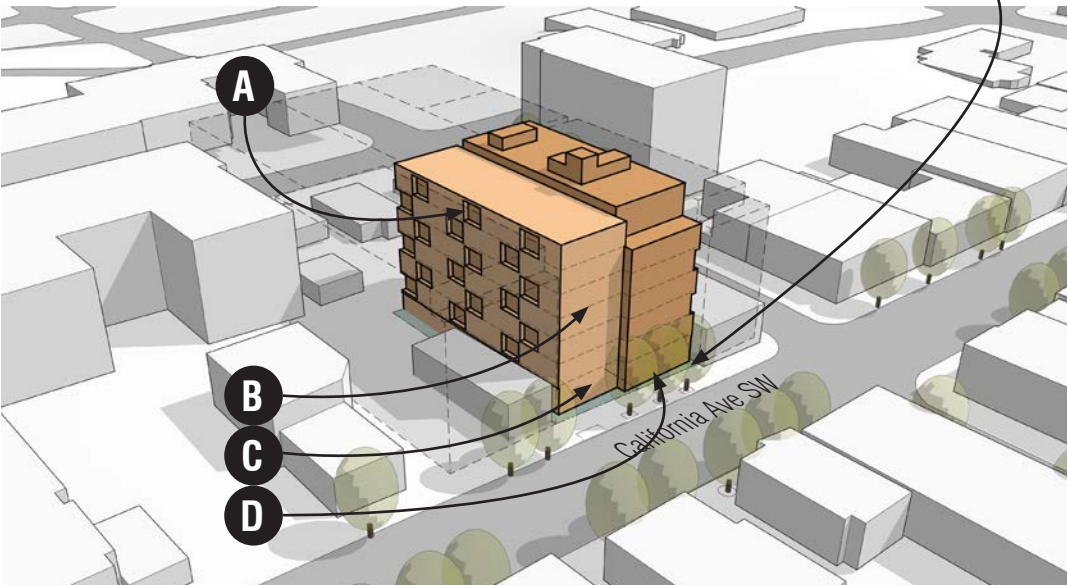
Both commercial and multi-family common entries are provided with ample cover. The entries are easily identifiable and provide a break from the street wall.



birds eye view # street view



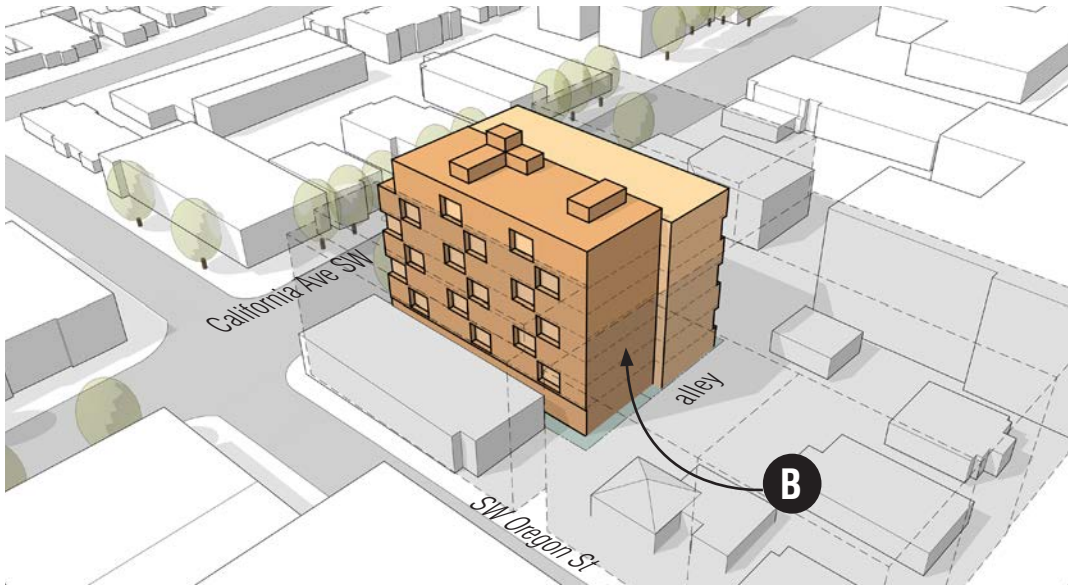
1 birds eye view looking northeast from California Ave SW Recessed entries at commercial and residential lobby consistent with West Seattle Junction



3 birds eye view looking southeast from California Ave SW



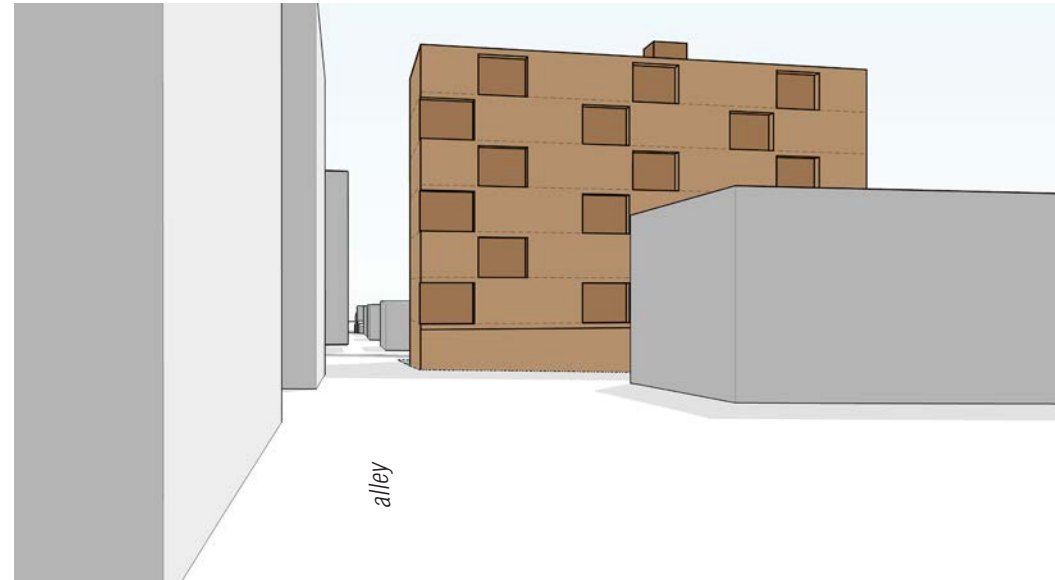
2 birds eye view looking southwest from alley



4 birds eye view looking northwest from alley



5 street view looking north up California Ave SW

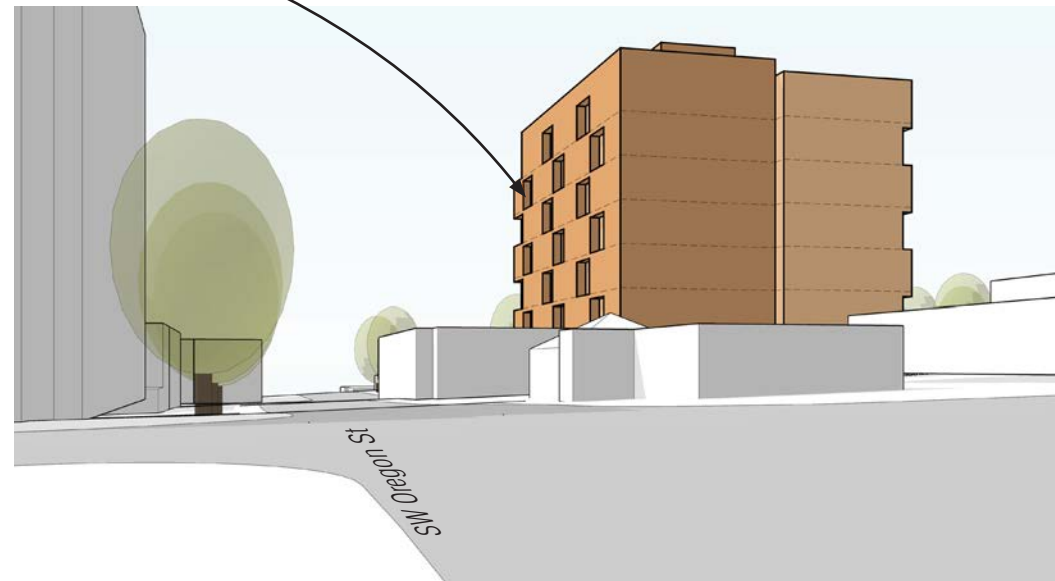


6 street view looking south down alley

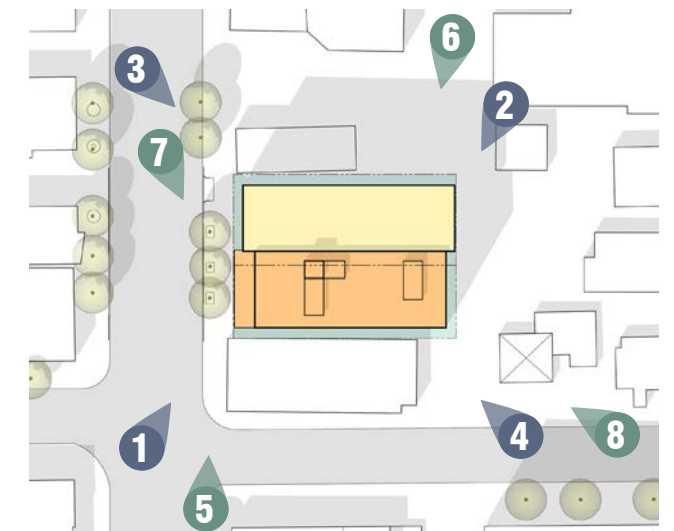
balconies are used to break down and provide detail along the long facade, facing adjacent sites that are not yet built to zoning limits



