2749 CALIFORNIA

2749 CALIFORNIA AVE SW

Final Recommendation Meeting
SDCI PROJECT #3024077
03.02.2017

HEWITT

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ADDRESS [2.1] 2749 California Ave SW
Seattle, WA 98116

PARCEL #s 8010100340
8009600020

SDCI PROJECT # [2.2] 3024077

APPLICANT TEAM

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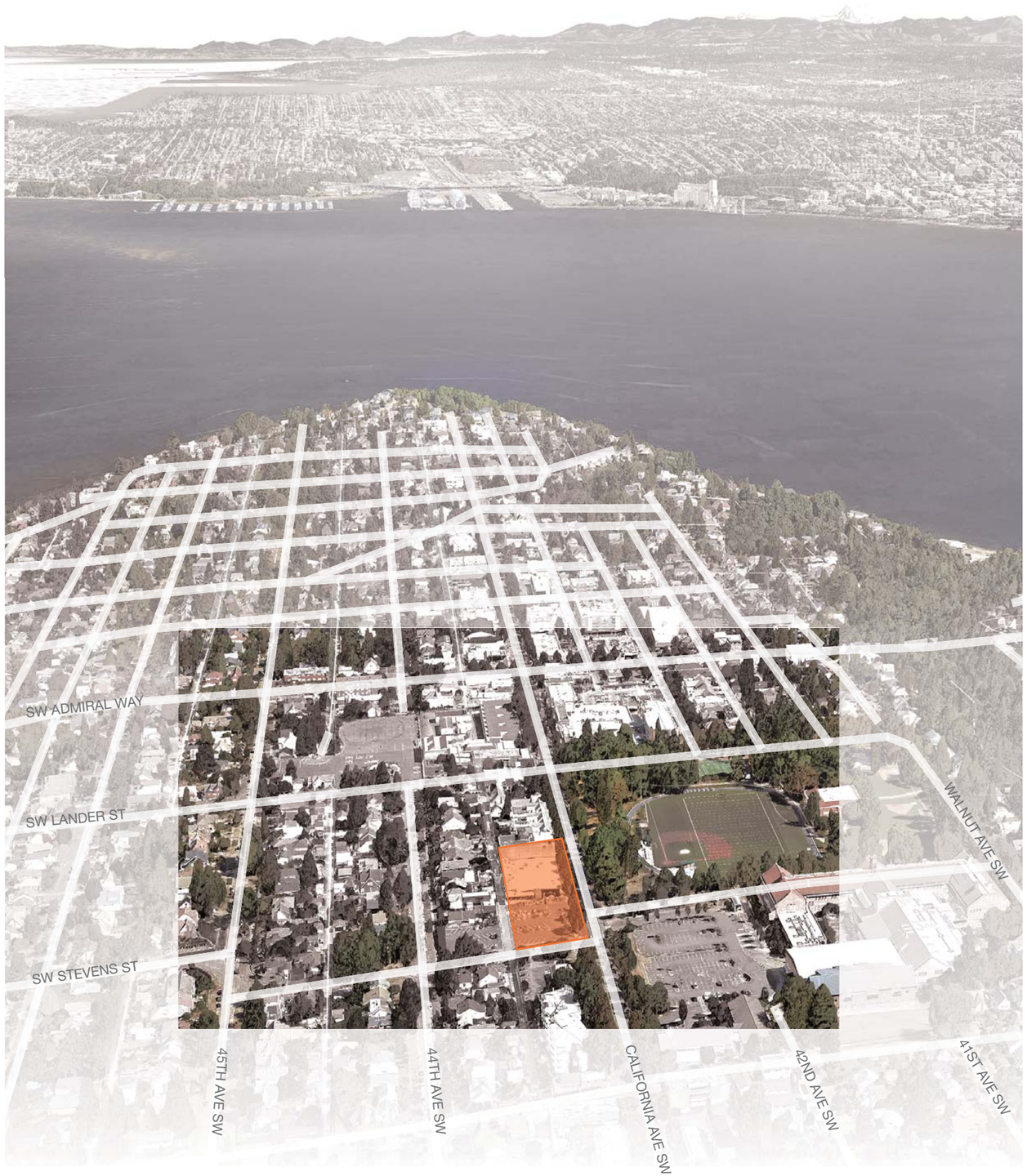
LANDSCAPE Seattle, WA 98101
ARCHITECT 206.624.8154



3.1 - 3.3 USES AND DEVELOPMENT QUANTITIES

- 4 story mixed-use structure
- 2 stories of below-grade parking totaling 134 stalls for commercial and resident use; access to the parking via the alley.
- Existing 11,427 sf surface parking lot to the west of the alley with 30 parking stalls to remain as an accessory use to the proposed general sales and services use (retail).
- 108 residential units over a podium comprised of an approximately 25,000 sf for general sales and services (retail), residential lobby and leasing functions at the ground level.
- Residential outdoor garden terraces and enclosed amenity spaces within the proposal's three stories above the ground level, and a rooftop terrace.

3.4 SUMMARY OF DEVELOPMENT OBJECTIVES

The proposal at 2749 California Ave SW is a mixed-use project located in the Admiral Residential Urban Village. The 34,187 sf site bounds the south end the commercial core area at SW Stevens Street. From an urban design and architectural perspective the site is seen as a transitional zone split into two, distinct sets of site conditions - one from the west and another to the east. Each has it's own distinct scale, character, topographic conditions and view opportunities, which are described as follows:

West Site Conditions

Situated to the west is single family zoning, across from a 15.5' wide alley serving the center of the ±800' long block. The scale, bulk and density is less than the three and four story commercial structures to the north of the site. The topography slopes down from east to west positioning the single family residential structures to the west lower than site. This provides distant territorial views of the Olympic Mountains and Puget Sound on the upper residential floors of the proposal.

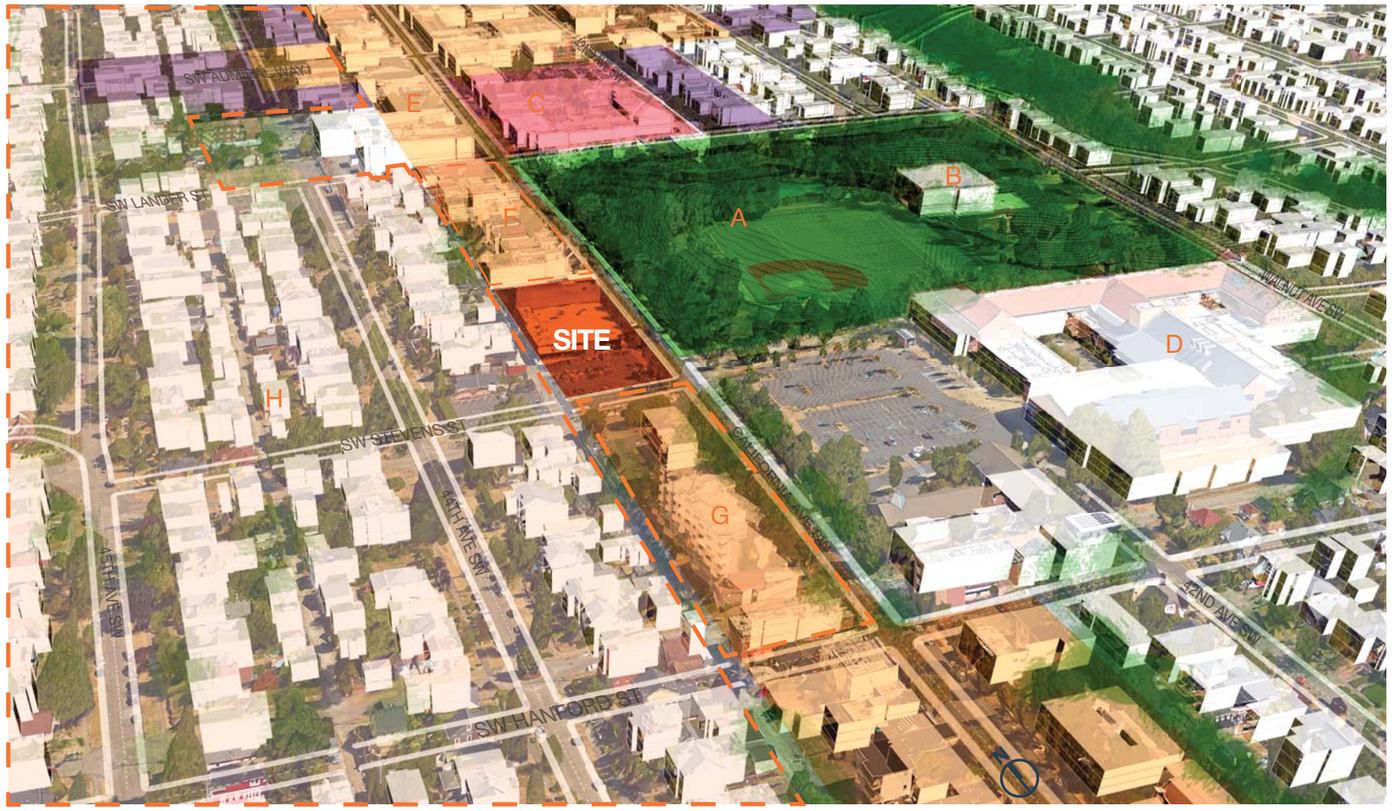
East Site Conditions

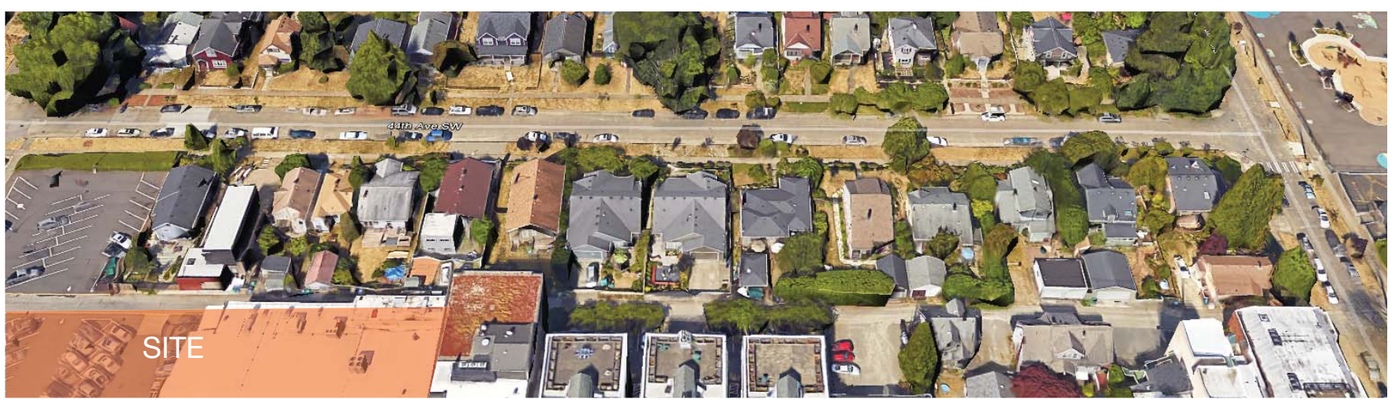
A unique aspect of the site is that commercial activity occurs only on the west side of California Ave SW from SW Stevens Street to SW Lander Street. On the East side of the Street is Hiawatha Playfield, which is part of the Olmsted brothers 1908 park system plan. The level of the play field and base of the mature trees surrounding the edges of the Playfield is approximately 10' above the proposal site. This creates an experience of close-in views from the site to large scale foliage in the foreground. The size, scale, character and public quality of the Playfield provides a significant influence on the proposal. Larger scale public buildings lining the park such as the West Seattle High School and Hiawatha Community Center are also notable factors to consider.

The project's design goals are:

- Provide a meaningful relationship between the site proposal and surrounding area. One that responds to a single loaded "zone-edge" condition within a diverse mix of uses, scales, building types and street character.
- Offer an appropriate residential density consistent with the zoned capacity of the site.
- Facilitate a residential neighborhood social "hub" with proposed retail space.
- Use environmental conditions, such as exterior open spaces, natural ventilation and daylighting to promote a higher quality living experience for residents. Similar values that are embedded in the spirit of neighborhood parks such as Hiawatha Play Field.

A. HIAWATHA PARK (LOOKING EAST FROM CALIFORNIA AVE SW)





H. SINGLE-FAMILY HOUSING

B. HIAWATHA COMMUNITY CENTER

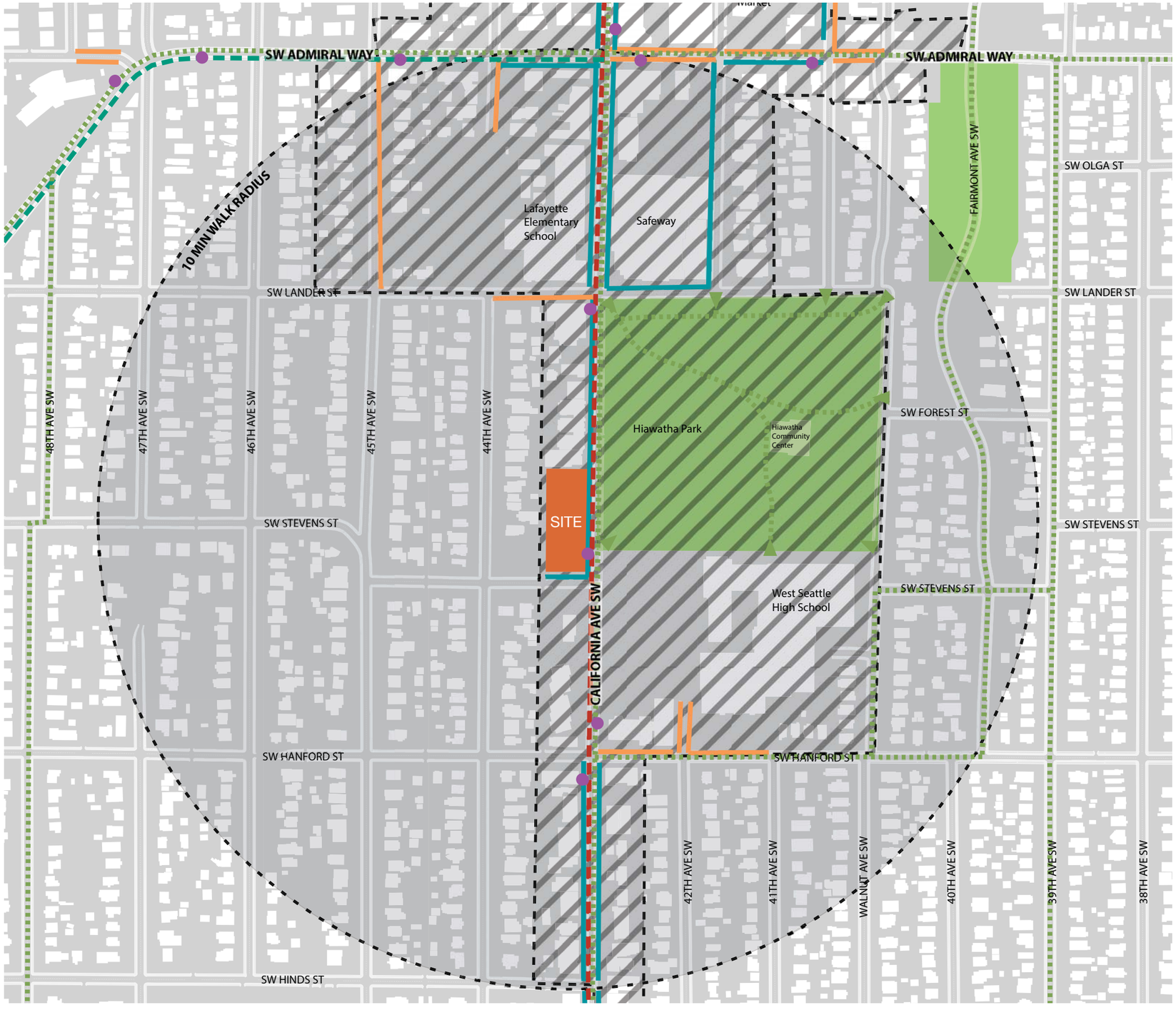
C. SAFEWAY

D. WEST SEATTLE HIGH SCHOOL

E. LAFAYETTE ELEMENTARY SCHOOL

F. MIXED USE COMMERCIAL-RESIDENTIAL

G. MIXED USE COMMERCIAL-RESIDENTIAL


SW ADMIRAL WAY
SW ADMIRAL WAY
10 MIN WALK RADIUS
Lafayette Elementary School
Safeway
FAIRMONT AVE SW
SW OLGA ST
SW LANDER ST
SW LANDER ST
48TH AVE SW
47TH AVE SW
46TH AVE SW
45TH AVE SW
44TH AVE SW
Hiawatha Park
Hiawatha Community Center
SW FOREST ST
SITE
SW STEVENS ST
SW STEVENS ST
West Seattle High School
SW STEVENS ST
CALIFORNIA AVE SW
SW HANFORD ST
SW HANFORD ST
42TH AVE SW
41TH AVE SW
WALNUT AVE SW
40TH AVE SW
39TH AVE SW
38TH AVE SW
SW HINDS ST
Admiral residential Urban Village
10 min walk radius
Bike Path
No Parking
Time Limited Parking
Park Entry
Bus Routes 50 & 128
Bus Routes 776, 50 & 56x
Bus Stop
N

Landmarks

1


2


3

4

Commercial


5

6


7

8

9


10

Housing


10


11

Institutional / Community and Cultural Centers

12


13


14

Mixed-Use


16


17


18

A California Ave Between SW Lander St and SW Stevens St- Looking West

B California Ave Between SW Lander St and SW Stevens St- Looking East

MULTI FAMILY HOUSING

ORION BUILDING

C Alley between SW Lander St and SW Stevens St - Looking West

SINGLE FAMILY HOUSING

D Alley between SW Lander St and SW Stevens St - Looking West

E SW Stevens St between California Ave SW and 44th Ave SW- Looking South

MCDONALD'S

F SW Stevens St between California Ave SW and 44th Ave SW- Looking South

Landmarks:

1. West Seattle High School
2. Hiawatha Playfield
3. Sixth Church of Christ
4. Admiral Theatre

Commercial:

5. Safeway
6. McDonald's
7. Metropolitan Market
8.
9.
10.

Housing:

11. Multi-family Housing
12. Multi-family Housing

Institutional / Community and Cultural Centers:

13. Hiawatha Community Center
14. Lafayette Elementary School
15. Episcopal Church

Mixed-Use

16. Intracorp Admiral
17. Element 42
18. Admiral Mixed Use

N

(See P. 6 for structure images)

ZONING DATA

Zone: NC2P-40
Neighborhood Commercial 2;
Pedestrian-Designated Zone;
Principal Pedestrian Street: California Ave SW

Development Lot Area: 34,187 SF

Urban Center or Village: Admiral Residential Urban Village

23.47A.004 Permitted and Prohibited Uses
The following proposed uses are permitted (see Table A for complete list):
- Retail sales and services, general — 25 (permitted up to 25,000SF)
- Residential uses — P

The uses will be General Sales and Services, and Residential

23.47A.005 Street Level Uses
Residential Uses may occupy no more than 20% of the street-level street-facing facade in a pedestrian-designated zone, facing a designated principal pedestrian street (California Ave SW).
The proposed nonresidential use of "Sales and Services, General' is required along 80% of the street-level street-facing facade (California Ave. SW & SW Stevens St.) in pedestrian-designated zones.

The proposed will comply with 80% min non-residential use along California Ave SW.

23.47A.008 Street Level Development Standards
Residential Uses:
Blank segments of the street-facing facade between 2 and 8 feet above the sidewalk may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40% of the width of the facade of the structure. These facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas or other approved landscaped or open spaces are provided.
Nonresidential Uses:
60% of the street-facing facade between 2 and 8 feet above the sidewalk shall be transparent. The width of a driveway up to 22 feet can be subtracted from the width of the facade if the access cannot be provided from an alley or non-pedestrian designated street. No permanent elements that block views in and out of the structure between 4 and 7 feet above adjacent grade are permitted

The proposed will comply with transparency requirements.

Overhead Weather Protection:
Shall be provided along a minimum of 60% of the street frontage of a structure and shall have the following dimensions:
- Min 6 feet in width, unless there is a conflict with existing or proposed street trees or utility poles
- Provided over the sidewalk or over walking area within 10 feet immediately adjacent to the sidewalk.
- Projections 6 feet or less: Lower edge shall be 8 feet min. and 12 feet max. above the sidewalk
- Projections more than 6 feet: Lower edge shall be 10 feet min. and 15 feet max. above the sidewalk.

Residential uses at street level shall have a visually prominent pedestrian entry.

The proposed complies

23.47A.010 Maximum Size of Nonresidential Use
The size of the use includes the gross floor area of a structure and all accessory uses, except any gross floor area used for accessory parking. Outdoor display of goods or equipment for rent or for sale is to be included.

The proposed complies

23.47A.012 Structure Height
Base height limit = 40 feet

23.47A.012.A.1.b: Applicable height increases
47 feet when the following conditions are met:
- Residential and multipurpose retail sales are located in the same structure,
- Total gross floor area of at least one multi-purpose retail sales use exceeds 12,000 SF
- Floor-to-floor height of 16 feet or more is provided for the multi-purpose retail sales use at street level,
- The additional height allowed will not allow an additional story beyond the number that could be built if a floor-to-floor height of 16 feet were not provided at street level.

The proposed structure height intends to meet the requirements of SMC 23.47A.012.A.1.b.

23.47A.013 Floor Area Ratio
Development Lot Area = 34,187 SF
Max Total FAR = 3.25 = 111,107 SF
Max Residential FAR = 3.0 = 102,561 SF

The proposed complies

23.47A.014 Setback Requirements
Structures with Residential uses that is across the alley from a lot in a residential zone shall setback 15 feet for portions of structures above 13 feet in height to a maximum of 40 feet. For each portion of the structure above 40 feet, additional setback at the rate of 2 feet of setback for every 10 feet of height above 40 feet. Half the width of the alley may be counted toward the setback.

Refer to Departure section for proposal.

23.47A.024 Amenity Area
Amenity areas are to equal 5% of the total gross floor area in residential use and should meet the following:
- Residents to have access to at least one common or private area
- No enclosed areas
- Minimum horizontal dimension of 10 feet and no less than 250 SF in size
- Private Balconies: Minimum horizontal dimension of 6 feet and no less than 60 SF in size
- Rooftop areas excluded when near minor communication utilities and accessory communication devices

The proposed complies

23.54 Required Parking and Loading
Access to parking shall be from the alley if the lot abuts an improved alley.

The proposed complies

Per 23.54.015:
Nonresidential Parking: Sales and services, general = 1 spaces for each 500 square feet
No parking is required for the first 1,500 SF of each business establishment in pedestrian-designated zones
Residential Parking: Multifamily residential uses = 1 spaces per dwelling unit
Loading Berth Requirements:
Sales and services, general = Medium Demand Use
Minimum 35 feet in length, 10 feet in width and not less than 14 feet in height

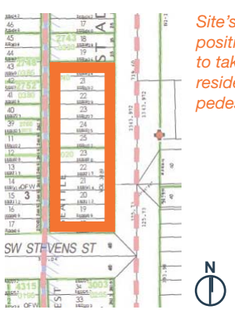
±70 non-residential stalls provided
±112 residential stalls provided
1 loading berth provided - Refer to Departure section for loading access option with curb cut on California Ave SW.

CONTEXT AND SITE

CS1 Natural Systems and Site Features

A. Energy Use

Siting longer facades east to west brings the most consistent solar exposure and daylighting into a building, providing comfortable spaces for users and potential energy savings



Site's east-west long end configuration and position at south end of the block lends itself to take advantage of solar orientation for residential units and suggests opportunity for pedestrian entry at south end of the parcel

CS1 Natural Systems and Site Features / I. Respond to Site

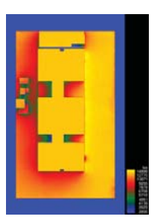
B. Sunlight and natural ventilation / Solar Orientation

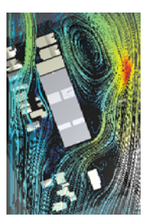
Take advantage of solar exposure and natural ventilation available on site where possible. Use local wind patterns and solar gain as a means of reducing the need for mechanical ventilation and heating where possible.

i. Solar Orientation Preserving solar exposure in Single Family zones is an important design consideration. Compose the structure's massing to enhance solar exposure for the project, minimize shadow impacts on adjacent structures, and enhance solar exposure for public spaces.

below are examples environmental studies that contribute to the design concepts and architectural influences. From left to right:

- *effects of morning sun on neighboring parcels to the west*
- *Daylighting characteristics to bring natural daylight into the site*
- *prevailing wind studies to anticipate natural ventilation options, protected outdoor spaces and affects on adjacent sites*





CS1 Natural Systems and Site Features

C. Topography

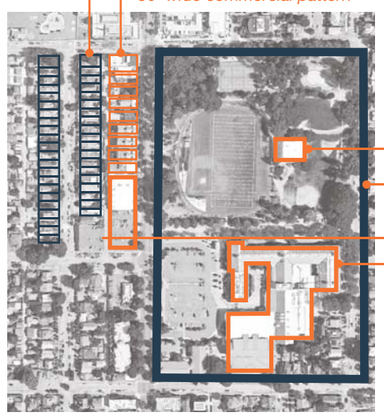
Use the natural topography and/or other desirable land forms or features to inform the project design.

The topography of the site lends itself to inform alternative concepts. To the east, across California Ave SW the land form is approx 10' higher and lined with a tall, mature tree canopy. T his provides in a pleasant foreground to the site. Alternatively, th eland gradually slopes away from the site to the west offering distant, territorial views to the west of the water and mountains. The foreground is a mix of single family residences and tree cover.

CS2 Urban Pattern and Form

A. Location in the City and Neighborhood

Examples of neighborhood and/or site features that contributed to a sense of place include patterns of streets or blocks, slopes, sites with prominent visibility, relationships to bodies of water or significant trees, natural areas, open spaces, iconic buildings or transportation junctions, and land seen as a gateway to the community.



Site is situated at a nexus of large and small scale urban block patterns, open spaces, public facilities, institutional structures, and smaller scale residential properties

CS2 Urban Pattern and Form

B. Adjacent Sites, Streets, and Open Spaces / II. Respect for Adjacent Sites

- *Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.*
- *Connection to the Street: Identify opportunities for the project to make a*
- *strong connection to the street and carefully consider how the building will interact with the public realm.*
- 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.

