California Ave SW, Proposed New Residential Construction Project DPD # 3025941

SEATTLE DESIGN REVIEW

Early Design Guidance: March 16, 2017

APPLICATION TEAM

OWNER: ADMIRAL STATION
2715 CALIFORNIA AVE SW
SEATTLE, WA 98116

ARCHITECT: CLARK DESIGN GROUP
PLLC 1401 W GARFIELD ST
SEATTLE, WA 98119

TABLE OF CONTENTS

DEVELOPMENT OBJECTIVES [3.0]

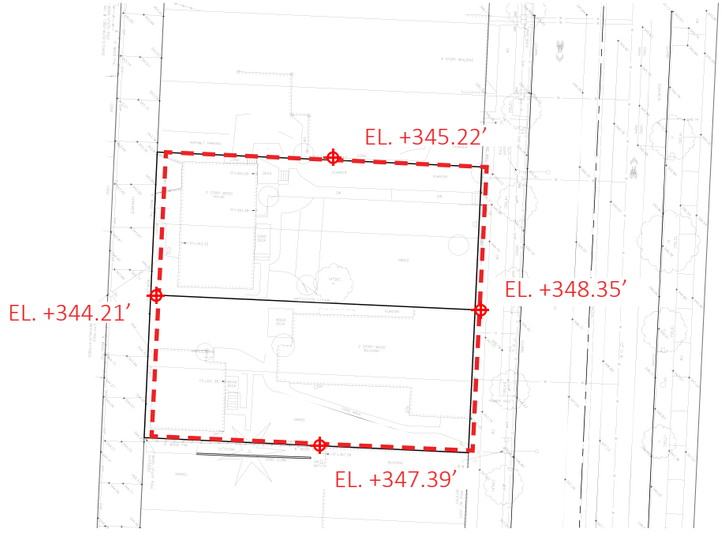
USES AND QUANTITIES

The proposal is a four-story mixed use building with 48 residential units over ground floor commercial use (2,404 square feet.) There are 1 ½ levels of below grade parking for 46 vehicles that is accessed from the alley. There is a roof terrace garden and green house for residential amenity use.

SUMMARY OF DEVELOPMENT OBJECTIVES

The project is located in the Admiral Residential Urban Village. The 11,300-square foot site is located on California Ave SW in the Commercial Core Area and abuts a Single Family Zone to the west across the alley. The project is located at transition in zones. The topography slopes from east to west with the single family residential structures lower than the site. There are territorial views of Puget Sound and the Olympic Mountains to the west. On the east side of California Ave SW is the Hiawatha Playfield. The level of the playfield is 8 to 10 feet above the site and is border with mature trees.

The project is a smaller scaled mixed use building that will fit into the existing urban pattern of a diverse mix of ground floor commercial uses with residences above. The project will complete the urban edge on California Ave SW and transition through height bulk and scale to the Single Family zone to the east. The site is ideally within walking distances to the neighborhood town center, a park, bus stops and will provide a high quality living experience for residents.



344.21(100.00’) + 347.39’ (113.54’) + 348.35’ (100.08’) + 345.22’ (113.63’) / 427.25’ = 346.29’ Average Grade Level

Zone: NC2P-40
(Neighborhood Commercial 2 - Pedestrian)

Permitted Uses (23.47A.004)
Residential, Live/Work, Restaurants, Drinking Establishments, Retail Sales, Food Processing and Craft Work

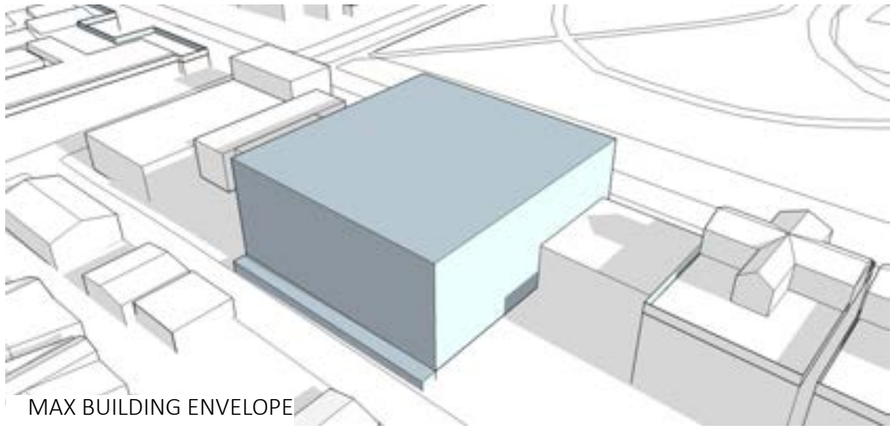
FAR (23.47A.013 Table A)
Allowable FAR (40’ Height Limit) 3.25 (x 11,363 SF Lot)
36,927 SF Allowable Area

Proposed FAR for Option C (Preferred Scheme):