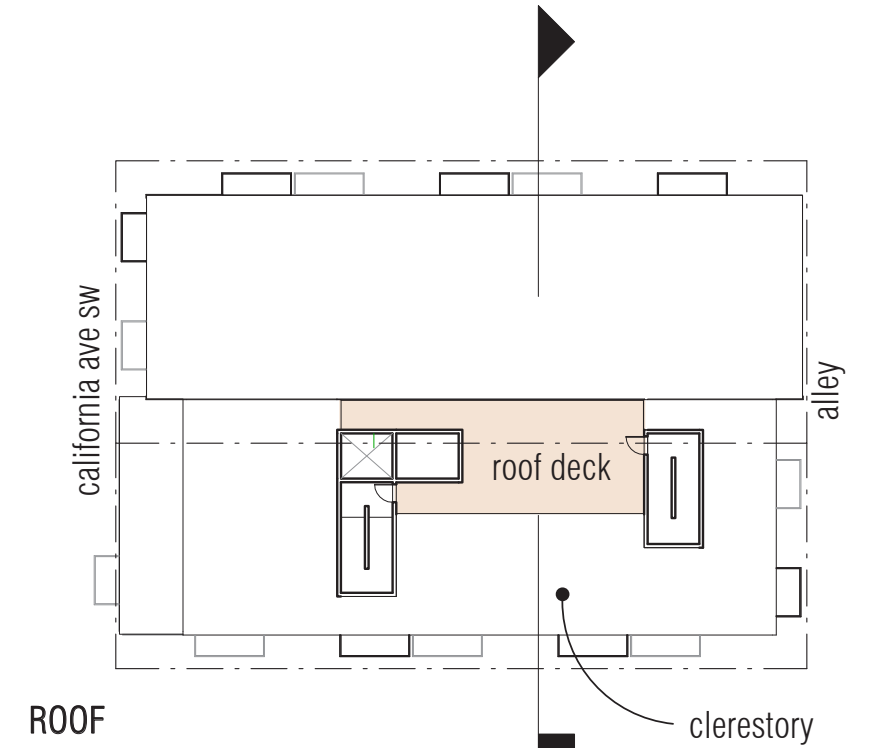
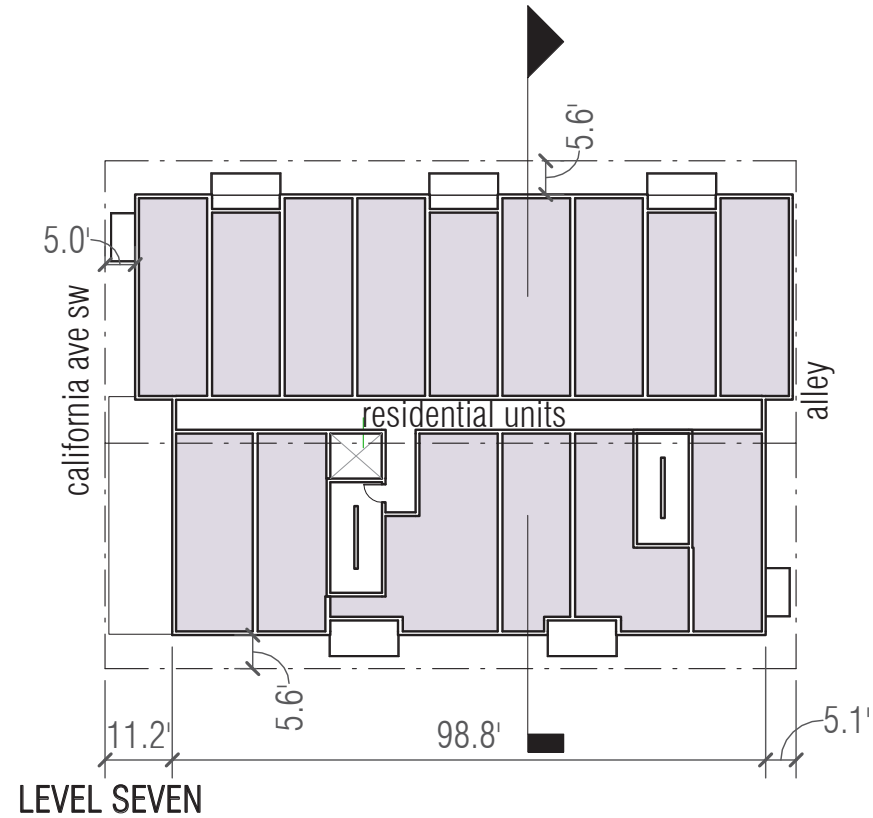
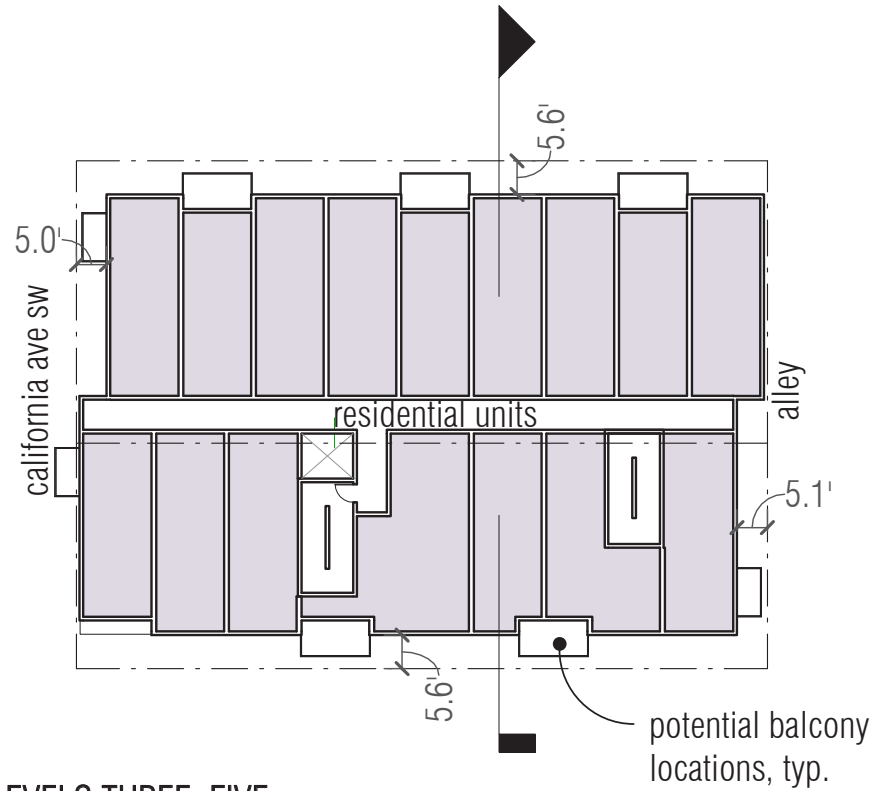
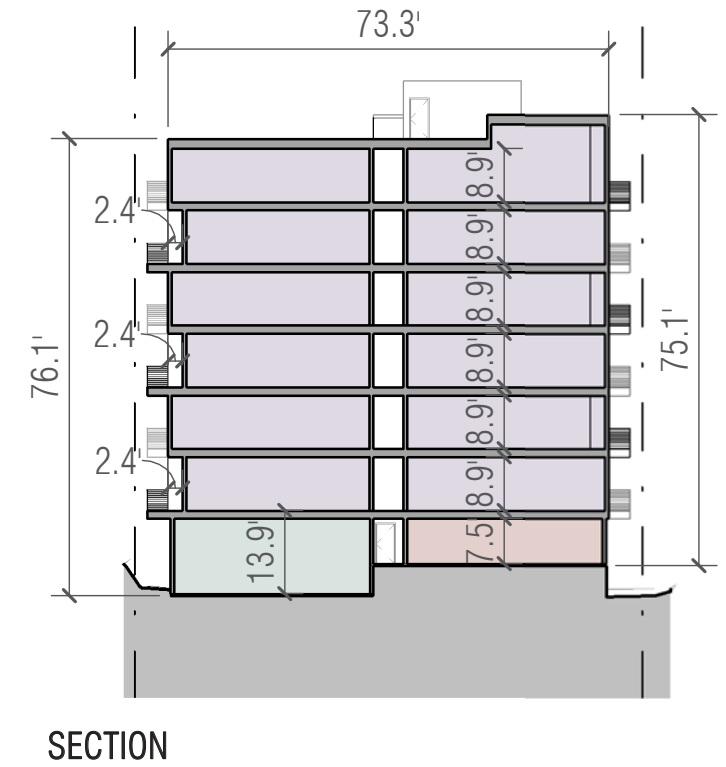
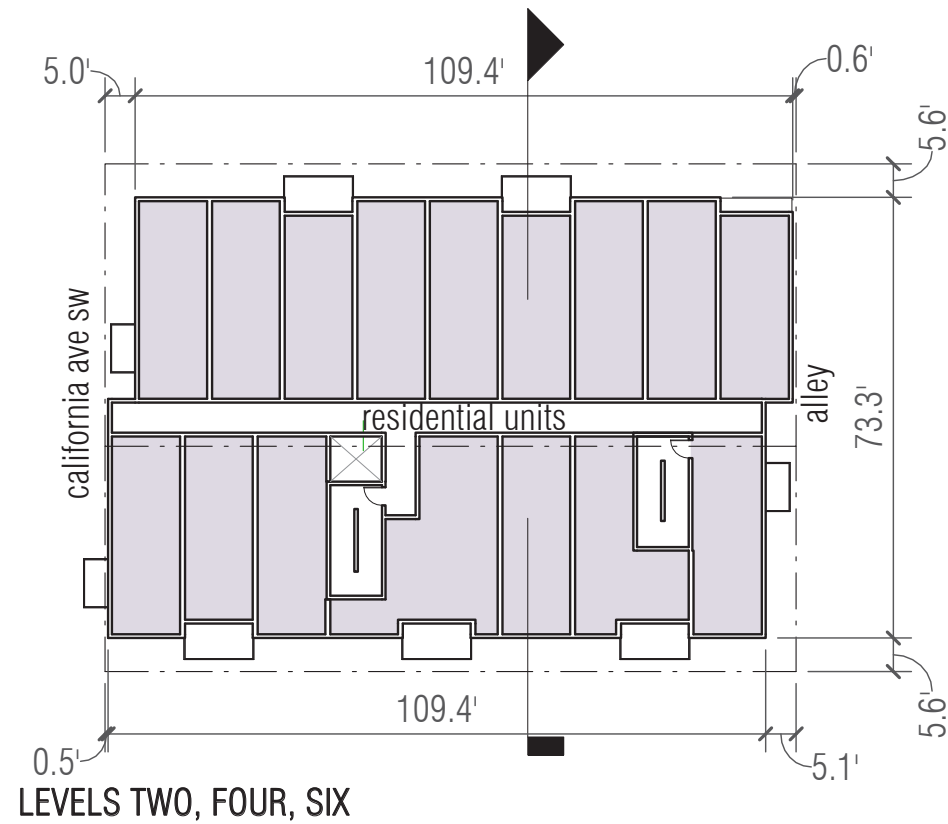
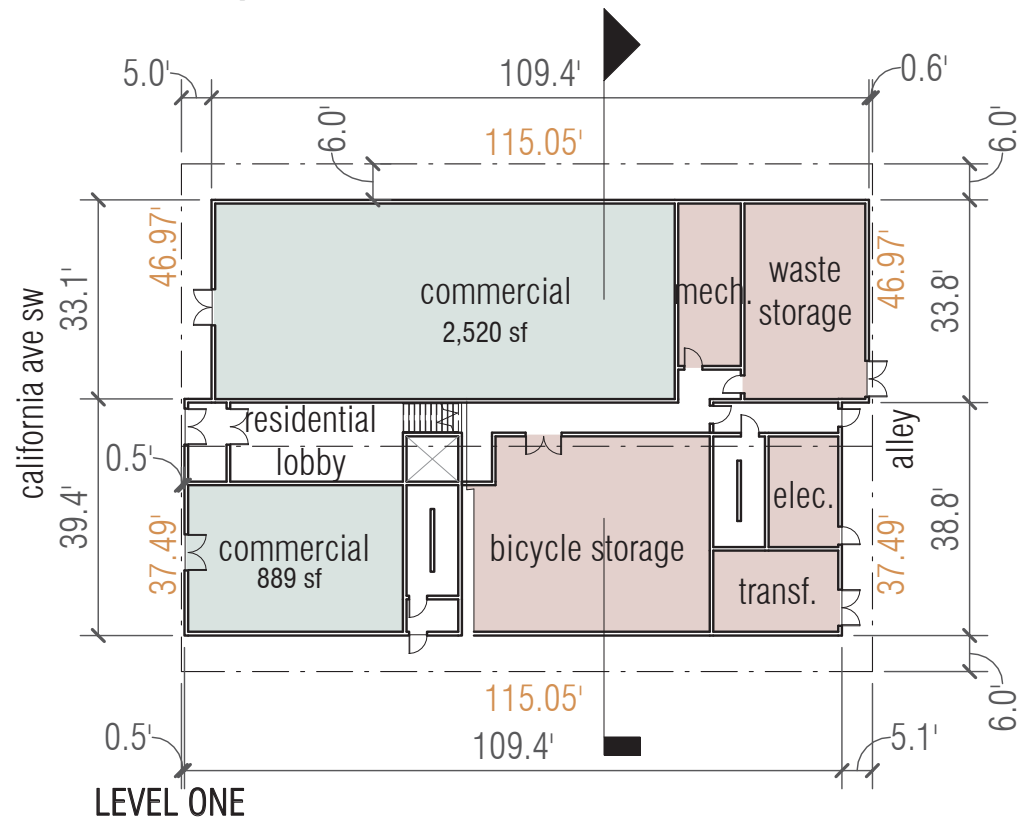
7 street view looking south down California Ave SW