The proposed alternatives are to accommodate the difference in scale and be sensitive toward the adjacent neighbors across the alley to the west. The east portion of the site is distinctly different in being a large scale public open space punctuated with predominate structures such as the West Seattle High School and Hiawatha Community Center. Opportunities to connect with the Play Field in a meaningful way with the public realm to the east is desired.

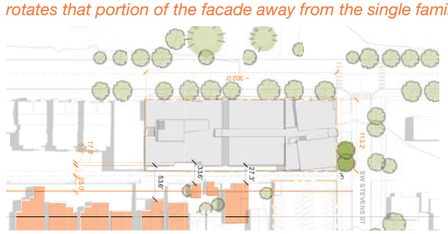
Opportunity to connect with the public realm.

CS2 Urban Pattern and Form

D. Height, Bulk, and Scale / I.V. Height, Bulk and Scale Comparability

- Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s).

A sensitive condition addressed by the proposal is the west edge, alley frontage. The proposal exceeds setbacks on levels 2-4 for portions of the structure opposite of single family residences while placing common areas and bulk across the surface lot, and rotates that portion of the facade away from the single family structures. (p.14)



CONTEXT AND SITE

CS3 Architectural Context and Character

A. Emphasizing Positive Neighborhood Attributes

Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

Clear, strong architectural forms are a characteristic of the existing neighborhood and a potential influence for proposed massing opportunities.

PUBLIC LIFE

PL1 Street Level Interaction

A. Network of open spaces

Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life.

The intersection of California Ave SW and SW Stevens Street is a location for the opportunity to have a south facing widened sidewalk / plaza to accommodate retail entry and cafe style activities.

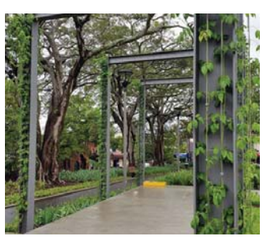
PL3 Street Level Interaction

C. Retail Edges

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.

Along California Ave SW below are opportunities to use site features, landscaping and transparency into the proposal to engage pedestrian experience with:

- *activity on the interior of the proposal*
- *a meaningful relationship to the play field to the east through landscaping*
- *length of site to use as an opportunity for developing a unique street rhythm*



PUBLIC LIFE

PL3 Street Level Interaction

A. Entries

Retail entries should include adequate space for several patrons to enter and exit simultaneously, preferably under cover from weather.

- *Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.*

entries for both residential and non residential uses are accomplished by building overhangs, setbacks and modulation of architectural form. Each entry locations are at separate ends of the site to preserve their own identity. The residential entry is located on a section of California Ave SW as its a quieter street opposite of the play field.

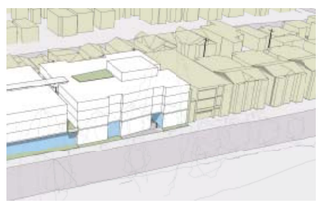
DESIGN CONCEPT

DC2 Architectural Concept

A. Massing

- *Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.*

- *Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.*



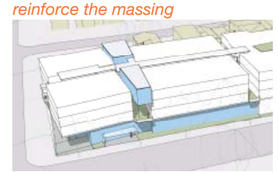
neighbors to the north of the site offer an influence toward the proposal's massing

DC2 Architectural Concept

B. Architectural and Facade Composition

Design all building facades—including alleys and visible roofs considering the composition and architectural expression of the building as a whole.

Proposal uses internal program (non-residential, residential uses, circulation and common amenity spaces to shape the external architectural form. Secondary building elements to reinforce the massing



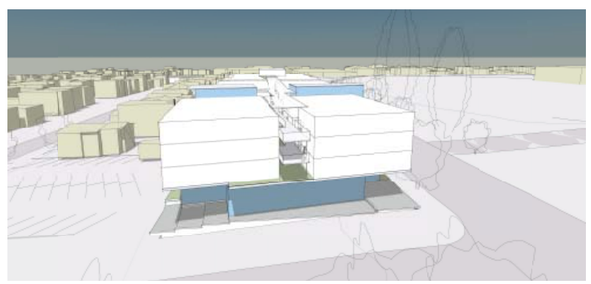
DC2 Architectural Concept

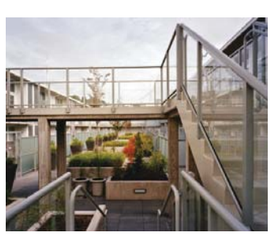
C. Secondary Architectural Features

- *Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the facade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).*

- *Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions. Examples include shading devices and windows that add rhythm and depth as well as contribute toward energy efficiency and/or savings or canopies that provide street-level scale and detail while also offering weather protection. Where these elements are prominent design features, the quality of the materials is critical.*

An open-air and covered circulation spine along with outdoor common areas are proposed to serve a dual purpose of expressing the function and a generator of architectural form. The residential uses contained in unified, simple block forms will be punctuated by windows, balconies and cladding detail to provide a variety of facade elements and interest.





EDG#2 SITE PLAN | [7.0]

PREVIOUS SITE PLAN - EDG #2

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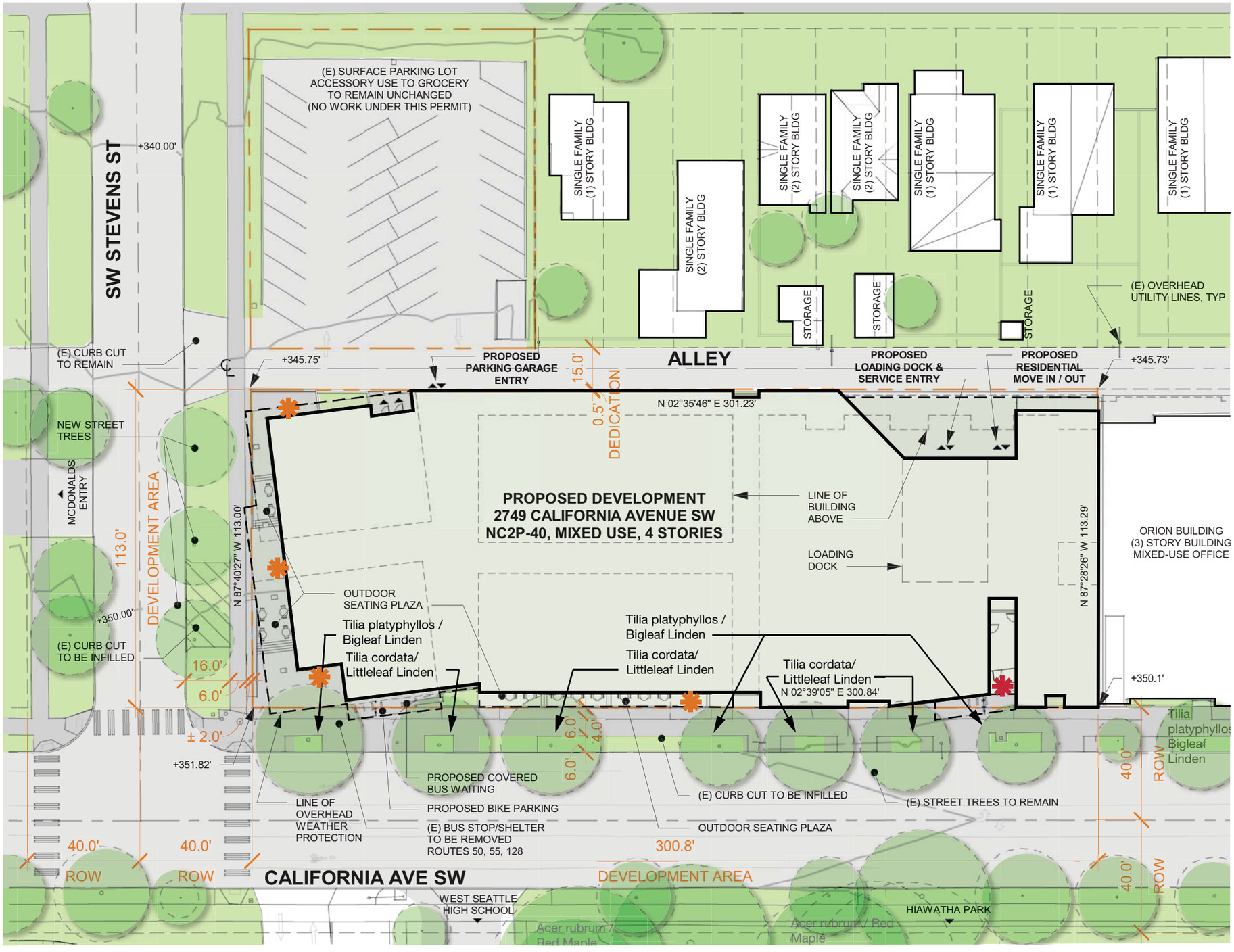


LEGAL DESCRIPTION

PER FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FILE NO: NCS-706408-WA1, DATED DECEMBER 11, 2014.

PARCEL A:

LOTS 14 THROUGH 23, INCLUSIVE, BLOCK 3, STEWARTS FIRST ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 3 OF PLATS, PAGE 189, IN KING COUNTY, WASHINGTON.

PARCEL B:

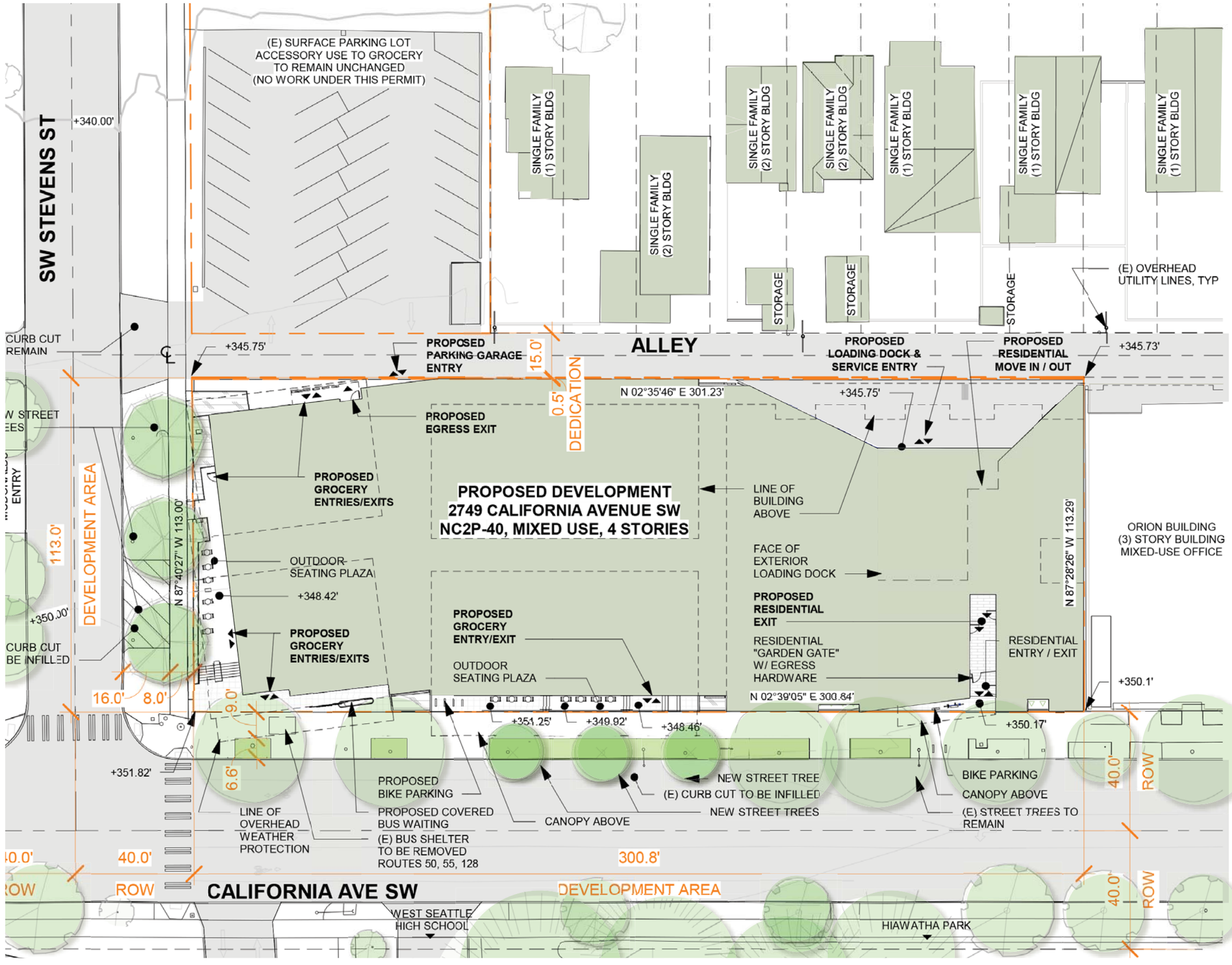
LOTS 20 THROUGH 25, INCLUSIVE, BLOCK 2, REPLAT OF A PORTION OF STEWARTS FIRST ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE 35, IN KING COUNTY, WASHINGTON.

✱ GROCERY ENTRY

✱ RESIDENTIAL ENTRY

PROPOSED SITE PLAN

N 0 10 20 40



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EDG BOARD DIRECTION

EDG#2 BOARD DIRECTION

ALLEY Promote the best option for safety, maneuvering, and circulation

“VEHICULAR ACCESS / WALKWAYS / SERVICE USES”

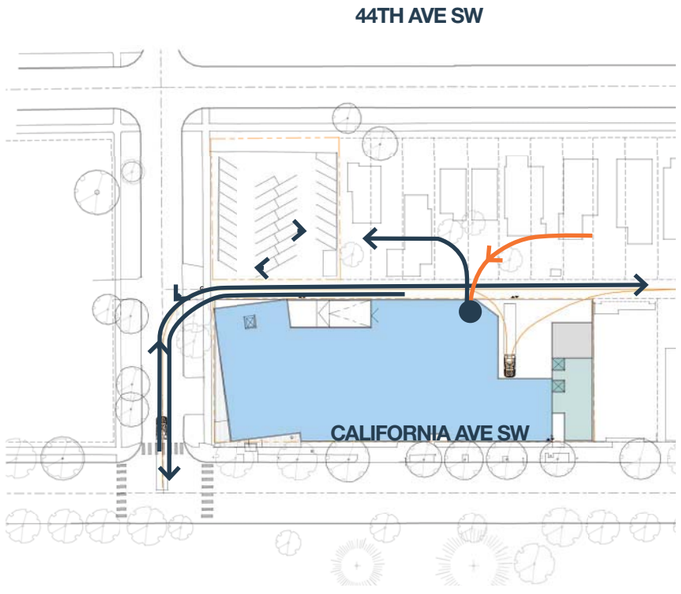
a. The Board expressed a strong interest in a wider sidewalk area along California given the anticipated high pedestrian activity along this street and encouraged a continuous 8’ sidewalk.
b. The Board acknowledged the analysis and coordination with SDOT in an effort to resolve truck loading and maneuvering along the alley. The Board agreed that the presented EDG 2 preferred loading berth access as the best option in regards to safety, maneuvering, and circulation. DC1-B
c. The Board felt the placement of service uses, including the loading area were appropriately located at the rear alley. DC1-B-1
d. The Board encouraged the applicants to explore increasing the alley width by 2’ in order to enhance vehicular circulation, maneuvering, and safety of the loading zone provided that the technical reports submitted during the Master Use Permit substantiate that this extra width is needed for safety and circulation. DC1-C-4

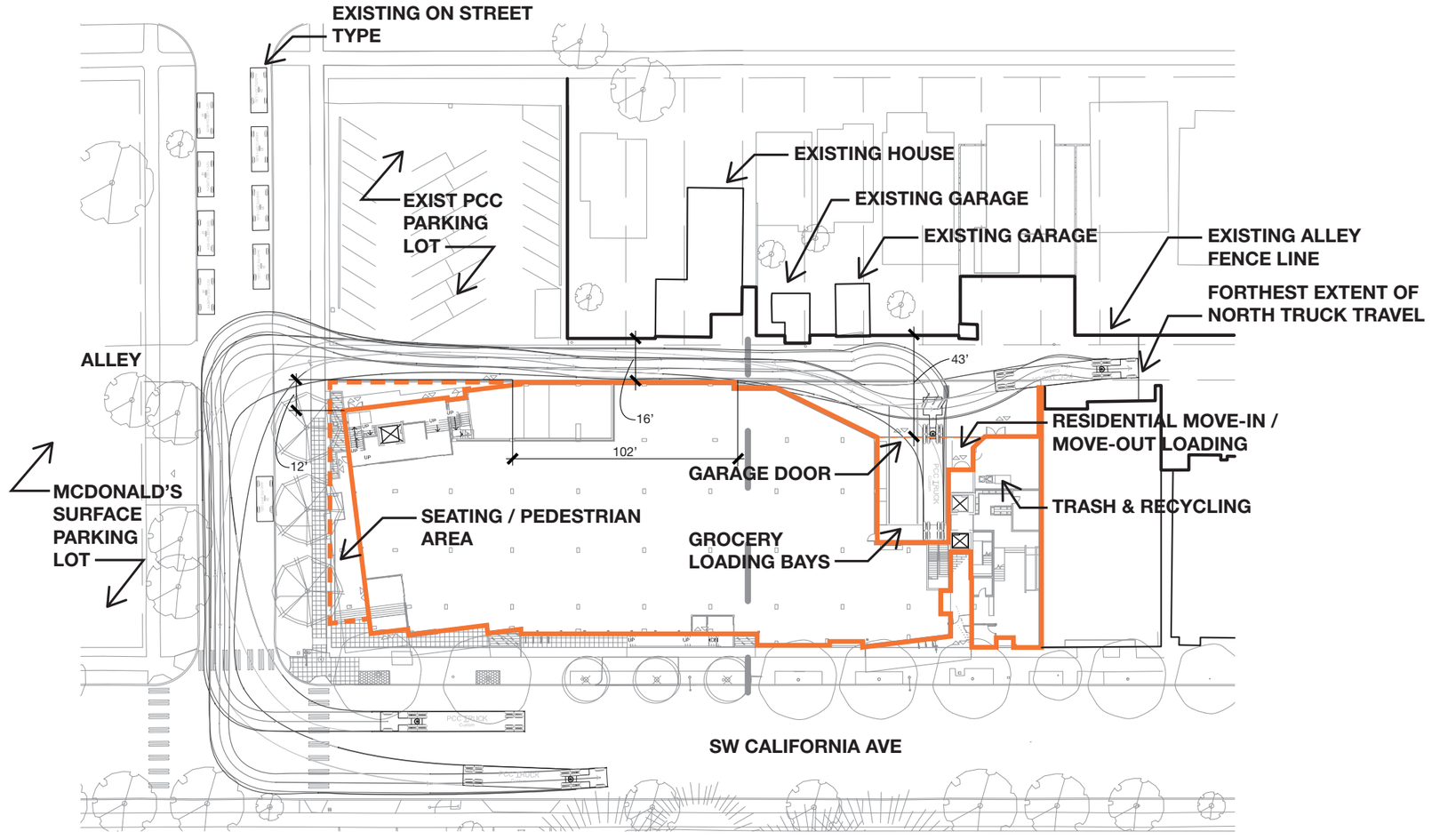
ALLEY LOADING ZONE

COMPLIANT OPTION - Alley Loading

PROS:

- No curb cut on California Ave
- Loading happens on the property
- No departure request
- Minimal reverse travel. Exit south without backing out.
- **Alternative supported by SDOT per meeting with SDOT & SDCI on 8/4/16**



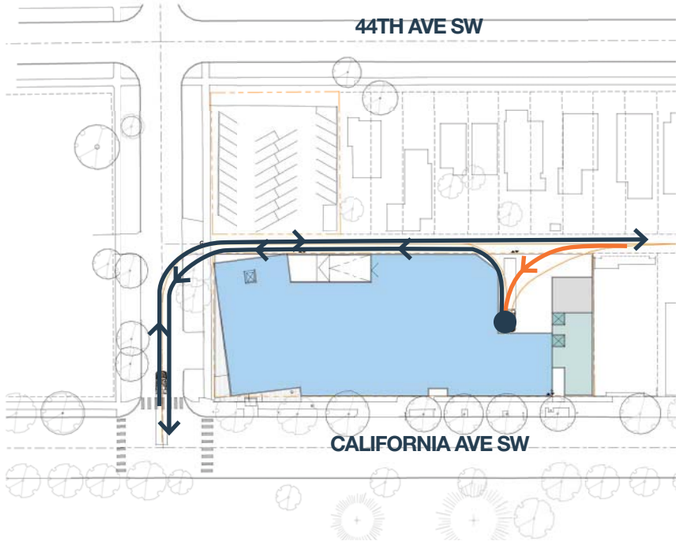


TRUCK TURNING DIAGRAMS

by traffic consultant 10W

TRUCK MANEUVERING STUDY

LAYOUT OF LOADING ZONE
A full scale layout of the proposed alley approach and loading bay access was laid out at PCC's Columbia City location. Actual delivery drivers conducted tests for both forward and reverse manueverability to verify the feasibility of the proposed layout, and to confirm trucks will not risk damage to adjacent properties as they enter and exit the property.



LOADING
FORWARD
REVERSE

MANUEVERABILITY TEST STILL IMAGES
testing conducted using actual delivery truck and drivers on 10/22/2016

EDG#2 BOARD DIRECTION

STREET LEVEL DEVELOPMENT Strive to encourage a highly active pedestrian atmosphere.

"MASSING/HEIGHT, BULK, SCALE"
The Board continued to support Option C as the preferred option and offered the following guidance:

a. California Ave. The Board acknowledged the progress made along California Ave in response to initial Board concerns related to further activating this street frontage. The Board provided the following additional guidance moving forward:

i. The Board supported the main entry being located at the corner, however, they strongly encouraged an additional at grade entry along California Ave., which matched the plate of the grocery, as this is main urban corridor for the neighborhood. As such, the design should strive to encourage a highly active pedestrian atmosphere along California Ave. CS2-A; PL2-I; PL3-C; PL3-I

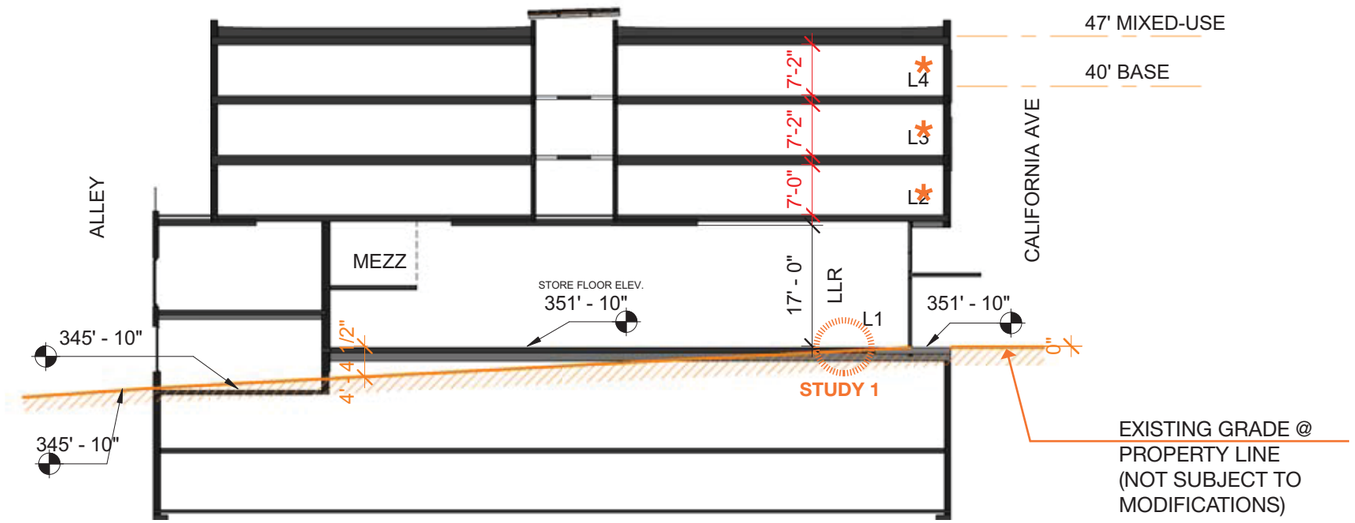
ii. At the next meeting, demonstrate how the preferred massing option best addresses the Board and public's concerns including visual connection between the public realm and interior retail space/outdoor seating area, accessibility, and wayfinding. Documentation should also include graphic exploration of additional at grade entries along California Ave. CS2-A; PL2-I; PL3-C; PL3-I

iii. The Board lauded the integration of a bus shelter into the California Ave. façade. PL4-C-1

b. Interior Corridor: The Board discussed the proposed open interior corridor. At the next meeting, the Board would like to review typical units plans to better understand how the unit layouts/ organization of massing enhance livability for residents of the project by increasing access to light/air, privacy, and security. CS1-B; DC2-A

"MATERIALS/ FAÇADE COMPOSITION/ STREETSCAPE"

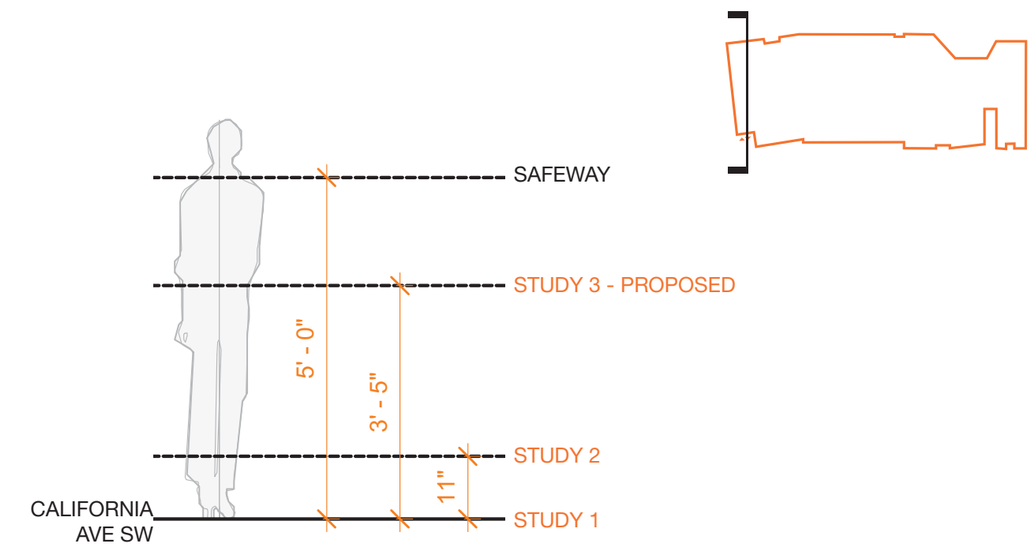
a. The Board stated that metal materials should be thick enough to avoid oil canning (any material 5/16 or 7/17-inch-thick) and high quality with integral color. The Board encouraged utilizing warm materials such as wood. CS2-A; DC2-D; DC4-A



