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PROJECT TEAM

OWNER
Capelouto Development Company

CARON ARCHITECTURE CONTACT
Andrew Kluess, Associate Principal
andrewkluess@caronarchitecture.com
206.367.1382

Caron Reference No.: 2018.018

SITE INFORMATION

ADDRESS:
4508-4510-4512 California Ave SW

SDCI PROJECT NO.:
3032079-EG and 3031518-LU

PARCEL(S):
0952006275

SITE AREA:
8,625 SF

OVERLAY DESIGNATION:
West Seattle Junction Hub Urban Village, Parking Flexibility Area, Pedestrian “P” Zones

DEVELOPMENT STATISTICS

ZONING:
NC3P-85

BUILDING HEIGHT:
74’-0”

ALLOWABLE FAR:
Single Use: 4.5 FAR = 38,813 SF
Total: 6 FAR = 51,750 SF

LEGAL DESCRIPTION:
Boston Company’s Plat of W S Block 49 Lot 4-5-6
3.0 DEVELOPMENT OBJECTIVES

DEVELOPMENT OBJECTIVES

This proposal intends to develop a five to six level multifamily residential structure with one lodging level, commercial retail shops at grade, and one level of below grade parking. California Avenue street frontage will be comprised of ground level commercial use and a residential entrance lobby. Services, below grade parking, loading and residential move in/out access is located off the alley. The objective is to provide new multifamily and commercial retail uses that contribute to and further activate the vibrant Junction streetscape.

SUMMARY STATEMENT

The site is located one parcel south of SW Oregon Street and on the east side of California Avenue SW in the West Seattle Junction District. The site is presently occupied by three one story retail shops, West Seattle Cyclery, Lee’s Asian and Kamei Japanese Restaurant. The topographical high point along California Avenue SW is at the north border and slopes approximately 1’-1/2” north to south. The site is in an area of increasing density and is transitioning to mixed use and multifamily residential while maintaining a strong retail core within the Junction. The street frontage along California Avenue has narrow sidewalks with parallel street parking spaces. A Mid-block pedestrian crosswalk is located just south of the site and is frequently used by pedestrians. The streetscape provides grade level retail access with overhead weather protection, street trees, and pole mounted flower baskets. No overhead utility wires are currently present.

ZONING ANALYSIS

The site is approximately 75 feet wide by 115 feet deep, with a 2-foot alley dedication required. This is an infill lot, enclosed by two-level structures on the north and south boundaries. Commercial retail and the residential lobby front California Avenue SW and the alley abuts the eastern facade. The site is zoned NCSP-85, and is located within the West Seattle Junction Hub, an Urban Village designated area, and a Pedestrian “P” zone. No minimum parking is required as the site is in a Parking Flexibility Area which allows residential structures the latitude not to provide parking. No building setbacks are required. Amenity areas are required in an amount equal to 5 percent of the total gross floor area. Access to parking, if provided, shall be from the alley if the lot abuts an alley. The site is presently occupied by three one story retail shops, West Seattle Cyclery, Lee’s Asian, and Kamei Japanese Restaurant.

DEVELOPMENT SUMMARY (PREFERRED OPTION 3)

<table>
<thead>
<tr>
<th>LEVEL</th>
<th>USE</th>
<th>RESIDENTIAL AREA</th>
<th>COMMERCIAL AREA</th>
<th>B.O.H. AREA</th>
<th>PARKING AREA</th>
<th>GROSS AREA</th>
<th>FAR AREA</th>
<th>NET AREA</th>
<th>PARKING AREA</th>
<th>OUTDOOR AMENITY</th>
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<td>7,145</td>
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<td>5,970</td>
<td>7,145</td>
<td>7,145</td>
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<td>L8</td>
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<td>L12</td>
<td>LODGING</td>
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<td>P1</td>
<td>PARKING</td>
<td>894</td>
<td>7,012</td>
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<td>4,870</td>
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<td>37,109</td>
<td>12,675</td>
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<td>59,586</td>
<td>51,750</td>
<td>40,921</td>
<td>20</td>
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UNIT MIX