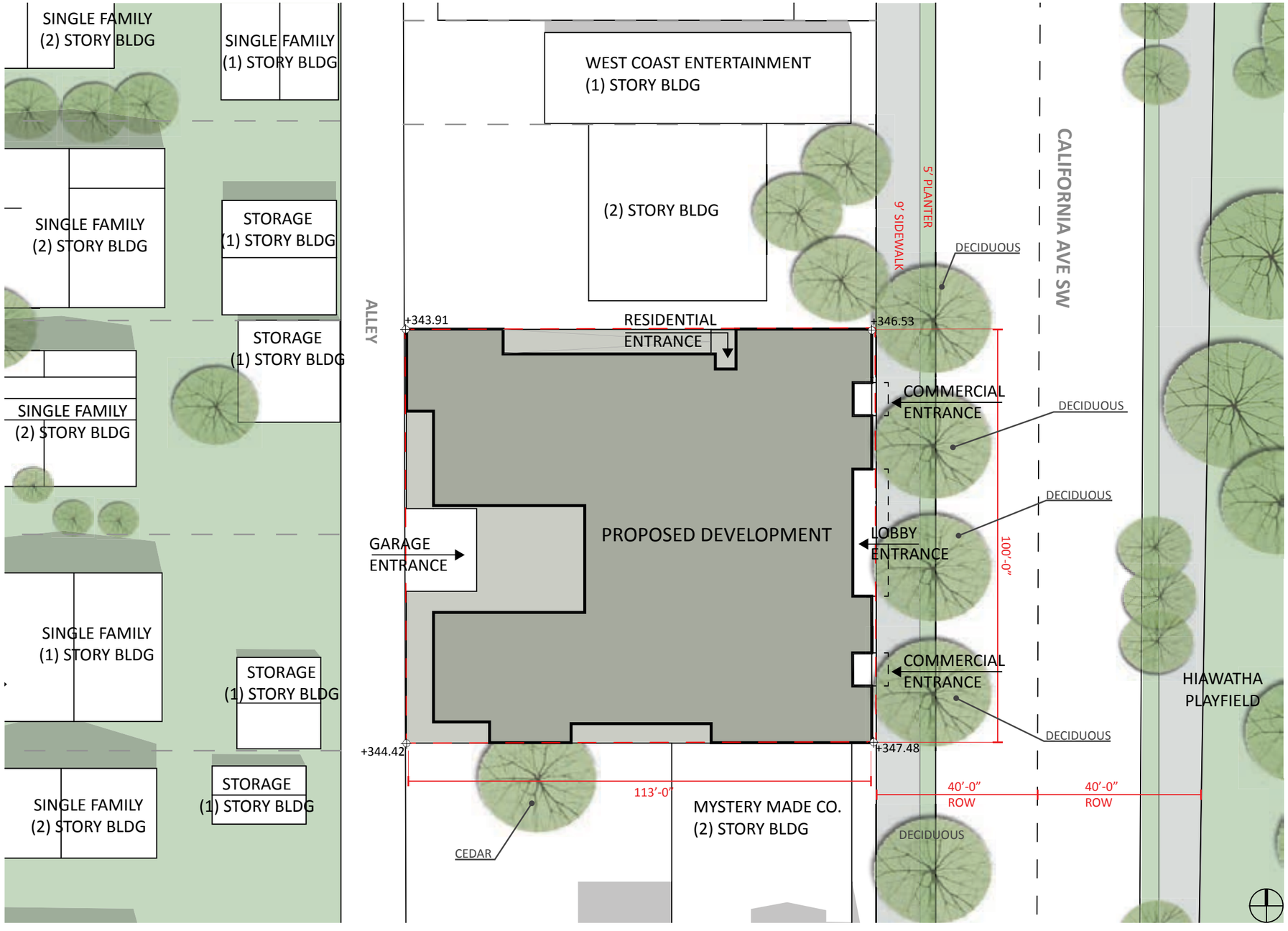
Commercial	2,656 SF	
Residential Uses	33,713 SF	34,086 Total FAR
Parking/Mech.	22,724 SF	
Total	59,735 SF	

Amenity Space (23.47A.024)
5% residential gross floor area dedicated for Residential Amenity Area
33,713 SF * 5% = 1,685 SF Required
353 SF Provided at L1
3,300 SF Provided at Roof

Parking Requirements (23.47A.030)
48 parking stalls Required
± 46 parking stalls Provided


MAX BUILDING ENVELOPE

SITE PLAN [4.0]



LEGAL DESCRIPTION:

Parcel 8010100270:
LOTS 6 AND 7, BLOCK 2, REPEAT OF A PORTION OF STEWART'S FIRST ADDITION TO WEST SEATTLE ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS.

Parcel 8010100280:
LOTS 8 AND 9, BLOCK 2, REPLAT OF A PORTION OF STEWART'S FIRST ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS. PAGE 35, IN KING COUNTY WASHINGTON.

URBAN DESIGN ANALYSIS: AERIAL GRAPHIC [5.1]

URBAN DESIGN ANALYSIS: VICINITY MAP [5.2]

URBAN DESIGN ANALYSIS: 9 BLOCK THREE- DIMENSIONAL VIEW [5.3]

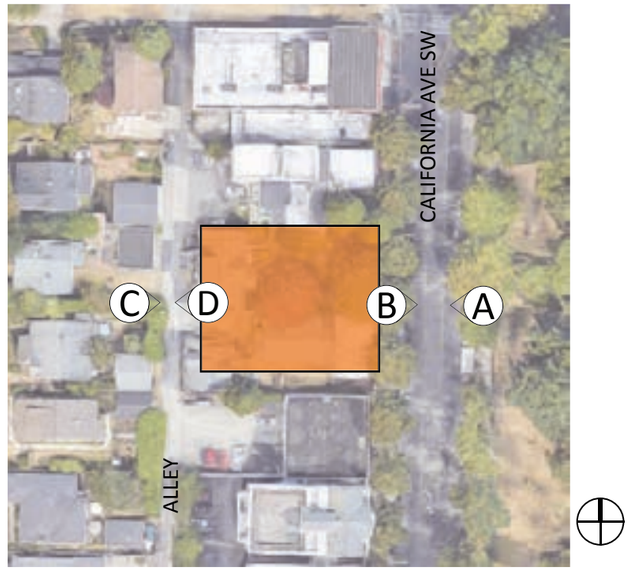
URBAN DESIGN ANALYSIS: STREETSCAPE [5.4]

A West Side of California Ave SW

B East Side of California Ave SW

C Looking East from Alley

D Looking West from Alley



URBAN DESIGN ANALYSIS: SITE PHOTOS [5.7]

