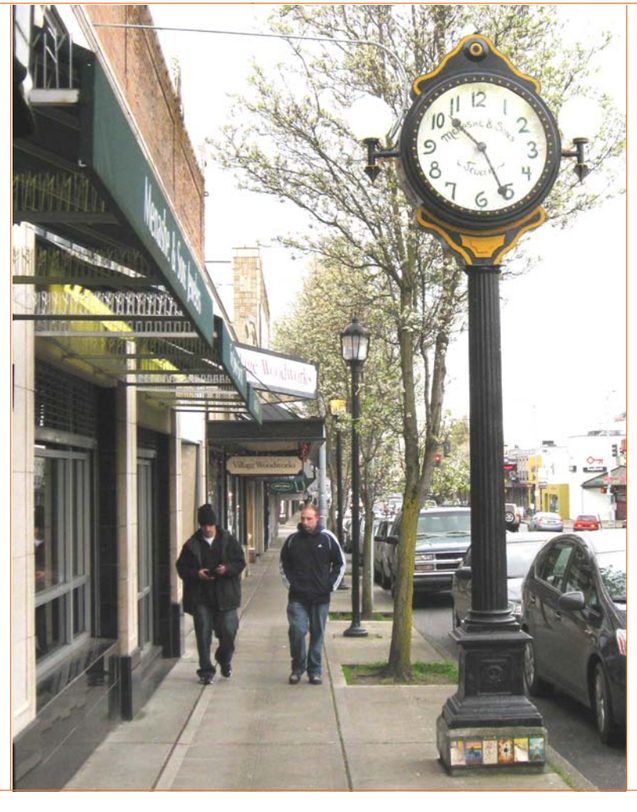
URBAN EVOLUTION

THE WOLFF COMPANY
Since 1949

WEBER THOMPSON GRAPHIC PRESENTATION



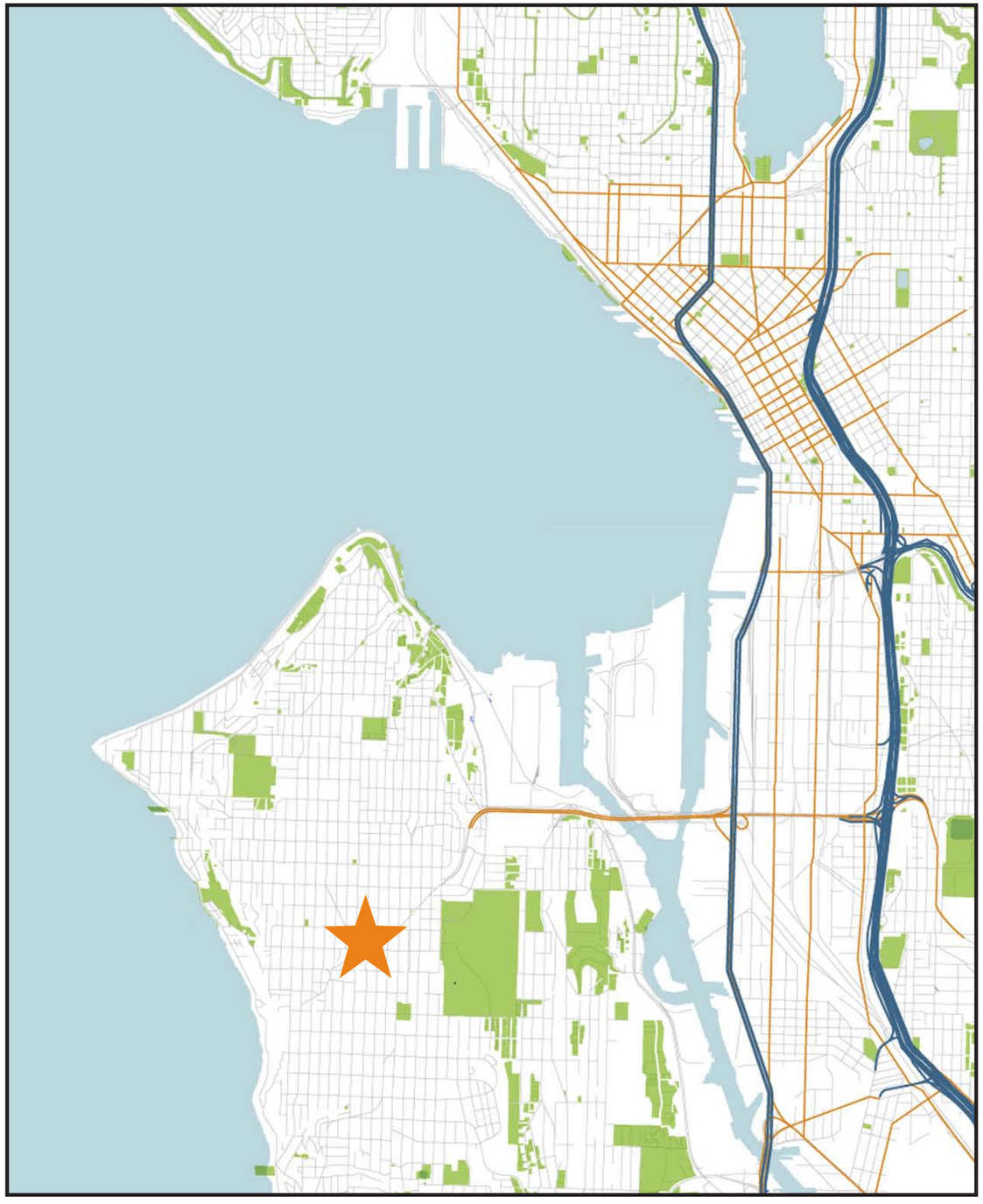
4724 CALIFORNIA

EARLY DESIGN GUIDANCE

DPD #3013264

MEETING DATE:
MAY 24, 2012

WEBER THOMPSON



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DEVELOPMENT OBJECTIVES

The applicant proposes to build an urban residential/mixed-use development that will provide rental housing in the West Seattle Junction neighborhood with commercial space that will engage pedestrians as part of an established and growing area of Seattle.

Construction Type:	Five (5) floors of Type III fire-treated wood frame apartments over Two (2) floors of Type I concrete construction at grade.
Residential Uses:	Approximately 80 residential market rate apartments; including open one bedroom, true one bedroom and two bedroom units.
Commercial Uses:	Approximately 4,000 sf of retail and approximately nineteen (19) live/work units.
Use Distribution by floor:	Basement: Two floors of underground parking Level 1 (Street level): Retail/Commercial and Live/work units Level 2: Live/work units Levels 3-7: Residential apartments Level 8 (Roof): Roof deck and outdoor amenity spaces
Sustainability Goal:	Seattle Green Factor = .30 LEED Silver Certification

