

Administrative Design Guidance Application



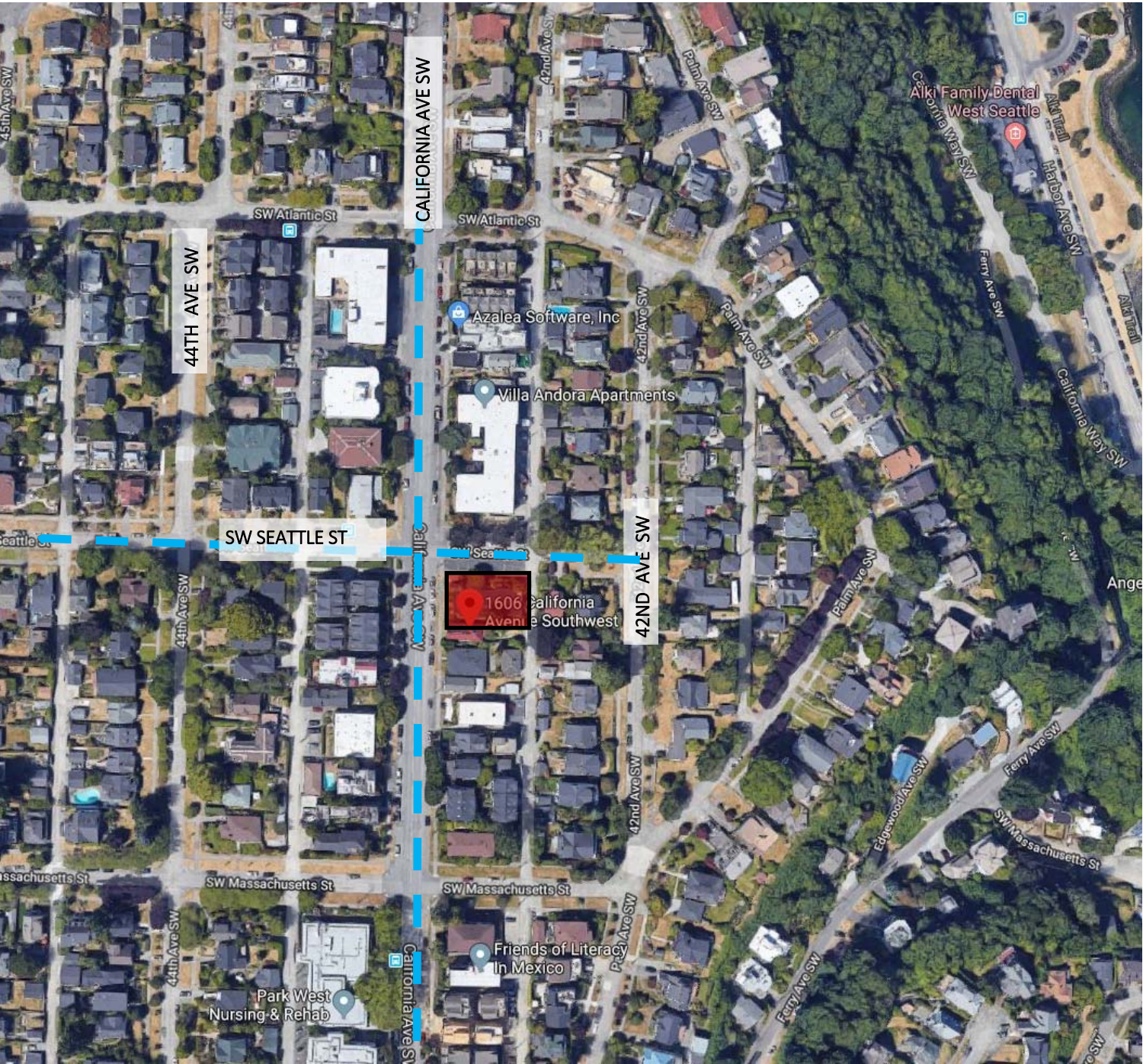
OWNER:
ROGER CAYCE
1916 PIKE PL. 12-211
Seattle, WA 98101

PROJECT:
CALIFORNIA ROWHOUSES
1606 CALIFORNIA AVE SW
Seattle, WA 98116

ARCHITECT: Novion Group Inc.
8634B 3rd Ave NW
Seattle, WA 98117
rod@noviongroup.com (206.361.6133)

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DEVELOPMENT OBJECTIVES

PROJECT TEAM

Owner: ROGER CAYCE
1916 PIKE PL. 12-211
Seattle, WA 98101
Contact: ROGER CAYCE
Architect & Applicant: Novion Group Inc.
8634B 3rd Ave NW
Seattle, WA 98117
Contact: Shaun Novion

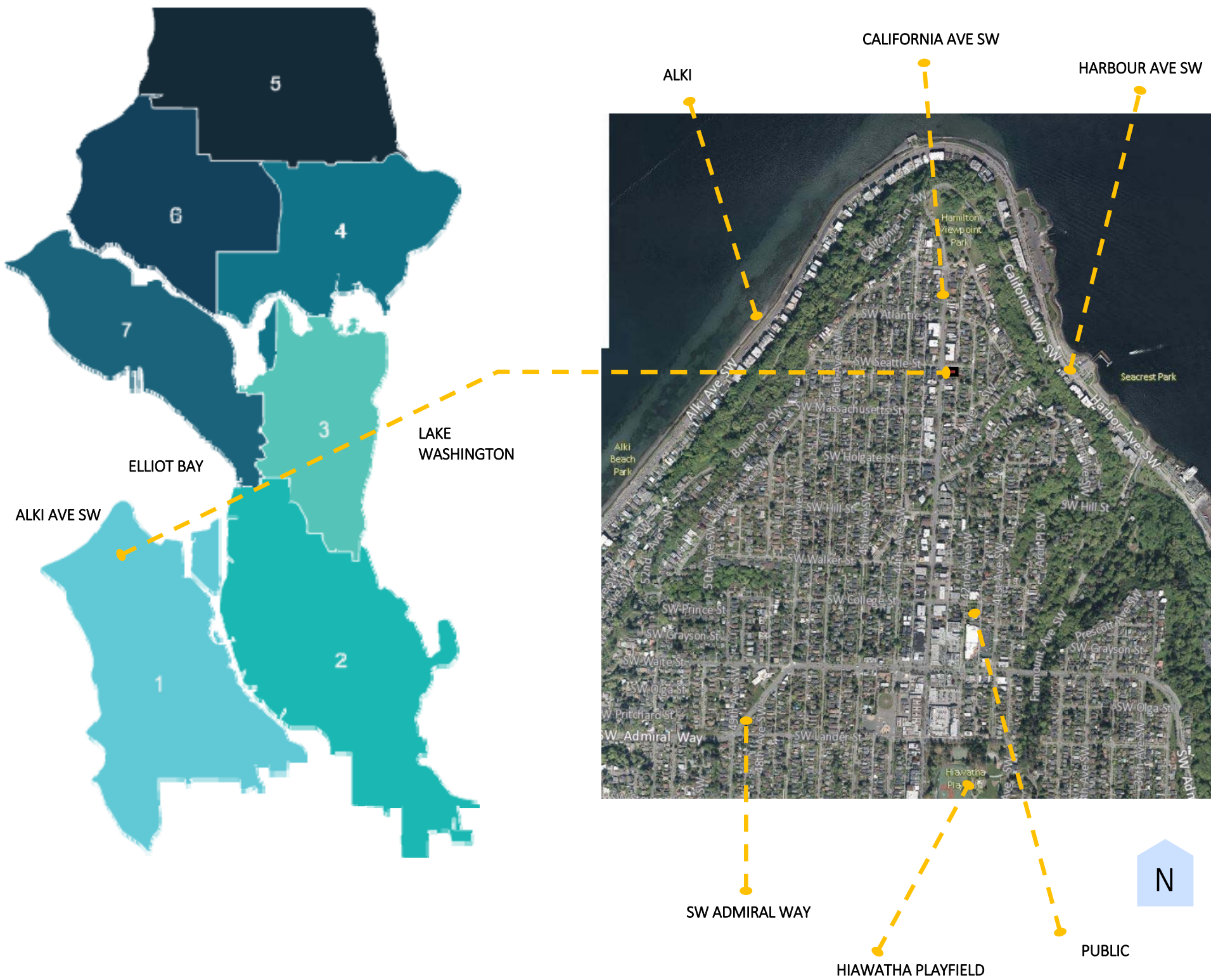
Landscape Architect: GHA Landscape Architects
1417 NE 80th St
Seattle, WA 98115
Contact: Neil Buchanan