2749 CALIFORNIA AVE SW DPD #3024077

2336 44TH AVE SW DPD #3022305

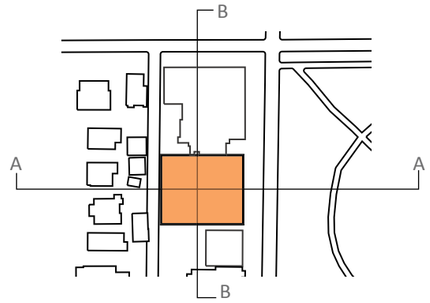
ELEMENT 42, 2641 42ND AVE SW

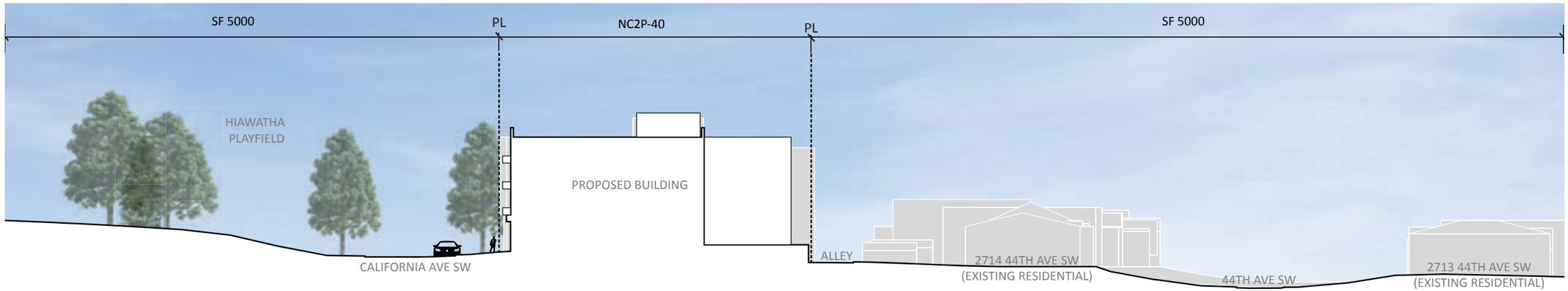
ADMIRAL HEIGHTS, 2326 CALIFORNIA AVE SW

4700 SW ADMIRAL WAY DPD #3017747

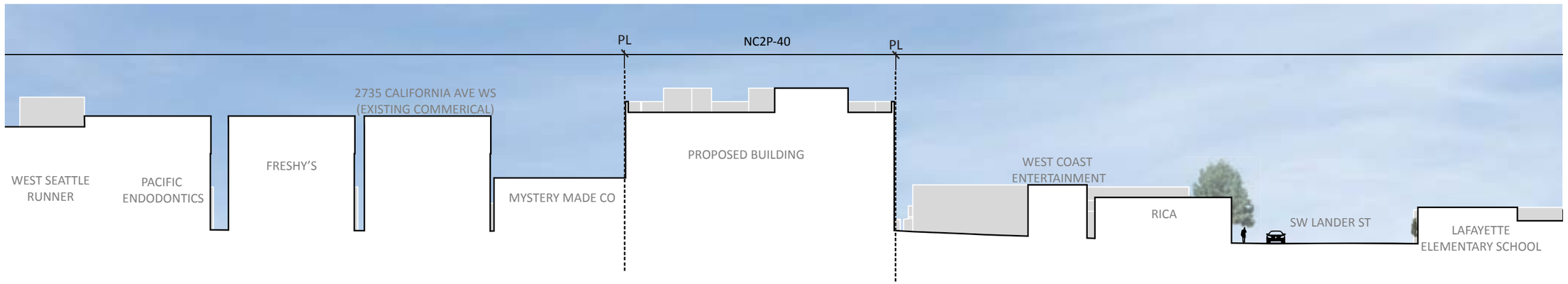
3210 CALIFORNIA AVE SW DPD #3014176

URBAN DESIGN ANALYSIS: SECTION THROUGH NEIGHBORHOOD





NORTH-SOUTH SITE SECTION A-A



EAST-WEST SITE SECTION B-B

ZONING DATA [6.0]

Zone NC2P-40 Neighborhood Commercial 2 – Pedestrian Designated zone
Streets California Avenue SW is a Principal Pedestrian Street
Permitted Uses Residential, Live/Work, General Sales and services, Offices
23.47A.004

The proposed use will be Residential, Retail Sales & Services, Office

Street Level Uses

23.47A.005 Residential Uses are limited to 20% max of street-level, street-facing facades in pedestrian zones. On principal pedestrian streets, a minimum 80% of the street-level, street-facing façade must be eating/ drinking establishments, entertainment uses, food processing and craft work, offices for no more than 30' of façade, retail sales, and general/heavy sales and services.

The project will comply with Street level uses on California Ave SW

Street-Level Development Standards

23.74A.008 Blank Façades are limited to Max 20' width and maximum 40% overall of façade width. Facades shall be located within 10 feet of property line, unless wider sidewalks, plazas, approved landscape or open spaces are provided. Between 2' and 8' above sidewalk, min 60% of the street facing façade shall be transparent.

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. Pro- vided over the sidewalk or over walking area within 10 feet immediately adjacent to the sidewalk. Pro jections 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.
Non-residential uses shall extend an average depth of 30' and minimum of 15' from the street level, street facing façade.

The project will comply with Street Level Development Standards on California Ave SW

Structure Height :

23.47A.012 Base height limit = 40 feet
The structure may exceed height limit by 4 feet if a floor to floor height of 13 feet is provided for non-residential uses at street level.

The proposed height is 44 feet and will comply with the required floor to floor height of 13 at street level

FAR

23.47A.013	Lot Area:	11,363 SF
	Max. Mixed Use 3.25	36,927 SF
	Max. Single Use 3.0	34,086 SF

The project complies with Floor Area Ratio limits.

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.

The project complies with setback requirements at the alley.

23.47A.024

Amenity Area

Amenity areas are to equal 5% of the total gross fl oor 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

The project complies with a mix of outdoor terraces, private balconies and rooftop terrace.

23.47A.030

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

The project complies with the below grade parking accessed from the alley.

Per 23.54.015: Nonresidential Parking: Sales and services, general = 1 spaces for each 500 square feet
No parking is required for the fi rst 1,500 SF of each business establishment in pedestri an-designated zones
Residential Parking: Multifamily residential uses = 1 spaces per dwelling unit
±46 Residential stalls provided

DESIGN GUIDELINES: PRIORITY DESIGN GUIDELINES [7.0]

NC2 Purpose

To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices, where the following characteristics can be achieved:

1. A variety of small to medium-sized neighborhood-serving businesses;
2. Continuous storefronts built to the front lot line;
3. An atmosphere attractive to pedestrians;
4. Shoppers can drive to the area, but walk from store to store.