STUDY 1: FLOOR PLATE AT CALIFORNIA GRADE

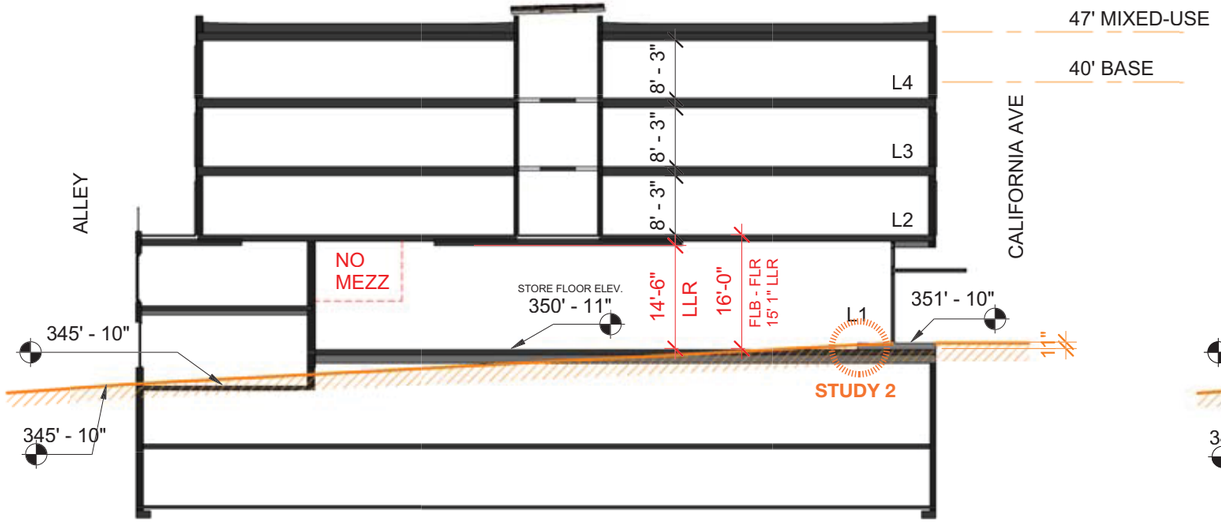
COMMERCIAL COMPLIANT OPTION

*COMMERCIAL HEIGHT REQUIREMENTS DO NOT ALLOW FOR UNITS THAT COMPLY WITH CODE MINIMUMS FOR CLEAR FLOOR HEIGHT (Approximately 7'-3" as shown. Code minimum is 7'-6")



ANALYSIS OF GRADES AT CALIFORNIA AVE ENTRY

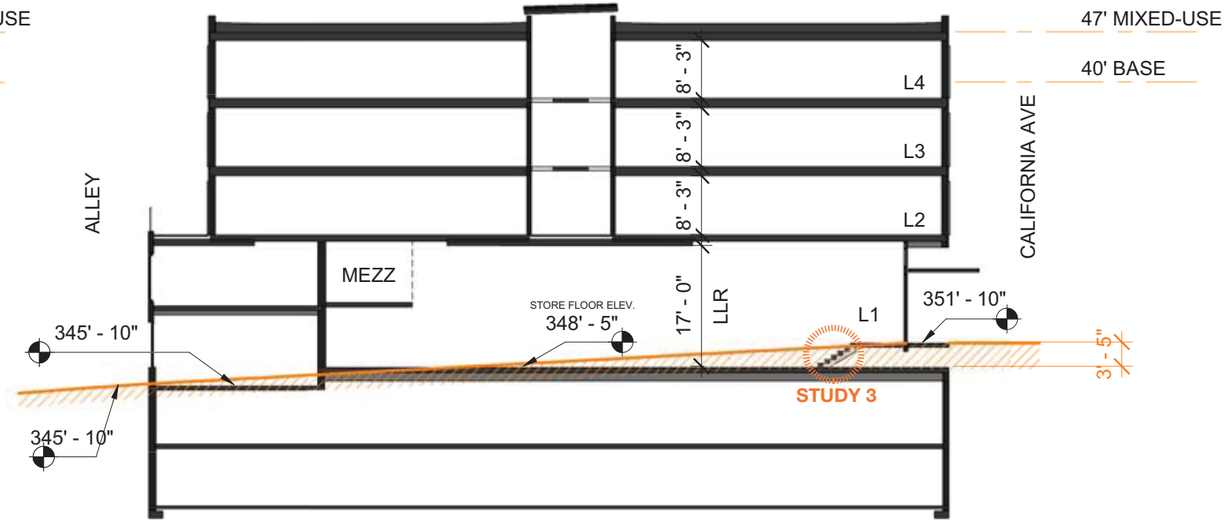
Change in elevation between commercial finished floor and other exterior locations varies due to sloped conditions at the rights-of-way



STUDY 2: CODE COMPLIANT UNITS

MINIMUM HEIGHTS FOR COMPLIANCE IN RESIDENTIAL AND COMMERCIAL SPACES

*MINIMUM CODE HEIGHT FOR COMMERCIAL USE DOES NOT MEET TENANT'S (PCC) HEIGHT REQUIREMENTS. INFEASIBLE FOR TENANT TO REMAIN.
*11" MAX GRADE CHANGE FROM STORE TO CALIFORNIA AVENUE.

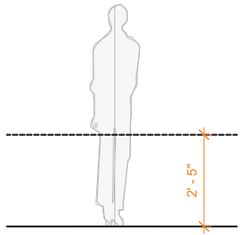


STUDY 3 - PROPOSED: COMPLIANT HEIGHTS

COMPLIANT UNITS AND TENANT SPACE

*41" MAX GRADE CHANGE FROM STORE TO CALIFORNIA AVENUE.
*ALLOWS FOR AT-GRADE ENTRY AND COVERED DINING ACCESS ALONG SW STEVENS STREET.

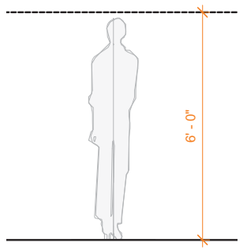
COLUMBIA CITY PCC
6’ GRADE CHANGE FROM STREET LEVEL TO STORE

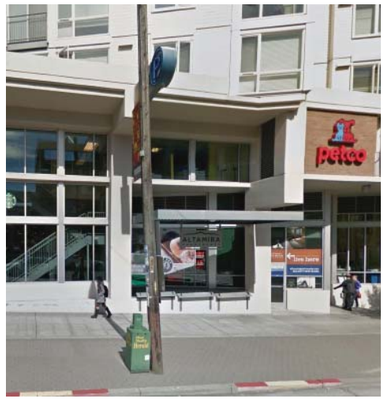


FREMONT PCC

Shopping floor and dining patio are 2.5’ below sidewalk.

Large expanses of glazing to maximize light and air into the store.

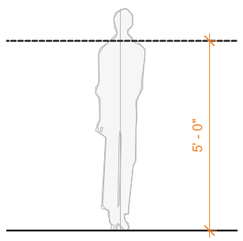




WEST SEATTLE QFC

Shopping floor is between 1’ and 11’ above sidewalk.

Intermittent glazing and opaque window coverings allow minimal daylighting.



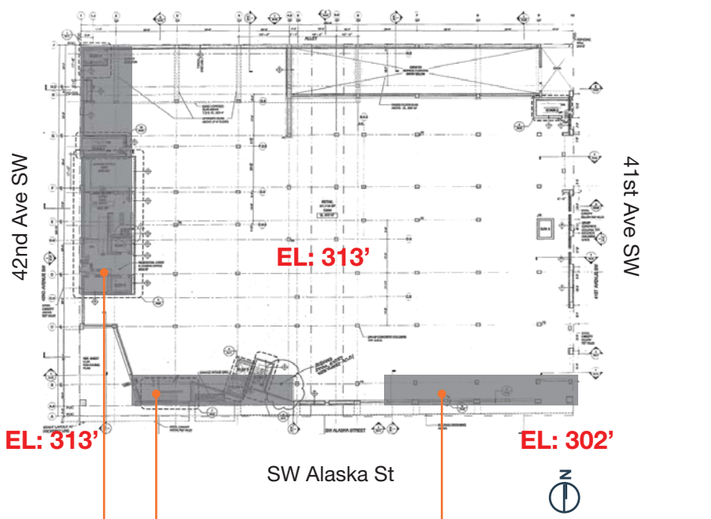
WEST SEATTLE SAFEWAY

Shopping floor and dining patio are 5’ below sidewalk.

Glazing only occurs at building entries. Very little natural light extends into store.

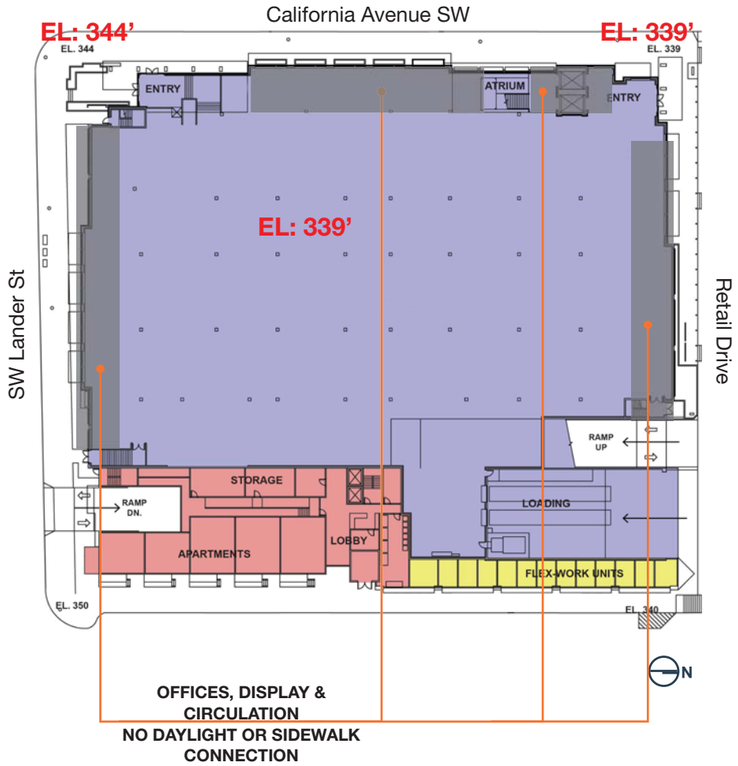
QFC

4550 42nd Avenue SW
Store Area: 37,100 SF
245’ of frontage on SW Alaska St



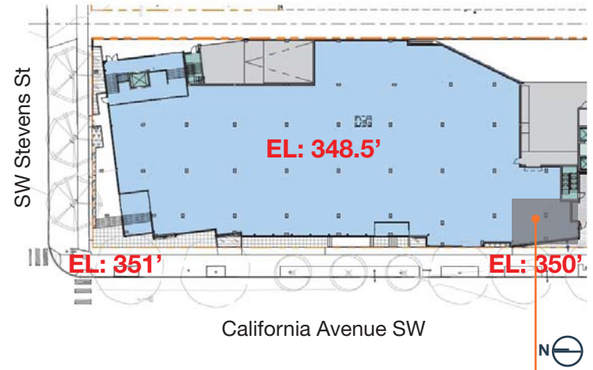
SAFEWAY

2622 California Avenue SW
Store Area: 59,581 SF
350’ of frontage on California Ave SW



PCC

2749 California Avenue SW
Store Area: 21,700 SF
245’ of frontage on California Ave SW



Perspective looking NW

VERTICAL GREEN SCREEN TRELLIS
[CS2-B]

COVERED BUS WAITING AREA
[PL4-C]

COVERED AT-GRADE CORNER GROCERY ENTRY
[CS2-A, PL3-C; ADMIRAL CS2-III]

COVERED BIKE PARKING
[PL4-B]

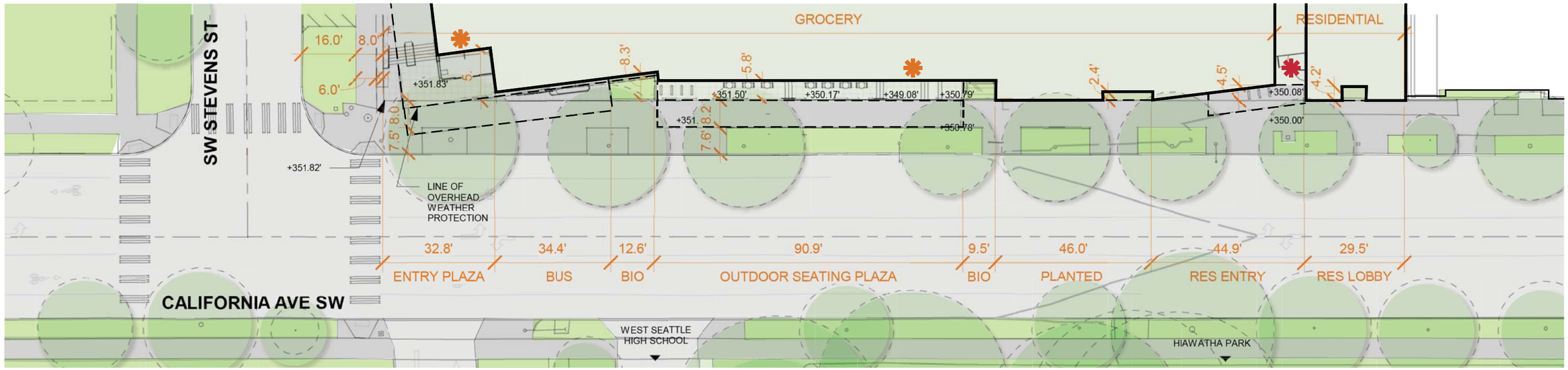
COVERED OUTDOOR SEATING
[PL1-C, PL3-C]

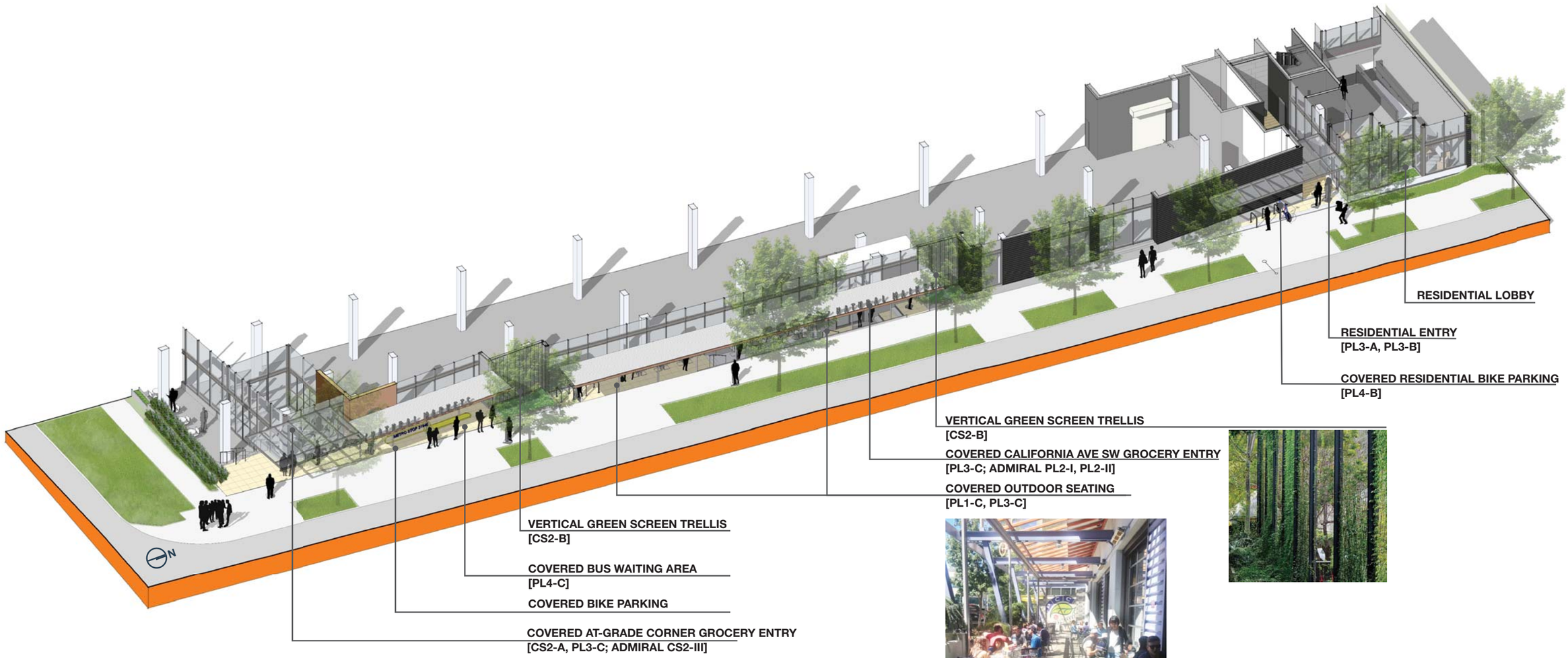
COVERED CALIFORNIA AVE SW GROCERY ENTRY
[PL3-C; ADMIRAL PL2-I, PL2-II]

VERTICAL GREEN SCREEN TRELLIS
[CS2-B]

COVERED RESIDENTIAL BIKE PARKING
[PL4-B]

RESIDENTIAL ENTRY
[PL3-A, PL3-B]





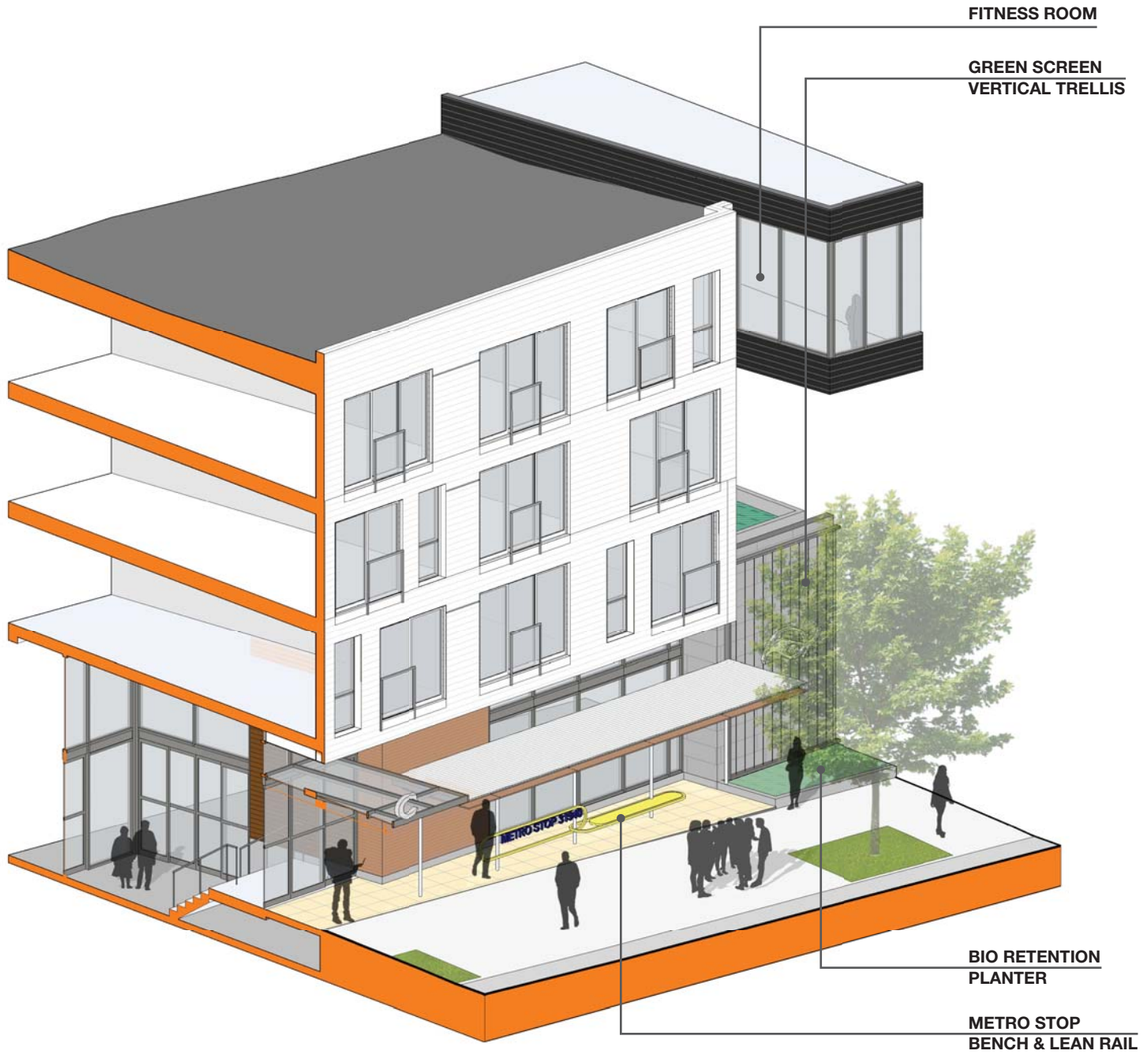
Covered outdoor seating at Fremont PCC

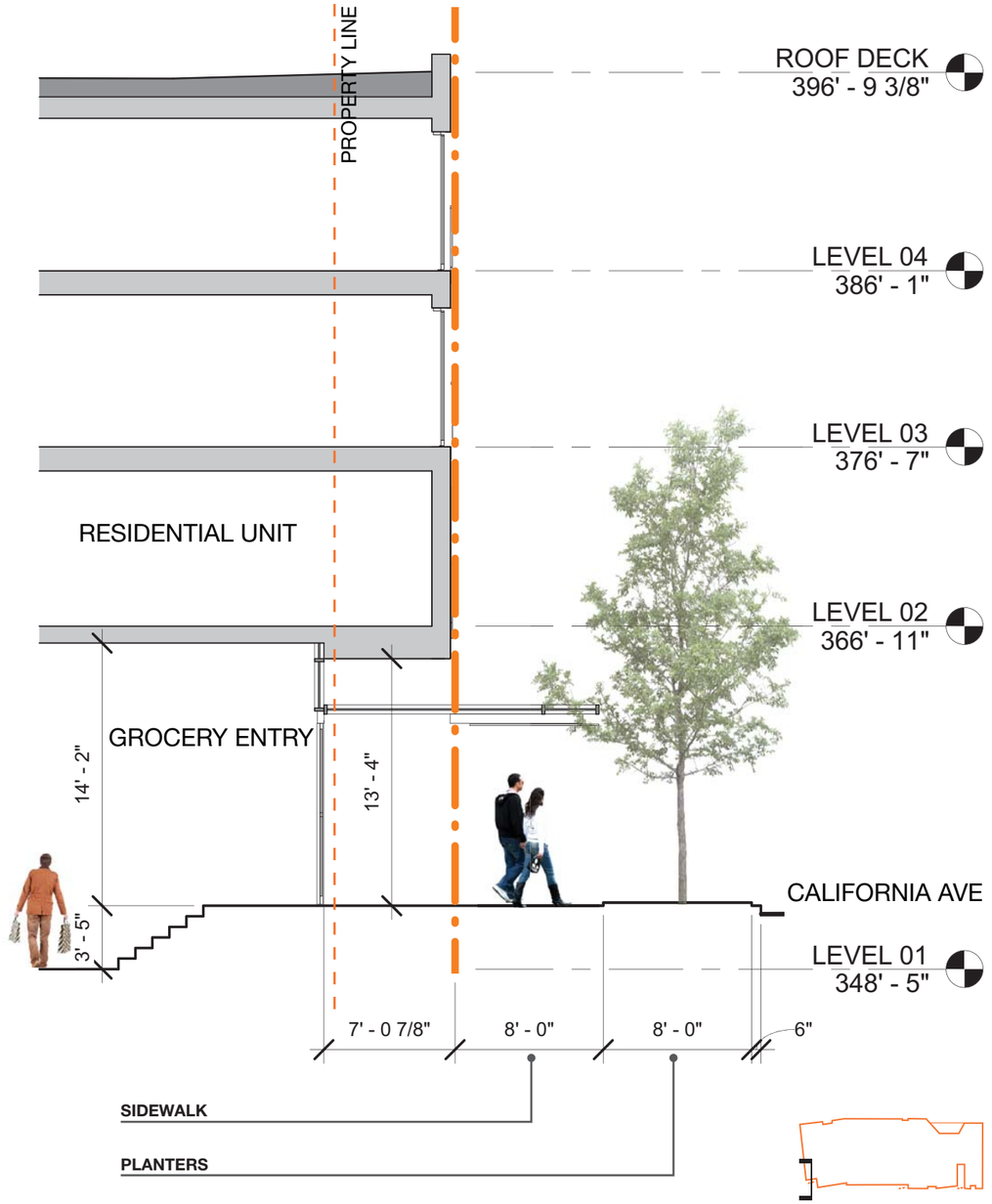

Fremont PCC - indoor / outdoor seating


Fremont PCC - visible produce from exterior sidewalk


Recessed sections of facade with planting and hardscape combined with transparent storefronts to provide activate the pedestrian level environment