SDCI Project #3033972-EG
Contact: Wayne Farrens, Land Use Planner

Existing Site:
Address: 1606 California Ave SW & 4215 SW Seattle St.
Location: The Site is in North Admiral district, North of the Admiral Junction
Site Area: 9,430 sf
Existing Development: 4 unit apartment complex and a single family.

Project Proposal:
Number of Residential Units: 8 new rowhouse units
Number of Parking Stalls: 8 garage stalls
Gross Floor Area of Residential Use: 16,400 sf

Developmental Objective:
To provide increased housing in the California Ave Corridor.
The replacement of two aging structures will provide a visual upgrade to the neighborhood.

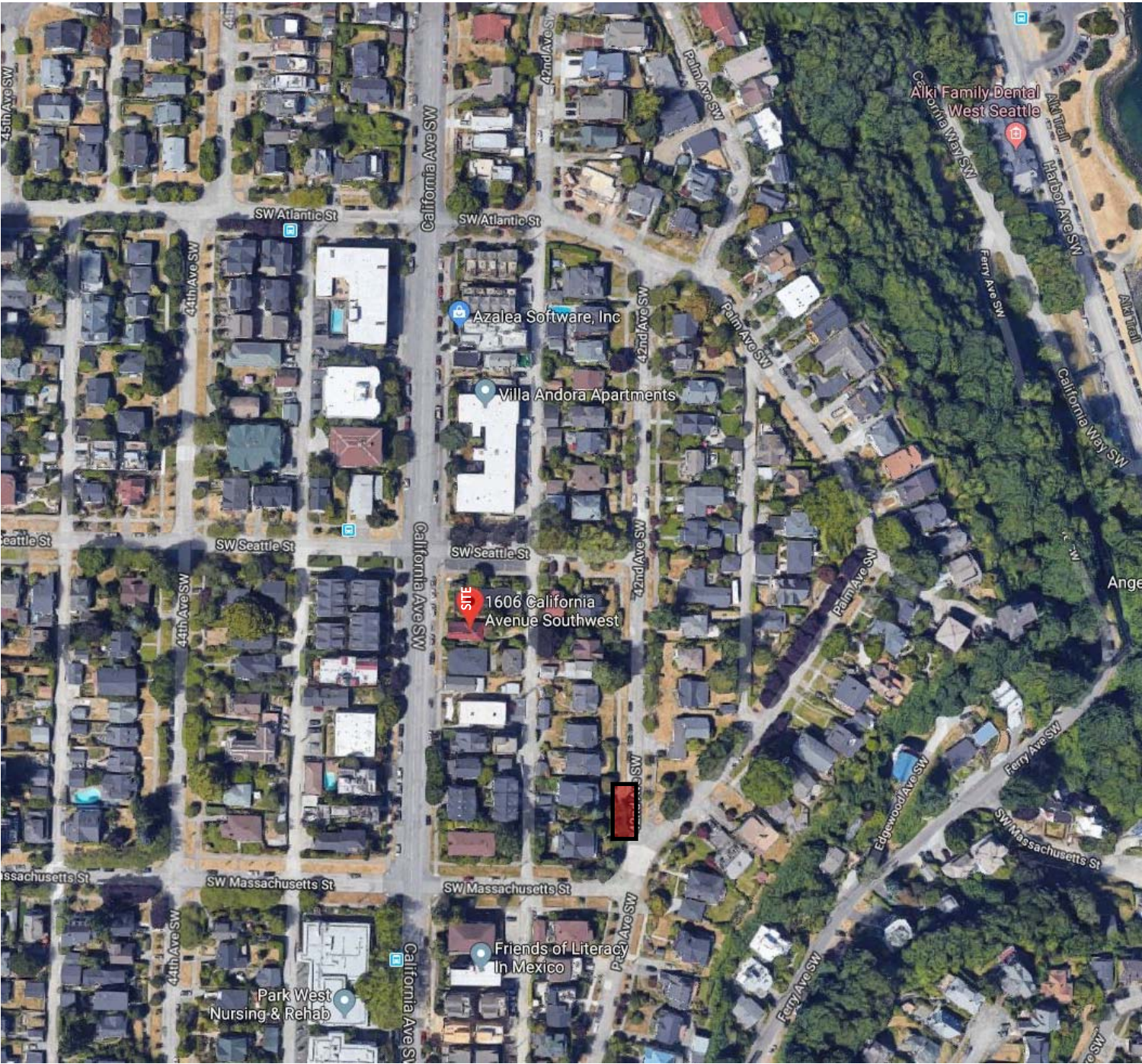


PROJECT DESCRIPTION

- 1. The existing site is located on the southeast corner of the intersection of California Ave SW & SW Seattle St. The site is rectangular with 85.77' on California SW (west) and the Alley (east), 109.95' on SW Seattle St (north) and the south and is composed of two separate parcels zoned LR-3. The site is occupied by 2 structures containing residential uses. Existing curbs and sidewalks adjoin the western and northern boundaries. Existing vehicle access is via an alley on the eastern boundary. Overhead power poles are located on California Ave SW and on the Alley. There are no significant trees located on the site. The site is relatively flat sloping down from the northwest to the northeast corner. There will be some outlooks towards downtown from the upper levels and roof decks.
- 2. The properties across the alley to the east are zoned SF 5000. The properties to the South, West and North are zoned LR-3.
- 3. Neighboring uses include single family to the east and multi-family to the west, north and south.
- 4. Development objectives are to utilize the site for its zoned multi-family use. Current plans are for 8 unit rowhouse, 3 storis over a basement. Parking for 8 vehicles will be provided in the basement of the units and access provided from the alley. The proposed structure will be designed to meet all of the development standards. The structure will meet green building performance standards by earning a built green 4-star rating of the Master Builders Association of King County and Snohomish County.