PROJECT SITE

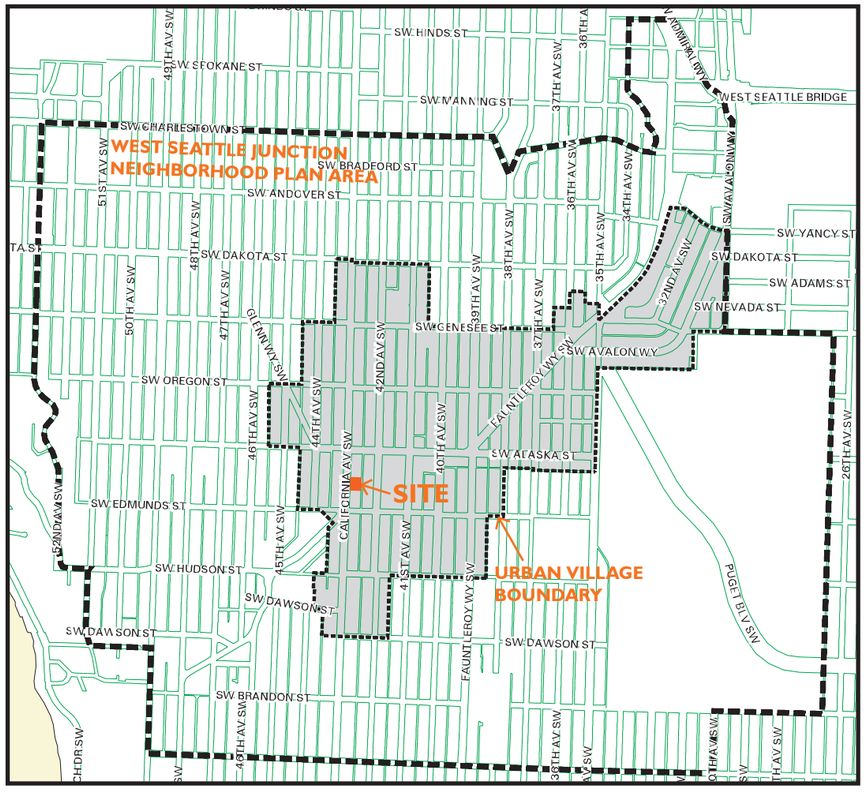
The site is located in the West Seattle Junction Hub Urban Village on the east side of California Ave. SW mid-block between SW Alaska St. and SW Edmunds St. The 14,375 sf parcel is addressed as 4724 California Ave. SW.

The existing building is one story and houses a large retail use. No parking is currently on the site.

The site is predominately flat with a difference of approximately 1'-9" between the lowest point (the SW corner of the site) and the highest point (the SE corner of the site).

The zoning for the site is classified as NC3P-85 and is a Pedestrian-Designated zone. The property across the alley to the east is designated NC3-85. Equity Residential is developing two sites, on the west and on the east of the shared alley, at the end of the block to the north.

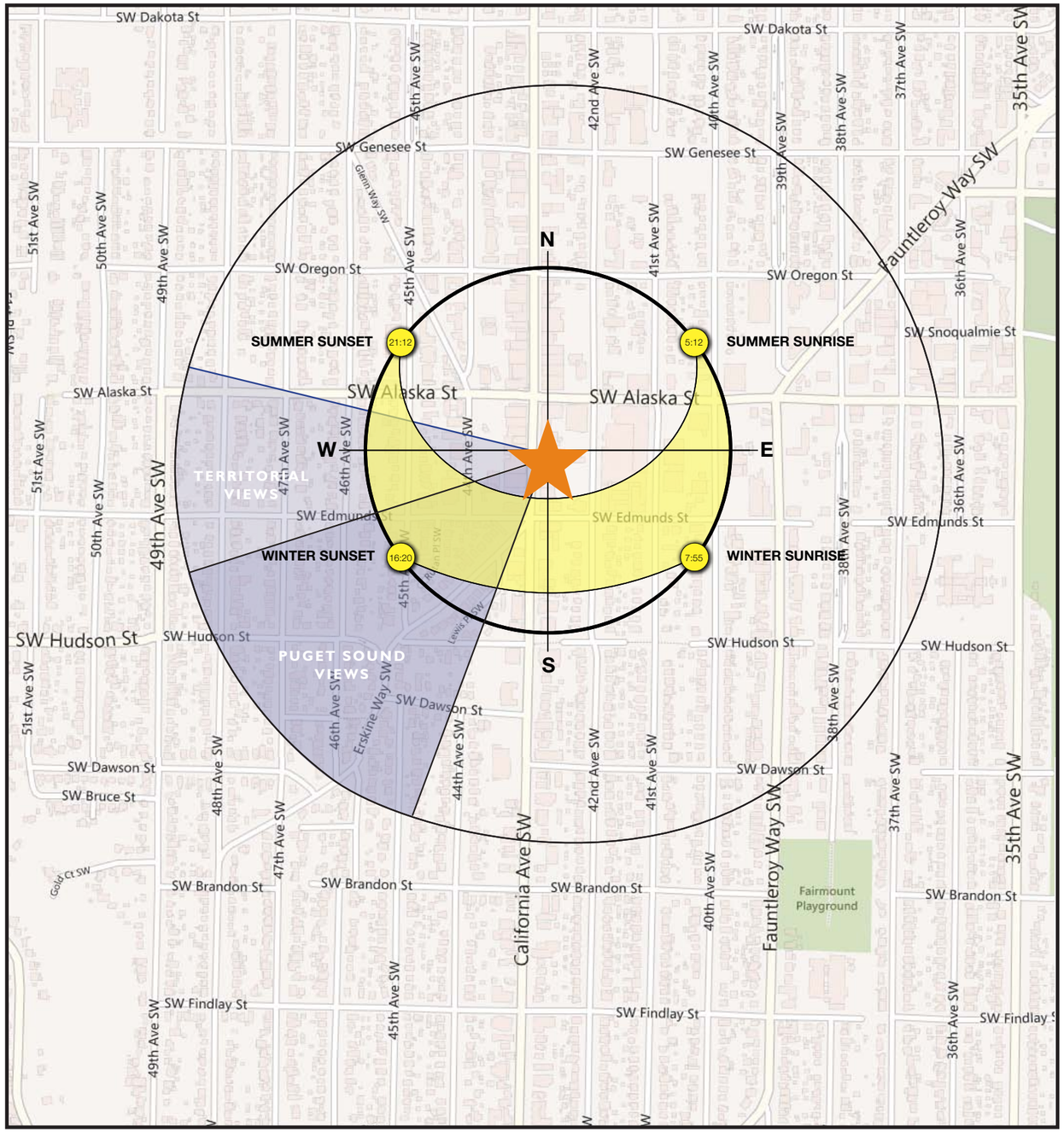
The northern portion of the site aligns with a mid-block crossing at California Ave. SW. To the east is the existing 136-unit Mural multifamily project.

