



EARLY DESIGN GUIDANCE 2

4508-4510-4512 California Ave SW
Seattle, WA 98116

DRAFT

SDCI PROJECT NO.:

3032079-EG

3031518-LU

MEETING DATE:

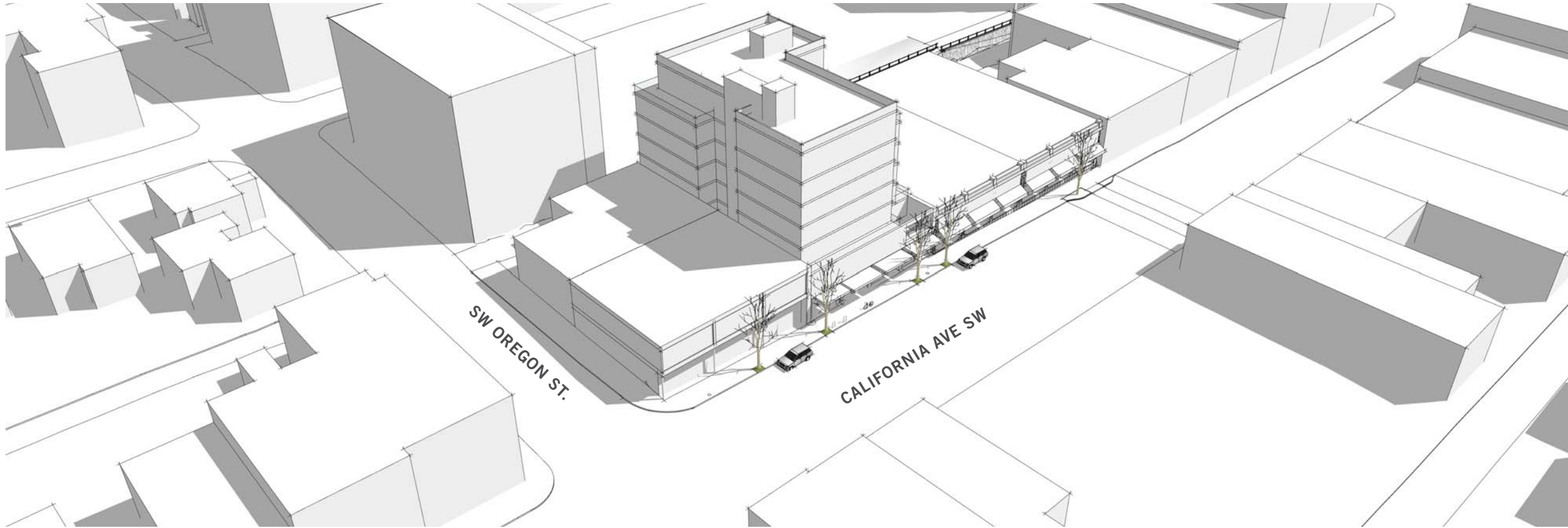
TBD

APPLICANT TEAM:

Capelouto Development Company
Caron Architecture

CARON

CARON REF #2018.018



AERIAL VIEW - PREFERRED OPTION 3

CONTENTS

03 Development Objectives	pg. 3
04 Site Plan	pg. 6
05 Urban Design Analysis	pg. 7
06 Zoning Data	pg. 18
07 Design Guidelines	pg. 20
08 EDG 1	pg. 22
Option 1	pg. 23
Option 2	pg. 32
Preferred Option 3	pg. 41
08 EDG 2	pg. 50
Preferred Option 3	pg. 51
09 Landscape Plan	pg. 61

PROJECT TEAM

OWNER
Capelouto Development Company

CARON ARCHITECTURE CONTACT
Andrew Kluess, Associate Principal
andrewkluess@caronarchitecture.com
206.367.1382
Caron Reference No.: 2018.018

PROJECT HISTORY

EDG 1
08.02.2018

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

PARKING REQUIREMENT:
Not required, in Parking Flexibility Area. 20
Stalls Provided.

LEGAL DESCRIPTION:
Boston Companys Plat of W S Block 49 Lot
4-5-6

EDG1: 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

RESIDENTIAL AREA:
37,143 SF.
79 Units

AREA:
4,793 SF

PARKING AREA:
8,156 SF
19 Stalls

EDG2: 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

RESIDENTIAL AREA:
35,007 SF
75 Units

COMMERCIAL AREA:
12,290 SF

PARKING AREA:
7,978 SF
17 Stalls

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 NC3P-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.

EDG1: DEVELOPMENT SUMMARY (PREFERRED OPTION 3)

LEVEL	USE	RESIDENTIAL AREA	COMMERCIAL AREA	B.O.H. AREA	PARKING AREA	GROSS AREA	FAR AREA	NET AREA	PARKING	OUTDOOR AMENITY
ROOF	AMENITY	447				447	447			2,957
L7	RESIDENTIAL	6,716				6,716	6,716	5,541		
L6	RESIDENTIAL	7,145				7,145	7,145	5,970		
L5	RESIDENTIAL	7,145				7,145	7,145	5,970		
L4	RESIDENTIAL	7,145				7,145	7,145	5,970		
L3	RESIDENTIAL	7,145				7,145	7,145	5,970		
L2	LODGING		7,742			7,742	7,742	6,567		
L1	COMMERCIAL/LOBBY	1,400	4,793	671	1,331	8,195	8,195	4,793		
P1	PARKING			1,429	6,825	8,254			19	
TOTAL		37,143	12,535		8,156	59,934	51,680	40,781	19	2,957

UNIT MIX				TOTAL UNIT	EFFICIENCY	AVERAGE UNIT SIZE
STUDIO	O1BR	1BDR	2 BR			
10	2	1	0	13	82.5%	426
10	2	1	0	13	83.6%	459
10	2	1	0	13	83.6%	459
10	2	1	0	13	83.6%	459
10	2	1	0	13	83.6%	459
10	2	2	0	14	84.8%	469
60	12	7	0	79		

EDG2: DEVELOPMENT SUMMARY (PREFERRED OPTION 3)

SITE AREA		8,625
FAR	Residential Total	4.5 6
ALLOWABLE AREA	Residential Total	38,813 51,750
FAR PROPOSED	Residential Total	4.06 5.70
OUTDOOR AMENITY	Rquired: Provided:	1,750 4,473
PARKING	Required: Provided:	0 17

UNIT MIX				TOTAL UNIT	CIRCULATION	EFFICIENCY	AVERAGE UNIT SIZE
STUDIO	O1BR	1BDR	2 BR				
5	2	3	0	10	893	83.8%	463
11	0	2	0	13	1,012	85.2%	448
11	0	2	0	13	1,012	85.2%	448
11	0	2	0	13	1,012	85.2%	448
11	0	2	0	13	1,012	85.2%	448
9	2	2	0	13	950	87.5%	514
58	4	13	0	75			

LEVEL	USE	RESIDENTIAL AREA	COMMERCIAL AREA	B.O.H. AREA	PARKING AREA	GROSS AREA	FAR AREA	NET AREA	PARKING	OUTDOOR AMENITY
ROOF	AMENITY	442				442	442			2,295
L7	RESIDENTIAL	5,523				5,523	5,523	4,630		1,010
L6	RESIDENTIAL	6,838				6,838	6,838	5,826		
L5	RESIDENTIAL	6,838				6,838	6,838	5,826		
L4	RESIDENTIAL	6,838				6,838	6,838	5,826		
L3	RESIDENTIAL	6,838				6,838	6,838	5,826		290
L2	LODGING		7,630			7,630	7,630	6,680		878
L1	COMMERCIAL/LOBBY	1,690	4,660	676	1,153	8,179	8,179	4,660		
P1	PARKING			1,429	6,825	8,254			17	
TOTAL		35,007	12,290		7,978	57,380	49,126	39,274	17	4,473

4.0 SURVEY / TREE SURVEY

DESCRIPTION:
LOTS 4, 5 AND 6, BLOCK 49, THE BOSTON CO'S PLAT OF WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 3 OF PLATS, PAGE 19, RECORDS OF KING COUNTY, WASHINGTON;

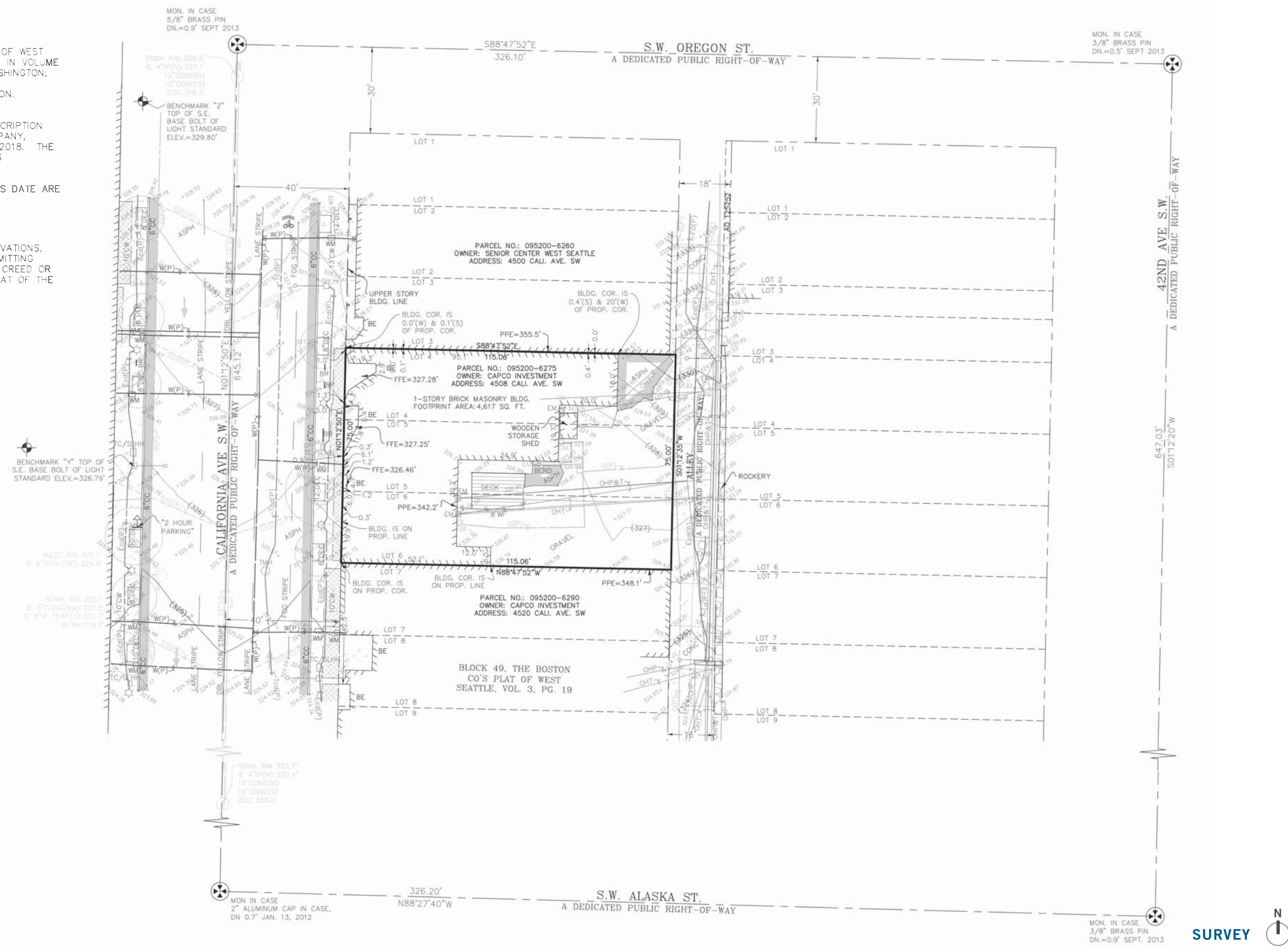
SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

TITLE REPORT REFERENCE:
THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN, FURNISHED BY STEWART TITLE GUARANTY COMPANY, GUARANTEE NO. G-6329-000005655, DATED MAY 16, 2018. THE EASEMENTS SHOWN OR NOTED HEREON RELATE TO THIS COMMITMENT.

NOTE: EASEMENTS CREATED OR RESCINDED AFTER THIS DATE ARE NOT SHOWN OR NOTED HEREON.

TITLE REPORT SCHEDULE B EXCEPTIONS:
ITEMS CIRCLED ARE SHOWN ON MAP.

11. ALL COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, EASEMENTS OR OTHER SERVITUDES, IF ANY, BUT OMITTING RESTRICTIONS, IF ANY, BASED UPON RACE, COLOR, CREED OR NATIONAL ORIGIN, DISCLOSED BY THE RECORDED PLAT OF THE BOSTON CO'S PLAT OF WEST SEATTLE.



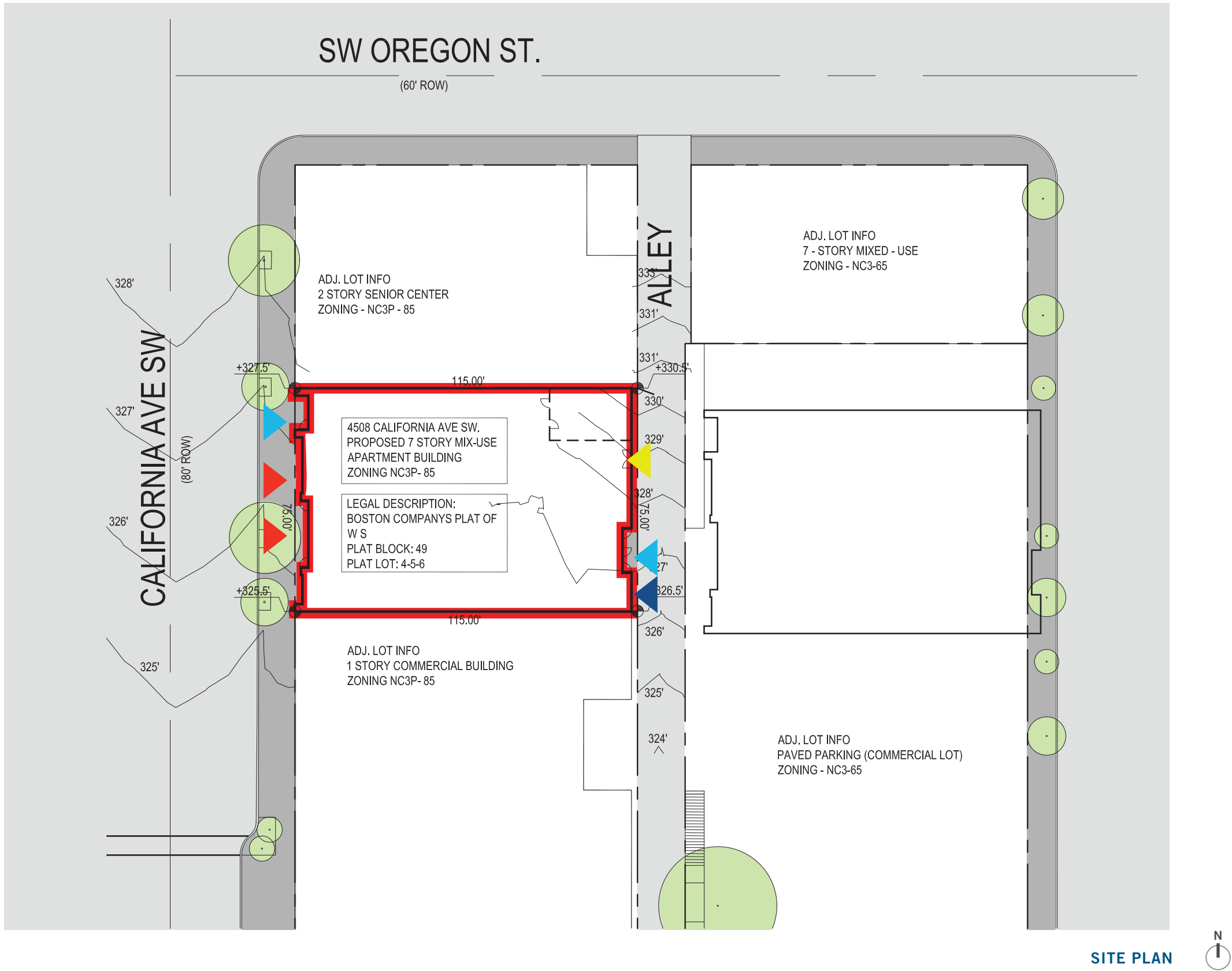
4.0 EDG1 SITE PLAN

KEY

- Pedestrian Access
- Residential Access
- Service Access
- Vehicular Access
- Existing Street Trees

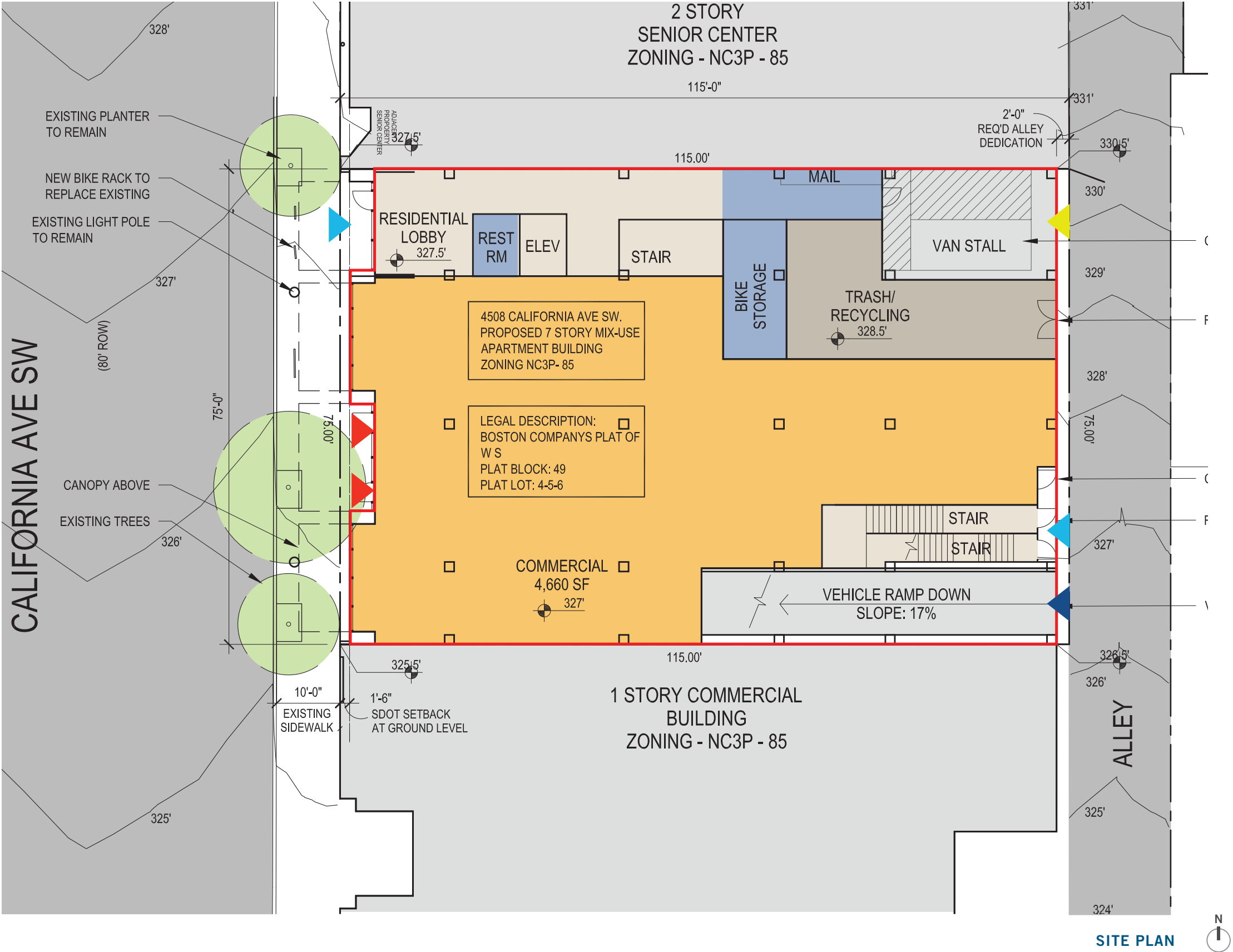
LEGAL DESCRIPTION

BOSTON COMPANYS PLAT OF W S
Plat Block: 49
Plat Lot: 4-5-6

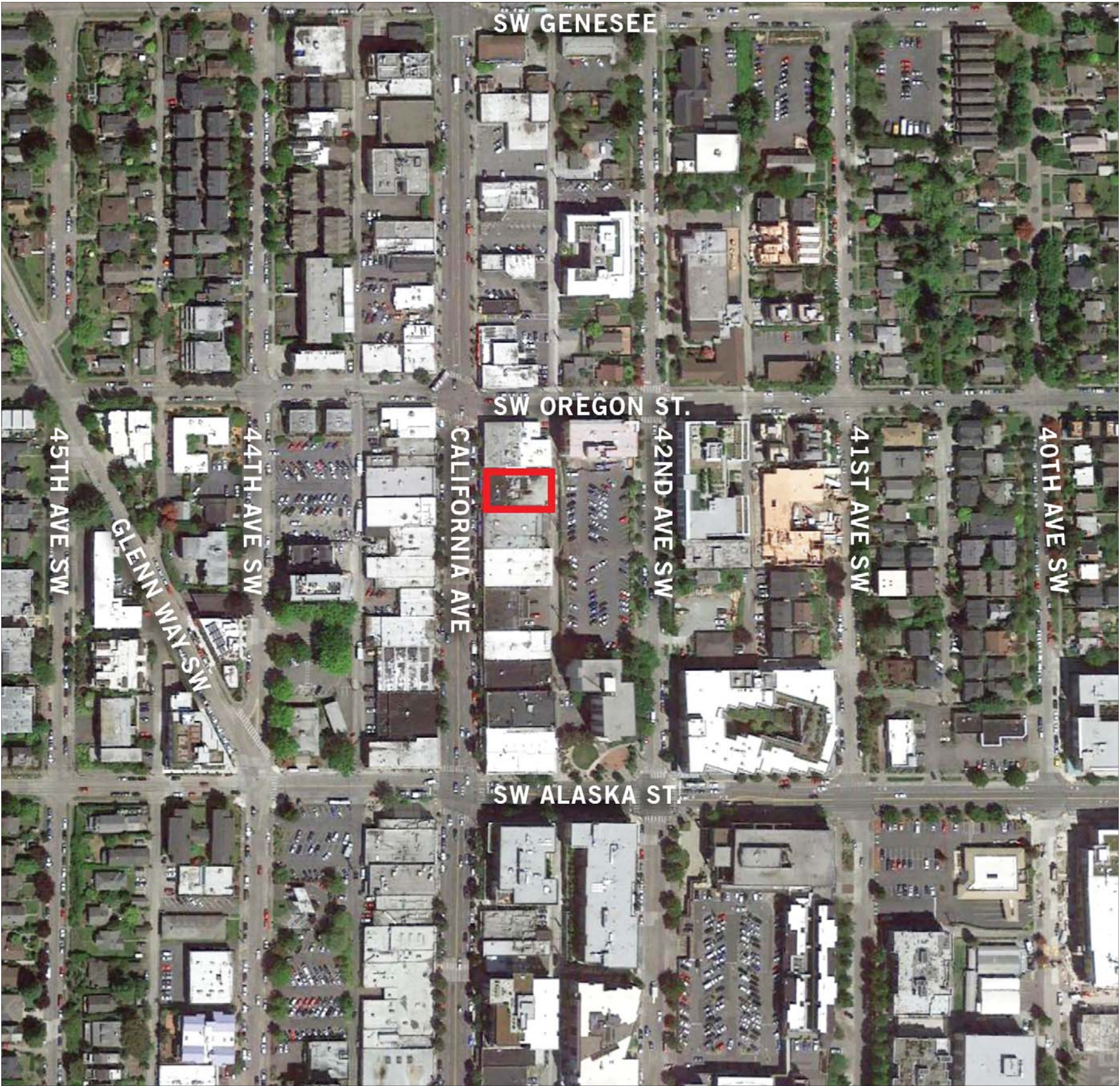


4.0 EDG2 SITE PLAN

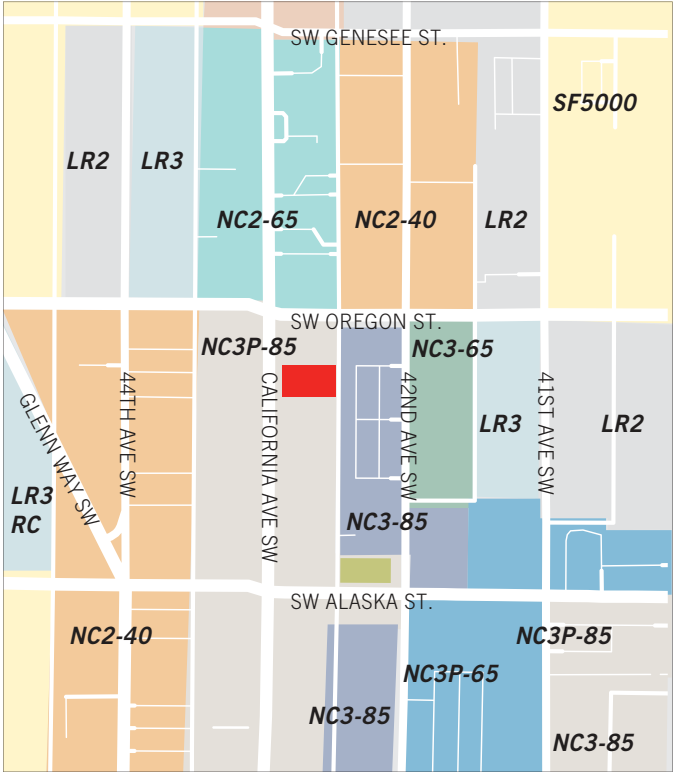
- KEY
- Commercial
 - Units
 - Utility/BOH
 - Circulation
 - Outdoor Amenity
 - Residential Amenity
 - Parking/Garage
 - Pedestrian Access
 - Residential Access
 - Service Access
 - Vehicular Access
 - Existing Street Trees



5.0 URBAN DESIGN ANALYSIS

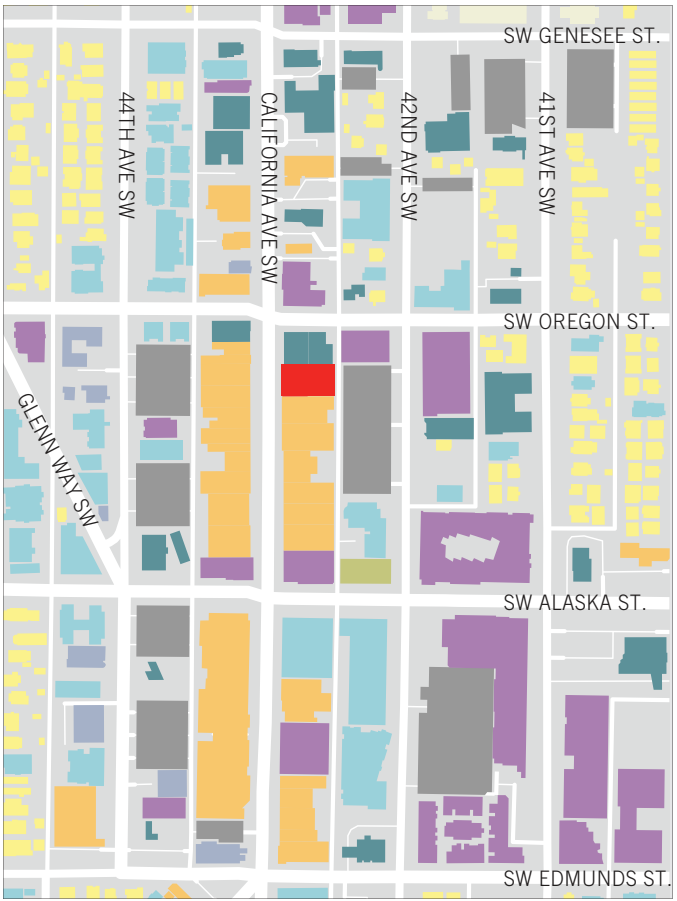


AXONOMETRIC MAP (GOOGLE EARTH)