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<th>STUDIO</th>
<th>1BR</th>
<th>1BD</th>
<th>2 BR</th>
<th>TOTAL UNIT</th>
<th>EFFICIENCY</th>
<th>AVERAGE UNIT SIZE</th>
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<td>83.6%</td>
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<td>13</td>
<td>83.6%</td>
<td>459</td>
</tr>
</tbody>
</table>

2505 3rd Avenue Suite 300C Seattle WA 98121 | 206.367.1382 CARON ARCHITECTURE 3
4.0 LANDSCAPE PLAN

PLANS

REFERENCE IMAGES

SUPPORT EXISTING ACTIVE STREET

SIDEWALK / RETAIL SHUFFLE

TOFINO BETTER BIKE RACK

STREETSCEAP

SW CALIFORNIA STREET

bikes

commercial
garden court

parking access

lobby

ACTIVE ALLEY
4.0 LANDSCAPE PLAN

PLANS

REFERENCE IMAGES

MOUNDED LANDSCAPE WITH TREES

INFORMAL FIRE

DOG SPOT
5.0 URBAN DESIGN ANALYSIS

AXONOMETRIC MAP (GOOGLE EARTH)

ZONING
- Project Site
- SF 5000
- NC1-40
- LR2
- NC2-65
- LR3
- NC2-40
- NC3P-85
- NC3-85
- NC3-65
- NC3P-65

SURROUNDING USES
- Project Site
- Mixed-Use
- Multi-Family
- Commercial
- Service Building
- Office / Warehouse
- Parking
- Single Family
- School/ Church
5.0 URBAN DESIGN ANALYSIS

COMMUNITY NODES / LANDMARKS:

1. ERCOLINI PARK
   0.5 mile from project site

2. EAST STREET RECORDS & CAFE
   341 ft. from project site

3. JUNCTION PLAZA PARK
   0.1 mile from project site

4. SEATTLE LUTHERAN HIGH SCHOOL
   0.3 mile from project site

5. HOLY ROSARY SCHOOL
   0.3 mile from project site

6. THE BEER JUNCTION
   Across from project site

7. WEST SEATTLE FARMERS MARKET
   440 ft. from project site

8. WEST SEATTLE HISTORIC CONTEXT (MURALS)
   0.1 mile from project site
5.0 STREETSCAPES

1. CALIFORNIA AVE SW LOOKING EAST

85' MAXIMUM HEIGHT
NC3P-85

2. CALIFORNIA AVE SW LOOKING WEST

85' MAXIMUM HEIGHT
NC3P-85
5.0 STREETSCAPES

3) ALLEY LOOKING EAST

65' MAXIMUM HEIGHT
NC3-65

OPPOSITE PROJECT SITE

8-STORY MIXED-USE

10-STORY APARTMENTS

SW OREGON ST.

85' MAXIMUM HEIGHT
NC3P-85

4) ALLEY LOOKING WEST

85' MAXIMUM HEIGHT
NC3P-85

PROJECT SITE

10-STORY APARTMENTS

SW ALASKA ST.

85' MAXIMUM HEIGHT
NC3-85

SW ALASKA ST.
5.0 NEIGHBORHOOD DESIGN CUES

NEIGHBORHOOD DESIGN
The surrounding West Seattle Junction is primarily one to two level retail structures, multilevel residential buildings, and surface parking lots. There is a small park located within a 5-minute walk directly south and along SW Alaska Street. New multistory apartment structures in the area are generally contemporary in design and incorporate materials and design cues from neighboring structures. One to two level retail shops along California Avenue provide an intimate, finer grain scale to the streetscape and is responsible for much of the unique character the Junction provides. Activated pedestrian corridors provide a ‘second street’ with some retail and businesses having their entrances located off the corridor or alley only. Older structures tend to be two story with a retail base and vertically oriented recessed windows. Newer structures are much taller, up to 85 feet high, with a base, middle, top expressed. Modulation is achieved by structure setbacks, additive or recessive balconies expressions, and contrasting materials.

1. 4730 CALIFORNIA AVE SW
Newer multifamily residential structure with one to two story commercial retail use at base. Lower levels of neighboring buildings use durable materials with predominantly vertical massing and modulation at upper levels.