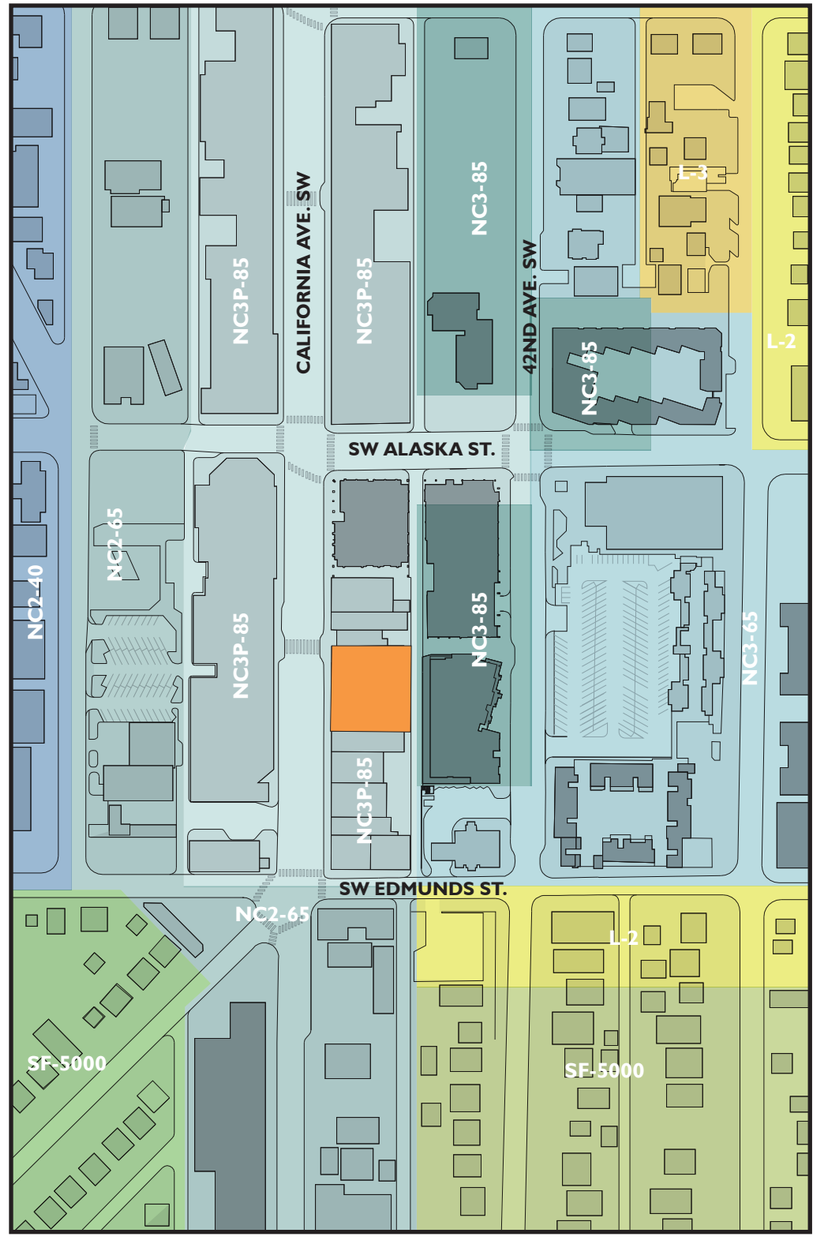


WEST SEATTLE JUNCTION NEIGHBORHOOD PLAN

"The Junction Hub Urban Village is one of seven Hub Urban Villages in Seattle, and is the smallest of the seven in acreage. Hub Urban Villages are defined in the Comprehensive Plan as areas that have a core business district surrounded by residential uses."

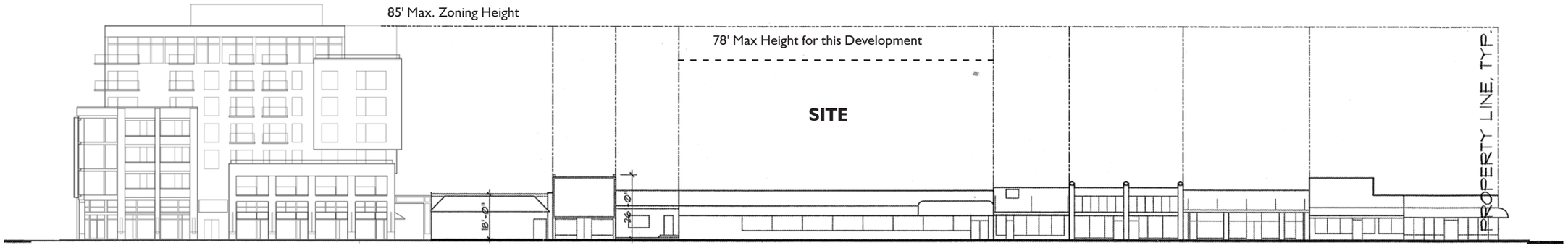
—West Seattle Junction Hub Urban Village Neighborhood Plan, 01/22/99