ZONING

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

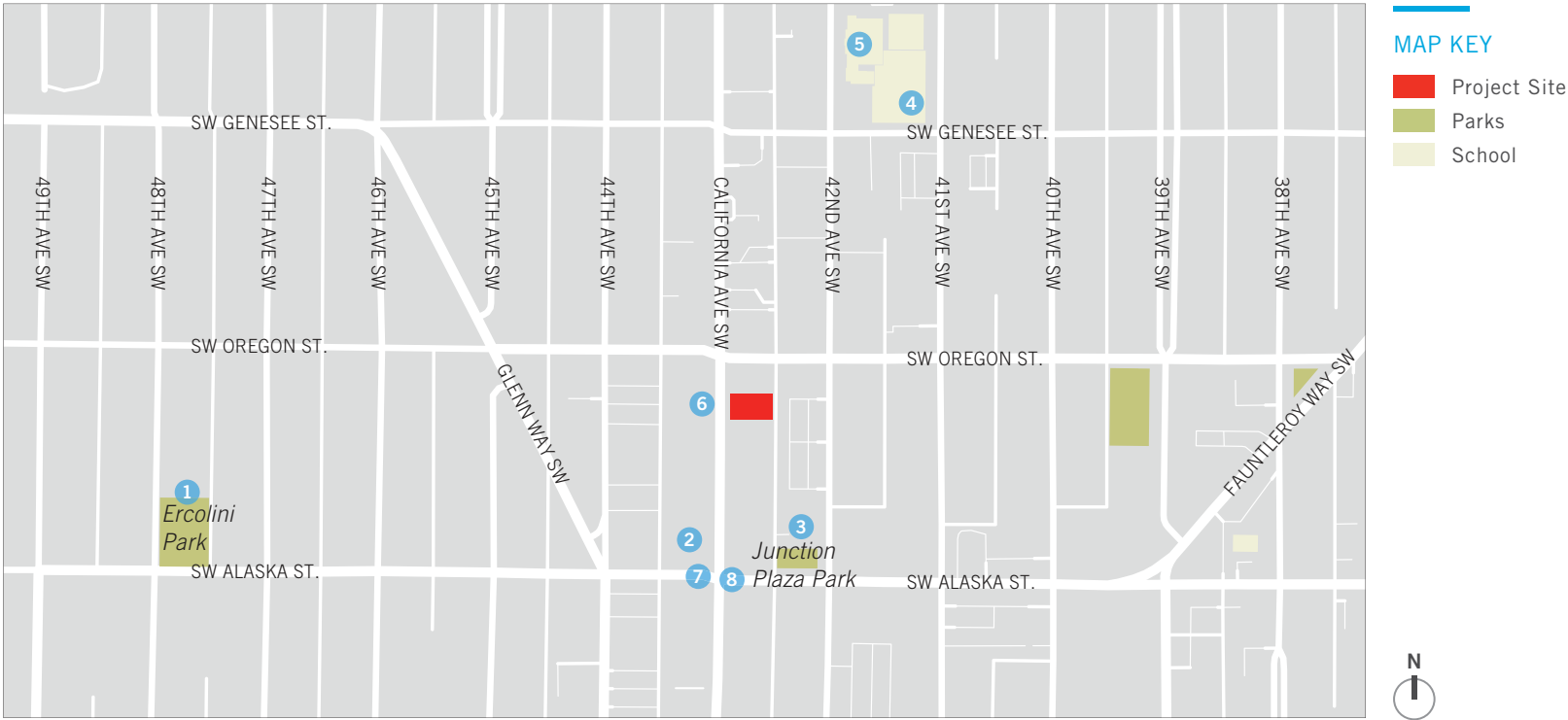


SURROUNDING USES

- 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 EASY 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

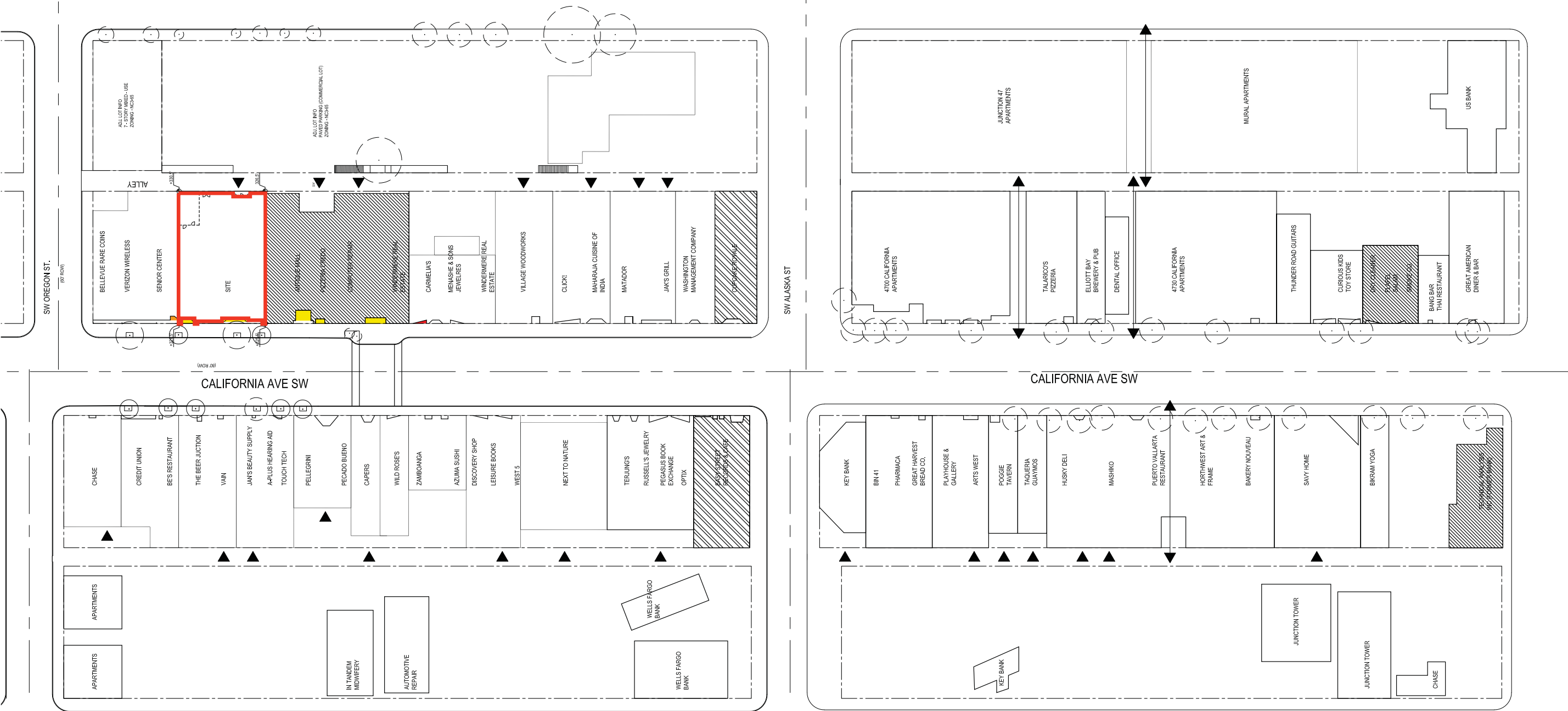
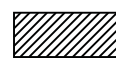
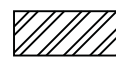


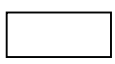
DIAGRAM KEY




BUILDINGS THAT WARRANT FURTHER INVESTIGATION OF THEIR HISTORY AND THE EXTENT OF ALTERATIONS TO DETERMINE THEIR ELIGIBILITY




BUILDINGS POTENTIALLY ELIGIBLE FOR LANDMARK STATUS




SUPPORTING BUILDINGS OR BUILDINGS THAT ARE SO ALTERED THAT THEY ARE NOT LIKELY TO MEET THE LANDMARK DESIGNATION CRITERIA




EXISTING TREES



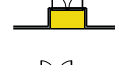
ALLEY ENTRY




THROUGH-BLOCK CONNECTION




TYPE A RETAIL ENTRIES



TYPE B RETAIL ENTRIES



TYPE C RETAIL ENTRIES



CANOPIES

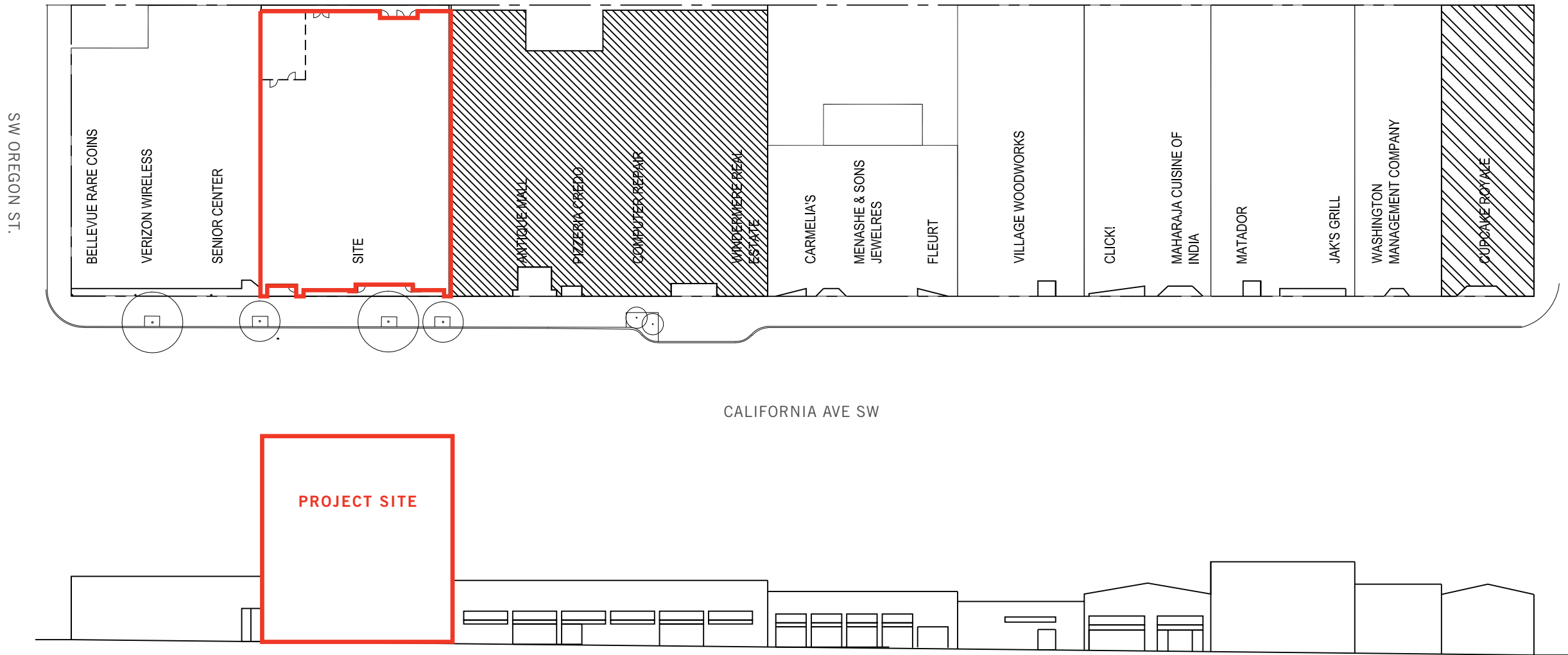
5.0 STREETSCAPES

1 CALIFORNIA AVE SW LOOKING EAST



DIAGRAM KEY

- BUILDINGS THAT WARRANT FURTHER INVESTIGATION OF THEIR HISTORY AND THE EXTENT OF ALTERATIONS TO DETERMINE THEIR ELIGIBILITY
- BUILDINGS POTENTIALLY ELIGIBLE FOR LANDMARK STATUS
- SUPPORTING BUILDINGS OR BUILDINGS THAT ARE SO ALTERED THAT THEY ARE NOT LIKELY TO MEET THE LANDMARK DESIGNATION CRITERIA
- EXISTING TREES
- ALLEY ENTRY
- THROUGH-BLOCK CONNECTION
- TYPE A RETAIL ENTRIES
- TYPE B RETAIL ENTRIES
- TYPE C RETAIL ENTRIES
- CANOPIES



5.0 STREETSCAPES

2 CALIFORNIA AVE SW LOOKING WEST



DIAGRAM KEY

- BUILDINGS THAT WARRANT FURTHER INVESTIGATION OF THEIR HISTORY AND THE EXTENT OF ALTERATIONS TO DETERMINE THEIR ELIGIBILITY
- BUILDINGS POTENTIALLY ELIGIBLE FOR LANDMARK STATUS
- SUPPORTING BUILDINGS OR BUILDINGS THAT ARE SO ALTERED THAT THEY ARE NOT LIKELY TO MEET THE LANDMARK DESIGNATION CRITERIA
- EXISTING TREES
- ALLEY ENTRY
- THROUGH-BLOCK CONNECTION
- TYPE A RETAIL ENTRIES
- TYPE B RETAIL ENTRIES
- TYPE C RETAIL ENTRIES
- CANOPIES



5.0 STREETSCAPES

3 ALLEY LOOKING EAST

85' MAXIMUM HEIGHT
NC3P-85



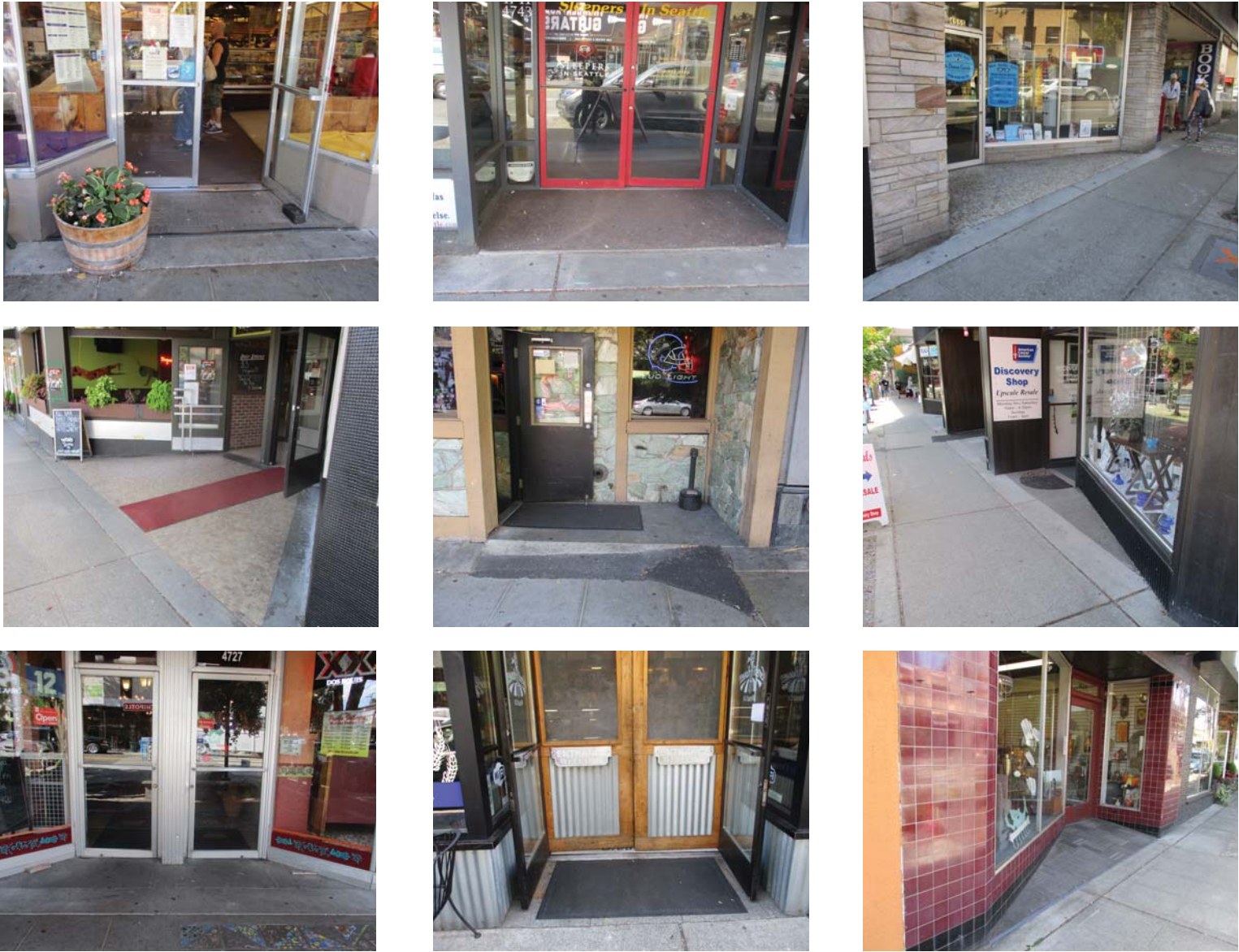
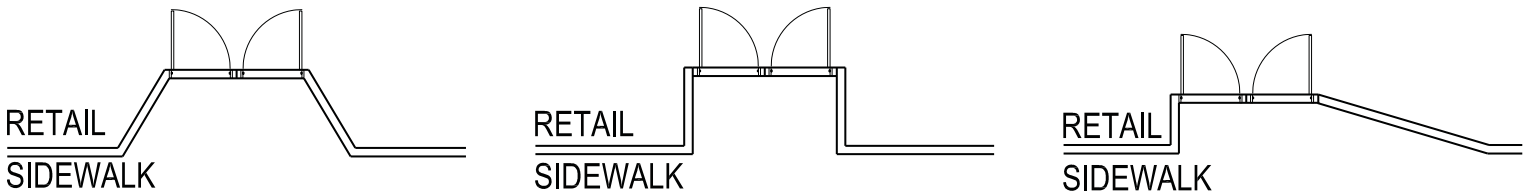
4 ALLEY LOOKING WEST

85' MAXIMUM HEIGHT
NC3P-85



8.0 EDG2 PREFERRED OPTION 3 | ADDITIONAL STUDIES

EXISTING RETAIL ENTIRES



EXISTING STOREFRONT ENTIRES



8.0 EDG2 PREFERRED OPTION 3 | ADDITIONAL STUDIES

MATERIALS | BRICK



CONCRETE VARIATIONS



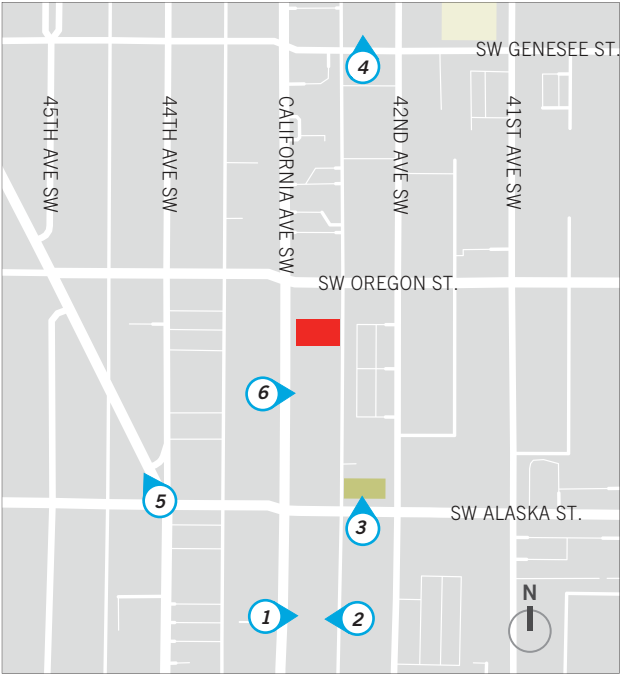
STONE & ROCK CLADDING



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.



- MAP KEY
- Project Site
 - View



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 restrained 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.



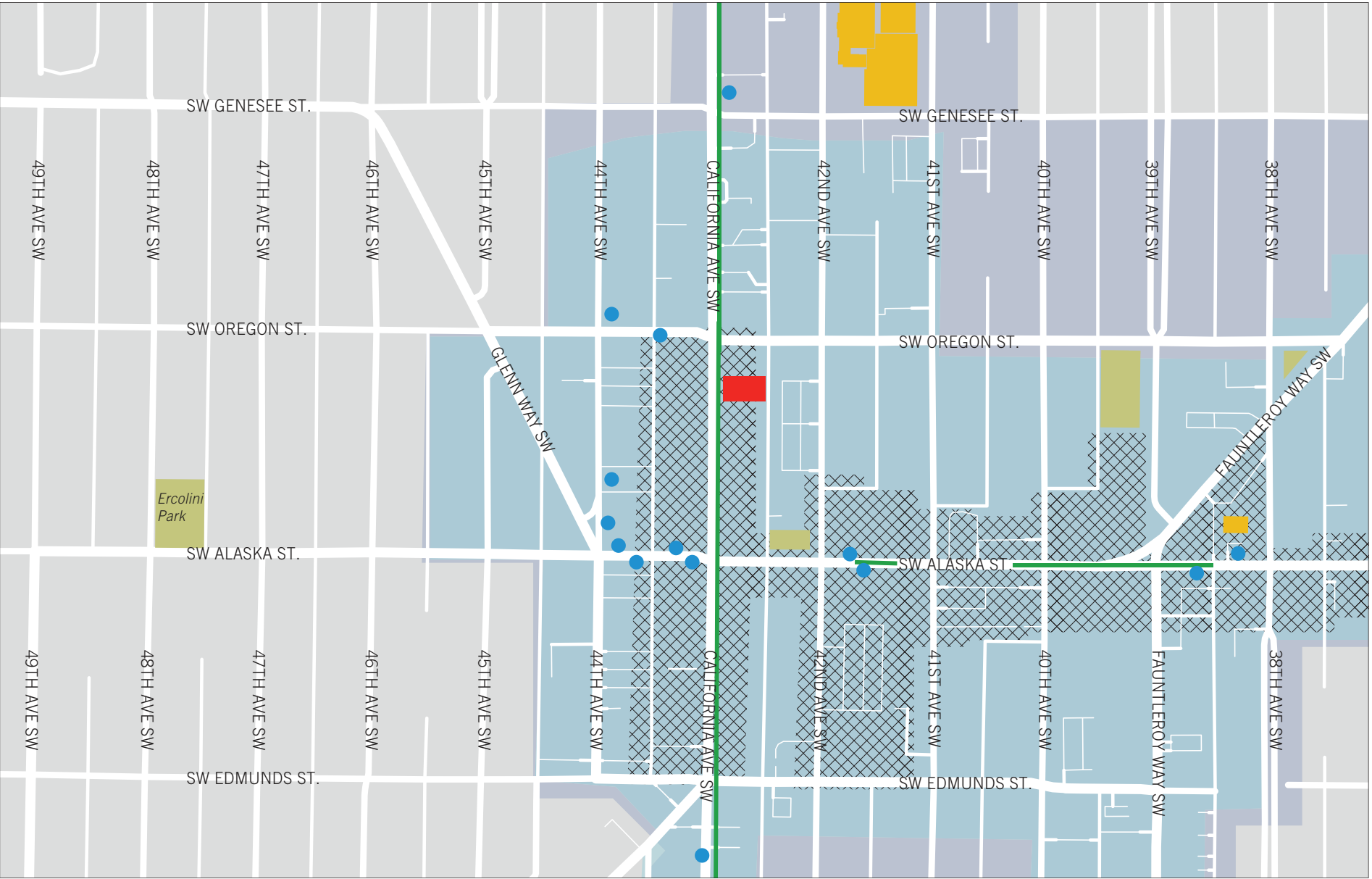
6 4724 CALIFORNIA AVE SW.

A newer mid-block, mixed-use multifamily residential structure. Located a block south of the project site. The lower levels create a two-story brick facade and with outdoor seating and mid-block pass-through. It helps to create a pedestrian friendly environment.

5.0 VICINITY MAP & TRANSPORTATION

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 both sides 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 be updated.



TRANSPORTATION & WALKING MAP

- | | |
|--------------|-------------------------------------|
| Project Site | West Seattle Junction Urban Village |
| Park | Parking Flexibility Area |
| Schools | Pedestrian “P” Zones |
| Bus Stops | Dedicated Bike Lanes |

5.0 SITE PHOTOS

PROJECT SITE

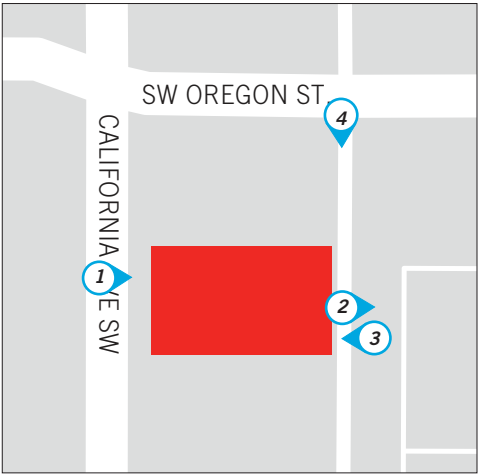
The project site is located at the Junction of California Ave SW and SW Oregon St. The streets are major arterials with heavy vehicular and pedestrian traffic on both streets. The area is scattered with shops, restaurants and multiple youth and family services.



1 PROJECT SITE FACING EAST



2 PROJECT SITE FACING EAST (ALLEY)



MAP KEY

Project Site

View



3 PROJECT SITE FACING WEST (ALLEY)



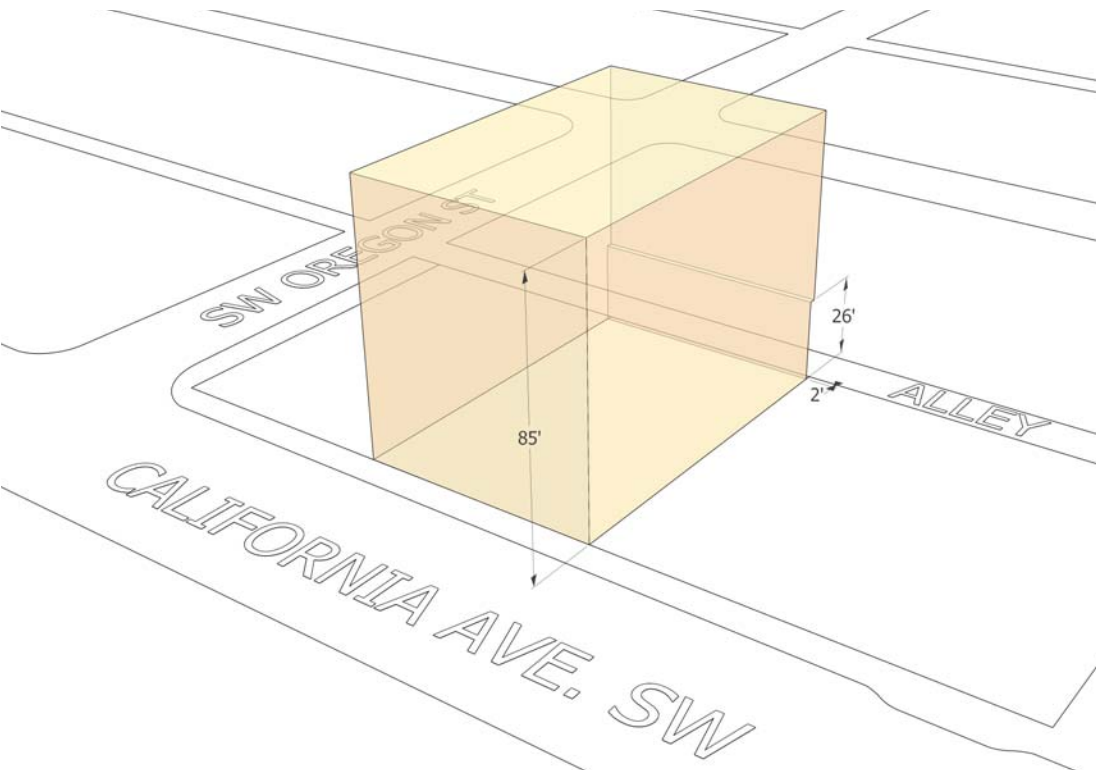
4 ALLEY, LOOKING SOUTH

6.0 ZONING DATA

APPLICABLE ZONING	SMC-SECTION	DESCRIPTION	OPTION 1	OPTION 2	OPTION 3
Permitted uses	23.47A.004	Restaurant, Office, General Sales/Services, Retail, L/W, Residential	√	√	√
Street Level Uses	23.47A.005	Residential, including live-work, uses may occupy no more than 20 percent of the street-level street-facing facade	√	√	√
		Along designated principal pedestrian streets, non-residential uses are required 80 percent of the street-level. For Allowed uses, see 23.47A.005D.	√	√	√
Street Level Development Standards	23.47A.008	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.	√	√	√
		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.	√	√	√
		Transparency-60% of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.	√	√	√
		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.	√	√	√
		Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.	√	√	√
		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.	√	√	√
		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.	√	√	√
Max. Size of non-residential use	23.47A.010	Any gross floor area used for accessory parking is exempted from the size calculation.	√	√	√
Outdoor Activities	23.47A.011	No outdoor sales area limit; For display area, 15% of lot area or 1,000 sf limit, whichever is less	√	√	√
		For display area, 15% of lot area or 1,000 sf limit, whichever is less	√	√	√
		Outdoor storage area prohibited	√	√	√
Structure height	23.47A.012	85' max.	√	√	√
		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.	√	√	√
		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	√	√	√
		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; f. Stair and elevator penthouses may extend above the applicable height limit up to 16 feet.	√	√	√
Floor area ratio	23.47A.013	Parking that is within or covered by a structure or portion of a structure and that is within a story that is not underground shall be included in gross floor area calculations.	√	√	√
		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.	√	√	√
23.47A.014	Setback requirements	No Setback Required	√	√	√
23.47A.016	Landscaping requirements	Existing street trees shall be retained unless the Director of Transportation approves their removal	√	√	√

6.0 ZONING DATA

APPLICABLE ZONING	SMC-SECTION	DESCRIPTION	OPTION 1	OPTION 2	OPTION 3
Amenity area	23.47A.024	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.	√	√	√
		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	√	√	√



ZONING ENVELOPE

SETBACKS

No Setbacks Required

ALLEY DEDICATION

2' Alley Dedication from 4' below grade to 26' above grade

MAXIMUM HEIGHT

85' maximum height

7.0 DESIGN GUIDELINES

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 commercial retail 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 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.