CS2 Urban Pattern and Form

Strengthen the most desirable forms, characteristics and patterns of the streets, block faces, and open spaces in the surrounding area.

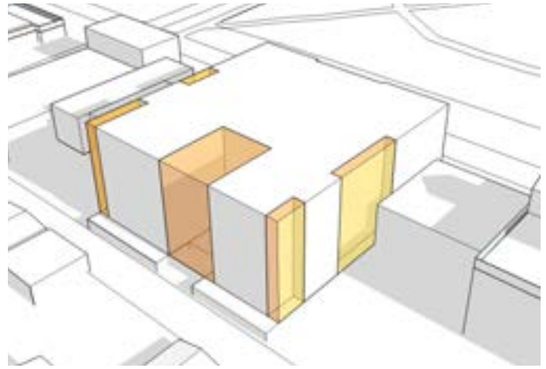
The building is sited to complete the urban edge along California Ave SW. The massing has been setback at the alley and side lot lines to respect the adjacent properties. Windows will not align with adjacent windows to minimize impact on privacy. Decks will not overlook the residential zone to the west.

CONTEXT & SITE

CS1 Natural Systems and Site Features

Compose the structures massing to enhance solar exposure for the project and minimize shadow impacts on adjacent structures.

Significant Building setbacks and modulations have been used to increase solar exposure to the site and preserve solar exposure to the surrounding area.



CS3 Architectural Context and Character

Contribute to the architectural character of the neighborhood.

The project will use brick in keeping with many neighborhood buildings. The street level will use street level windows with transoms and canopies at entries. The parapet will have varied heights to provide architectural interest.

DESIGN GUIDELINES: PRIORITY DESIGN GUIDELINES [7.0]

PUBLIC LIFE

PL2 Walkability

Create a safe and comfortable walking environment that is easy to navigate and well connected to existing pedestrian walkways and features.

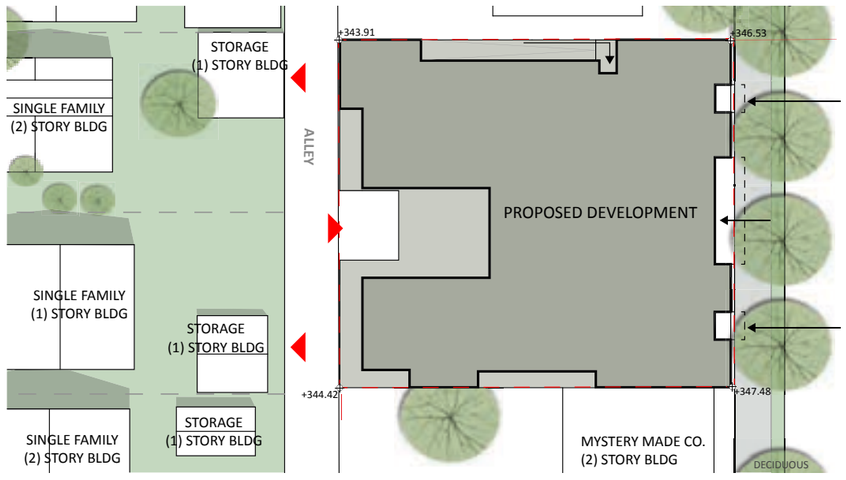
The project will incorporate clearly identifiable entire and provide visual and pedestrian access from the sidewalk. Entries will be well lite and canopies will be provided.

DESIGN CONCEPT

DC1 Project Uses and Activities

Optimize the arrangement of uses and activities on site.

The parking and vehicular access has been located to have the least impact on neighboring single family garages on the alley. The parking level has been recessed to minimize the scale of the parking structure.



PL3 Street Level Interaction

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

The project will create an appropriate setback at the main residential entry. The commercial spaces will be transparent and inviting.

ADMIRAL NEIGHBORHOOD CONTEXT & PRIORITY ISSUES:
PARCEL IS BOTH IN THE COMMERCIAL CORE AREA AND ABUTS SINGLE FAMILY ZONING

DC1 - PROJECT USES
- PARKING ENTRY HAS LEAST IMPACT ON SINGLE FAMILY GARAGES

CS2 URBAN PATTERN AND FORM
- MASSING SET-BACK AT ALLEY AND SIDE LOT LINES TO RESPECT THE ADJACENT PROPERTIES. WINDOWS WILL NOT ALIGN WITH ADJACENT WIDOWS

CS2 URBAN PATTERN AND FORM
- BUILDING IS SITED TO COMPLETE URBAN EDGE ALONG CALIFORNIA AVE SW

CS2 URBAN PATTERN AND FORM
- BRICK ACCENTS AND MATERIALS DRAWN FROM NEIGHBORING PROJECTS
- VARIED PARAPET HEIGHT

PL3 - STREET LEVEL INTERACTION
- TRANSPARENT COMMERCIAL SPACES
- RESIDENTIAL LOBBY SET BACK

CS2 - HEIGHT, BULK, & SCALE - FACADE HAS BEEN BROKEN DOWN INTO SMALLER SCALE SECTIONS TO RELATE TO ADJACENT BUILDINGS

PL2 - EYES ON THE STREET MULTIPLE BALCONIES AND GLAZING ALONG CALIFORNIA AVE

PL2 - WALKABILITY
- CLEARLY IDENTIFIABLE ENTRY
- VICUAL AND PEDESTRIAN ACCESS FROM SIDEWALK
- WELL-LIT ENTRIES WITH CANOPIES

CS2 URBAN PATTERN AND FORM
- MASSING SET-BACK AT ALLEY AND SIDE LOT LINES TO RESPECT THE ADJACENT PROPERTIES. WINDOWS WILL NOT ALIGN WITH ADJACENT WIDOWS

TRASH/ RECYCLING

DC1 - PROJECT USES
- PARKING ENTRY HAS LEAST IMPACT ON SINGLE FAMILY GARAGES

ADMIRAL NEIGHBORHOOD CONTEXT & PRIORITY ISSUES: PARCEL IS BOTH IN THE COMMERCIAL CORE AREA AND ABUTS SINGLE FAMILY ZONING

MASSING OPTIONS- COMPARISON [8.3]

Option A- “L” Shaped Building Scheme

Pros
- Massing completes the urban edge along California Ave SW, storefronts built to the lot line provide a variety of small to medium-sized neighborhood-serving businesses and encourage street level interaction. Central residential Lobby encourages activity after normal business hours.
- Bay windows help create Architectural Character and detail.
- Second floor outdoor terrace has best solar orientation.