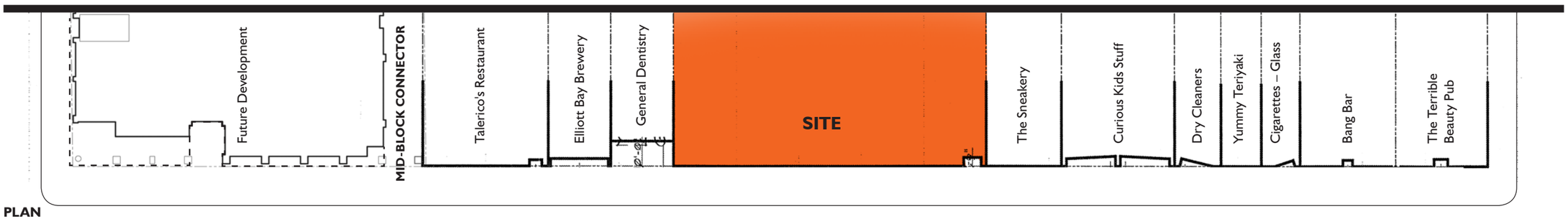


ELEVATION

SITE



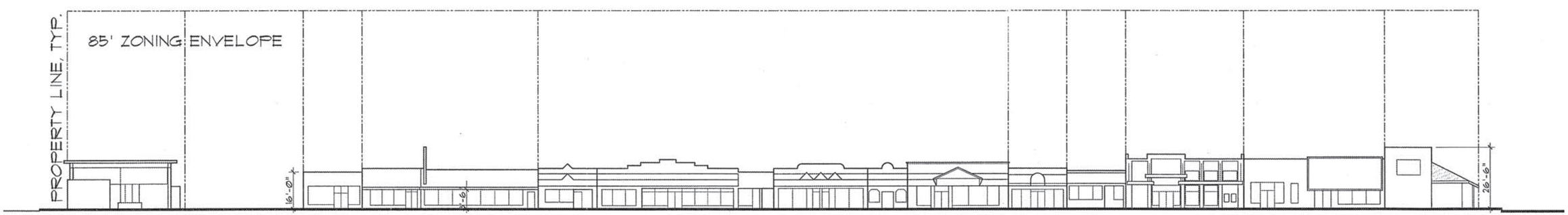
ELEVATION LOOKING EAST



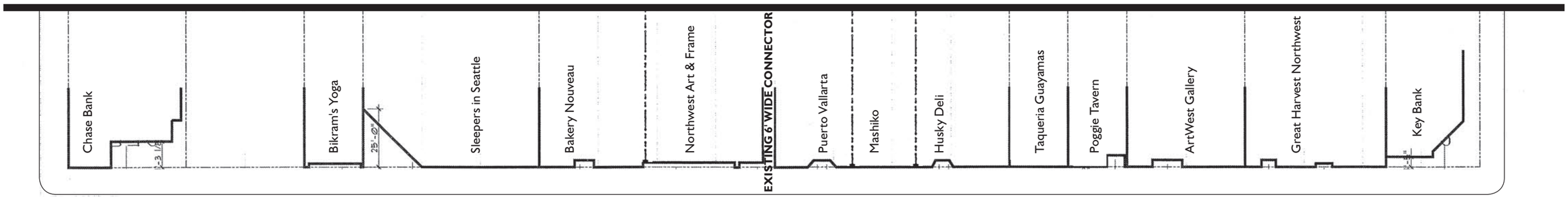
PLAN

CALIFORNIA AVE. SW

ELEVATION

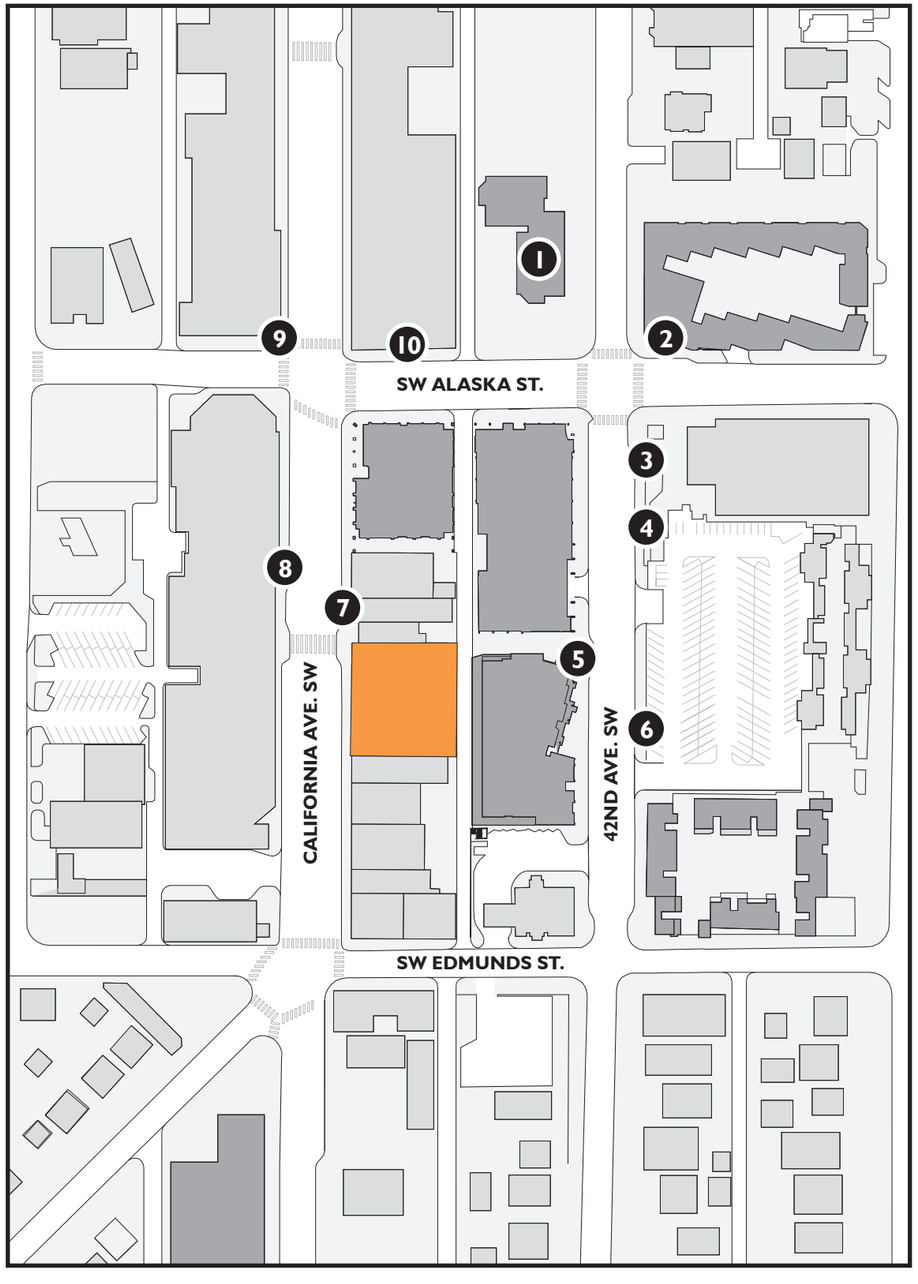


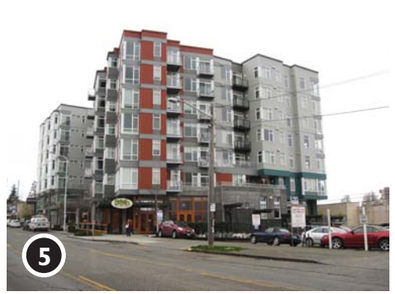
ELEVATION LOOKING WEST



PLAN

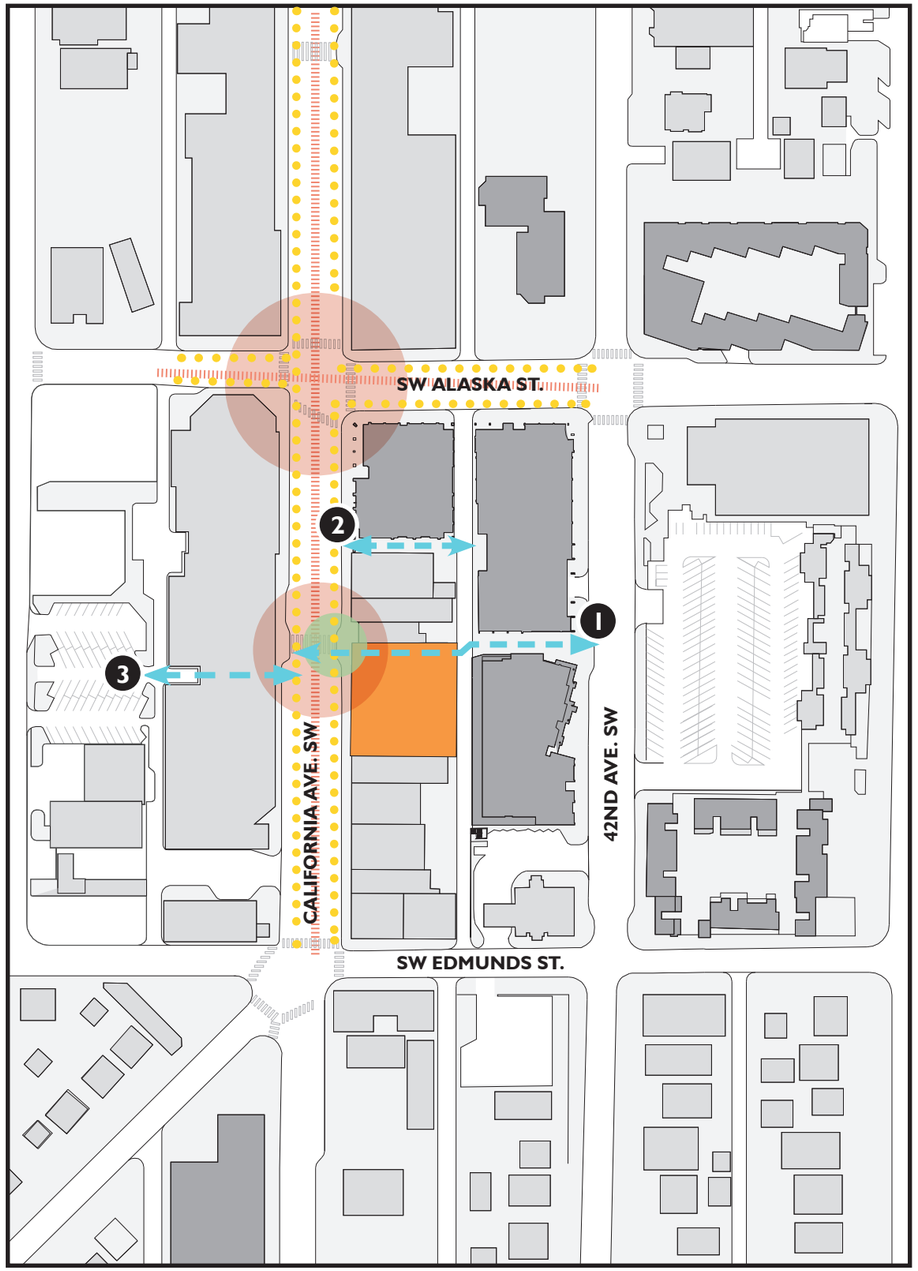
CALIFORNIA AVE. SW

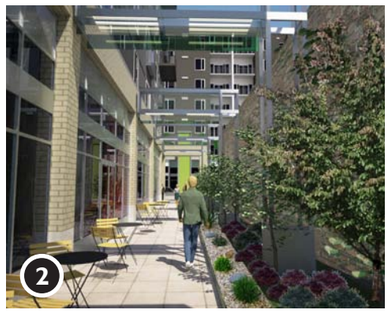


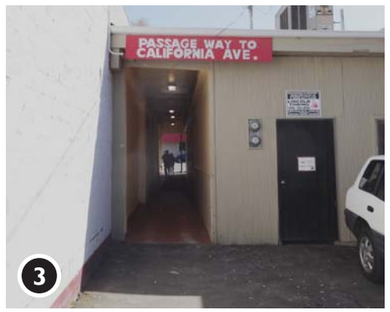


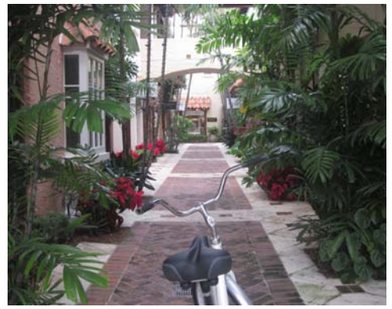
LEGEND

- Mid-low density buildings
- High density buildings



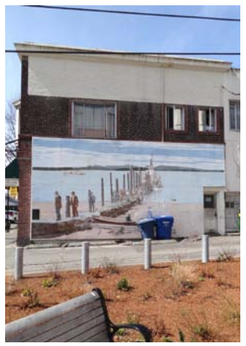


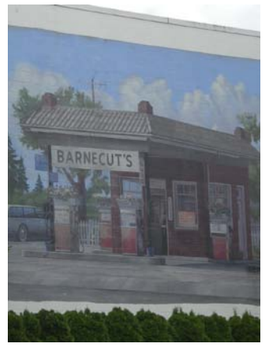


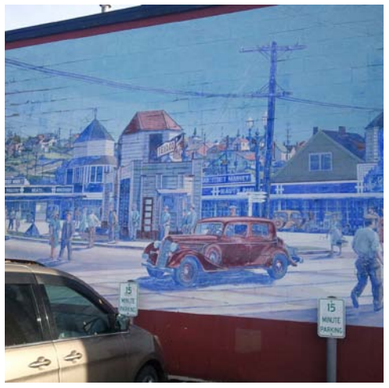


LEGEND

- Major intersection
- Pedestrian Node
- Mid-block pedestrian connection
- Retail frontage
- Pedestrian Designated Street







ZONING ANALYSIS

ADDRESS	4724 California Ave. SW Seattle, WA
PROJECT DESCRIPTION	Five Story Type III residential building over two story Type IA commercial, with two levels of below-grade parking. The building will be fully sprinklered. All existing construction and on-site landscaping is to be demolished.
LEGAL DESCRIPTION	Lots 10, 11, 12, 13 and 14, block 1, scenic park addition, according to the plat thereof recorded in volume 15 of plats, page 34, records of King County, Washington.
LOT AREA	14,375 sf
PARCEL #	757920-0050
ZONING/OVERLAY DISTRICT	NC3P-85 West Seattle Junction Hub Urban Village
DESIGN GUIDELINES Building/Sidewalk Relationships	Pedestrian Street – California Ave SW
PERMITTED USES	Mixed-use, Residential, Office, Commercial
STREET-LEVEL NON-RESIDENTIAL	Blank Façades • 20' maximum width between elevation 2' & 8' • Blank façades may not exceed 40% along a street Non-Residential depth to be a minimum of 15' and an average of 30' Floor to ceiling to be 13' 80% of the street level façade is to be non-residential (pedestrian zone)
STREET-LEVEL RESIDENTIAL	20% max street façade allowed to be residential Units allowed at 4' above or 4' below street level
BUILDING HEIGHT	85' height limit 4' increase for parapets, open railings, planters, skylights, clearstories and greenhouses. 15' increase for penthouses
FLOOR AREA RATIO (FAR)	6.0 total for structures containing a mixed-use & 4.5 for a single use within a mixed-use building 6.0 x 14,375 sf = 86,250 sf developable area 4.5 x 14,375 sf = 64,687 sf developable residential area
ALLEY WIDENING	The existing 16' wide alley will need a 2' wide dedication on each side to create a 20' wide alley.
LANDSCAPE REQUIREMENTS	• Green Factor score of .30 or greater is required. • Street trees required on new projects.