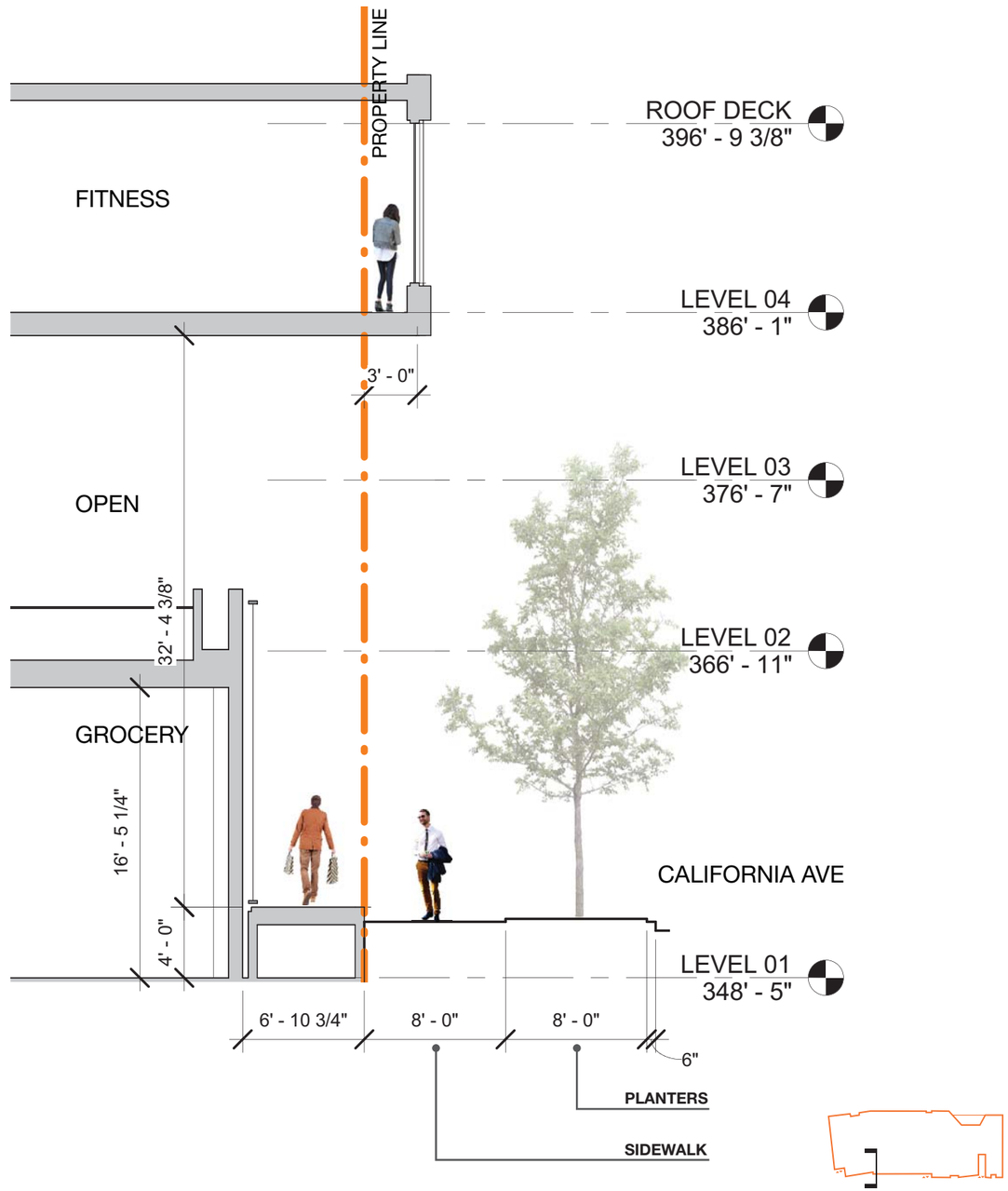
Entry Plaza


FITNESS ROOM
GREEN SCREEN
VERTICAL TRELLIS
BIO RETENTION
PLANTER
METRO STOP
BENCH & LEAN RAIL


PROPERTY LINE
ROOF DECK
396' - 9 3/8"
LEVEL 04
386' - 1"
LEVEL 03
376' - 7"
RESIDENTIAL UNIT
LEVEL 02
366' - 11"
GROCERY ENTRY
14' - 2"
13' - 4"
CALIFORNIA AVE
3' - 5"
LEVEL 01
348' - 5"
7' - 0 7/8"
8' - 0"
8' - 0"
6"
SIDEWALK
PLANTERS

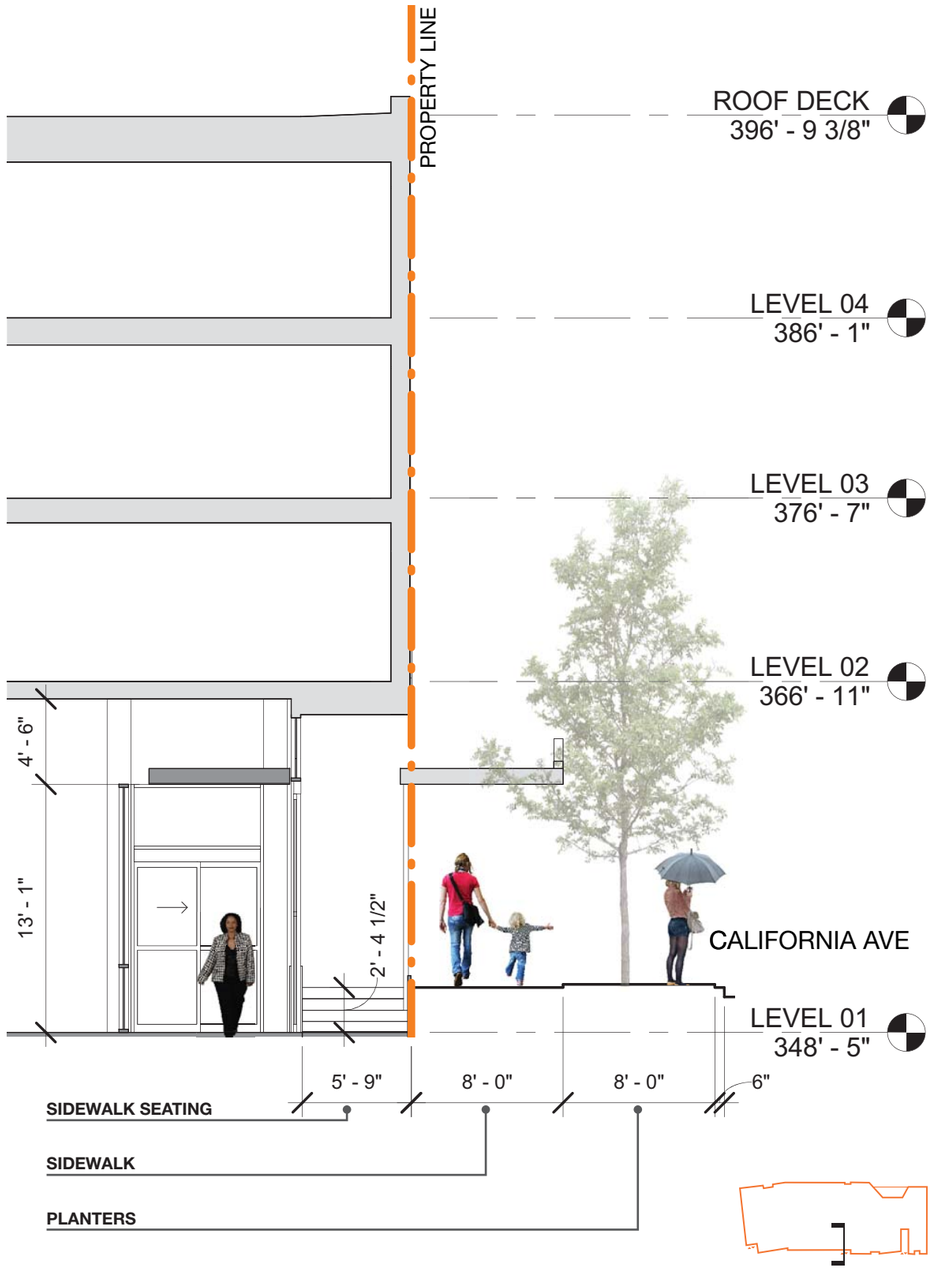
Looking Southeast Towards Entry
Graham Baba Architects


8' - 0"
SIDEWALK
8' - 0"
PLANTERS
"PARK" CANOPY OVER SEATING & SIDEWALK
GROCERY DISPLAY
ORIENTED PERPENDICULAR TO STORE FRONT


PROPERTY LINE
ROOF DECK
396' - 9 3/8"
FITNESS
LEVEL 04
386' - 1"
3' - 0"
OPEN
LEVEL 03
376' - 7"
32' - 4 3/8"
LEVEL 02
366' - 11"
GROCERY
16' - 5 1/4"
CALIFORNIA AVE
4' - 0"
LEVEL 01
348' - 5"
6' - 10 3/4"
8' - 0"
8' - 0"
6"
PLANTERS
SIDEWALK

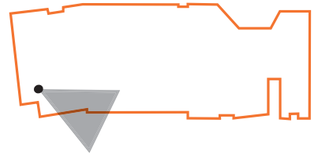
Metro Stop &
Covered Eating Plaza


GROCERY ENTRY
SIDEWALK SEATING

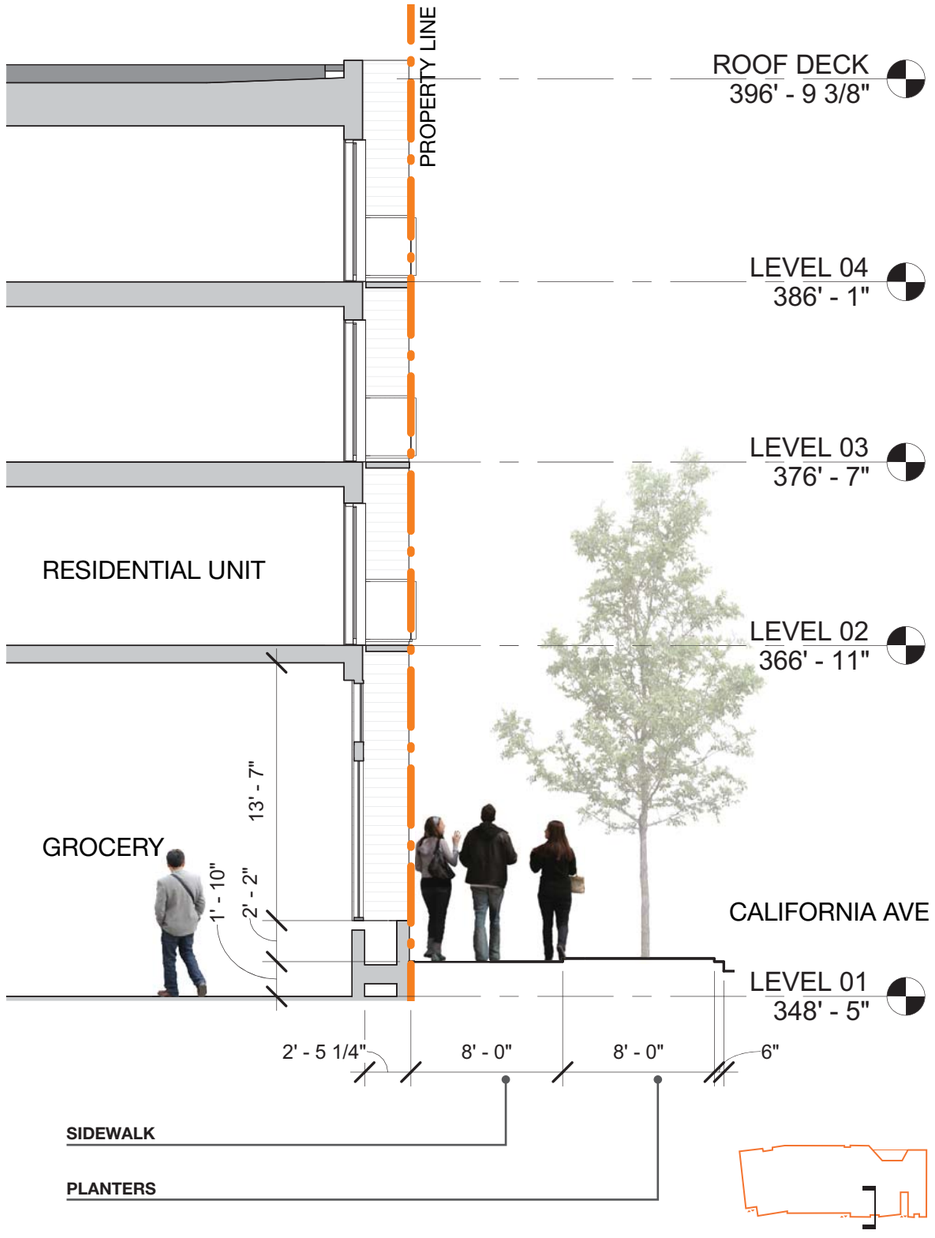

PROPERTY LINE
ROOF DECK
396' - 9 3/8"
LEVEL 04
386' - 1"
LEVEL 03
376' - 7"
LEVEL 02
366' - 11"
4' - 6"
13' - 1"
2' - 4 1/2"
CALIFORNIA AVE
LEVEL 01
348' - 5"
5' - 9"
8' - 0"
8' - 0"
6"
SIDEWALK SEATING
SIDEWALK
PLANTERS

Covered Eating Plaza

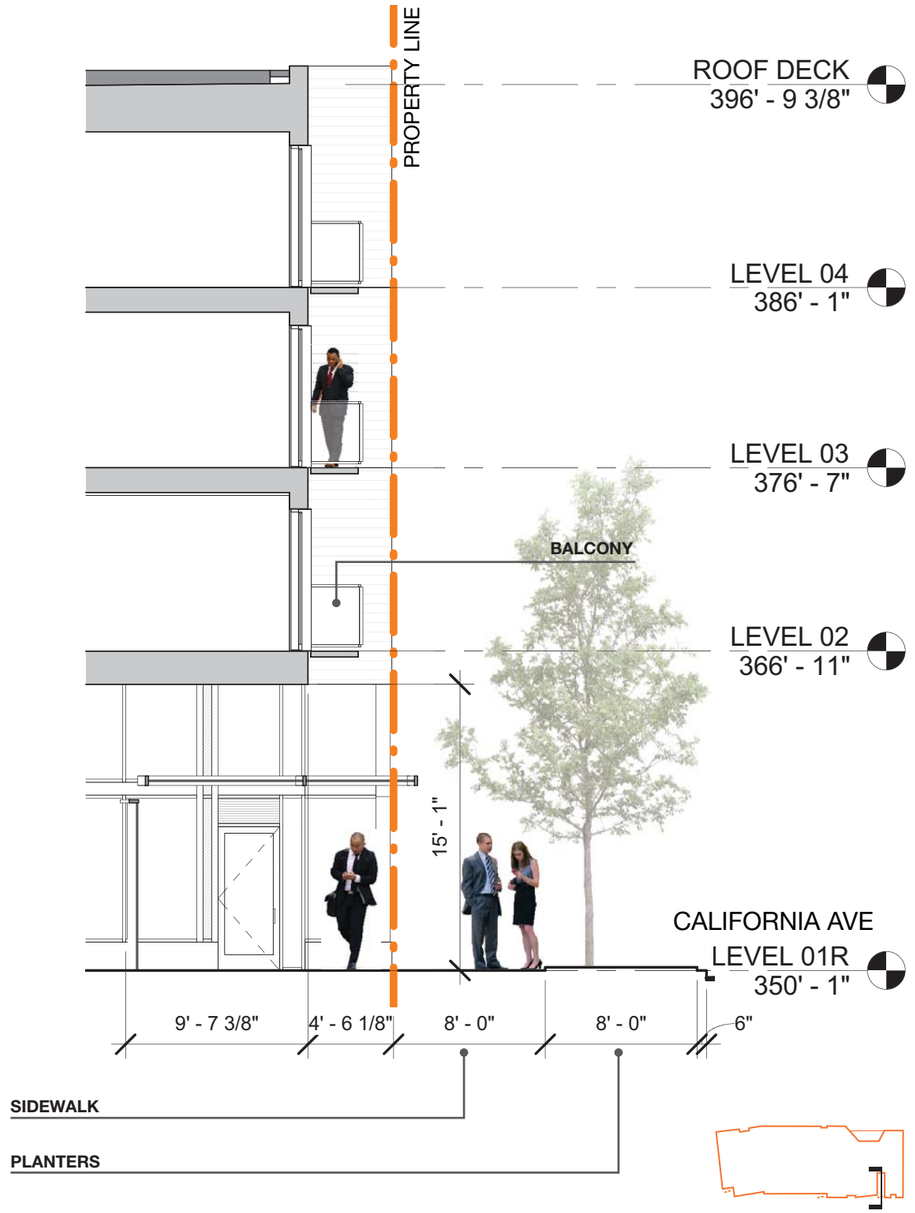
Looking Northeast Towards Hiawatha Park
Graham Baba Architects



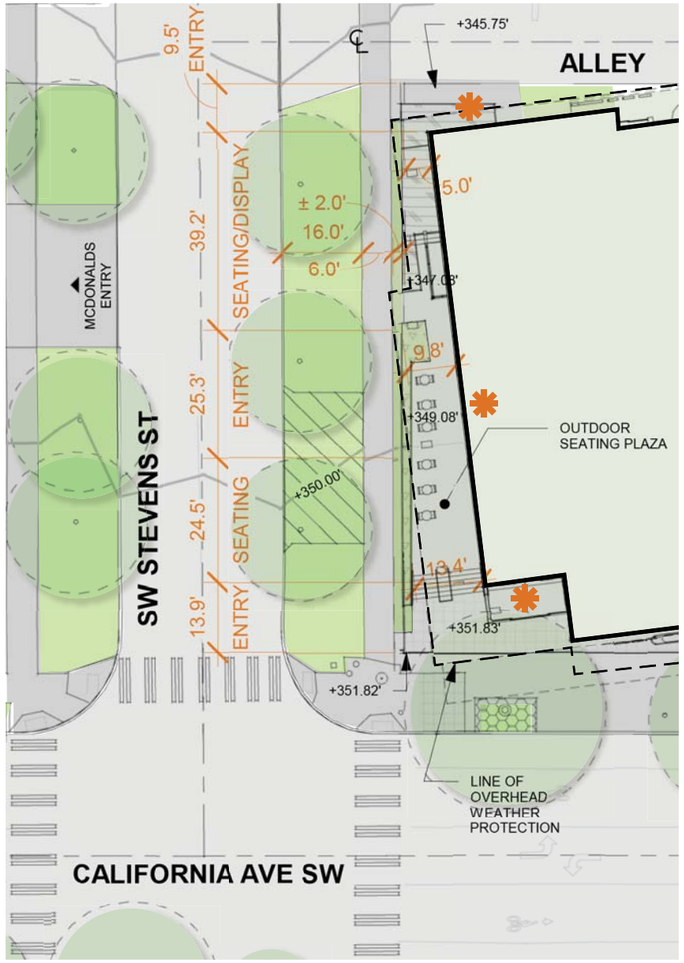

GROCERY


PROPERTY LINE
ROOF DECK
396' - 9 3/8"
LEVEL 04
386' - 1"
LEVEL 03
376' - 7"
RESIDENTIAL UNIT
LEVEL 02
366' - 11"
13' - 7"
GROCERY
1' - 10"
2' - 2"
CALIFORNIA AVE
LEVEL 01
348' - 5"
2' - 5 1/4"
8' - 0"
8' - 0"
6"
SIDEWALK
PLANTERS

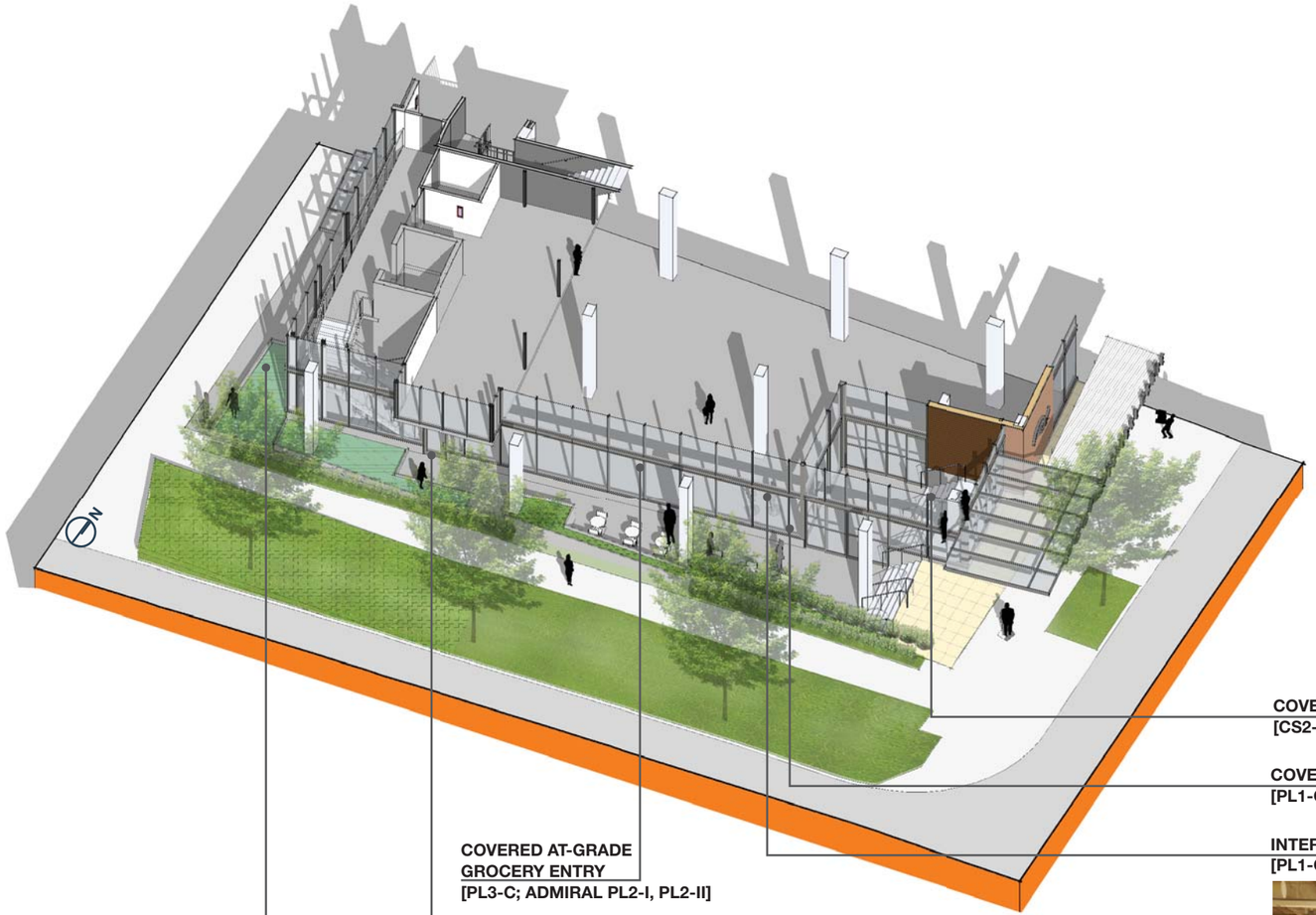

8' SIDEWALK
RESIDENTIAL LOBBY
CANOPY


PROPERTY LINE
ROOF DECK
396' - 9 3/8"
LEVEL 04
386' - 1"
LEVEL 03
376' - 7"
BALCONY
LEVEL 02
366' - 11"
15' - 1"
CALIFORNIA AVE
LEVEL 01R
350' - 1"
9' - 7 3/8"
4' - 6 1/8"
8' - 0"
8' - 0"
6"
SIDEWALK
PLANTERS

Residential Entry



Perspective at SW Stevens St



COVERED AT-GRADE CORNER GROCERY ENTRY
[CS2-A, PL3-C; ADMIRAL CS2-III]

COVERED OUTDOOR SEATING
[PL1-C, PL3-C]

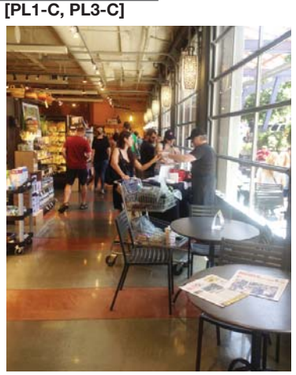
INTERIOR/EXTERIOR SEATING
[PL1-C, PL3-C]

COVERED AT-GRADE GROCERY ENTRY
[PL3-C; ADMIRAL PL2-I, PL2-II]

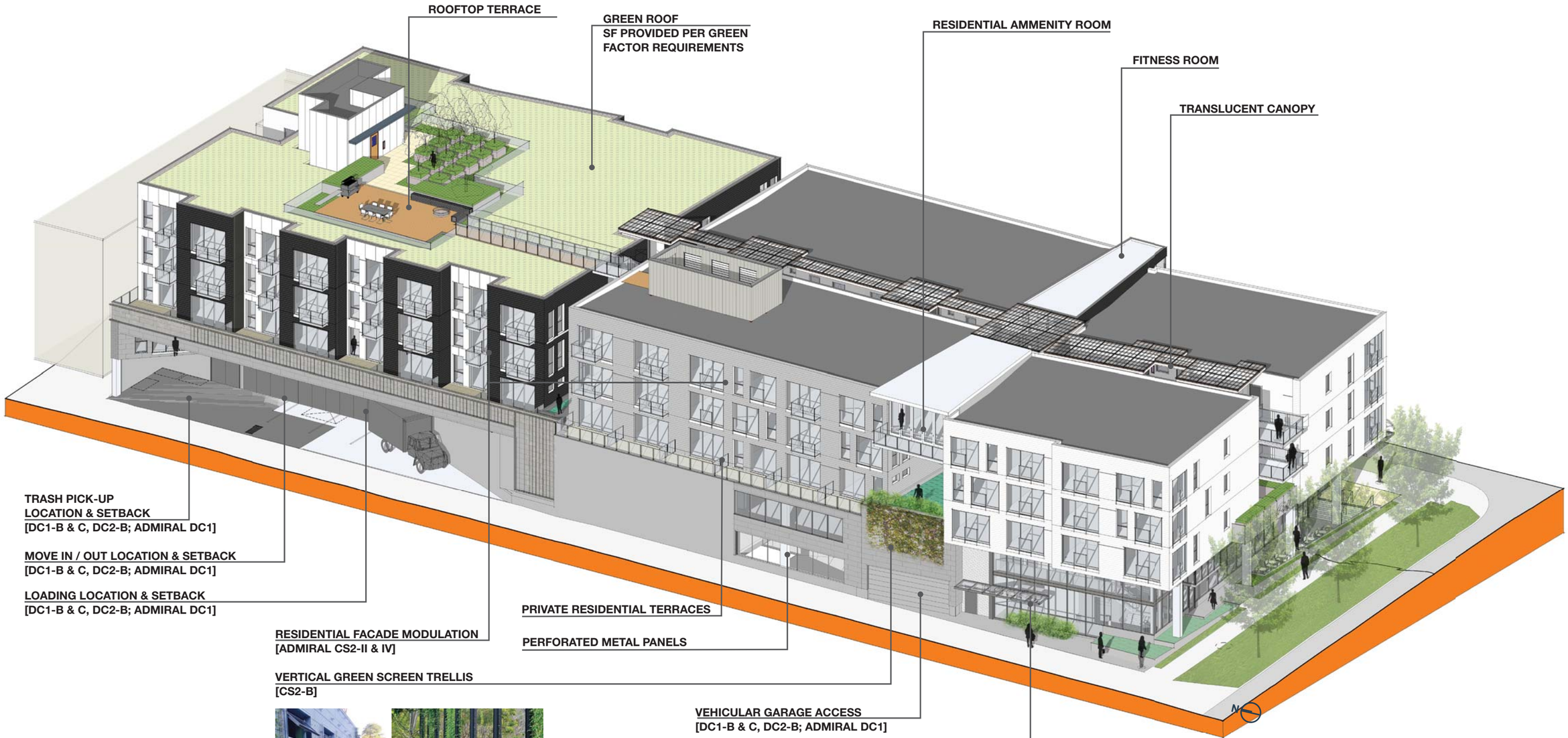
COVERED OUTDOOR SEATING
[PL1-C, PL3-C]