8 street view looking west down SW Oregon St



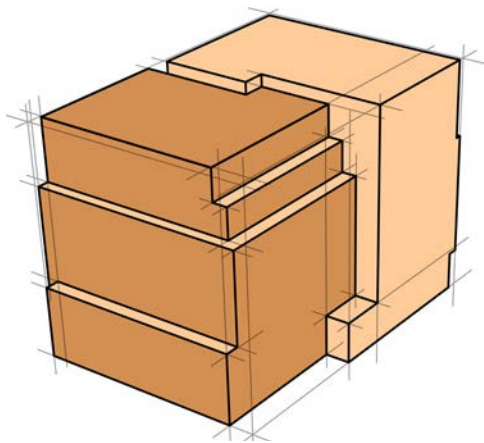
birds eye view # street view



LEVELS THREE, FIVE



residential unit commercial roof deck utility



SCHEME 2: EROSION (CODE COMPLIANT)

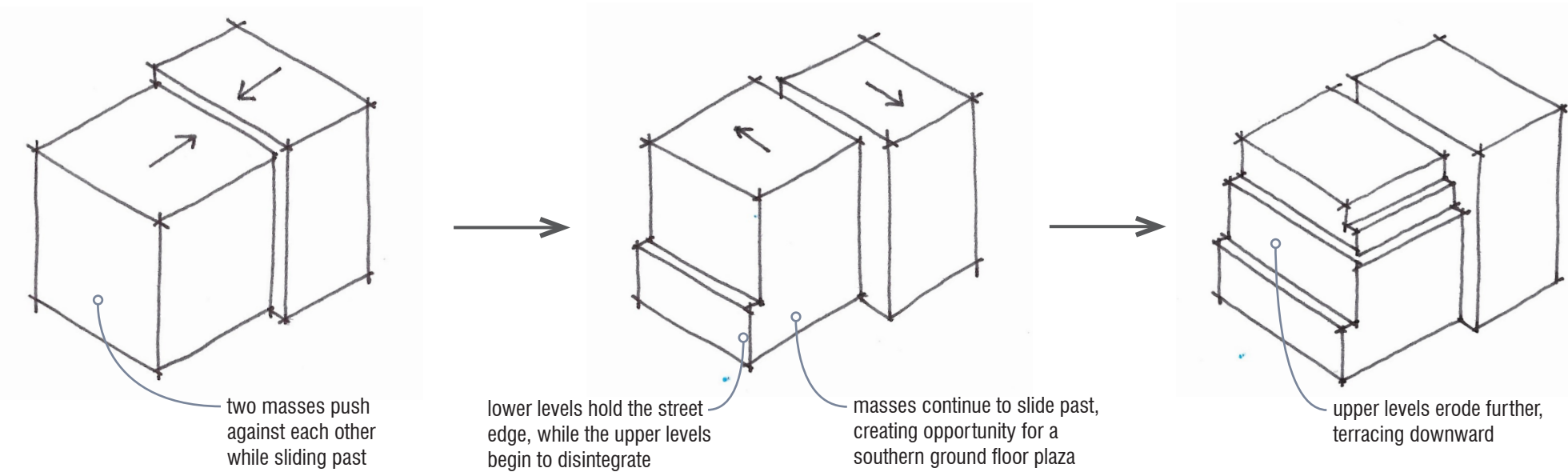
Scheme 2 (erosion) is a zoning code compliant scheme that aims to provide a varied, stepped back façade along the California Ave street wall. The overall mass of the building has been broken down into two larger masses, with the western mass eroding as the building grows upward. This erosion can provide integrated balconies, planters, or other secondary architectural elements as part of the overall mass. The ground floor extends close to the property line along the full length of California Ave, in order to provide a clear base expression. The ground floor commercial spaces have been broken up into smaller units, with one large unit fronting at the southwest corner, held back from the south property line in order to accommodate a patio / open space. With minimal modulation, the rear (eastern) mass anchors the overall form of the building.

NO OF RESIDENTIAL UNITS: 96
NO OF COMMERCIAL UNITS: 3 - 4,006 SF
PARKING: 0 (NONE REQUIRED)

- BENEFITS:
- 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

- CONCERNS:
- 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

- POTENTIAL DEPARTURES:
- None



A DC2.A1 ARCHITECTURAL CONCEPT & CONSISTENCY

The massing integrates the upper and lower floors creating a connected and coherent mass. Architectural features, fenestration, and materials will be used to further create unity and break down the mass.

B PL2.II PEDESTRIAN OPEN SPACE AND ENTRANCES

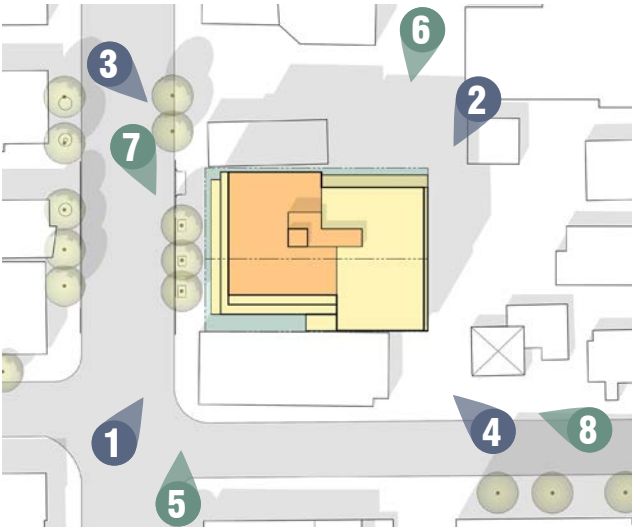
An open space is provided along the south side of the ground floor, encouraging the commercial space to spill outward with outdoor dining or seating.

C PL2.B1 EYES ON STREET

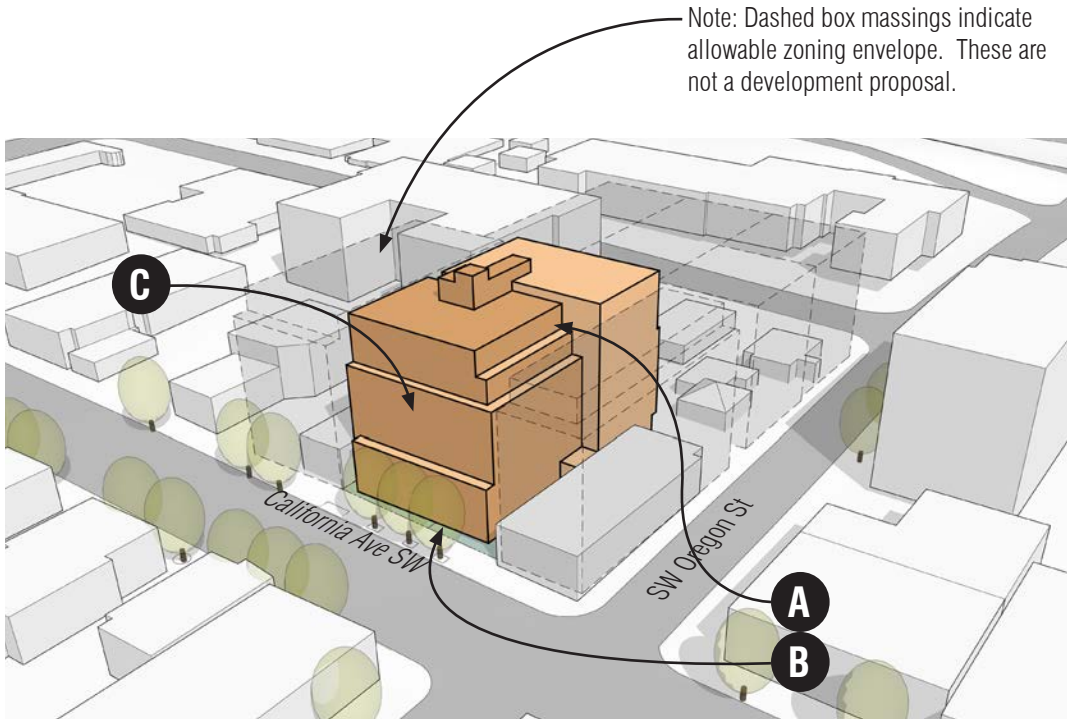
With street and alley frontages, it is important to provide eyes on the street. Natural surveillance will be easily provided a large portion of units facing the street and the alley, allowing for fenestration and balconies.

D CS2.1 STREETSCAPE COMPATIBILITY

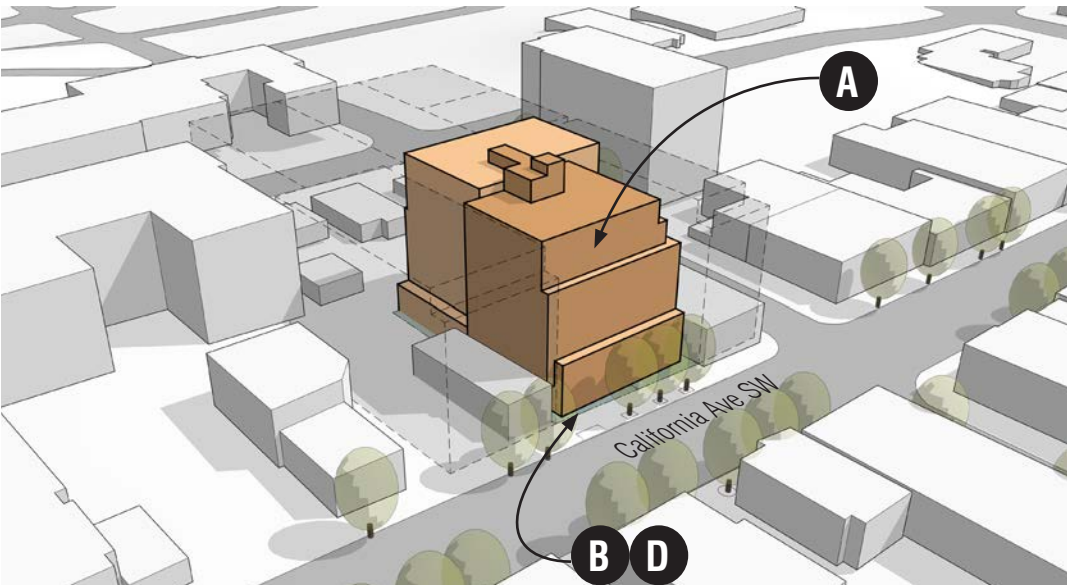
The ground floor holds the street edge while providing recessed entries and outdoor seating area opportunities.



