

INTRACORP ADMIRAL

3210 CALIFORNIA AVENUE SW



DESIGN REVIEW

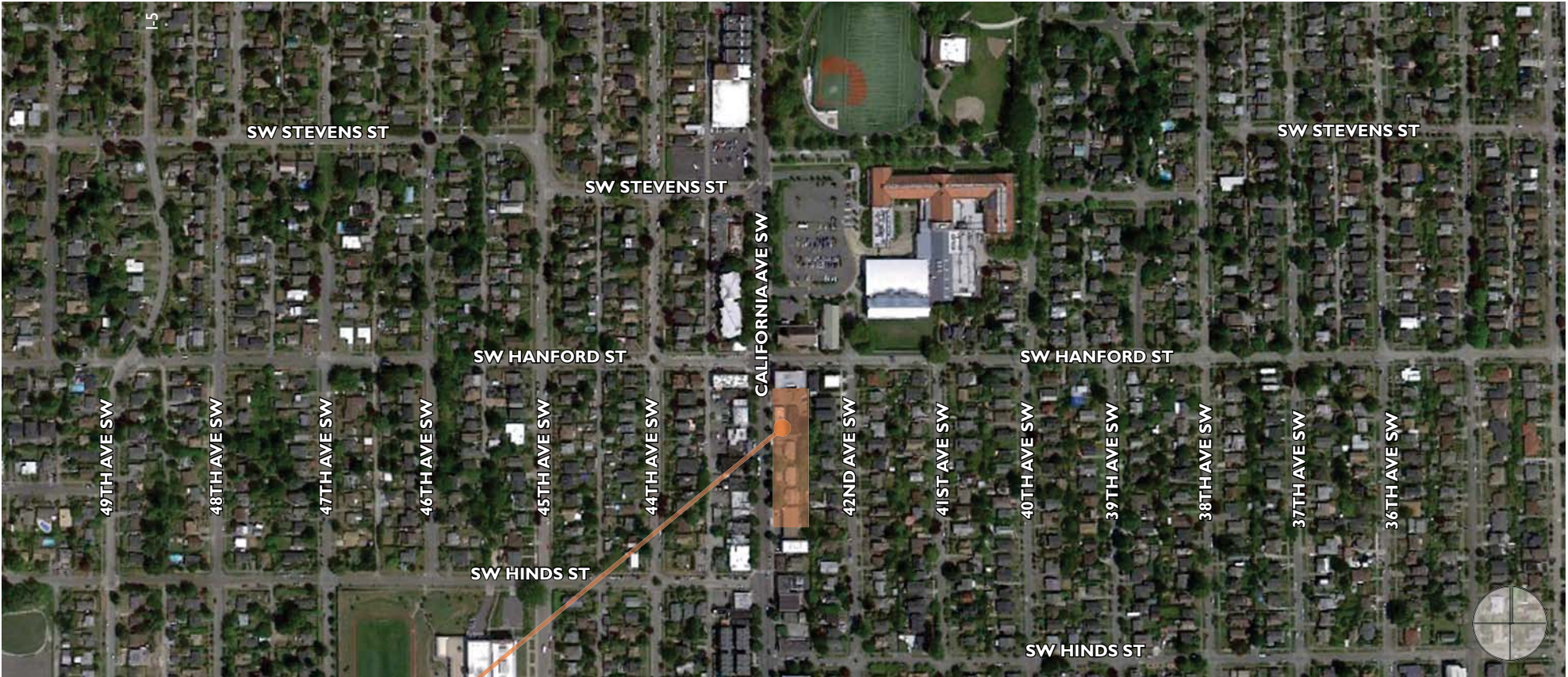
DPD #3014176

NOVEMBER 21, 2013

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Seattle, WA 98104
206.933.1150
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PROJECT DESCRIPTION



SITE LOCATION

ADDRESS: 3210 California Avenue SW
DPD PROJECT #: 3014176
OWNER: Intracorp
APPLICANT: Nicholson Kovalchick Architects
CONTACT: Jill Burdeen

PROJECT PROGRAM

Number of Residential Units:	Approximately 149
Number of Parking Stalls:	Approximately 168
Area of Residential Uses:	Approximately 113,200 sf
Area of Live / Work:	Approximately 3,700 sf
Area of Commercial Use:	Approximately 4,200 sf
Area of Parking Garage:	Approximately 48,100 sf
Total Area:	Approximately 188,800 sf
Total Area Above Grade:	Approximately 127,700 sf

EXISTING SITE

The existing site consists of 6 tax parcels located in mid block along California Avenue SW. Existing structures on the site consist of one and two-story commercial buildings, apartments, and single family residential structures, which will be removed to accommodate the new construction. The site is rectangular in shape, measuring approximately 447' in length and 100' in width, with a gentle slope up from north to south (approximately 7') following California and a slope that rises quickly west to east (approximately 20-22'). Overall, there is a total grade change of more than 26' from the northwest to the southeast corner of the site. The revised preferred scheme is designed to preserve the exceptional Redwood tree near the east property line on an adjacent single family lot. While negotiating changes in topography can pose challenges, such as creating a series of street-level spaces that align with the sidewalk, a number of positive design solutions become apparent. For instance, garage levels can be buried into the rising hillside and a variety of street-level spaces can be crafted to resolve the grade transition along California.

PROJECT VISION

To create a new community that integrates itself well into the immediate context and responds to broader development patterns in West Seattle. Even though the project site has more than 400' of continuous frontage along California Ave SW, the project should be well massed and proportioned as to create a structure that is visually interesting both for pedestrians at grade and for those passing by the site in a vehicle. Since the 1st EDG, an additional break in the upper floor massing has been provided to separate the residential levels into 3 distinct structures in order to further reduce the scale of the project.

The project also aims to preserve and enhance the existing character of the neighborhood by providing a mix of street-level commercial uses, building amenities and landscaped areas. A large commercial space has been added at the northern end of the site, followed by the main building lobby and amenity spaces with a number of Live/Work units toward the southern end of the site. The residential units located at Level 1 have been removed. Street level plantings will create a pedestrian friendly environment and will be used to enhance the transition from the more-intense to less-intense commercial uses. The massing of the building and articulation of the façade will serve to reinforce the contextual rhythm of the surrounding neighborhood.

ZONING AND OVERLAY DESIGNATION

The entire site is zoned NC2-40 and is located within the West Seattle Admiral Residential Urban Village, as are the parcels located to the north and south as well as the parcels located across California. The parcels immediately to the east of the site are zoned SF 5000.

NEIGHBORHOOD DEVELOPMENT

The project site is located within the Admiral Residential Urban Village along California Avenue SW, which is a minor arterial. The character of development along California is an eclectic mix of residential and commercial uses, comprised of low rise apartments, small scale commercial development and single family houses. West Seattle High School and the Hiawatha Playfield are located across SW Hanford Street to the north. PCC and the relatively new Safeway & Element 42 mixed-use development are approximately two blocks further north, near Admiral Way.



① WEST SEATTLE HIGH SCHOOL



⑤ SPIRO'S PIZZA & PASTA



⑧ PCC GROCERY STORE



⑨ SAFEWAY



⑩ ELEMENT 42



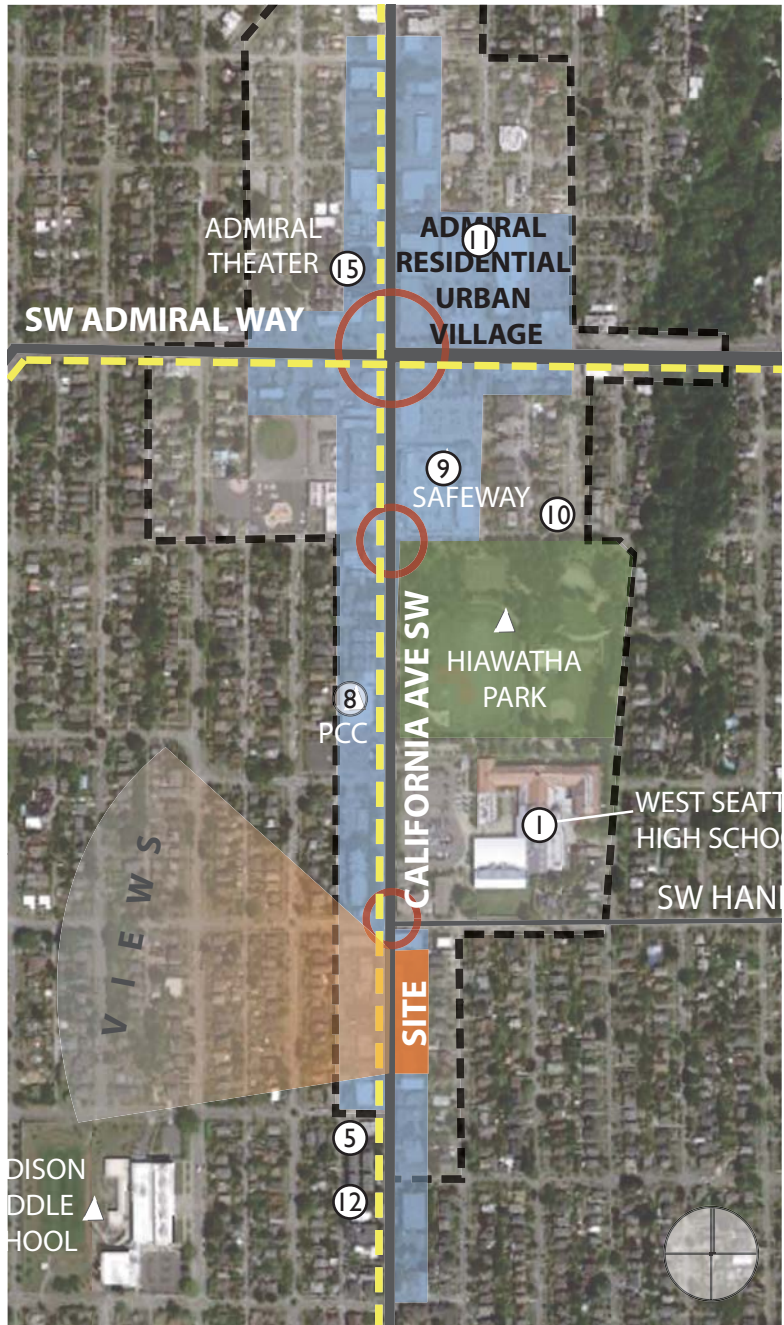
⑪ ADMIRAL MIXED USE



⑫ PROST RESTAURANT



⑮ ADMIRAL THEATRE



- SITE
- NC-ZONED
- PARK
- NODE
- ADMIRAL RESIDENTIAL URBAN VILLAGE BOUNDARY
- LOCAL LANDMARK
- ARTERIAL STREET
- BUS ROUTE & MAJOR TRAFFIC FLOW

OPPORTUNITIES AND CONSTRAINTS

SITE DIMENSIONS

The site is 447 feet long and 100 feet deep, with a long street frontage along California Avenue SW. The site is in West Seattle's Admiral Residential Urban Village and provides an opportunity for a mixed-use structure that activates and participates in the street life along this arterial. The ample amount of street frontage provides both a design challenge and an opportunity: how to introduce techniques to reduce the overall bulk of the project while introducing a human scale, especially at the ground floor along the street edge. In addition, the streetscape should avoid a series of rigid, repetitive elements that would appear monotonous along the frontage.

SENSE OF PLACE - NOW & IN THE FUTURE

The project will serve as a bridging element between the strong residential and commercial core of the Admiral District and the developing corridor that stretches southward along California Ave SW to the West Seattle Junction, paralleling the urban structure established by the old street car line. The proposed commercial space within the development will feature high ceilings and will be adaptable (from live/work units to future retail) should this better meet the needs of the evolving neighborhood.

TRANSITION IN ZONING

While zoned NC2-40, the site abuts a single-family zone, uphill along the rear property line. Crafting a design solution that respects the single family homes by setting back the building massing and maintaining a sense of separation and privacy will be an important aspect of the proposed project. Fortunately, the change in topography allows the project to be massed along the street edge at the lower portion of the site. The back yards of the adjacent homes will be located above the proposed rear patio spaces and an ample landscape buffer with deep planting (the garage wall has been set back from the property line to accommodate this) will aid in maintaining this separation.

SITE CONTEXT AND DESIGN CUES

While the project site is located fully within in the boundaries of the Admiral Residential Urban Village, it is located a few blocks south of the Admiral Junction, separated by Hiawatha Park and West Seattle High School. The architectural character of the project site's immediate surroundings could be described as eclectic. This stretch of California Ave SW characterized by a mix of 4-story apartment buildings, townhomes, retail and office buildings, churches, a fast food restaurant and grocery stores. The architectural styles of these buildings vary a great deal as well - from the distinctly modern Orion Building to the early 20th-Century neo-renaissance West Seattle High School building. A number of mid-century structures immediately surround the site. The two apartment buildings immediately north and south of the site were built in 1957 and a number of the retail structures across the street were built in a mid-century modern style or altered to appear mid-century modern.

Single-family homes are located immediately behind this commercial corridor, both to the west and east, as one moves south away from the Admiral Junction. The single-family homes located adjacent to the site include everything from modern 3-story structures to one and two-story bungalows located above partial basements.

The aesthetic direction of the project would respond to the mid-century modern structures immediately surrounding the site in a complementary, but not literal, manner through the use of a warmer material palate and fenestration patterns. This would help the project bridge the eclectic architectural character of the neighborhood.

PARCELS: 3016300015, 3016300025, 3016300045, 3016300060,
 3016300075, 3016300085
ZONING: NC2-40
OVERLAYS: Admiral Residential Urban Village
LOT AREA: 44,692 sf

- Residential
- Live/Work
- Commercial Uses (Restaurants, Offices, General Sales) up to 25,000 sf

- Residential uses can occupy no more than 20% of the street-level, street-facing facade in NC zones on arterial streets per DR 17-2012.
- Where residential uses occur, the floor of a dwelling unit located along the street level street facing façade shall be at least 4' above or below sidewalk grade or be set back at least 10' from the sidewalk
- Live/work units located on street-level street-facing facades must comply with blank façade and transparency requirements.
- Blank facade requirements apply (segments no more than 20' in width, total blank facade segments may not exceed 40% of width)
- Street-level, street facing facades must be located within 10' of the street lot line, unless wider sidewalks, plazas or other approved landscaped or open spaces are provided.
- 60% of street-facing facade between 2' and 8' above the sidewalk shall be transparent.
- Non-residential uses must be average 30' deep and no less than 15' deep.

Allowed Maximum Base Height:	40'-0"
Maximum height w/ 4' increase* for non-residential use:	44'-0"
* 4' maximum height increase is allowed with 13' floor to floor at street level non-residential use (SMC 23.47A.012.A.1.a)	
- 4' additional allowed for parapets:	48'-0"
- 16' additional allowed for stair & elevator penthouses:	60'-0"
Height of the structure is the difference between the highest point and the average grade level.	

Single-purpose: 3.0 Mixed-use: 3.25

The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level ('average grade level' means the average of the elevation of existing lot grades at the midpoints, measured horizontally, of each exterior wall of the structure or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure)

- Front & Side Yard Setback (where not abutting residential zone): 0'
- Rear Setback (where abutting a residential zone):
 - Below 13' in height = 0'
 - Above 13' in height = 15' for building with residential use that abuts a residential zone. Add'l 1:10 setback > 40' above grade
- Additional setbacks: 5' Min distance of build opening from res. zoned lot

Required: 5% of gross floor area in residential use
- Estimated requirement: 132,000 sf * 5% = 6,600 sf

- All residents shall have access to at least one private/common amenity area
- Amenity areas shall not be enclosed
- Common amenity areas shall have a minimum dimension of 10 feet and be no less than 250 sf in size
- Private balconies and decks shall have a minimum area of 60 sf and no horizontal dimension less than 6 feet

- Green factor score minimum 0.3 required.