COVERED AT-GRADE CORNER GROCERY ENTRY
[CS2-A, PL3-C; ADMIRAL CS2-III]

Fremont PCC - covered outdoor seating



Fremont PCC - indoor / outdoor seating


ROOFTOP TERRACE
GREEN ROOF
SF PROVIDED PER GREEN FACTOR REQUIREMENTS
RESIDENTIAL AMMENITY ROOM
FITNESS ROOM
TRANSLUCENT CANOPY
TRASH PICK-UP LOCATION & SETBACK [DC1-B & C, DC2-B; ADMIRAL DC1]
MOVE IN / OUT LOCATION & SETBACK [DC1-B & C, DC2-B; ADMIRAL DC1]
LOADING LOCATION & SETBACK [DC1-B & C, DC2-B; ADMIRAL DC1]
RESIDENTIAL FACADE MODULATION [ADMIRAL CS2-II & IV]
PRIVATE RESIDENTIAL TERRACES
PERFORATED METAL PANELS
VERTICAL GREEN SCREEN TRELLIS [CS2-B]
VEHICULAR GARAGE ACCESS [DC1-B & C, DC2-B; ADMIRAL DC1]
COVERED AT-GRADE CORNER GROCERY ENTRY [CS2-A, PL3-C; ADMIRAL CS2-III]
N

VIEW OF CONCEPT
CIRCULATION SPINE

RESIDENTIAL
ENTRIES

TRANSLUCENT
OVERHEAD COVERING

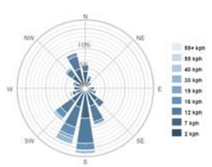
OPEN ATRIUM

PEDESTRIAN
"BRIDGES"

view of concept circulation spine

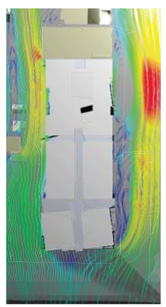
CS1 Natural Systems and Site Features / I. Respond to Site
B. Sunlight and natural ventilation / Solar Orientation

Climates and Environmental Sudy of Exterior "Circulation Spine"

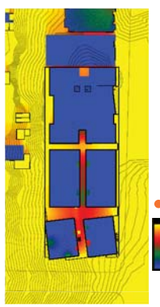


prevailing wind

average wind pressure diagram
measuring affect of exterior circulation spine to create a protected environment

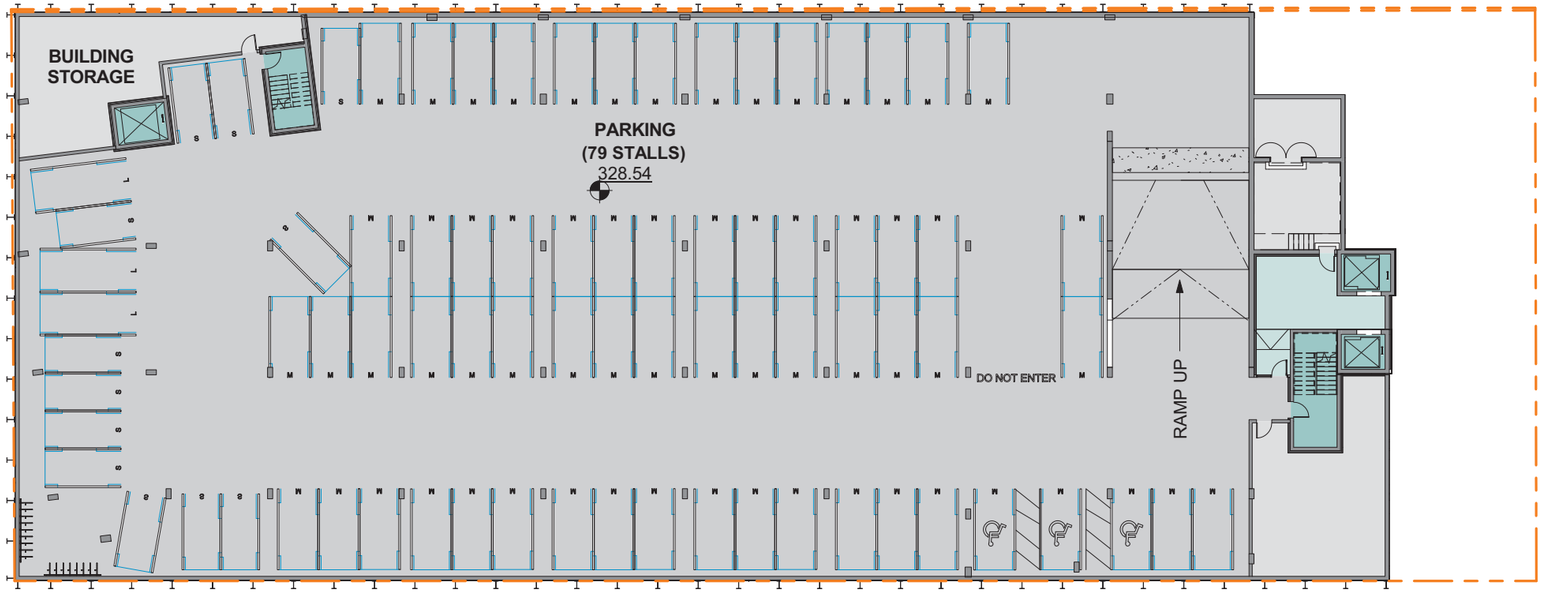


average wind direction



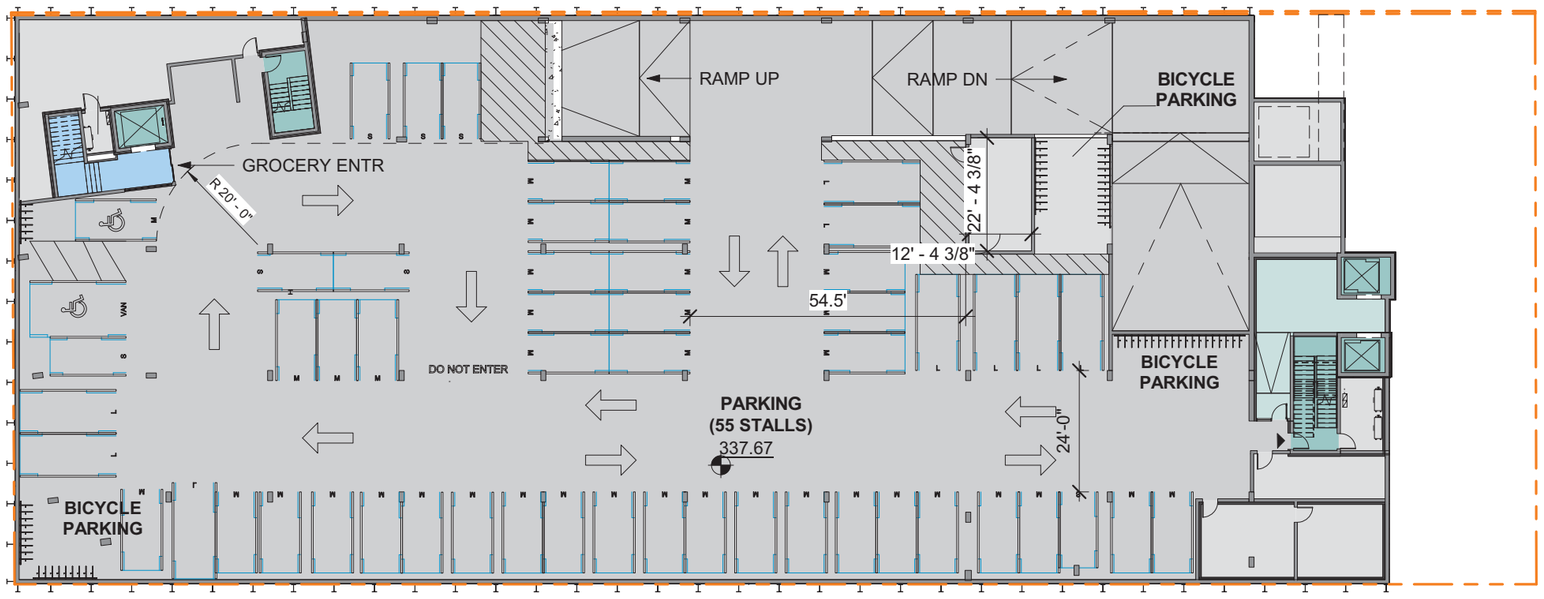
average daylighting
Sep / march; mid day

approx 2k lux on interior circulation spine - lighting levels adequate for fine tasks such as detailed drawing work



PARKING P02 - FLOOR PLAN

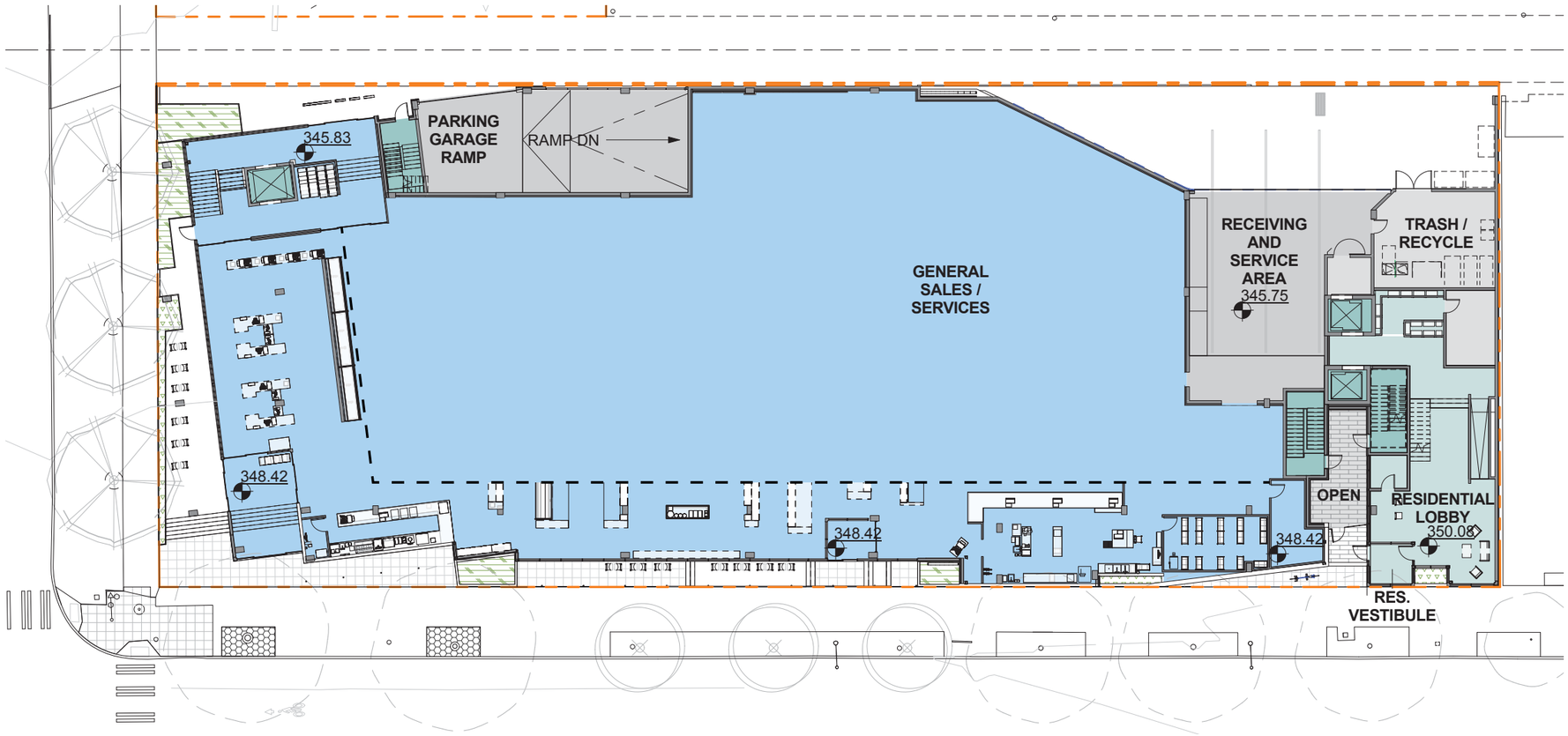
79 Parking Stalls



PARKING P01 - FLOOR PLAN

55 Parking Stalls

N 0 15 30 60



GROUND FLOOR L01 - FLOOR PLAN

Commercial / Residential Lobby

N 0 15 30 60

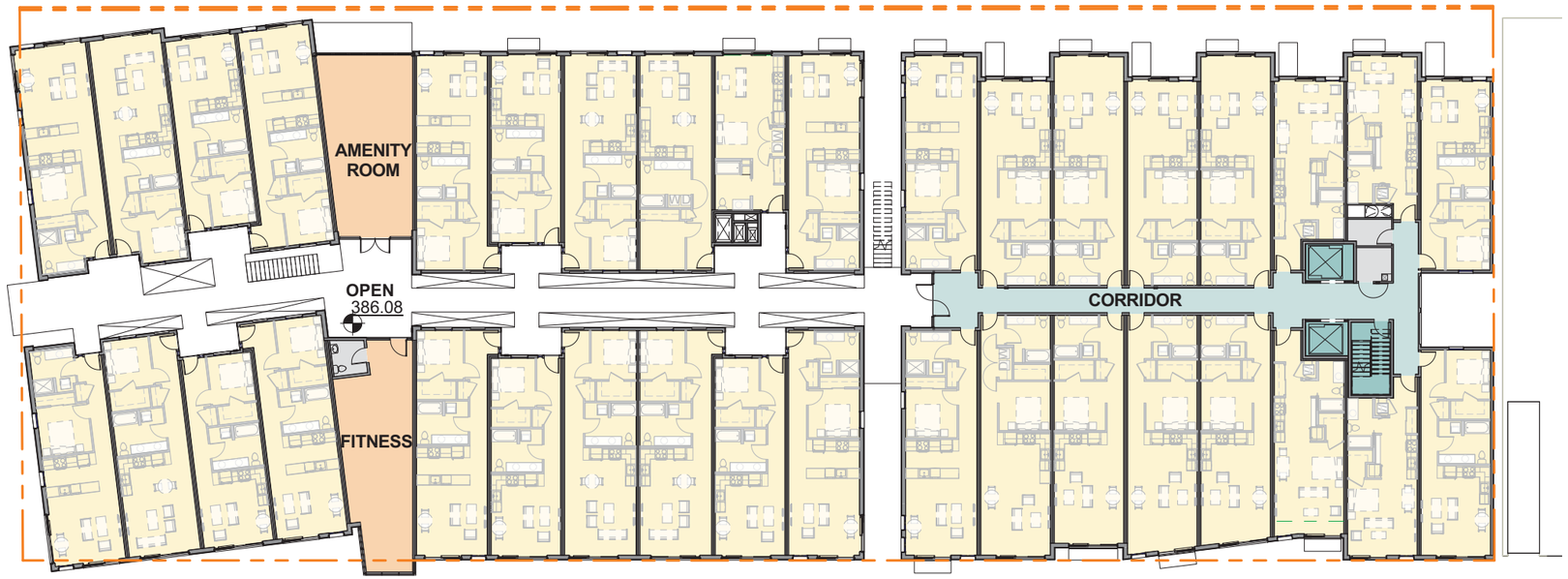
SECOND FLOOR L02 - FLOOR PLAN

36 Units

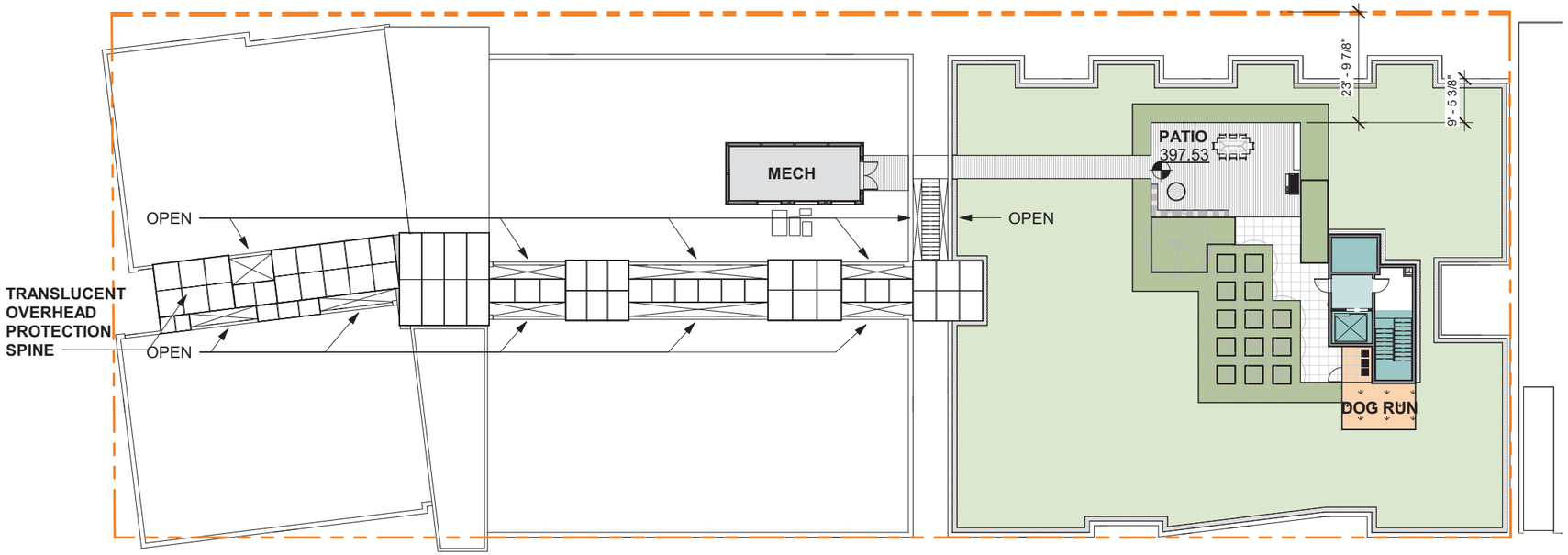
THIRD FLOOR L03 - FLOOR PLAN

36 Units

N 0 15 30 60



FOURTH FLOOR L04 - FLOOR PLAN
36 Units / Amenity Spaces



ROOF PLAN
Rooftop Terrace / Mechanical Enclosure

N 0 15 30 60

LANDSCAPE DESIGN CONCEPT

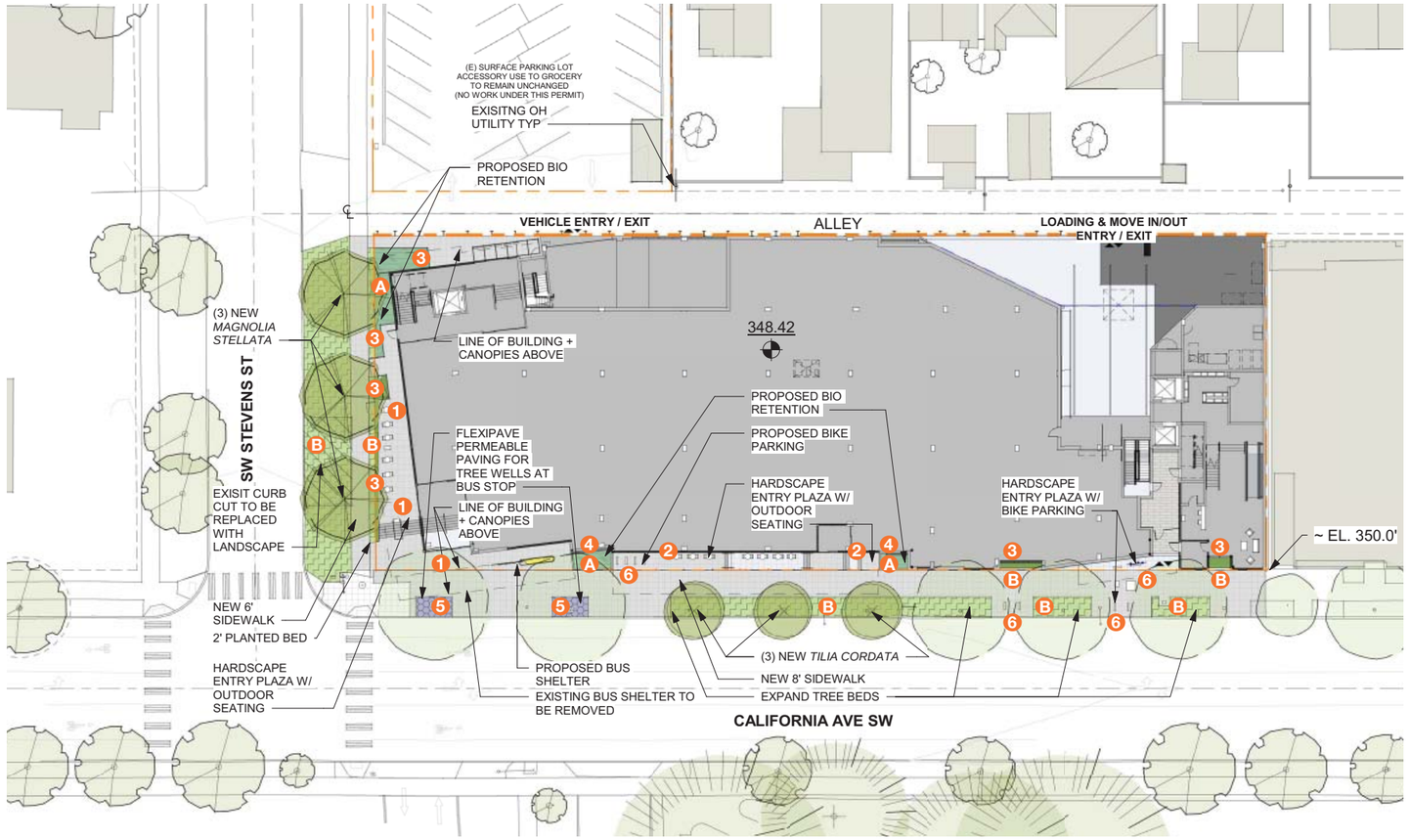
C

A Example of bioretention planting at building edge and sidewalk

Magnolia stellata

B Example of varied woody + perennial plant palette

Tilia cordata



concept landscape diagram

1 Covered outdoor display areas for merchandise at the main entrance

2 Activation of the streetscape with convertible indoor/outdoor seating

3 Painted steel planters

4 Vertical vine trellis at gaps in building massing, connecting L2 with ground level

5 Flexi-pave in Right of Way tree pits

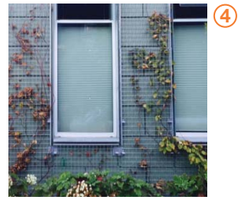
6 Bike racks in the Right of Way

MATERIAL & COLOR PALETTE

① Cementitious Plank (Rainscreen) Cladding
6" x 72" x 1/2" typical, 5/16" open joints,
-liquide black
-two texture finish
-integral color

② Cementitious Plank (Rainscreen) Cladding
6" x 72" x 1/2" typical, 5/16" open joints,
-polar
-two texture finish
-integral color

③ Cementitious Plank (Rainscreen) Cladding
6" x 72" x 1/2" typical, 5/16" open joints,
-chrome
-two texture finish
-integral color



④ Vertical green screen
-painted metal
-plantings per landscape

⑤ Wood wall/soffit
prodema prodex composite wood paneling
-rustik finish

⑥ Cast-In-Place Concrete
-light sandblasted architectural finish

⑦ Vinyl Window System
-white vinyl frame
-recessed "shadow box" detail at openings

⑧ Storefront Glazing System
-Aluminum, clear anondized finish

⑨ Operable storefront system
-Aluminum, clear anondized finish

⑩ Kalwall Translucent fiber-reinforced polymer
-translucent panels

⑪ Bolt on Balcony System
-painted finish "Silversmith"

⑫ Glazed Guardrail System
-42" transparent laminated glass with aluminum frame, painted "Silversmith".