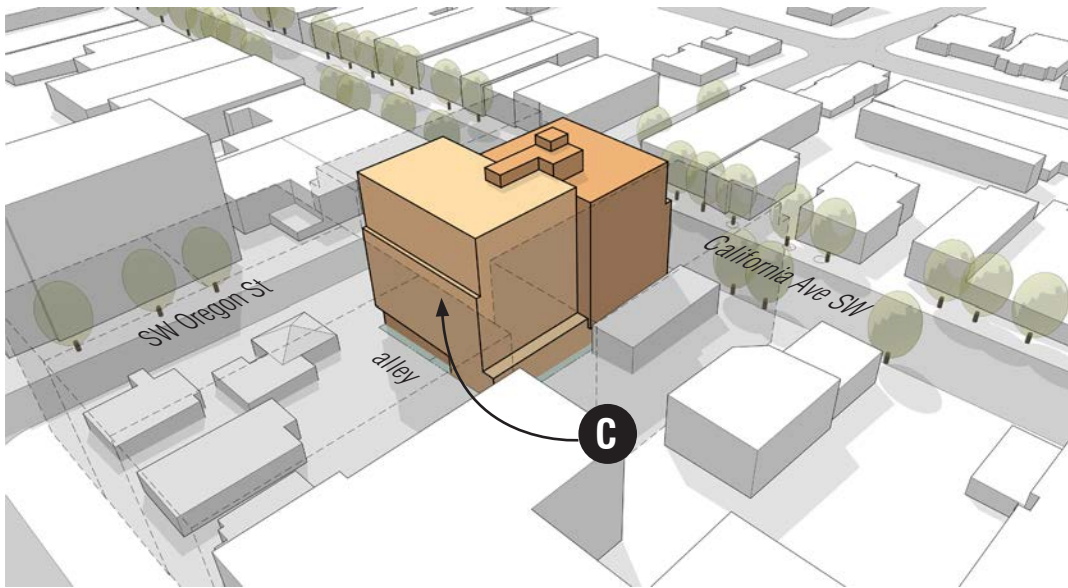
birds eye view # street view



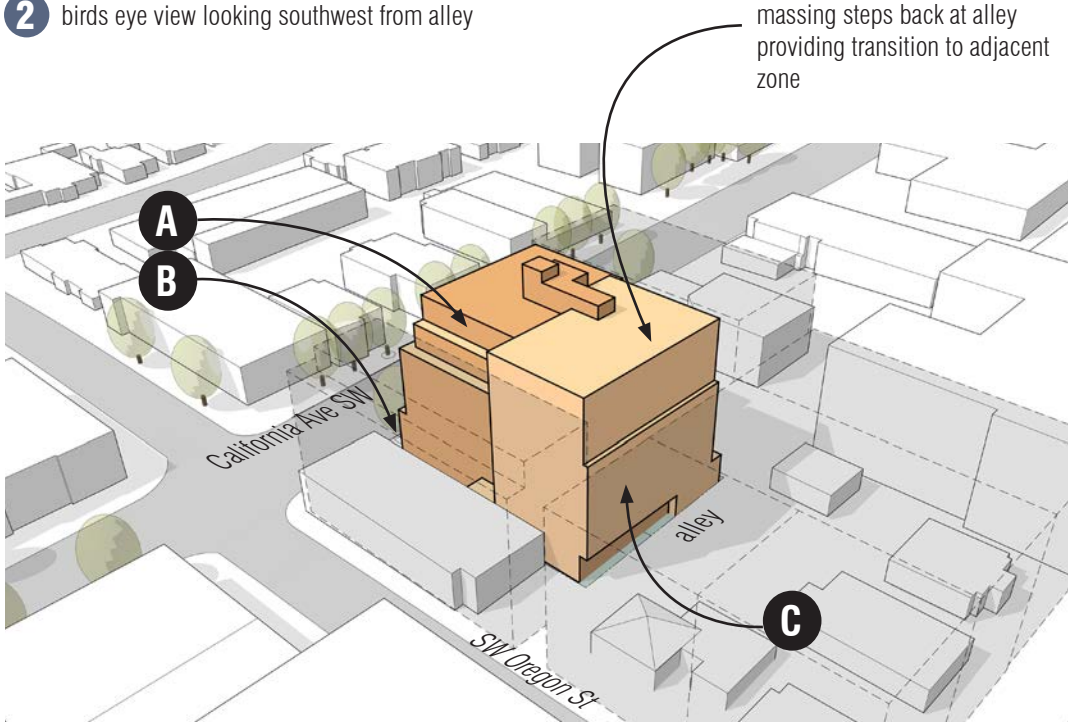
1 birds eye view looking northeast from California Ave SW



3 birds eye view looking southeast from California Ave SW



2 birds eye view looking southwest from alley



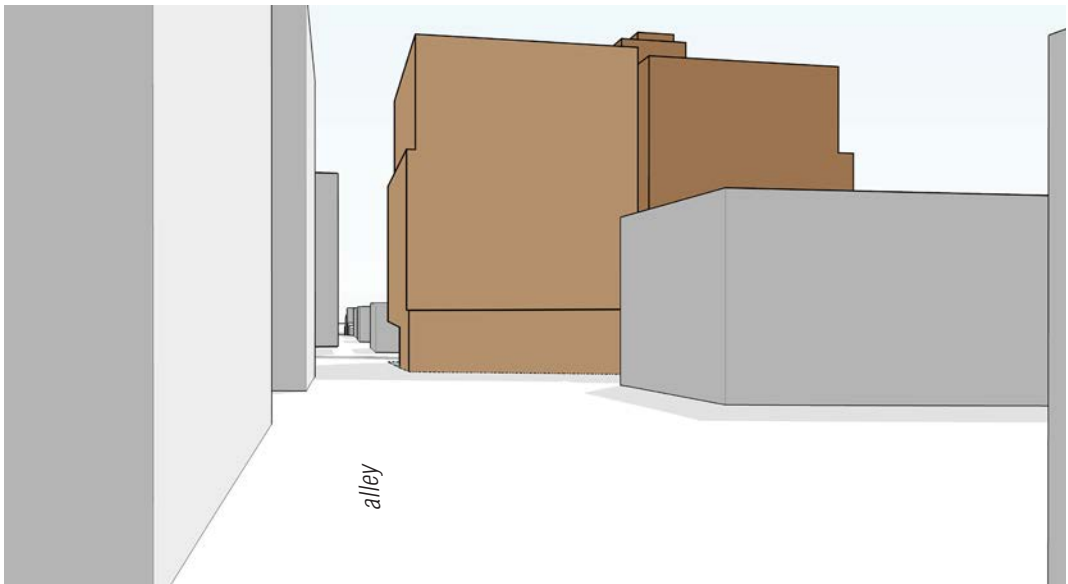
4 birds eye view looking northwest from alley



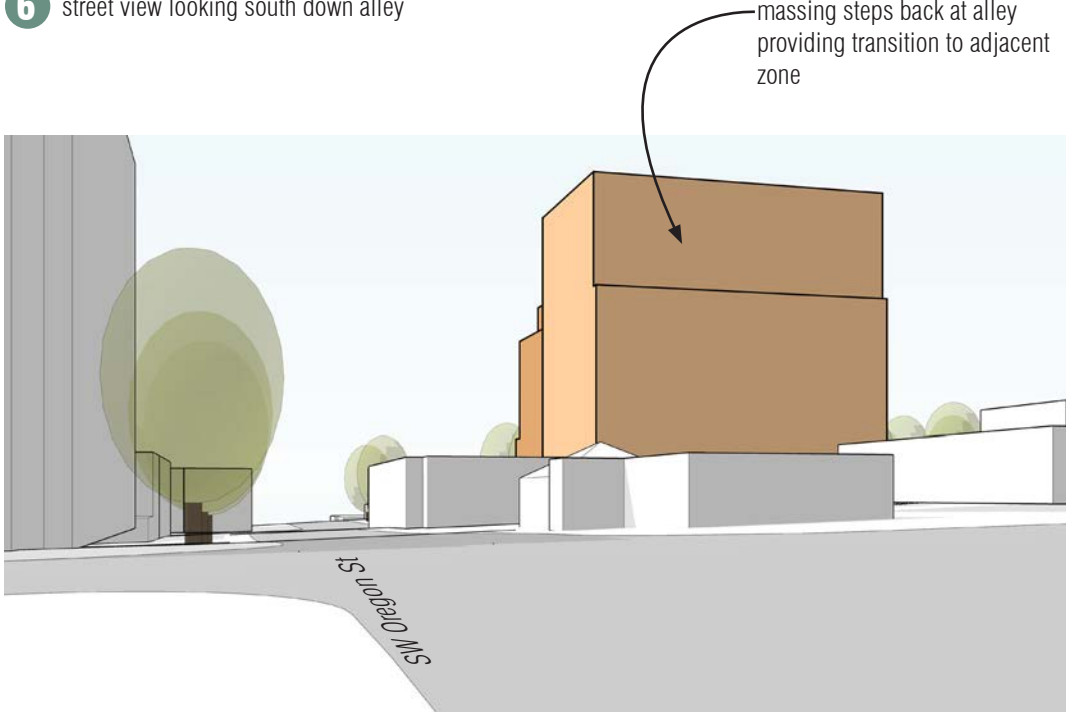
5 street view looking north up California Ave SW



7 street view looking south down California Ave SW



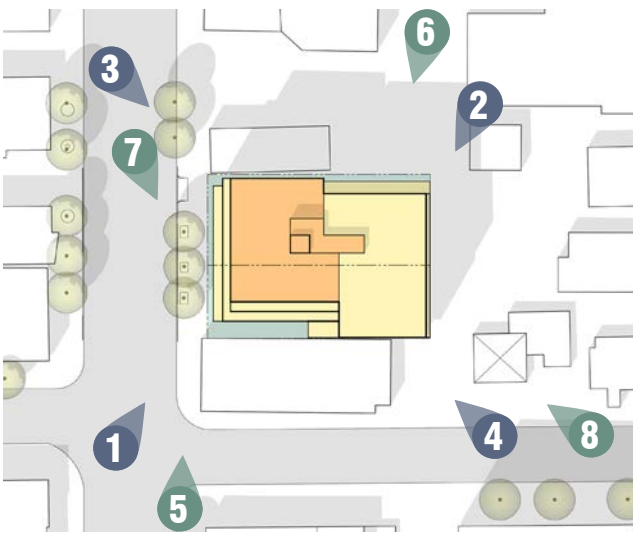
6 street view looking south down alley



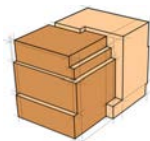
8 street view looking west down SW Oregon St