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

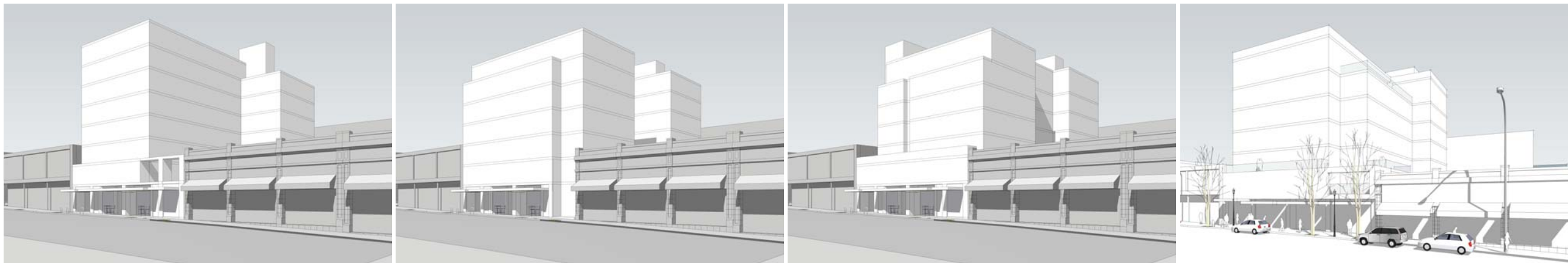
Architect Response:

Concept massing studies have been developed to functionally and visually integrate lower and upper levels. Neighboring structures provide design cues for massing, datums, and fenestration 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.

7.0 EDG 1 RESPONSE

	BOARD'S COMMENTS	ARCHITECT'S RESPONSE
1. Massing		
a	The Board noted a lack of clarity in the EDG packet and discussed the massing schemes at length, focusing on options #1 and #3. The Board appreciated elements of option #1 including the simplicity of the slender upper massing, the connection between the second level amenity area and the street, and the deference shown to the adjacent building to the south by the L-shaped form. The Board ultimately supported option #3 as the basis for further refinement but requested the project return for a second EDG meeting to resolve concerns and provide additional information. (CS2-D-1 Existing Development and Zoning, CS2-III-iv Break up Visual Mass)	The existing neighboring buildings are carefully studied in terms of bulk, scale and landmark significance in shaping of the new massing. The EDG 2 massing is revised from option #3 to further reduce the bulk with additional modulations. It incorporates the simplicity and slenderness and the connection between the second level and amenity area from option #1 without the added height.
b	The Board noted the high visibility of the north and south facades due to the scale of surrounding development. The Board supported that option #3 provided additional opportunities for glazing on these facades as compared to the other schemes but was concerned about the overall amount of blank walls. The Board gave guidance to minimize blank walls on the north and south facades. (CS2-III-iv Break up Visual Mass)	The EDG2 massing provides additional fenestration areas by recessing the stair/elevator tower and building façades from the north and south property lines. The bulk of the massing and amount of blank walls on the north and south facades are significantly reduced and are replaced by fenestrations.
c	The Board acknowledged public comment regarding shadow impacts. The Board noted that the shadow impacts of each massing option were generally comparable but supported the lower 7-story height of option #3. (CS2-D-1 Existing Development and Zoning, CS2-III-iv Break up Visual Mass)	The EDG 2 massing is at 7-story height as proposed for option #3. The north elevator/stair tower is pushed away from the north property line and the corner heights lowered by at least one-story reducing the shadow impacts.
d	The Board gave guidance to minimize the appearance of the stair tower and better integrate it within the north façade. (CS2-D-1 Existing Development and Zoning, CS2- III-iv Break up Visual Mass)	The north stair/elevator tower is pushed approximately 8’ away from the north property line and is now less intrusive to the north property and better integrated within the overall massing.
e	The Board was concerned with the lack of modulation on the alley façade and gave guidance to further articulate the alley massing and relate material changes to massing shifts. (CS2-III-iv Break up Visual Mass)	The plain and flat alley façade is modulated to have lower, middle and upper parts with physical façade recesses and shifts. The use of materials and articulations will correspond with the massing shifts and modulations.
f	At the second EDG meeting the Board would like to review a complete composite site plan. (CS2-I Streetscape Compatibility)	A complete composite site plan is added with dimensions for clarity.
2. Context Response		
a	The Board acknowledged public comment regarding the response to the character of the West Seattle Junction commercial core and discussed the relationship of the base to the adjacent buildings to the north and the south. The Board agreed that more thorough analysis is needed to understand how the base is responding to the character of the street. At the second EDG meeting the Board would like to review a study and analysis of the street character including datum lines, entry patterns, storefront details and fenestration patterns. The Board would also like to review street-level site section drawings. (CS2-A-1 Sense of Place, CS3-I-ii Architectural Cues, PLI-I California Avenue Commercial Core, DC2-I Architectural Concept and Consistency)	Additional study and analysis of datum lines, entry patterns, storefront details, significant neighboring buildings and fenestration patterns are added. A street level site section is added to show sidewalk, storefront and canopy conditions.
b	The Board noted the significance of the former JC Penney building adjacent to the south and would like to better understand how the massing moves and façade openings are responding to this structure. (CS2-A-1 Sense of Place, CS3-I-ii Architectural Cues)	The former JC Penny building is further studied and analyzed with more accurate dimensions to compare datum lines and rhythm of street façade with the new massing. The new massing continues the adjacent commercial façade with added storefront height for the maximum transparency at the ground level. The additional sidewalk width is provided as required by SDOT with recessed entrances. The lower part of the massing respects the adjacent structures with similar storefronts and materials are provided.
c	The Board was not supportive of the use of cementitious panel on the base level as indicated. Durable materials which are compatible with the character of the street should be utilized on the base, such as proposed in options 1 and 2. (CS3-I-ii Architectural Cues, PLI-I California Avenue Commercial Core, DC2-I Architectural Concept and Consistency)	The cementitious panels are replaced with a durable masonry material to compliment the adjacent structures and to be consistent with the architectural material uses in the neighborhood.
d	The Board was not convinced the setback and awning treatment of the residential entry was the appropriate response to the adjacent structure or compatible with the overall storefront composition. (CS3-I-ii Architectural Cues, PLI-I California Avenue Commercial Core, DC2-I Architectural Concept and Consistency)	The setback and awning treatment at the residential entrance are revised to be consistent with the rest of the street level façade. There are code and physical constraints that make the setback and awning heights differ from the adjacent buildings. The SDOT pedestrian clear zone requires further recess of the ground level which is inconsistent with the adjacent buildings, the sloping grade and the storefront and canopy heights would be different, which is consistent with the surrounding neighborhood.
3. Site Planning		
a	The Board supported the thoughtful approach to providing bike storage. (PL4-B Planning Ahead for Bicyclists)	The bike storage accessible from the alley still remains in the design with additional bike storage on the P1 level as proposed in EDG1.
b	The Board recommended an additional street tree on California Ave SW to maintain the established planting pattern. (CS2-I Streetscape Compatibility)	No additional tree is allowed per street tree planting requirements in SDOT Street Tree Manual. The perceived ‘gap’ in street trees is the location of an existing Pedestrian Light Standard. Street trees need to be located minimum 10 feet from light standard, and 20-24 feet minimum from other trees, which precludes placement of an additional tree at the site.

8.0 ARCHITECTURAL MASSING CONCEPTS



	EDG 1: Option 1 “L”	EDG 1: Option 2 “C”	EDG 1: Preferred Option 3 “H”	EDG 2: Preferred Option 3 “H”
CONCEPT:				
# UNITS:	76 Units	78 Units	79 Units	75 Units
OUTDOOR AMENITY:	4,658 SF	3,208 SF	2,957 SF	4,473 SF
RETAIL & LODGING SF:	10,960 SF	11,696 SF	12,535 SF	12,290 SF
PARKING STALLS:	19 Stalls	19 Stalls	19 Stalls	17 Stalls
OPPORTUNITIES:	<ul style="list-style-type: none">• 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 area.	<ul style="list-style-type: none">• 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 provides additional modulation.	<ul style="list-style-type: none">• Recessed upper facade from California Avenue provides private deck spaces facing the street, creating visual connection with the street and providing visual interest.• Lower facade provides appropriate transition from the adjacent buildings.• 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 more visually interesting modulation.	<ul style="list-style-type: none">• Recessed South facade creates a slender massing along California Ave SW• South and North facade allow maximum fenestration, reducing blank facades.• Alley facade is modulated into lower, middle and upper parts with recesses.• Provides outdoor open spaces at multiple levels.• Stair/elevator tower is recessed back from north property line, allowing potential fenestrations• The maximum transparency at street level with SDOT pedestrian clear zone.
CONSTRAINTS:	<ul style="list-style-type: none">• Increased building height is undesirable for the lower existing buildings at adjacent sites.• Street level facade may be difficult to compliment the adjacent buildings.	<ul style="list-style-type: none">• Lower level open space is hidden from street and has potentially limited access to daylight.	<ul style="list-style-type: none">• Common open space is only provided at roof level	<ul style="list-style-type: none">• The least number of residential units is provided• The least number of parking stalls is provided
CODE COMPLIANCE:	Yes, code compliant	Yes, code compliant	Yes, code compliant	Yes, code compliant

8.0 EDG1 OPTION 1 | SUMMARY

CONCEPT DIAGRAMS

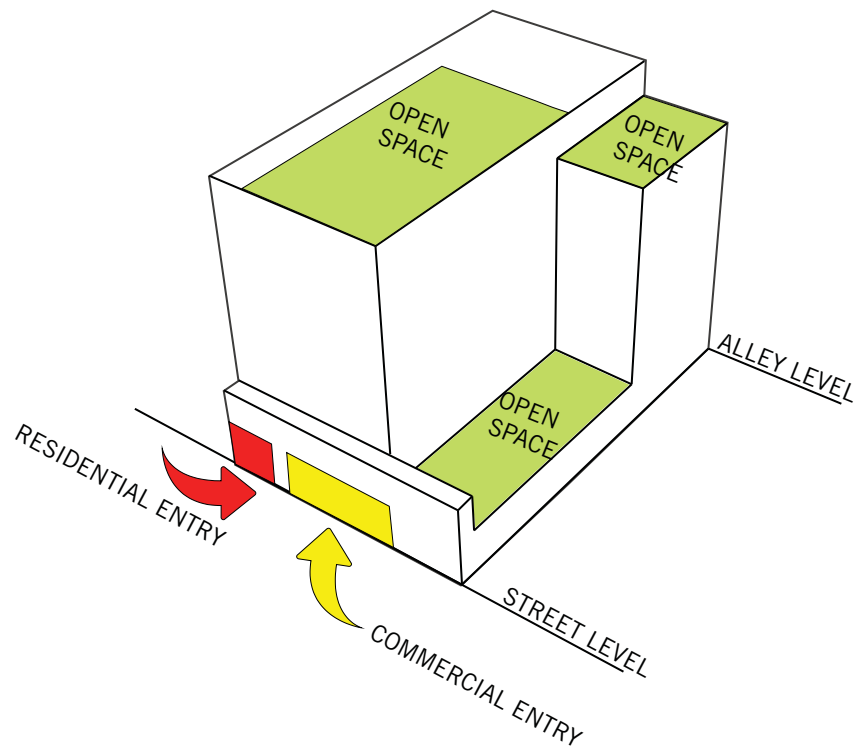


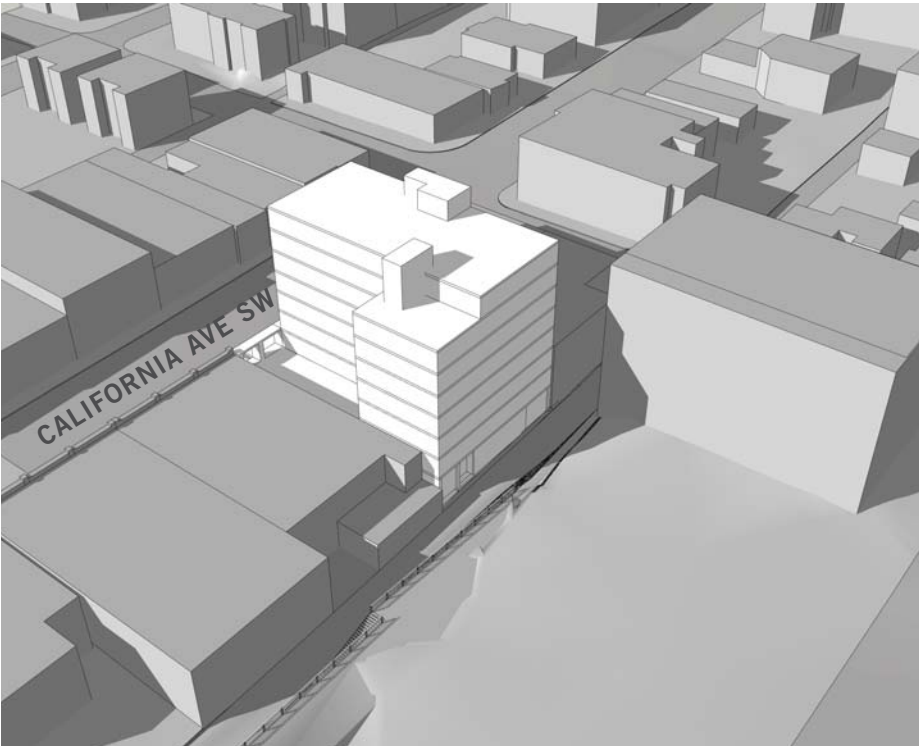
DIAGRAM KEY

- Residential Entry
- Commercial Entry
- Open Space

# UNITS:	76 Units
OUTDOOR AMENITY SF:	4,658 SF
RETAIL & LODGING SF:	10,960 SF
PARKING STALLS:	19 Stalls
CODE COMPLIANCE:	Yes, code compliant



AERIAL NW VIEW



AERIAL SE VIEW

DESIGN CUES



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



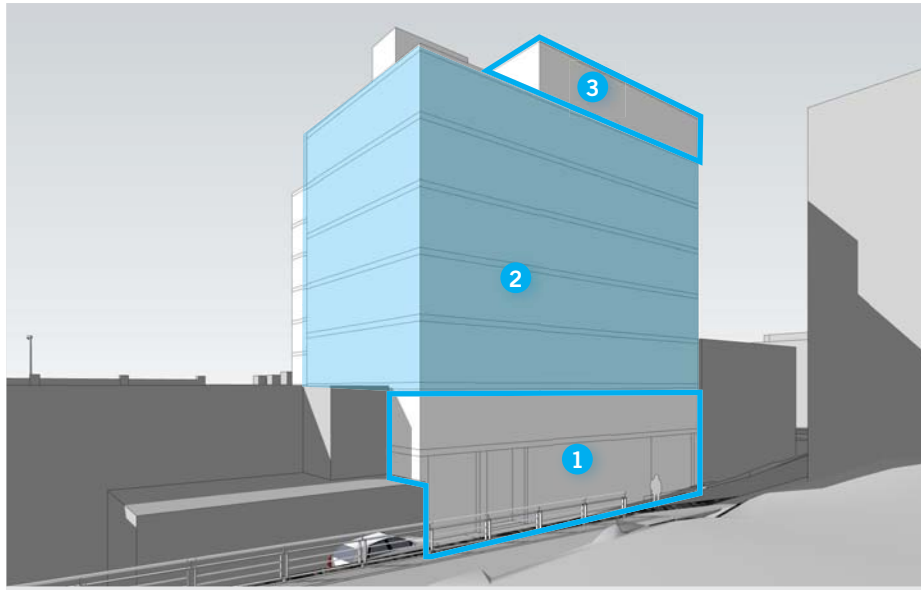
Irregularly placed accent material within a simple gridded massing, creating an elegant and interesting facade.



Common courtyard on a podium that looks over a busy street provides an engaging private urban open space.

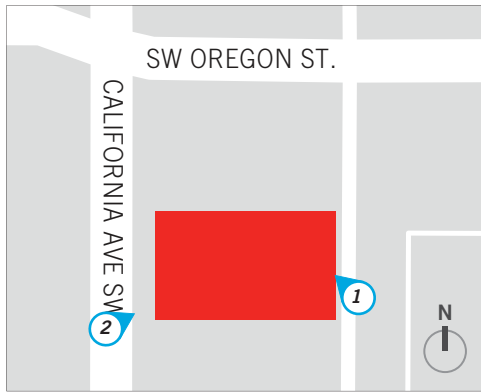
8.0 EDG1 OPTION 1 | MASSING

DESIGN ANALYSIS



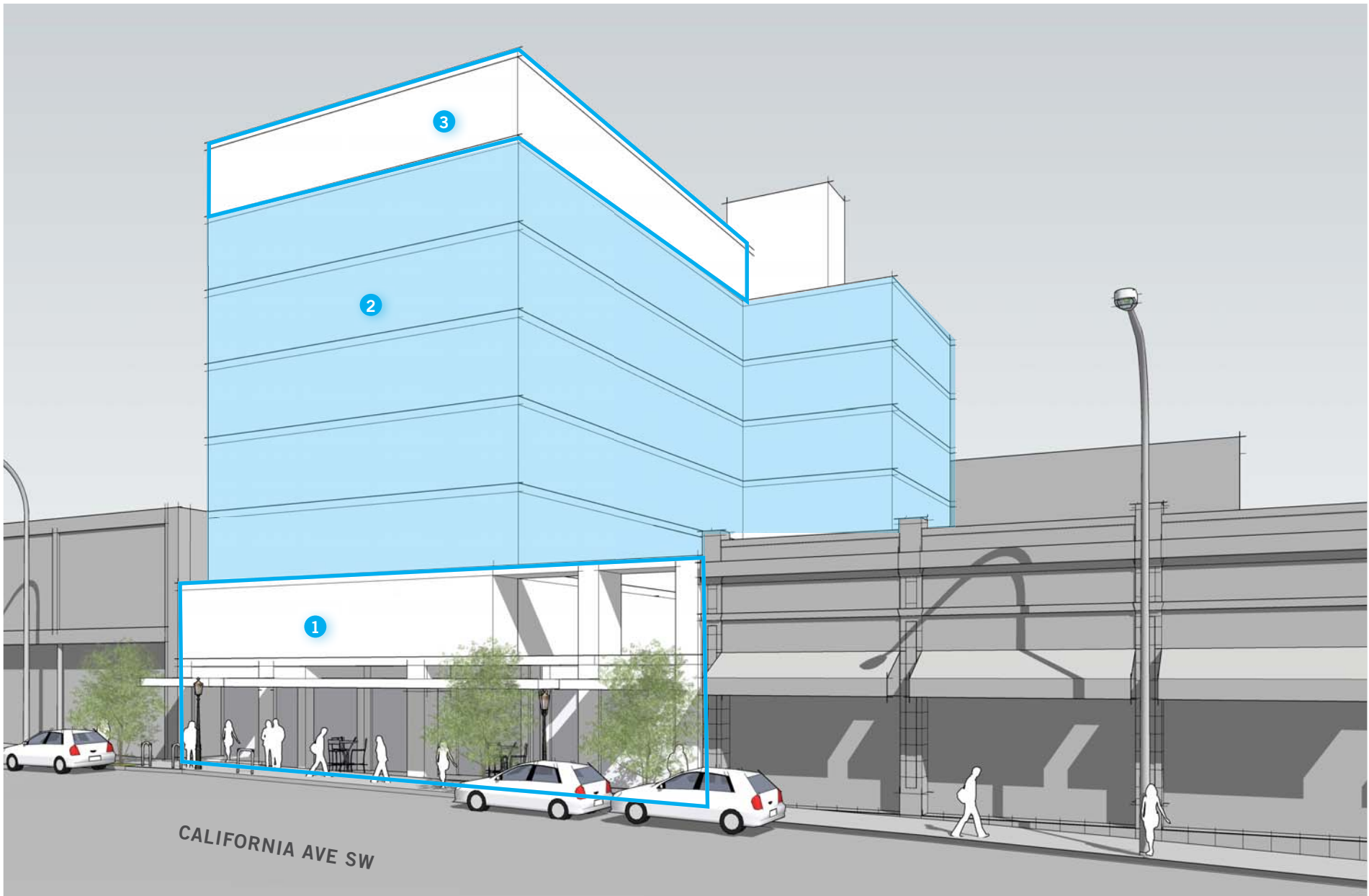
1. ALLEY PERSPECTIVE

- 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 of 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.



MAP KEY

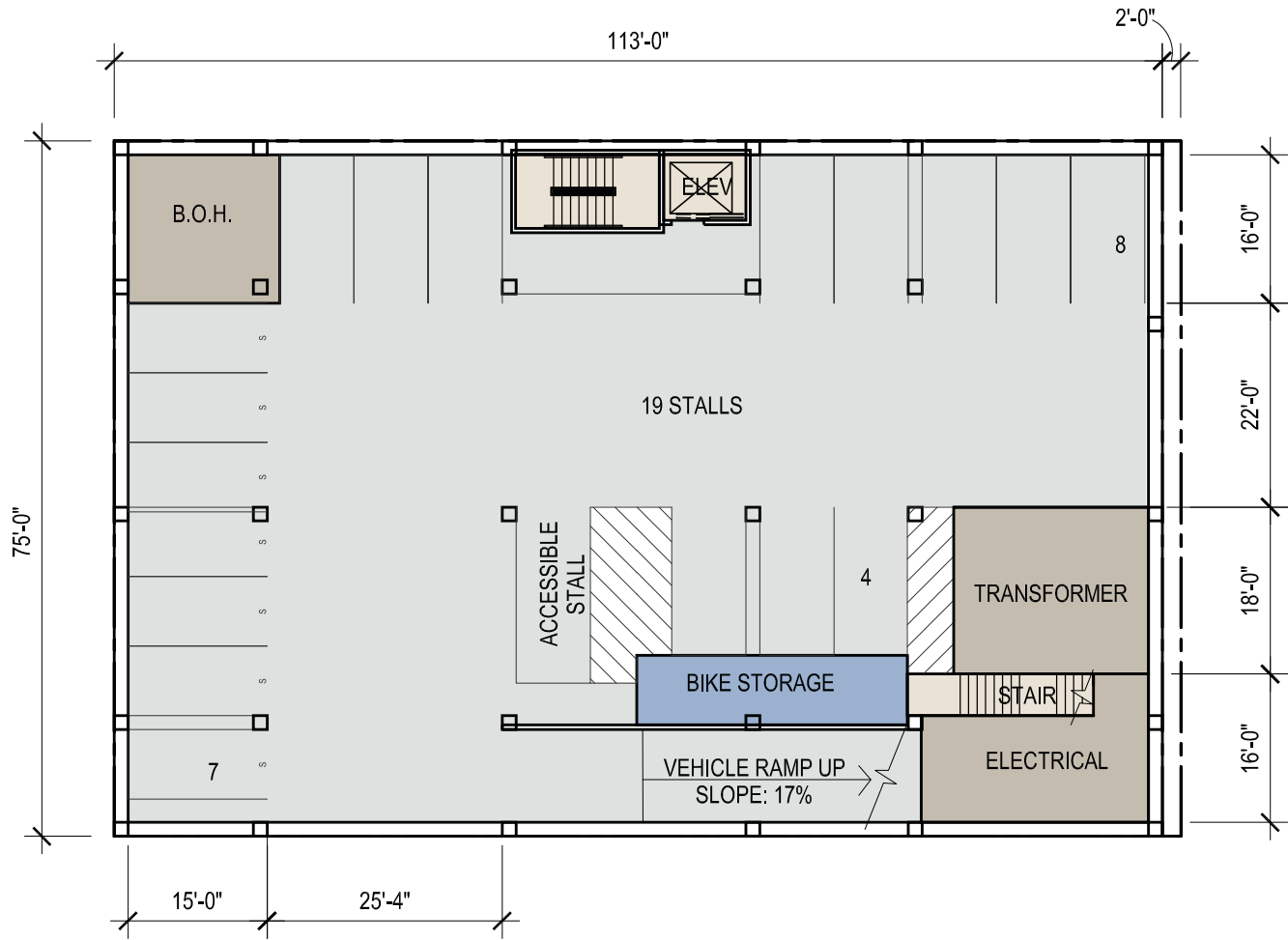
- Project Site
- View



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.