- If ≤ 1500 sf = None (First 1500 sf exempt 23.54.015 Table A)
- If > 1500 sf = 1 parking space for each unit

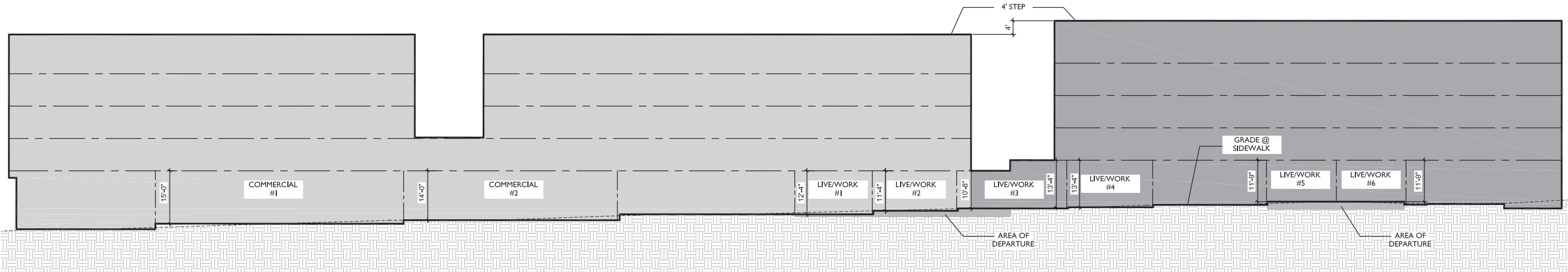
Proposed parking: Approximately 158 spaces

- Required: 1 per 4 units
- Estimated requirement: $143 \text{ units} / 4 = 36 \text{ spaces}$

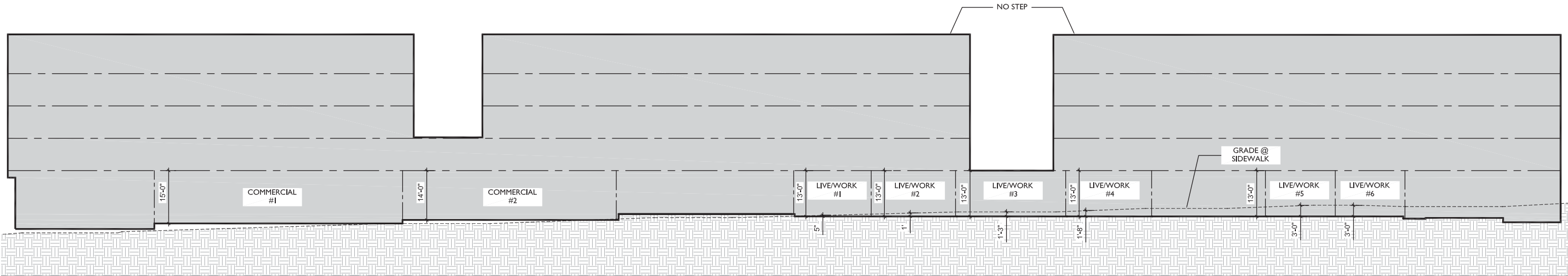
- 575 sf, plus 4 sf for each additional unit above 100
- Min. storage area may be reduced 15% if min. horizontal dimension is 20'
- Estimated requirement: 575 sf + (4 sf * 43 units) = 747 sf



DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	DEPARTURE AMOUNT	REASON FOR DEPARTURE	DESIGN REVIEW GUIDELINES
Street Development Standards Height Provisions (SMC 23.47A.008)	Non-residential uses at street level shall have a floor-to-floor height of at least 13'-0"	Buildings A/B Commercial = 14'-0" Buildings B/C Live/Work= (1) 9'-8", (2) 10'-4", (2) 12'-8" & (1) 13'-4"	Building A/B Commercial = NONE Buildings B/C Live/Work = (1) 3'-4", (2) 2'-8" & (2) 4"	The Average Grade Planes for this building have been calculated based on a stepped building arrangement, so that the south building has a higher height limit than the north and middle buildings, which now have a lower height limit. With the differing height limits, we have been able to increase the two-foot step at the south building that was presented at the EDG meeting with a four-foot step at the south building. Due to the changed height limits, this departure is requested for five of the six live work units.	A-1 Site Characteristics A-2 Streetscapes A-3 Entrances A-7 Open Space B-1 Height, Bulk, Scale D-1 Pedestrian Space E-2 Landscaping

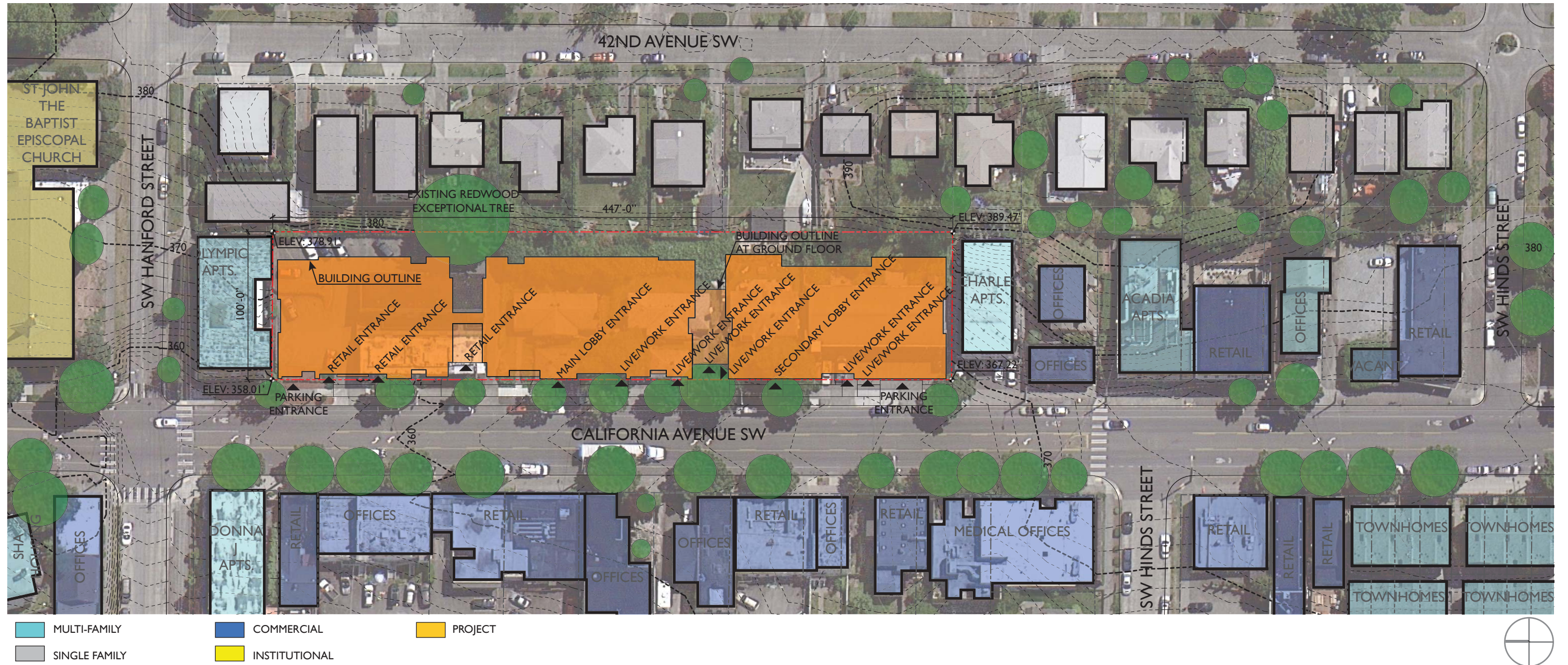


PROPOSED CONDITION (DEPARTURE REQUESTED)



CONDITION IF NO DEPARTURE REQUESTED

NEW SITE PLAN



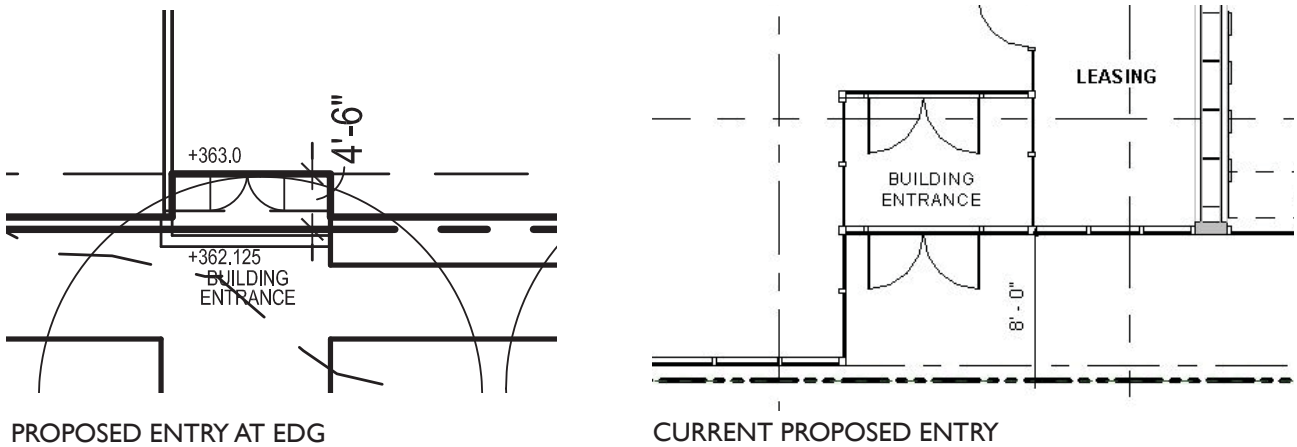
AT THE EARLY DESIGN GUIDANCE MEETING,
THE BOARD PROVIDED THIS SPECIFIC GUIDANCE:

1 Provide a panoply of renderings to convey the qualities of the gaps and from street-level views into the gaps and along the street front.

Multiple renderings detailing the building gaps have been included in our response to specific guidelines on pages 10 through 22.

2 One suggestion for consideration was to push the lobby area and entry away from the street, a gesture that would relate the entry more dramatically to the two gaps between buildings.

Since EDG, the lobby has been pulled back an additional 3'-6" from the street to create an entry depth of 8'-0".



3 Provide an arborist report; provide comments from Bill Ames of SDOT about the report and about the tree.

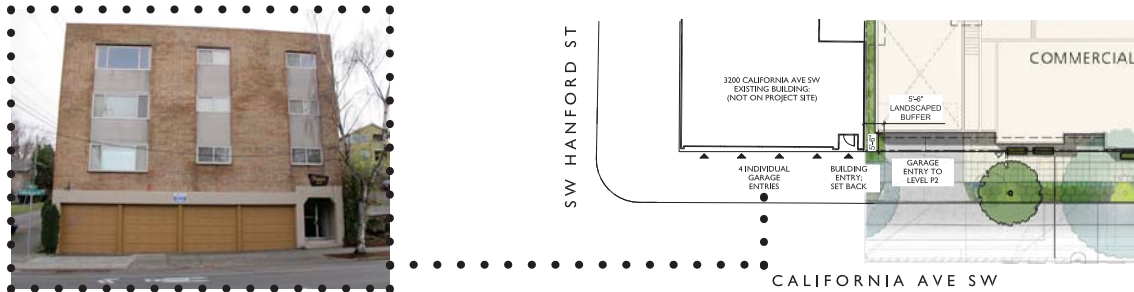
An arborist report was completed for the existing redwood tree adjacent to the site. After surveying the tree and it's current condition, the arborist concluded that the tree was "healthy and in good condition." The redwood species is considered "tolerant of disturbance and root loss." While the current shoring plans will require careful removal of some roots, "there should be minimal negative impact to the tree" should the roots be severed carefully. Regarding pruning of the tree and shading impacets from the project both during and after construction, the arborist concluded that "the tree can be sucessfully retained throughout the development process and thereafter."

4 As a guideline for the material pallet that will be settled upon: think of a vocabulary that speaks of three separate but closely related buildings.

See our response to guideline C-2.

5 Converse with the neighboring property owner to the north about the impacts of the proposed vehicle access on the existing pedestrian entry to that building.

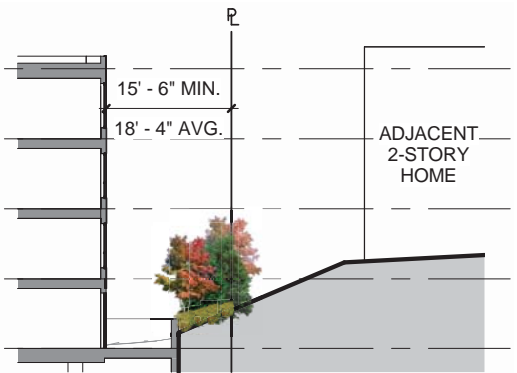
The Building Garage Entry has been set back from the property line approximately 5'-6" in order to allow for a landscaped buffer between the proposed building and the neighboring property Building Entry.



6 Offer a more detailed study of the east facade and the ways its windows, etc. will interact with neighbors to the east, their privacy and comfort. Show a facade that is responsive, quiet and simple, but not bland or with a "back of the building look."

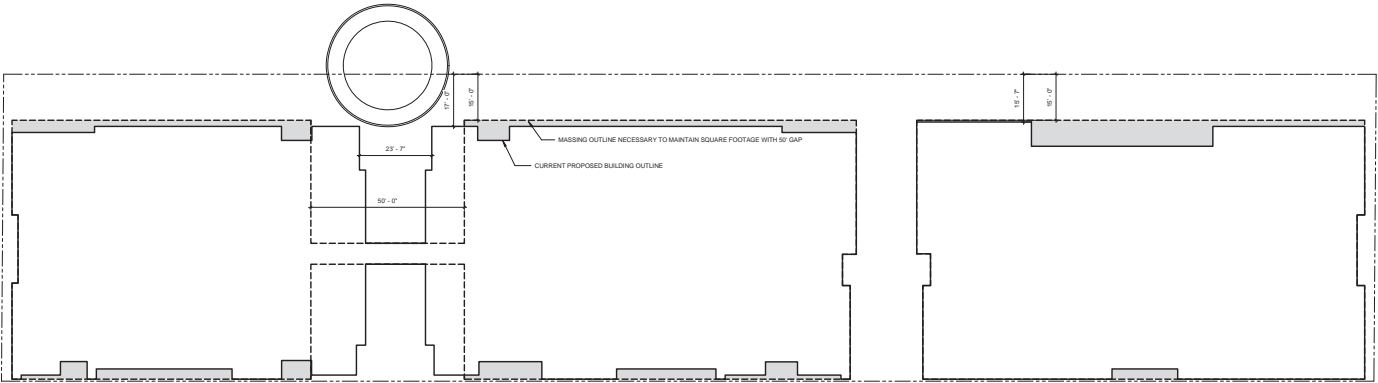
In respect for the neighbors to the east, the building massing has been pulled back from the east peroperty line. The miniumum setback distance from the propoerty line is 15' - 6", and the average setback with building modulations is 18' - 4". The below grade portion of the building has also been pulled back from the property line to create a landscape buffer that allows for deep plantings such as vine maples and hogan cedar trees.

See our response to guideline C-2 for purposeful design intention for the east elevation.



7 Study a wider gap at the north, one that might provide greater solar benefits to the tree.

A study was done to allow for a 50' gap between the north and middle buildings, centered on the redwood tree. Through the study, we concluded that to make up the floor area lost by widening that gap meant a significant loss to the building modulation and the current ønerous 18' - 4" average setback to the east broerty line..



PRIMARY ELEVATIONS



WEST ELEVATION



EAST ELEVATION



A-

RESPONDING TO SITE CHARACTERISTICS

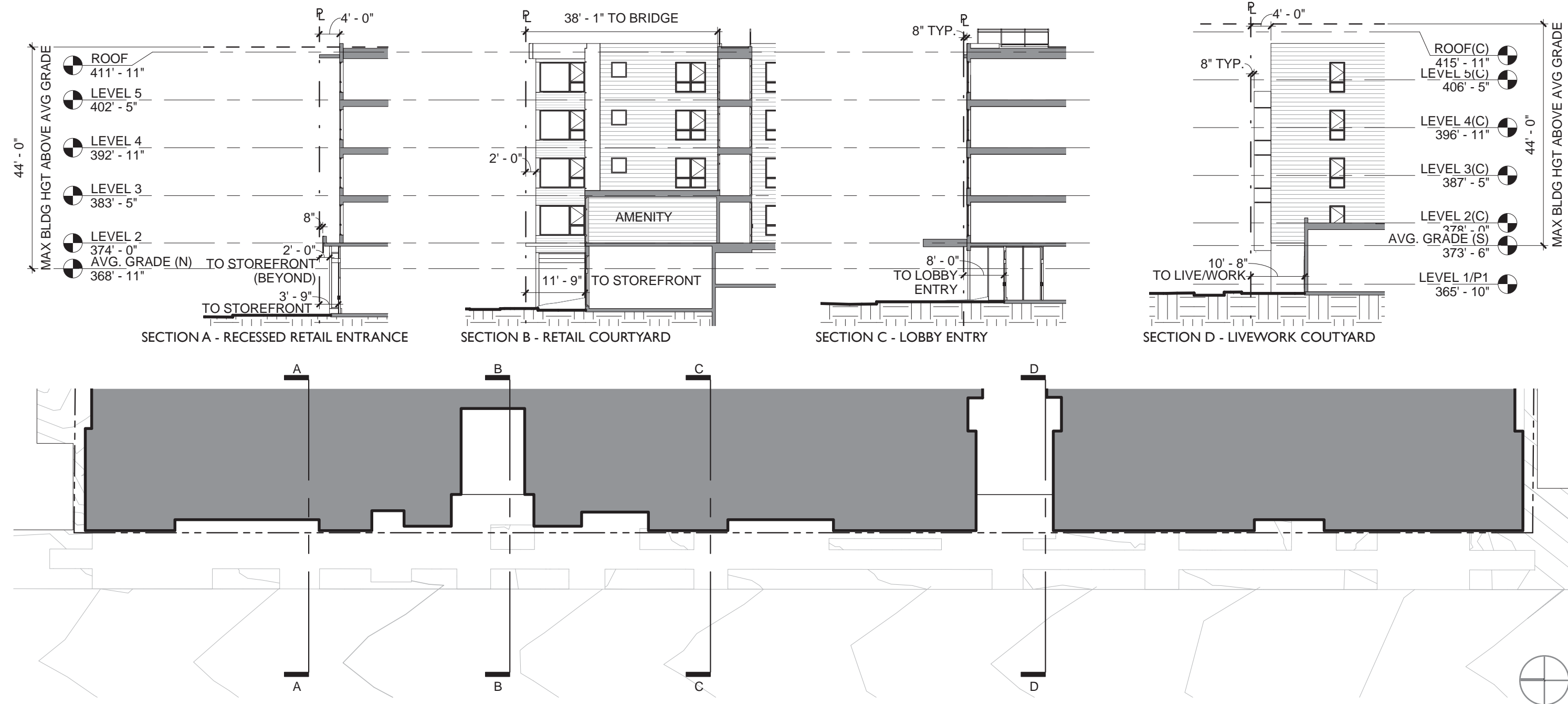
The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent Intersections, unusual topography, significant vegetation and views or other natural features.

As directed by the Board at EDG, the overall building mass has been split into 3 blocks. This figure is directly influenced by special site conditions with the northernmost gap centered upon an existing redwood tree.

It should be noted that the proposed development lies on a north-south axis that leaves the adjacent properties exposed to the majority of the sky vault. Given this geometry, the low-angle evening sun is mostly affected.

The two northern blocks are stepped down four feet from the block to the south. The rear setback averages 18.38 feet, above the required standard of 15 feet. The proposed development is dug into an existing slope. Accordingly, adjacent properties to the east are exposed to approximately 2-1/2 to 3 stories of the proposed structure, analogous to a low-rise zone.

The combination of enhanced rear setbacks, existing topography and stepped/gapped massing enhances solar access for adjacent structures.