⑬ Fiber Cement Flat Siding
-large format panels
-metal reveals
-color to match adjacent plank siding

⑭ Horizontal Louvers
-Aluminum, clear anondized finish

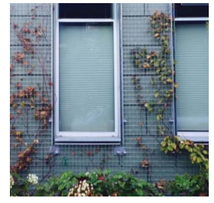
⑮ Specialty Graphic
Custom large -image fixed to projecting soffit

⑯ Concrete filled steel pan deck with perforated panel soffit material
-light broom finished concrete
-painted metal deck

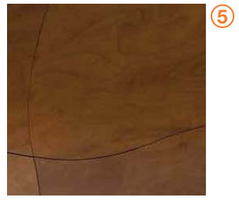
① Cementitious Plank (Rainscreen) Cladding
6" x 72" x 1/2" typical, 5/16" open joints,
-liquide black
-two texture finish
-integral color

② Cementitious Plank (Rainscreen) Cladding
6" x 72" x 1/2" typical, 5/16" open joints,
-polar
-two texture finish
-integral color

③ Cementitious Plank (Rainscreen) Cladding
6" x 72" x 1/2" typical, 5/16" open joints,
-chrome
-two texture finish
-integral color



④ Vertical green screen
-painted metal
-plantings per landscape



⑤ Wood wall/soffit
prodema prodex composite wood paneling
-rustik finish

⑥ Cast-In-Place Concrete
-light sandblasted architectural finish

⑦ Vinyl Window System
-white vinyl frame
-recessed "shadow box" detail at openings

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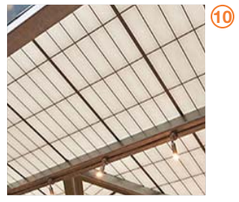

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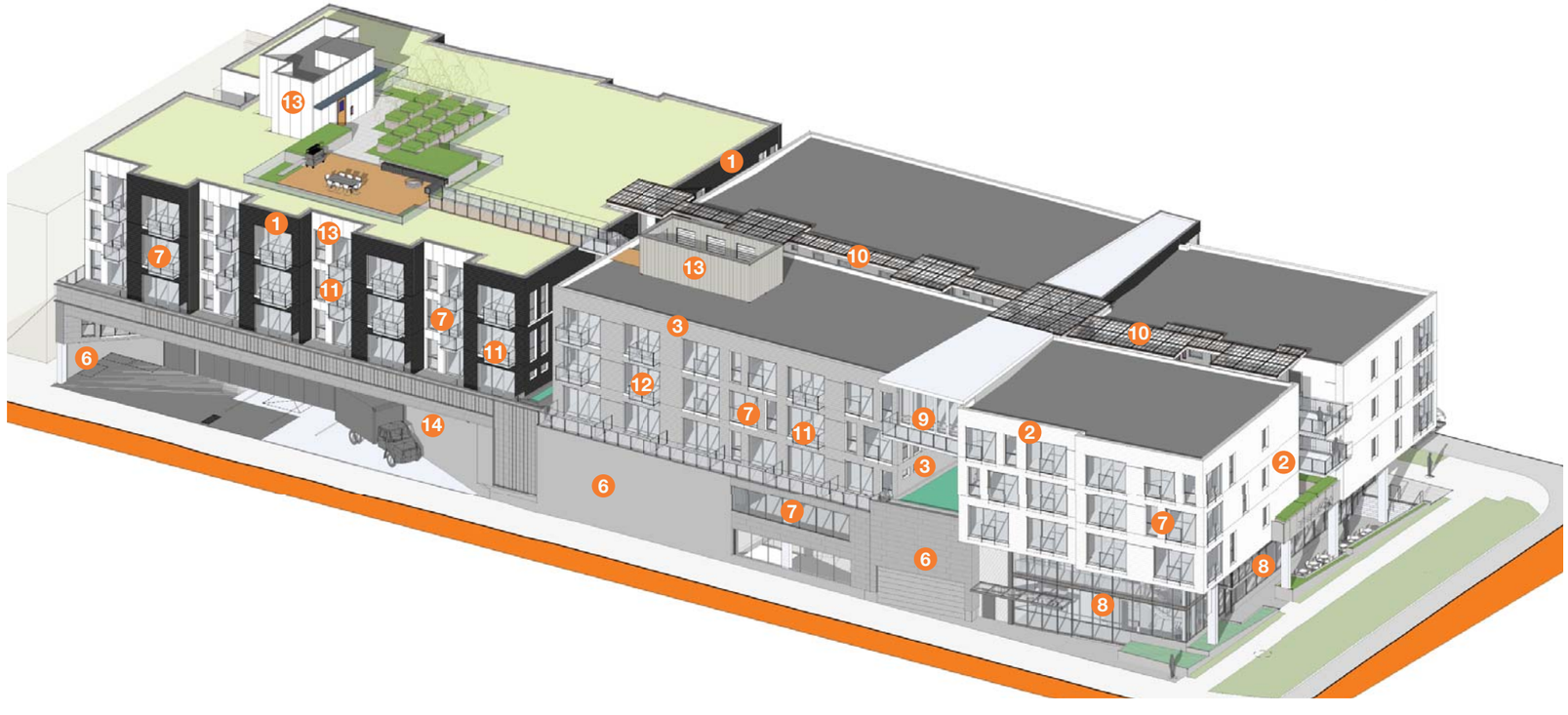

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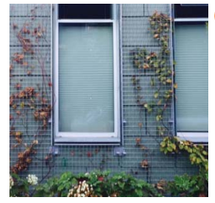

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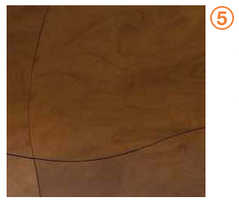
-painted metal
-plantings per landscape



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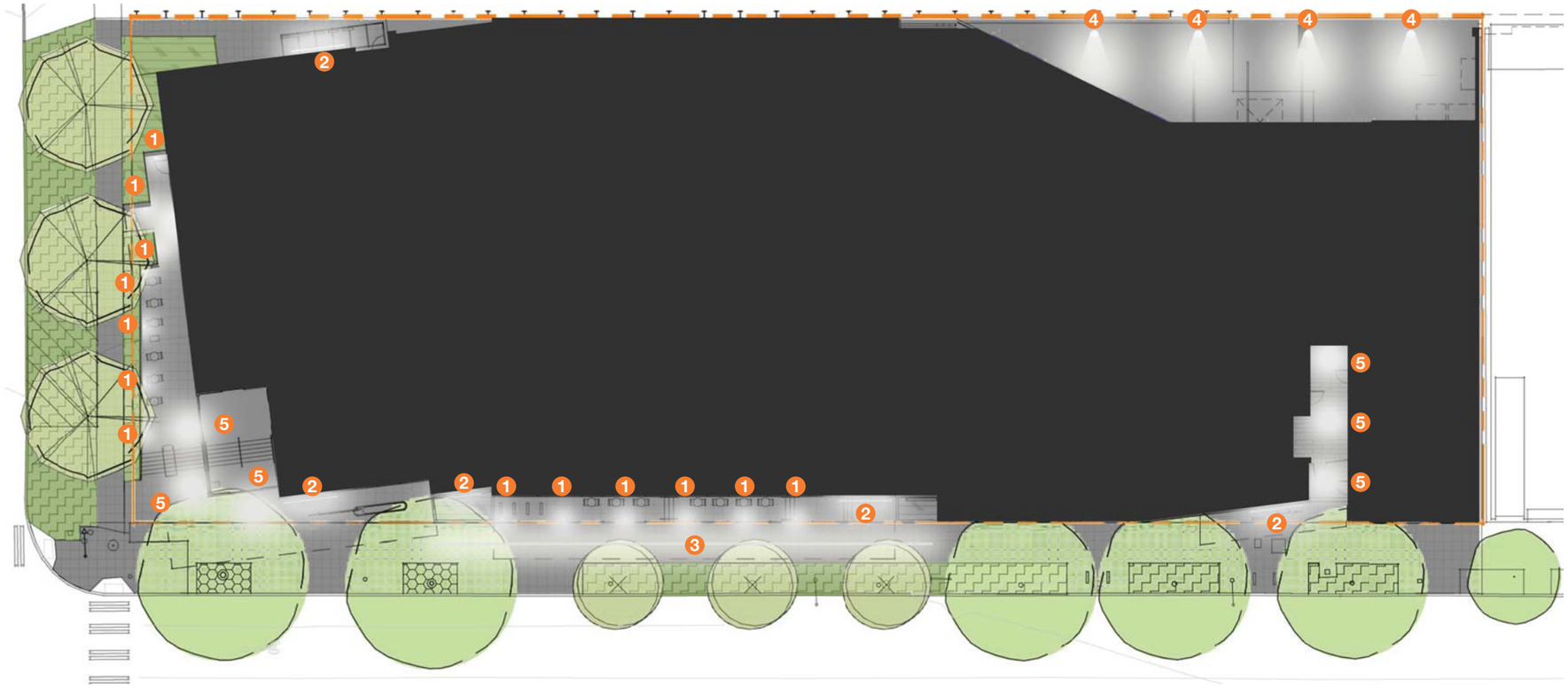
1 FLUSH MOUNTED STEP LIGHT

2 GRADIENT COVE LIGHTING

3 WALL WASHER

4 DIRECTIONAL OVERHEAD

5 SURFACE MOUNTED DOWN LIGHT



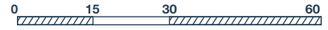
EXTERIOR LIGHTING PLAN

N 0 15 30 60

West Elevation

South Elevation

East Elevation



DEPARTURE REQUESTS

SMC 23.47A.014.B.3 - SETBACK REQUIREMENTS

Structures with Residential uses that is across the alley from a lot in a residential zone shall setback 15 feet for portions of structures above 13 feet in height to a maximum of 40 feet. For each portion of the structure above 40 feet, additional setback at the rate of 2 feet of setback for every 10 feet of height above 40 feet. Half the width of the alley may be counted toward the setback.

This setback departure at the street level story along the alley is requested in order to comply with the minimum floor-to-floor height of 16 feet as required by the tenant SMC 23.47A.012:

Height limit is 47 feet when the following conditions are met:

- *Residential and multipurpose retail sales are located in the same structure,*
- *Total gross floor area of at least one multi-purpose retail sales use exceeds 12,000 SF*
- *Floor-to-floor height of 16 feet or more is provided for the multi-purpose retail sales use at street level,*
- *The additional height allowed will not allow an additional story beyond the number that could be built if a floor-to-floor height of 16 feet were not provided at street level.*

ADMIRAL DESIGN GUIDELINES

CS2.II - Respect for Adjacent Sites

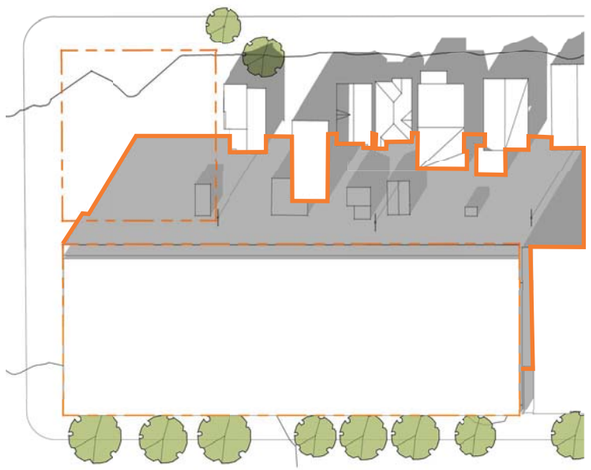
The portion of the building above Level One that sets back less than 15’ from the centerline of the alley is result of the south portion of the building mass being rotated toward Hiawatha Park to emphasize it’s presence by relating it to the corner building entry. This portion of the building encroaches into the setback only adjacent to the surface parking lot to the West.

In an effort to pull the building away from the neighboring residents, the remainder of the building to the north along the alley exceeds the minimum setback requirement above L01 by a minimum of 2’, modulations of ±22’, with two sections of the building that cut entirely through the site.

The impacts of the shadows on the neighboring residents to the west are minimal due to the eastern location of the site. By mid-morning, the shadows of the building have little to no impact on the properties to the west. When looking at an early morning shadow comparison of a compliant setback massing to the proposal, there is little to no difference to the impact of the adjacent sites.

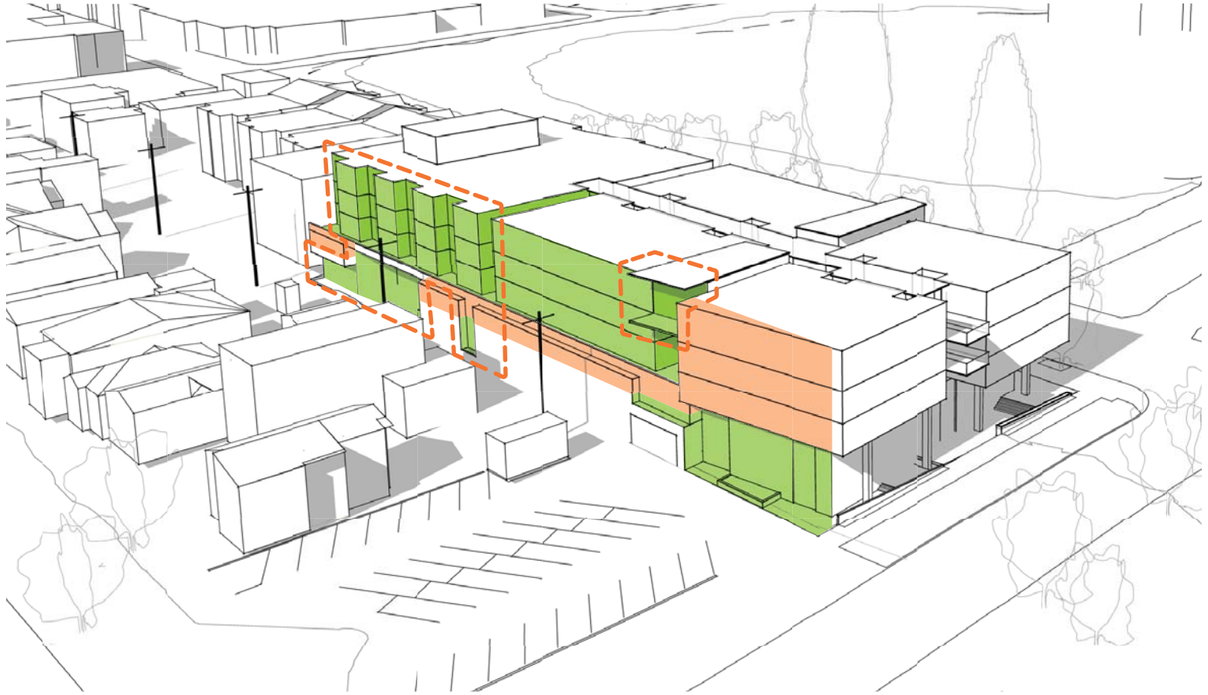
EDG#2
The massing on the west facing facade of the northern block has been modulated in a way that breaks down the massing to relate to a more residential scale. At Level One along the alley, the facade has been further articulated with setbacks at the loading area and at the first building break to reduce the amount of setback departure that was requested at EDG#1. These setbacks also introduce a modulation and visual breaks to what would otherwise be a long blank alley facade. Additionally, the amenity space at Level four has been pulled back to conform with the required alley setbacks.

Shadow Study impact Comparison of Adjacent SF-5000 Zone

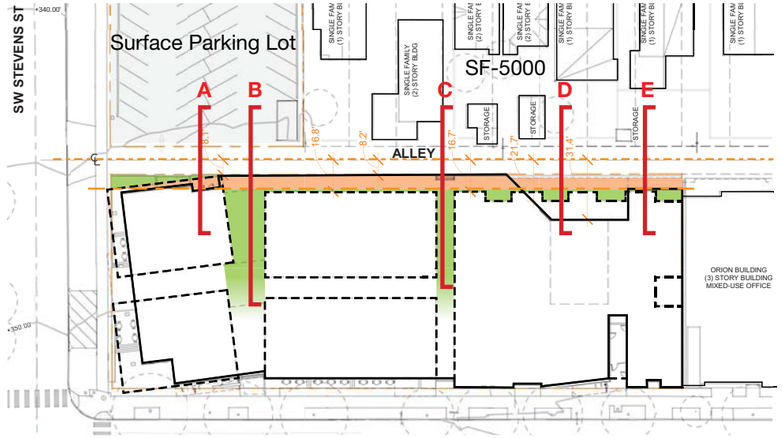


Compliant Massing - March 21, 9am

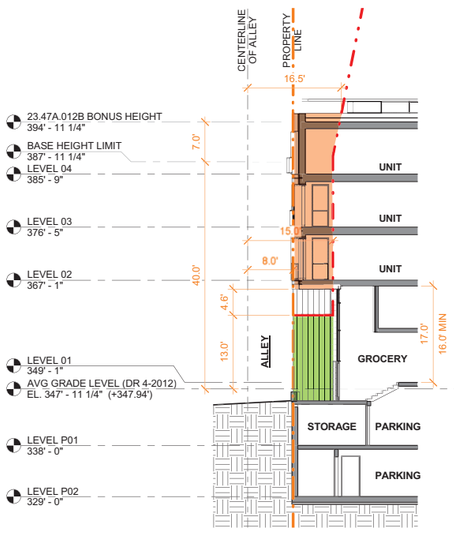
Proposed Massing - March 21, 9am



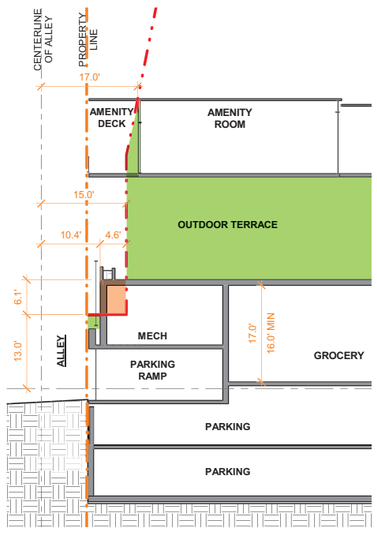
Setback Departures vs Increased Setbacks



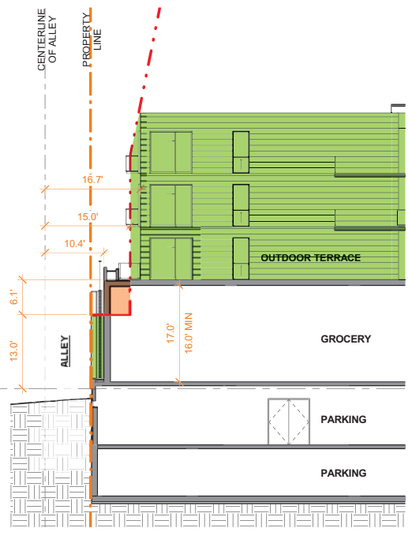
Site Plan



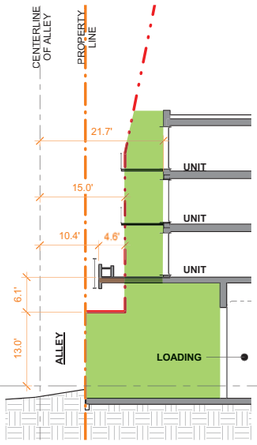
Section A



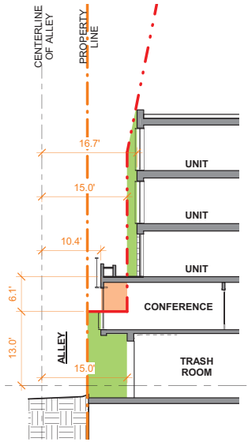
Section B



Section C



Section D



Section E

	NC2-40 ZONING CODE	REQUIREMENT	PROPOSED	DEPARTURE JUSTIFICATION	DESIGN REVIEW GUIDELINES
1	**SMC 23.47A.014.B.3 SETBACK REQUIREMENTS**	For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone, or that abuts a lot that is zoned both commercial and residential if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot, as follows: a. Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet; and b. For each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet	A) At Level 01, a proposed 15’ setback occurring at 19’-1” above the average grade plane, 6’-1” greater than permitted B) Rotated portion of Levels 2-4 less than 15’-0” from center line of the Alley. See plan and section diagrams on pages 43-44 **EDG#2:** West facade massing of the northern residential block has been modulated in a way to relate to the single-family SF-5000 scale across from the alley and to reduce the amount of departure requested in EDG#1	A) To meet the 7’ height increase permitted per SMC 23.47A.012 and maintain the grocery tenant, the floor-to-floor height of the retail sales use at street level must be 16 feet or more. This requirement conflicts with the setback required at the alley. B) The portion of the structure Levels 2-4 that is less than 15’-0” from the center line of the alley is across from the surface parking lot, while the rest of the structure to the north exceeds the 15’-0” required setback (17’-0” min).	ADMIRAL DESIGN GUIDELINES CS2.II - Respect for Adjacent Sites

APPENDIX

Notable difference in scale east of the site's zone edge condition Hiawatha Community Center and West Seattle High School

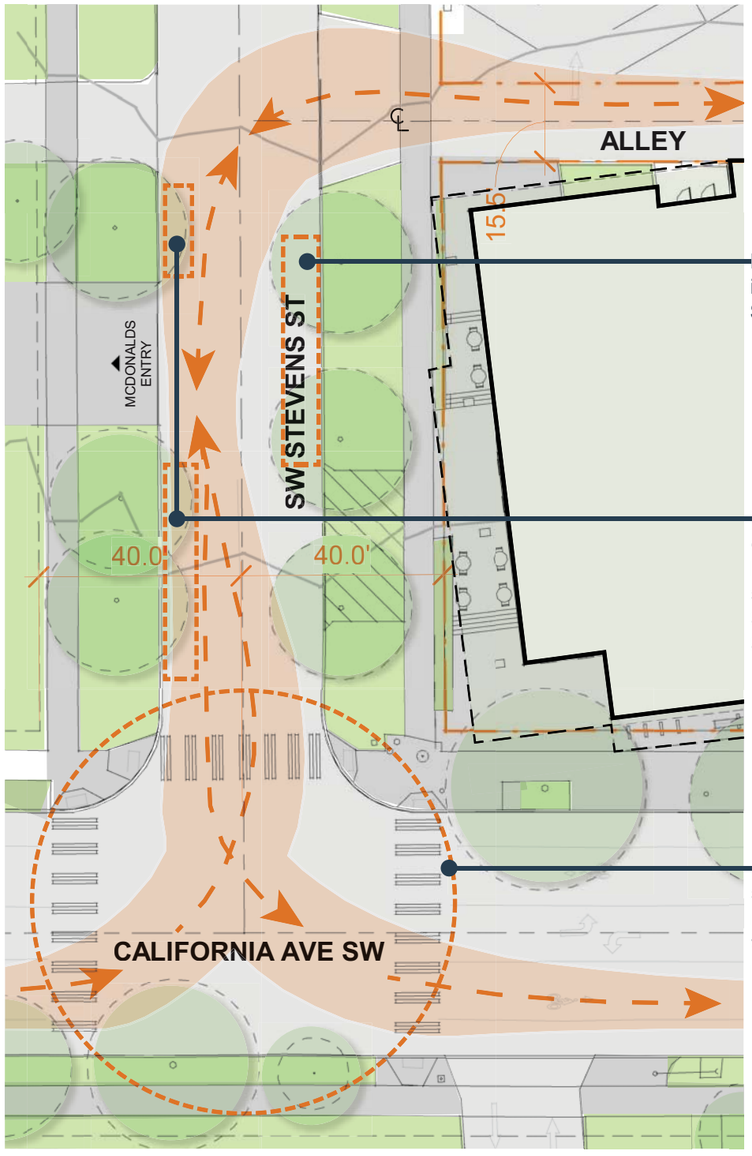
large scale open space

1/2 block depth of NC zone - open space opposite Playfield creating unique edge zone condition

Core Commercial Abutting Single Family Zoning

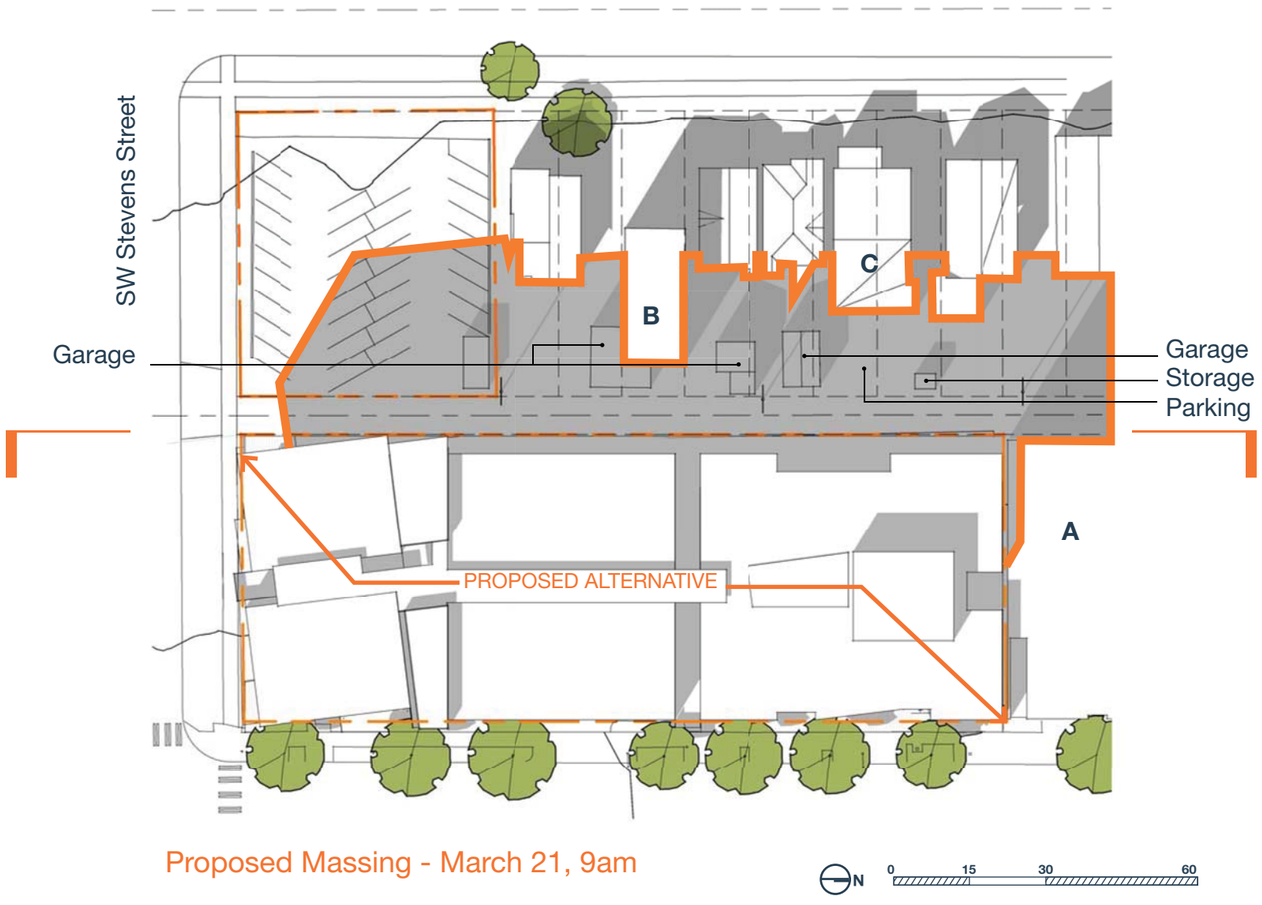
EXISTING CONDITION OF SW STEVENS STREET

EXISTING CONDITION OF ALLEY CURB CUT



LOADING BERTH ACCESS PLAN - STREET IMPACTS

Section through alley - Looking West



Proposed Massing - March 21, 9am

HEIGHT, BULK, AND SCALE: SHADOW

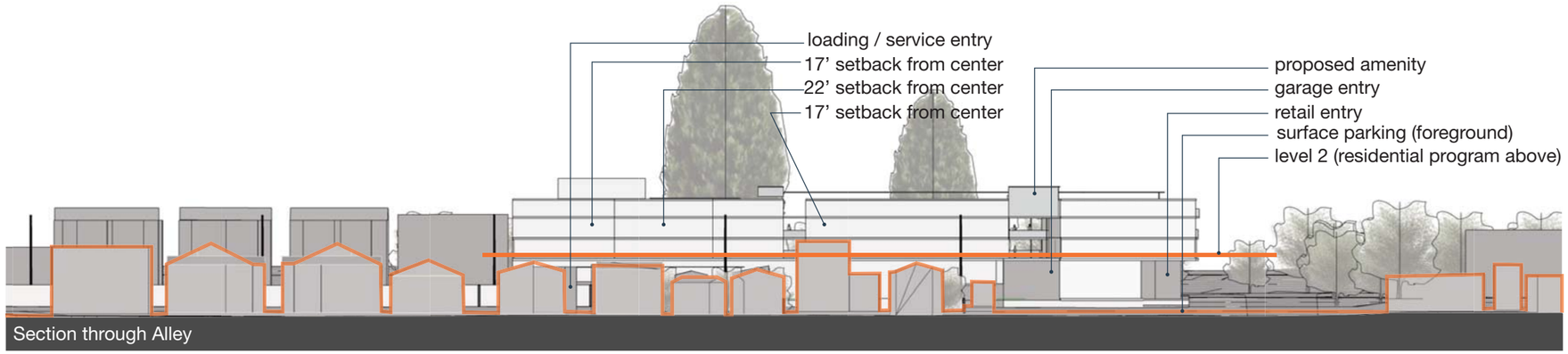
The diagram to the left focuses on average morning light. Since the proposal site is to the east of the residential properties across the alley and without structures opposite of California Ave SW, afternoon light has minimal to no impact on existing structures As second notable aspect of the west / alley conditions is the visibility of the proposal along SW Stevens Street creating a corner condition at the alley.