2. 4730 CALIFORNIA AVE SW
Through block pedestrian pathways connect streets to alleyways, providing a pedestrian only ‘second street’. Typically, residential entrances and commercial retail uses are accessed off these pedestrian pathways.

3. JUNCTION PLAZA PARK 4545 42ND AVE SW
An urban pocket park located off busy SW Alaska Street. The park provides seating, hardscape areas, and softscape/landscape for varied recreational use.

4. HOLY ROSARY 4210 SW GENESEE ST
A landmark structure done in the Gothic style is an archetypal example for development in the Junction. The structure expresses a base, middle, top with vertically oriented fenestration. Simple but well detailed materials convey a refined and reshared sophisticated methodology.

5. 4400 SW ALASKA ST
An example of a modern multifamily residential structure that exploits an irregular shaped site to develop a unique character that maintains the classic base, middle, top order.

6. 4233 SW ALASKA ST
A newer mixed use multifamily residential structure on the corner just south of the site. Lower levels typically use durable materials at the base with vertically oriented fenestration. The recessed ground level provides outdoor seating and extension of sidewalk.
5.0 VICINITY MAP & TRANSPORTATION

California Avenue SW is a pedestrian “P” zone street with curbside vehicular parking along both sides of the street. Two all day bus routes run north and south along California Avenue SW. Major bus transfer points and Rapid Ride Links are provided south of the project site along SW Alaska Street. California Avenue SW has a bicycle sharrow lane on the east side of the street and adjacent to the site. There are existing bicycle racks located in front of Lees Asian restaurant and West Seattle Cyclery that are to remain.
5.0 SITE PHOTOS

**PROJECT SITE**
The project site is located at the Junction of California Ave SW and SW Oregon St. The streets are major arterials with heavy vehicle traffic and pedestrian traffic on both streets. The area is scattered with shops, restaurants and multiple youth and family services.