PARTIAL PLAN: RELATIONSHIP OF WEST PORTION TO STREETScape CONDITIONS

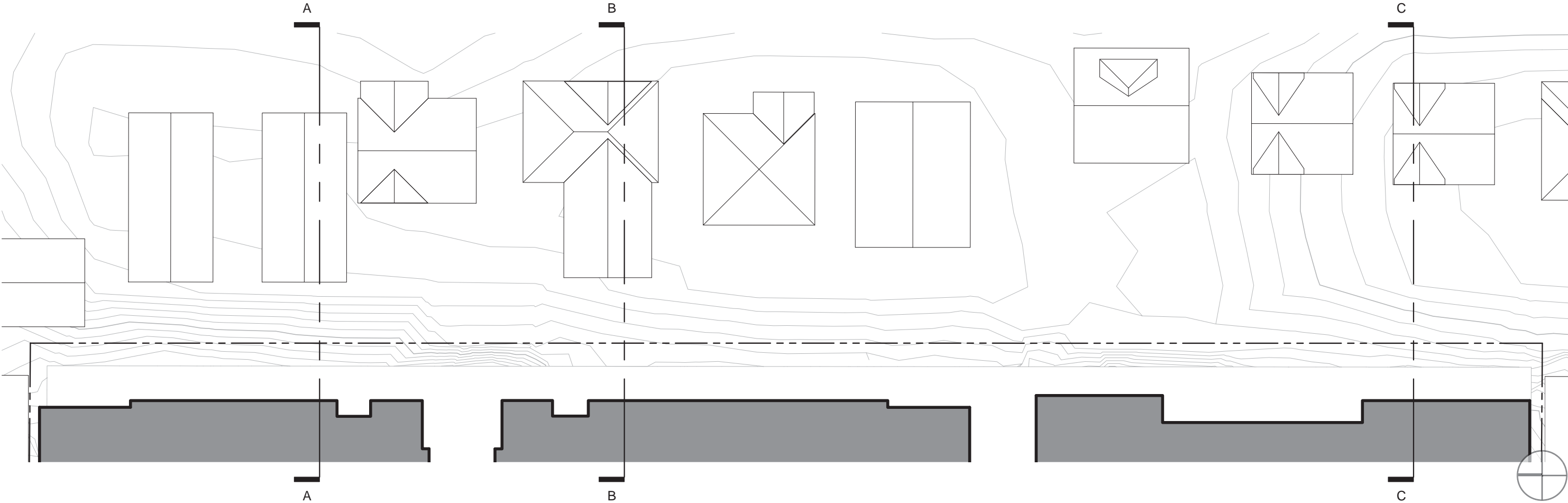
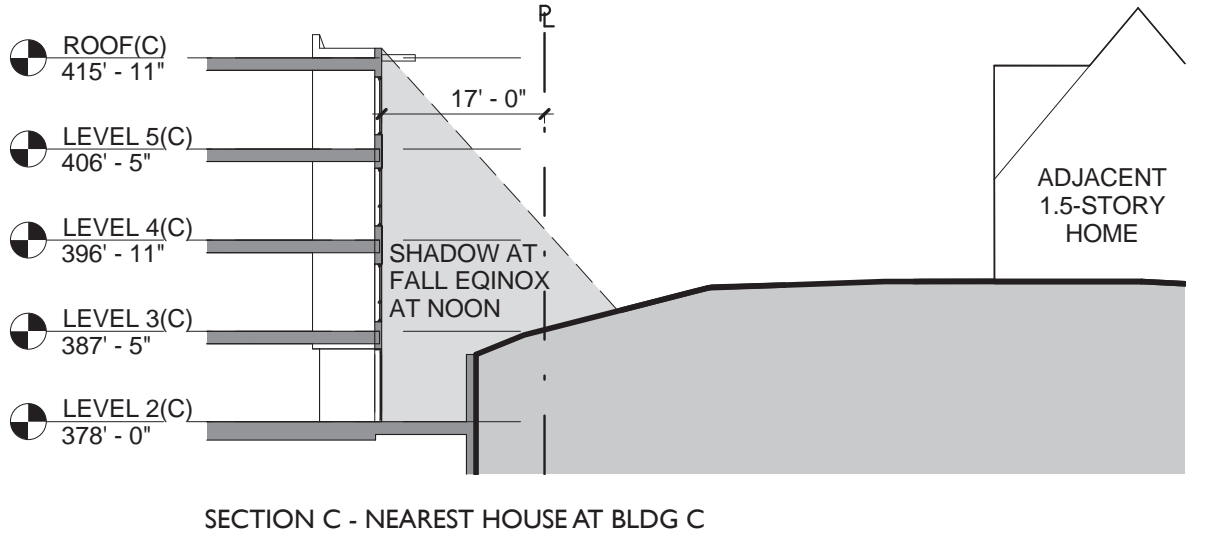
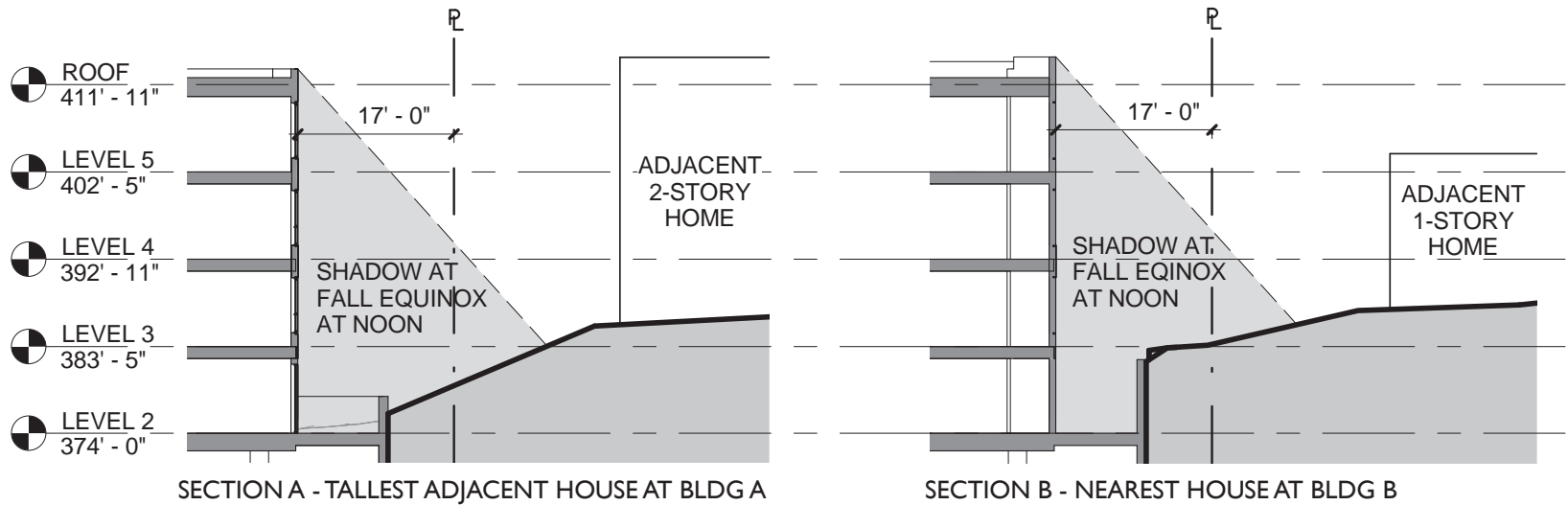
A-5

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.

Respect for adjacent properties is further enhanced by increasing the required 15 foot east setback to an average 18.38 feet, reflecting a modulated footprint with insets varying from 2 feet to 8 feet. The east facades are “eroded” and modulated (more subtly than at front) with the objective of breaking the massing into smaller parts while maintaining the integrity of the overall composition.

The proposed development sits downhill from the homes to the east and the topography limits the exposure of the east façade to a 2-1/2 to 3 story height. Additionally, smaller window openings are proposed along with fewer decks to minimize the disruptive effect on adjacent properties.



A-2

STREETSCAPE COMPATIBILITY

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

A common kit-of-parts approach has been applied to the development of the building facades. Within this common framework, the facades are differentiated from east to west and north to south.

Against California Ave, the north and middle blocks form a pair, with the southern block constituting a related but slightly different variant. The west facades are broadly defined by an articulated “frame” linking vertical and horizontal elements as part of the modulation strategy recommended by the Board at EDG. Additional elements of the composition include bays, glazed corners, recessed decks, upper-level setbacks and cantilevered “eyebrows”. The variation in depth on the façade ranges from one to three feet. Colors and textures are deployed to emphasize building modulations.

In contrast, the east elevations are intended to be more restrained. Visual movement is reduced in a more composed façade which eschews the “big moves” deployed on the street facade. To respect the neighboring residences, smaller windows are proposed, along with fewer decks. Patterns are developed from groupings of windows which accommodate variations in texture and color. Façade heights also vary as parapets are manipulated. Horizontal modulations on these facades range from two to eight feet.

At the sidewalk, the street experience is intended to offer a gradient of intensity from north to south. As directed by the Board at EDG, larger retail spaces are located to the north, occupying approximately a third of the building footprint, changing to live-work units to the south. This frontage is punctuated by recessed residential lobbies and small commercial courtyards. The latter provides variety in the sidewalk experience and a focus for abutting commercial spaces, analogous to the modest outdoor patios attached to some local eateries. Corresponding to the breaks between the building blocks above, the courtyards bring the overall massing strategy to the level of the street.

Replacing the plethora of curb cuts currently extant on California, the proposed development envisions a wide sidewalk protected by parallel parking on one side and horizontally modulated storefront, on the other side. The resulting sidewalks vary from 18 to 20 feet in width to 26 feet at the courtyards, anticipating a large increase in human activity.



A-6

TRANSITION BETWEEN RESIDENCE AND STREET

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

All dedicated street-level residential spaces have been replaced by Live-work units intended to accommodate small neighborhood service businesses.



A-7

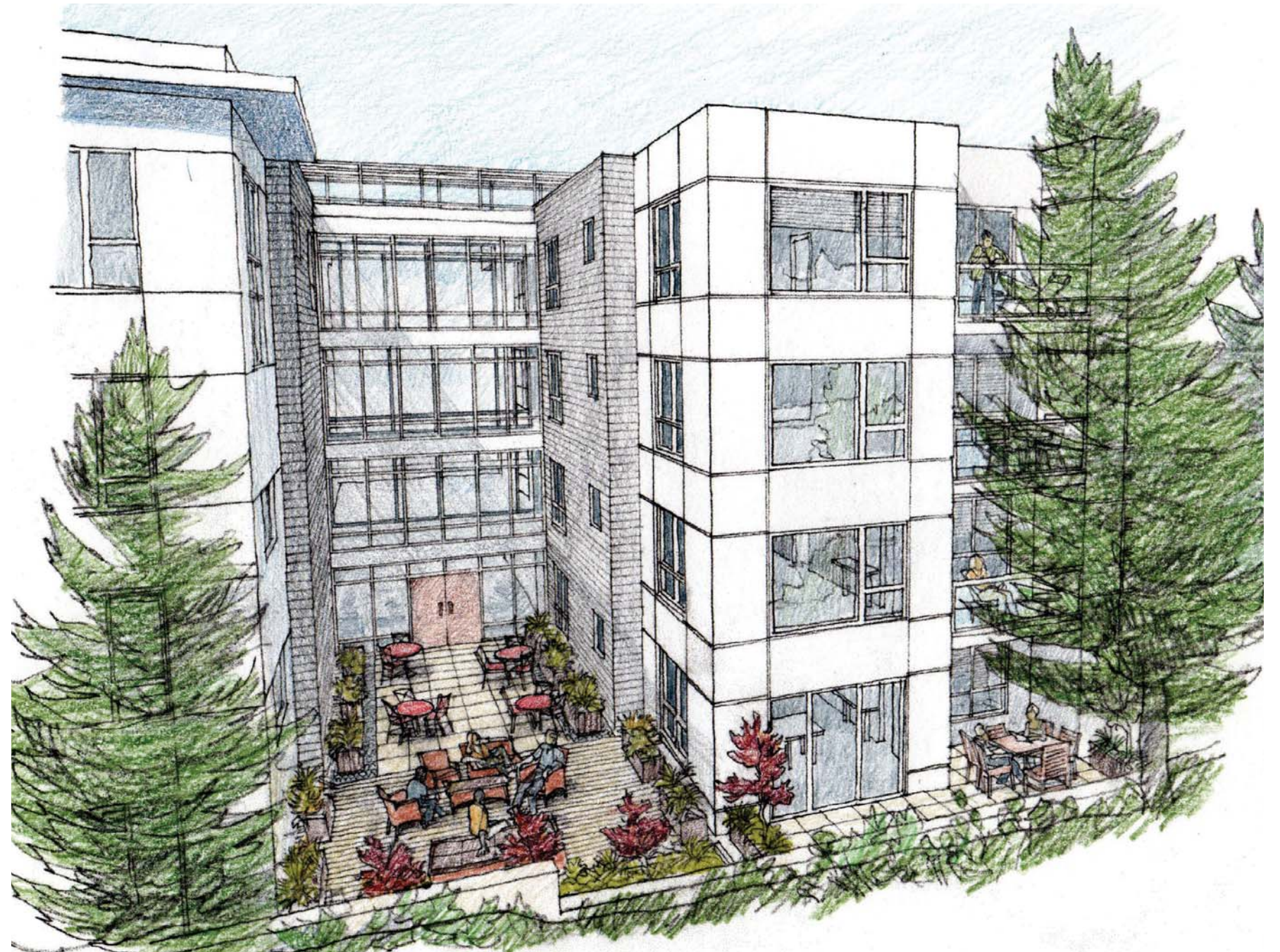
RESIDENTIAL OPEN SPACE

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

The project provides a variety of open space opportunities for the residents:

Two large roof decks are proposed. The north deck is 3,075 sf, and includes a landscaped area along with a series of common social spaces. The south deck is more intimate at 918 sf. Both roof decks are oriented toward west-facing views of the Sound and the Olympics, and will also provide views to the north and south along California.

A variety of landscaped spaces are offered at level 2, including a common outdoor space, at the foot of the exceptional redwood between the two north buildings, and a series of private patios. At the periphery, these spaces are integrated with larger planted areas that constitute a landscape buffer between the proposed structure and the single-family homes to the east. This buffer will allow a series of deep-rooted trees and shrubs along the east side of the project. The larger common space connects directly the project's indoor Amenity Space.



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 sited 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 scale between anticipated development potential of the adjacent zones.

As directed by the Board, the project has been refined to break the basic mass of the project into three blocks. The south building is stepped up four feet from the level of the two north buildings. The three-part arrangement of the building, and the step in height, form a punctuated composition (with an A-A+B rhythm) that is further elaborated by the design of each building. Along each facade, changes in planes and materials are reflected with vertical and horizontal modulations. These modulations reach up to the parapets and around the corners of the three buildings, breaking down the scale of the entire structure into smaller visual components.

See priority A-2 for additional commentary.



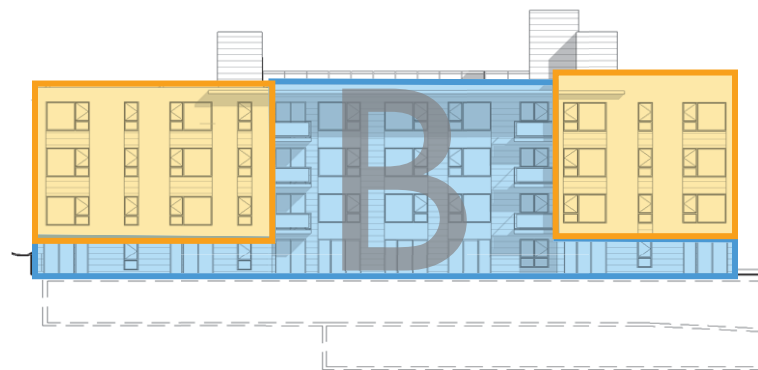
BUILDING A - WEST



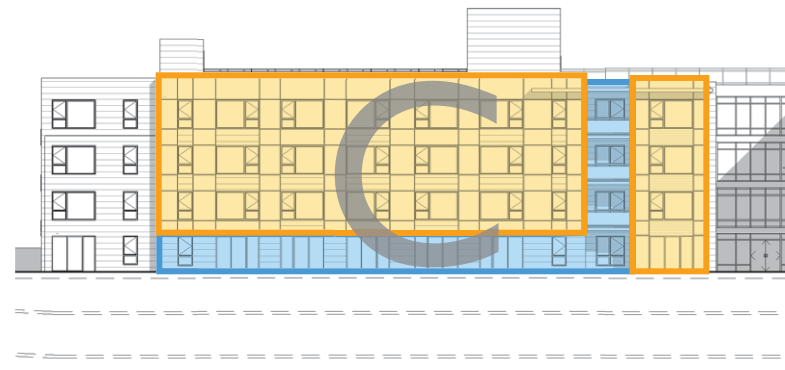
BUILDING B - WEST



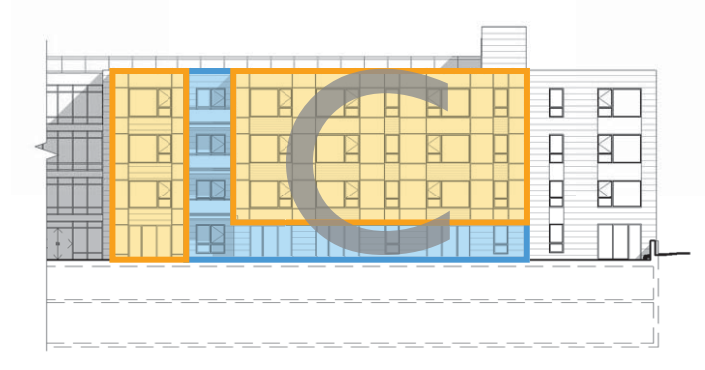
BUILDING C - WEST



BUILDING C - EAST



BUILDING B - EAST



BUILDING A - EAST

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.