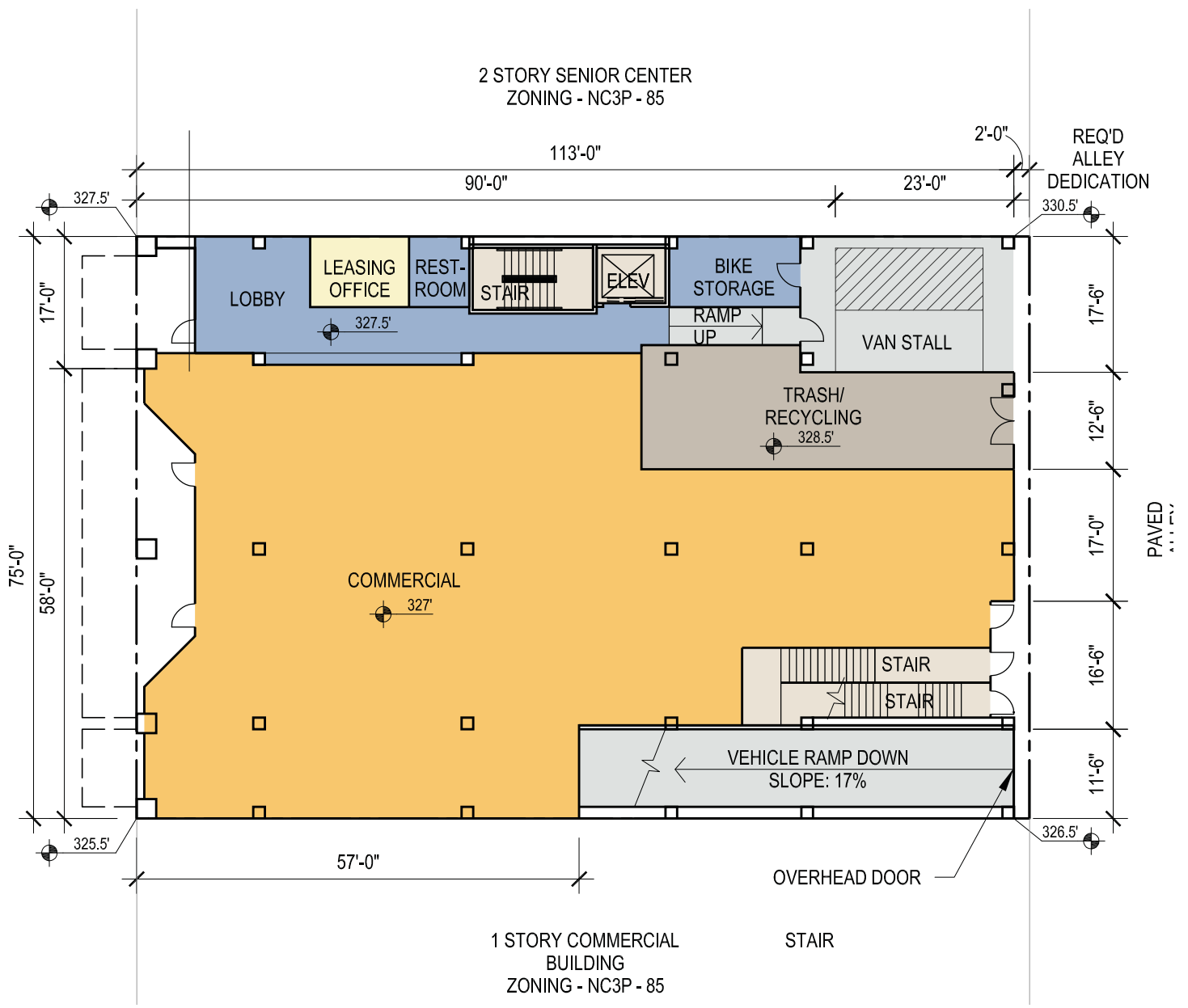
8.0 EDG1 OPTION 1 | FLOOR PLANS



LEVEL P1

KEY

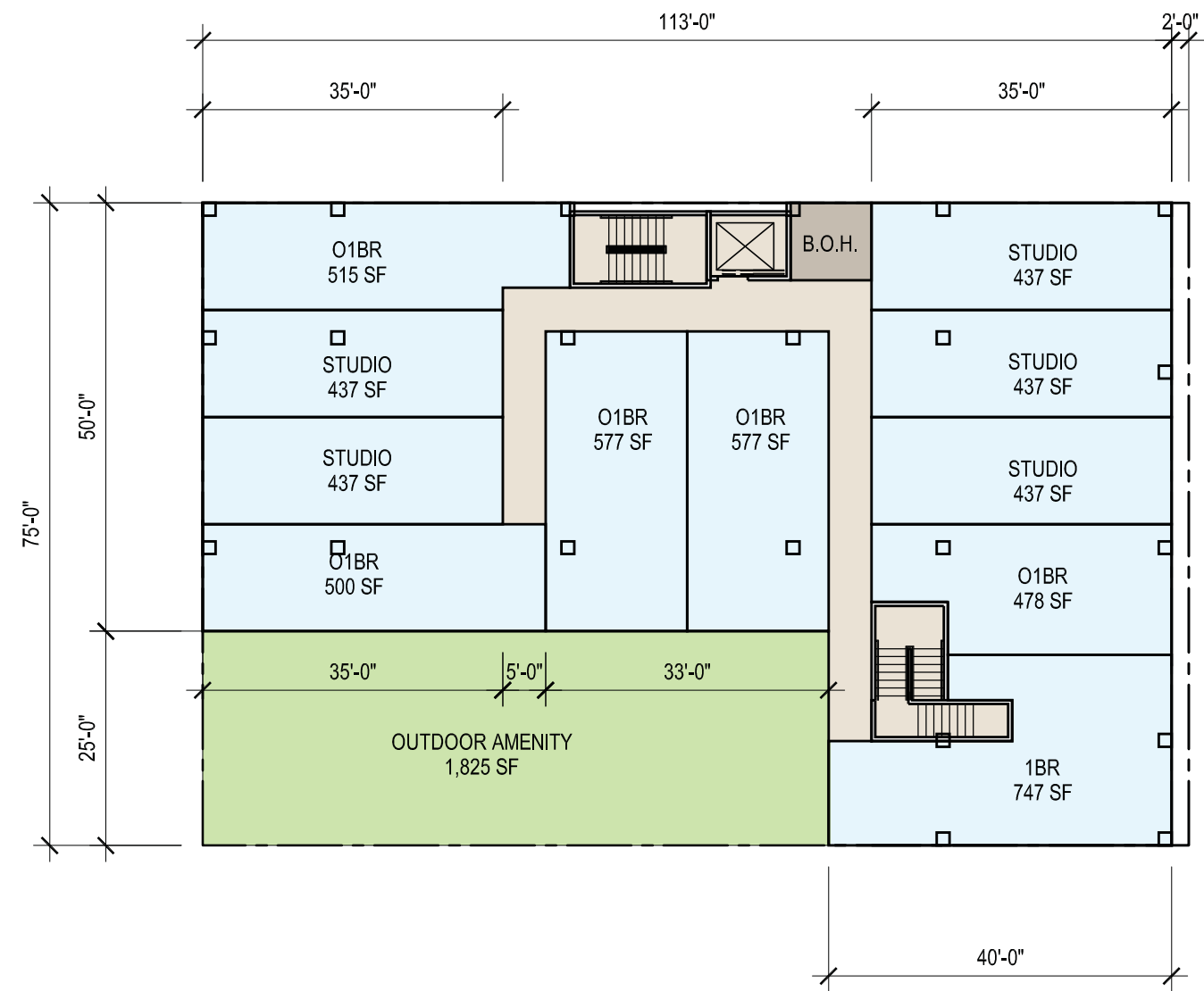
- Commercial
- Units
- Utility/BOH
- Circulation
- Outdoor Amenity
- Residential Amenity
- Parking/Garage
- Leasing Office



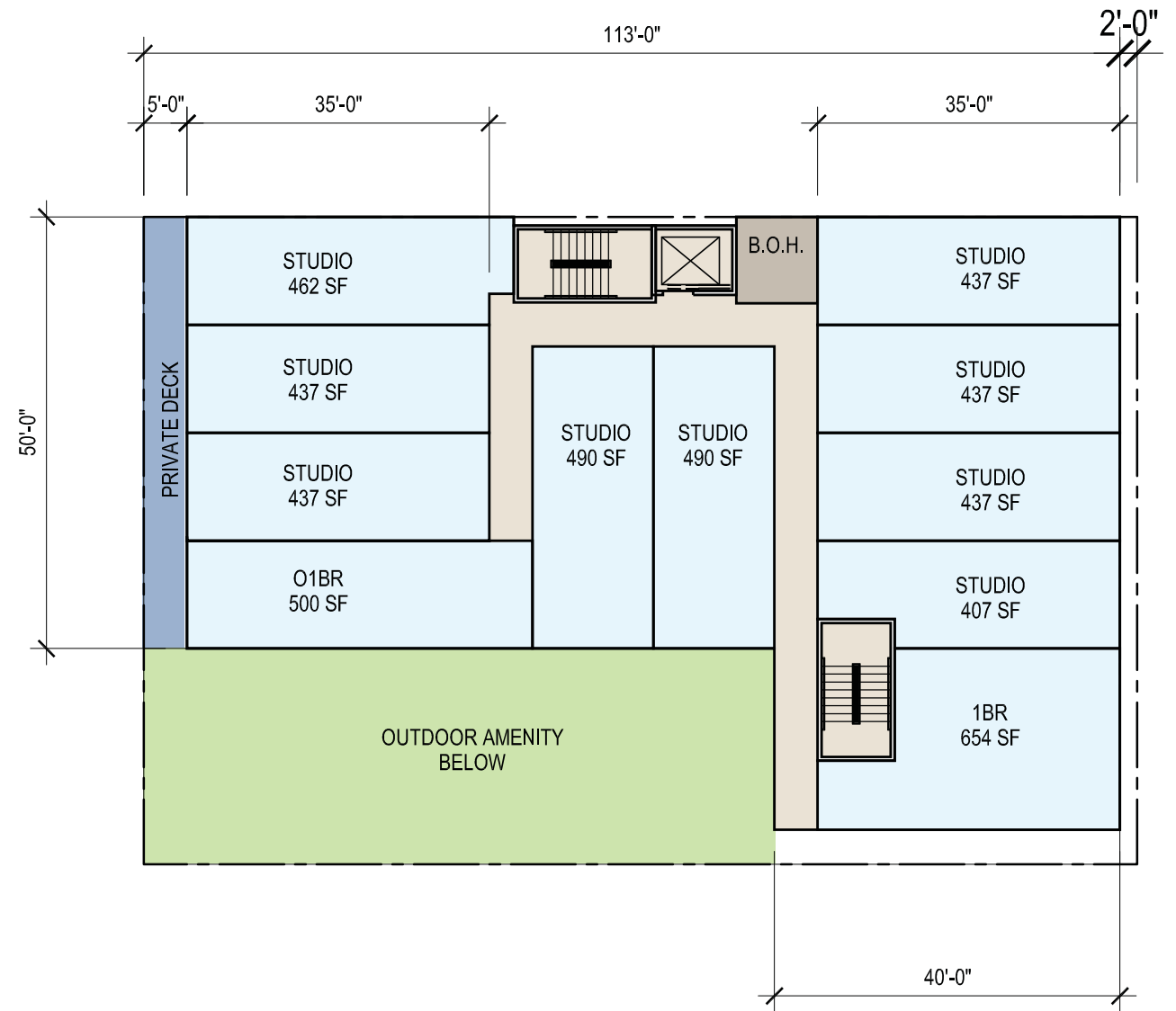
LEVEL 1



8.0 EDG1 OPTION 1 | FLOOR PLANS



LEVEL 2

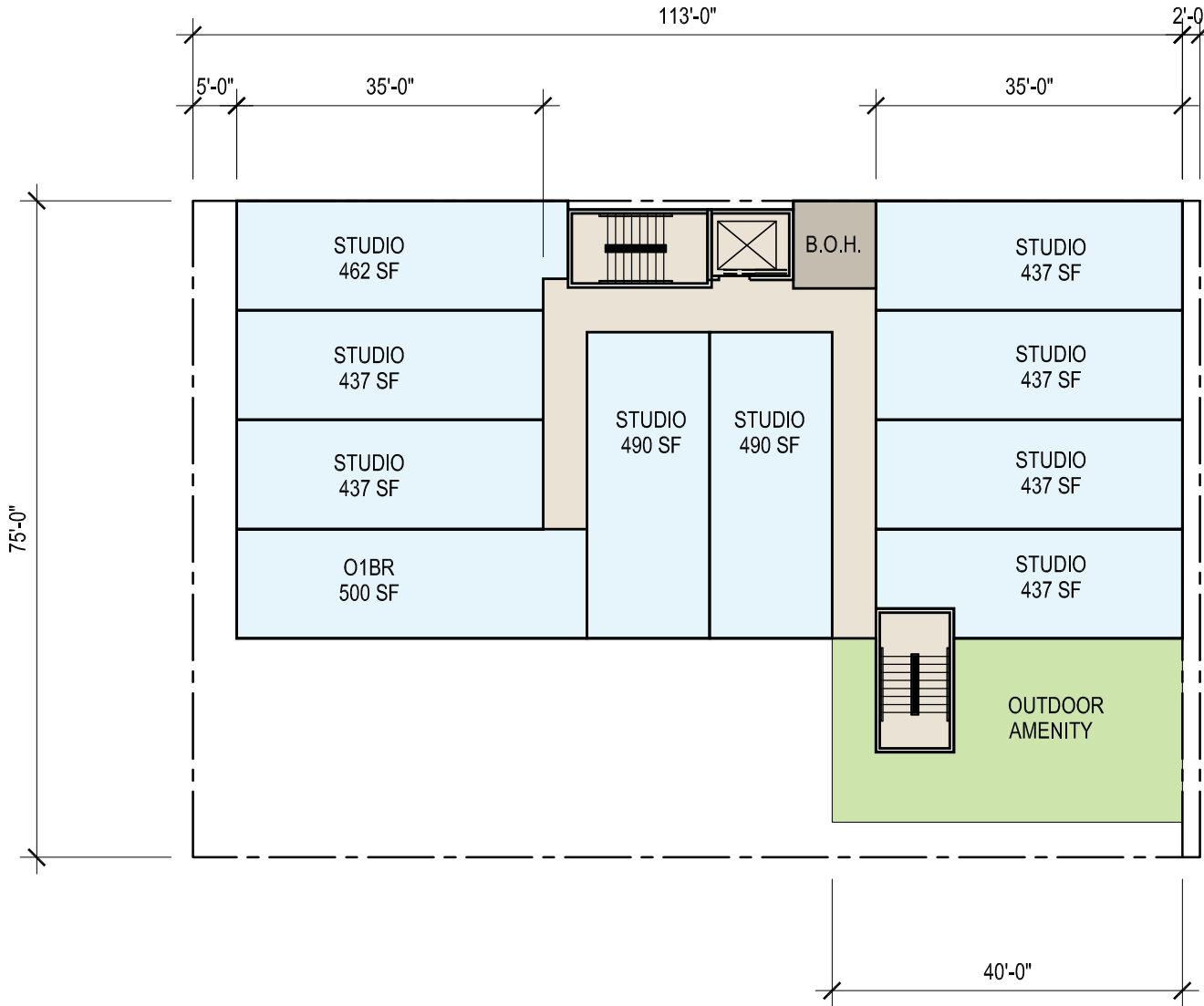


LEVELS 3-7

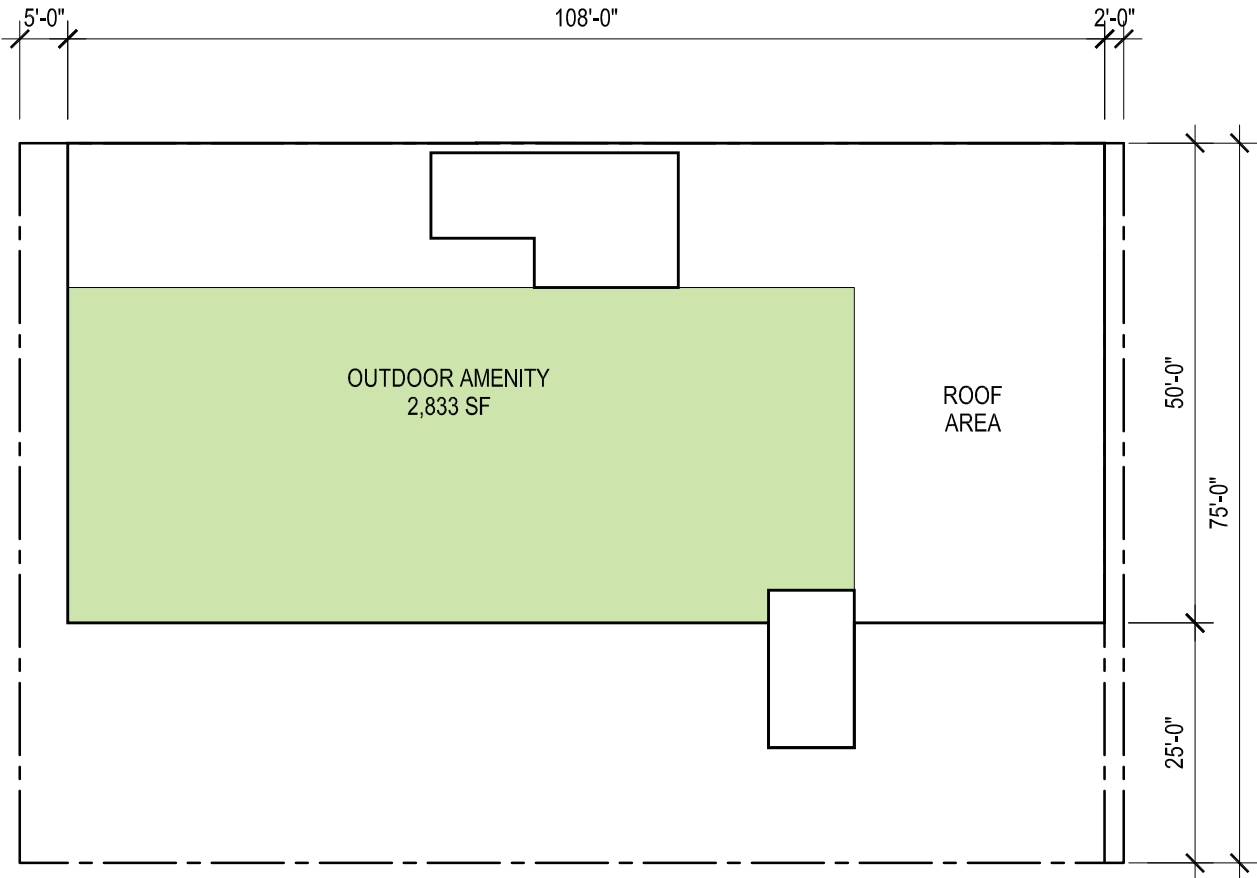
- KEY
- Commercial
 - Units
 - Utility/BOH
 - Circulation
 - Outdoor Amenity
 - Residential Amenity
 - Parking/Garage
 - Leasing Office



8.0 EDG1 OPTION 1 | FLOOR PLANS



LEVEL 8

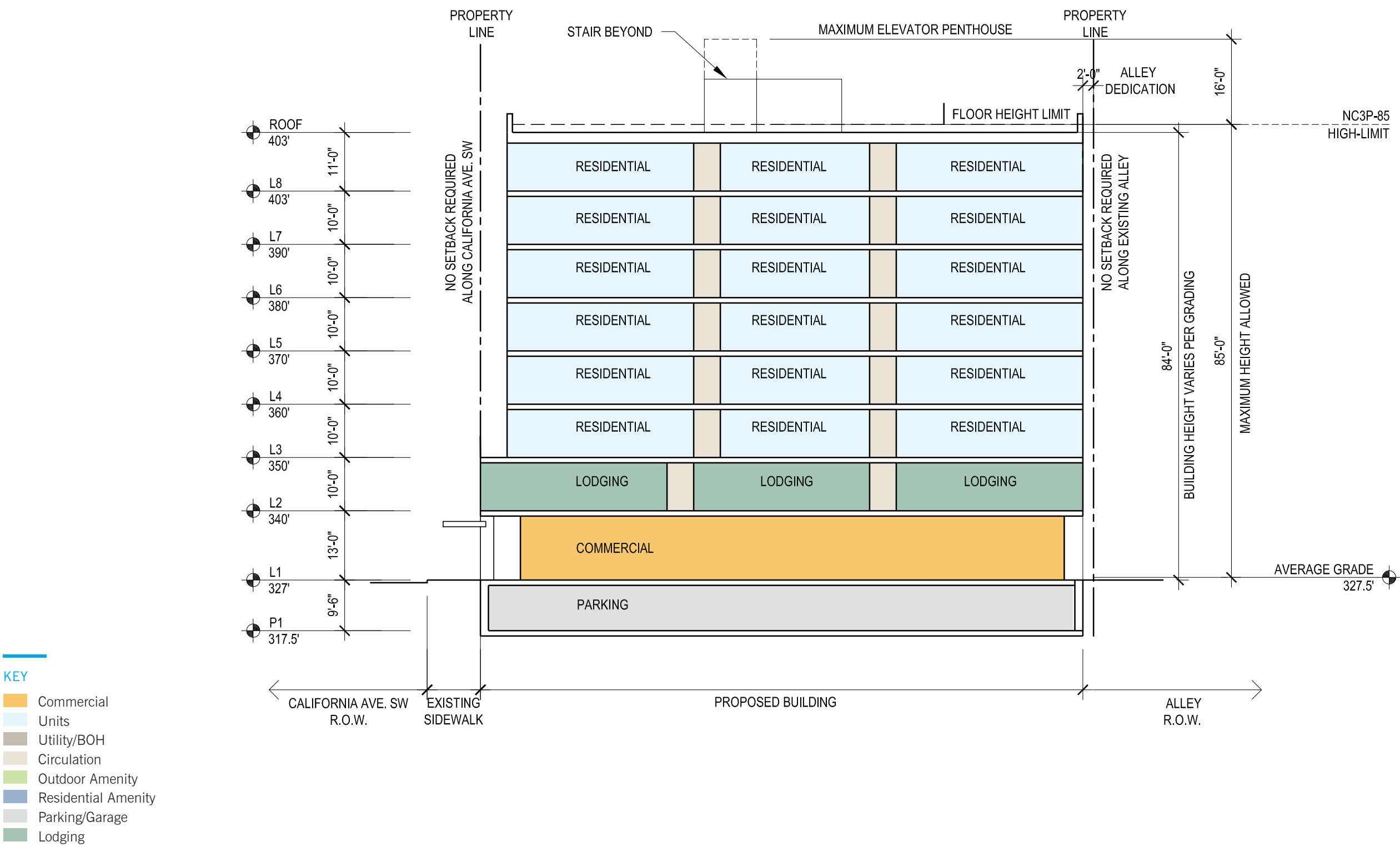


LEVEL ROOF

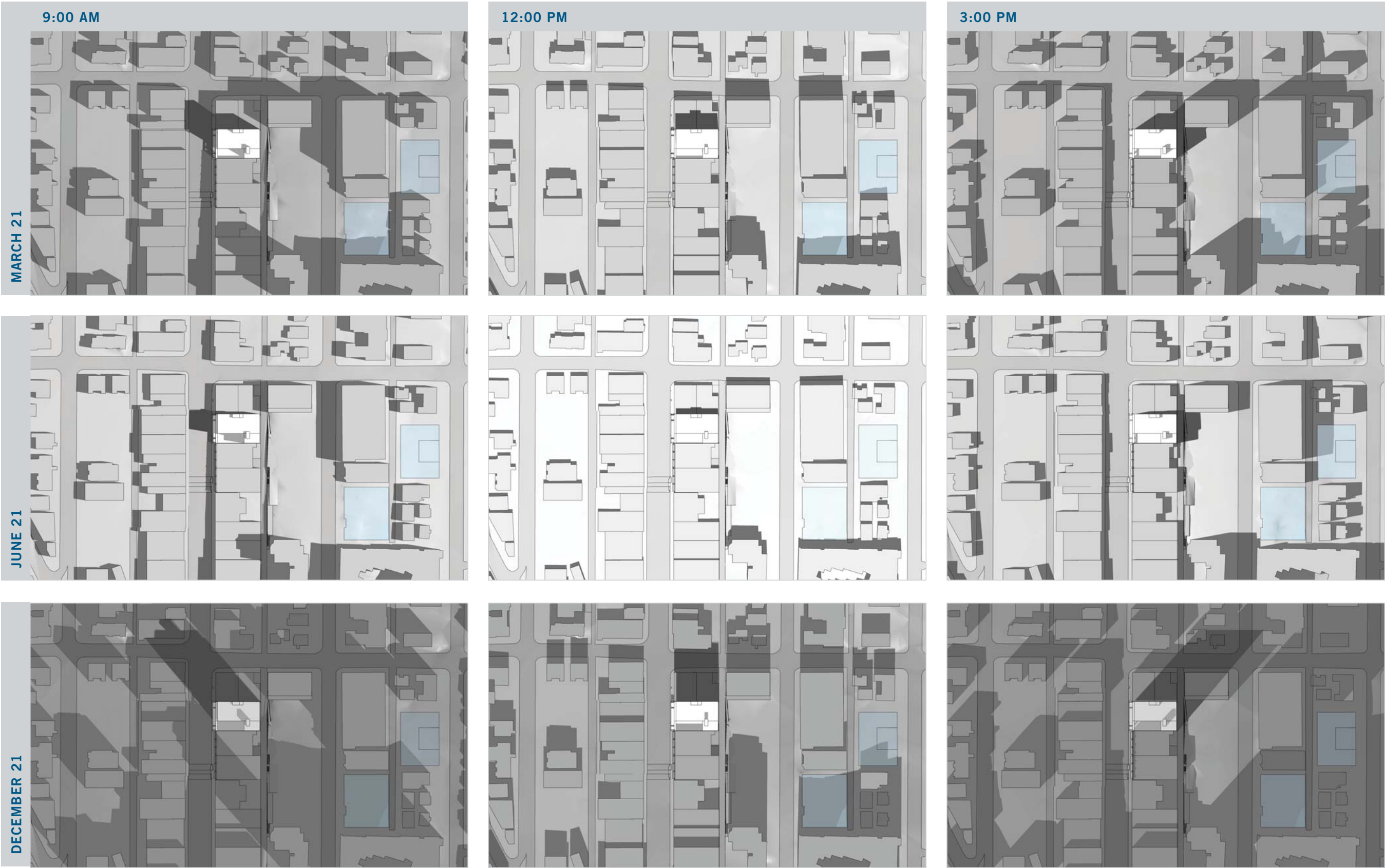
- KEY
- Commercial
 - Units
 - Utility/BOH
 - Circulation
 - Outdoor Amenity
 - Residential Amenity
 - Parking/Garage
 - Leasing Office



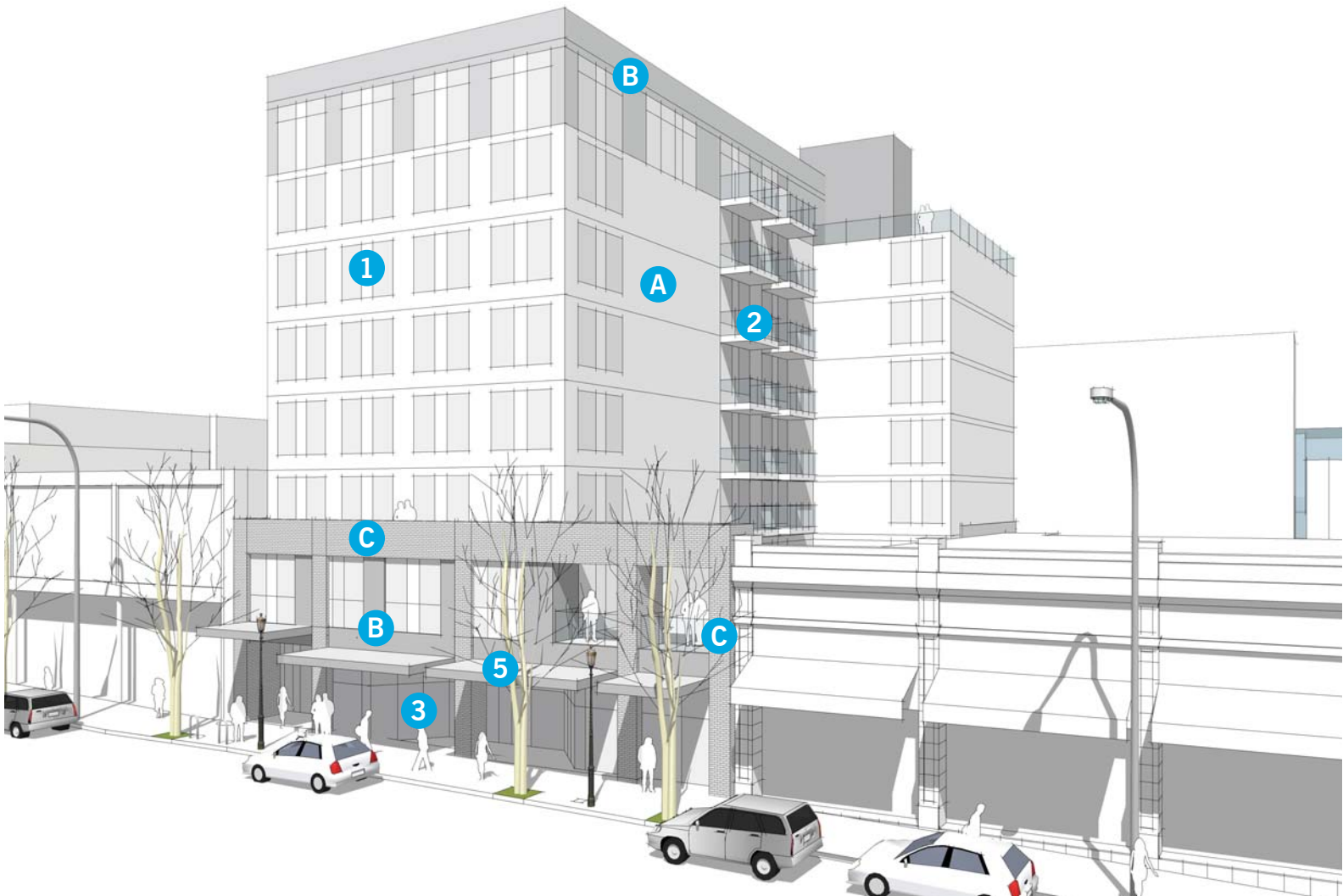
8.0 EDG1 OPTION 1 | SECTION



8.0 EDG1 OPTION 1 | SHADOW STUDY



9.0 EDG1 ADDITIONAL GRAPHICS | OPTION 1



VIEW FROM CALIFORNIA AVE

MATERIALS



A Fiber Cement Panel



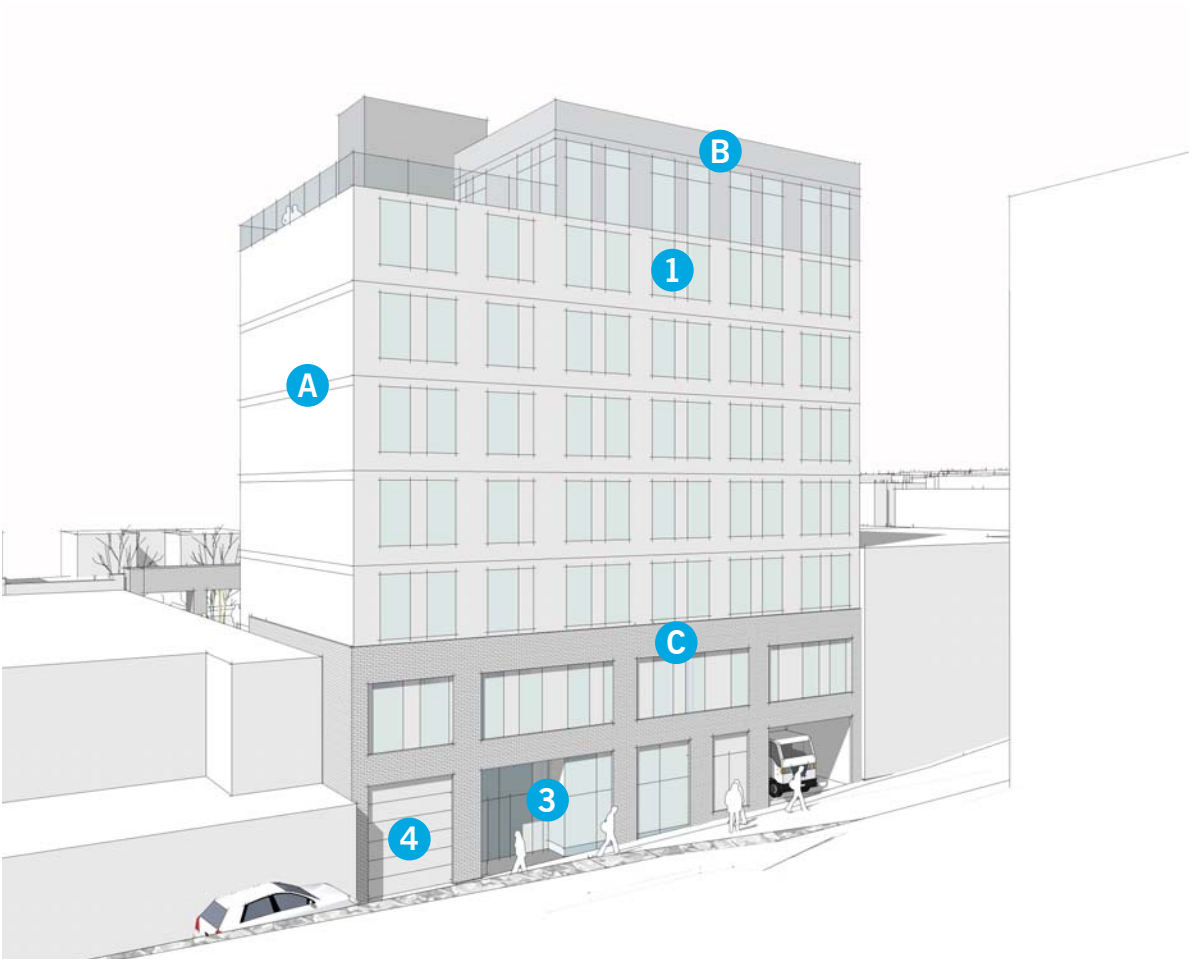
B Metal Cladding



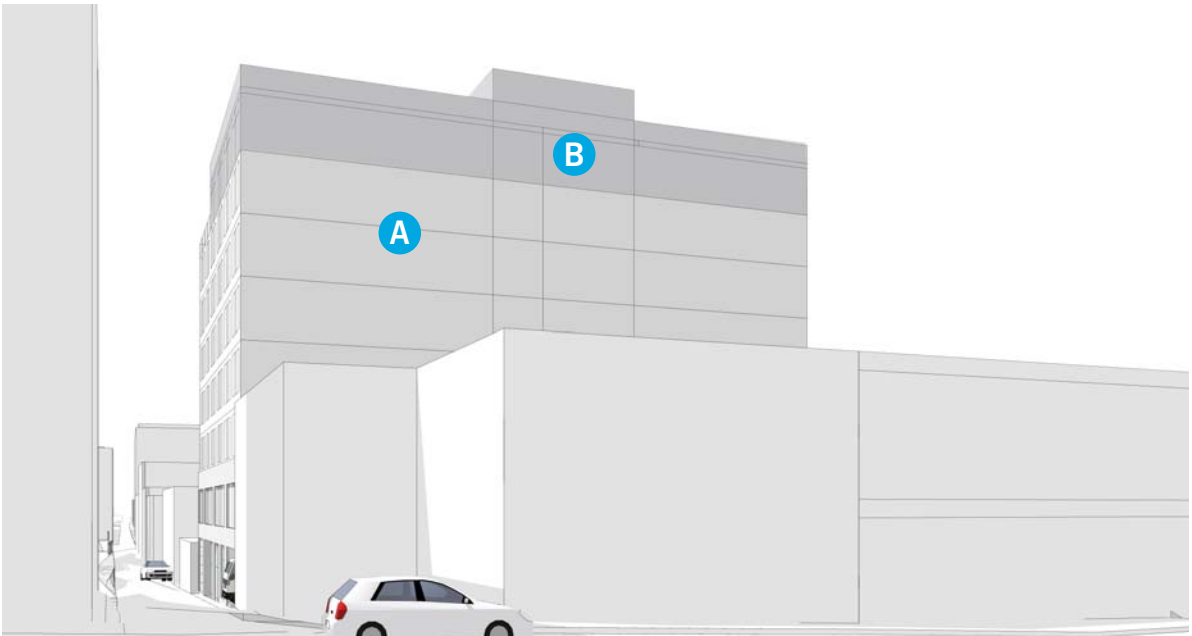
C Masonry

NOTES

- 1 Vinyl Framed Window
- 2 Bolt-on Balcony
- 3 Aluminum Storefront
- 4 Parking Entrance with Overhead Door
- 5 Metal Canopy