Cons
- Large second floor terrace creates privacy concerns with Single family zone.
- The alley vehicular access conflicts with an existing residential garage.
- Large width of massing at residential zone does not provide sensitive transition
- Provides little relief for future developments to north and south.

Option 2 - “T” Shaped Building Scheme

Pros
- Massing completes the urban edge along California Ave SW, storefronts built to the lot line provide a variety of small to medium-sized neighborhood-serving businesses and encourage street level interaction. Central residential Lobby encourages activity after normal business hours.
- Bay windows help create Architectural Character and detail.

Cons
- Second floor terraces create privacy concerns with Single family zone.
- Large width of massing at residential zone does not provide sensitive transition
- The alley vehicular access conflicts with an existing residential garage.
- Provides little relief for future developments to north and south.

Option C- “U” Shaped Building Scheme- Preferred

Pros
- Massing completes the urban edge along California Ave SW, storefronts built to the lot line provide a variety of small to medium-sized neighborhood-serving businesses and encourage street level interaction. Central residential Lobby encourages activity after normal business hours.
- Bay windows help create Architectural Character and detail.
- Recessed façade with canopy and balconies above highlights the main entry
- Provides best for future developments to north and south.
- Best location for vehicular entry at alley with least conflicts with residential garages
- Reduces width of masses at alley and provides a better zone transition.

Cons
- Small second floor terrace will be in shade in the morning.

MASSING OPTION A [8.0]

Commercial	2,622 SF	
Residential	25,106 SF	48 Units
Parking	22,724 SF	46 Stalls

Pros

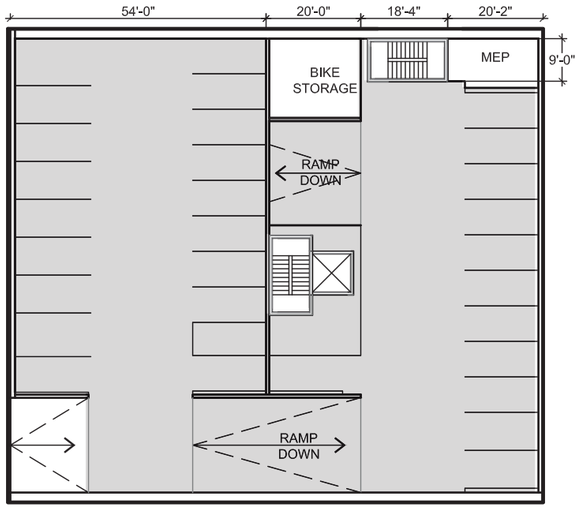
- Massing completes the urban edge along California Ave SW, storefronts built to the lot line provide a variety of small to medium-sized neighborhood-serving businesses and encourage street level interaction. Central residential Lobby encourages activity after normal business hours.
- Bay windows help create Architectural Character and detail.
- Second floor outdoor terrace has best solar orientation.

Cons

- Large second floor terrace creates privacy concerns with Single family zone.
- The alley vehicular access conflicts with an existing residential garage.
- Large width of massing at residential zone does not provide sensitive transition
- Provides little relief for future developments to north and south.

STREET VIEW LOOKING SOUTHWEST

AERIAL VIEW LOOKING NORTHWEST



PARKING LEVEL P1

GROUND FLOOR

LEVELS 2-4

Lobby
Residential
Retail

2715 & 2719 California Ave SW, Seattle, WA 98116
Early Design Guidance Meeting- SDCI #3025941

March 16, 2017

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MASSING OPTION B [8.0]

Commercial	2,752 SF	
Residential	25,839 SF	48 Units
Parking	22,724 SF	46 Stalls

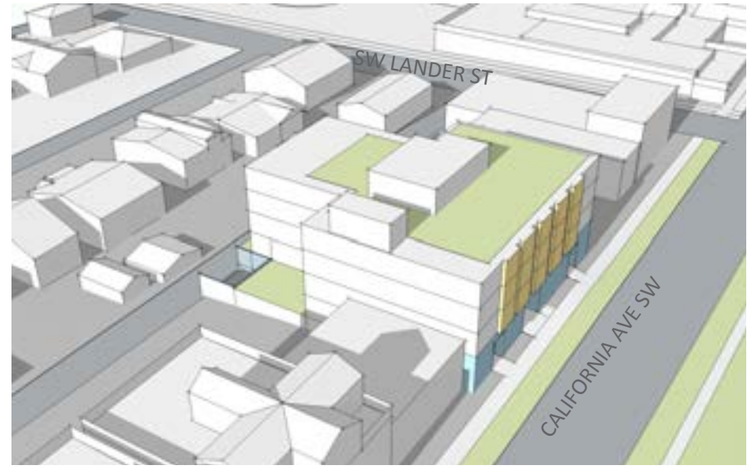
Pros

- Massing completes the urban edge along California Ave SW, storefronts built to the lot line provide a variety of small to medium-sized neighborhood-serving businesses and encourage street level interaction. Central residential Lobby encourages activity after normal business hours.
- Bay windows help create Architectural Character and detail.