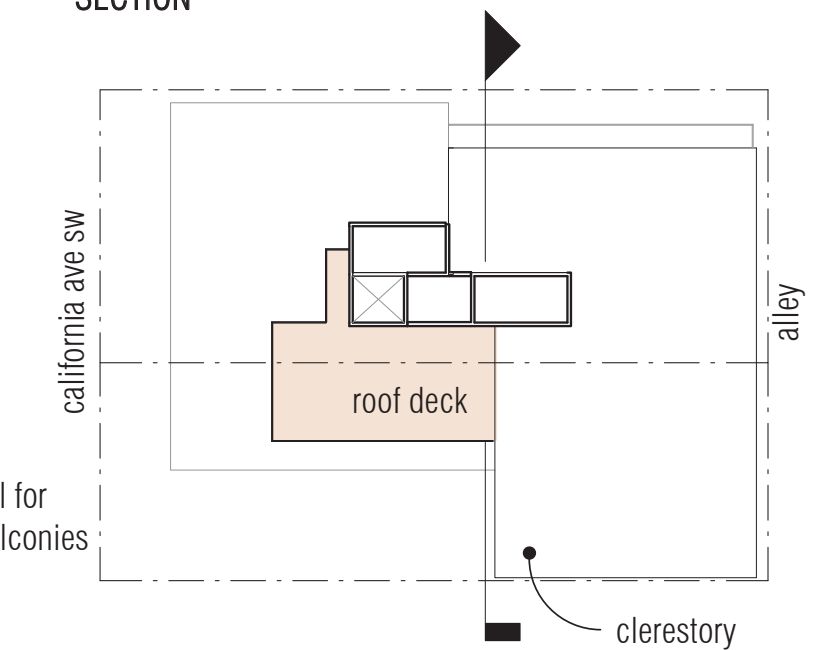
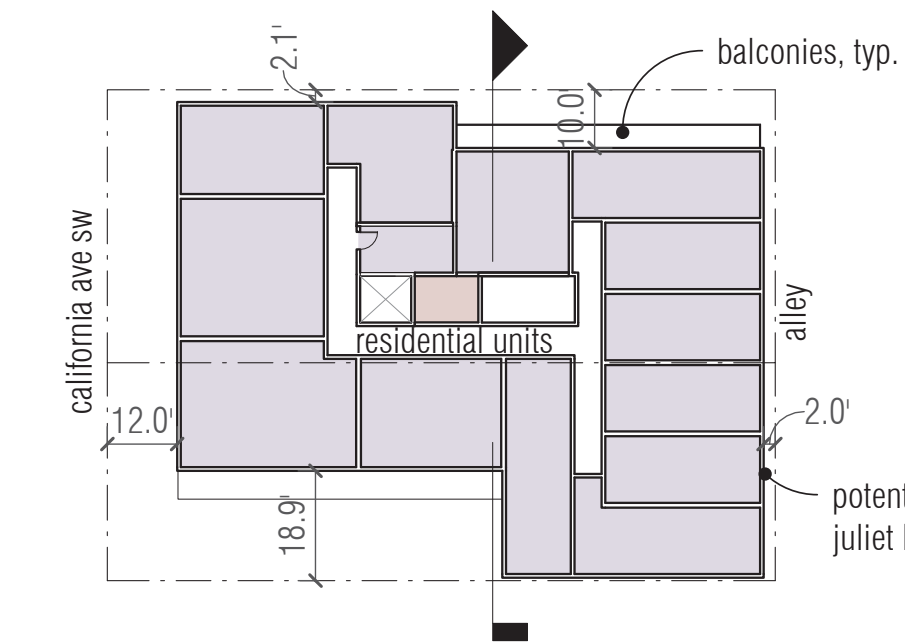
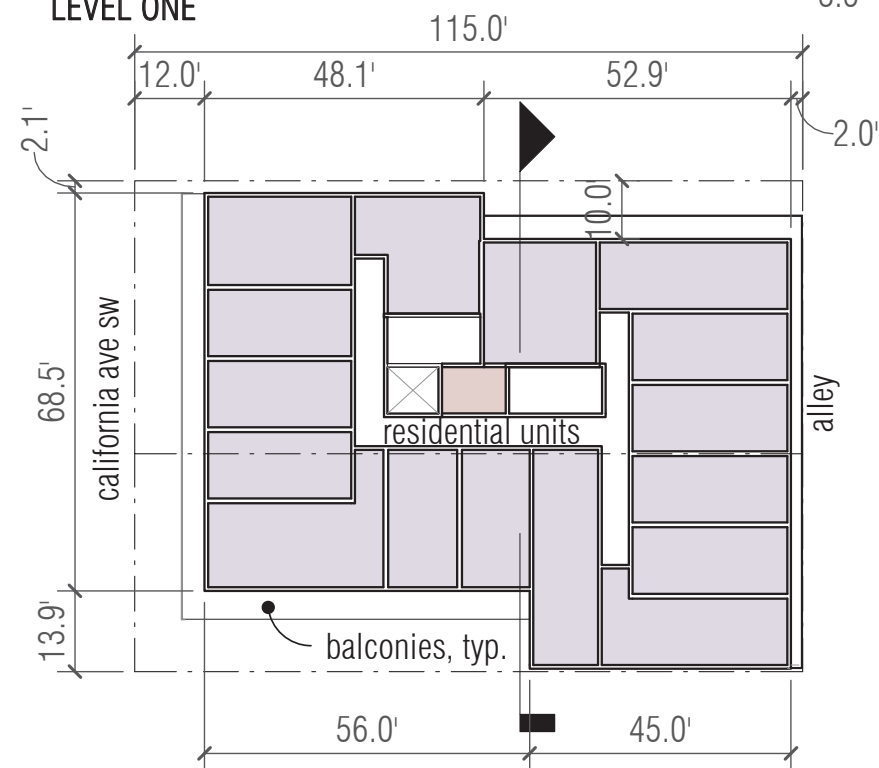
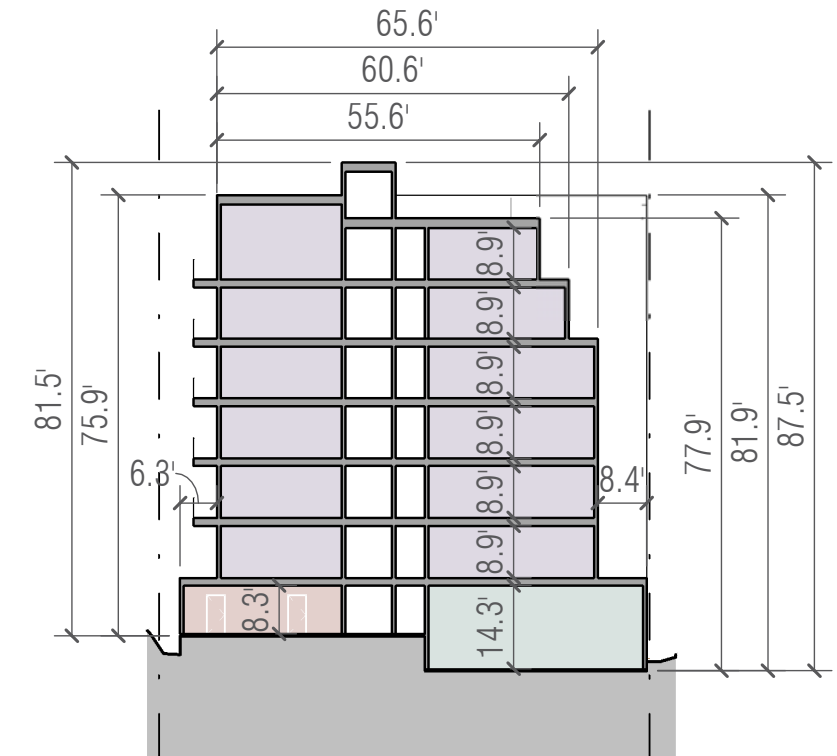
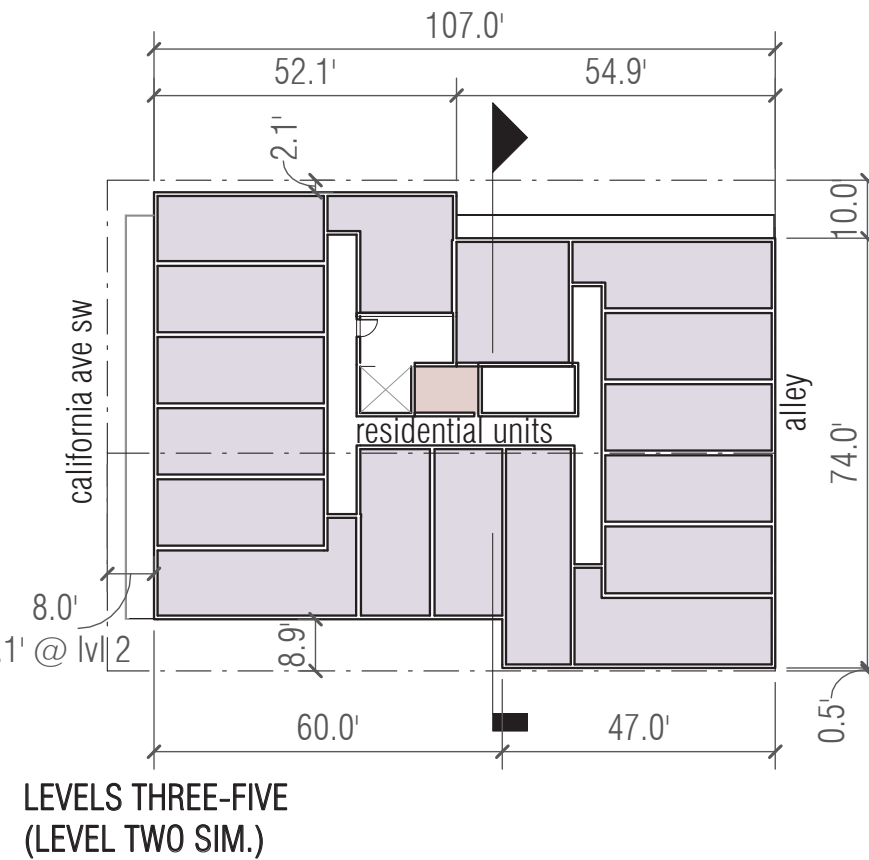
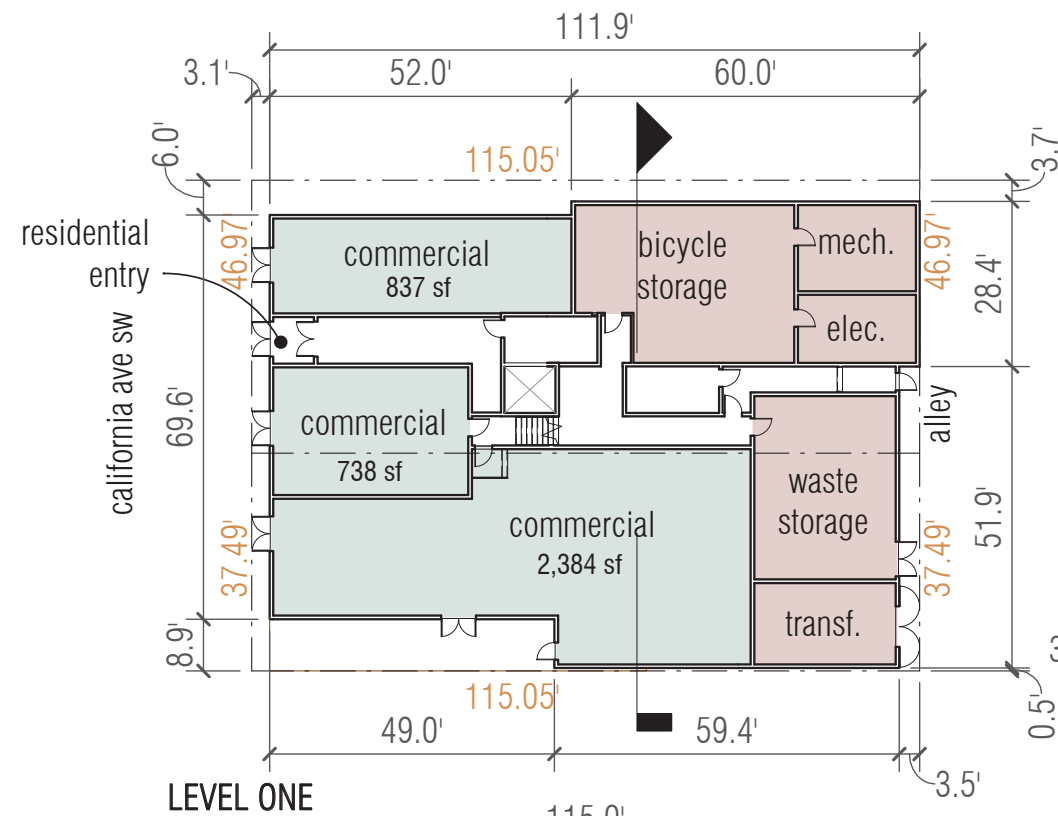


blank facades provide opportunities for mural or ombre siding treatment, creating visual interest and breaking down the facade