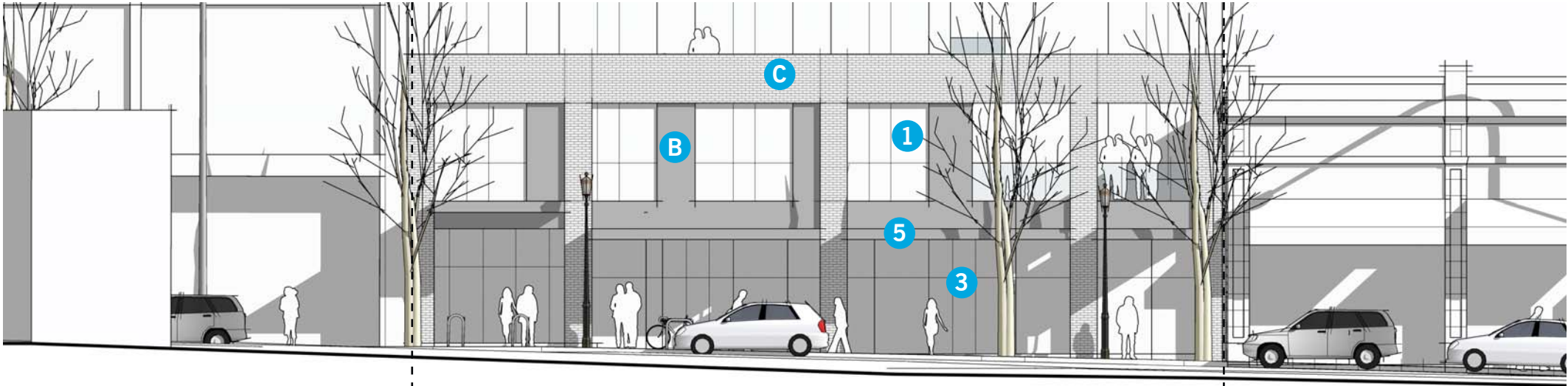
VIEW FROM ALLEY



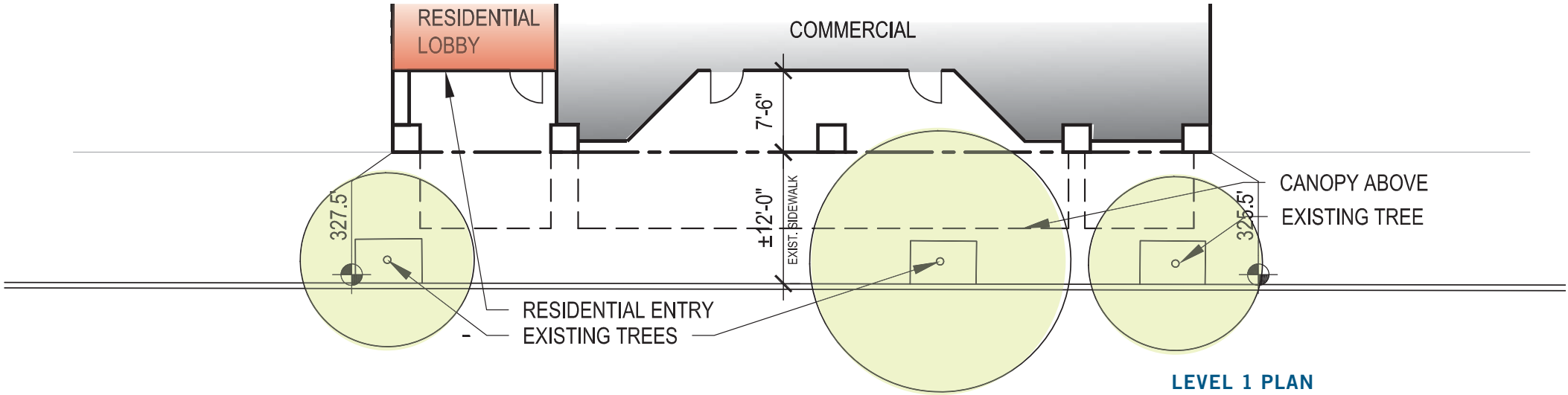
VIEW FROM SW OREGON ST

9.0 EDG1 ADDITIONAL GRAPHICS | OPTION 1

STREETSCAPES



STREET LEVEL EXTERIOR ELEVATION



LEVEL 1 PLAN



PERSPECTIVE A



PERSPECTIVE B

MATERIALS



A Fiber Cement Panel



B Metal Cladding



C Masonry

NOTES

- 1 Vinyl Framed Window
- 2 Bolt-on Balcony
- 3 Aluminum Storefront
- 4 Parking Entrance with Overhead Door
- 5 Metal Canopy

8.0 EDG1 OPTION 2 | SUMMARY

CONCEPT DIAGRAMS

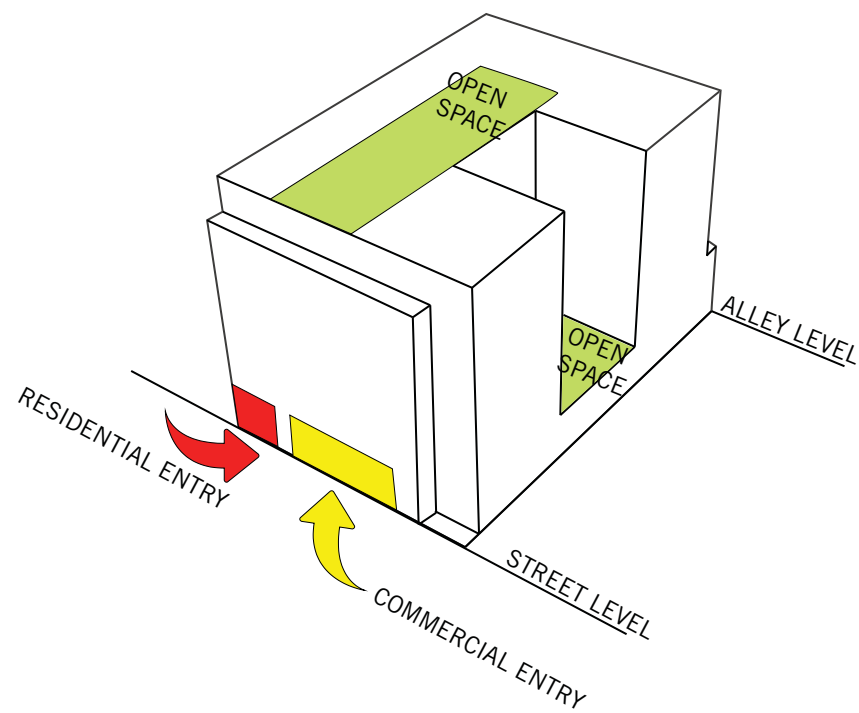


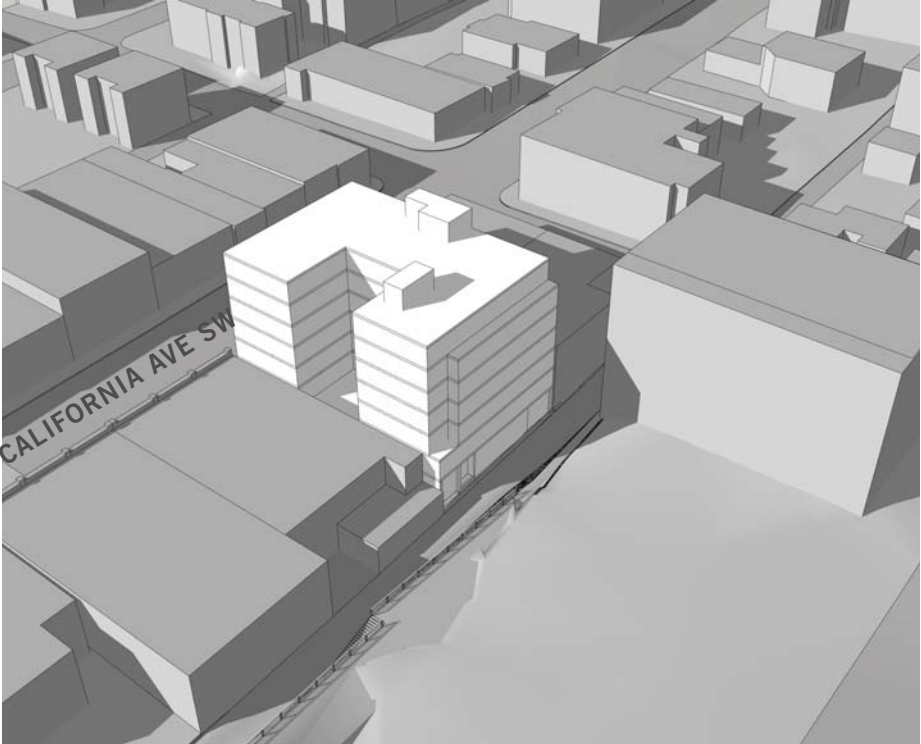
DIAGRAM KEY

- Residential Entry
- Commercial Entry
- Open Space

# UNITS:	78 Units
OUTDOOR AMENITY SF:	3,208 SF
RETAIL & LODGING SF:	11,696 SF
PARKING STALLS:	19 Stalls
CODE COMPLIANCE:	Yes, code compliant



AERIAL NW VIEW



AERIAL SE VIEW

DESIGN CUES



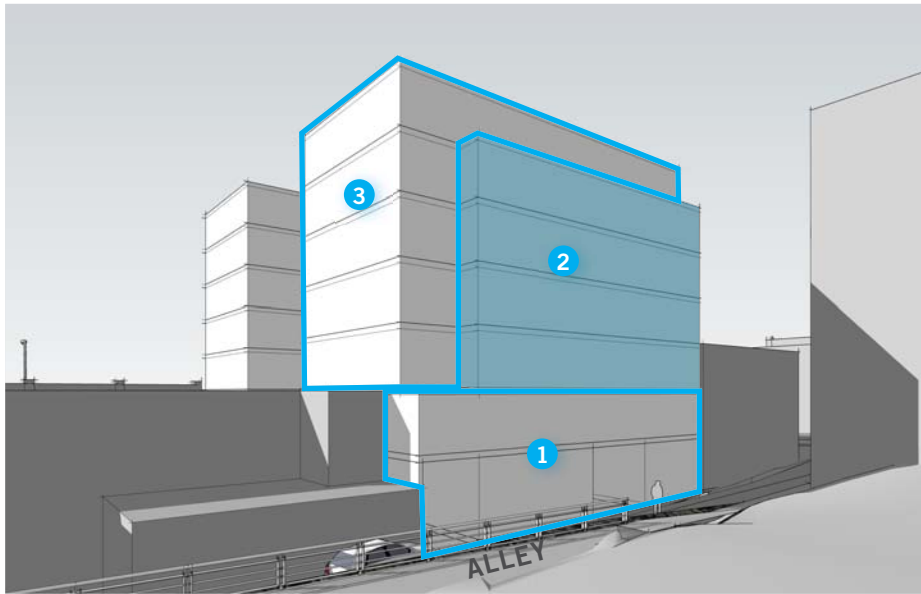
Recessed upper units, providing private decks and facade articulation.



Facade composition created by materials and color contrast

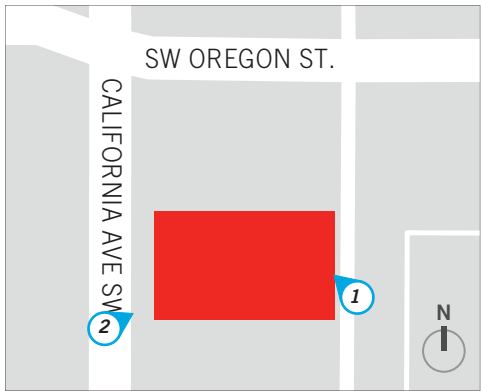
8.0 EDG1 OPTION 2 | MASSING

DESIGN ANALYSIS



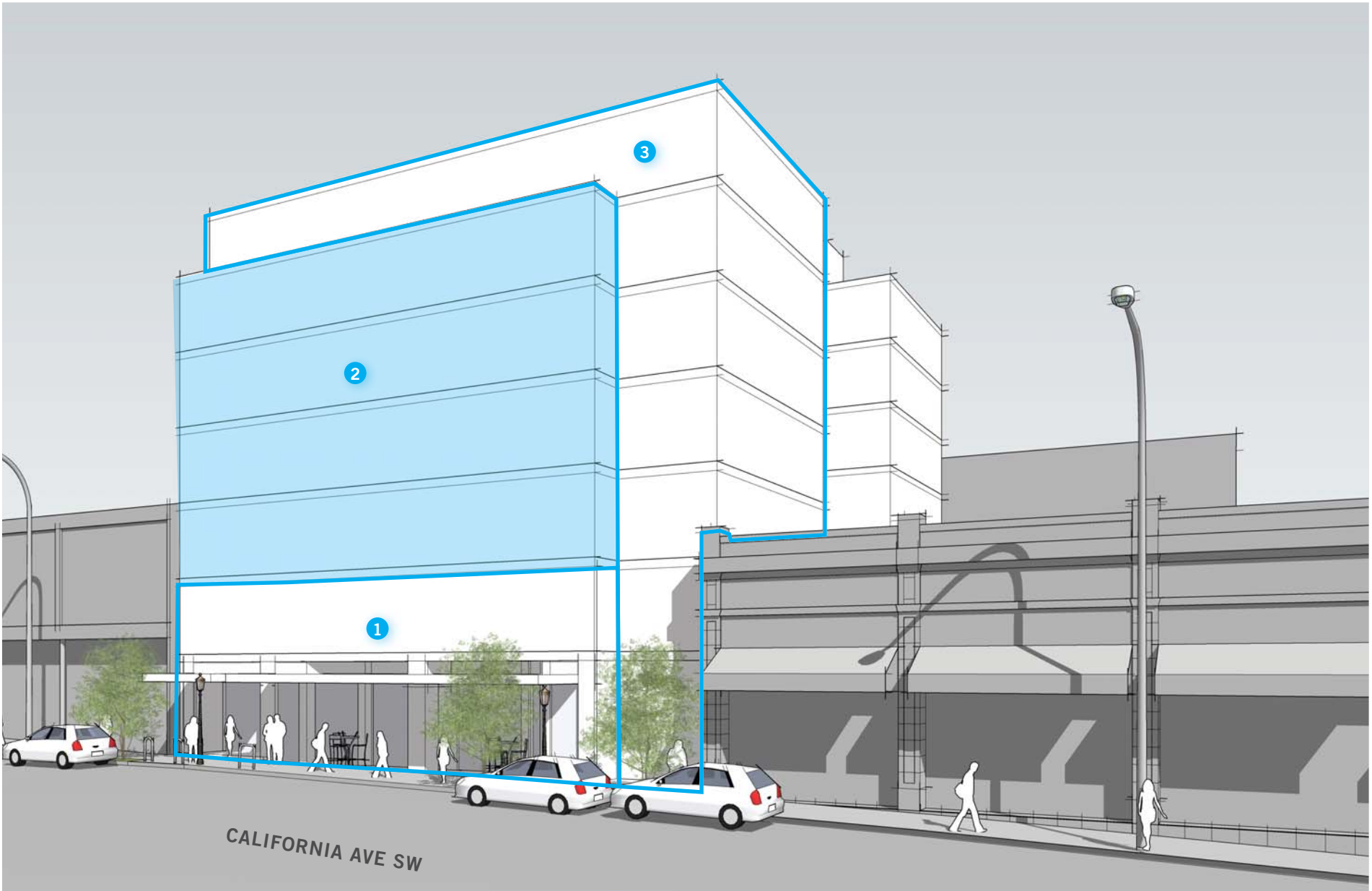
1. ALLEY PERSPECTIVE

- 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 surrounding developments.