The proposed design is roughly articulated in a pattern informed by the 25' rhythm of the block's historic platting as suggested by the Board: 1-lot bay / 2-lot recessed face / 2-lot bay, etc.

In the round, each building uses frames and shifting planes to express spatial patterns reminiscent of some nearby mid-century structures. At street level, the retail/commercial and live-work spaces are pulled back a few feet from the sidewalk, as is common for many of the retail and commercial spaces on the several blocks of California Avenue SW south of the Admiral District.

C-2

ARCHITECTURAL CONCEPT/CONSISTENCY

Building design elements, details and massings should create a well proportioned and unified building form and exhibit an overall architectural concept.

Overall: The design proposes to split the building into 3 main blocks. The 2 northern blocks are closely related while the south block is intended to be a related variant according to an A-A+B rhythm.

West Elevation(s): An articulated frame provides a unifying basis to the street-facing elevations. It is deployed both vertically and horizontally, enclosing stacks of transparent corner bays, decks and bays. This is expressed against a recessed field accommodating punched windows which resolves as an upper-level setback. Against the sky, a cantilevered "eyebrow" provides further definition.

Side Elevation(s): Typically, a recessed "zipper" separates the east and west facades.

East Elevation(s): Simpler massing is deployed to the east. Stacks of recessed decks are used to separate each building into smaller parts and parapet heights are varied. Fenestration is developed into larger patterns emphasized by changes in color and texture. Windows are smaller and the number of decks are limited with respect to the adjacent residential structures.

C-3

HUMAN SCALE

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

Elements promoting a sense of human scale include: residential bays, upper-level setbacks, recessed retail entries, recessed residential lobbies, overhead canopies, and courtyards off sidewalk.

The courtyards are the most important element. Each shall be attached to retail or live-work spaces accommodating outdoor seating and other side-walk friendly business activities. The north courtyard is further flanked by a series of transparent corner bays and overlooked by the main building Amenity Space.

The building footprint at sidewalk grade (storefront) is highly variegated with reference to the informal nature of the California Avenue sidewalk in this area of transition.



GAP BETWEEN BUILDINGS A AND B AT REDWOOD



GAP BETWEEN BUILDINGS B AND C

D-I 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.



3210 CALIFORNIA AVE SW - DPD #3014176

Two residential entries and lobbies are proposed along California Avenue SW. Each entry is sandwiched between retail or live-work spaces in the following sequence from north to south: Retail / Entry / Live-work / Entry / Live-work. Their locations correspond to the vertical circulation systems within each building to promote way finding.

Each residential entry is marked by a generous canopy and is activated by a combination of adjacent sidewalk nooks accommodating street furniture, generous landscaping, and a visible lobby or bike lounge.



DESIGN REVIEW RECOMMENDATION

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.

The intent of the design is exactly to achieve a successful “stitchery” of materials corresponding to the massing strategy of a “frame” element weaving disparate elements into a cohesive whole



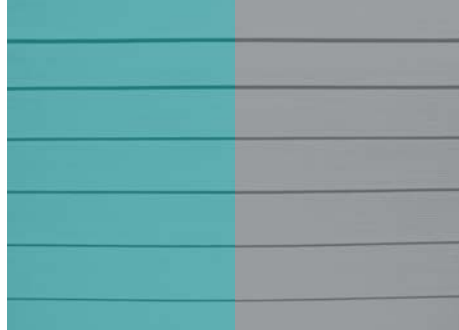
Clear Anodized Storefront



White Vinyl Windows



White Fiber Cement Panel



Fiber Cement Lap Siding



Glass Rail System



Wood Appearance Accent Panel



- The “Frame” – Commercial-grade fiber-cement panel c/w reveals on rain-screen system with hidden fasteners. Paint finish
- Field – Fiber-cement lap siding on rain-screen system. Paint finish
- Accent Panels

- Balconies – Powder Coat Aluminum
- Windows – White Vinyl
- Storefront – Anodized Aluminum on concrete sills
- Residential Lobby Entries – Wood entry doors



Clear Anodized Storefront



White Vinyl Windows



White Fiber Cement Panel



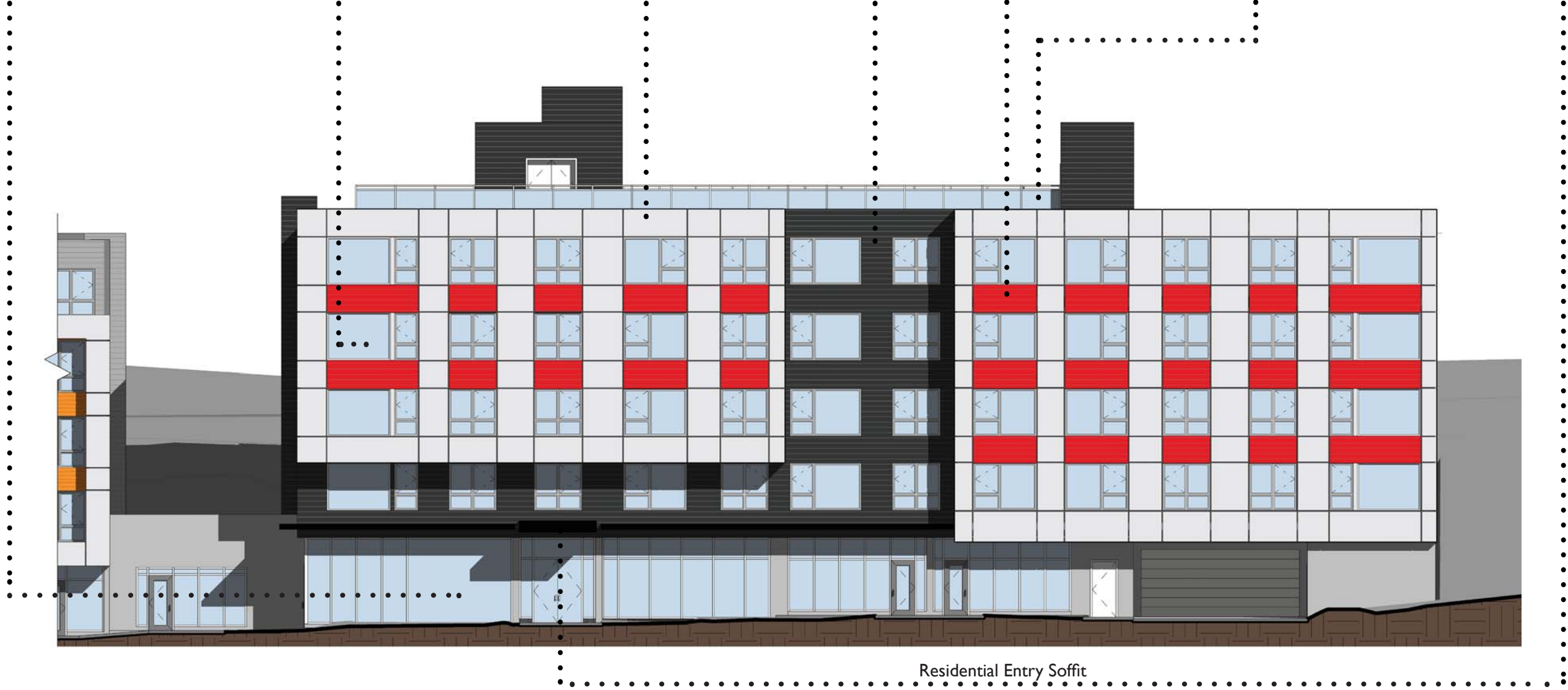
Fiber Cement Lap Siding



Glass Rail System



Wood Appearance Accent Panel



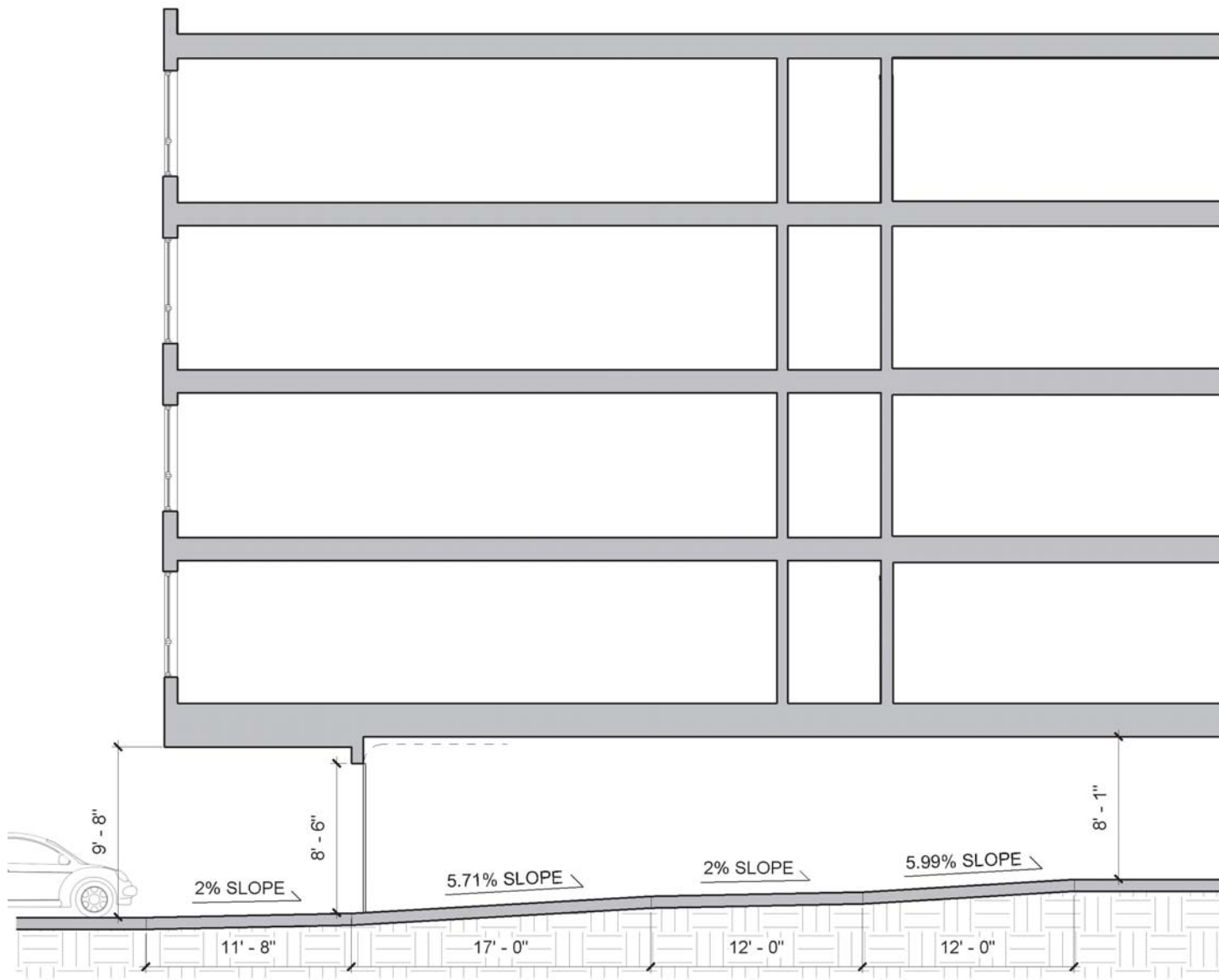
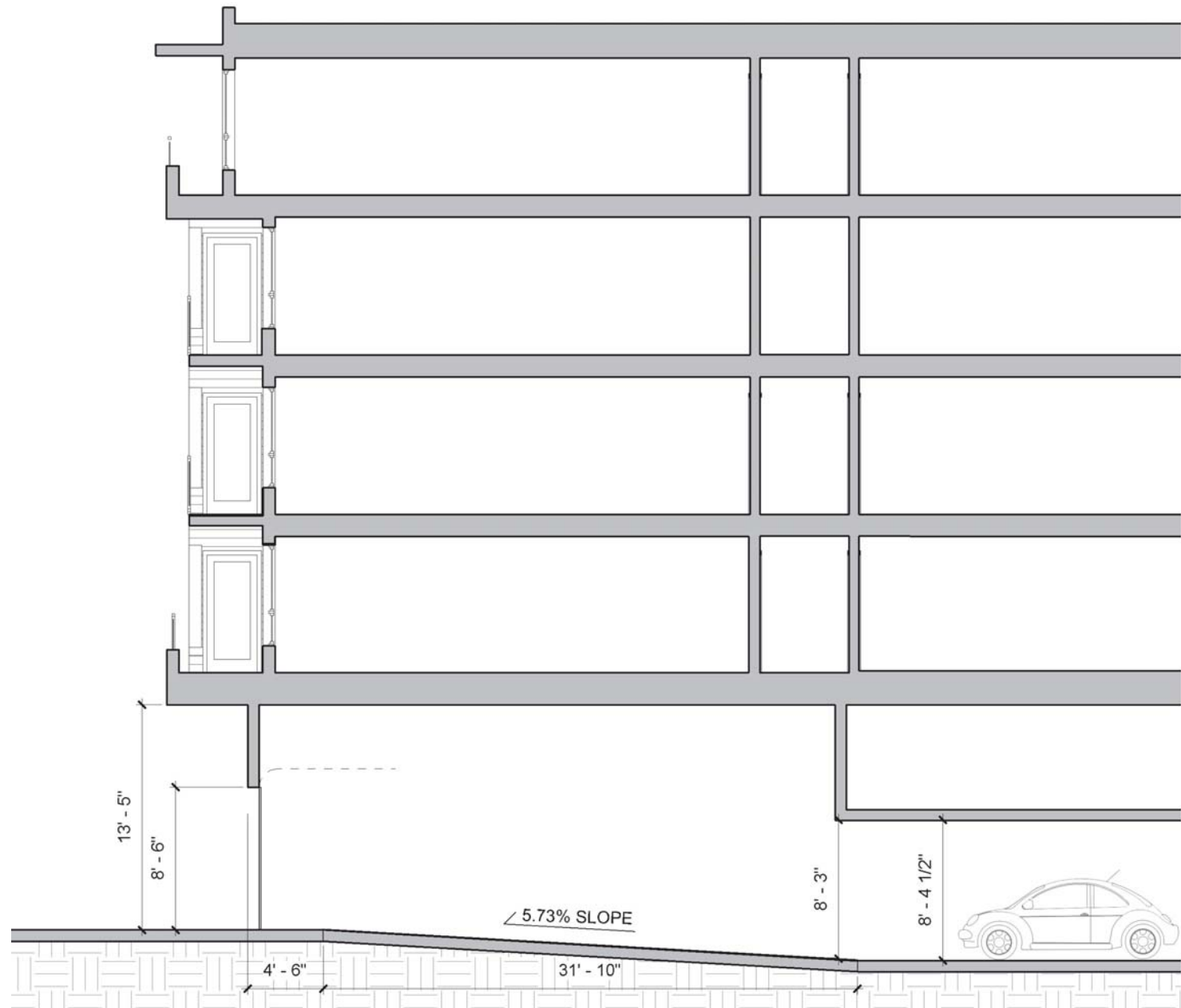
C-5

STRUCTURED PARKING ENTRANCES

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

To enhance the safety and comfort of pedestrians along California Ave SW, both garage entries are configured with a wide landing area interior to the garage door to enhance sight lines available to drivers exiting the building. Each 'landing' extends at least ten feet from the back of the sidewalk, and are nowhere steeper than a 2.5% slope.

At each garage entrance, sight triangles are provided as required by the Seattle Municipal Code.



D-5

VISUAL IMPACT OF PARKING STRUCTURES

The visibility of all at grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

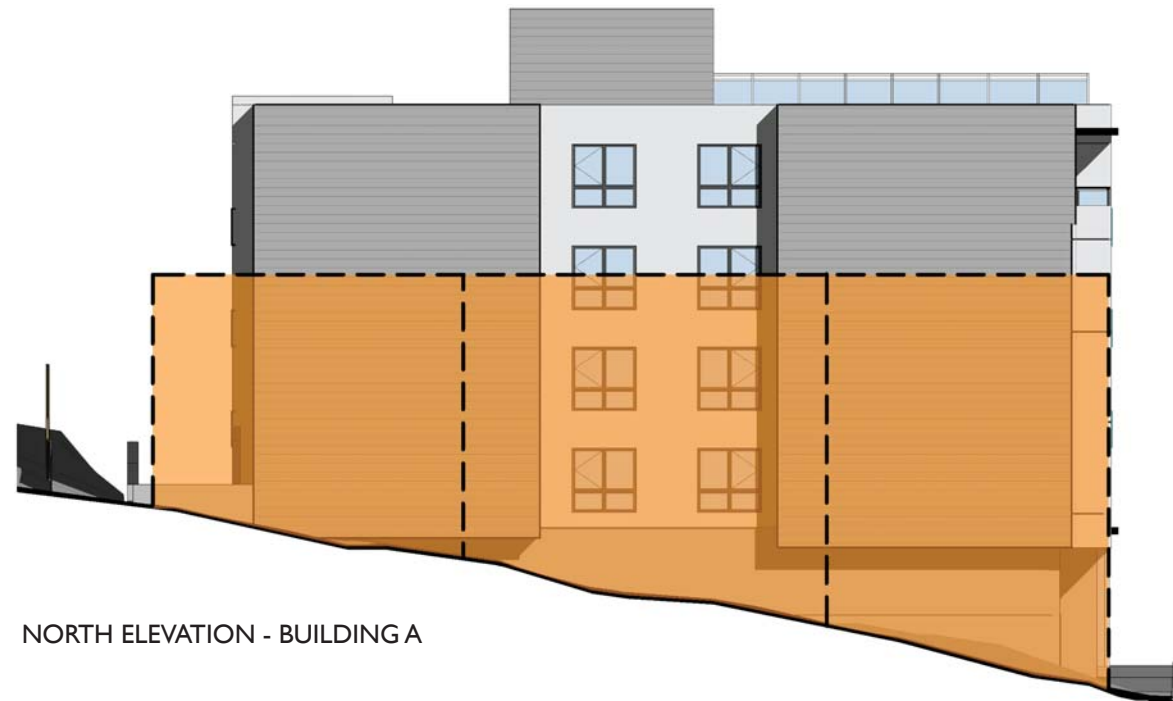
Aside from the garage entrances, no portion of the parking levels will be visible from any public right-of-way. The portions of the parking lid that are visible from neighboring properties will be landscaped with planters and private and common patio spaces.