RESIDENTIAL AMENITY AREA	5% of total residential gross square footage is required as amenity space Open space is N/A due to Residential Amenity Area code.
PARKING REQUIREMENTS	0 stalls / unit (urban village) Tandem stalls area allowed and are counted as one space for each double-stall-deep tandem space for units. First 5000 sf is exempt for non-residential parking.
ADDITIONAL INFORMATION	Building was constructed in 1942 No substantial grade on site
CODE DEPARTURES	No Departures Expected

Good example of 2&3-story retail façade with upper-level setbacks

Pedestrian-oriented façade is aided by well-lit retail

Sidewalk seating and mural enhance street character

Example of good façade modulation with upper-level setbacks

Neighborhood character

Example of pronounced corner element

Example of good façade modulation with upper-level setbacks utilizing an open-air pedestrian connection

3-story retail façade on California

Distinctive blade signage contributing to neighborhood character with diverse material detailing

DESIGN NARRATIVE

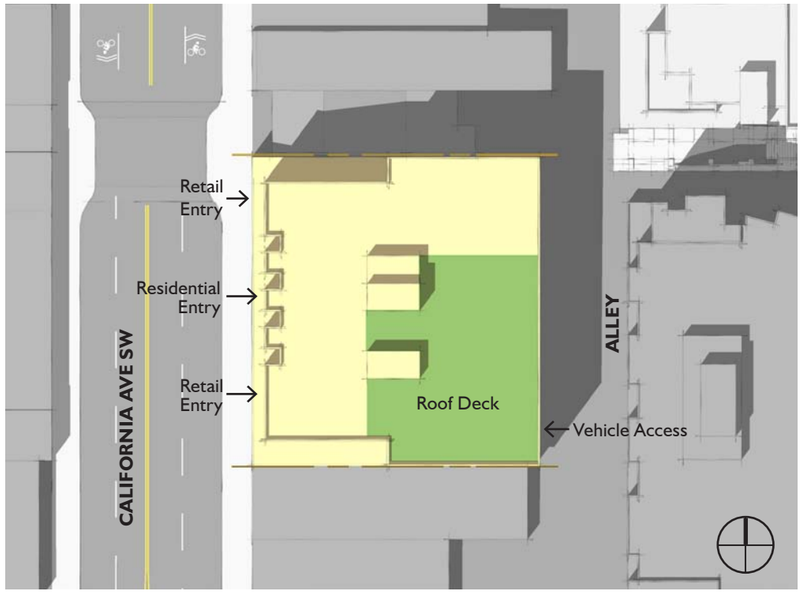
The new project will enhance the fine grained retail found along California Ave. SW as well as relate thoughtfully to the emerging higher density buildings in the neighborhood. The entire ground floor facing California will be devoted to retail frontage that will relate well to the existing pedestrian environment and commercial uses. Live/Work units will line a portion of the alley façade at the ground floor and occupy the second floor along California and the alley. Vehicular entry to the garage and building loading/service will also be located on the alley.

In elevation along California the podium will be comprised of ground floor retail and Live/Work units at the second floor. This will be architecturally differentiated from the upper five levels of residential program by expressing a more commercial language at the base of the building. The residential lobby and access to the Live/Work units will be located along a proposed mid-block pedestrian walkway on the project's north property line. In order to daylight the walkway the majority of the project will be pulled back 10' from the north property line. The mid-block walkway will provide access from California east to 42nd Ave. SW and continue the linkage started by the Mural project to the east.

The preferred massing option will provide a signature corner element to mark and animate the mid-block crossing. Both North and South elevations will pull off the property lines to minimize blank walls as much as possible and provide corner glazing for the units.