MAP KEY

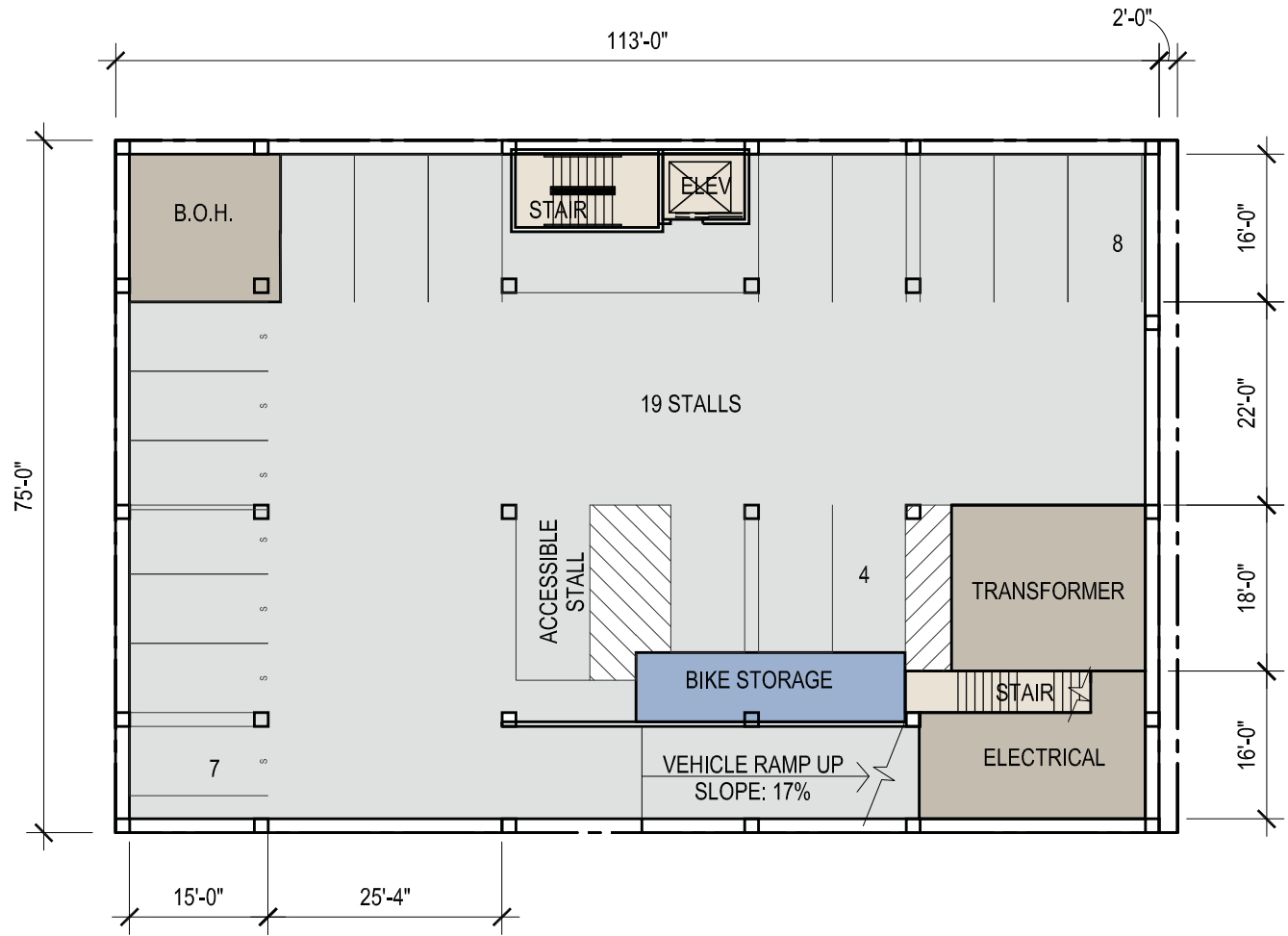
- Project Site
- View



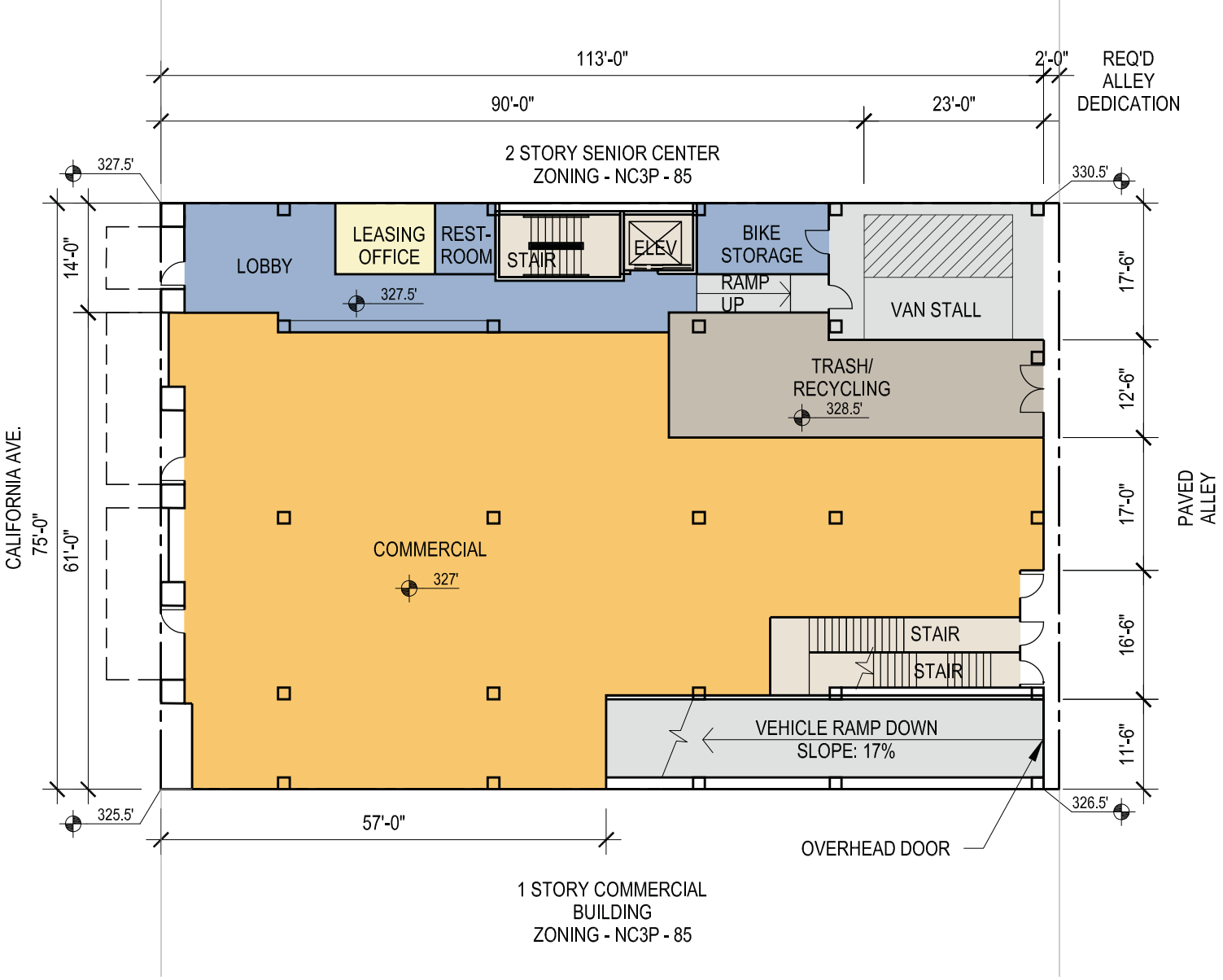
2. CALIFORNIA AVE PERSPECTIVE

- 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 surrounding developments

8.0 EDG1 OPTION 2 | FLOOR PLANS



LEVEL P1

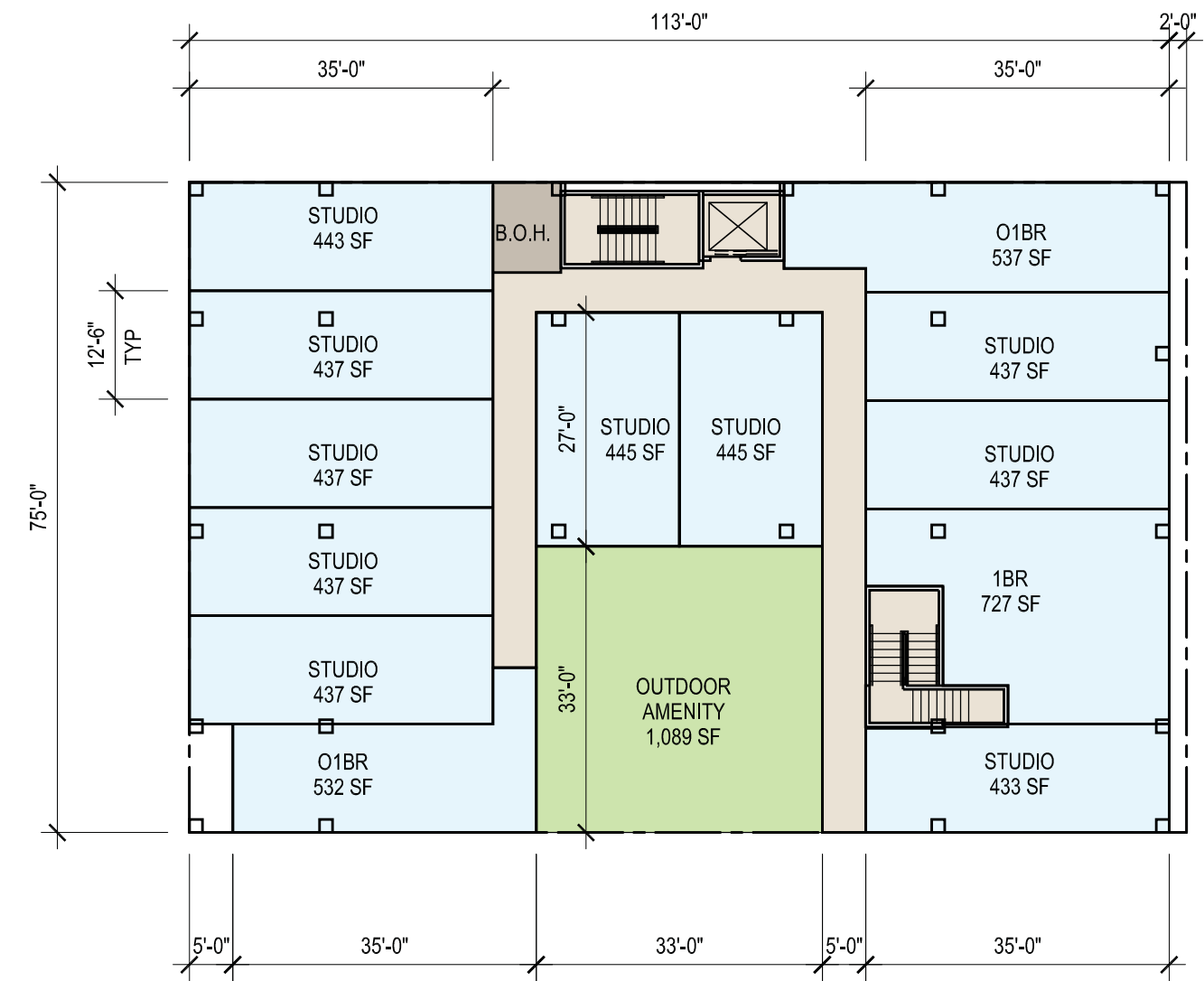


LEVEL 1

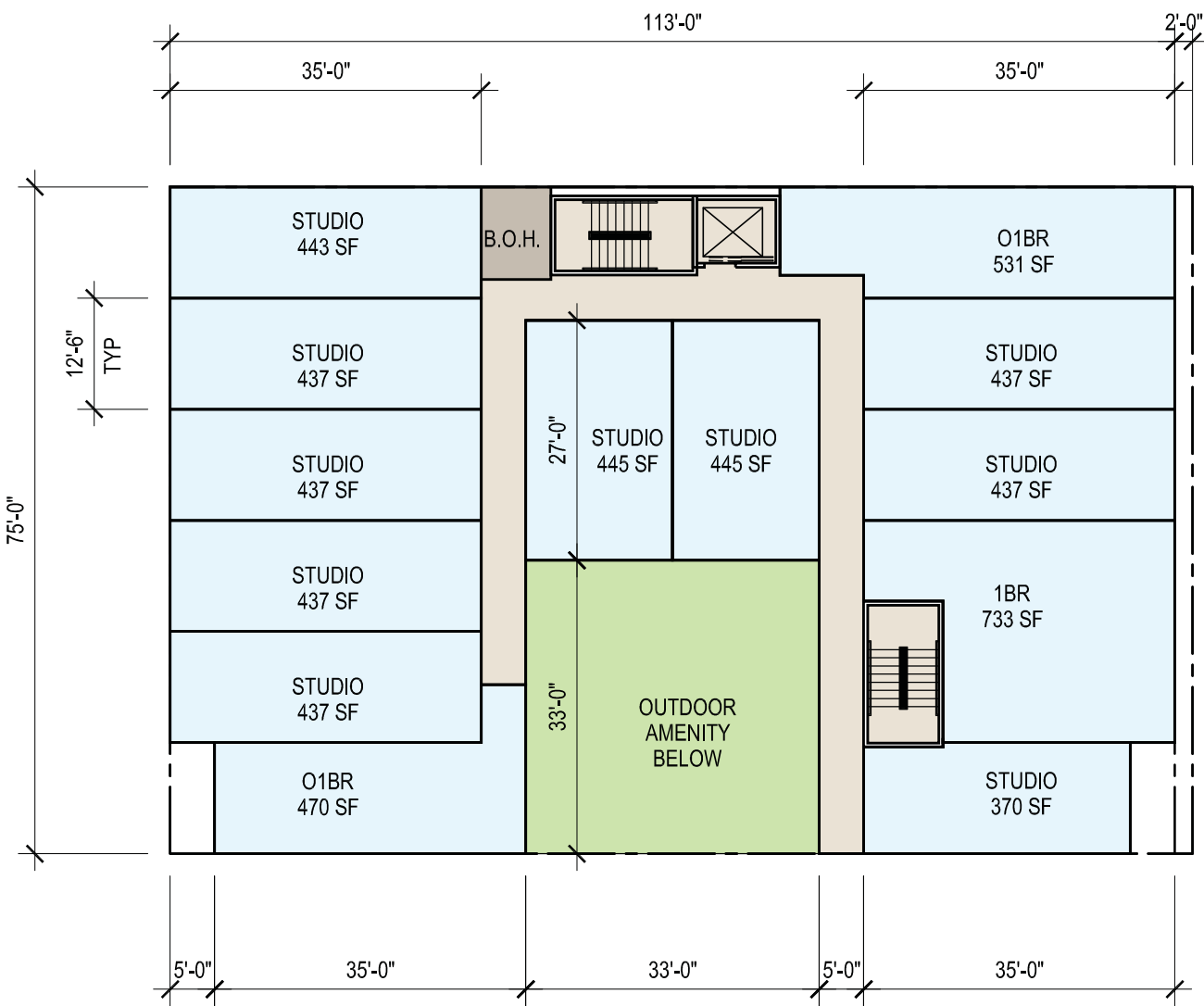
- KEY
- Commercial
 - Units
 - Utility/BOH
 - Circulation
 - Outdoor Amenity
 - Residential Amenity
 - Parking/Garage
 - Leasing Office



8.0 EDG1 OPTION 2 | FLOOR PLANS



LEVEL 2

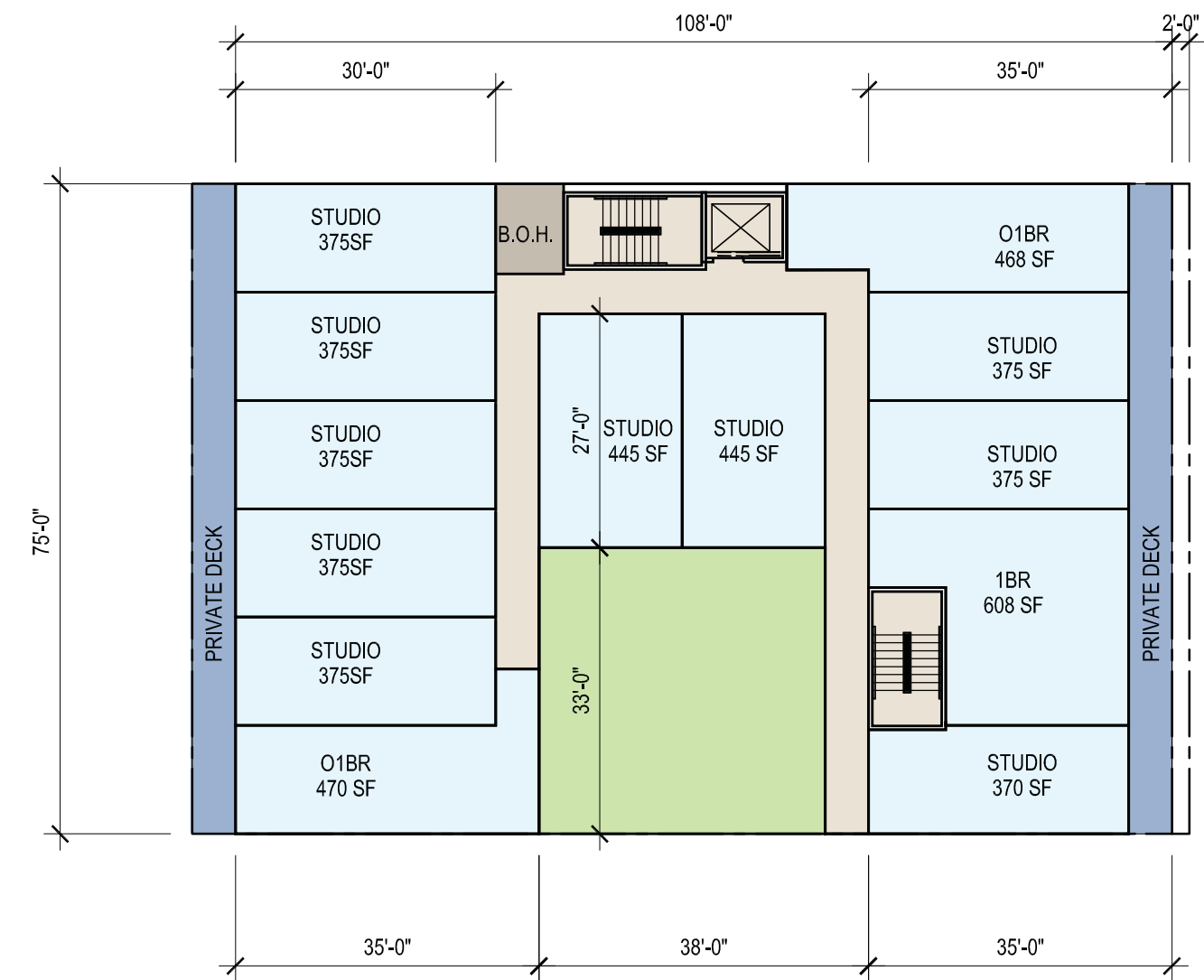


LEVELS 3-6

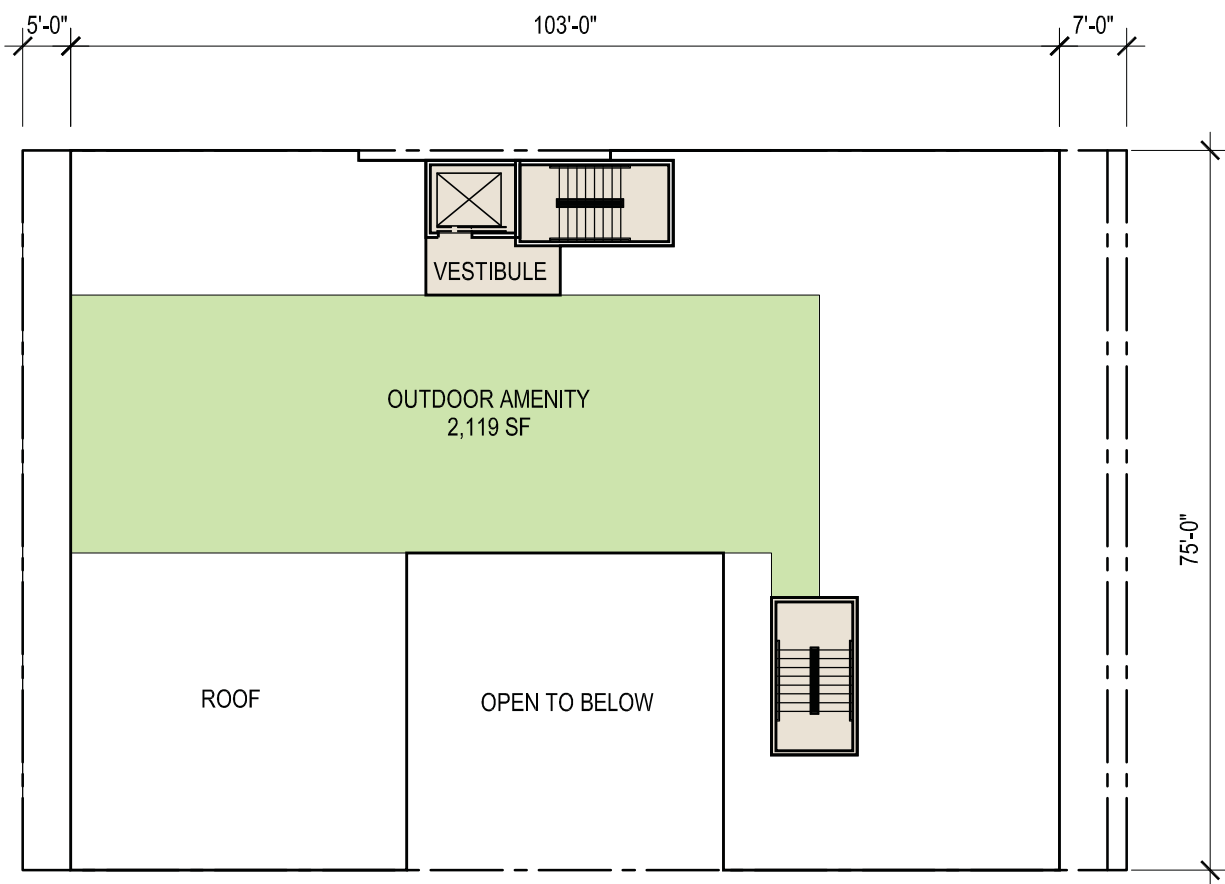
- KEY
- Commercial
 - Units
 - Utility/BOH
 - Circulation
 - Outdoor Amenity
 - Residential Amenity
 - Parking/Garage
 - Leasing Office



8.0 EDG1 OPTION 2 | FLOOR PLANS



LEVEL 7

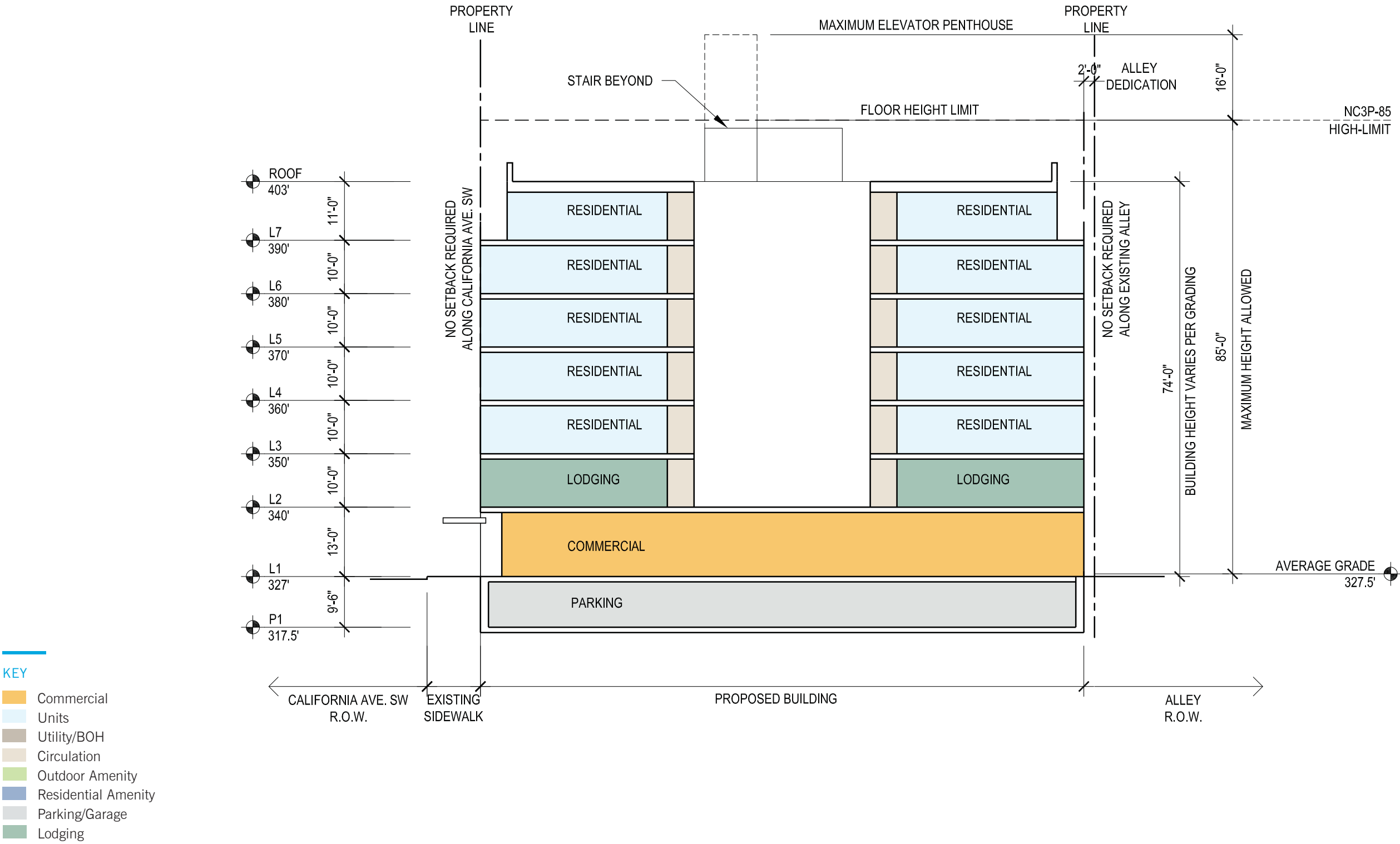


LEVEL ROOF

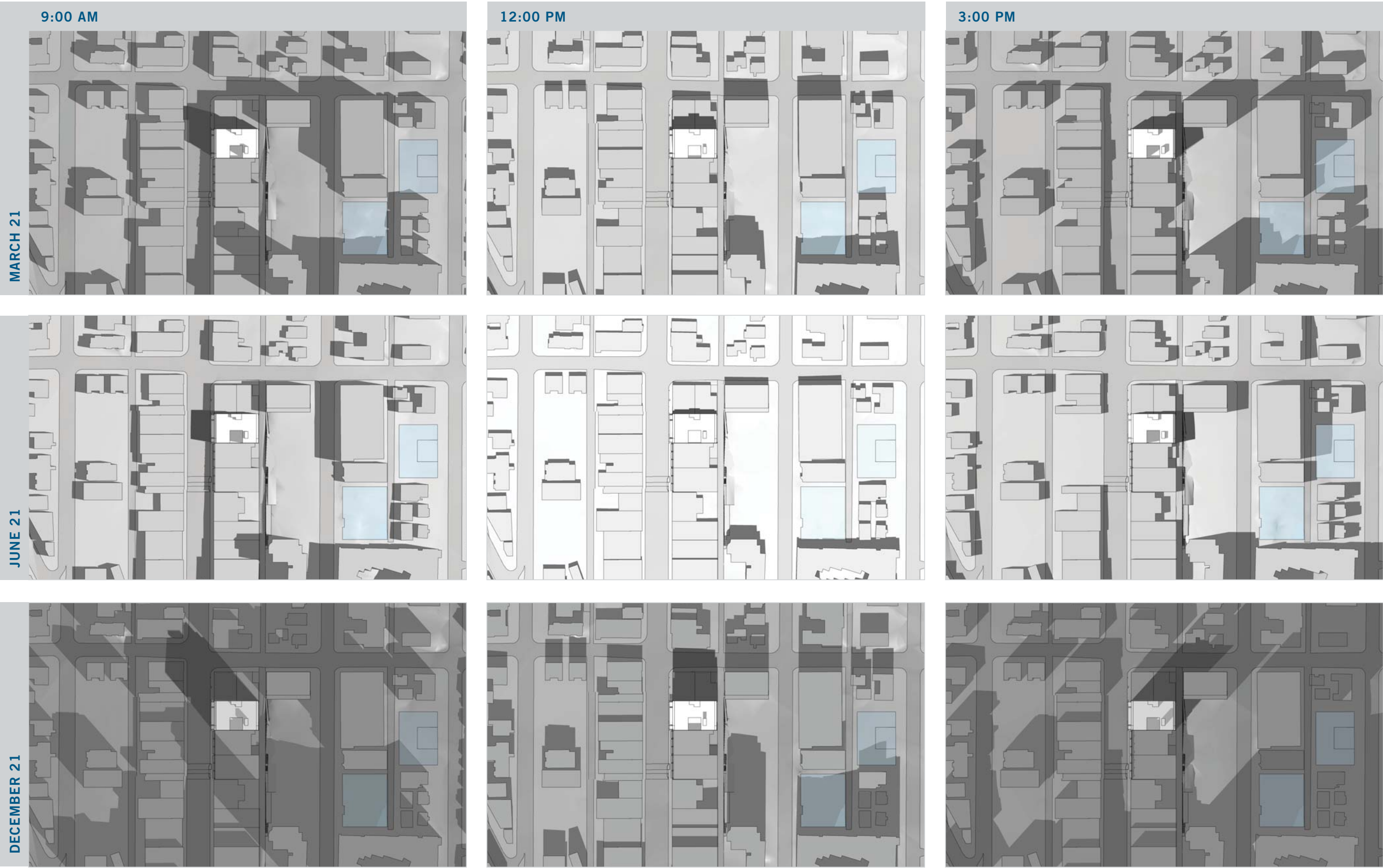
- KEY
- Commercial
 - Units
 - Utility/BOH
 - Circulation
 - Outdoor Amenity
 - Residential Amenity
 - Parking/Garage
 - Leasing Office



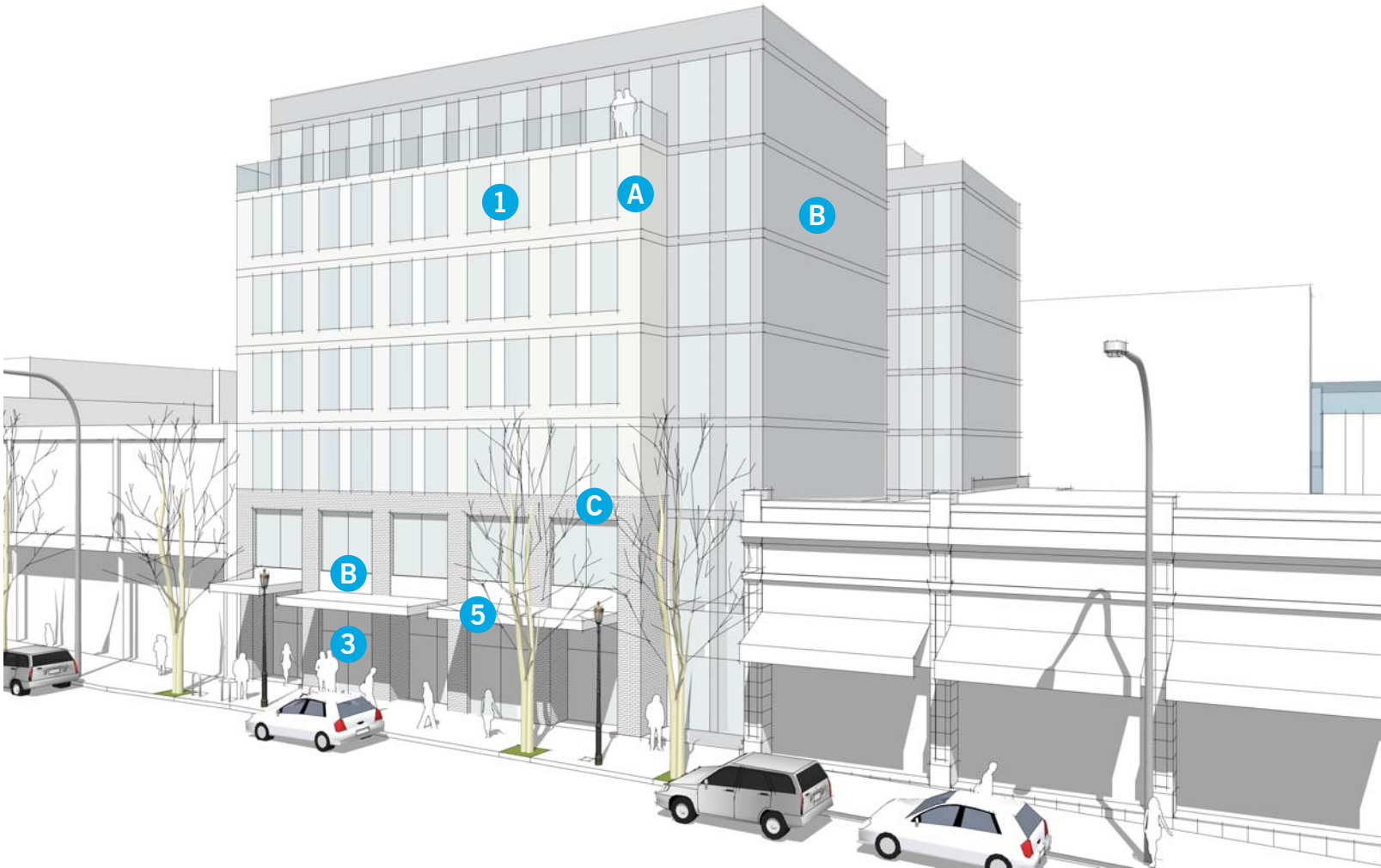
8.0 EDG1 OPTION 2 | SECTION



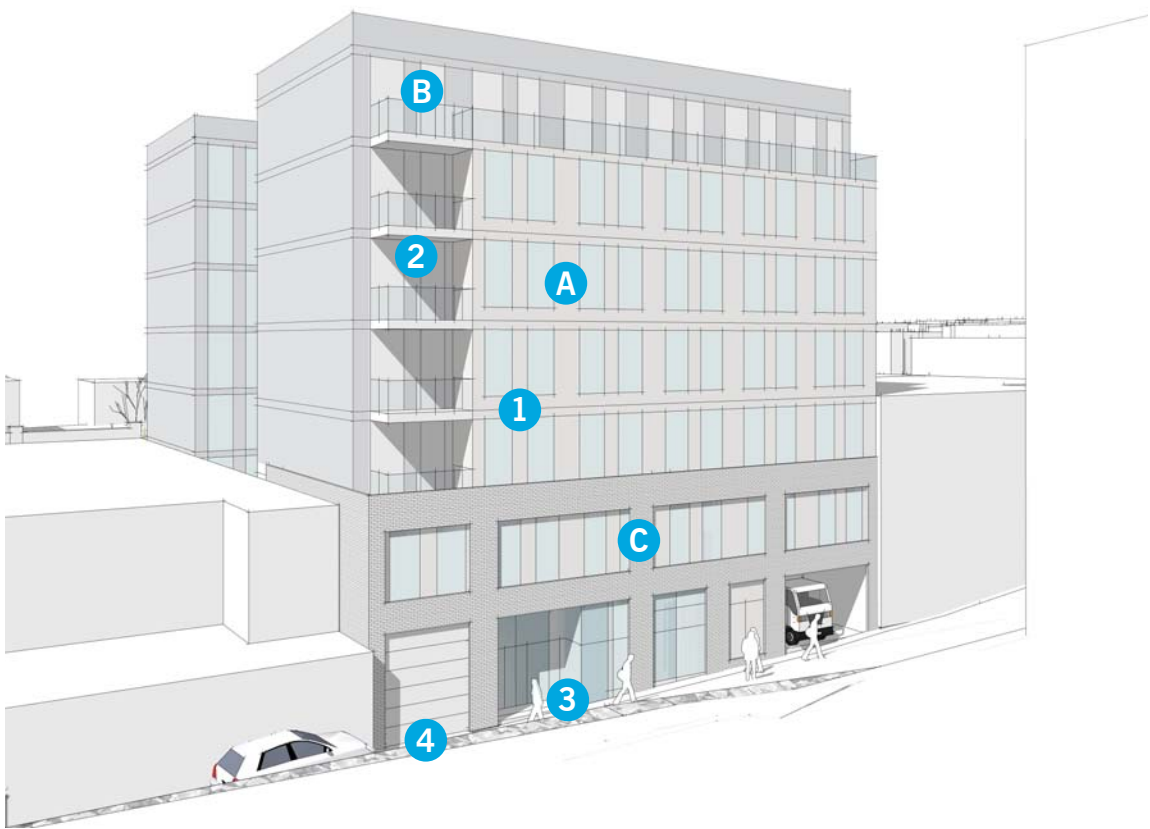
8.0 EDG1 OPTION 2 | SHADOW STUDY



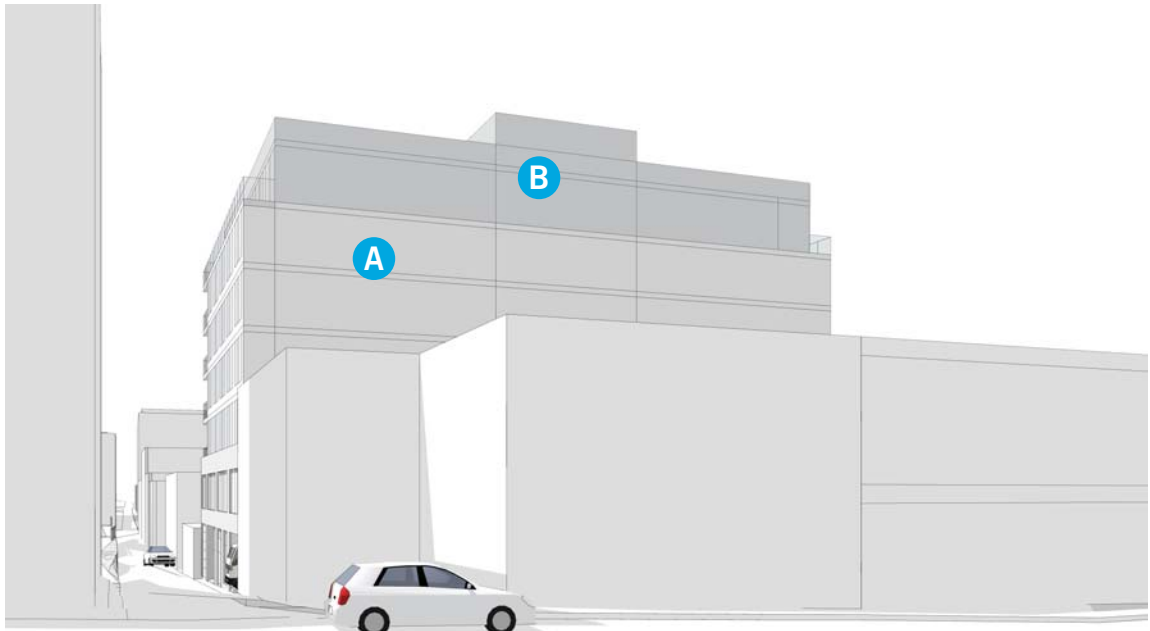
9.0 EDG1 ADDITIONAL GRAPHICS | OPTION 2



VIEW FROM CALIFORNIA AVE



VIEW FROM ALLEY



VIEW FROM SW OREGON ST.