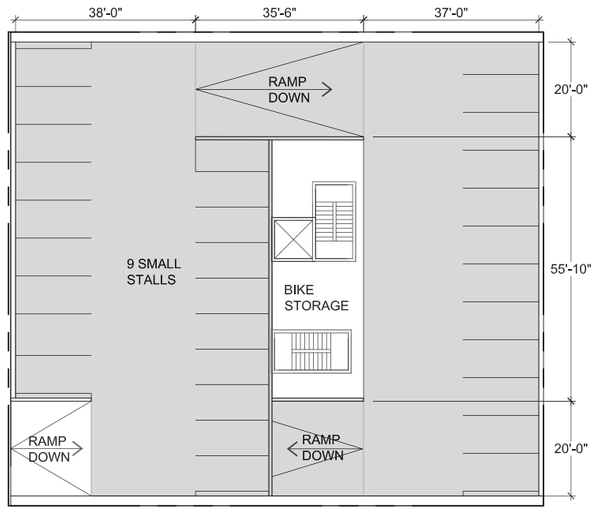
Cons

- Second floor terraces create privacy concerns with Single family zone.
- Large width of massing at residential zone does not provide sensitive transition
- The alley vehicular access conflicts with an existing residential garage.
- Provides little relief for future developments to north and south.

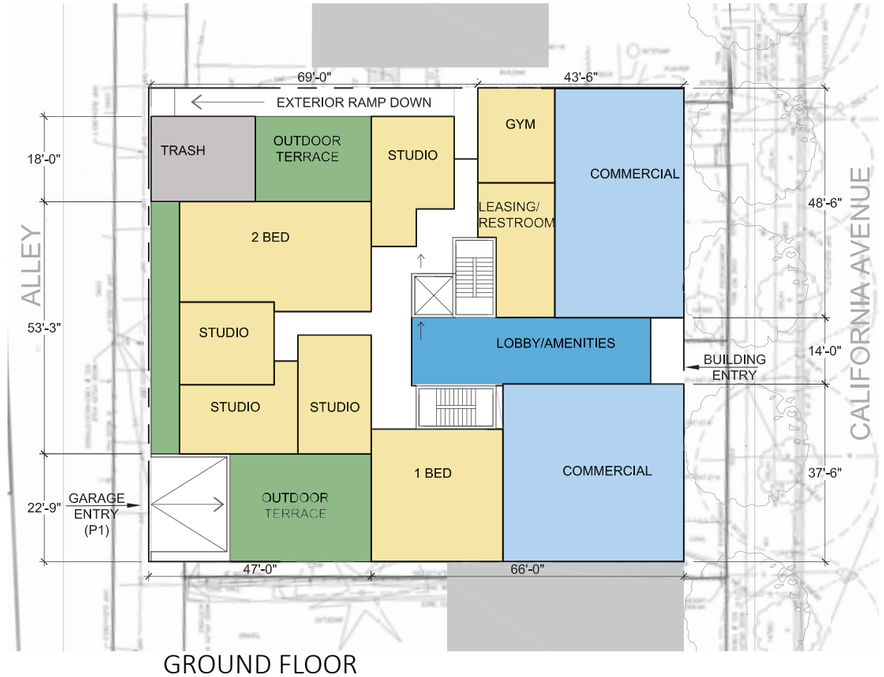
STREET VIEW LOOKING SOUTHWEST



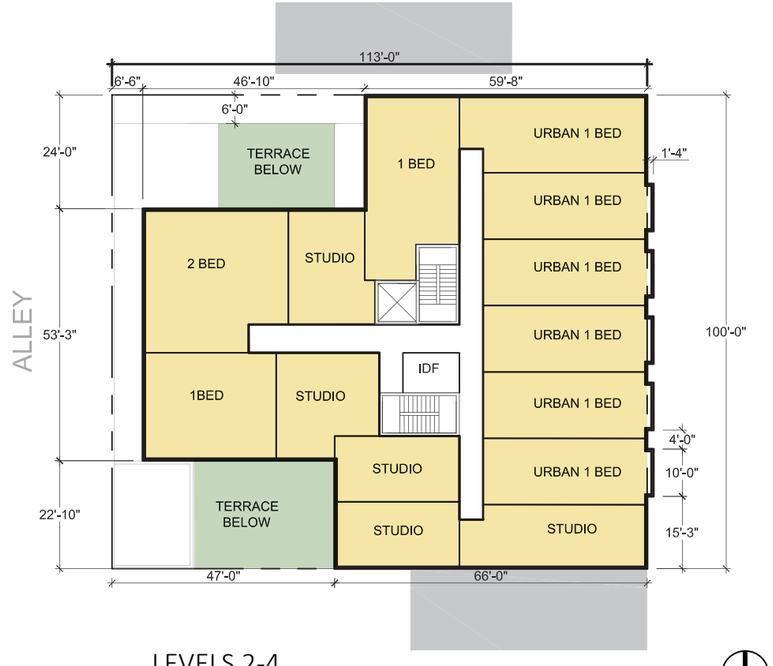
AERIAL VIEW LOOKING NORTHWEST



PARKING LEVEL P1



GROUND FLOOR



LEVELS 2-4

Lobby
Residential
Retail

2715 & 2719 California Ave SW, Seattle, WA 98116
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March 16, 2017

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MASSING OPTION C: PREFERRED SCHEME [8.0]

Commercial	2,656 SF	
Residential	33,086 SF	48 Units
Parking	22,724 SF	46 Stalls

Pros

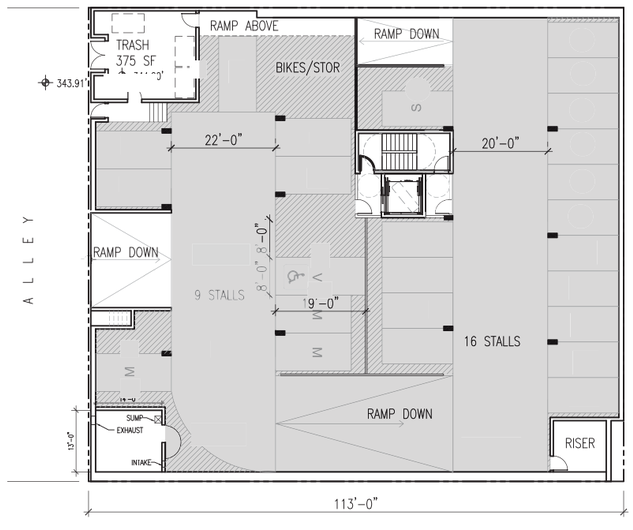
- Massing completes the urban edge along California Ave SW, storefronts built to the lot line provide a variety of small to medium-sized neighborhood-serving businesses and encourage street level interaction. Central residential Lobby encourages activity after normal business hours.
- Bay windows help create Architectural Character and detail.
- Recessed façade with canopy and balconies above highlights the main entry
- Provides best for future developments to north and south.
- Best location for vehicular entry at alley with least conflicts with residential garages
- Reduces width of masses at alley and provides a better zone transition.