Site Information

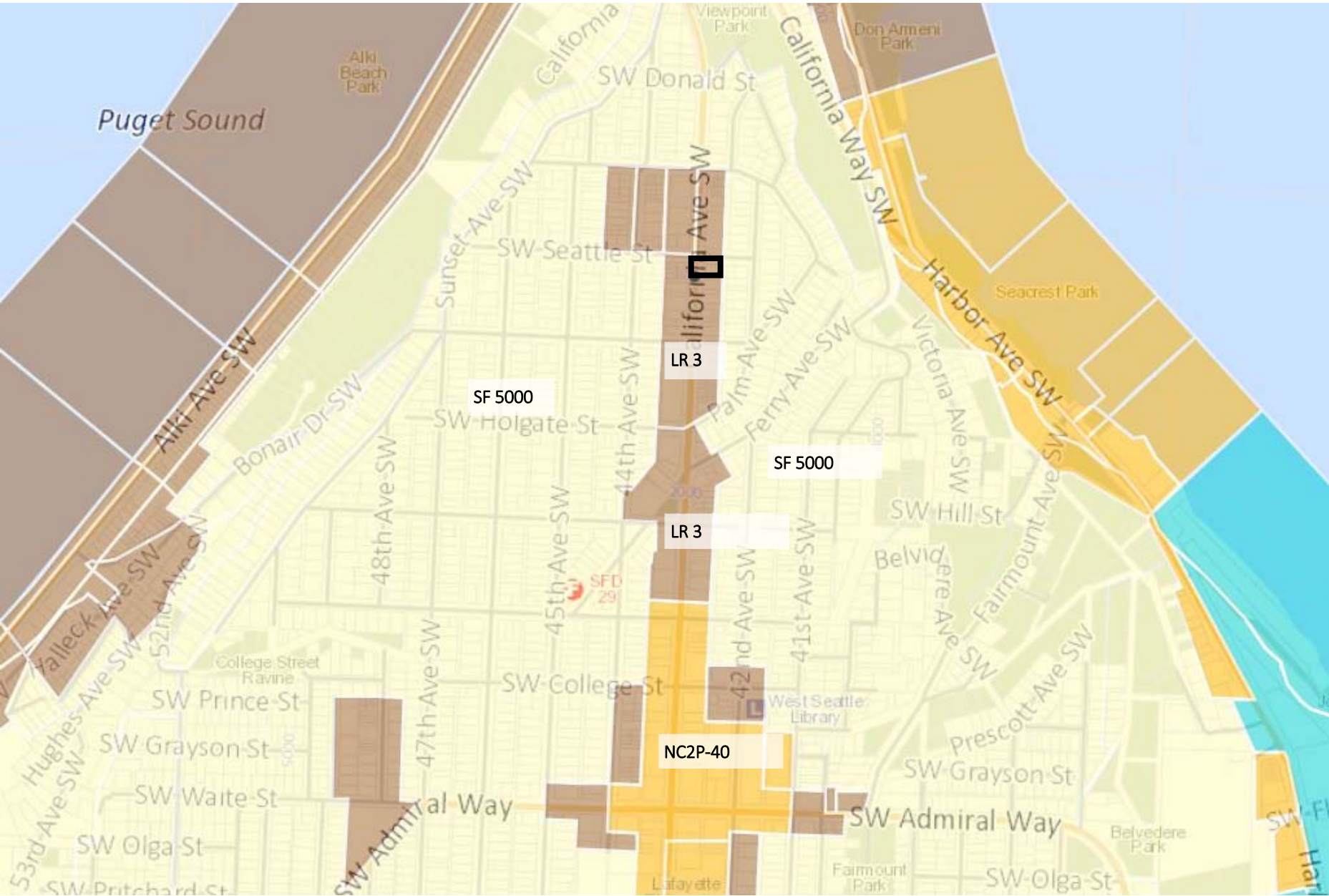
Jurisdiction: City of Seattle
Existing Zoning: LR3
Site Area: 9,430.0 SF
Existing Develop.: Single Family residence and 4 unit apartment.



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ZONING MAP

The California Corridor is zoned Lowrise 3 from SW Atlantic Street south to SW Walker St. where the zone changes to NC2P-40 and continue south.
The properties east of the site (across the alley) are zoned SF 5000.
The zone West, across California are LR3.



NEIGHBORHOOD ANALYSIS

THE NEIGHBORHOOD IS PRIMARILY RESIDENTIAL WITH A MIX OF APARTMENT STYLE BUILDINGS AND TOWNHOMES FRONTING ON THE CALIFORNIA CORRIDOR AND SINGLE FAMILY STRUCTURES BEYOND THE LOWRISE ZONES.

THE ARCHITECTURAL CONTEXT IS MIXED. THE SINGLE FAMILY RESIDENCES ARE SIMPLE IN THE IMMEDIATE VICINITY AND GETTING MORE SUBSTANTIAL TOWARDS THE VIEW AREAS.

BUILDING MATERIALS ARE MOSTLY WOOD WITH SIDINGS RANGING FROM WOOD TO MASONRY.

THE SITE FRONTS ON CALIFORNIA AVE SW. THIS IS AN ARTERIAL THAT WILL PROVIDE CONNECTIONS TO THE REST OF THE CITY.

THERE IS BUS SERVICE ON CALIFORNIA.

CALIFORNIA WILL BE THE FOCUS FOR VEHICULAR TRAVEL WITH CONNECTIONS TO SW ADMIRAL TO THE SOUTH WHICH CAN CONNECT TO I-5 TO THE EAST AND ALKI BEACH TO THE WEST.



EXISTING BUILDINGS IN IMMEDIATE

1—COMMERCIAL

SOUTH OF THE SITE AS YOU APPROACH ADMIRAL WAY THE ZONE CHANGES TO NC2P-40— COMMERCIAL USE AND THE PREDOMINANT USE IS COMMERCIAL AND MIXED USE.

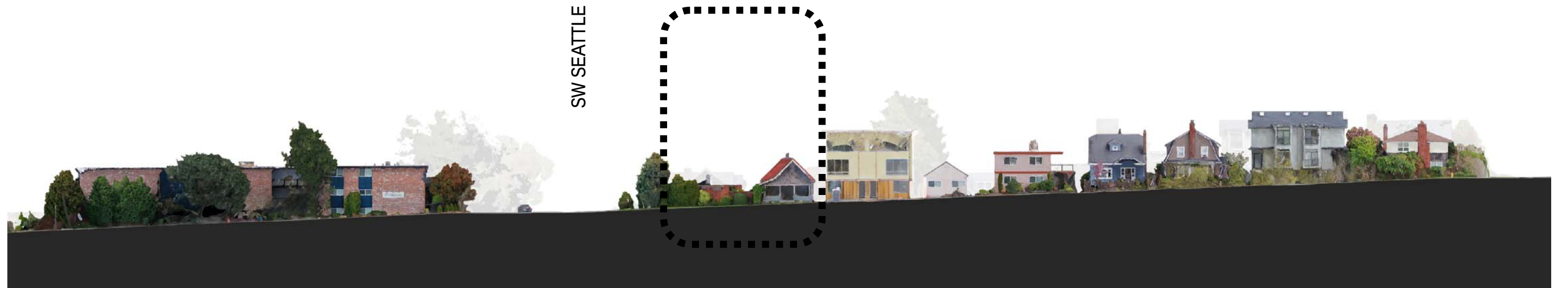
2—RESIDENTIAL— MULTI FAMILY

THE MAJORITY OF THE USES ALONG THE CALIFORNIA FRONTAGE ARE MULTI FAMILY.. WITH A MIX OF APARTMENT STYLE BUILDINGS AND TOWNHOUSE STYLE.. THERE ARE A FEW SINGLE FAMILY USE REMAINING.

3— RESIDENTIAL— SINGLE FAMILY

THE PREDOMINANT USE OUTSIDE THE CALIFORNIA CORRIDOR IS SINGLE FAMILY.