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.

The north-facing and south-facing walls of the project have been articulated with shifts in plane and material changes and layouts that will provide a level of interest. Portions of the north and south walls have windows, and no section of wall without windows is wider than 32'.



NORTH ELEVATION - BUILDING A



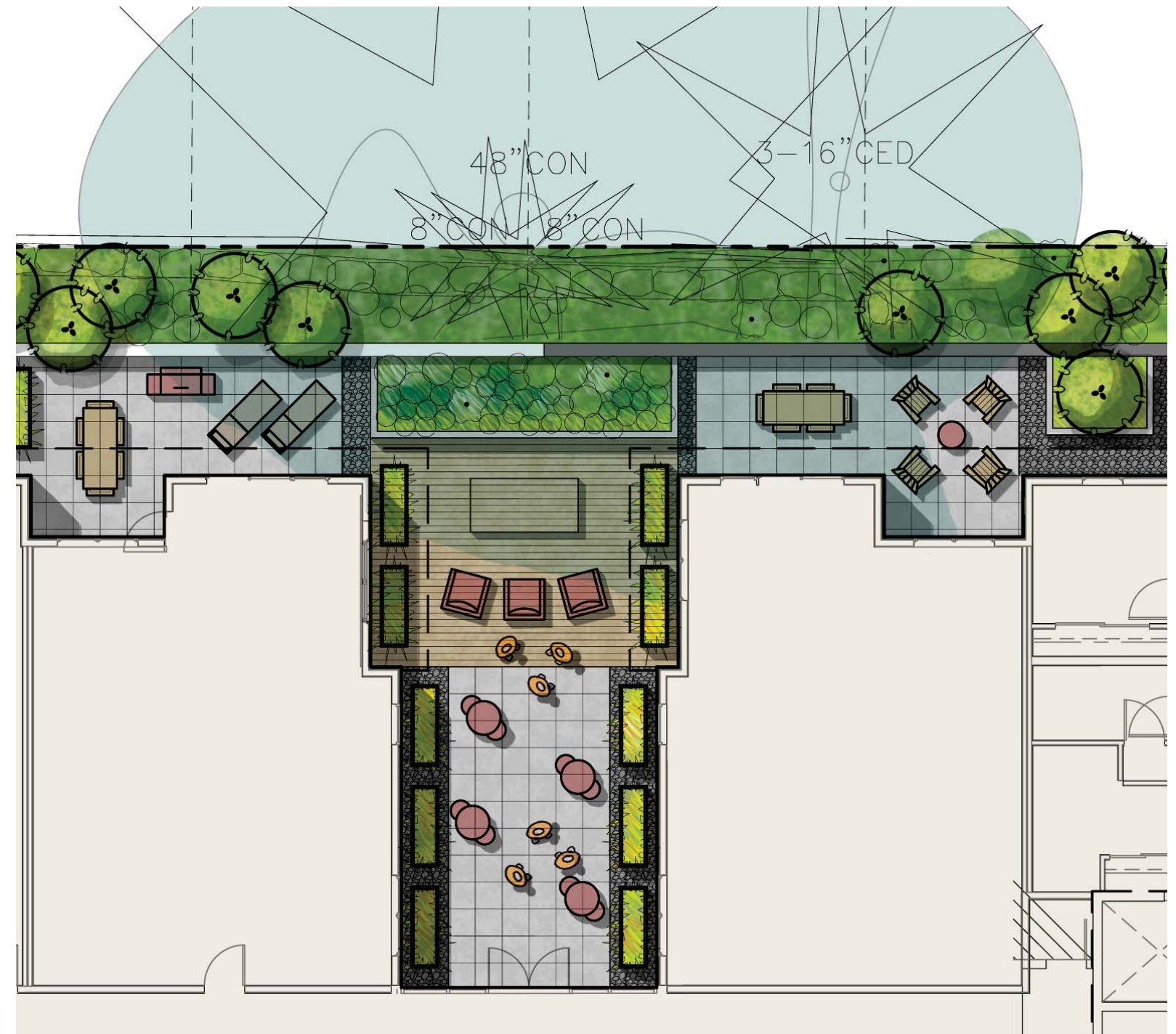
SOUTH ELEVATION - BUILDING C

E-3

LANDSCAPING 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.

See responses to Priorities A-5 and A-7 above. The presence of the "exceptional" tree adjacent the east property line provides an opportunity for a design response on the east façade(s) of the structure, including the orientation of windows, amenity areas, etc.



COURTYARD AT REDWOOD TREE

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.

The project intends to make every effort to preserve as many of the existing street trees as possible, in coordination with SDOT, additional new street trees will added as is practical. New landscaping in the public right-of-way along California Avenue SW, and adjacent to the right-of-way will be selected and planed in cooperation with SDOT.