1. PROJECT SITE FACING EAST

2. PROJECT SITE FACING EAST (ALLEY)

3. PROJECT SITE FACING WEST (ALLEY)

4. ALLEY, LOOKING SOUTH
### Early Design Guidance

#### 6.0 Zoning Data

<table>
<thead>
<tr>
<th>Permitted uses</th>
<th>SMC-SECTION</th>
<th>DESCRIPTION</th>
<th>OPTION 1</th>
<th>OPTION 2</th>
<th>OPTION 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>23.47A.004</td>
<td>Restaurant, Office, General Sales/Services, Retail, L/W, Residential</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>23.47A.005</td>
<td>Residential, including live-work, uses may occupy no more than 20 percent of the street-level street-facing facade</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>23.47A.006</td>
<td>Along designated principal pedestrian streets, non-residential uses are required 80 percent of the street-level. For Allowed uses, see 23.47A.005D.</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>23.47A.008</td>
<td>Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>23.47A.009</td>
<td>Street-level street-facing 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.</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>23.47A.010</td>
<td>Transparency-60% of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.</td>
<td>√</td>
<td>√</td>
<td>√</td>
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<tr>
<td>23.47A.011</td>
<td>Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.</td>
<td>√</td>
<td>√</td>
<td>√</td>
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<tr>
<td>23.47A.012</td>
<td>Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.</td>
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<td>√</td>
<td>√</td>
<td></td>
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<tr>
<td>23.47A.013</td>
<td>Pedestrian designated zones: A minimum of 80 percent of the width of a structure’s street-level street-facing facade that faces a principal pedestrian street shall be occupied by commercial uses. See subsection 23.47A.005.D.1.</td>
<td>√</td>
<td>√</td>
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<tr>
<td>23.47A.014</td>
<td>Continuous overhead weather protection is required along at least 60 percent of the street frontage of a structure on a principal pedestrian street. Width: 6 feet minimum. Height: for projection less than 6 feet: 8’ min. 12’ max. Above sidewalk and for projection more than 6’ to be 10’ min and 15’ max.</td>
<td>√</td>
<td>√</td>
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<tr>
<td>23.47A.015</td>
<td>Max. Size of non-residential use</td>
<td>Any gross floor area used for accessory parking is exempted from the size calculation.</td>
<td>√</td>
<td>√</td>
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<tr>
<td>23.47A.016</td>
<td>Outdoor Activities</td>
<td>No outdoor sales area limit; For display area, 15% of lot area or 1,000 sf limit, whichever is less</td>
<td>√</td>
<td>√</td>
<td>√</td>
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<tr>
<td>23.47A.017</td>
<td>For display area, 15% of lot area or 1,000 sf limit, whichever is less</td>
<td>√</td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>23.47A.018</td>
<td>Outdoor storage area prohibited</td>
<td>√</td>
<td>√</td>
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<tr>
<td>23.47A.019</td>
<td>Structure height</td>
<td>85’ max.</td>
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<tr>
<td>23.47A.020</td>
<td>Smokestacks, chimneys, flagpoles, and religious symbols for religious institutions are exempt from height controls provided they are a minimum of 10 feet from any side or rear lot line.</td>
<td>√</td>
<td>√</td>
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<tr>
<td>23.47A.021</td>
<td>Open railings, planters, skylights, clerestories, greenhouses, solarium, parapets, and firewalls may extend as high as the highest ridge of a pitched roof permitted by subsection 23.47A.012.B or up to 4 feet above the otherwise applicable height limit, whichever is higher</td>
<td>√</td>
<td>√</td>
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<tr>
<td>23.47A.022</td>
<td>In zones with height limits of 65 feet or more, solar collectors may extend up to 7 feet above the otherwise applicable height limit, with unlimited rooftop coverage. Rooftop features may extend up to 15 feet above the applicable height limit, as long as the extending from rooftop features do not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment: a. Solar collectors; b. Mechanical equipment; c. Structural elements</td>
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<td>√</td>
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<td>23.47A.023</td>
<td>showroom</td>
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<tr>
<td>23.47A.024</td>
<td>Floor area ratio</td>
<td>Parking that is within or covered by a structure in a portion of a structure and that is within a story that is not underground shall be included in gross floor area calculations.</td>
<td>√</td>
<td>√</td>
<td>√</td>
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<tr>
<td>23.47A.025</td>
<td>Maximum FAR: 6 with no single use can exceed 4.5, Exempt: All underground stories or portions of stories; Exempt: All portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, excluding access; Min. FAR per Table C = 2; excluding below grade and parking areas.</td>
<td>√</td>
<td>√</td>
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<tr>
<td>23.47A.026</td>
<td>No Setback Required</td>
<td>√</td>
<td>√</td>
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<tr>
<td>23.47A.027</td>
<td>Landscaping requirements</td>
<td>Existing tree shall be retained unless the Director of Transportation approves their removal</td>
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### 6.0 ZONING DATA

<table>
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<tr>
<th>APPLICABLE ZONING</th>
<th>SMC-SECTION</th>
<th>DESCRIPTION</th>
<th>OPTION 1</th>
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<tbody>
<tr>
<td>Amenity area</td>
<td>23.47A.024</td>
<td>Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use. Gross floor area excludes areas used for mechanical equipment and accessory parking. Bioretention facilities qualify as amenity areas.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>
|                   |             | Required amenity areas shall meet the following standards, as applicable:  
1. All residents shall have access to at least one common or private amenity area.  
2. Amenity areas shall not be enclosed.  
3. Parking areas, vehicular access easements, and driveways do not qualify as amenity areas, except that a woonerf may provide a maximum of 50 percent of the amenity area if the design of the woonerf is approved through a design review process pursuant to Chapter 23.41.  
4. Common amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 square feet in size.  
5. Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet. | ✓ | ✓ | ✓ |
| Parking location & access | 23.47A.032 | Access to parking shall be from the alley if the lot abuts an alley improved to the standards of subsection 23.53.030.C | ✓ | ✓ | ✓ |
|                   |             | No minimum requirement in Parking Flexibility Area | ✓ | ✓ | ✓ |
|                   |             | Parking shall not be located between a structure and a street lot line | ✓ | ✓ | ✓ |
|                   |             | Surface parking is prohibited abutting the street lot line along a principal pedestrian street | ✓ | ✓ | ✓ |
|                   |             | Maximum parking isle slope: 17% | ✓ | ✓ | ✓ |
| Loading Berth Requirements | 23.54.035 | Table A: less than 10,000 sf of retail/restaurant use (Medium Demand) & <40,000 sf Office use (Low demand) - no berth required. | ✓ | ✓ | ✓ |
| Solid waste and recycle | 23.54.040 | Solid Waste Container: Residential between 50-100 units require 375 SF plus 4 SF for each additional unit above 50 | ✓ | ✓ | ✓ |
|                   |             | 5,0001 - 15,000 sf non-residential use: 125 sf | ✓ | ✓ | ✓ |
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.