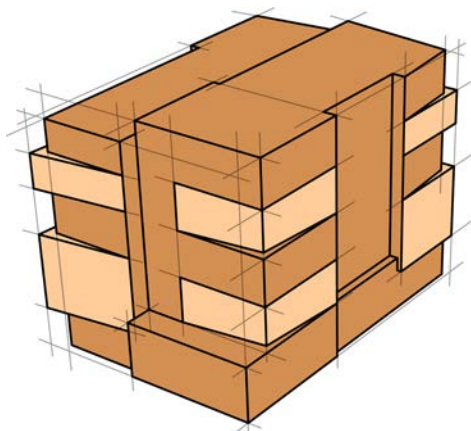
birds eye view # street view





LEVEL SIX





SCHEME 3: PINWHEEL (CODE COMPLIANT)

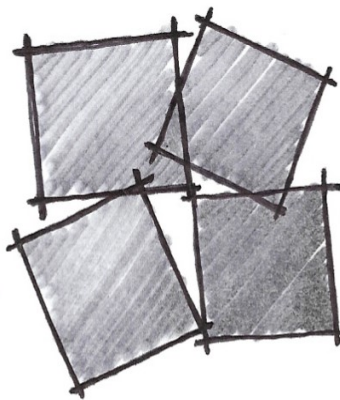
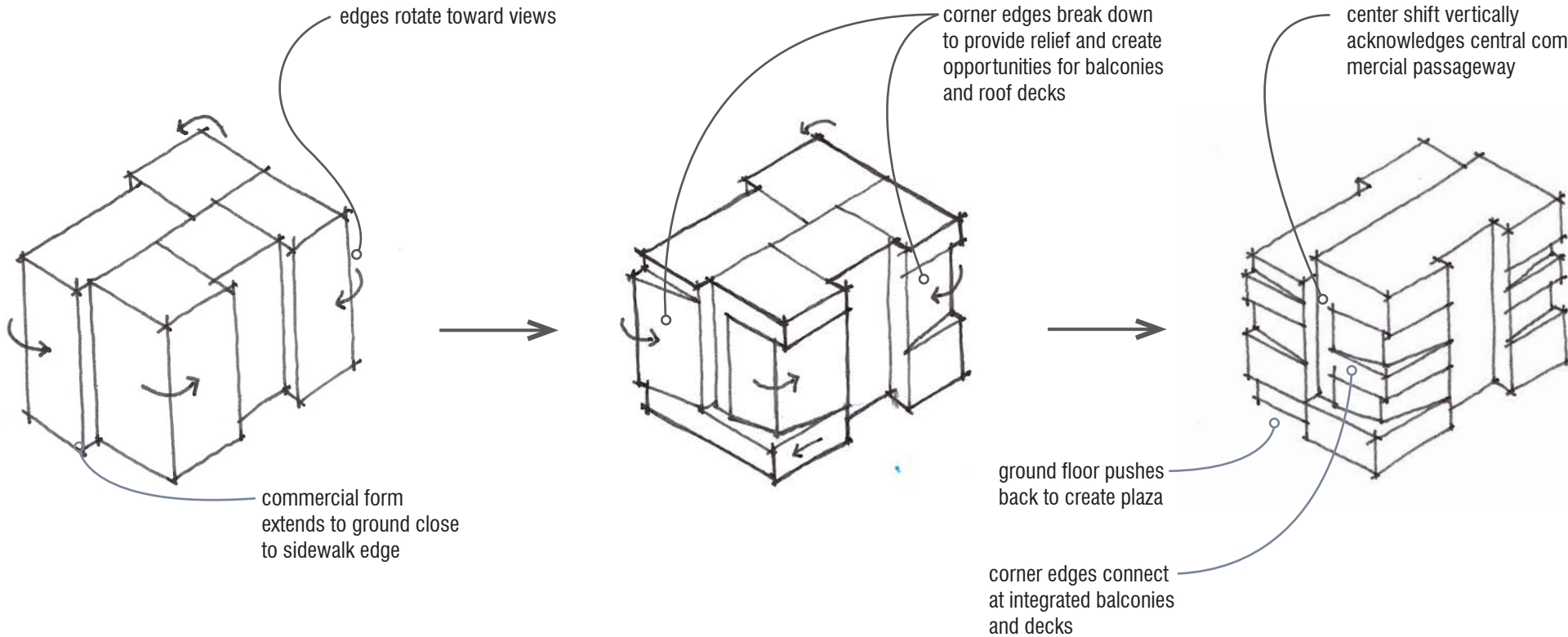
Scheme 3 (the pinwheel) is zoning code compliant and provides visual interest and movement along all facades. The overall mass of the building has been broken down into smaller pieces of the puzzle, which then subtly twist and turn to gesture towards a variety of views and uses. By twisting the forms counterclockwise, the structure is able to respond to its location close to the intersection of California and Oregon, aim views to the sound, as well as aim views towards downtown Seattle. The ground floor commercial spaces have been broken up in order to provide a street scape compatible with the pedestrian experience along California Ave. Where the building extends towards the property lines (helping to provide an ample base for the structure), inset entries will be provided. At the northwest corner of the lot, the building is further set back in order to provide a small open space (for a potential outdoor dining area), which further breaks down the street wall and helps to create an engaging experience at the pedestrian level. The residential lobby and commercial spaces on the ground floor open to a central passageway that connects California Ave SW and the alley, making for a cozy and secure marketplace experience for pedestrians year-round.

NO OF RESIDENTIAL UNITS: 96
NO OF COMMERCIAL UNITS: 3 AND COMMERCIAL PASSAGEWAY - 4,790 SF
PARKING: 0 (NONE REQUIRED)

- BENEFITS:
- 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.

- CONCERNS:
- The complex form will be best served by a simpler fenestration / material patterning.

- POTENTIAL DEPARTURES:
- None



- A

CS2.III HEIGHT, BULK & SCALE

The street and alley oriented facades are broken down into multiple masses to reduce perceived bulk, while secondary architectural elements further aids in providing relief to the mass.
- B

DC2.I.ii ARCHITECTURAL CONCEPT

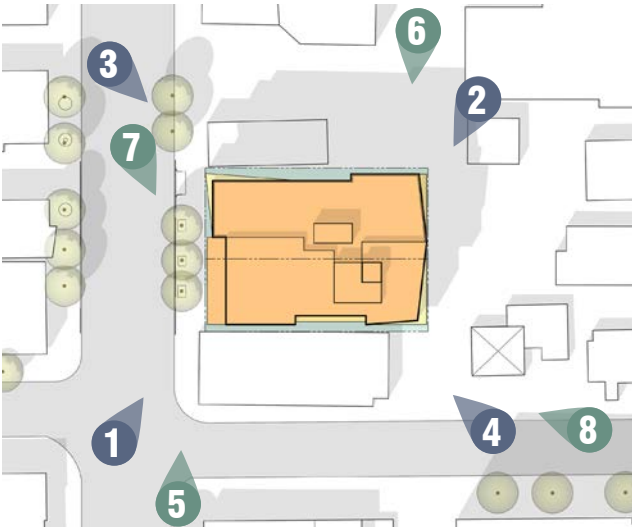
The use and repetition of the angled architectural features help create unity in the structure while providing facade modulation, articulation and visual interest..
- C

PL1.I.i HUMAN ACTIVITY

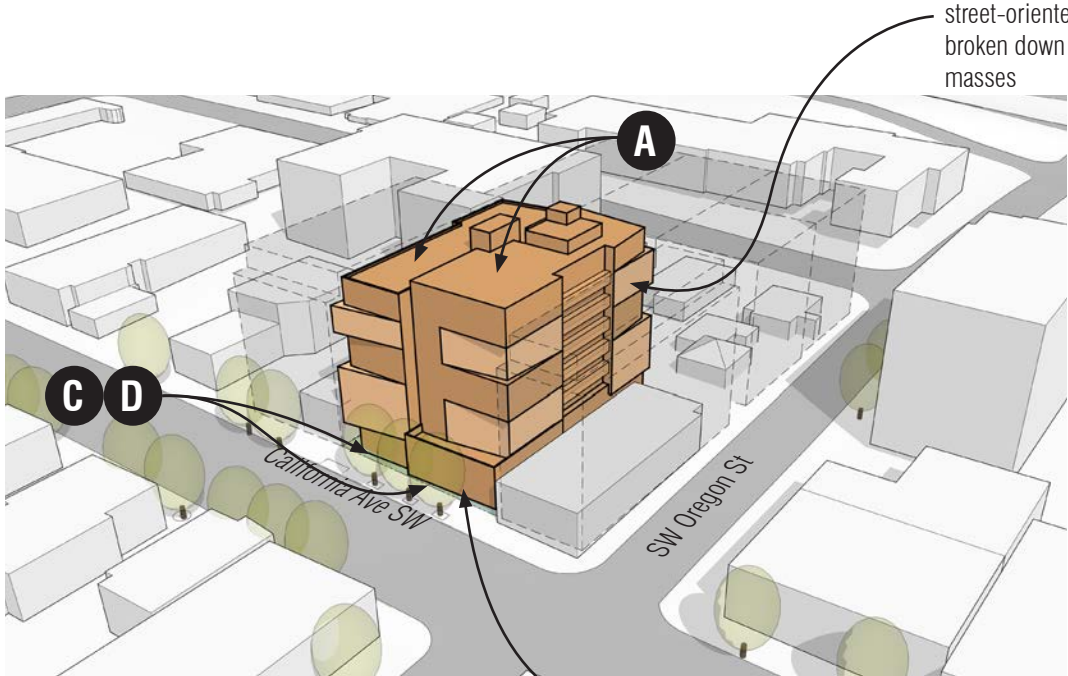
The set back of the ground floor commercial level from the street and north property lines allows for more public space that enhances the pedestrian experience.
- D

CS2.1 STREETScape COMPATIBILITY

The south portion of the ground floor holds the street edge and will be provided with recessed entries in keeping with the Junction context. The northern edge is setback to create a pedestrian plaza and opportunities for outdoor dining.