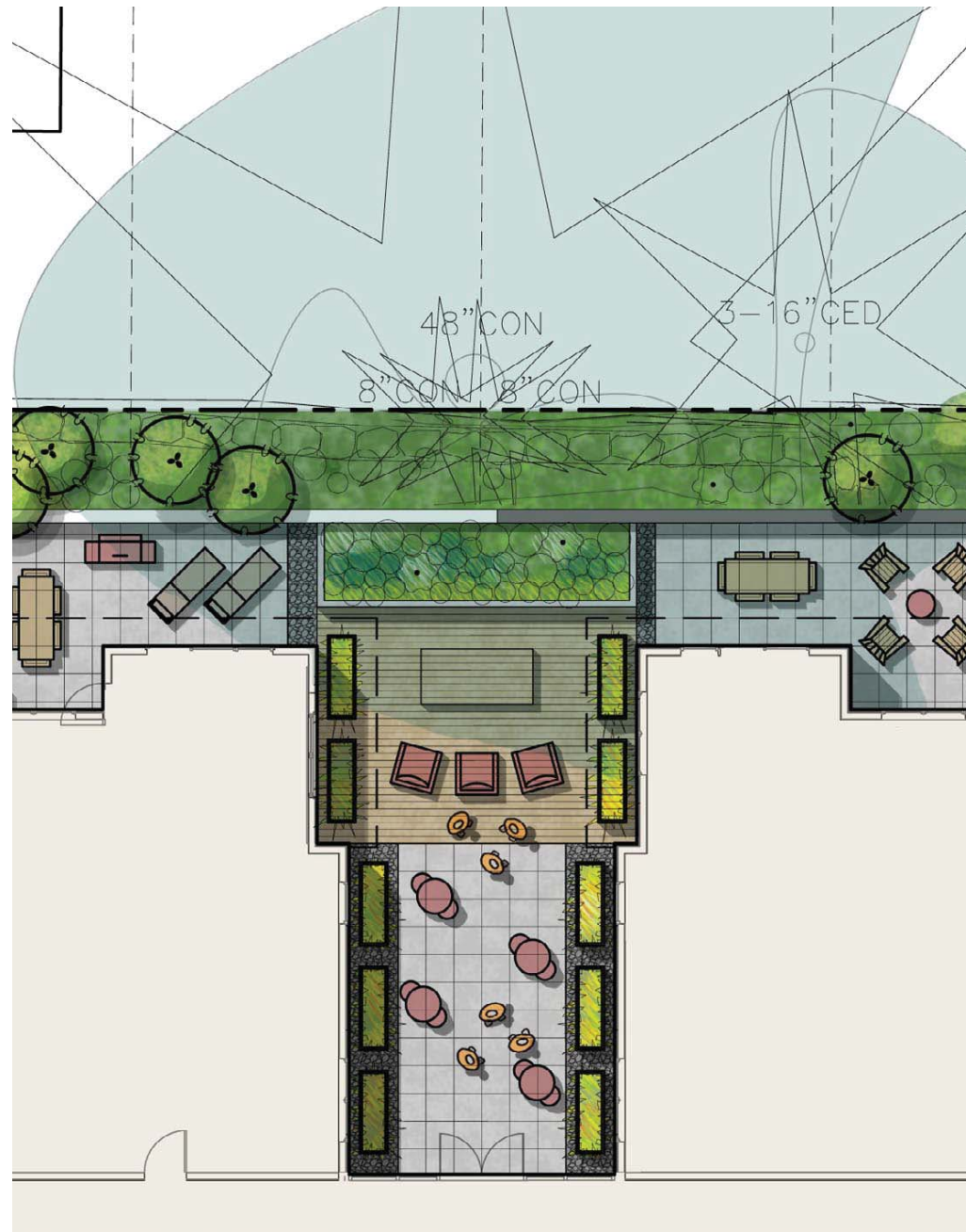
LANDSCAPE SITE PLAN



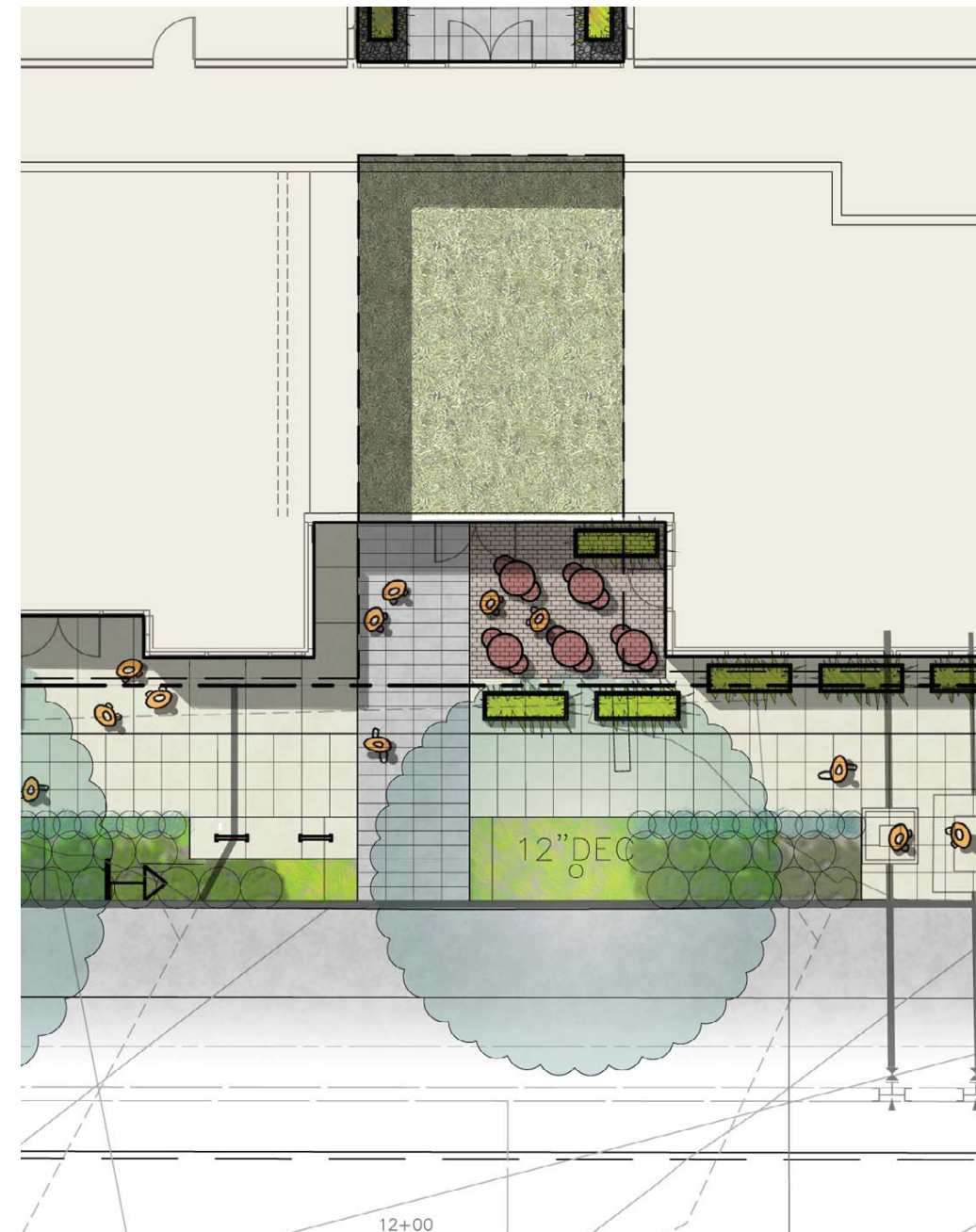


ROOF PLAN



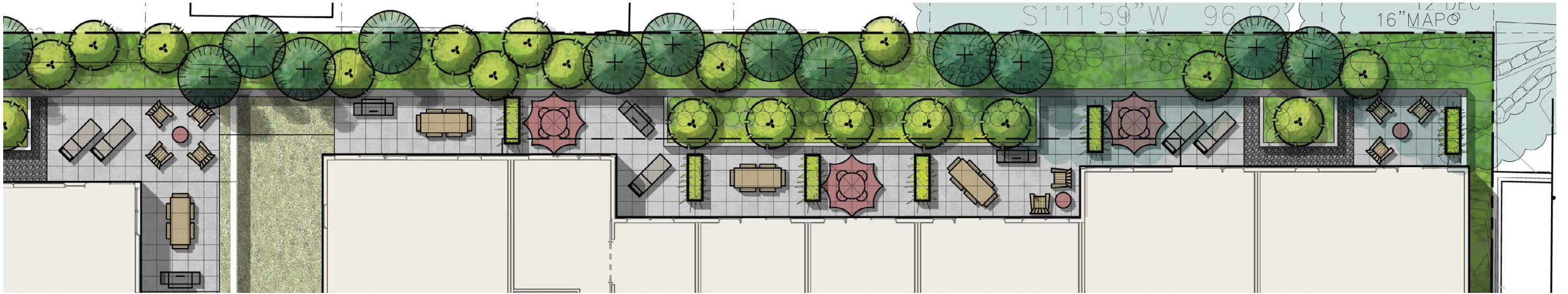


A - COMMUNITY COURTYARD

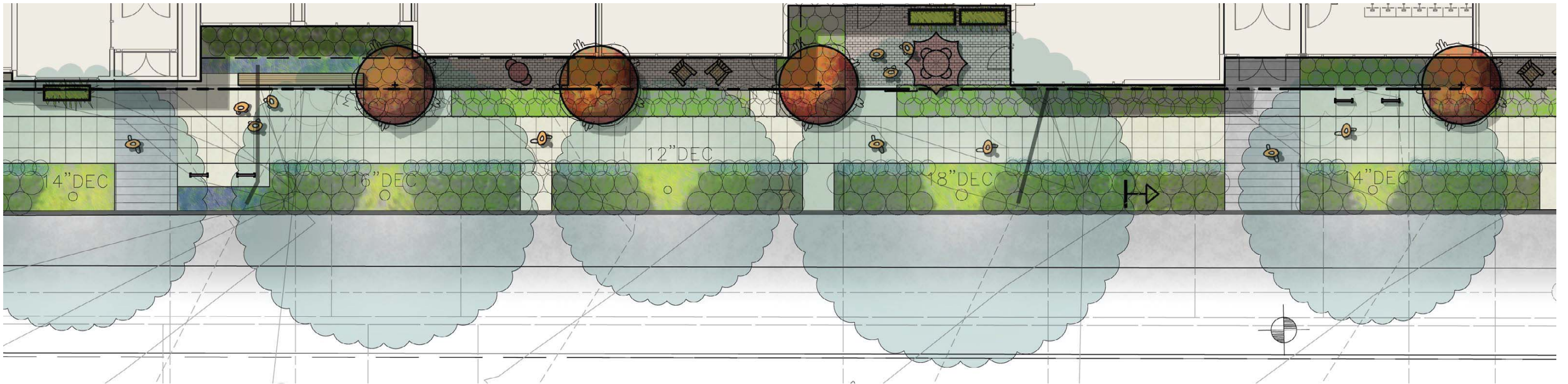


B - COMMERCIAL ENTRANCE / DINING TERRACE





C - RESIDENTIAL TERRACE



D - RESIDENTIAL TERRACE



THUJA PLICATA 'HOGAN'
HOGAN CEDAR



TILIA TOMENTOSA 'STERLING'
STERLING SILVER LINDEN



ACER CIRCINATUM
VINE MAPLE



ACER PALMATUM
JAPANESE MAPLE



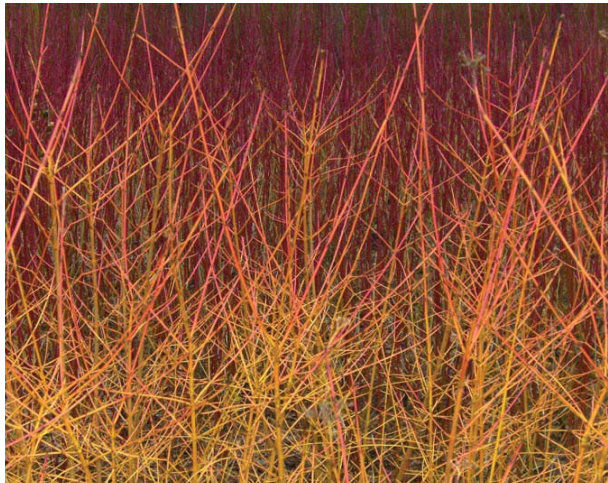
PHYLLOSTACHYS NIGRA
BLACK BAMBOO



MAHONIA



SYMPHORICARPOS ALBUS
SNOWBERRY



CORNUS SANGUINEA 'ARCTIC FIRE'
ARCTIC FIRE REDTWIG DOGWOOD



VIBURNUM DAVIDII
DAVID VIBURNUM



GAULTHERIA SHALLON
SALAL



POLYSTICHUM MUNITUM
SWORD FERN



OPHIPOGON PLANISCAPUS 'NIGRESCENS'
BLACK MONDO GRASS



HELICTOTRICHON SEMPERVIRENS
BLUE OAT GRASS



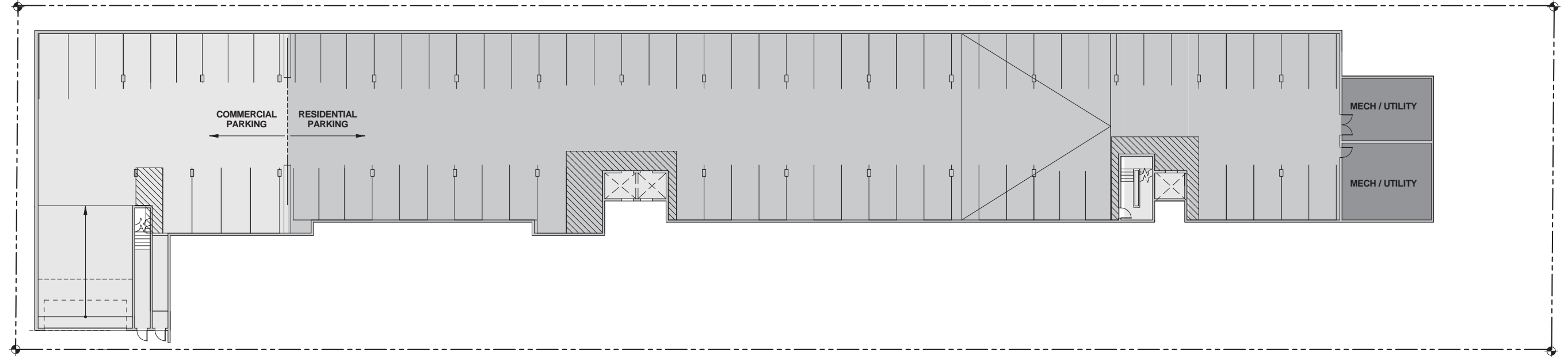
CALAMAGROSTIS 'OVERDAM'
FEATHER REED GRASS



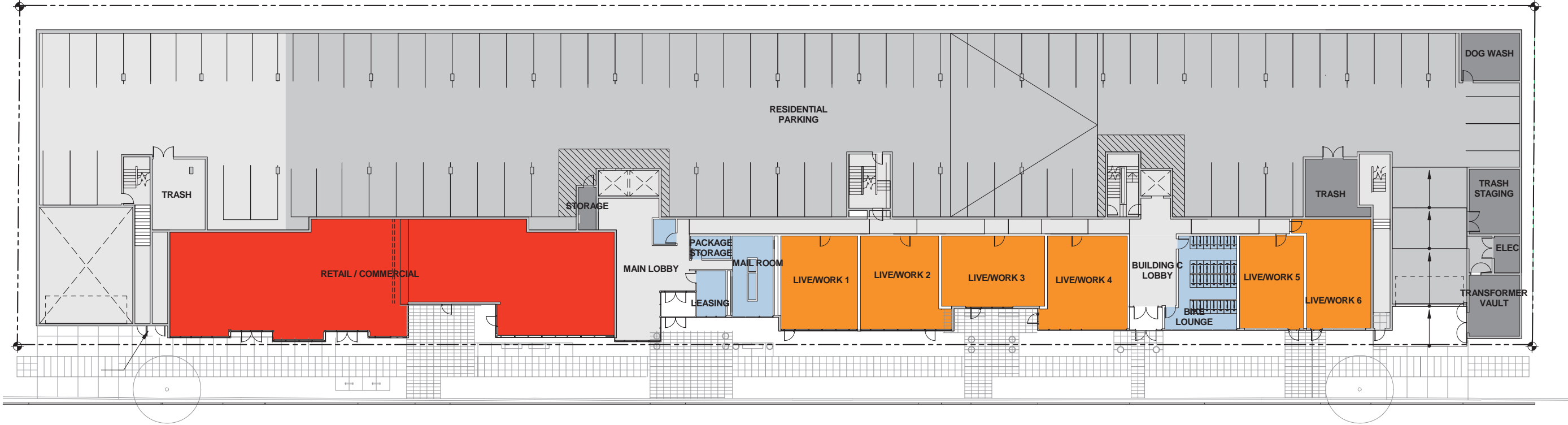
SEDUM RUPESTRE 'ANGELINA'
ANGELINA STONECROP












LONICERA PILEATA
PRIVET HONEYSUCKLE



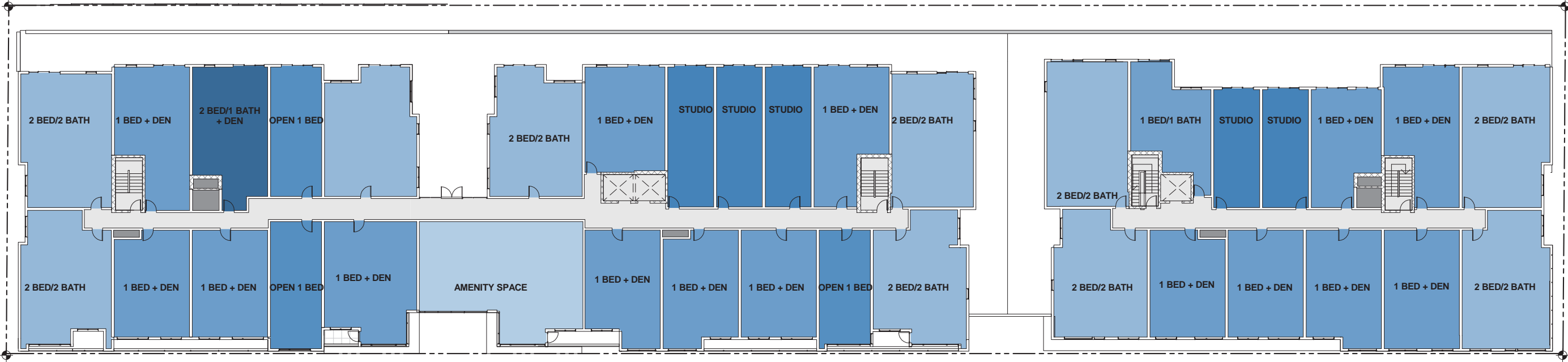
LEVEL P2 PLAN



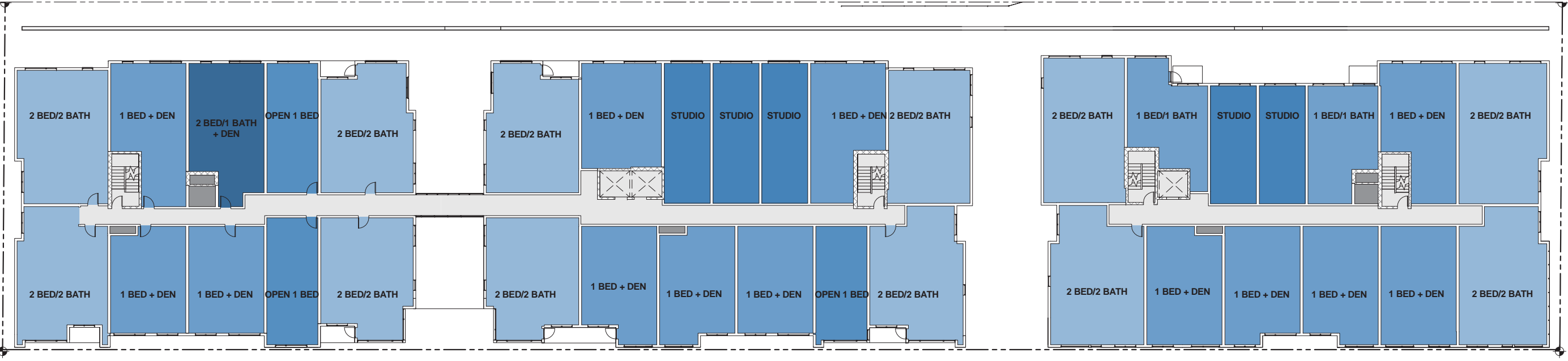
LEVEL I/PI PLAN

- | | | |
|--|--|---|
|  STUDIO |  1 BEDROOM + DEN |  LIVE/WORK |
|  OPEN 1 BEDROOM |  2 BEDROOM / 1 BATH |  RETAIL / COMMERCIAL |
|  1 BEDROOM |  2 BEDROOM / 2 BATH |  AMENITY |