A. Orion building,
Commercial (3) story

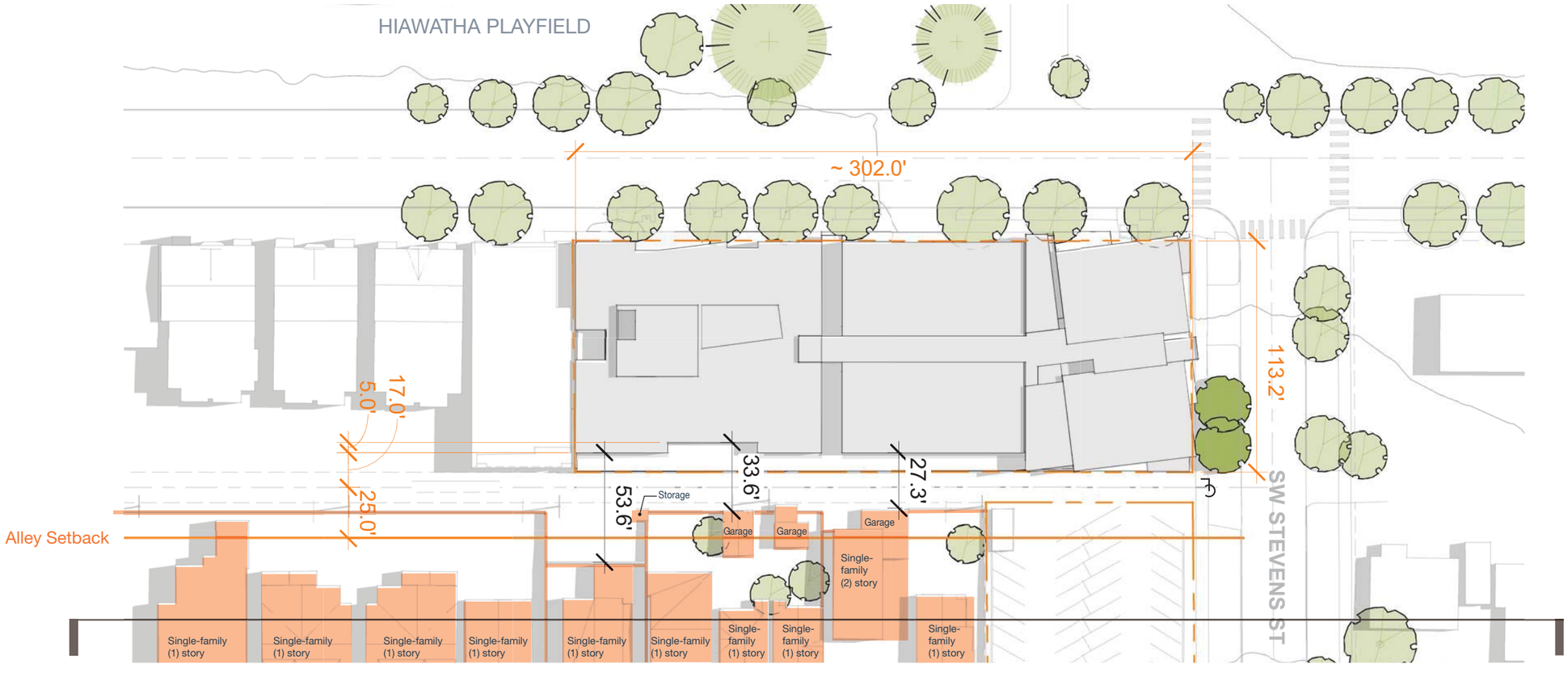
Single-family Building's
Garage and Fence

B. Single-family
(2) story Building

C. Single-family
(1) story Building and off street
parking



Section through Alley



CS2 URBAN PATTERN AND FORM

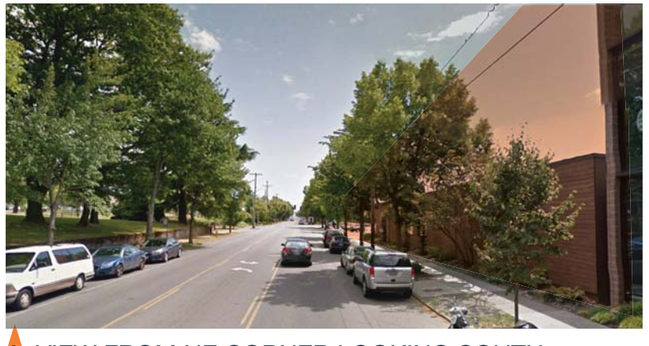
B. Adjacent Sites, Streets, and Open Spaces / II. Respect for Adjacent Sites

- 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.
- note: diagram on left shows the proposal’s facade setback more than the allowed 15’ for all of the structure that is opposite of the residential structures outlined in the foreground

N 0 15 30 60

E. VIEW FROM SW CORNER LOOKING NE

D. VIEW FROM THE PARKING LOT LOOKING NW



A. VIEW FROM NE CORNER LOOKING SOUTH

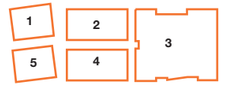
B. VIEW ALONG CALIFORNIA AVE LOOKING S

C. VIEW FROM SE CORNER LOOKING NW

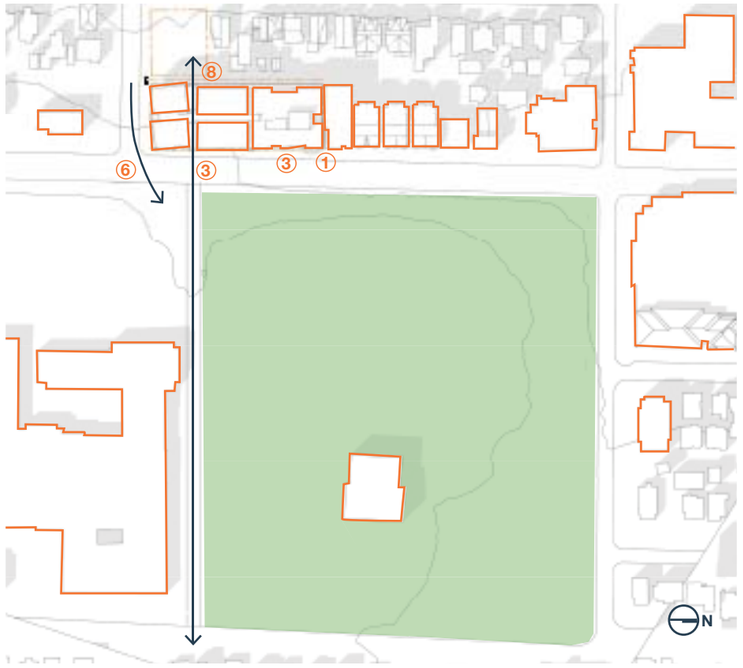
C

Perspective looking West

‘5 block’ alternative concept



The residential levels are divided into 5 separate blocks as a means to acknowledge the various urban scales in the immediate neighborhood and provide a variety of living experiences. The northern most block is a straightforward, double loaded corridor arrangement modulated to relate the mid-sized commercial structures to the north. The remaining 4 blocks are each independent 3-story structures connected via an exterior, covered circulation spine running north to south. On the 4th floor, “suspended in the gap between the residential structures, are 2 amenity spaces. One to the east and another to the west. Each with 4’ high clerestory roofs and scaled to relate to a similar size of the single family structures near by. The amenity space to the east is positioned on axis to the entry drive connecting California Ave SW and the West Seattle High School. To the west, the amenity space continues the entry axis and is located opposite the existing surface parking lot below. This position allows the space to take advantage of the distant westerly view to the Sound and mountains while not being directly opposite a residential structure. The rotation of the south blocks is intended to increase a corner presence and allow for more south facing space along the sidewalk for the retail entry.



① **Residential Entry location**
PL3A- offer obvious and identifiable entries

② **4th floor amenity room**
CS2D - continuation of existing street patterns of massing and texture

③ **2nd floor exterior residential common amenity**
CS2B - continuation of existing street patterns of massing and texture

④ **bus stop**
PL4C- Take advantage of the presence of transit patrons to support retail uses in the building.

⑤ **Retail Entry location**
PL1A- offer obvious and identifiable entries; provide space for pedestrian interaction

⑥ **CS2B -** strong relationship & interaction with the public realm

⑦ **CS2.I (Admiral Supplemental Guidance) -** reinforce and acknowledge the existing spatial characteristics

⑧ **DC2A -** Consider creating recesses or indentations in the building envelope

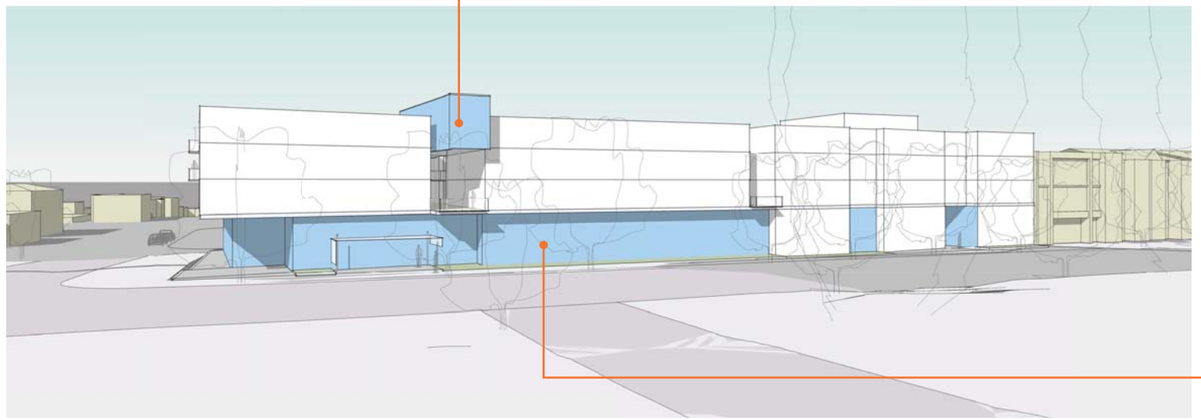
Opportunities:

- massing has a variety of scale relationships with it’s neighbors
- allows for several distinctive amenity spaces relating to adjacent urban conditions
- Rotated south corner responsive to opportunities provided by the intersection and view to the Play Field
- mix of enclosed and open circulation adds variety to residential experiences and choice.
- open circulation block allows increased natural daylight and ventilation to apartment homes
- ratio of 3.14 FAR to 73,480 square feet of living area more efficient than 3-block alternative
- garage entry opposite existing surface lot drive aisle minimizing light and glare impacts to west neighbors

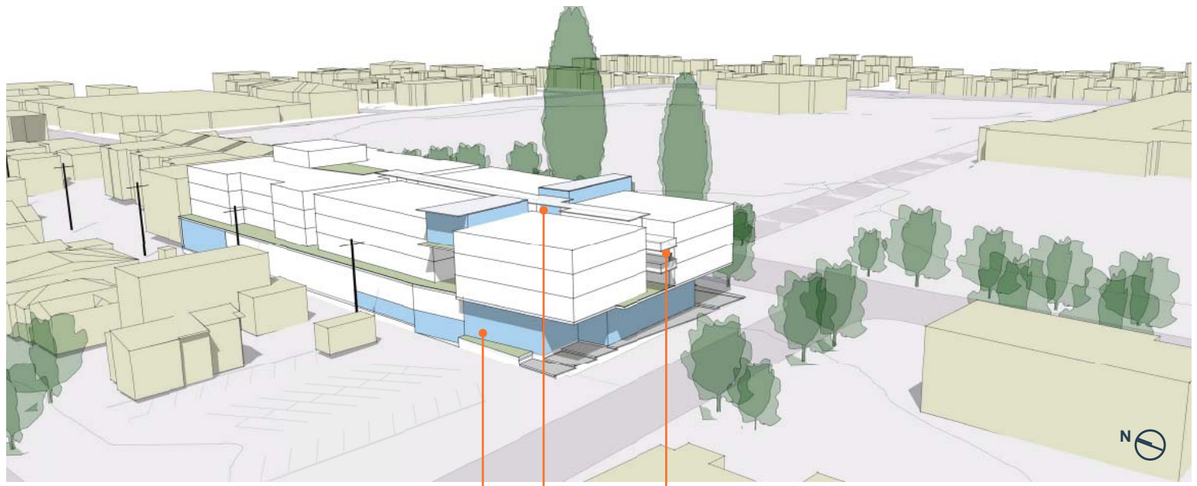
Constraints:

- Departure request on west facade (see departure request pages)

C



Perspective looking NW



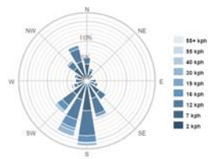
Perspective looking NE

CS2B - strong relationship & interaction with the public realm

extreme example of a projection engaging the public realm

projecting amenity bay fronting California Ave SW aligned with entry drive toward the West Seattle High School forming an edge to the Play Field

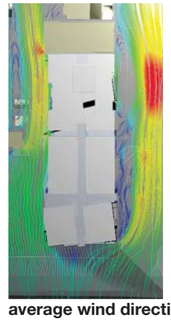
recessed sections of the facade with planting and hardscape combined with transparent storefronts to provide variation and activity to pedestrians



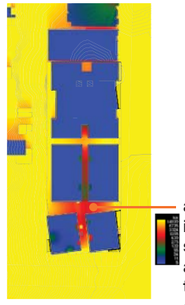
prevailing wind

view of concept circulation spine

average wind pressure diagram
measuring affect of exterior circulation spine to create a protected environment



average wind direction



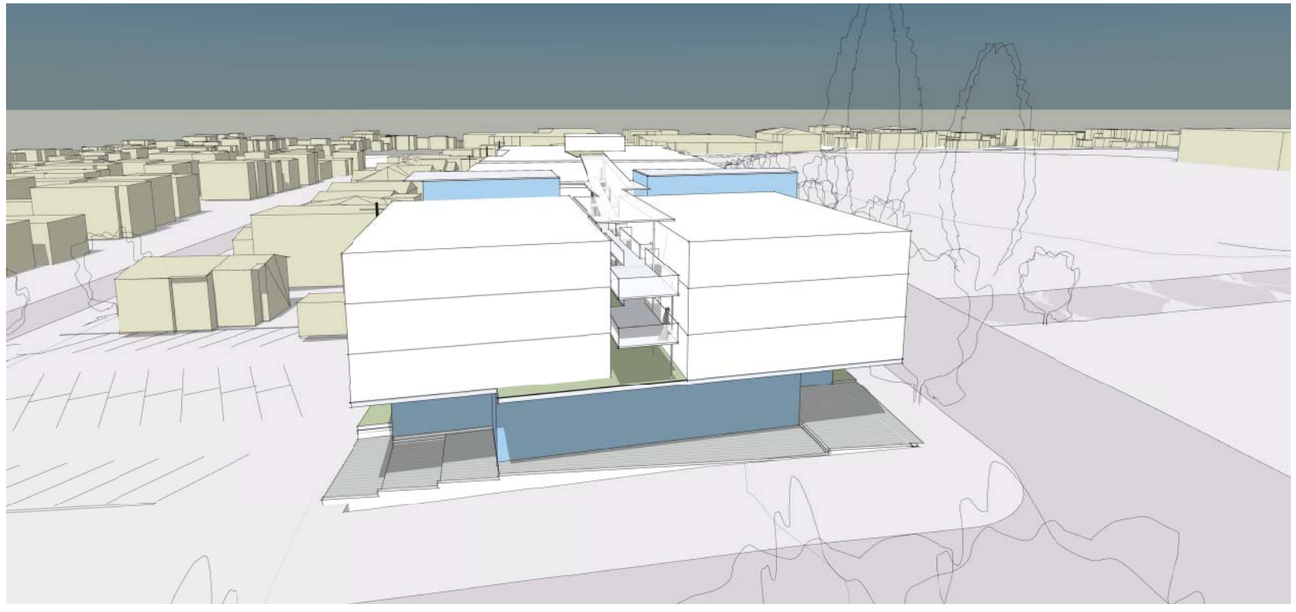
average daylighting
Sep / march; mid day

approx 2k lux on interior circulation spine - lighting levels adequate for fine tasks such as detailed drawing work

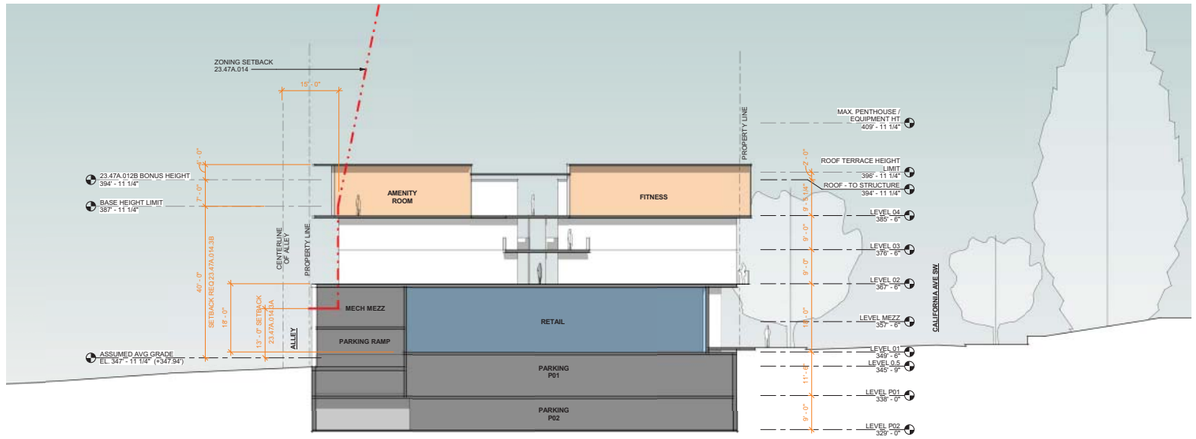
CS1 Natural Systems and Site Features / I. Respond to Site
B. Sunlight and natural ventilation / Solar Orientation

DC2B ARCHITECTURAL AND FACADE COMPOSITION
Facade Composition: Design all building facades—including alleys

C



Perspective looking N



Building Section through Amenity Spaces

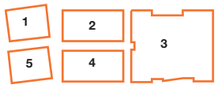
0 10 20 40

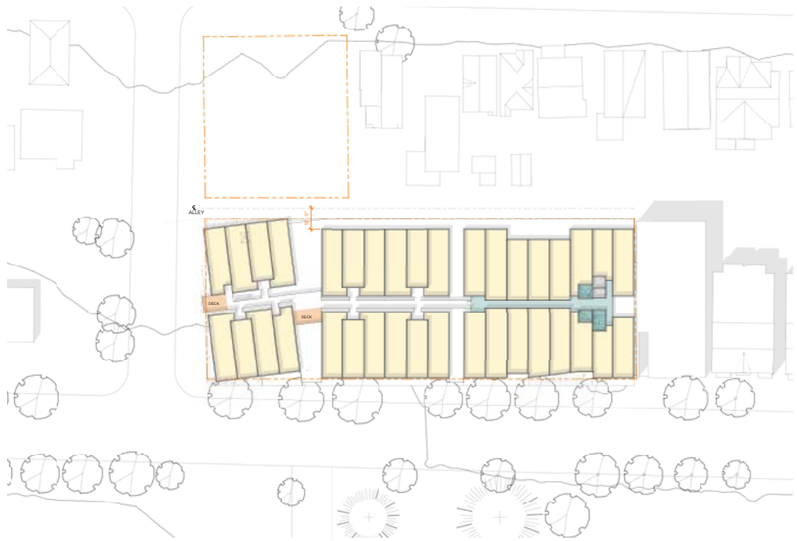
C

pedestrian view south retail entry

pedestrian view north residential entry

C





4 Project goals

- Provide a meaningful relationship between the site proposal and surrounding area. One that responds to a single loaded “zone-edge” condition within a diverse mix of uses, scales, building types and street character.
- Offer an appropriate residential density consistent with the zoned capacity of the site.
- Facilitate a residential neighborhood social “hub” with proposed commercial space.
- Use environmental conditions, such as exterior open spaces, natural ventilation and daylighting to promote a higher quality living experience for residents. Similar values that are embedded in the spirit of neighborhood parks such as Hiawatha Play Field.

The above design goals are best met with Alternative C.

The base of the building creates an active pedestrian experience. Modulation and transparency along the street front is to promote activity: The south end of the site along SW Stevens provides generous space at the intersection for activities to enter, exit, greet friends and neighbors, or buy Girl Scout cookies. On the corner, inflections of storefronts angling back toward the intersection and park increases visibility of the public activity. Adjacent to the intersection on California Ave SW there is widened space between the existing street trees to accommodate those waiting for a bus. The length of California Ave SW has the opportunity to mix commercial activity and engage the passer-by with a green and leafy edge relationship with the Play field. This experience on the street is punctuated with a quieter residential entry to the north end of the site.

Three stories of residential floors above the base relate to a diverse set of neighboring structures and varied street characters. The division of the building mass into 5 separate “blocks” reduces the scale of the development site to compliment the commercial and public scales on California Ave SW and the residential scale west of the alley. The rotated blocks the south announce the corner and gesture to the play field. Open space between the blocks provides a variety of outdoor spaces, a means to increase daylight and fresh air into residencies and a permeability to the massing. Common amenity spaces on the fourth floor are positioned to offer pleasant views, respect single family neighbors and become distinctive features of the structure tied to its neighbors.

SMC 23.47A.014.B.3 - SETBACK REQUIREMENTS

Structures with Residential uses that is across the alley from a lot in a residential zone shall setback 15 feet for portions of structures above 13 feet in height to a maximum of 40 feet. For each portion of the structure above 40 feet, additional setback at the rate of 2 feet of setback for every 10 feet of height above 40 feet. Half the width of the alley may be counted toward the setback.

This setback departure at the street level story along the alley is requested in order to comply with the minimum floor-to-floor height of 16 feet SMC 23.47A.012:

Height limit is 47 feet when the following conditions are met:

- *Residential and multipurpose retail sales are located in the same structure,*
- *Total gross floor area of at least one multi-purpose retail sales use exceeds 12,000 SF*
- *Floor-to-floor height of 16 feet or more is provided for the multi-purpose retail sales use at street level,*
- *The additional height allowed will not allow an additional story beyond the number that could be built if a floor-to-floor height of 16 feet were not provided at street level.*

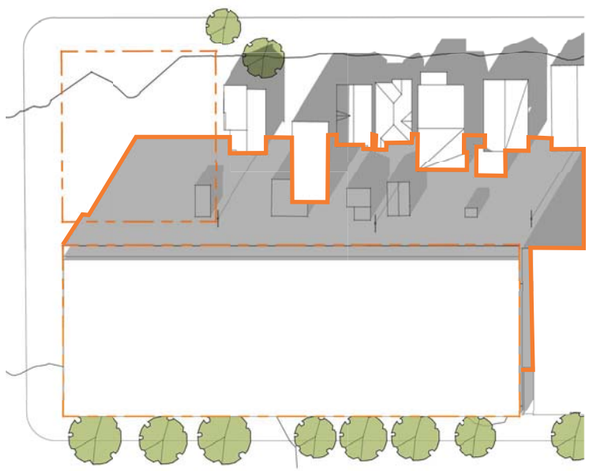
ADMIRAL DESIGN GUIDELINES
CS2.II - Respect for Adjacent Sites

The portion of the building above Level one that sets back less than 15’ from the centerline of the alley is result of the south portion of the building mass being rotated toward Hiawatha Park to emphasize it’s presence by relating it to the corner building entry. This portion of the building encroaches into the setback only adjacent to the surface parking lot to the West.

In an effort to pull the building away from the neighboring residents, the remainder of the building to the north along the alley exceeds the minimum setback requirement above L01 by a minimum of 2’, modulations of 22’, with two sections of the building that cut entirely through the site.

The impacts of the shadows on the neighboring residents to the west in inherently minimal, due to the eastern location of the site. By mid-morning, the shadows of the building have little to no impact on the properties to the west. When looking at an early morning shadow comparison of a compliant setback massing to the proposal, there is little to no difference to the impact of the adjacent sites.