MATERIALS



A Fiber Cement Panel



B Metal Cladding



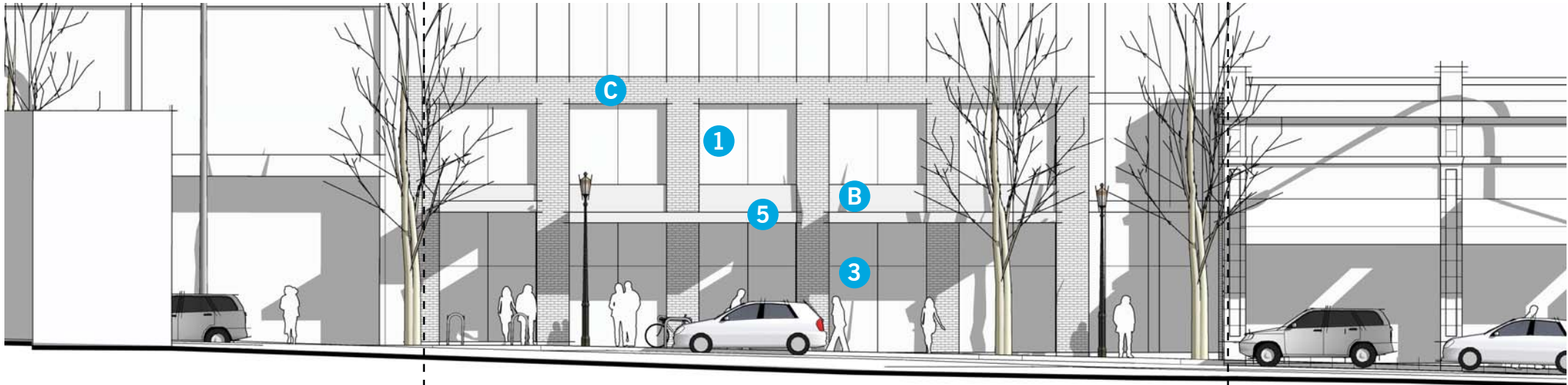
C Masonry

NOTES

- 1 Vinyl Framed Window
- 2 Bolt-on Balcony
- 3 Aluminum Storefront
- 4 Parking Entrance with Overhead Door
- 5 Metal Canopy

9.0 EDG1 ADDITIONAL GRAPHICS | OPTION 2

STREETSCAPES



STREET LEVEL EXTERIOR ELEVATION

MATERIALS



A Fiber Cement Panel



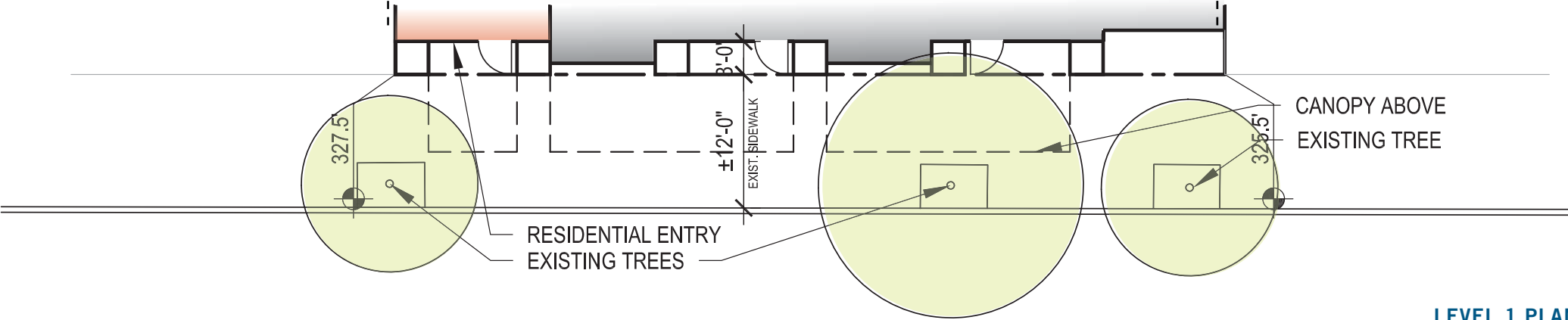
B Metal Cladding



C Masonry

NOTES

- 1 Vinyl Framed Window
- 2 Bolt-on Balcony
- 3 Aluminum Storefront
- 4 Parking Entrance with Overhead Door
- 5 Metal Canopy



LEVEL 1 PLAN



PERSPECTIVE A



PERSPECTIVE B

8.0 EDG1 PREFERRED OPTION 3 | SUMMARY

CONCEPT DIAGRAMS

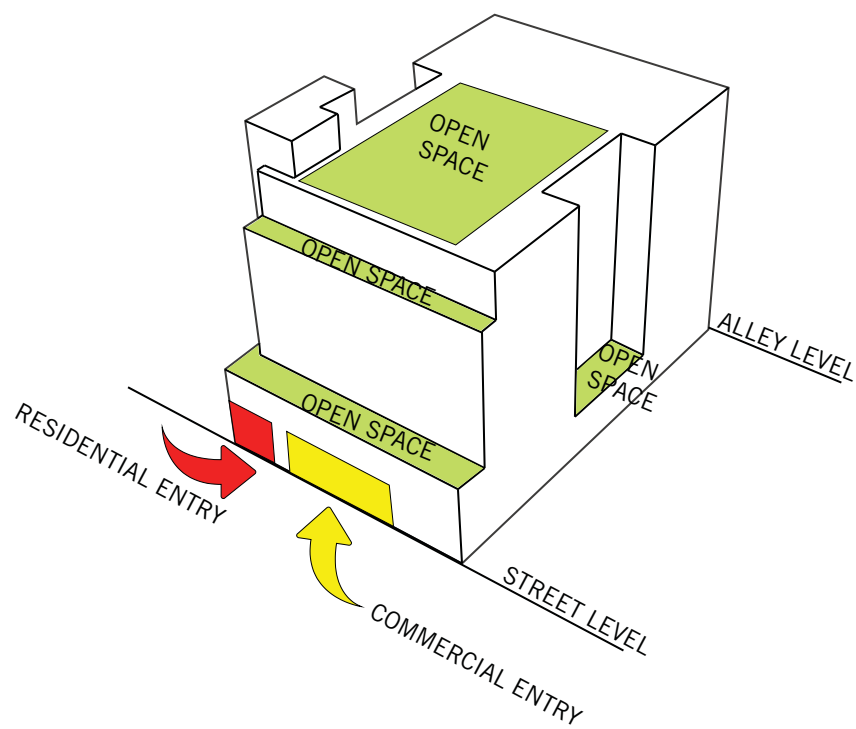


DIAGRAM KEY

- Residential Entry
- Commercial Entry
- Open Space

# UNITS:	79 Units
OUTDOOR AMENITY SF:	2,957 SF
RETAIL & LODGING SF:	12,535 SF
PARKING STALLS:	19 Stalls
CODE COMPLIANCE:	Yes, code compliant



AERIAL NW VIEW



AERIAL SE VIEW

DESIGN CUES



Simple massing is articulated with recessed balconies and interesting composition of windows.



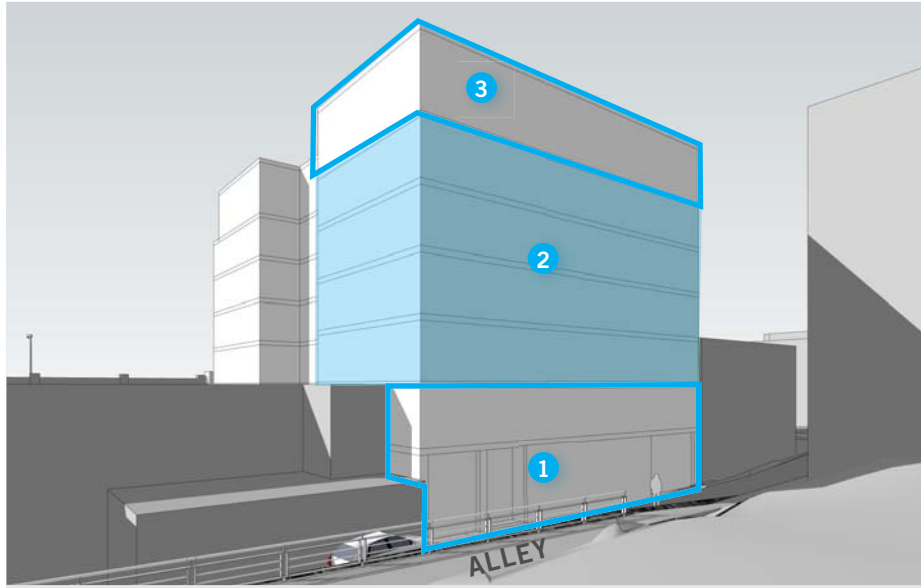
Penthouse units with private decks, high ceiling and large glass, creating a unique facade.



Balcony design and its placement used to create architectural rhythm and composition.

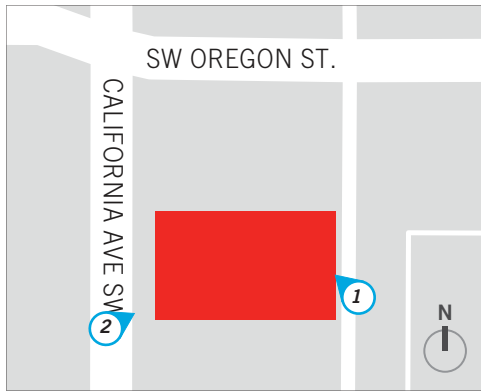
8.0 EDG1 PREFERRED OPTION 3 | MASSING

DESIGN ANALYSIS



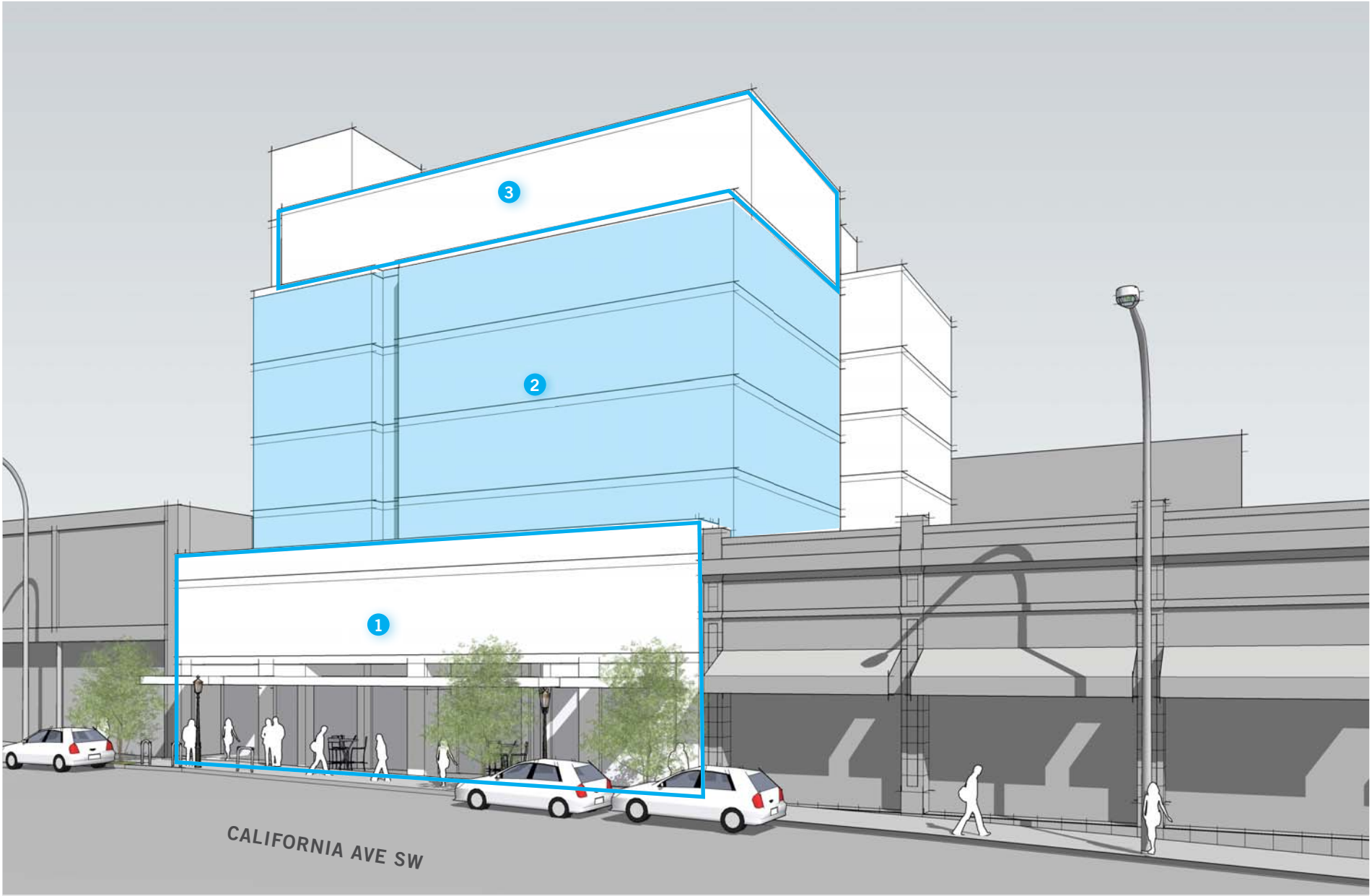
1. ALLEY PERSPECTIVE

- 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.



MAP KEY

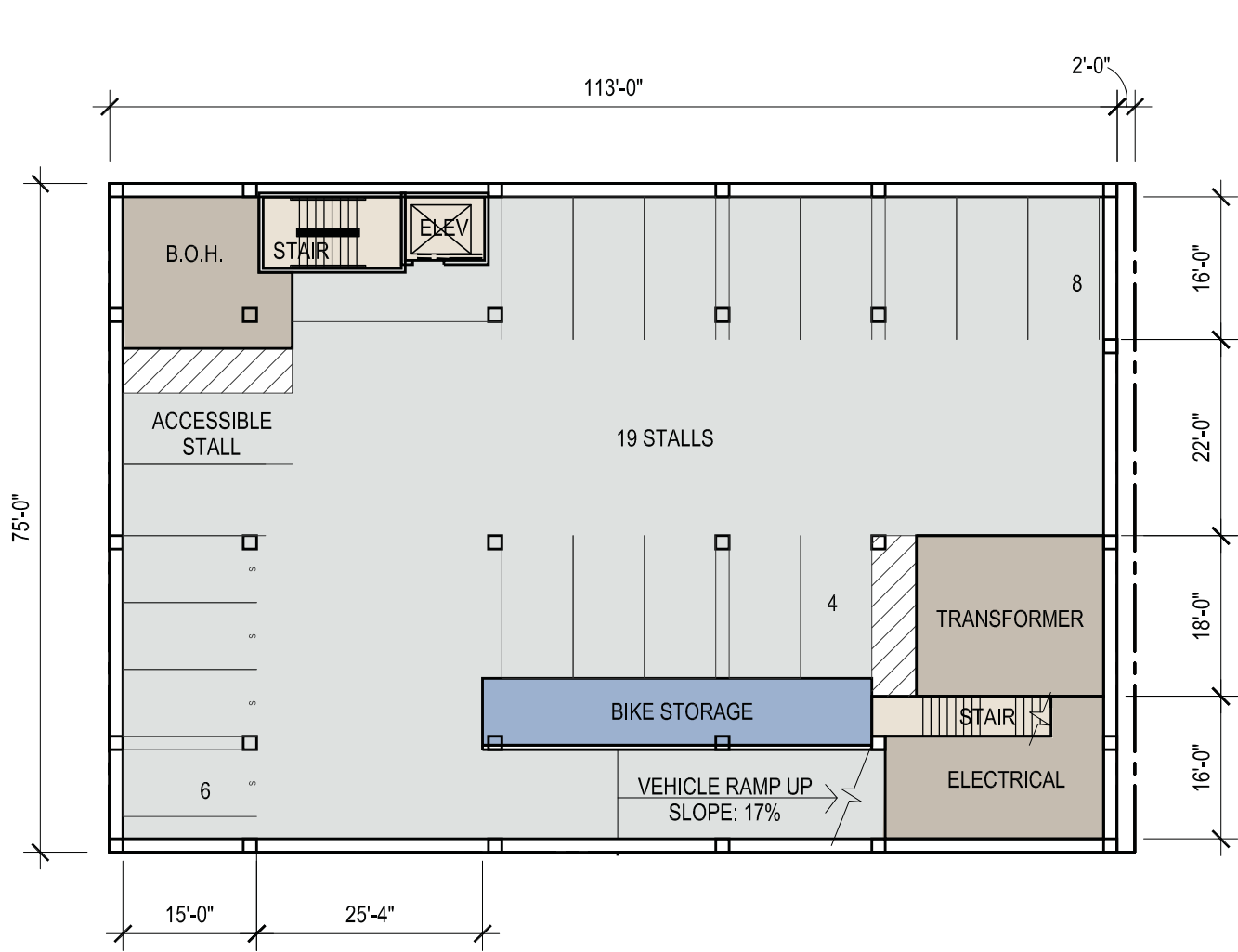
- Project Site
- View



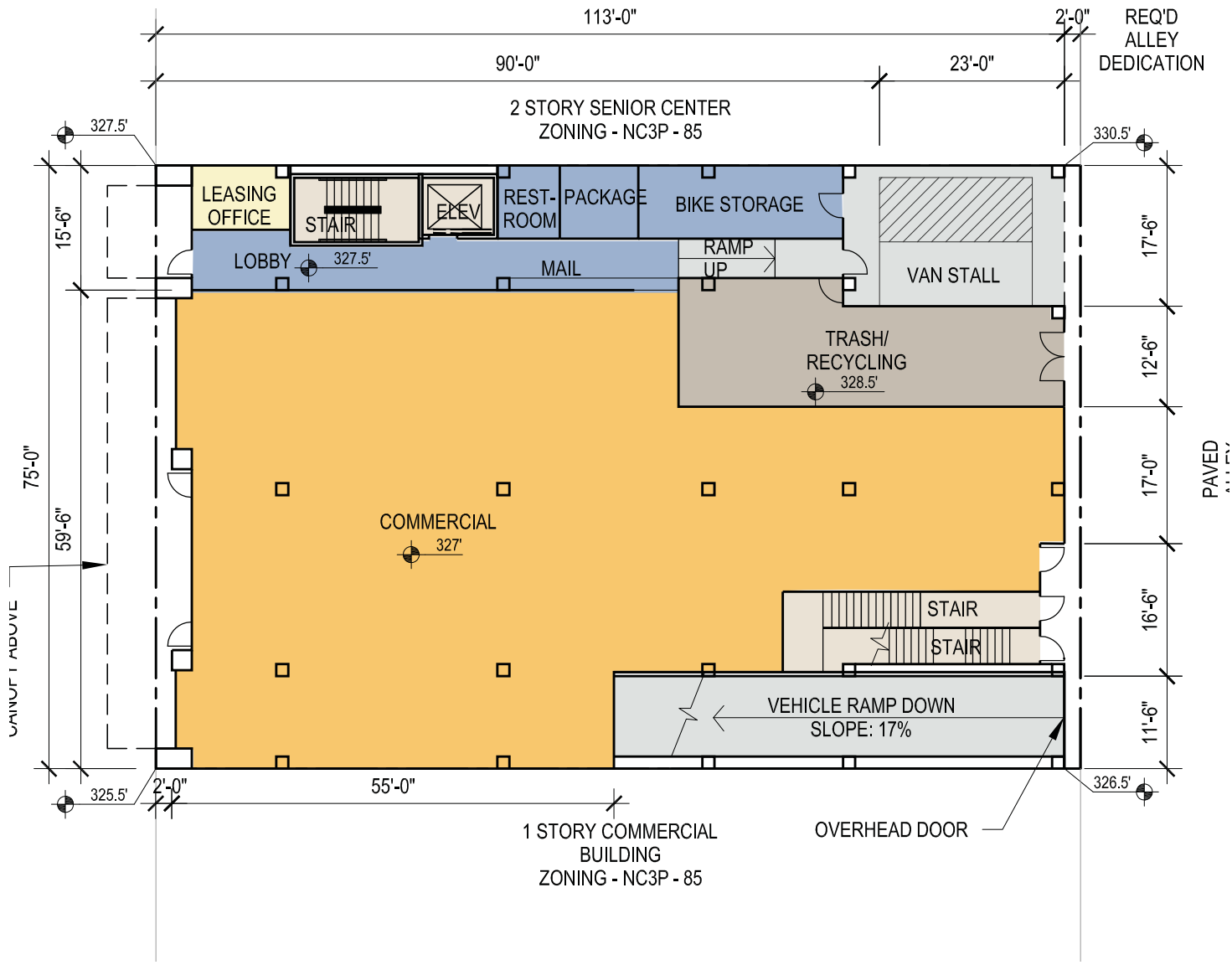
2. CALIFORNIA AVE PERSPECTIVE

- 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 surrounding developments.

8.0 EDG1 PREFERRED OPTION 3 | FLOOR PLANS



LEVEL P1



LEVEL 1

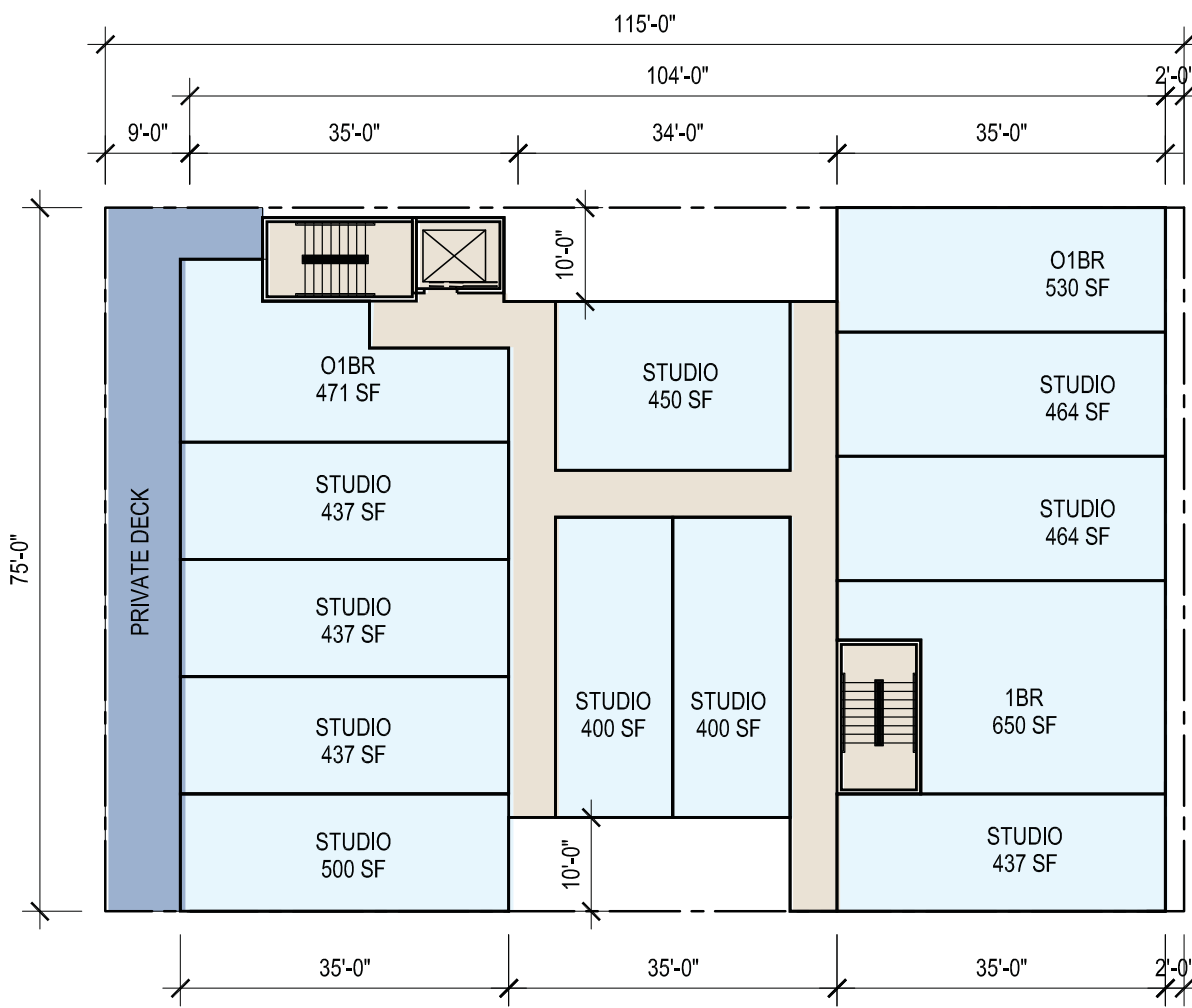
- KEY
- Commercial
 - Units
 - Utility/BOH
 - Circulation
 - Outdoor Amenity
 - Residential Amenity
 - Parking/Garage
 - Leasing Office