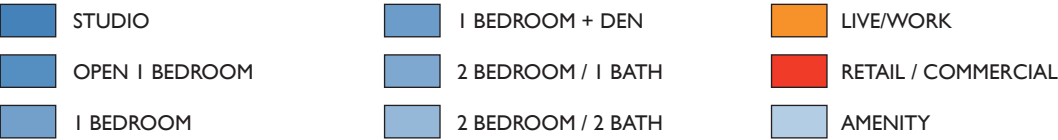
FLOOR PLANS

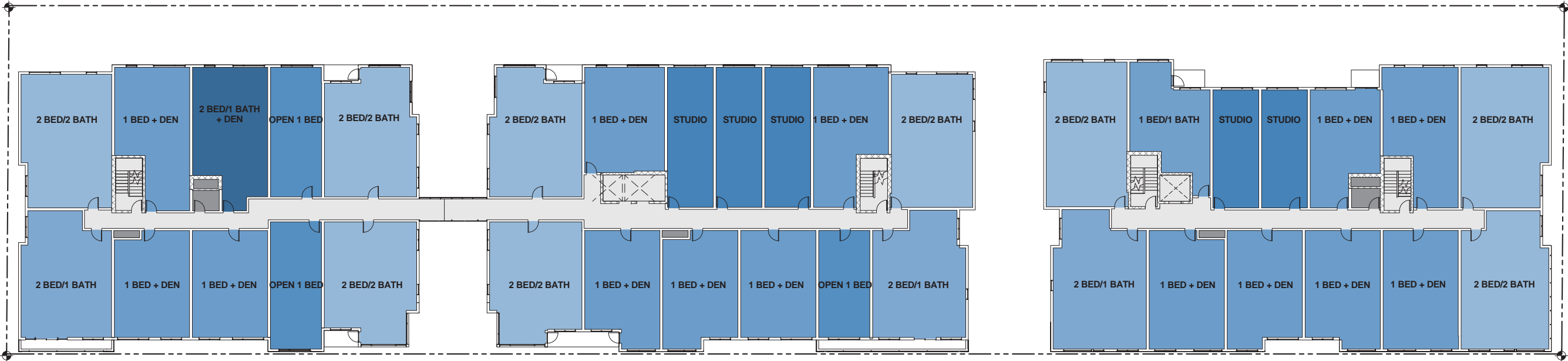


LEVEL 2 PLAN

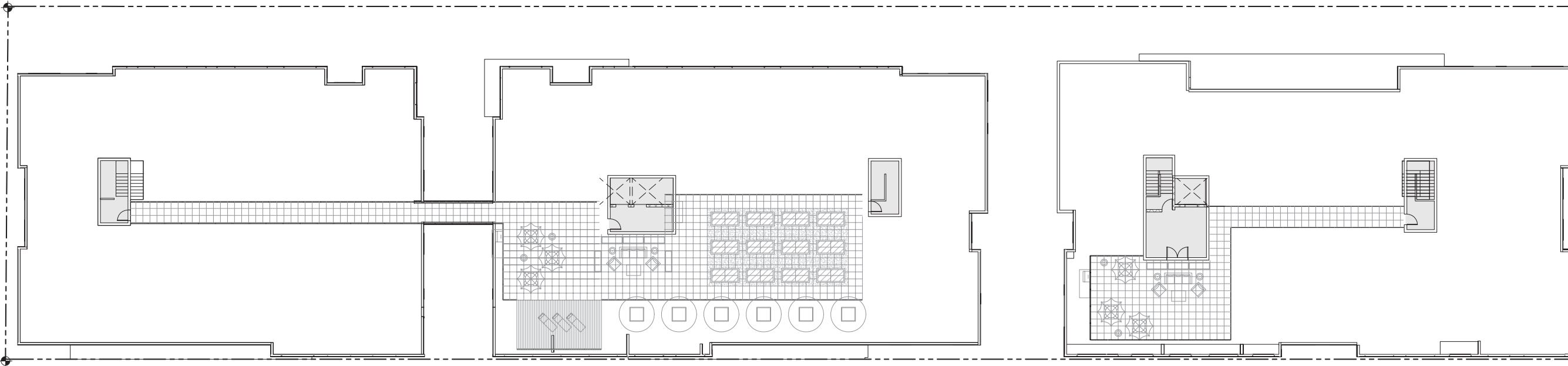


LEVEL 3-4 PLAN

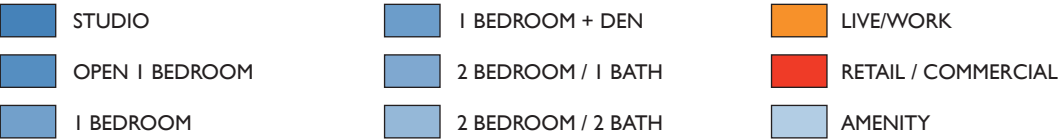




LEVEL 5 PLAN



ROOF PLAN



ELEVATIONS: BUILDING A



NORTH



WEST



SOUTH



EAST



NORTH



WEST



SOUTH



EAST

ELEVATIONS: BUILDING C



NORTH



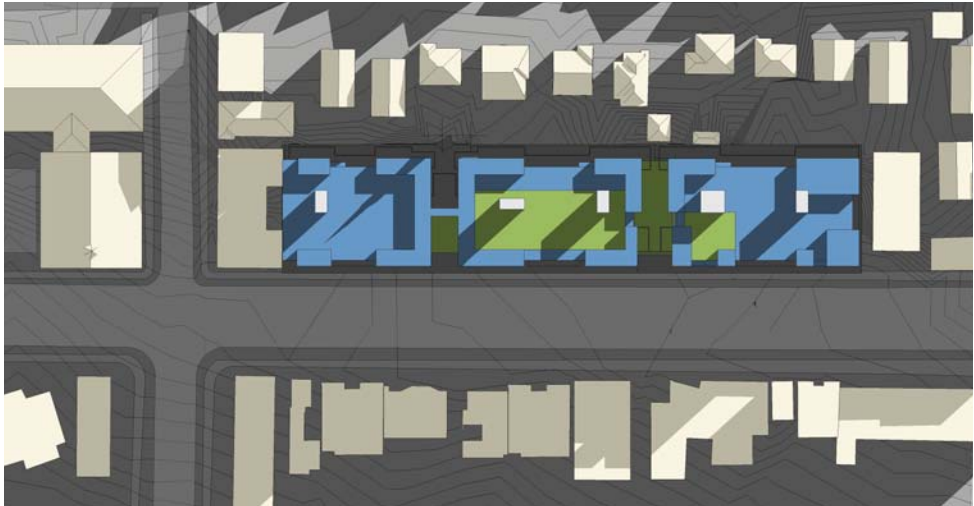
WEST



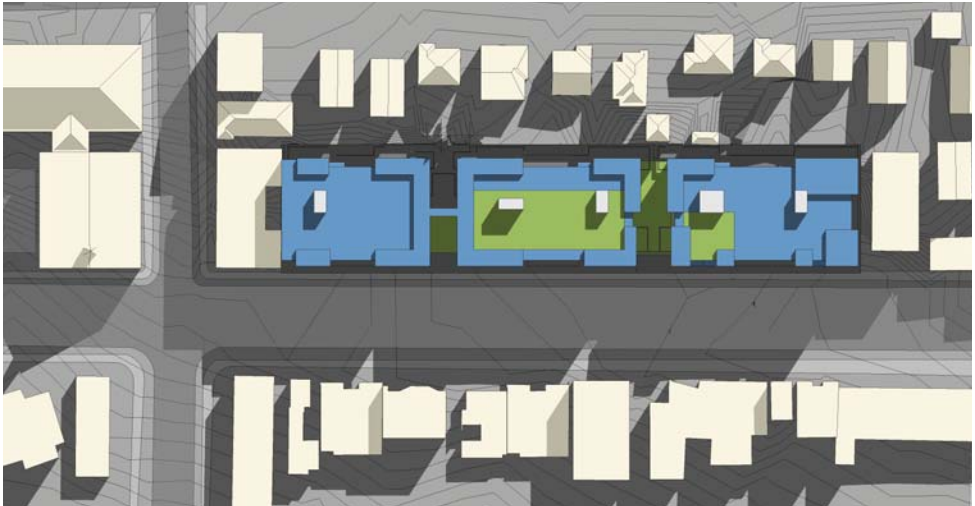
SOUTH



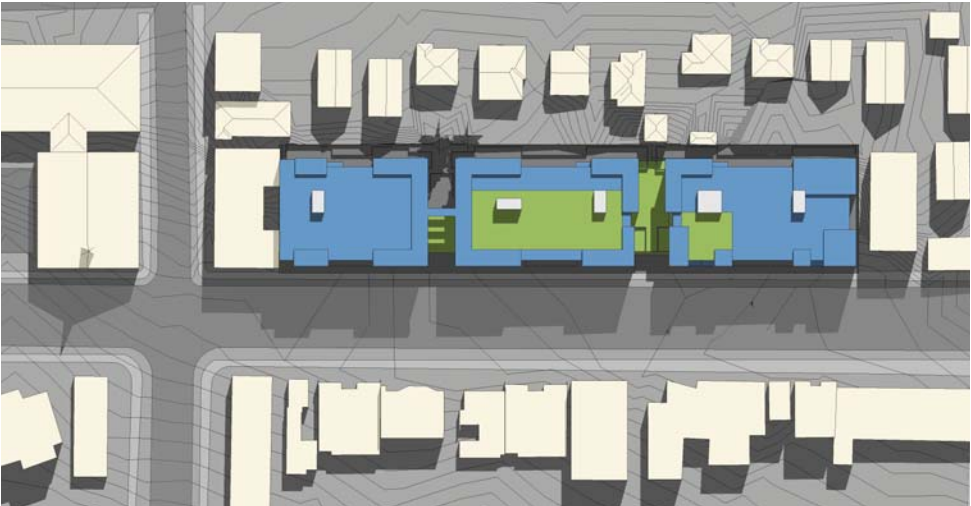
EAST



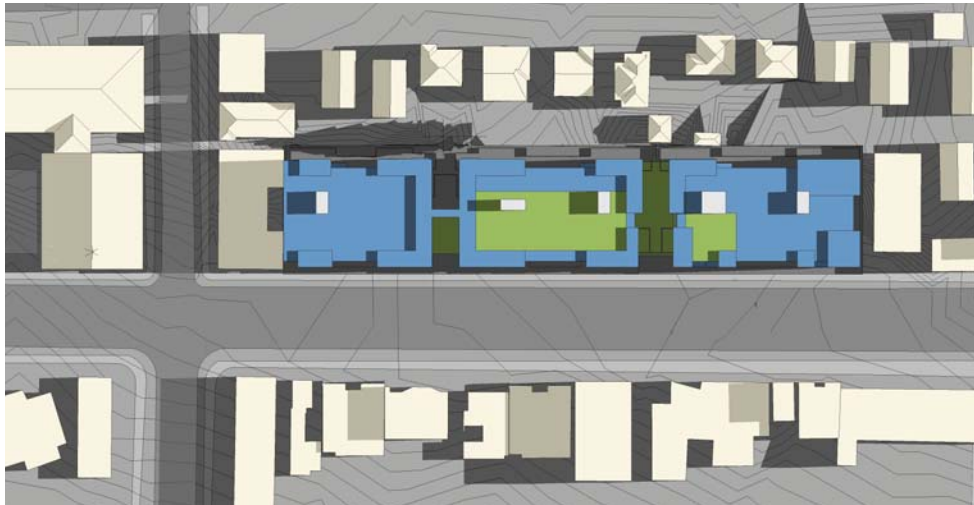
DECEMBER 21, 9AM



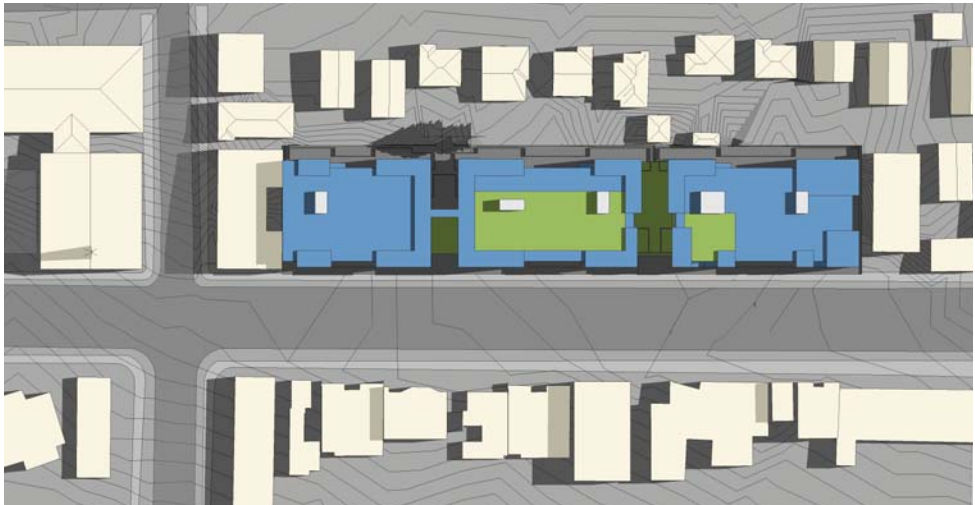
MARCH 21, 9AM



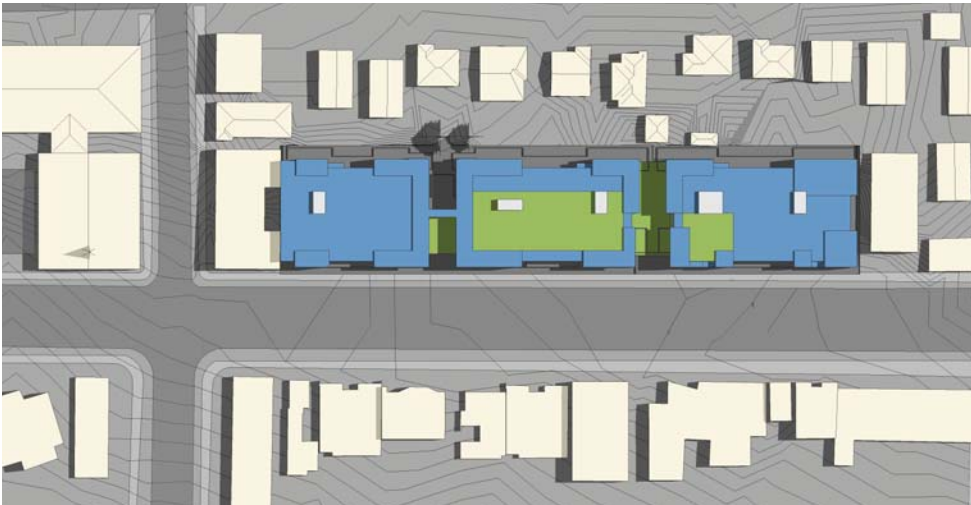
JUNE 21, 9AM



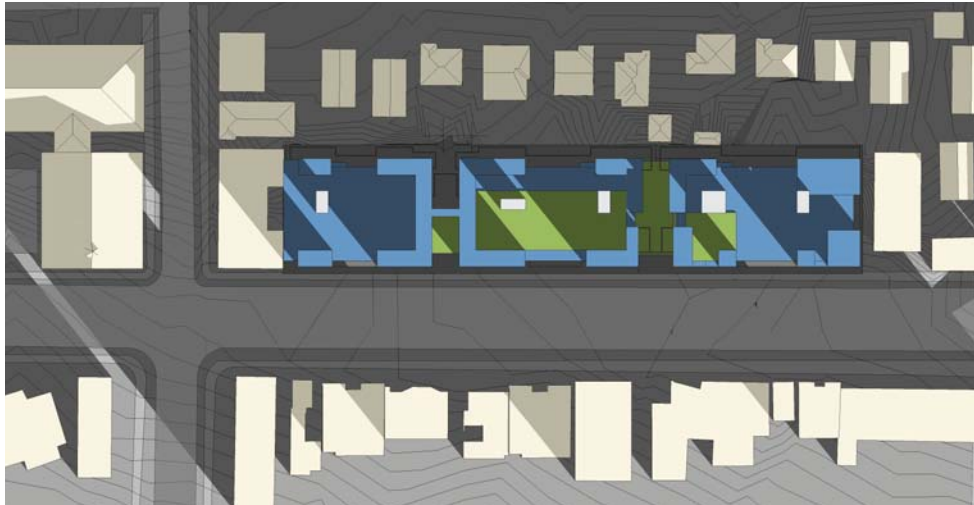
DECEMBER 21, NOON



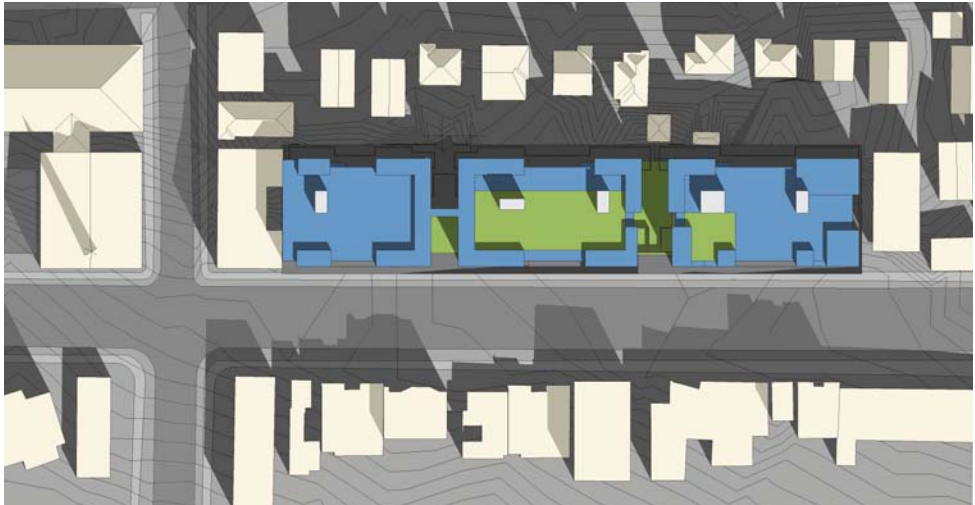
MARCH 21, NOON



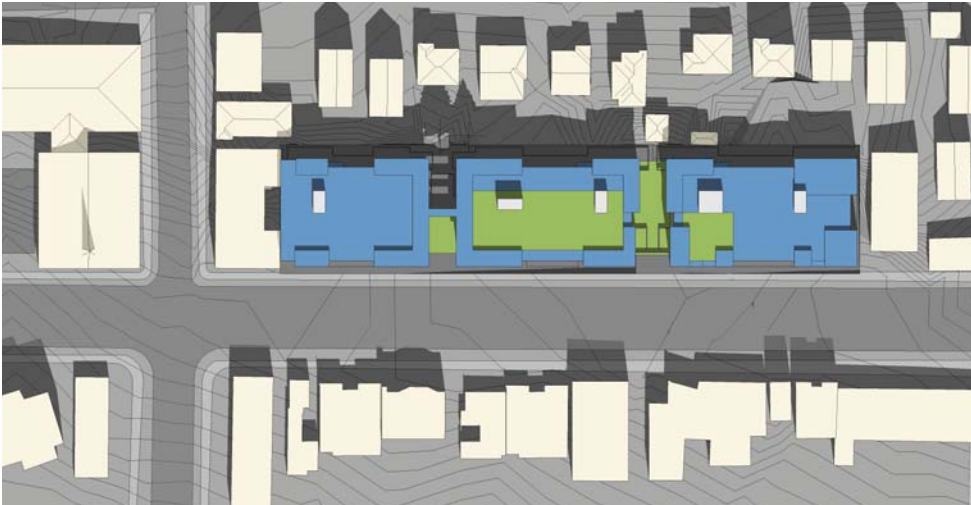
JUNE 21, NOON



DECEMBER 21, 4 PM



MARCH 21, 4 PM



JUNE 21, 4 PM

TOPOGRAPHY AND VIEWS

ZONING CODE STRUCTURE HEIGHT

The allowed structure height for this proposal has been calculated using the four feet of additional height allowed for providing street level non-residential spaces with a floor-to-floor height of at least thirteen feet per SMC 23.47A.012.A.1. Under subsection 23.47A.012.A.1.c, this additional height may declined in the four feet of additional height blocks views of several specific landmarks from neighboring residences.

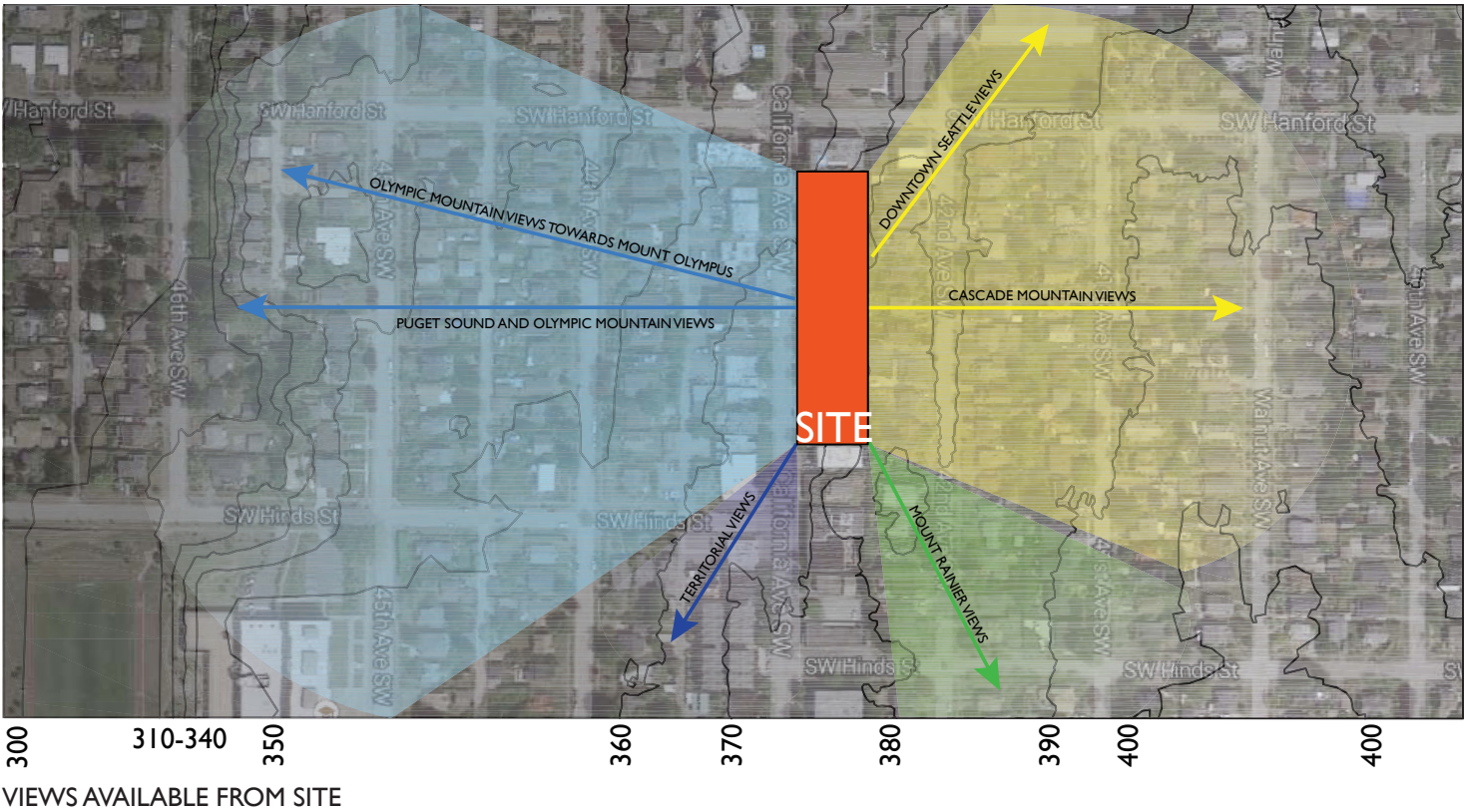
As documented below and on the following pages, the four feet of additional height does not create any additional view blockage from neighboring residences:

Mount Rainier: This project site falls in the sight line toward Mount Rainier for one adjacent building (the three story brick apartment building directly adjacent to the site, at 3200 California Avenue SW). Given a top floor elevation of 385.72 feet, and Mount Rainier’s peak elevation of 14,411 feet and 58 miles away, the viewing angle is roughly 3 degrees above the horizon, and would be blocked by a the proposed structure building with or without the four feet of additional height.

Olympic Mountains and Puget Sound: Views of both the Olympic Mountains, and Puget Sound are currently available by the parcels directly adjacent to the east of the site, given the gentle downward slope from those homes to Puget Sound. The tallest viewing elevations available will be blocked with or without the four feet of additional height. See diagrams on the next page for detailed documentation.

Cascade Mountains and Downtown Seattle Skyline: The project site and surrounding neighborhood slopes up from west to east, towards these views. Views of these areas are not currently visible due to the sloping terrain and existing trees. See photos on the next page for current view conditions.

Greenlake, Lake Washington, Lake Union and Ship Canal: Our project is not in the vicinity of these areas, and no views of these areas are possible.



TOPOGRAPHY AND VIEWS - MOUNT RAINIER, DOWNTOWN AND CASCADE MOUNTAINS

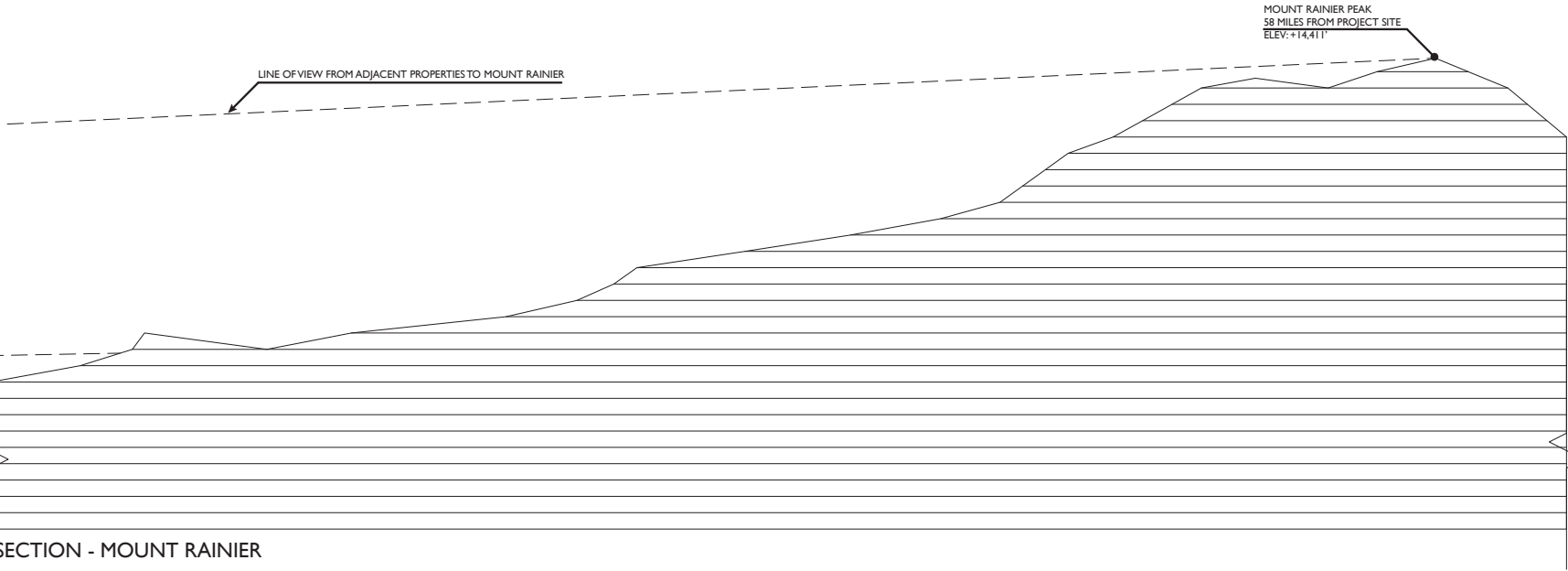
CURRENT VIEWS FROM NEIGHBORING PROPERTIES TOWARDS DOWNTOWN AND CASCADE MOUNTAINS
Due to rising terrain, trees and existing structures, neither a view of downtown nor the Cascade Mountains are currently available at ground level from existing structures on the west side of California Avenue SW. Four structures along this segment have a second floor with east facing windows, towards downtown and the Cascade Mountains. However, none of the second floors are high enough to see over the existing rooftops of homes along 42nd Avenue SW that currently block views to downtown and the Cascade Mountains. The existing structure on the west side of California Avenue SW with the highest top floor elevation is has a finished top floor elevation of roughly +377'. Even at a tall eye level of 6' (giving the viewer an eye level elevation of approximately +383'), someone standing on this floor looking east would not be high enough to look over the roof tops of existing trees terrain to see the downtown skyline or the Cascade Mountains. Furthermore, the current project design at 5 stories (regardless of the 4' height bonus) would block these second story views.