SW SEATTLE

SUBJECT SITE

STREET VIEW LOOKING EAST



CALIFORNIA AVE SW

SUBJECT SITE

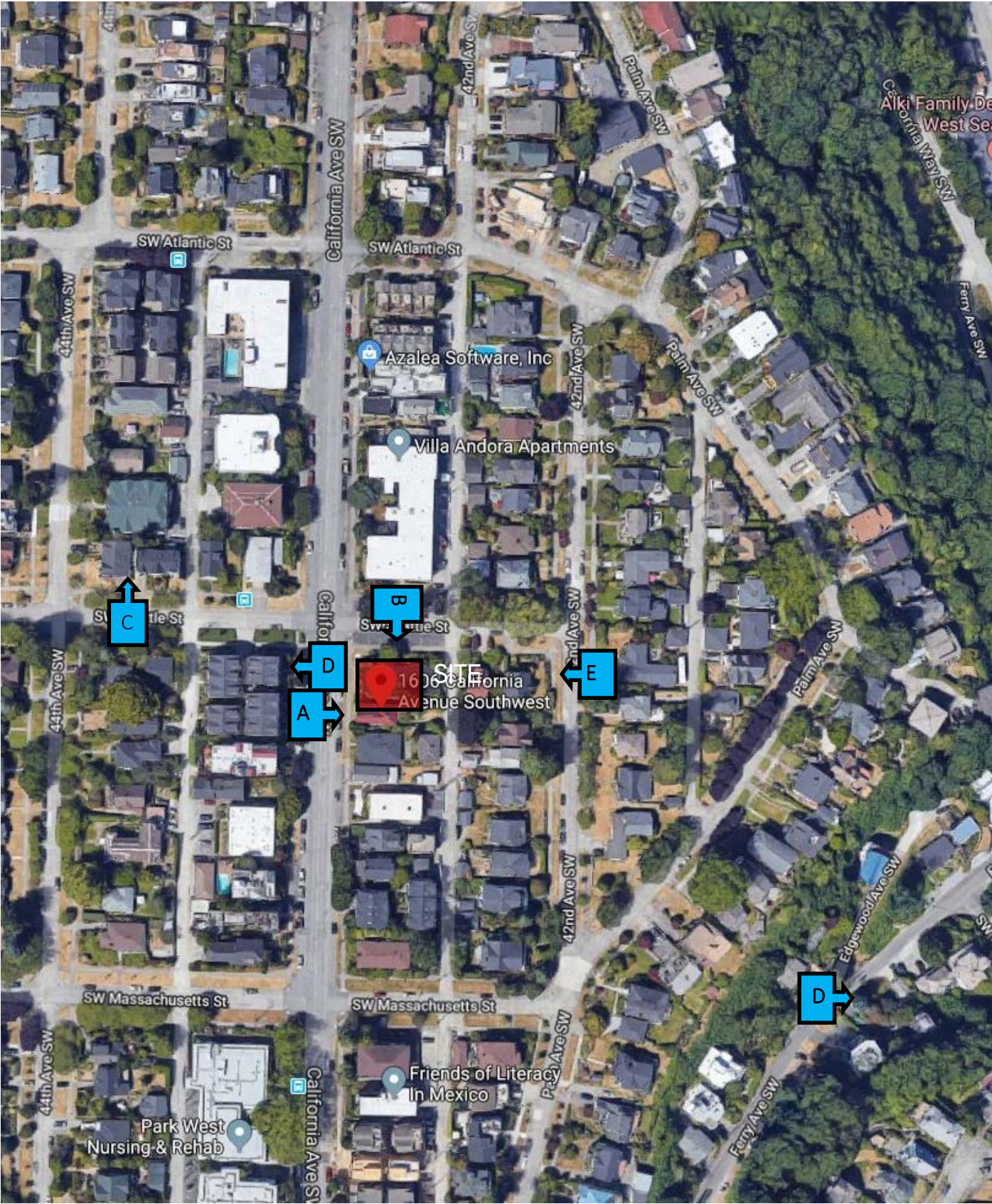
STREET VIEW LOOKING SOUTH

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STREET VIEW LOOKING WEST

EXISTING NEIGHBORHOOD STYLE AND CONTEXT



A—1606 CALIFORNIA AVE SW



B—4215 SW SEATTLE ST



C—4322 SW SEATTLE ST



D—1603 CALIFORNIA AVE SW



E—1605 42ND AVE SW



F—1710 CALIFORNIA AVE SW

EXISTING NEIGHBORHOOD STYLE AND CONTEXT



G—1901 CALIFORNIA AVE SW



H—1512 44TH AVE SW



I—2124 CALIFORNIA AVE SW



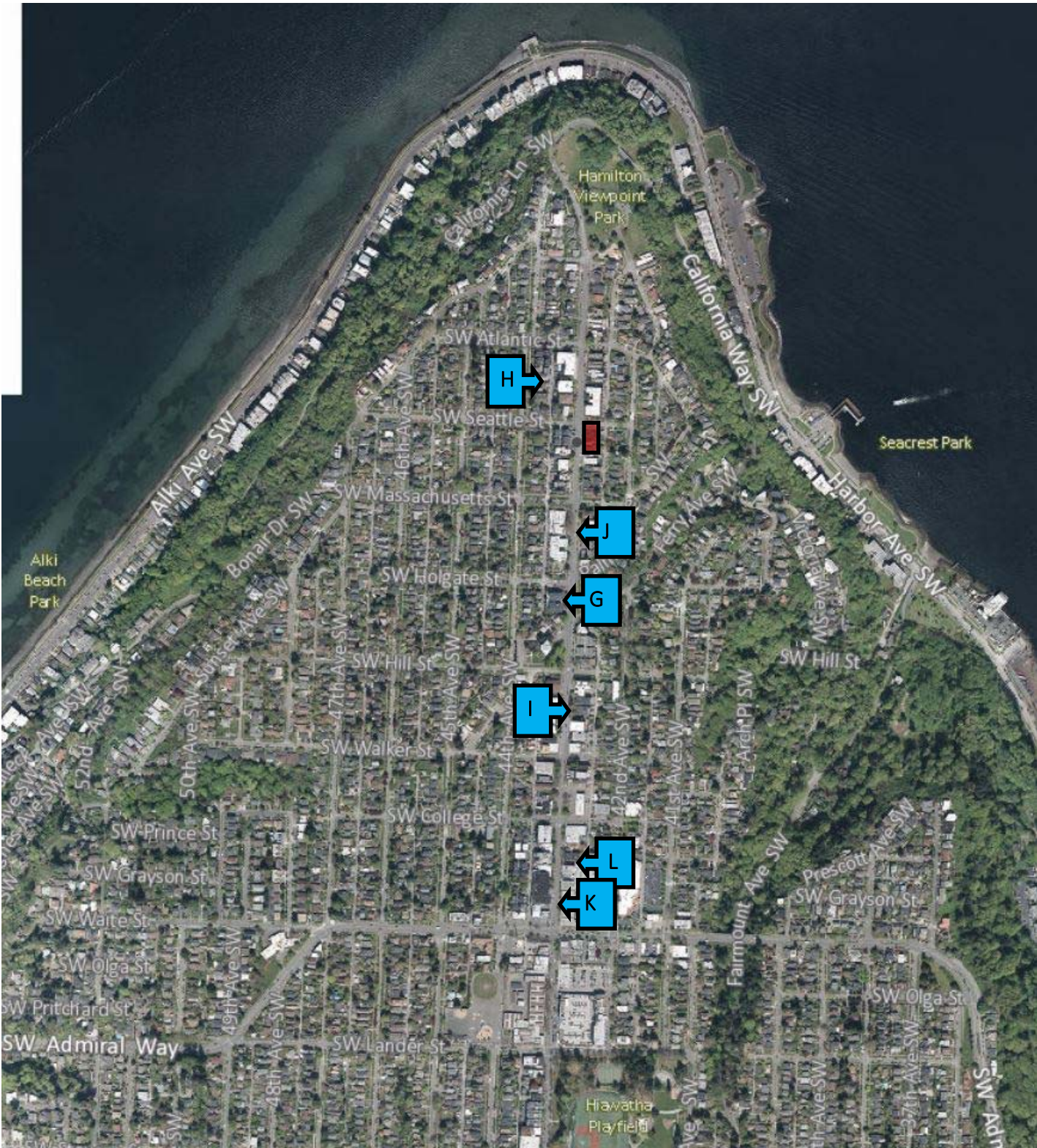
J-2115 CALIFORNIA AVE SW



K—ADMIRAL THEATRE



L—2319 CALIFORNIA AVE SW



SUBJECT SITE

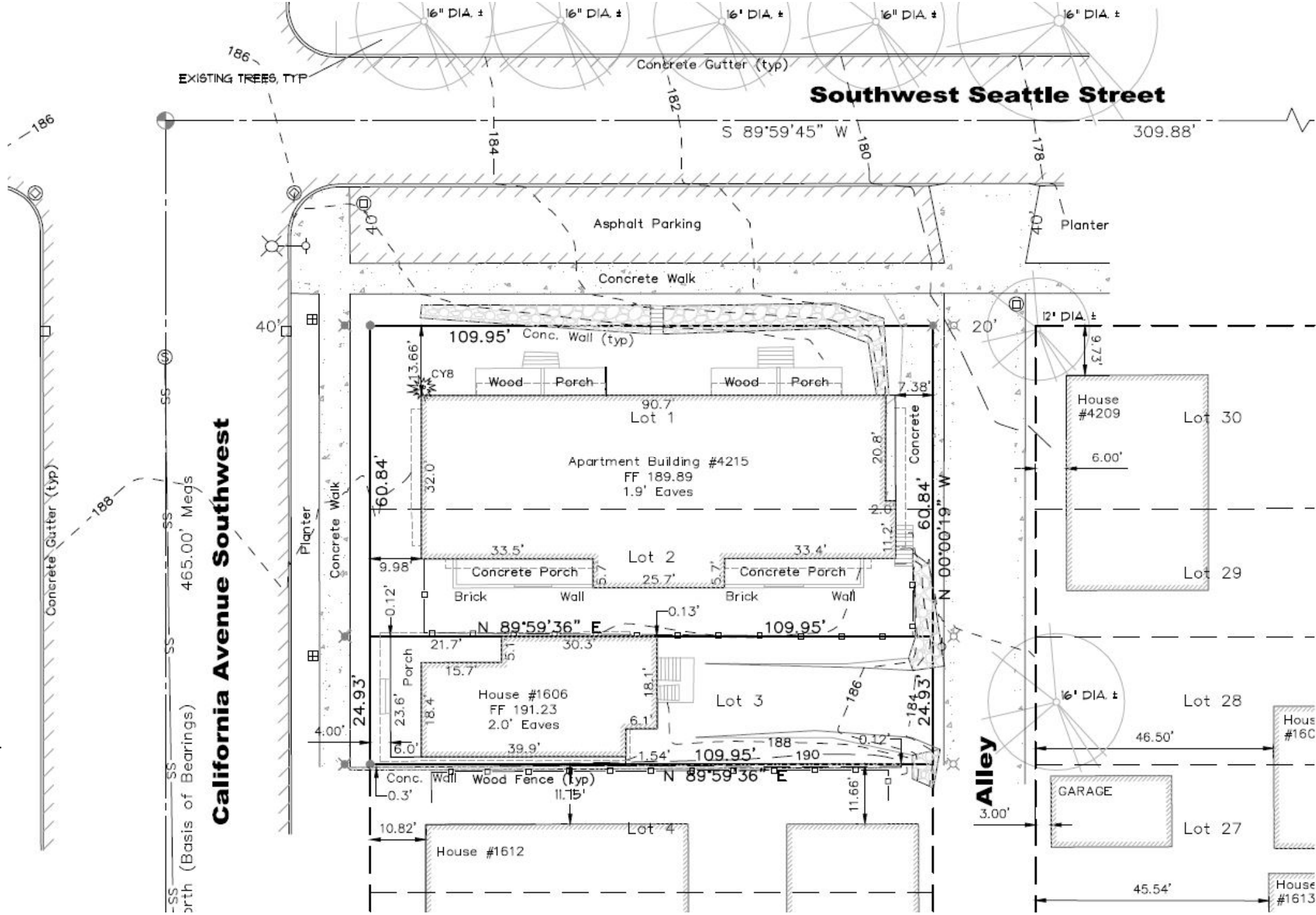
SITE SURVEY

The site is a corner lot, fronting California Ave SW and SW Seattle Street located in the North Admiral Area. The subject site is a mostly level across the building area. The alley is approximately 6' lower in elevation from the level area of the lot.

- Existing fourplex structure and single family structure are to be removed.
- Existing hardscapes to be removed and replaced
- Alley is to be used for parking access and solid waste/ recycle pick up.
- Existing curbs & sidewalks on both streets
- Street trees to be provided.

Legal Description:

LOT 3, BLOCK 12, 1ST PLAT OF WEST SEATTLE BY THE WEST SEATTLE LAND AND IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 3 OF PLATS, PAGE 2 RECORDS OF KING COUNTY, WASHINGTON.
AND
LOTS 1 AND 2, BLOCK 12, 1ST PLAT OF WEST SEATTLE BY THE WEST SEATTLE LAND AND IMPROVEMENT COMPANY, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 3 OF PLATS, PAGE 2 RECORDS OF KING COUNTY, WASHINGTON.



ZONING SYNOPSIS

SITE OVERVIEW	
Zoning	LR3 — THE CALIFORNIA FRONTAGE IS LR-3. IMMEDIATELY TO THE EAST, ACROSS THE ALLEY, THE ZONING IS SF 5000
Overlay	ADMIRAL
Lot Area	9,430 sf
COMPLIANCE SUMMARY	
Requirement	Permitted Uses — SMC 23.45.504 Table A Uses permitted include Residential, Institutions, Uses in existing or former schools, Parks and Playgrounds
Provided	Residential rowhouses with attached garages are proposed.
Requirement	FAR (Floor Area Ratio) — SMC 23.45.510 Table A The maximum permitted FAR for rowhouses is 1.2 or 1.4 (Project must comply w/ SMC 23.45.510.C for higher FAR)
Provided	The proposed FAR for the preferred option is 1.4
Requirement	Density — SMC 23.45.512 Table A There is no density limit for rowhouses.
Provided	The proposed density for the preferred option is 8 new rowhouse units
Requirement	Structure Height — SMC 23.45.514 Table A The maximum permitted height limit for rowhouses is 30' from Avg. grade (plus an additional 10' for stair penthouses)
Provided	The proposed height limit is 30' to the roof, 34' to parapet, from AG.