Cons

- Small second floor terrace will be in shade in the morning.

STREET VIEW LOOKING SOUTHWEST

AERIAL VIEW LOOKING NORTHWEST



PARKING LEVEL P1

GROUND FLOOR

LEVELS 2-4

Lobby
Residential
Retail

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MASSING OPTION SHADOW COMPARISON SEPTEMBER 21ST [8.9]

OPTION A

9 AM

12 PM

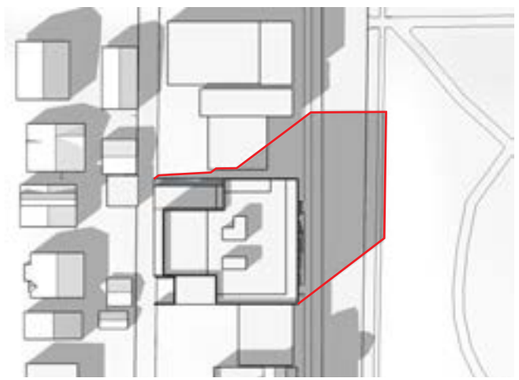
3 PM

OPTION B

9 AM

12 PM

3 PM

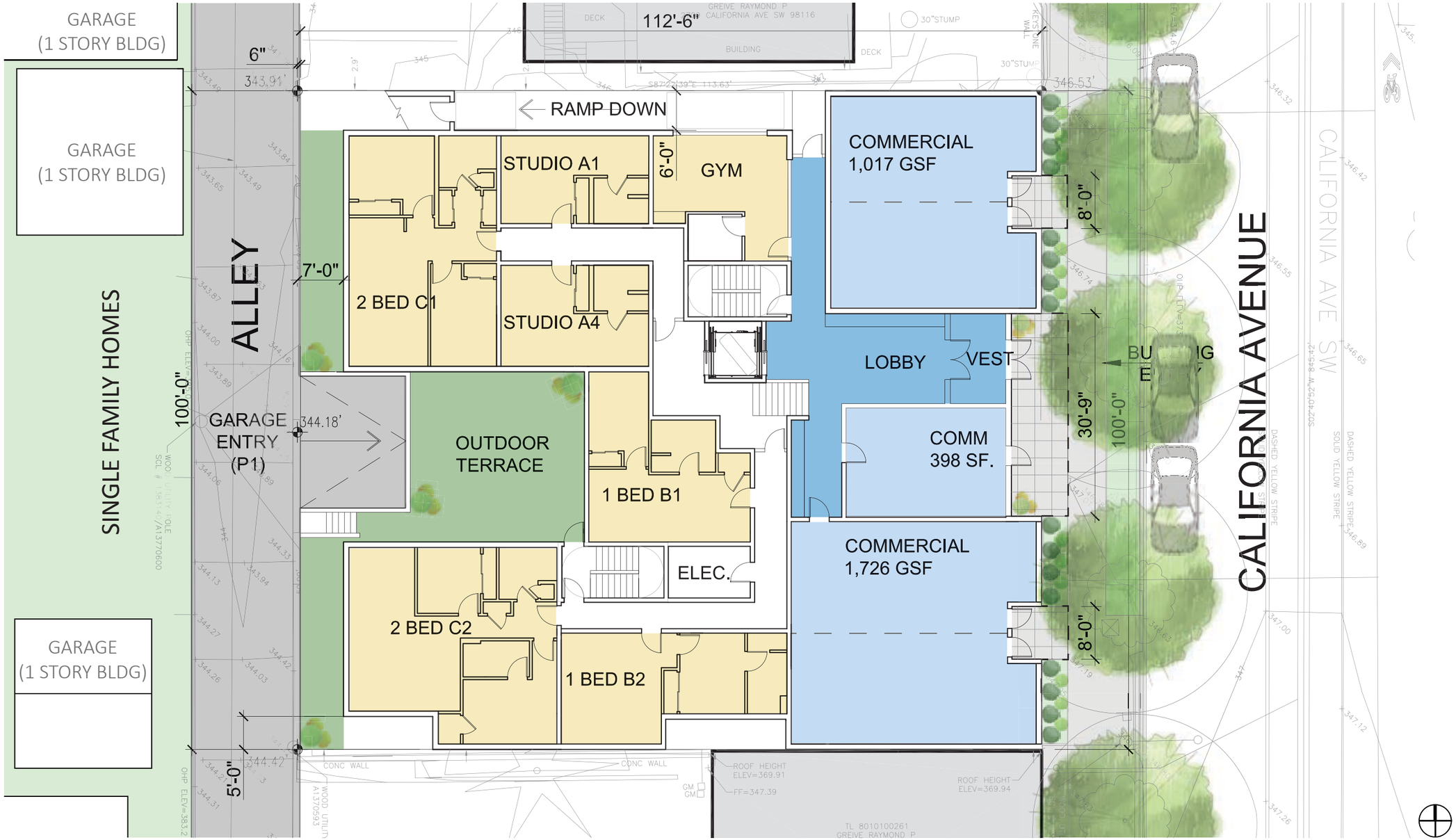


OPTION C (PREFERRED OPTION)