WEST SEATTLE SUPPLEMENTAL GUIDANCE

- Streetscape Compatibility
- Height, Bulk, and Scale Compatibility

Architect Response:
This infill site fronts California Avenue SW, adjacent to a two-story brick and terracotta structure to the south, and the Seattle Senior Center, a more modernist two-level brick and glass structure to the north. Neighborhood structures vary from low to midrise commercial and residential buildings, with a mix of newer and older buildings. The streetscape is populated with multiple commercial retail shops which adds to the West Seattle Junctions vibrant character. The one to two story retail shops provide modulation to the streetscape with recessed entrances and undulating storefronts. Retail use within the Junction provide unique and dynamic patterns. Each building and shop is designed to provide an exclusive character to stand out. Materials are varied, older structures are primarily red to brown brick. Most older structures have a discernible cornice line and belt line provided by a canopy or upper level transom glass. Newer structures have maintained principle datum lines of adjacent buildings and tend to provide texture by visually breaking up masses with color and pattern. The eclectic nature of existing commercial structures provides an opportunity for unique and contemporary structures to easily fit in and contribute to the unique character of the Junction.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER

- Contribute to the architectural character of the neighborhood.

WEST SEATTLE SUPPLEMENTAL GUIDANCE

- Architectural Context

Architect Response:
Existing architectural patterns and forms which create the unique Junction character stem from past structures crafting interesting parapets and cornices, mid-level belt-lines, and overhead weather protection to provide a pedestrian friendly streetscape. Neighboring structures are articulated by facade modulation, broken roof lines, and fenestration patterns. These organizational elements are vertical in nature, which help break down the bulk and scale of larger structures to be more compatible with smaller grain existing buildings.

PL1 CONNECTIVITY

- Complement and contribute to the network of open spaces around the site and the connections among them.

WEST SEATTLE SUPPLEMENTAL GUIDANCE

- Human Activity

Architect Response:
The lower level commercial uses will front the property line and activate the streetscape with overhead weather protection, retail signage, and landscaping. Recessed entrance ways combined with large glazed storefronts will enhance the existing streetscape fabric. Retailers will be encouraged to provide glazed operable storefront walls to more fully involve and engage the streetscape. Upper level amenity areas facing California Avenue are encouraged.

PL2 WALKABILITY

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

Architect Response:
Recycled entrances ways combined with large glass storefronts will enhance the existing streetscape fabric.
7.0 DESIGN GUIDELINES

WEST SEATTLE SUPPLEMENTAL GUIDANCE

- Human scale
- Pedestrian Open Spaces and Entrances

Architect Response:
Lower level commercial spaces will provide storefront glazing and continuous overhead weather protection. Retail blade signs can be attached to the canopy or storefront for pedestrian orientation. Low level signage lighting can add additional interest and aid with pedestrian orientation. Retail entrances will be recessed to provide access that does not encumber public sidewalk areas.

PL3 STREET-LEVEL INTERACTION

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

Architect Response:
Primarily the streetscape facing California Avenue is the only area available for street level interaction for pedestrians. Two uses, commercial retail and the residential entrance will occupy the limited area available. Retail entries and residential entrances will be recessed from the sidewalk to ensure adequate space for patrons to enter and exit simultaneously under cover. The residential entrance will be dissimilar from commercial retail entrances, and each use will provide appropriate signage, lighting, and detailing.

DC1 PROJECT USES AND ACTIVITIES

- Optimizes the arrangement of uses and activities on site.