STREET VIEW FROM SOUTH

AERIAL FROM NORTHWEST



SITE PLAN

STREET VIEW FROM NORTH

MASSING SCHEME A

Common to all schemes:

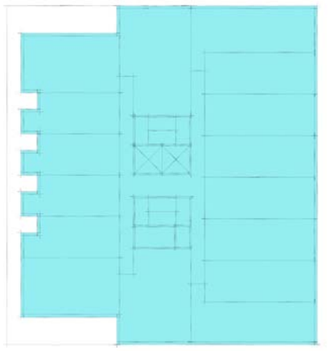
- Step back at upper-level floors
- Recessed areas at party walls to reduce blank walls

Pros:

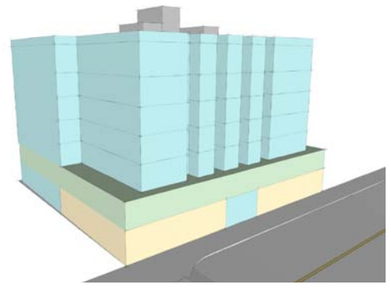
- Simple massing, symmetrical at party wall conditions
- Maximize retail frontage

Cons:

- Extensive blank walls at north and south property conditions
- Large massing without relief on California Ave. SW
- Blocky appearance from lower density development to the Southeast
- No pass through



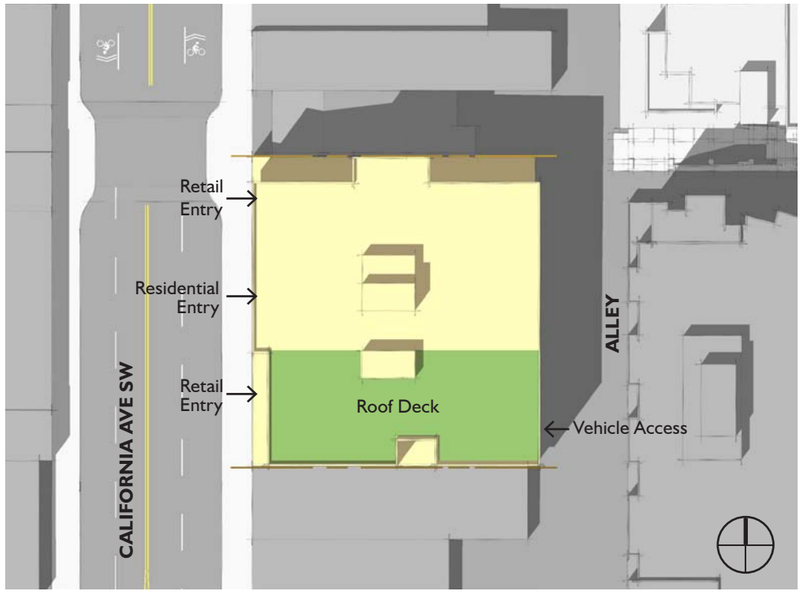
TYP. RESIDENTIAL FLOOR



USE DIAGRAM: MASSING

STREET VIEW FROM SOUTH

AERIAL FROM NORTHWEST



SITE PLAN

STREET VIEW FROM NORTH

MASSING SCHEME B

Common to all schemes:

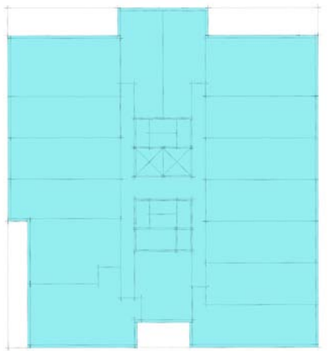
- Step back at upper-level floors
- Recessed areas at party walls to reduce blank walls

Pros:

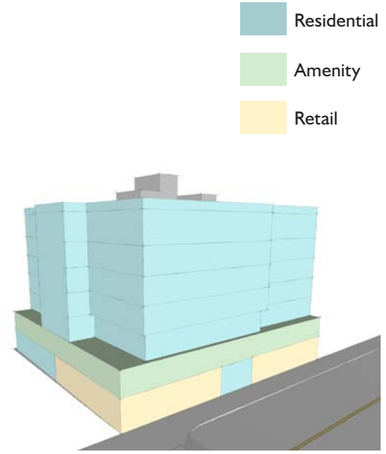
- Smaller façade on California Ave. SW
- Minimal blank wall on north party wall condition

Cons:

- Large blank walls on south party wall condition
- Façade facing California, though smaller, is unrelieved
- No pass-through



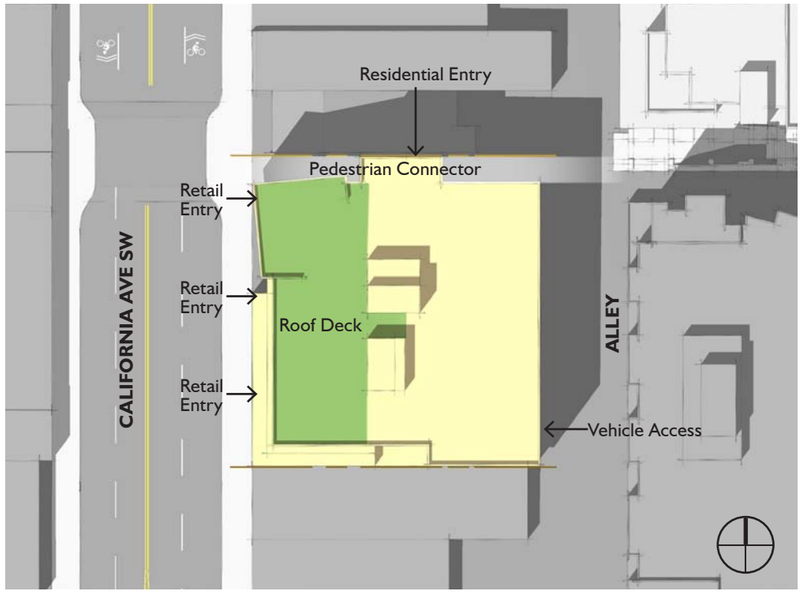
TYP. RESIDENTIAL FLOOR



USE DIAGRAM: MASSING

STREET VIEW FROM SOUTH

AERIAL FROM NORTHWEST



SITE PLAN

STREET VIEW FROM NORTH

MASSING SCHEME C - PREFERRED

Common to all schemes:

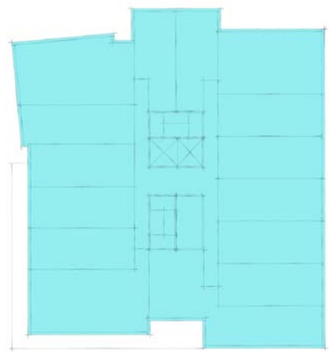
- Step back at upper-level floors
- Recessed areas at party walls to reduce blank walls

Pros:

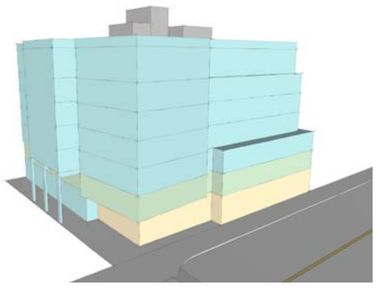
- Angled corner marks entrance to pedestrian mid-block crossing and breaks up façade on California
- Minimal blank walls at north and south party wall condition
- More window area for units facing north and south
- Good reduction in massing and scale toward lower density development to southeast
- Mid-block pedestrian walkway
- Creates more sidewalk setback for outdoor seating at angled NW corner

Cons:

- More complicated massing creates a more expensive building



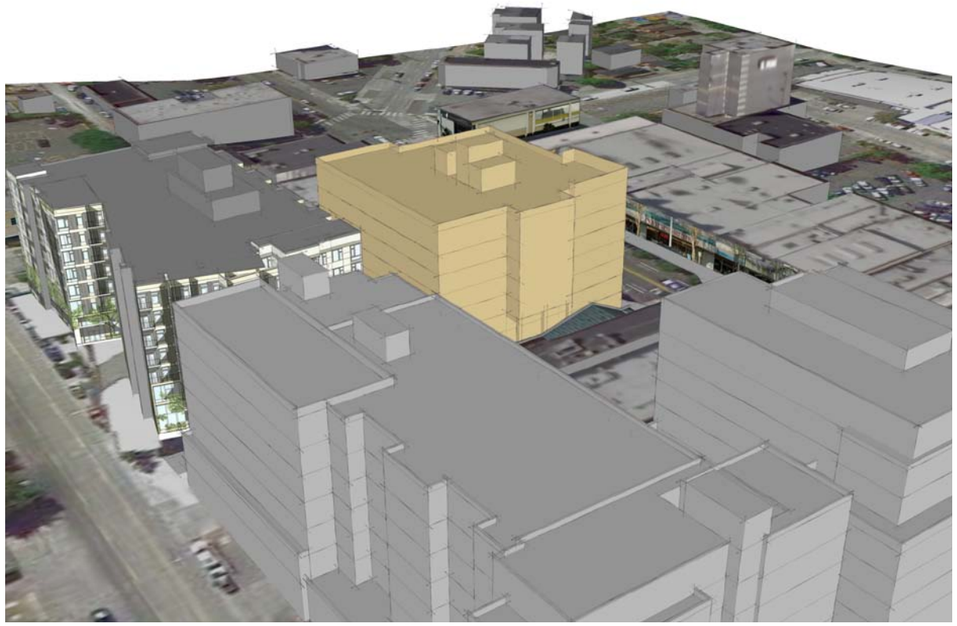
TYP. RESIDENTIAL FLOOR



USE DIAGRAM: MASSING

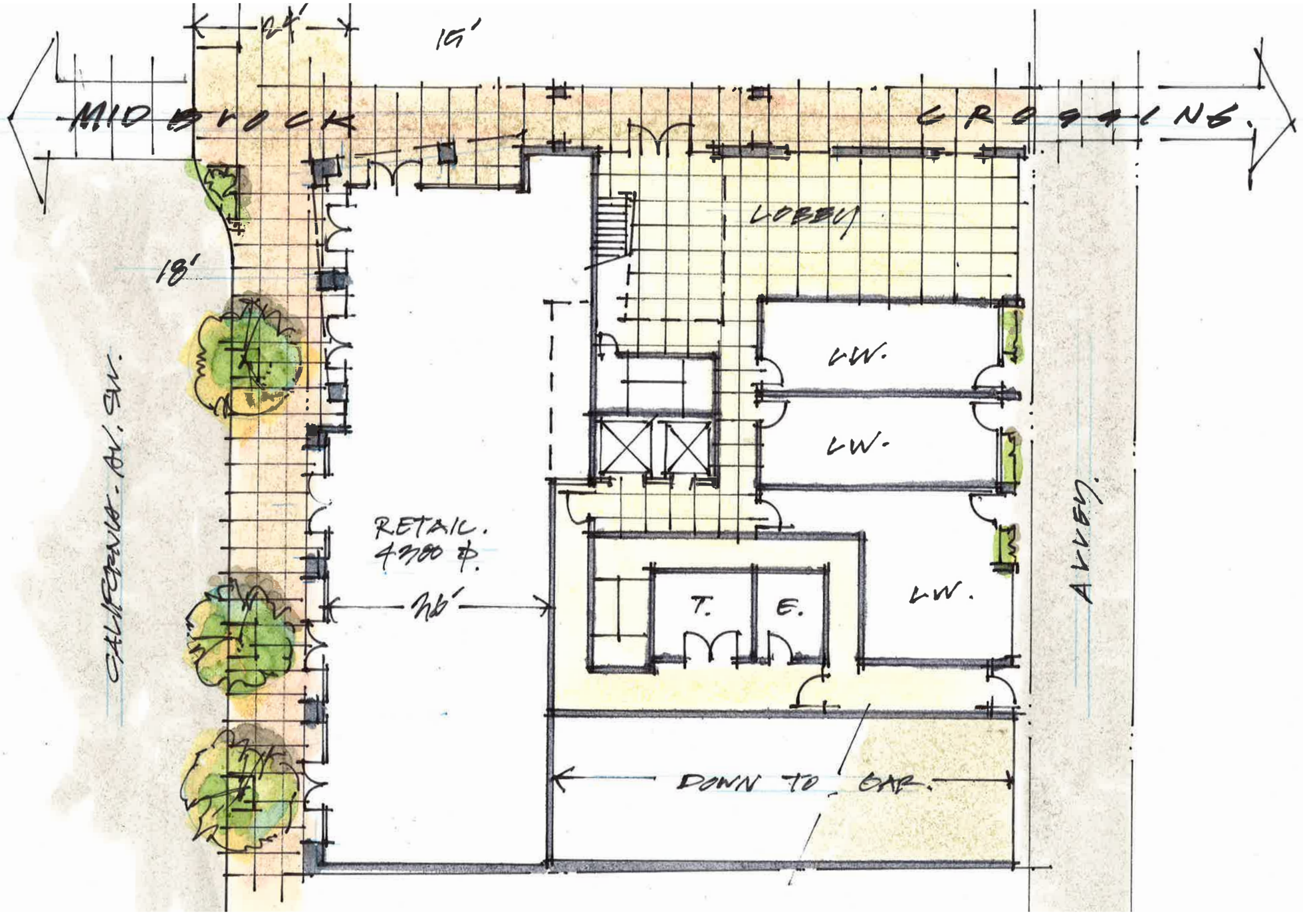
VIEW FROM NORTHWEST

VIEW FROM SOUTHWEST



VIEW FROM NORTHEAST

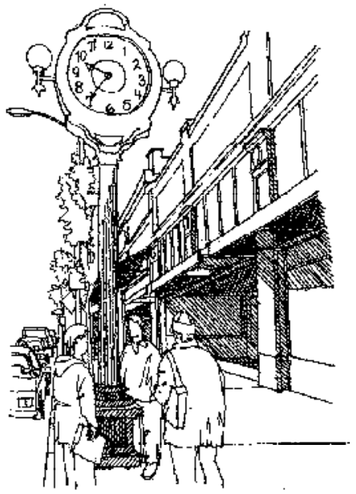
VIEW FROM SOUTHEAST



WEST SEATTLE JUNCTION *urban village*

Design Guidelines

Effective August 26, 2001



City of Seattle
Department of Design,
Construction & Land Use

WEST SEATTLE DESIGN GUIDELINES		*Scheme A*	*Scheme B*	*Scheme C*
A-1	Responding to Site Characteristics		X	X
A-2	Streetscape Compatibility			X
A-3	Entrances Visible from the Street	X	X	X
A-4	Human Activity			X
A-5	Respect for Adjacent Sites			X
A-6	Transitions Between Residence and Street		X	X
A-7	Residential Open Space		X	X
A-8	Parking and Vehicle Access	X	X	X
B-1	Height Bulk and Scale Compatibility			X
C-1	Architectural Context		X	X
C-2	Architectural Concept and Consistency		X	X
C-3	Human Scale		X	X
C-4	Exterior Finish Materials		X	X
C-5	Structured Parking Entrances		X	X
D-1	Pedestrian Open Spaces and Entrances		X	X
D-2	Blank Walls			X
D-5	Visual Impact of Parking Structures		X	X
D-7	Personal Safety and Security			X
D-8	Treatment of Alleys	X	X	X
D-9	Commercial Signage	X	X	X
D-10	Commercial Lighting	X	X	X
D-11	Commercial Transparency	X	X	X
D-12	Residential Entries and Transitions	X	X	X
E-1	Landscape to Reinforce Design Continuity with Adjacent Sites	X	X	X
E-2	Landscaping to Enhance the Building and/or Site	X	X	X
E-3	Landscape Design to Address Special Site Conditions	X	X	X

DESIGN GUIDELINES

A-1 RESPONDING TO SITE CHARACTERISTICS

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

A-2 STREETSCAPE COMPATIBILITY

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

***West Seattle Junction Guideline**: A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction's mixed use areas (as previously defined). New development—particularly on SW Alaska, Genesee, Oregon and Edmunds Streets—will set the precedent in establishing desirable siting and design characteristics in the right-of-way.*

Retail setbacks for seating and general access

A-3 ENTRANCES VISIBLE FROM THE STREET

Entries should be clearly identifiable and visible from the street.