COMPLIANCE SUMMARY	
Requirement	Setbacks — SMC 23.45.518 Table A The Required setbacks for rowhouses: Front— 5' Minimum Rear— 7' Average, 5' Minimum– 0' with alley Side— 3.5' Min. (5' min. from SF), for facades less than 40' 3.5' Min. (7' min. from SF), for facades greater than 40'
Provided	All options meet or exceeds all the required setbacks
Requirement	Amenity Area — SMC 23.45.522 The required amount of amenity area for Lowrise zoned lots is 25% of the lot area, with 50% of it located at the ground level. Amenity area can be public or private (Min. area dimensions required in certain setbacks)
Provided	All options propose ground level amenity areas as well as private roof top decks, meeting the required area and dimensions.
Requirement	Landscaping Standards — SMC 23.45.524 The required amount of landscaping shall meet a Green Factor of .6
Provided	The preferred option proposes a Green Factor of .606 and uses new trees, new ground cover and shrubs, and permeable pavement surfaces
Requirement	Structure Width & Façade Length — SMC 23.45.527 There are is no maximum structure width for rowhouses The maximum façade length for portions of structures within 15' of a side lot line is 65% of the length of the lot line
Provided	All options meet the width and length requirements.
Requirement	Design Standards — SMC 23.45.529 The required street facing façade standards include at least 20% of the street facing façade be transparent glass, and façade articulation is to be applied to certain sized facades. For rowhouses, additional standards apply including wayfinding, landscaping and architectural expression.
Provided	All options meet the required design standards for rowhouses.

ZONING SYNOPSIS

COMPLIANCE SUMMARY	
Requirement	Required Parking — SMC 23.54.015 Table B & D
	1 parking stall per unit is required. The required amount of long-term bicycle parking is 1 stall/unit, and The required amount of short-term bicycle parking is 1 stall/20 units
Provided	The preferred option proposes 8 garage stalls located under the structure. per SMC 23.45.510.C; the required bicycle parking is proposed in the proposed garages .
Requirement	Solid Waste & Recycle — SMC 23.54.040
	Storage requirements for 8 residential units is either individual 2'x6' solid waste storage areas or 84sf of shared storage area
Provided	The preferred option is proposing individual 2'x6' solid waste storage areas, locate in the proposed garages and at the back of the lot, where they will be screened from street view.

DESIGN GUIDANCE RESPONSES

CS1 Natural Systems & Site Features	
A) ENERGY USE B) Sunlight & Natural Ventilation	The project will be a built green 4 star rating of the Master Builders Association of King and Snohomish County. The site is a corner lot allows separations from other structures (across streets) which allows for windows and natural light. Windows are provided at both ends of the units to allow cross ventilation. The location of the structure(s) with streets at the west side, north side and the alley on the east side gives a buffer to the properties across these ROW from sun blockage impacts.
CS2 Urban Pattern & Form	
CS2 Height, Bulk & Scale Compatibility	
D) Height, Bulk, and Scale —Zone Transitions	The preferred option is designed with all the units pushed out towards the streets allowing a larger separation from the adjacent property. The streets and alley provide a good transition– separation from properties especially in the zone transition across the alley. The structure is well modulated both vertically and horizontally to soften the height, bulk and scale.

CS2 Street Pattern & Structure Orientation	
CS3 Architectural Context & Character	
A) Emphasizing Positive Neighborhood Attributes	The subject site is located in the established Admiral neighborhood. There is a large mix of residential uses with multi family predominant on California Ave SW and single family to the east across the alley . The existing construction is predominantly wood frame; 1 to 2 story single family structures on the single family zone and 3 story structures in the multi family zone. There is a wide range of color palettes, materials and styles. A lot of existing properties utilize brick or stone in their facades and wood siding. Some of the newer constructions are introducing the composite cement panels. This proposal will draw from these existing features when designing the exterior of the new development. Some existing, and most new, multi-family structures will provide inspiration through modern designs and flat roof compositions.
PL1 Open Space Connectivity	
B) Walkways and Connections	The preferred option has all unit entries facing the street(s). There are existing sidewalks that provide easy pedestrian access to the surrounding community.

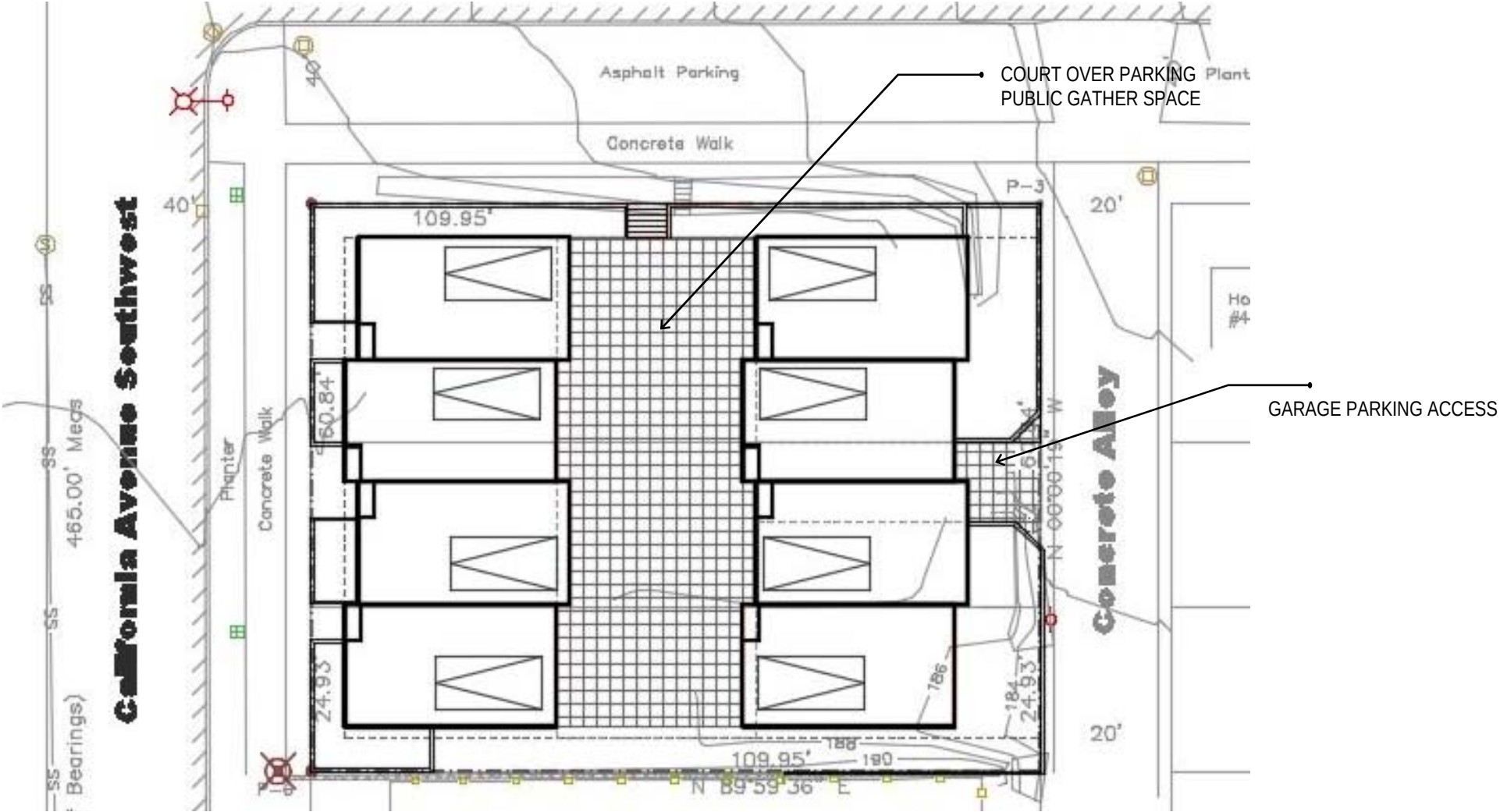
DESIGN GUIDANCE RESPONSES

PL2 Walkability	
PL3 Street Level Interaction	
A) Entries C) Residential Edges	The preferred option proposes all the unit entries facing California Ave SW and SW Seattle Street. The entries will be clearly identifiable with street address signage and illuminated pathways and entry porches. The proposal raises the entries above the ROW, contributing to the residential edge transition from street to individual unit. There will also be landscaping proposed between the units and ROW that will promote a buffer for the residents from pedestrian traffic. Although conformity of a rowhouse design will be utilized, the individual entries will be designed with security and wayfinding as a top consideration.
PL4 Active Transit	