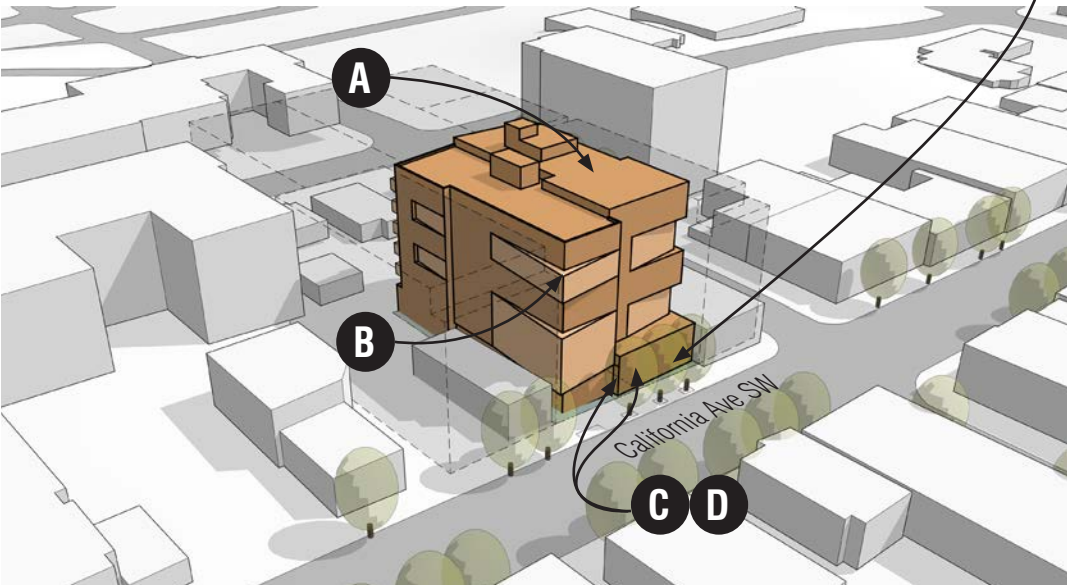


birds eye view # street view

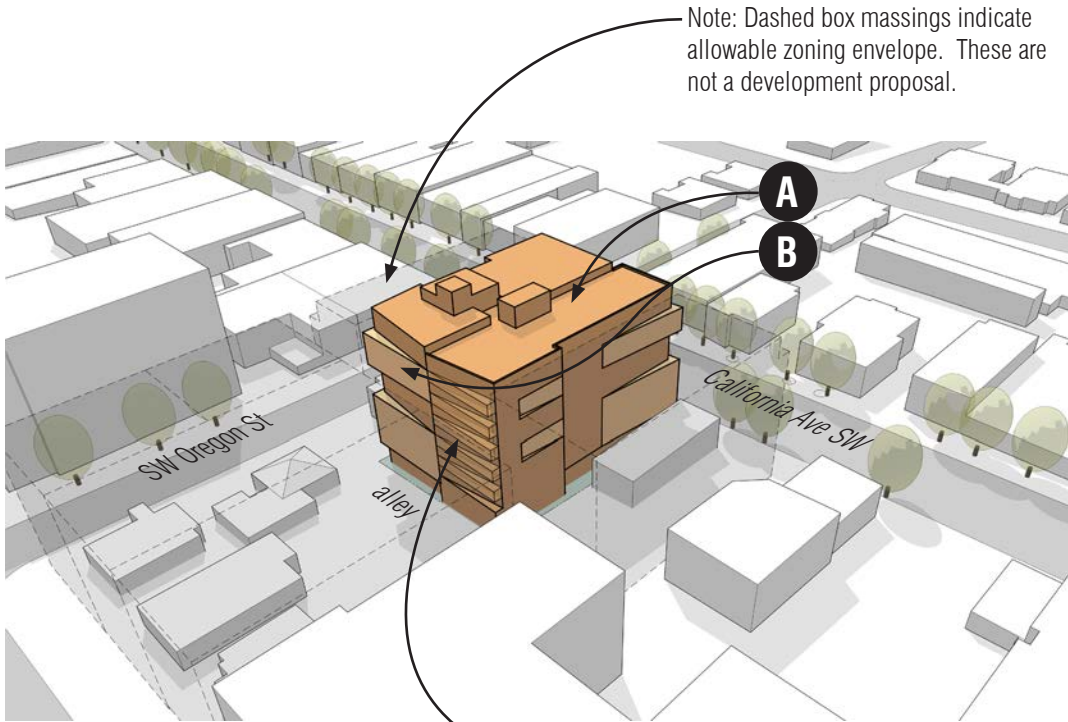


1 birds eye view looking northeast from California Ave SW

street edge is maintained while providing a set back for commercial opportunities, such as outdoor seating



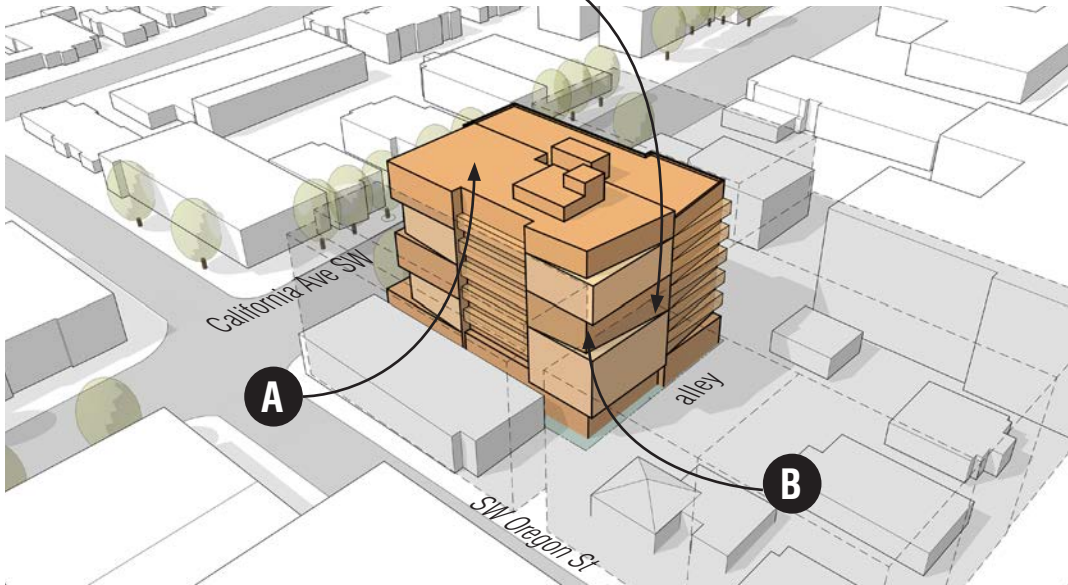
3 birds eye view looking southeast from California Ave SW



2 birds eye view looking southwest from alley

angled architectural features repeated around the building creates a unified design, and provides opportunities for decks and balconies

angling away from alley directs views and provides relief at alley/zone change

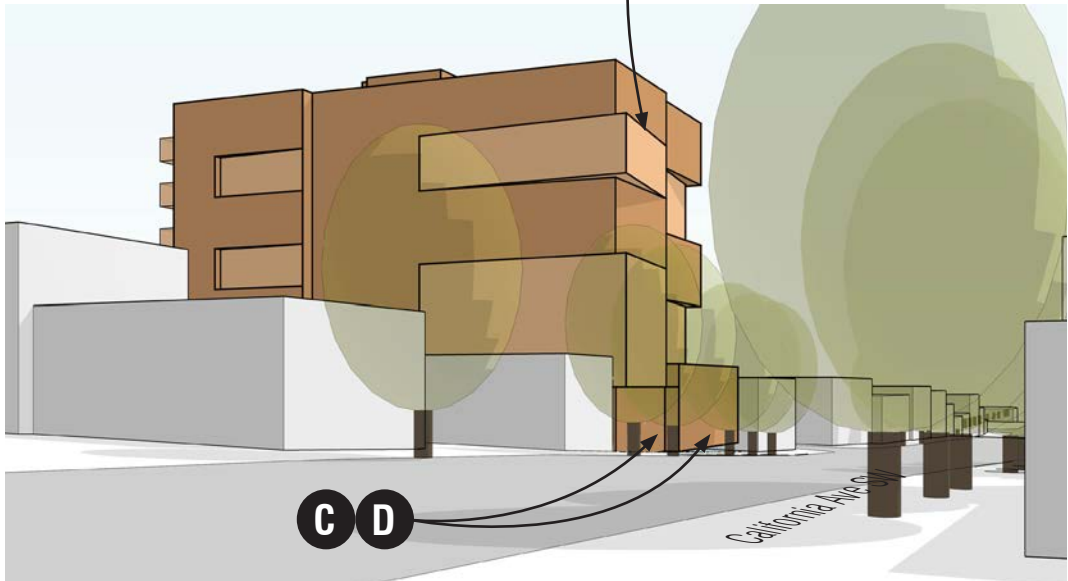


4 birds eye view looking northwest from alley

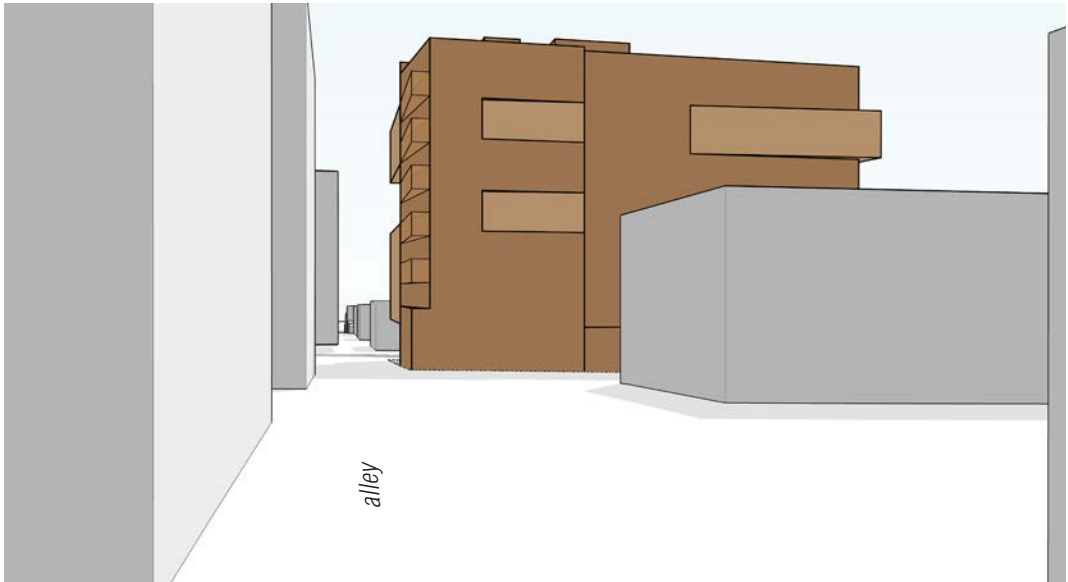


5 street view looking north up California Ave SW

massing is deliberately broken down into multiple sections



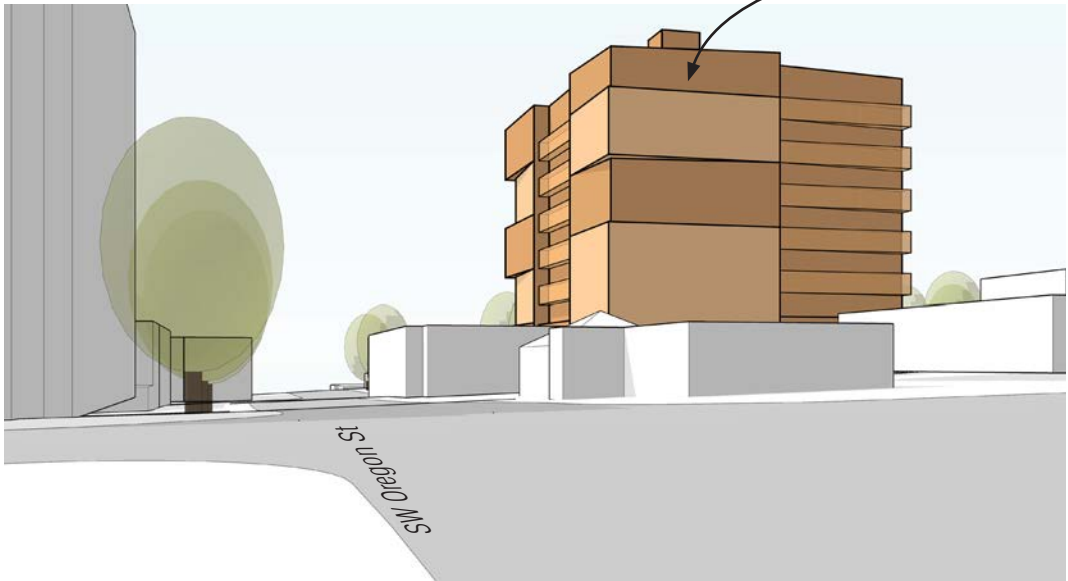
7 street view looking south down California Ave SW