9 AM

12 PM

3 PM


GARAGE
(1 STORY BLDG)
GARAGE
(1 STORY BLDG)
SINGLE FAMILY HOMES
ALLEY
6"
343.91'
112'-6"
DECK
BUILDING
DECK
RAMP DOWN
STUDIO A1
6'-0"
GYM
2 BED C1
STUDIO A4
7'-0"
100'-0"
GARAGE
ENTRY
(P1)
344.18'
OUTDOOR
TERRACE
1 BED B1
ELEC.
2 BED C2
1 BED B2
COMMERCIAL
1,017 GSF
LOBBY
VEST
COMM
398 SF.
COMMERCIAL
1,726 GSF
8'-0"
30'-9"
100'-0"
8'-0"
5'-0"
344.42
CONC. WALL
CONC. WALL
ROOF HEIGHT
ELEV=369.91
FF=347.39
ROOF HEIGHT
ELEV=369.94
TL 8010100261
GREIVE, RAYMOND P
346.53'
30"STUMP
30"STUMP
KEYSTONE WALL
CALIFORNIA AVENUE
CALIFORNIA AVE SW
GREIVE RAYMOND P
CALIFORNIA AVE SW 98116
OHP ELEV=383.2
WOOD UTILITY POLE
SCL # 1351.4/A1370600
WOOD UTILITY POLE
A1370593

PROJECT IMAGES

CLARK DESIGN GROUP PROJECTS

BELAY APARTMENTS

PUBLIX

ARGENS

OWNER PROJECTS

JUNCTION FLATS

DAKOTA

OSBORN

DEPARTURES

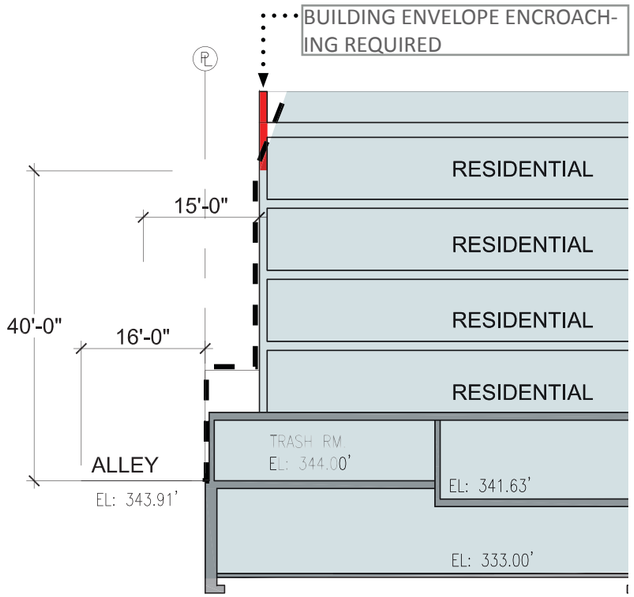
Departure #1
SMC 23.47A.014.B.3 Setback Abutting a Side or Rear Lot Line of a Residentially-Zoned lot

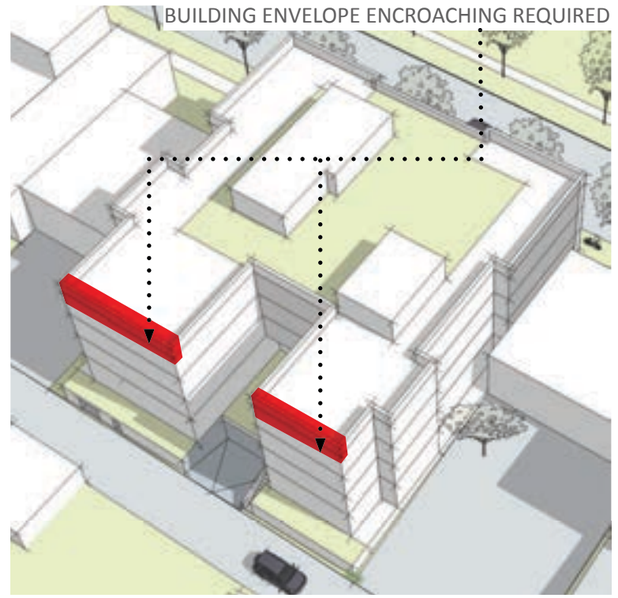
Required Setbacks
For a structure containing a residential use, a setback, is required along any side or rear lot line that abuts a lot in a residential zone, as follows:

a. 15’ for portion of structure above 13 feet in height to maximum of 450 feet; and
b. For each portion of a structure above 40 feet in height, additional setback at the rate 2 feet of setback every 10 feet by which the height of such portion exceeds 40 feet.

The project is required to setback at the upper floor. We seek design guidance from the DRB whether the it would be more respectful to the neighbors to;

1. Reduce the buildings scale by providing the upper level setback with balconies.
2. Seek a departure for setback and eliminate balconies and only provide glazing at alley.





Departure #2
Street-Level Development Standards 23.74A.008
C4. Overhead weather protection

a. Continuous overhead weather protection (i.e., canopies, awnings, marquees, and arcades) is required along at least 60 percent of the street frontage of a structure on a principal pedestrian street.
b. The covered area shall have a minimum width of 6 feet.
c. The overhead weather protection must be provided over the sidewalk, or over a walking area within 10 feet immediately adjacent to the sidewalk. When provided adjacent to the sidewalk, the covered walking area must be at the same grade or within 18 inches of sidewalk grade and meet Washington state requirements for barrier-free access.
d. The lower edge of the overhead weather protection shall be a minimum of 8 feet and a maximum of 12 feet above the sidewalk for projections extending a maximum of 6 feet. For projections extending more than 6 feet from the structure, the lower edge of the weather protection shall be a minimum of 10 feet and a maximum of 15 feet above the sidewalk.

The project is required to have 60 feet of overhead weather protection. Currently the preferred scheme has a total of 46 feet of canopies at the main building entry and commercial entries. We seek design guidance from the DRB whether the overhead weather protection should be

1. Expanded to meet the requirement which will cover potential landscape areas.
2. Seek a departure for reduced coverage and maintain planting areas.