DC1 Project Uses and Activities	
A) Arrangement of Interior Uses B) Vehicular Access and Circulation C) Parking and Service Uses	The preferred option has the entries facing streets and the vehicular access is provided from the alley into private garages at the first level. The proposal allows for maneuvering and turnaround on site so vehicles won't have to back-up into the ROW. The vehicular and bicycle parking is proposed in a the garages, away from street view. This location will lessen the impact of hardscape caused by the driveway and parking surfaces. The solid waste and recycle pick up staging will be at the alley.
DC2 Architectural Concept	
A) Massing B) Architectural and Façade Composition C) Secondary Architectural Features D) Scale and Texture E) Form and Function	The preferred option proposes a traditional conforming rowhouse layout. In an attempt to reduce the perceived massing, the building is setback from the south lot line, modulated, provides architectural features, a transition in exterior finishes and colors will also help reduce the bulk of the proposed structure and identify the individual units. The units will have both horizontal and vertical modulations. The proposed design will consider the street facing facades composition so as to reduce blank exteriors and increase a visually appealing structure from the ROW. The proposal will take cue from structures nearby in material selection and finishes. The unit entries are proposed to be recessed from the upper floors to create transitions in building facades and provide weather protection for residents. A range of finishes from cement composite board, wood, and stone/ brick will be used.
DC3 Open Space Concept	
C) Design	The site has curbs and sidewalks on both fronting streets. The planting areas will be landscape and street trees will be added. The preferred option provides individual garden spaces at the front of the units. This area is raised from the sidewalk and level. The proposed development will utilize roof decks as the main location for individual private amenity areas.

OPTION A—SITE LAYOUT AND DESCRIPTION

Option A—Site Plan



Option A — Code Compliant

Proposal:
(2) 4-unit structureS
(8 units total, at approximately 1,800sf per unit)

Advantages:
Large court for public interaction.
Off-street Parking for 8 of the units
Garages for solid waste storage and bicycle parking
Strong Street frontage presence

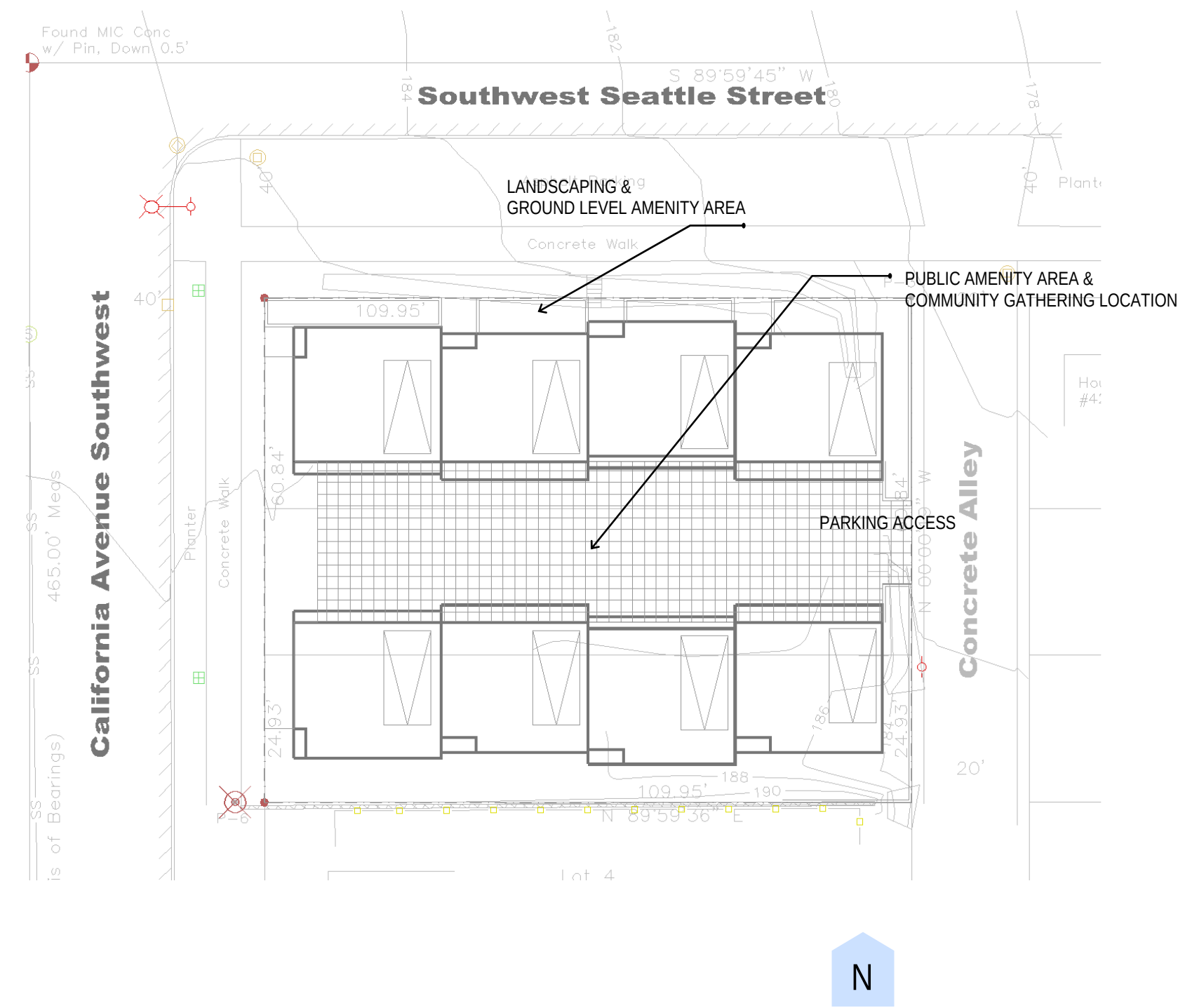
Disadvantages:
Less units with street frontage
More units overlooking the residential zone.

OPTION A—MASSING STUDY (LOOKING SOUTHEAST)



OPTION B—SITE LAYOUT AND DESCRIPTION

Option B—Site Plan



Option B — Code Compliant

Proposal:
Two 4-unit townhouse structures
(8 total units at approximately 1,800 sf per unit)