ADJACENT PROPERTIES VIEW POTENTIAL OF DOWNTOWN AND CASCADES



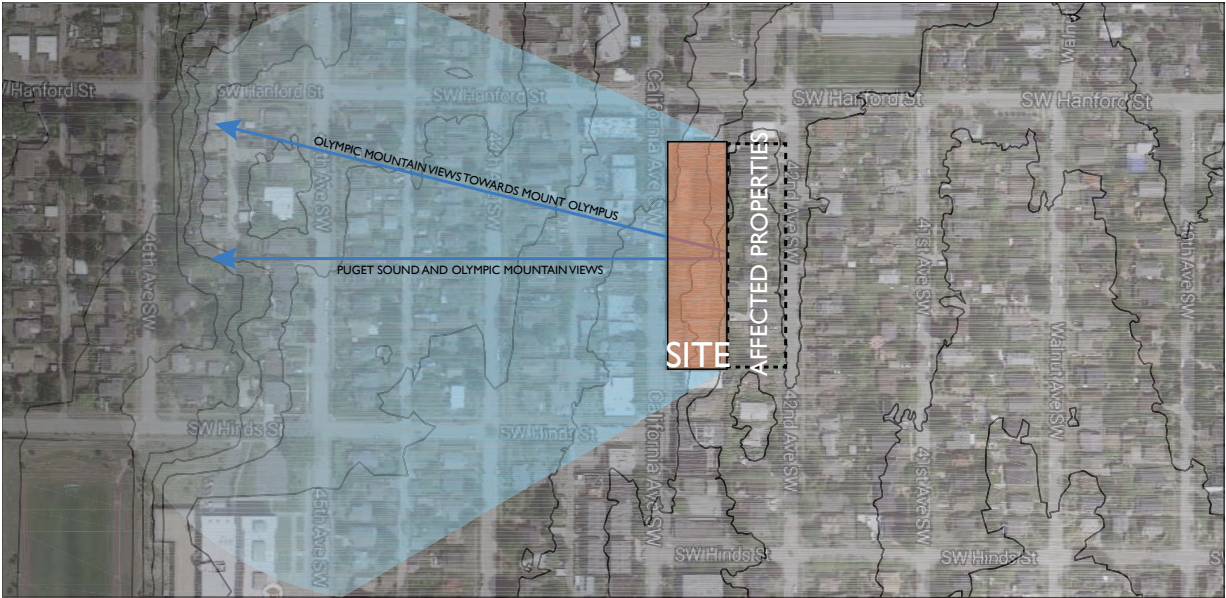
ADJACENT PROPERTIES VIEW POTENTIAL OF MOUNT RAINIER



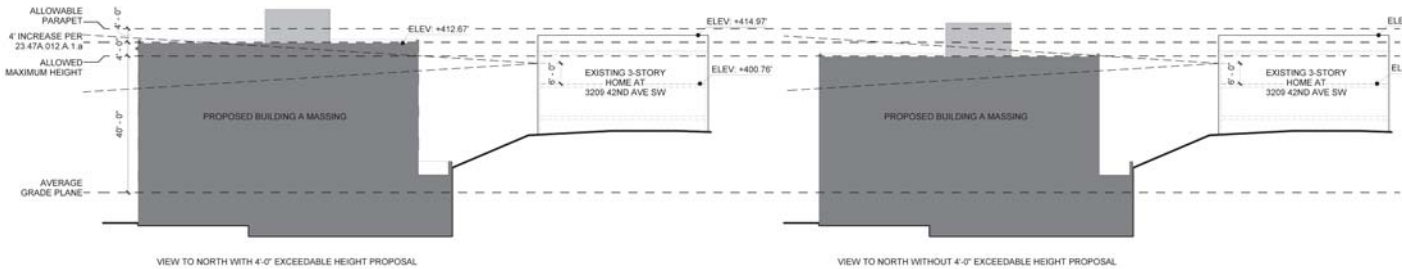
SECTION - WEST SEATTLE

SECTION - MOUNT RAINIER

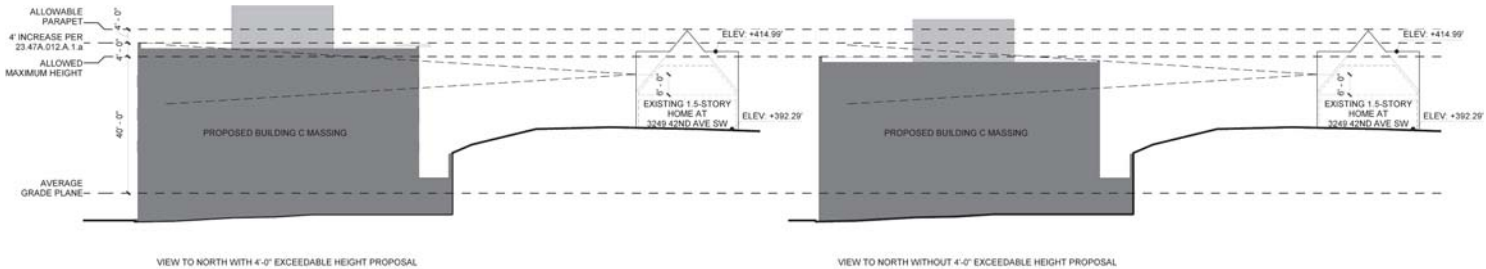
TOPOGRAPHY AND VIEWS - PUGET SOUND AND OLYMPIC MOUNTAINS



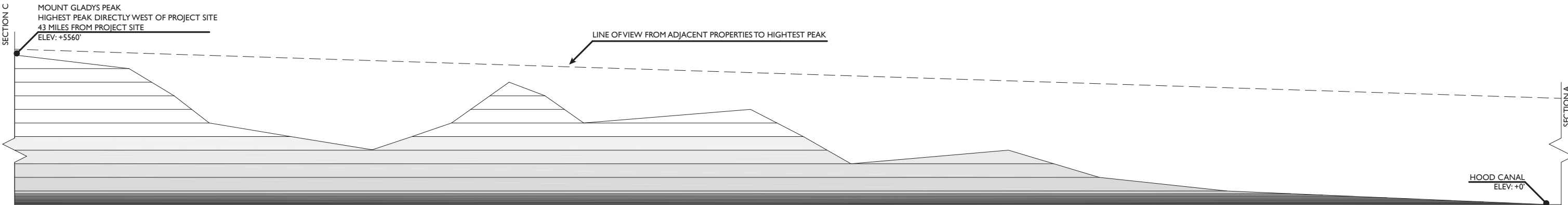
CURRENT VIEWS FROM ADJACENT PROPERTIES TOWARDS PUGET SOUND AND OLYMPIC MOUNTAINS



SECTION D - VIEW LINES AT BUILDING A



SECTION E - VIEW LINES AT BUILDING C



SECTION B - THROUGH SITE AND OLYMPIC MOUNTAIN RANGE

EDG DESIGN PRECEDENTS



ENSO APARTMENTS - PORTLAND

DESIGN FOR ALL FACADES

The Enso Apartments in Portland provides a good example of applying a consistent design concept to both the front and rear of the building while using slightly different tools in the same kit of parts where appropriate. The front of the building responds to the street with bolder modulation techniques while the rear of the building, in this case the courtyard façade, is not as modulated while being complementary to the front of the building. This rear façade is not forgotten and is well crafted, modulated and patterned.



ENSO APARTMENTS - PORTLAND

COMPLIMENTARY BUT DIFFERENTIATED

While a much taller building than our proposed project, the Curve project in the U-District provides a good example of how materials, fenestration patterning and similar massing modulation techniques can be used to achieve 3 complementary buildings. Similar design elements are repeated but slightly varied to create a comprehensive development that does not appear disjointed.

While our respective sites are shaped differently, are zoned differently (NC3-85 vs NC2-40) and our massing strategies differ to a degree, the opportunity for our project to create 3 complementary buildings that are not identical would be an appropriate response to break down the overall appearance of height, bulk and scale.



CURVE - 11 TH AVE NE & NE 47TH, U DISTRICT

MATERIAL CHANGES & MODULATION

The Nova Apartments, Stack House Apartments in SLU and the nearby Orion Building all provide fine examples of how slight variations in the façade of just a few feet, coupled with material changes, can breakdown the overall scale of different massing elements. For our project, we are varying the planes between the building corners and the center of each massing by 4' or more. Coupled with material and color changes, each massing element is further broken down to a human scale.



NOVA APARTMENTS - WEST SEATTLE



ORION BUILDING - ADMIRAL



STACK HOUSE APARTMENTS - SOUTH LAKE UNION

LEVEL 2 COURTYARDS & PATIOS
The Greenhouse project provides a strong example of materiality, patterning, use of color, fenestration and landscaping that could be applied to the Level 2 patio spaces behind and between the buildings.



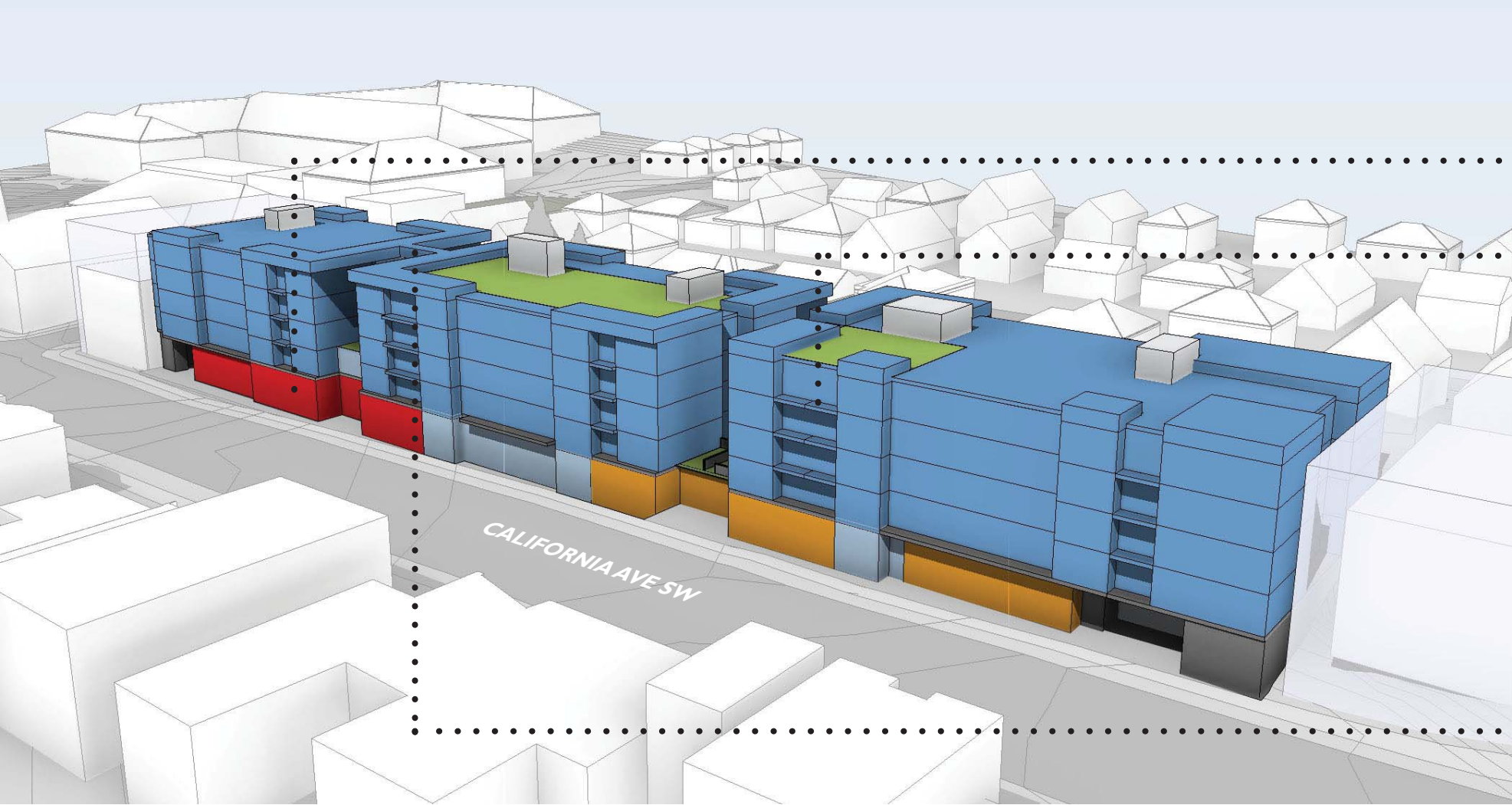
GREENHOUSE APARTMENTS - COLUMBIA CITY



ARTSPACE @ HIAWATHA LOFTS COURTYARD

STREET-LEVEL ENTRY COURTS
The ArtSpace at the Hiawatha Lofts courtyard provides a similar example of a massing strategy where the break between buildings is accentuated by a recess in the streetscape storefronts, landscaped and can serve as a spillout/entry space for the adjacent ground floor uses. The individual landscaping of each entry court will be designed to reflect the intensity of the adjacent uses – one very public entry for the commercial space(s) and one semi-public court for the Live/Work entries further south along California.

EARLY DESIGN CONCEPT



AERIAL VIEW: LOOKING NORTHEAST TOWARDS SITE

DISTINGUISHING FEATURES OF THE EARLY DESIGN CONCEPT

- The massing was separated to create 3 separate massings above the podium. The breaks are carried down to the ground floor to create entry courtyards on California for the commercial and live/work spaces.
- A contiguous commercial block was introduced at the northern end of the site that aligns with the back of sidewalk.
- The scale of the upper floors was reduced by introducing erosions in the massing to accommodate private balconies, stepping the podium slab between the 2 northerly structures and the southernmost structure, and additional modulation of the parapet heights.
- The parking garage was redesigned to have both levels stack at the rear of the site. This allowed the street-level uses to step with the slope along the length of California. The change also allowed the finished elevations of the garage levels to nearly align with the entry elevation from the street, creating nearly level entries and avoiding steep ramps near the sidewalk.
- Even with the additional break in the massing, the structure was set back away from the east property line an average of 19'-3" (an additional 4'-3" on average beyond the required 15' setback).
- A glazed skybridge linked the two northerly buildings to reduce the number of penthouse projections (stairs and elevator) that would be necessary with three completely separate buildings.

PRELIMINARY DEVELOPMENT OF DESIGN CONCEPT

The preliminary design concept utilized both horizontal and vertical elements to breakdown the overall height and length of the project. In addition to massing the building into 3 parts, corner elements with taller parapets are used to anchor building corners while horizontal balconies, sunscreens and roof eaves extend away from the building corners and help to differentiate the top and bottom floors. In doing so, the building facades are reduced in scale and monolithic planes are avoided.

Similar design elements such as bay modulation, materials, colors, recesses and fenestration patterns were repeated in concept, but slightly varied between the 3 buildings. All 4 sides of each of the 3 buildings shared a same vocabulary, but were not identical to avoid monotonous repetition. The front of the building featured some massing elements that were slightly bolder to respond to the street while the rear of the building utilized more simple, yet well-proportioned massing elements to quiet the building but not reduce its quality of construction or materiality.

THREE SEPARATE MASSINGS

Within each of the 3 massings, recessed bays are used as reveals to separate corner elements from the “field” located in the center of each block. Erosions are differentiated in color where planes are offset and turn the corner in certain circumstances. The roof line is varied to provide additional modulation. Upper floors are differentiated and horizontal elements are used to reduce the appearance of height along the street edge.

At the street level, we are beginning to explore how the building meets the ground. Some massing elements extend down from the upper floors to unify the building above and below the podium. In addition, we plan on exploring more detailed elements such as how canopies can wrap the corner and activate the two entry courts to denote building entries.



COMMERCIAL ENTRY COURT



LIVE/WORK ENTRY COURT

RECENT INTRACORP AND NK PROJECTS



SIDNEY



BLAKELEY COMMONS



THE HAYES



EXPO 62



ARTHOUSE



H2O APARTMENTS - LEED-H PLATINUM TARGET



BROADSTONE KOI - LEED-NC CERTIFIED TARGET



DAKOTA



APERTURE - BUILT GREEN 3-STAR TARGET