A-4 HUMAN ACTIVITY

New Development should be sited and designed to encourage human activity on the street.

***West Seattle Junction Guideline:** An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realm.*

A-5 RESPECT FOR ADJACENT SITES

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-6 TRANSITIONS BETWEEN RESIDENCE AND STREET

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

A-7 RESIDENTIAL OPEN SPACE.

Residential projects should be cited to maximize opportunities for creating usable, attractive, well-integrated open space.

Alley parking access

A-8 PARKING AND VEHICLE ACCESS

Citing should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

Mid-block building with appropriate height for the neighborhood

B-1 HEIGHT, BULK, AND SCALE COMPATIBILITY

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be cited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scaled between anticipated development potential of the adjacent zones.

***West Seattle Junction Guideline:** 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 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.*

C-1 ARCHITECTURAL CONTEXT

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

Distinctive blade signage with retail step-backs

West Seattle Junction Guideline:

Façade Articulation: *To make new, larger development compatible with the surrounding architectural context, façade articulation and architectural embellishment are important considerations in mixed use and multifamily residential buildings. When larger buildings replace several small buildings, façade articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core.*

Multiple successful retail frontages

Architectural Cues: *New mixed-use development should respond to several architectural features common in the Junction's best storefront buildings to preserve and enhance pedestrian orientation and maintain an acceptable level of consistency with the existing architecture. To create cohesiveness in the Junction, identifiable and exemplary architectural patterns should be reinforced. New elements can be introduced – provided they are accompanied by strong*

design linkages.

C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

2-story retail treatment with consistent aesthetic style

Upper-level setback modulation

West Seattle Junction Guideline: *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.*

Seating areas with overhead canopies

C-3 HUMAN SCALE

The design of new building should incorporate architectural features, elements, and details to achieve a good human scale.

West Seattle Junction Guideline:
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.*
Signage: *Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on streets.*

C-4 EXTERIOR FINISH MATERIALS

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

Warm materials at pedestrian level

C-5 STRUCTURED PARKING ENTRANCES

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

Recessed entry & mid-block connector

West Seattle Junction Guideline: *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.*

Avoid blank walls on major streets

D-2 BLANK WALLS

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

D-7 PERSONAL SAFETY AND SECURITY

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Activation of pedestrian areas with wayfinding elements

D-8 TREATMENT OF ALLEYS

The design of alley entrances should enhance the pedestrian street front.

Well-lit and inviting store-fronts

D-9 COMMERCIAL SIGNAGE

Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

D-10 COMMERCIAL LIGHTING

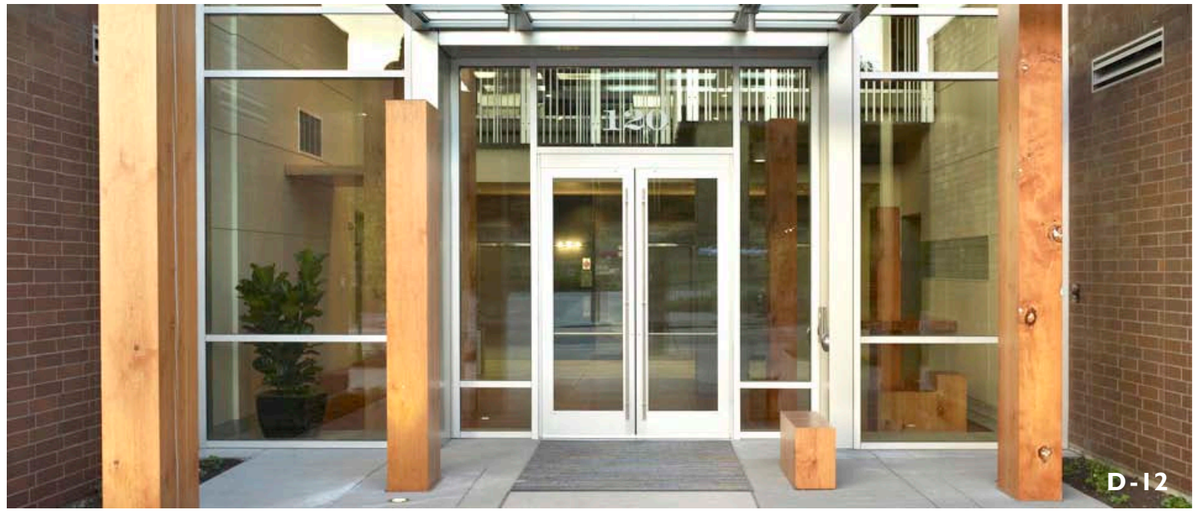
Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the undersides of overhead weather protection, on and around street furniture, in merchandising display windows, and /or signage.

D-11 COMMERCIAL TRANSPARENCY

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

D-12 RESIDENTIAL ENTRIES AND TRANSITIONS

For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work



Materials and setbacks to differentiate residential entries from retail entries

to created a transition between the public sidewalk and private entry.

E-1 LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

Street trees prominent along California

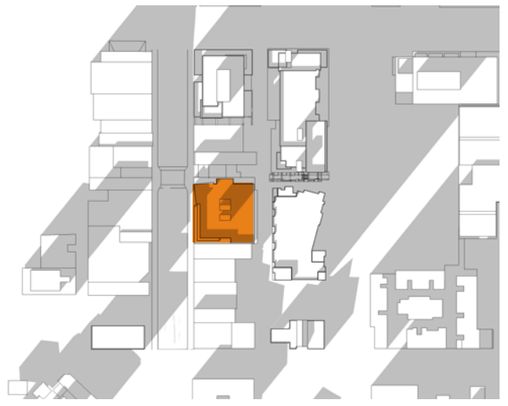
E-3 LANDSCAPE DESIGN TO ADDRESS SPECIAL SITE CONDITIONS

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

Landscaping to warm the pedestrian passthrough experience

WINTER 09:00

WINTER 12:00

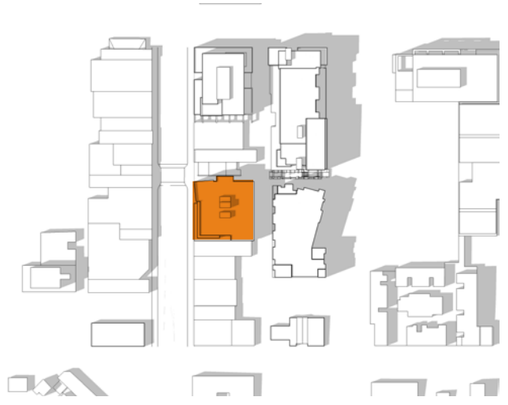


WINTER 15:00

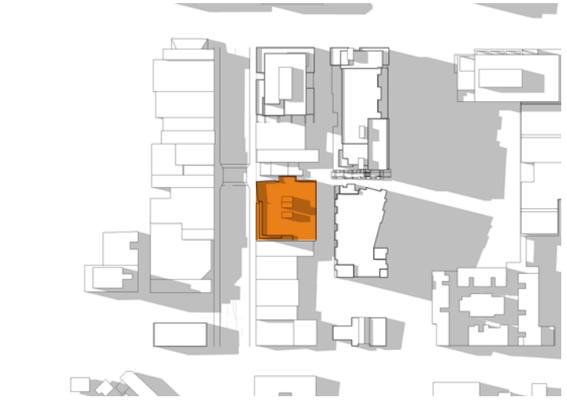
WINTER 16:00

SUMMER 09:00

SUMMER 12:00



SUMMER 15:00



SUMMER 18:00