Advantages:
More public amenity area

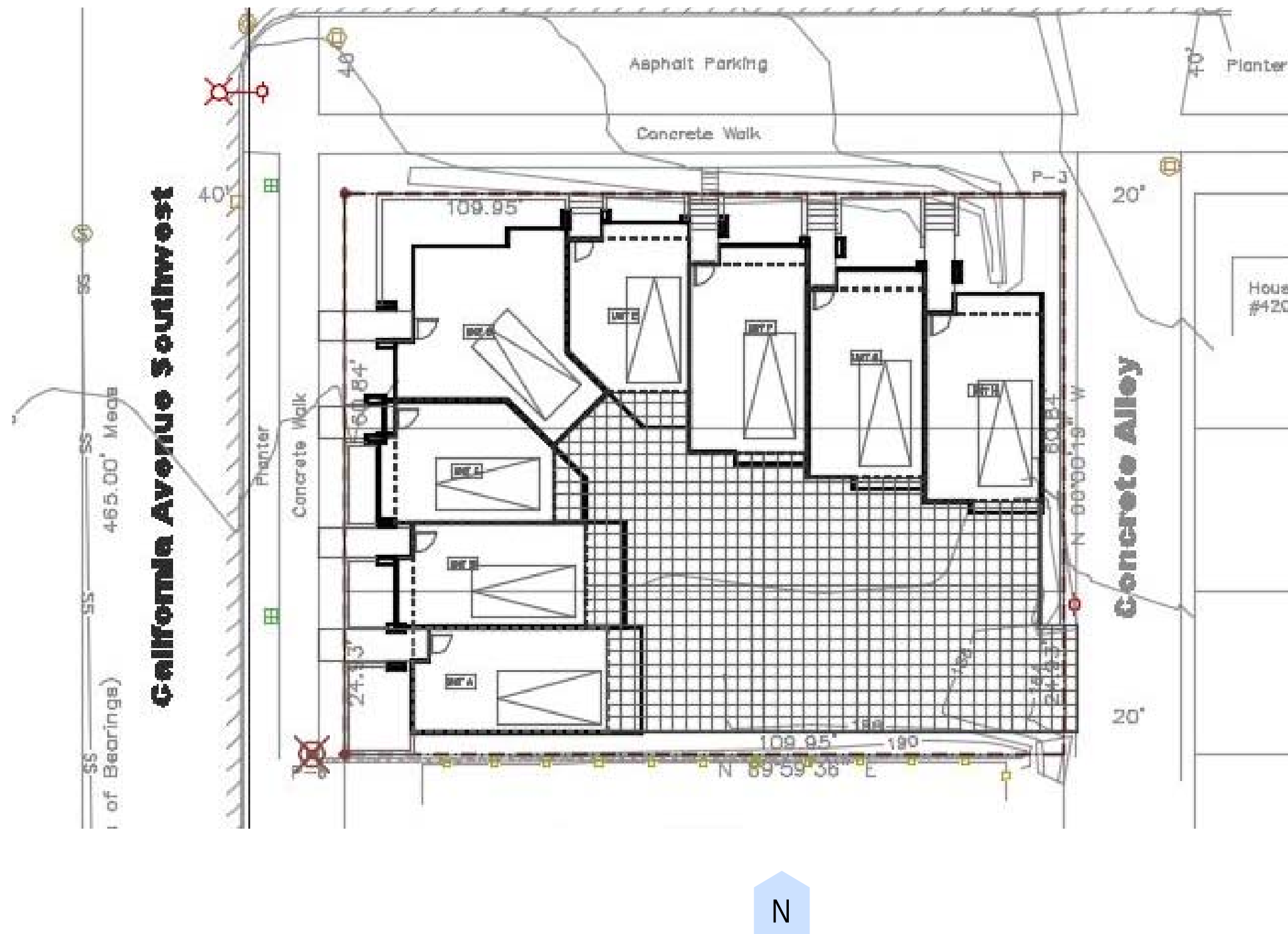
Disadvantages:
No Vehicular parking
Less connection to the street
Less Street Frontage Presence along California Ave SW
More units oriented towards adjacent parcel.

OPTION B—MASSING STUDY (LOOKING SOUTHEAST)



OPTION C (PREFERRED OPTION)—SITE LAYOUT AND DESCRIPTION

SW SEATTLE STREET



Option C — Preferred Option

Proposal:

One 8-unit rowhouse structure
(8 units total, approximately 1,800 sf per unit)

Advantages:

- 8 Vehicular Parking Stalls
- Garages for solid waste & bicycle storage
- Entries orientated along all streets
- Increased setbacks from adjacent properties

Disadvantages:

Less Community congregation areas

OPTION C (PREFERRED OPTION)—MASSING STUDY (LOOKING SOUTHWEST)



OPTION C (PREFERRED OPTION)—SHADOW STUDIES



OPTION C (PREFERRED OPTION)—LANDSCAPE PLAN



COMMUNITY OUTREACH MATERIALS

EARLY COMMUNITY OUTREACH REGARDING PROPOSED PROJECT GOING THROUGH DESIGN REVIEW

Brief summary of the proposal:

PROPOSE TO DEMOLISH EXISTING SINGLE FAMILY STRUCTURE AT 1606 CALIFORNIA AVE SW AND ALSO DEMOLISH THE EXISTING 4 UNIT APARTMENT STRUCTURE AT 1600 CALIFORNIA AVE SW. CONSTRUCT A NEW 8 UNIT ROW-HOUSE WITH BASEMENT GARAGES ON LOTS 1, 2 & 3.

Project/Property Address(s): 1606 California Ave SW, Seattle, WA

SDCI Project Number(s): 3033972-EG

Applicant/Contact Person: Andrew Novion – NOVION GROUP INC.

Website: <http://www.noviongroup.com>

Feedback can be submitted:

Directly to the Applicant via **email**.

office@noviongroup.com

Through our **interactive website**.

www.noviongroup.com

Please label your emailed feedback and/or comments as “Feedback for 3033306-EG” in the subject line.

Feedback and Comments will be **accepted through April 14th, 2019**.

Additional information about the project can be found:

SDCI - Seattle Services Portal

<https://cosaccela.seattle.gov/portal/welcome.aspx>

Seattle Department of Neighborhood

<https://www.seattle.gov/neighborhoods>

A **Community meeting** open to the general public will be held at the **West Seattle Library Branch**, of the Seattle Public Library, Meeting room on **Saturday, April 13th, 2019 from 12:45PM-1:45PM**. Space is limited, **RSVP** is appreciated.

Applicants shall include a summary of the design-related feedback they heard during their community outreach as part of their final EDG packet. While a collaborative approach is encouraged between the applicant and the community, the applicant is not required to incorporate any specific community feedback into the project’s design. Comments and discussion presented at the Design Review meetings should focus on compliance with the established design guidelines. Applicants may, at their discretion, respond directly to the community about any feedback that is not related to Design Review.

Retention of Public Records. All outreach materials and information sent or gathered as part of this Community Outreach effort are public records subject to the Washington Public Records Act, and may be subject to disclosure to a third-party requestor. Applicants should follow best practices for managing the data collected during public engagement, as provided by the City of Seattle. All relevant records will be retained and must be provided to City of Seattle if requested to fulfill a records request.

RULE AUTHORITY:

Seattle Municipal Code subsections 23.41.014.B, 23.41.016.B, and 23.41.018.B.

BACKGROUND:

Seattle Ordinance No. 125429 added requirements to Chapter 23.41 SMC that all projects going through Streamlined, Administrative, or Full Design Review shall conduct community outreach. Specifically, applicants shall prepare a community outreach plan and document compliance with the community outreach plan before the early design guidance (EDG) meeting can be scheduled.

The purpose of the community outreach plan (hereafter “plan”) is to identify the outreach methods an applicant will use to establish a dialogue with nearby communities early in the development process in order to share information about the project, better understand the local context, and hear community interests and concerns related to the project. The plan shall include printed, electronic/digital, and in-person outreach methods.

Overarching Goal. The purpose of these requirements is to ensure that applicants provide early notification to the local community that a project is being planned as well as opportunity for the local community to engage in a dialogue with the applicant about the project. While some outreach methods may serve both of these functions simultaneously, applicants should select a complementary set of outreach strategies so that a balanced approach to notification and opportunity for dialogue is achieved in all outreach plans. Further, the intent of this outreach is to be inclusive of interested parties to allow for a diversity of neighborhood perspectives to be heard.

OTHER MODERN DESIGNS BY ARCHITECTURAL FIRM