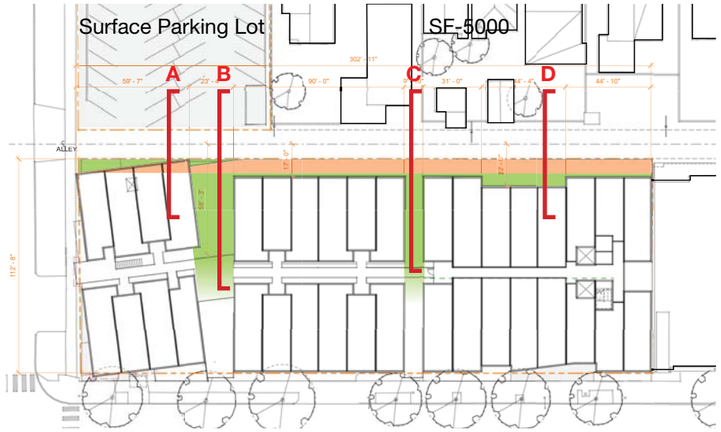
Shadow Study impact Comparison of Adjacent SF-5000 Zone



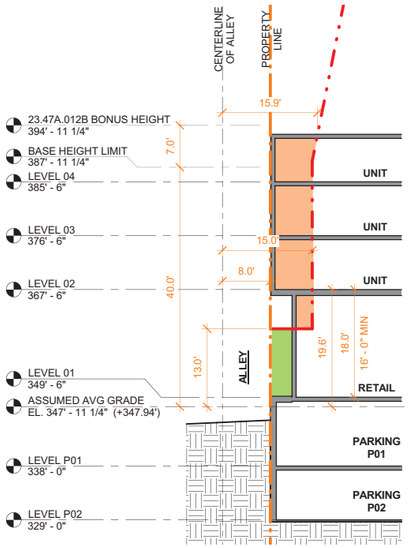
Compliant Massing - March 21, 9am

Proposed Massing - March 21, 9am

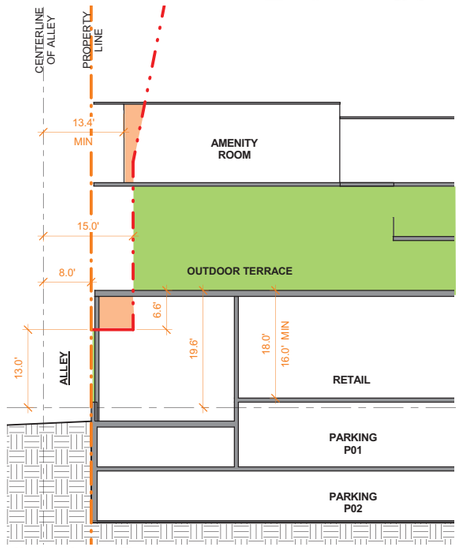
Setback Departures vs Increased Setbacks



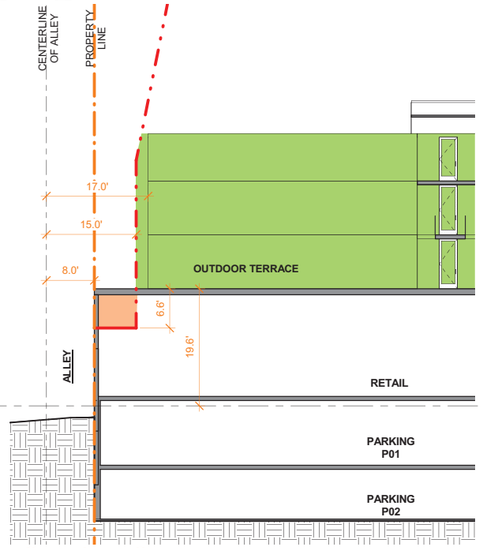
Site Plan



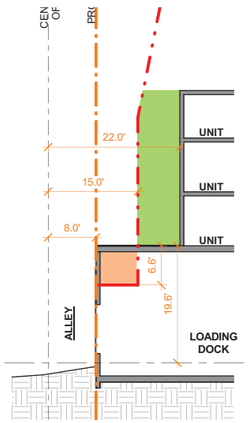
Section A



Section B



Section C

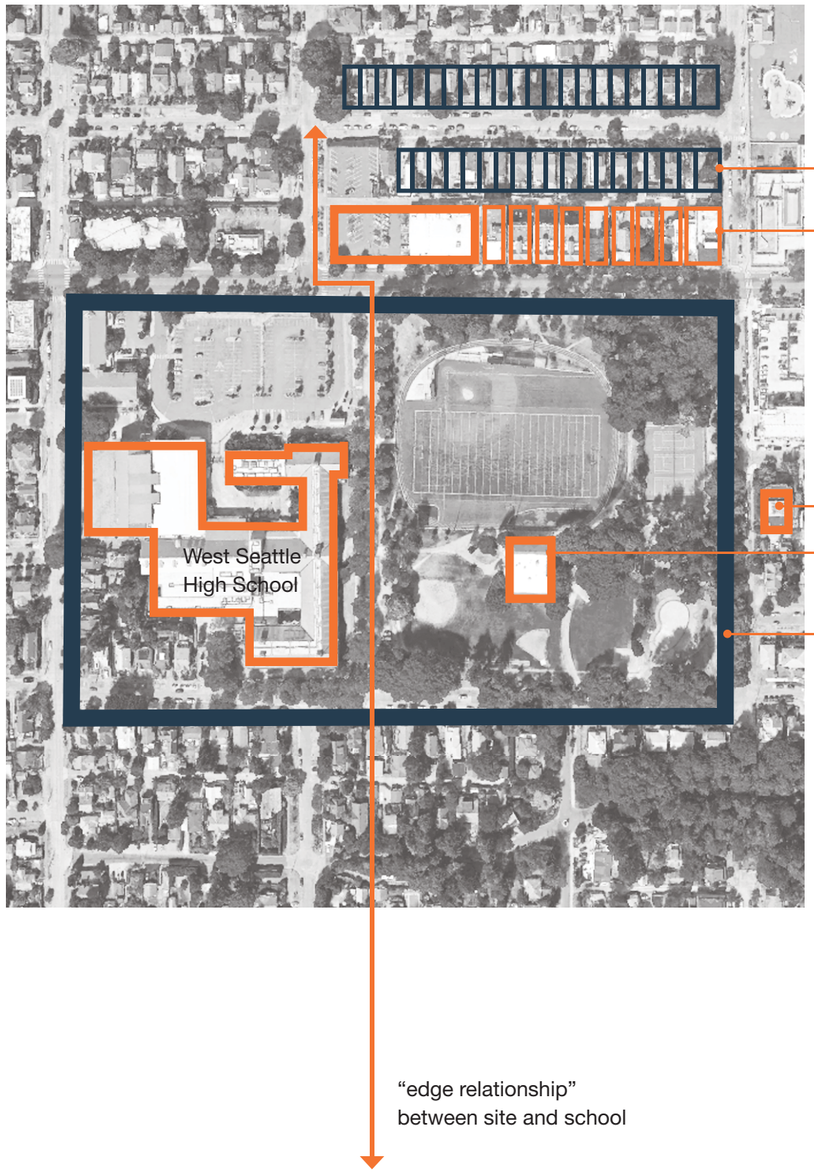


Section D

	NC2-40 ZONING CODE	REQUIREMENT	PROPOSED	DEPARTURE JUSTIFICATION	DESIGN REVIEW GUIDELINES
1	**SMC 23.47A.014.B.3 SETBACK REQUIREMENTS**	For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone, or that abuts a lot that is zoned both commercial and residential if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot, as follows: a. Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet; and b. For each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet	A) At Level 01, a proposed 15’ setback occurring at 19’-7” above the average grade plane, 6’-7” than permitted B) Rotated portion of Levels 2-4 less than 15’-0” from center line of the Alley. See plan and section diagrams on pages 45-46	A) To meet the 7’ height increase permitted per SMC 23.47A.012, and allow for a functional retail space per the tenant’s needs, the floor-to-floor height of the multi-purpose retail sales use at street level must be 16 feet or more. This requirement conflicts with the setback required at the Alley. B) The portion of the structure (Levels 2-4) that is less than 15’-0” from the center line of the alley is across from the surface parking lot, while the rest of the structure to the north exceeds the 15’-0” required setback (from 17’-0” to).	ADMIRAL DESIGN GUIDELINES CS2.II - Respect for Adjacent Sites

URBAN PATTERN AND FORM

Site is situated at a nexus of large and small scale urban block patterns, open spaces, public facilities, institutional structures, and smaller scale residential properties



smaller scale residential parcels

50’ wide commercial pattern

Sanctuary at Admiral

Hiawatha Community Center

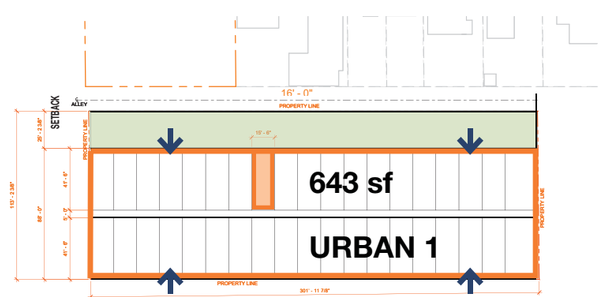
large scale Hiawatha Playfield

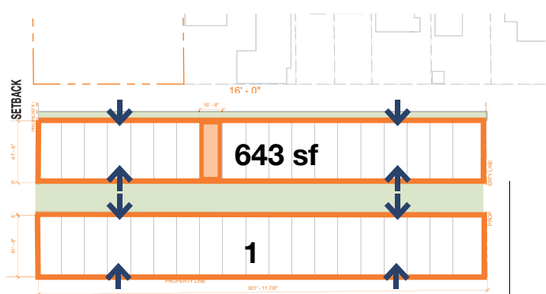
“edge relationship”
between site and school

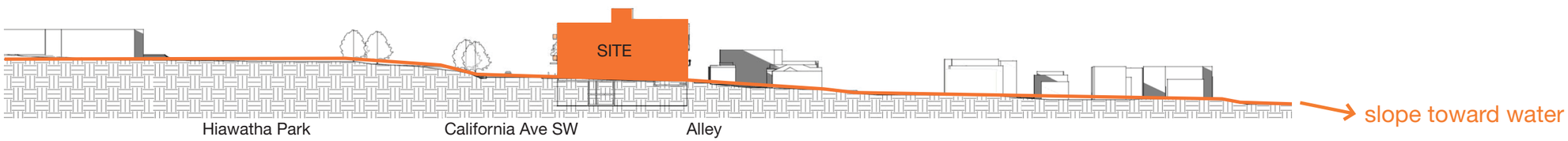
BLOCK SHOWING 25’ / 50’ DIVISION OF PARCELS

SUNLIGHT AND NATURAL VENTILATION

Diagram showing a conversion of an efficient double loaded corridor block separated in the center to provide natural daylight and ventilation into the center of the structure and units







NATURAL SYSTEMS AND SITE FEATURES

The conditions of the site as a “single loaded zone” of NC2P on California Ave SW with Highly contrasting urban scales to the east and west is the genesis of this alternative.

The residential levels above the ground floor are divided into 2 separate blocks as a means to reinforce the transitional “edge zone” nature of the site. To the east the block that fronts California Ave SW relates to the scale of the park and public buildings. It is envisioned to be more monolithic in its massing with targeted cues taken from adjacent neighbors to the north of the site. The west block is meant to be an inverse of the monolith on the east. It’s scale is intended to relate to the single family zone. It is planned to be highly articulated with external balconies, landscaping and west facing sun control measures. The assemblage of these elements is to reduce the scale of the structure and setback from the west property line as much as possible. The two blocks are tied together with a center outdoor, but covered circulation spine. This affords the units with natural cross ventilation, increased opportunity for natural daylighting for both circulation and into the units.

C

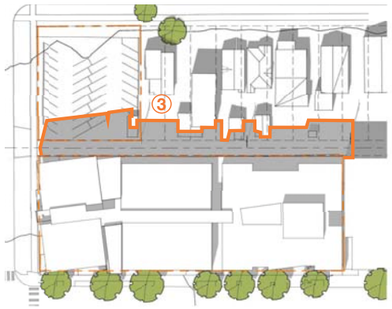
9AM

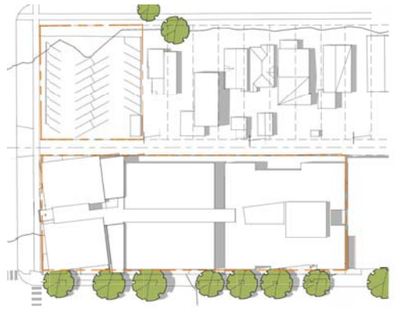
12N

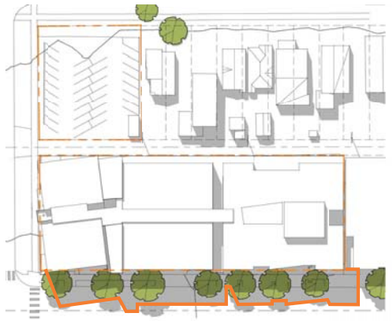
3PM

EQUINOX

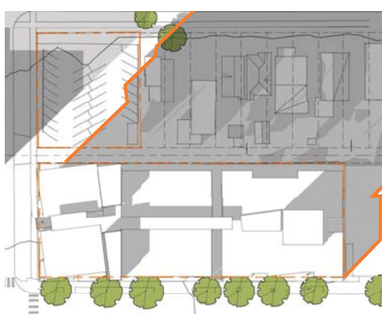
SUMMER SOLSTICE







WINTER SOLSTICE



Shadow Study [8.9]
*Preferred Alternative Shown

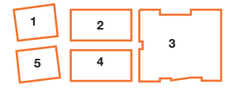
Since the proposed structure lies east and south of it's neighbors, cast shadows has very little impact on adjacent properties.
The location suggests the most sensitive shadow considerations occur in the morning and affect the east properties across from the alley. On average, after 9:30 AM cast shadows from the proposed alternatives falls mainly on the rear yards of the neighbors, not the primary structures. One exception being a non-conforming residential structure that abuts the alley.

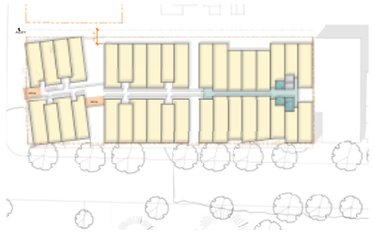
① impact of average early morning cast shadow on rear yards of neighbors to the west.

② By 10am no shadows cast onto conforming primary structures

③ Summer mornings with no shadow impacts on conforming primary residential structures to the west

5 blocks



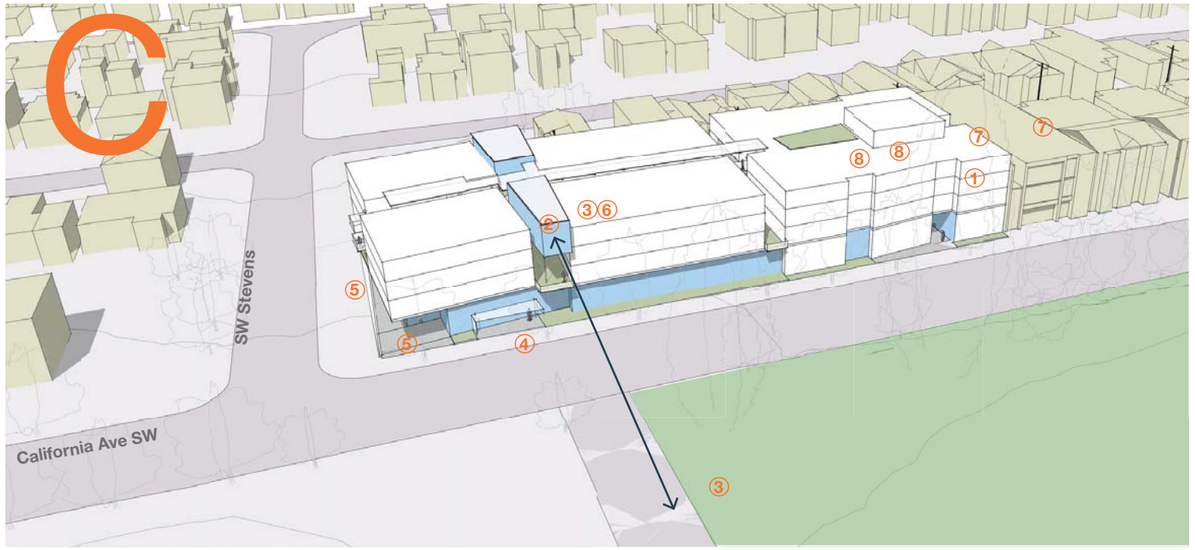


Opportunities:

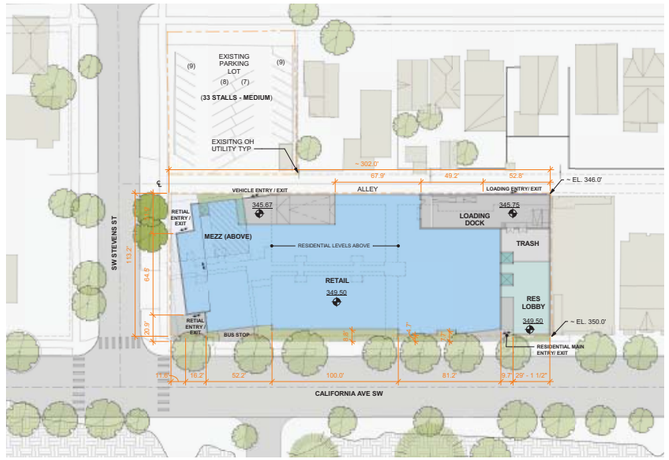
- Massing has a variety of scale relationships with it's neighbors
- allows for several distinctive amenity spaces relating to adjacent urban conditions
- Rotated south corner responsive to opportunities provided by the intersection and view to the Play Field
- Mix of enclosed and open circulation adds variety to residential experiences and choice.
- Open circulation block allows increased natural daylight and ventilation to apartment homes
- Ratio of 3.14 FAR to 73,480 square feet of living area provided more efficient than 3-block alternative
- Garage entry opposite existing surface lot drive aisle minimizing light and glare impacts to west neighbors.

Constraints:

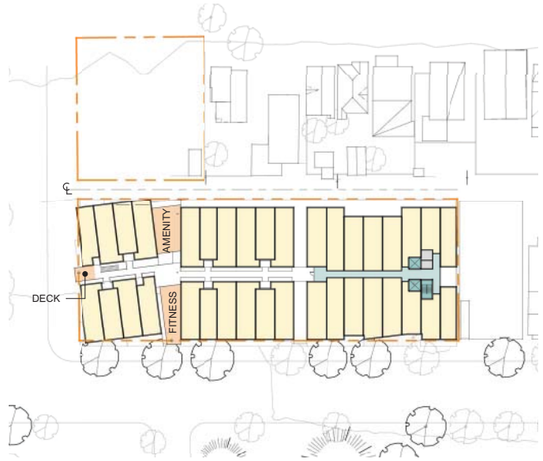
- Departure request on west facade (see departure request pages)



Perspective looking West

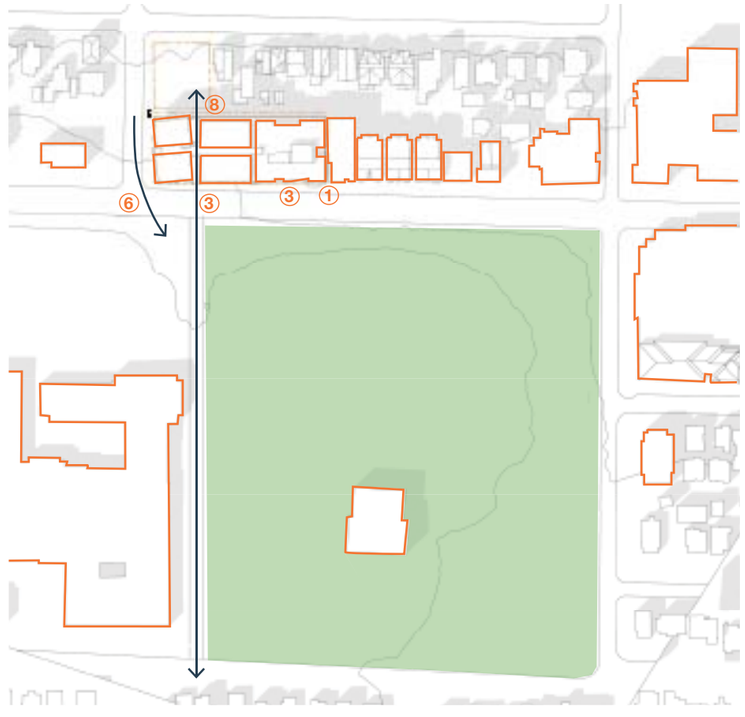


Level 01 - plan diagram



Level 04 - plan diagram

Perspective looking NE



① **Residential Entry location**
PL3A- offer obvious and identifiable entries

② **4th floor amenity room**
CS2D - continuation of existing street patterns of massing and texture

③ **2nd floor exterior residential common amenity**
CS2B - continuation of existing street patterns of massing and texture

④ **bus stop**
PL4C- Take advantage of the presence of transit patrons to support retail uses in the building.

⑤ **Retail Entry location**
PL1A- offer obvious and identifiable entries; provide space for pedestrian interaction

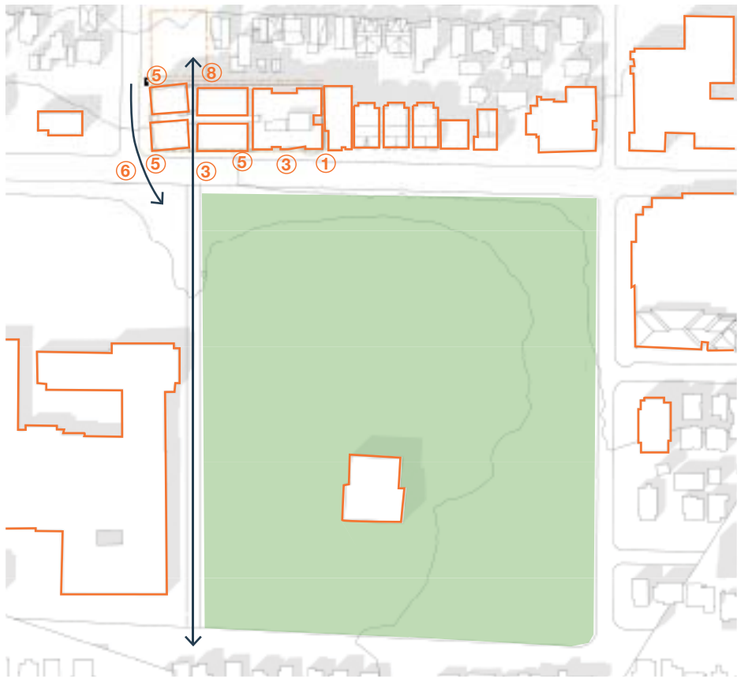
⑥ **CS2B -** strong relationship & interaction with the public realm

⑦ **CS2.I (Admiral Supplemental Guidance) -** reinforce and acknowledge the existing spatial characteristics

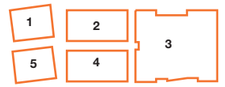
⑧ **DC2A -** Consider creating recesses or indentations in the building envelope

C_2

Perspective looking West



‘5 block’ alternative concept



The residential levels are divided into 5 separate blocks as a means to acknowledge the various urban scales in the immediate neighborhood and provide a variety of living experiences. The northern most block is a straightforward, double loaded corridor arrangement modulated to relate the mid-sized commercial structures to the north. The remaining 4 blocks are each independent 3-story structures connected via an exterior, covered circulation spine running north to south. On the 4th floor, “suspended in the gap between the residential structures, are 2 amenity spaces. One to the east and another to the west. Each with 4’ high clerestory roofs and scaled to relate to a similar size of the single family structures near by. The amenity space to the east is positioned on axis to the entry drive connecting California Ave SW and the West Seattle High School. To the west, the amenity space continues the entry axis and is located opposite the existing surface parking lot below. This position allows the space to take advantage of the distant westerly view to the Sound and mountains while not being directly opposite a residential structure. The rotation of the south blocks is intended to increase a corner presence and allow for more south facing space along the sidewalk for the retail entry.

EDG#2

The activation along California has been increased by offering a pedestrian experience consistent with the character of the commercial activity to the North through additional site features such as a retail entry, outdoor seating areas and the strategic placement of overhead weather protection. Specific landscaping features have been introduced to further relate the site to the existing street character and to Hiawatha Play field.

1. **Residential Entry location**
   PL3A- offer obvious and identifiable entries
2. **4th floor amenity room**
   CS2D - continuation of existing street patterns of massing and texture
3. **2nd floor exterior residential common amenity & vertical green screen trellis**
   CS2B - continuation of existing street patterns of
4. **bus stop**
   PL4C- Take advantage of the presence of transit patrons to support retail uses in the building.
5. **Retail Entry location**
   PL1A- offer obvious and identifiable entries; provide space for pedestrian interaction
6. **CS2B -** strong relationship & interaction with the public realm
7. **CS2.I (Admiral Supplemental Guidance) -** reinforce and acknowledge the existing spatial characteristics
8. **DC2A -** Consider creating recesses or indentations in the building envelope

Opportunities:

- massing has a variety of scale relationships with it’s neighbors
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- mix of enclosed and open circulation adds variety to residential experiences and choice.
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- ratio of 3.14 FAR to 73,480 square feet of living area more efficient than 3-block alternative
- garage entry opposite existing surface lot drive aisle minimizing light and glare impacts to west neighbors

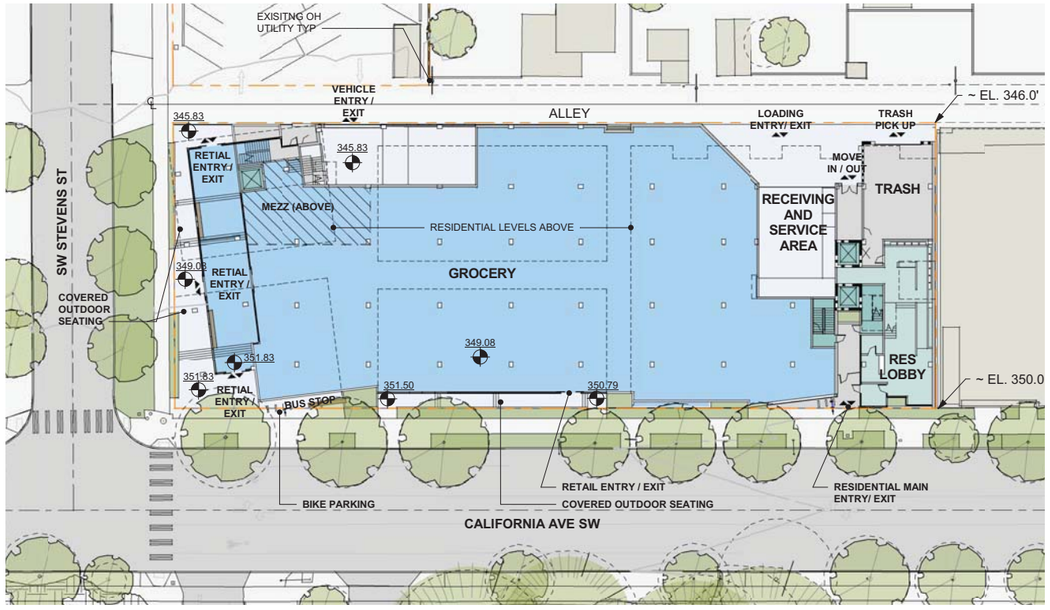
Constraints:

- Departure request on west facade (see departure request pages)
- Overhead Weather Protection (see departure request pages)

C_2

Level 02 - plan diagram

Level 04 - plan diagram



Level 01 - plan diagram

Perspective looking NE

N

0 15 30 60