WEST SEATTLE SUPPLEMENTAL GUIDANCE

- Visual Impacts of Parking Structure

Architect Response:
Given the use of the building and its site, all loading and unloading is accessed from the alley. Trash areas will be provided in a dedicated storage area accessed off alley. A one level below grade parking structure will also be accessible from the alley.

DC2 ARCHITECTURAL CONCEPT

- Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

WEST SEATTLE SUPPLEMENTAL GUIDANCE

- Architectural Concept and Consistency

Architect Response:
Concept massing studies have been developed to functionally and visually integrate lower and upper levels. Neighboring structures provide design cues for massing, datums, and fenestrations which informs modulation. Vertical design proportions should be primary with horizontal articulation secondary. An expressed two-story base would be consistent with adjoining facades and datum lines.
# 8.0 Architectural Massing Concepts

**Option 1 “L”**

<table>
<thead>
<tr>
<th># Units:</th>
<th>76 Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outdoor Amenity:</td>
<td>4,658 SF</td>
</tr>
<tr>
<td>Retail &amp; Lodging SF:</td>
<td>10,960 SF</td>
</tr>
<tr>
<td>Parking Stalls:</td>
<td>20 Stalls</td>
</tr>
<tr>
<td>Opportunities:</td>
<td>• Slender massing provides reduced bulk • 2nd level open space is immediately adjacent to California Avenue, providing visual connection to the street • Provides outdoor open spaces at different levels of the building and has the largest total open space areas</td>
</tr>
<tr>
<td>Constraints:</td>
<td>• Increased building height is undesirable for the lower existing buildings at adjacent sites • Street level facade may be difficult to compliment the adjacent buildings</td>
</tr>
<tr>
<td>Code Compliance:</td>
<td>Yes, code compliant</td>
</tr>
</tbody>
</table>

**Option 2 “C”**

<table>
<thead>
<tr>
<th># Units:</th>
<th>78 Units</th>
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</thead>
<tbody>
<tr>
<td>Outdoor Amenity:</td>
<td>3,208 SF</td>
</tr>
<tr>
<td>Retail &amp; Lodging SF:</td>
<td>11,696 SF</td>
</tr>
<tr>
<td>Parking Stalls:</td>
<td>20 Stalls</td>
</tr>
<tr>
<td>Opportunities:</td>
<td>• Street facing facade has desirable proportion and composition • Balconies could be added at corner facade facing California Avenue, providing additional private open spaces and articulation • Recessed upper level units have private decks with higher ceiling that could provide overall architectural massing desirable</td>
</tr>
<tr>
<td>Constraints:</td>
<td>• Lower level open space is hidden from street and has potentially limited access to daylight</td>
</tr>
<tr>
<td>Code Compliance:</td>
<td>Yes, code compliant</td>
</tr>
</tbody>
</table>

**Preferred Option 3 “H”**

<table>
<thead>
<tr>
<th># Units:</th>
<th>79 Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outdoor Amenity:</td>
<td>2,957 SF</td>
</tr>
<tr>
<td>Retail &amp; Lodging SF:</td>
<td>12,675 SF</td>
</tr>
<tr>
<td>Parking Stalls:</td>
<td>20 Stalls</td>
</tr>
<tr>
<td>Opportunities:</td>
<td>• Recessed upper facade from California Avenue provides private deck spaces facing the street, creating visual connection with the street and architectural interest • Lower facade provides appropriate transition from the adjacent buildings and well suitable for the existing street context • Balconies could be added on the majority of the street facing facade, providing additional private open spaces and articulation of the facade • Recessed upper level units have private decks with higher ceiling that could provide a more desirable massing</td>
</tr>
<tr>
<td>Constraints:</td>
<td>• Common open space is only provided at roof level</td>
</tr>
<tr>
<td>Code Compliance:</td>
<td>Yes, code compliant</td>
</tr>
</tbody>
</table>
8.0 OPTION 1 | SUMMARY

CONCEPT DIAGRAMS

DIAGRAM KEY
- Residential Entry
- Commercial Entry
- Open Space

| # UNITS: | 76 Units |
| OUTDOOR AMENITY SF: | 4,658 SF |
| RETAIL & LODGING SF: | 10,960 SF |
| PARKING STALLS: | 20 Stalls |
| CODE COMPLIANCE | Yes, code compliant |

DESIGN CUES

Brick facade in an urban context with a combination of other materials, providing a pleasant architectural composition.