6 street view looking south down alley

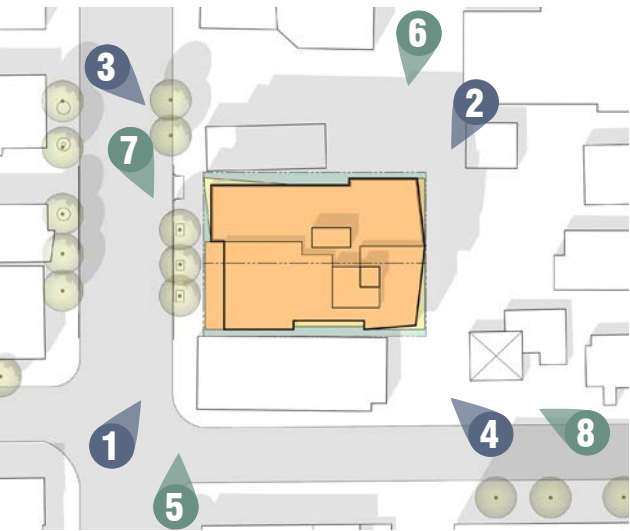


interior commercial passage: opportunities for restaurants and retail to open up for additional seating, mixing of activities, and kiosks for pop-ups

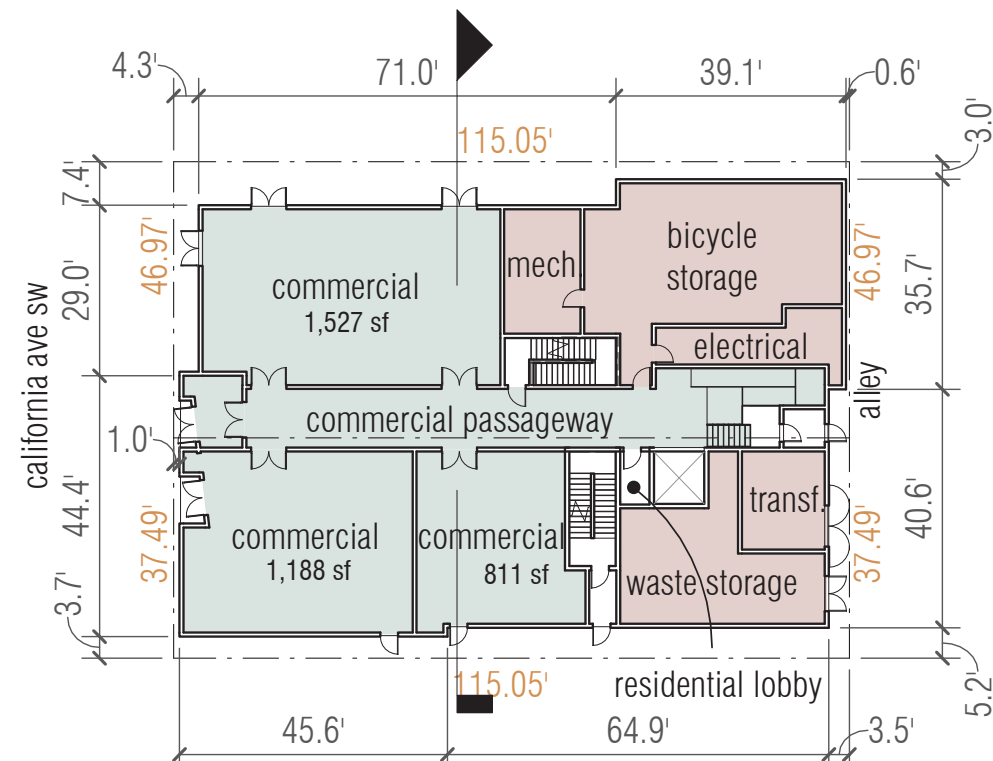


8 street view looking west down SW Oregon St

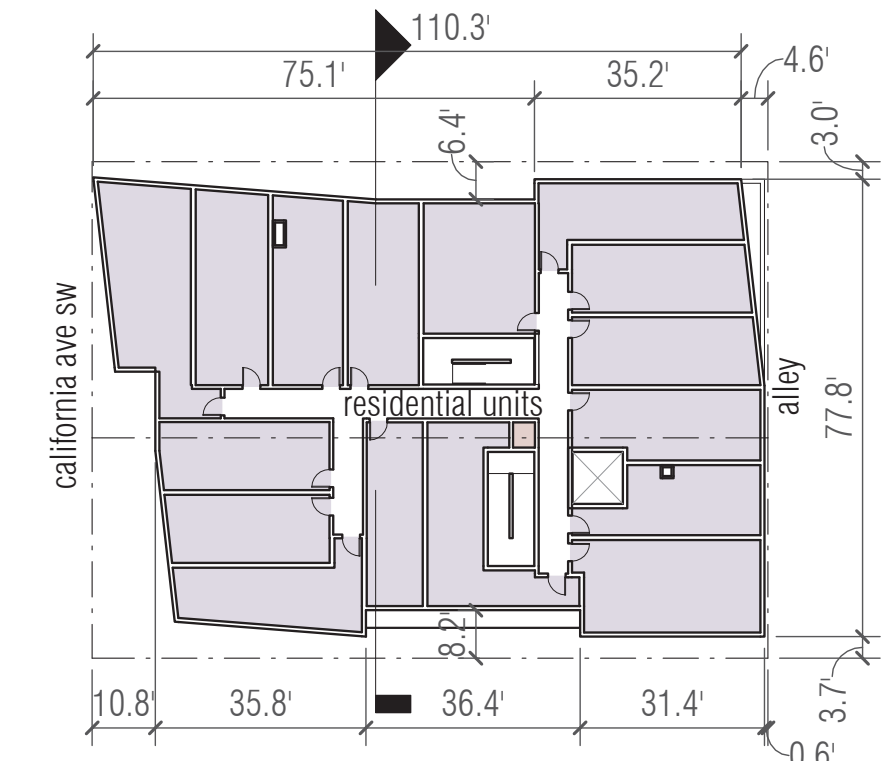
views from all sides have been considered, with opportunities for balconies and eyes on the street at all sides



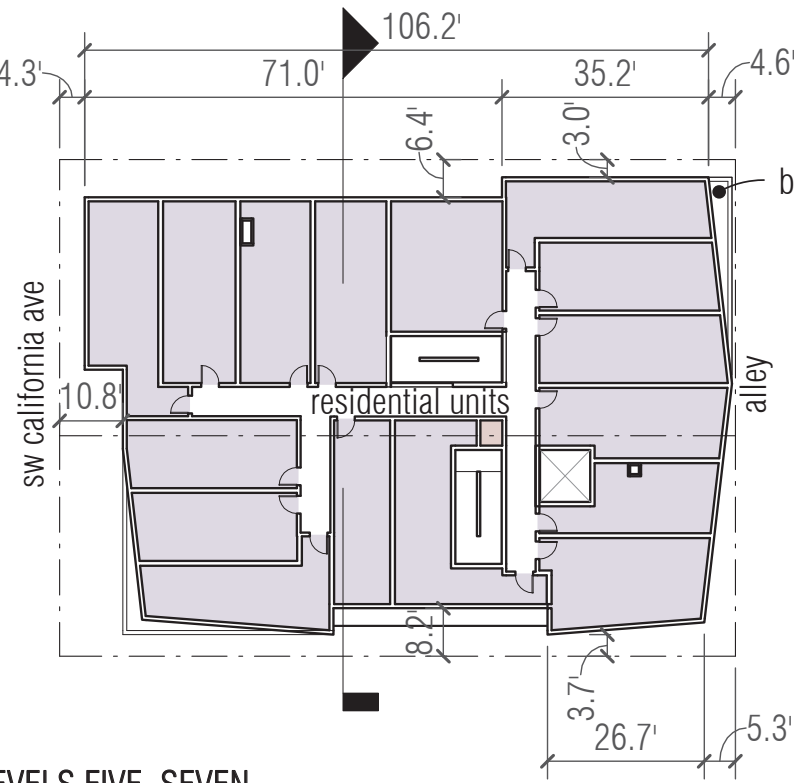
birds eye view # street view



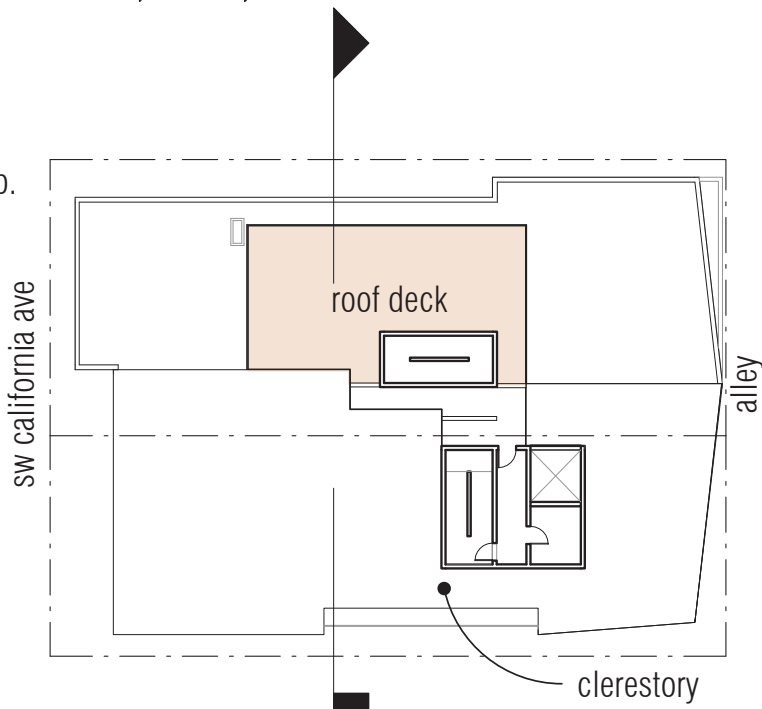
LEVEL ONE



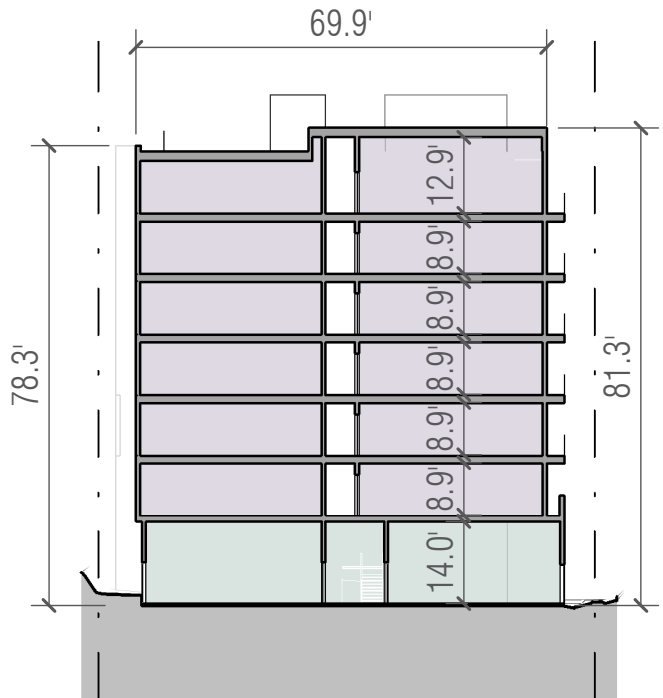
LEVELS TWO, THREE, SIX



LEVELS FIVE, SEVEN



ROOF



SECTION