Irregularly placed accent material within a simple gridded massing, creating an elegant and interesting facade.

Common courtyard on a podium that looks over a busy street provides an engaging private urban open space.
8.0 OPTION 1 | MASSING

DESIGN ANALYSIS

1. ALLEY PERSPECTIVE
1. Building base with durable and pedestrian friendly materials. Ground level has service access, parking entrance and secondary entrances to residential and commercial.
2. Middle part building is further articulated with material and color changes.
3. Top of the building uses different fenestration pattern and material colors articulating the overall building facade.

2. CALIFORNIA AVE PERSPECTIVE
1. Building base with similar materials and fenestration pattern as the surrounding developments. Commercial use at ground level with transparency and overhead protection. Provides visual connection between residential deck and California Ave.
2. Middle part of the building is relatively narrow and tall, accentuating the verticality.
3. Top of the building uses different fenestration pattern and material colors articulating the overall facade.
8.0 OPTION 1 | FLOOR PLANS

LEVEL P1

LEVEL 1

KEY
- Commercial
- Utility/BOH
- Circulation
- Outdoor Amenity
- Residential Amenity
- Parking/Garage
- Leasing Office
8.0 OPTION 1 | FLOOR PLANS

LEVEL 2

LEVELS 3-7

KEY
- Commercial Units
- Utility/BOH
- Circulation
- Outdoor Amenity
- Residential Amenity
- Parking/Garage
- Leasing Office
8.0 OPTION 1 | SHADOW STUDY

- **March 21, 9:00 AM**
- **March 21, 12:00 PM**
- **March 21, 3:00 PM**
- **June 21, 9:00 AM**
- **June 21, 12:00 PM**
- **June 21, 3:00 PM**
- **December 21, 9:00 AM**
- **December 21, 12:00 PM**
- **December 21, 3:00 PM**
8.0 OPTION 2 | SUMMARY

CONCEPT DIAGRAMS

DIAGRAM KEY
- Residential Entry
- Commercial Entry
- Open Space

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>DETAILS</th>
</tr>
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<tbody>
<tr>
<td># UNITS</td>
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<td>20 Stalls</td>
</tr>
<tr>
<td>CODE COMPLIANCE</td>
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</tbody>
</table>

DESIGN CUES

- **Recessed upper units, providing private decks and facade articulation.**
- **Facade composition created by materials and color contrast.**
8.0 OPTION 2 | MASSING

**DESIGN ANALYSIS**

1. ALLEY PERSPECTIVE

1. Building base with durable and pedestrian friendly materials. Ground level has service access, parking entrance and secondary entrances to residential and commercial.

2. Middle part of the building is articulated with recessed corner creating an interesting asymmetric building facade.

3. Recessed penthouse and building corner, providing an articulation that is compatible in scale with the surround developments.

2. CALIFORNIA AVE PERSPECTIVE

1. Building base with similar materials and fenestration pattern as the surrounding developments. Commercial use at ground level with transparency and overhead protection.

2. Middle part of the building is articulated with recessed corner creating an interesting asymmetric building facade.

3. Recessed penthouse and building corner, providing an articulation that is compatible in scale with the surround developments.
8.0 OPTION 2 | FLOOR PLANS

**KEY**
- Commercial
- Units
- Utility/BOH
- Circulation
- Outdoor Amenity
- Residential Amenity
- Parking/Garage
- Leasing Office

**LEVEL P1**
- Commercial Units
- Utility/BOH
- Circulation
- Outdoor Amenity
- Residential Amenity
- Parking/Garage
- Leasing Office

**LEVEL 1**
- 2 STORY SENIOR CENTER
  ZONING - NCP - 86
- 1 STORY COMMERCIAL BUILDING
  ZONING - NCP - 86
- TRASH/RECYCLING
- VAN STALL
- Transformer
- STAIR
- STAIR
- OVERHEAD DOOR
8.0 OPTION 2 | FLOOR PLANS

LEVEL 7

<table>
<thead>
<tr>
<th>Commercial Units</th>
<th>Utility/BOH</th>
<th>Circulation</th>
<th>Outdoor Amenity</th>
<th>Residential Amenity</th>
<th>Parking/Garage</th>
<th>Leasing Office</th>
</tr>
</thead>
</table>
| LEVEL 7 ROOF

OUTDOOR AMENITY
2,114 SF

LEVEL ROOF

KEY

- Commercial
- Utility/BOH
- Circulation
- Outdoor Amenity
- Residential Amenity
- Parking/Garage
- Leasing Office

30 EARLY DESIGN GUIDANCE
8.0 OPTION 2 | SECTION

**KEY**
- Commercial Units
- Utility/BOH
- Circulation
- Outdoor Amenity
- Residential Amenity
- Parking/Garage
- Lodging

Diagram: Section showing residential, commercial, utility/BOH, circulation, outdoor amenity, parking, and lodging.
8.0 OPTION 2 | SHADOW STUDY

9:00 AM
MARCH 21

12:00 PM
JUNE 21

3:00 PM
DECEMBER 21

N

EARLY DESIGN GUIDANCE
8.0 PREFERRED OPTION 3 | SUMMARY

CONCEPT DIAGRAMS

- Simple massing is articulated with recessed balconies and interesting composition of windows.
- Penthouse units with private decks, high ceiling and large glass, creating a unique facade.
- Balcony design and its placement used create architectural rhythm and composition.

DIAGRAM KEY

- Residential Entry
- Commercial Entry
- Open Space

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</tbody>
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8.0 PREFERRED OPTION 3 | MASSING

DESIGN ANALYSIS

1. ALLEY PERSPECTIVE

1. Building base with durable and pedestrian friendly materials. Ground level has service access, parking entrance and secondary entrances to residential and commercial.

2. Middle of part building is further articulated with material and color changes.

3. Top of the building uses different fenestration pattern and material colors articulating the overall building facade.

2. CALIFORNIA AVE PERSPECTIVE

1. Building base with similar materials and fenestration pattern as the surrounding developments. Commercial use at ground level with transparency and overhead protection.

2. Middle of part building is further articulated with material and color changes.

3. Recessed penthouse units, creating a strong horizontal articulation that is compatible in scale with the surround developments.
8.0 PREFERRED OPTION 3 | FLOOR PLANS

LEVEL P1

LEVEL 1

KEY
- Commercial Units
- Utility/BOH
- Circulation
- Outdoor Amenity
- Residential Amenity
- Parking/Garage
- Leasing Office
8.0 PREFERRED OPTION 3 | FLOOR PLANS

KEY
- Commercial Units
- Utility/BOH
- Circulation
- Outdoor Amenity
- Residential Amenity
- Parking/Garage
- Leasing Office

LEVEL 2

LEVELS 3-6
8.0 PREFERRED OPTION 3 | FLOOR PLANS

LEVEL 7

KEY
- Commercial Units
- Utility/BOH
- Circulation
- Outdoor Amenity
- Residential Amenity
- Parking/Garage
- Leasing Office

LEVEL ROOF

OUTDOOR AMENITY
2,957 SF
8.0 PREFERRED OPTION 3 | SECTION

- Commercial
- Utility/BOH
- Circulation
- Outdoor Amenity
- Residential Amenity
- Parking/Garage
- Lodging

KEY

- Residential
- Lodging
- Commercial
- Parking

MAXIMUM ELEVATOR PENTHOUSE

PROPERTY LINE

NO SETBACK REQUIRED ALONG CALIFORNIA AVE SW

PROPERTY LINE

MAXIMUM SETBACK REQUIRED ALONG EXISTING ALLEY

ALLEY DEDICATION

NCPC-68 HIGH LIMIT

FLOOR HEIGHT LIMIT

STAIR BEYOND

NO SETBACK REQUIRED ALONG EXISTING ALLEY

AVERAGE GRADE 3.27%