8.0 EDG1 PREFERRED OPTION 3 | FLOOR PLANS



LEVEL 2

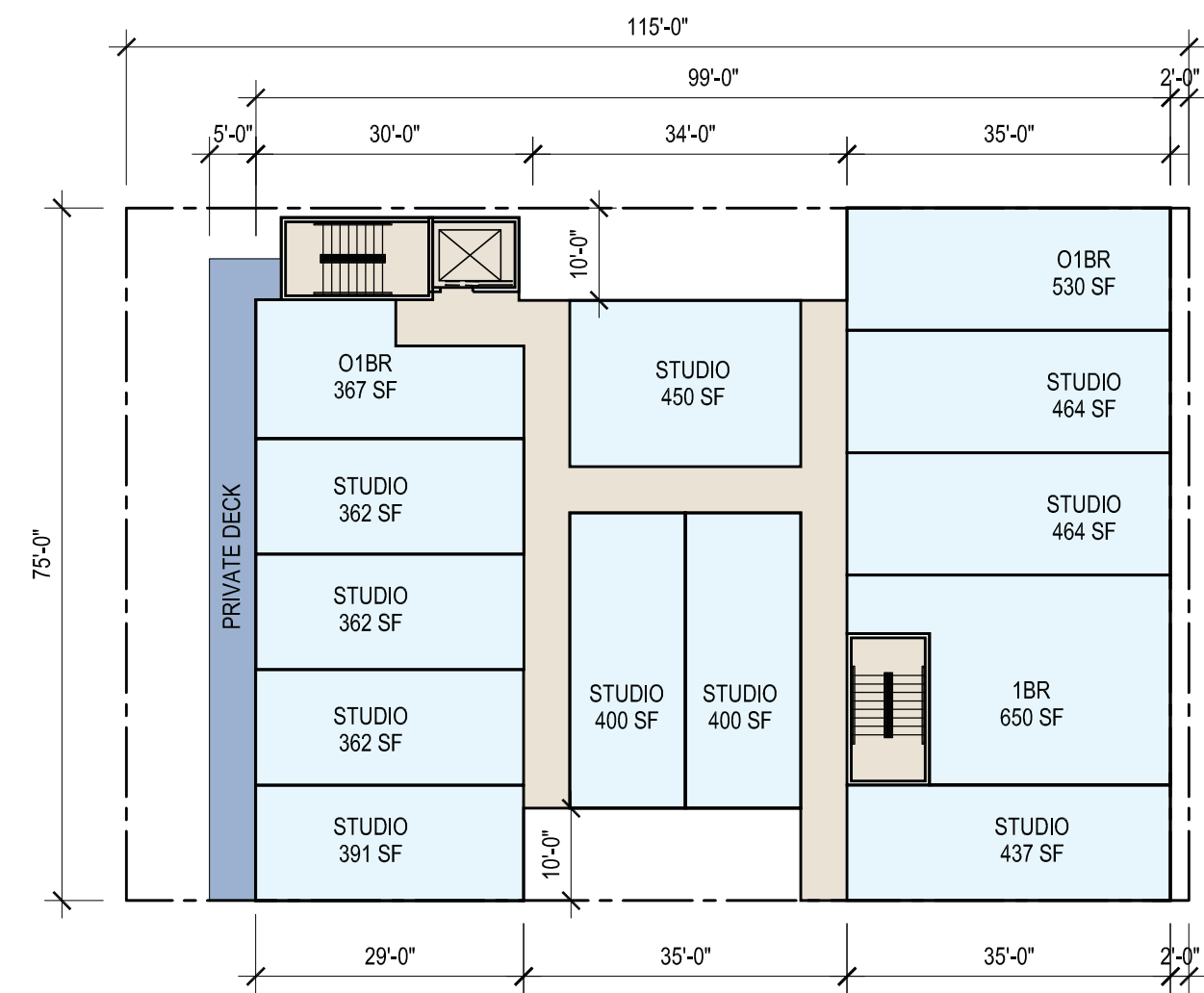


LEVELS 3-6

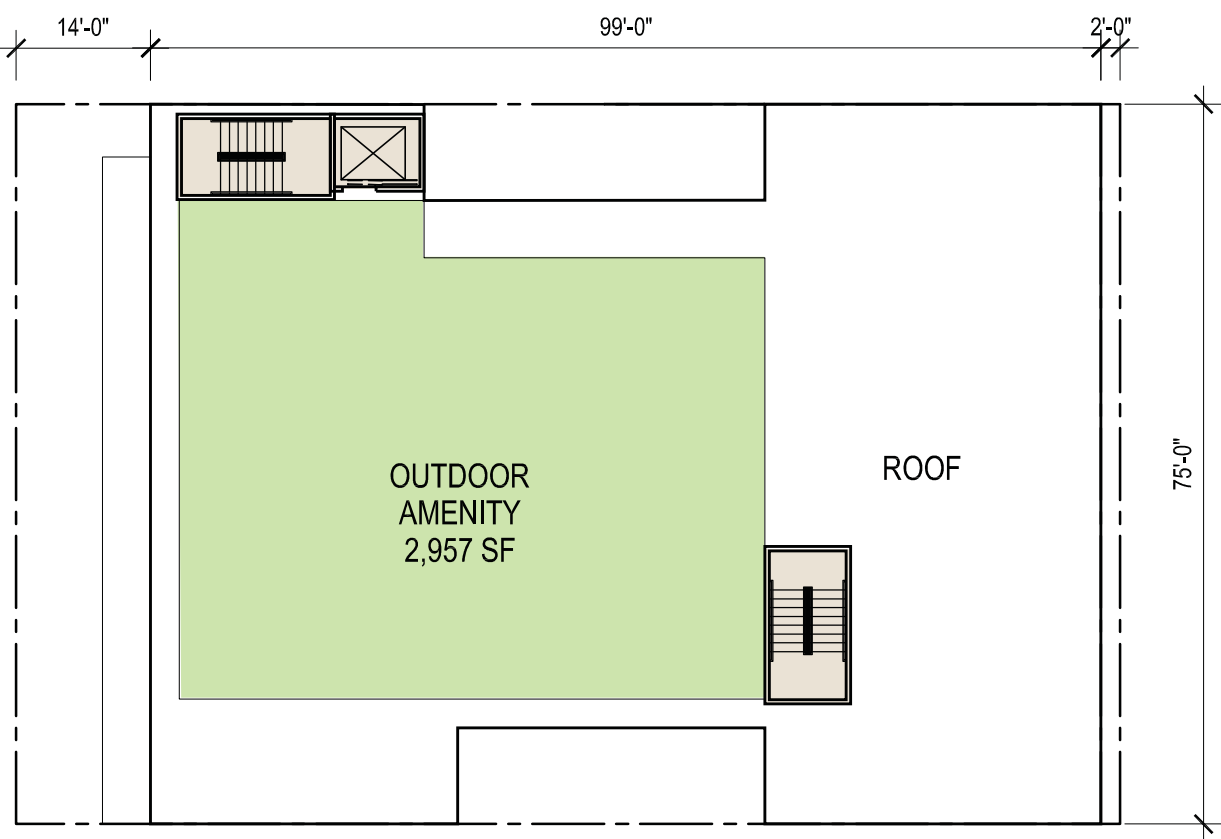
- KEY
- Commercial
 - Units
 - Utility/BOH
 - Circulation
 - Outdoor Amenity
 - Residential Amenity
 - Parking/Garage
 - Leasing Office



8.0 EDG1 PREFERRED OPTION 3 | FLOOR PLANS



LEVEL 7

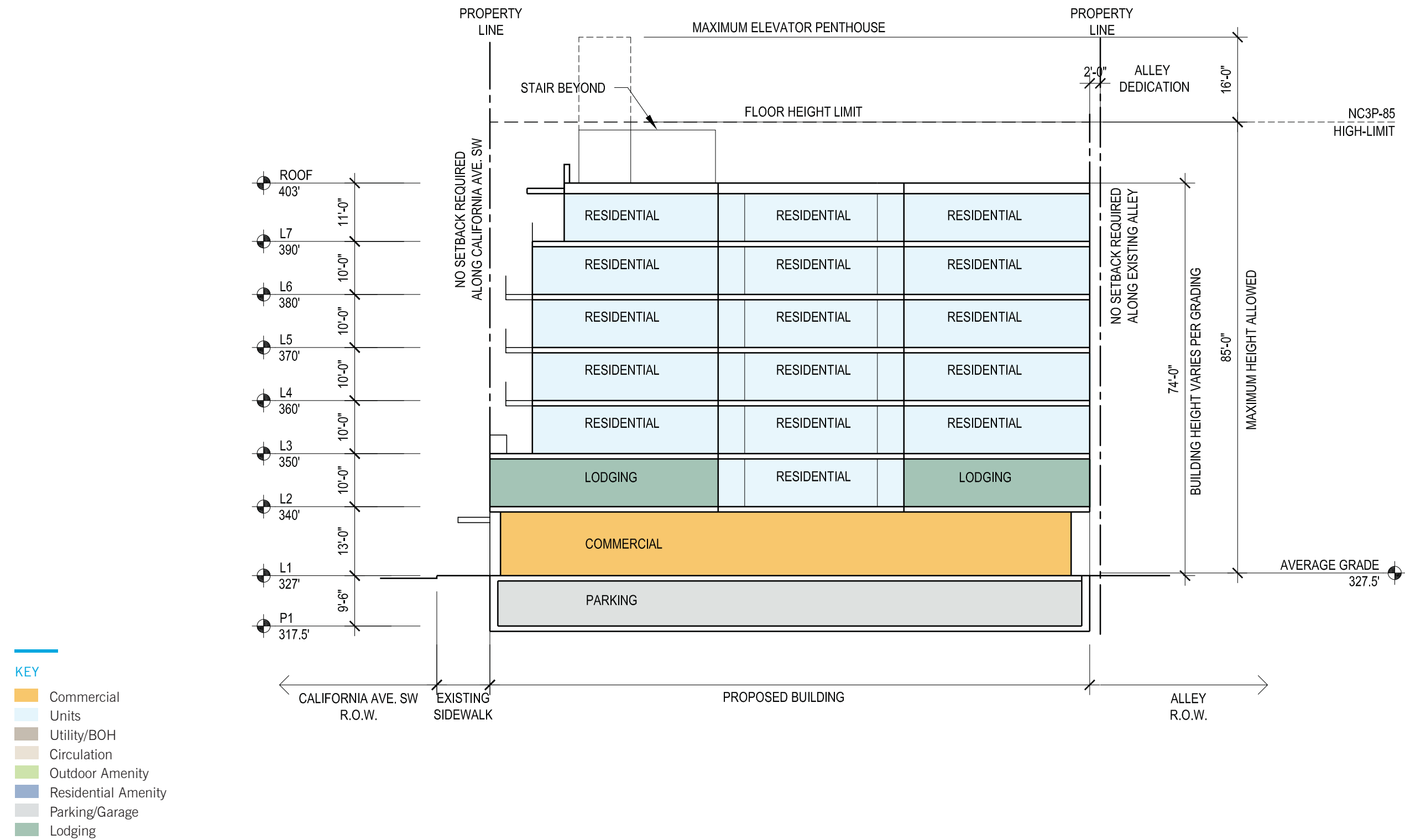


LEVEL ROOF

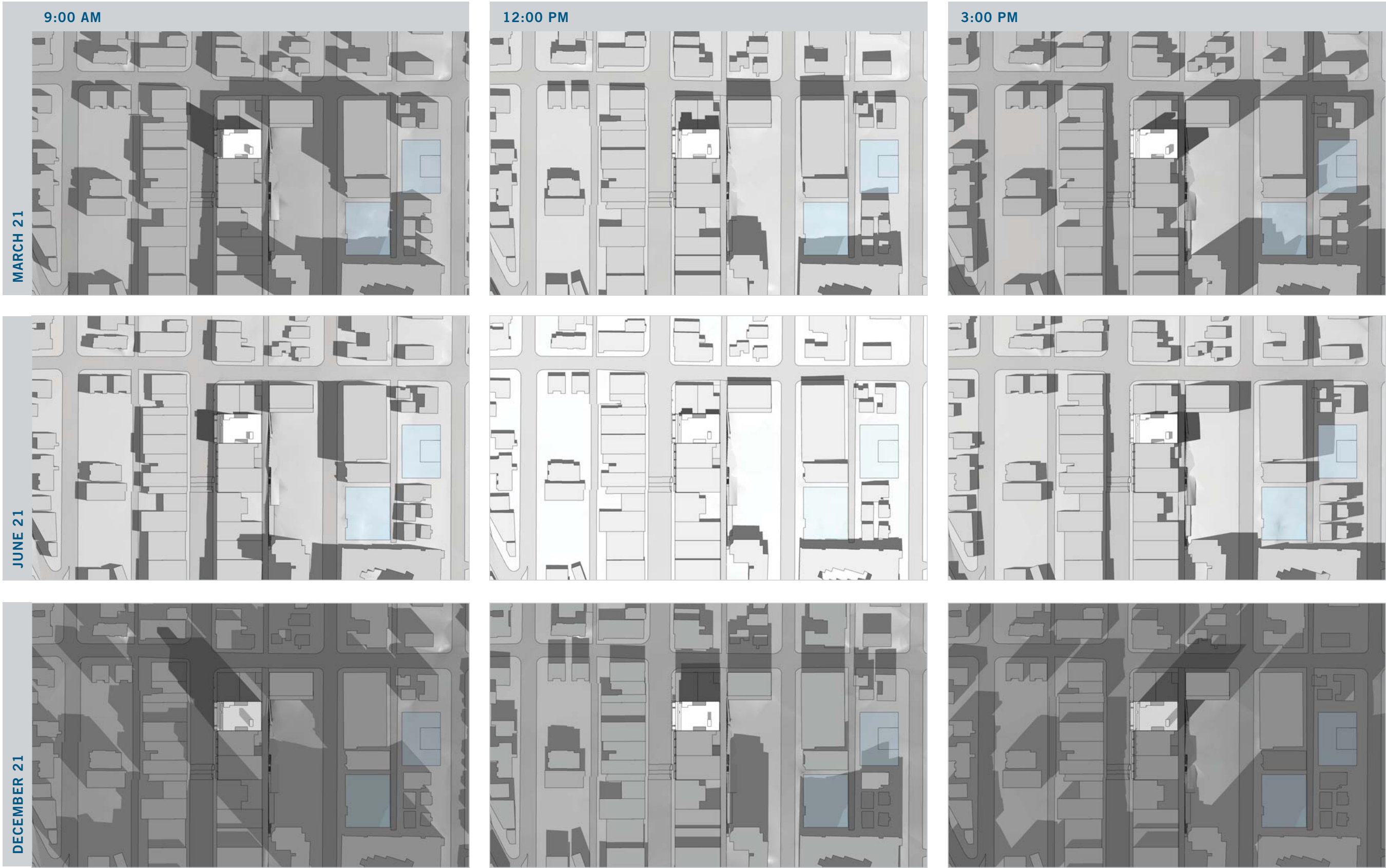
- KEY
- Commercial
 - Units
 - Utility/BOH
 - Circulation
 - Outdoor Amenity
 - Residential Amenity
 - Parking/Garage
 - Leasing Office



8.0 EDG1 PREFERRED OPTION 3 | SECTION



8.0 EDG1 PREFERRED OPTION 3 | SHADOW STUDY



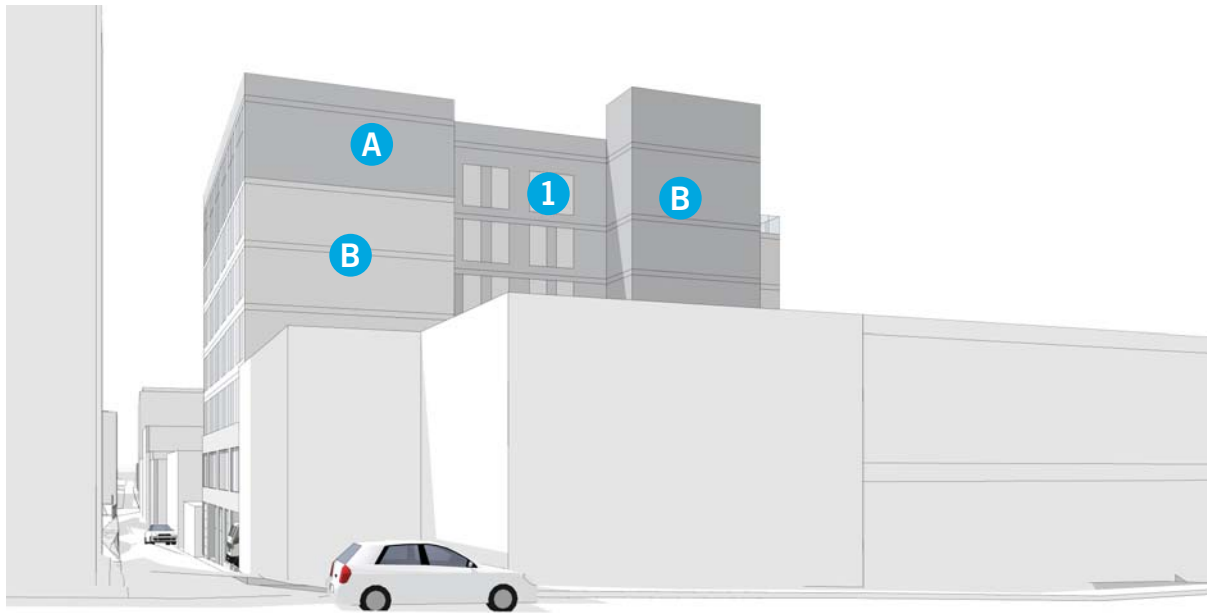
9.0 EDG1 ADDITIONAL GRAPHICS | PREFERRED OPTION 3



VIEW FROM CALIFORNIA AVE



VIEW FROM ALLEY



VIEW FROM SW OREGON ST.

MATERIALS



A Fiber Cement Panel



B Metal Cladding



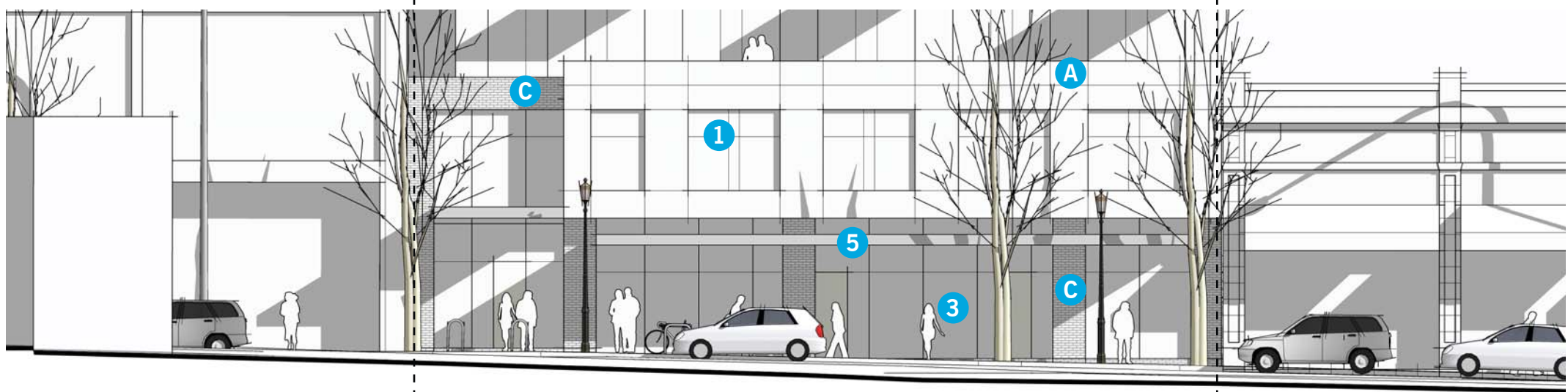
C Masonry

NOTES

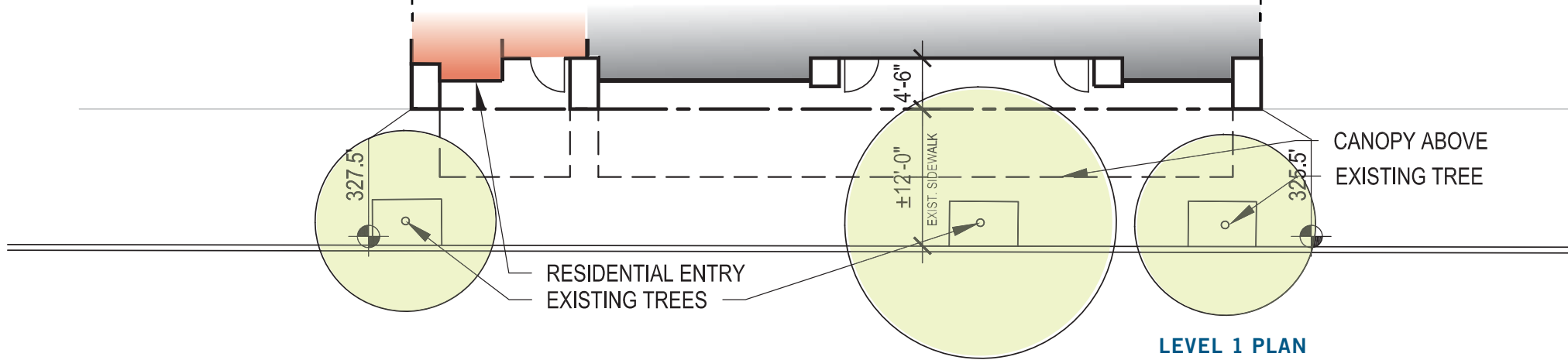
- 1 Vinyl Framed Window
- 2 Bolt-on Balcony
- 3 Aluminum Storefront
- 4 Parking Entrance with Overhead Door
- 5 Metal Canopy

9.0 EDG1 ADDITIONAL GRAPHICS | PREFERRED OPTION 3

STREETSCAPES



STREET LEVEL EXTERIOR ELEVATION



LEVEL 1 PLAN

MATERIALS



A Fiber Cement Panel



B Metal Cladding



C Masonry

NOTES

- 1 Vinyl Framed Window
- 2 Bolt-on Balcony
- 3 Aluminum Storefront
- 4 Parking Entrance with Overhead Door
- 5 Metal Canopy

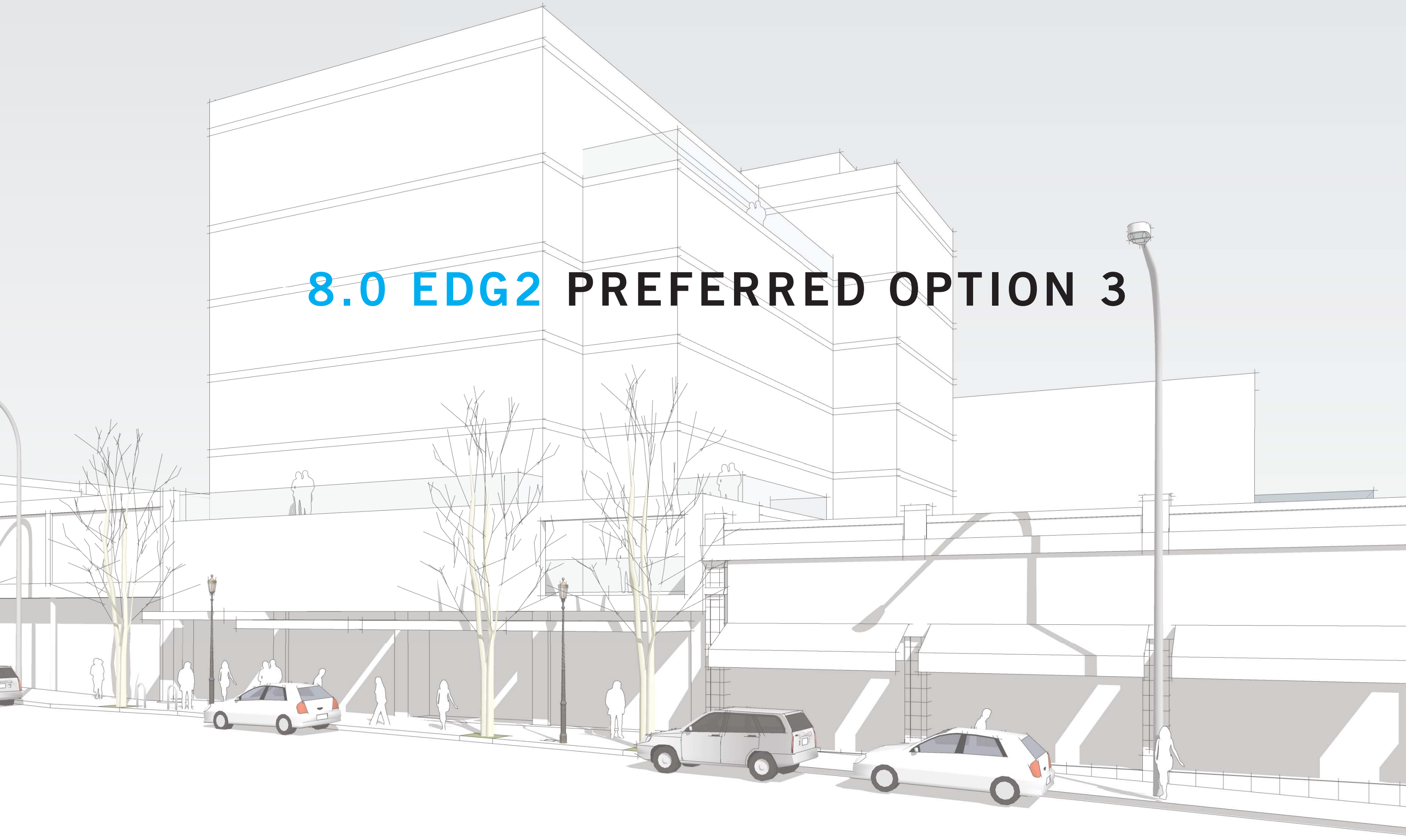


PERSPECTIVE A



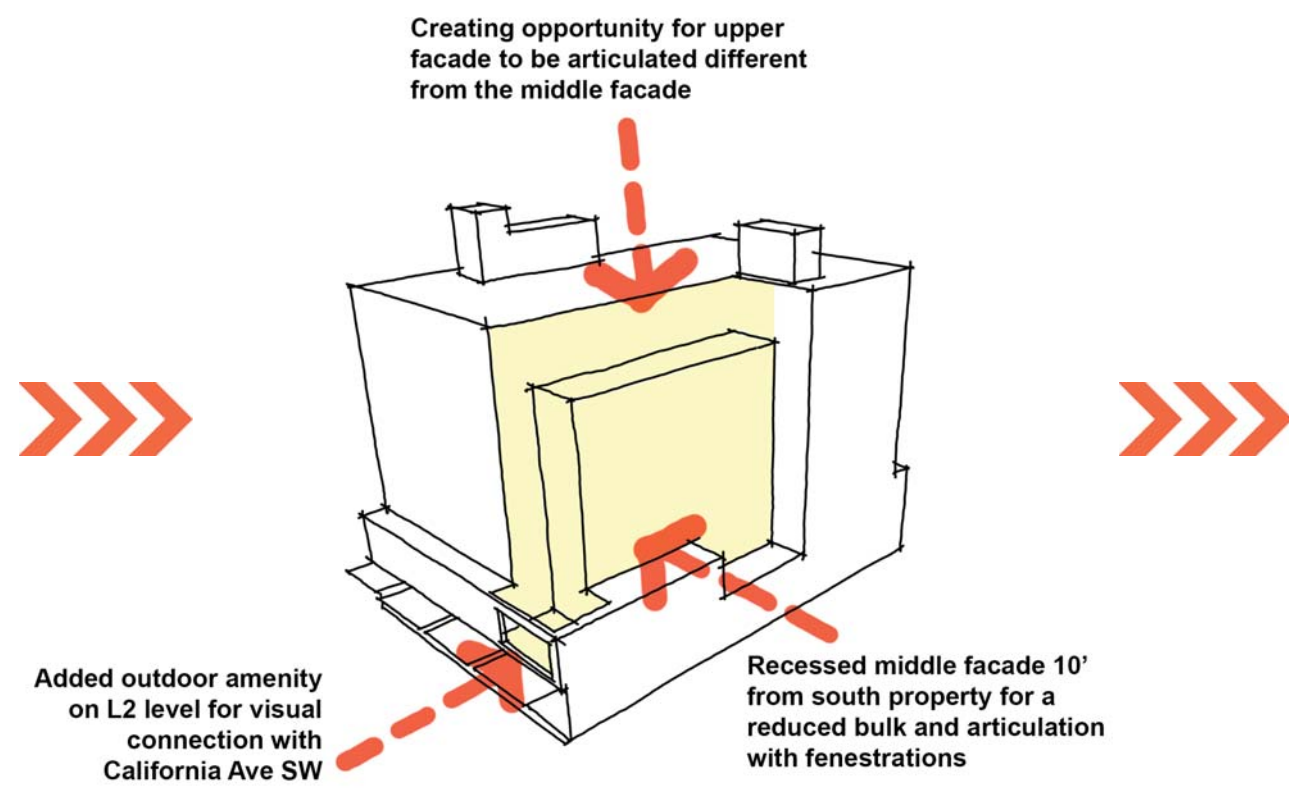
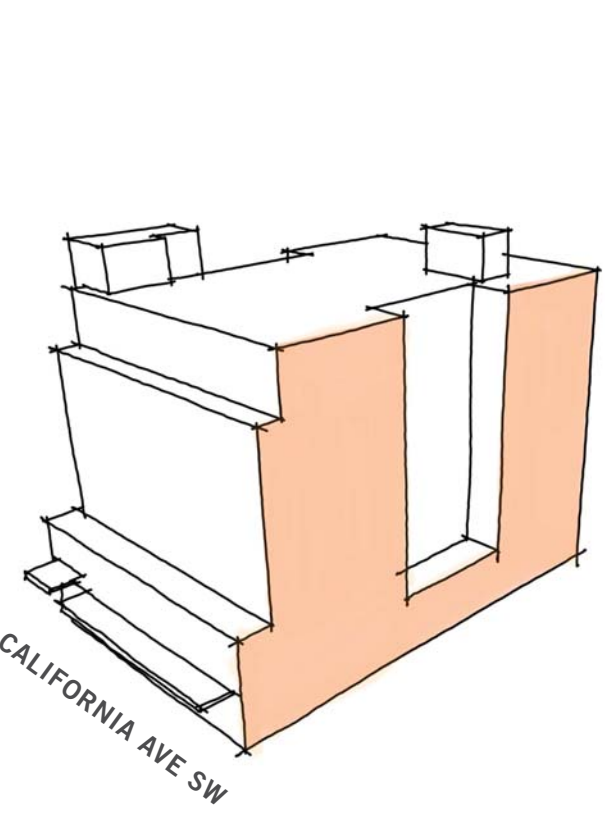
PERSPECTIVE B

8.0 EDG2 PREFERRED OPTION 3

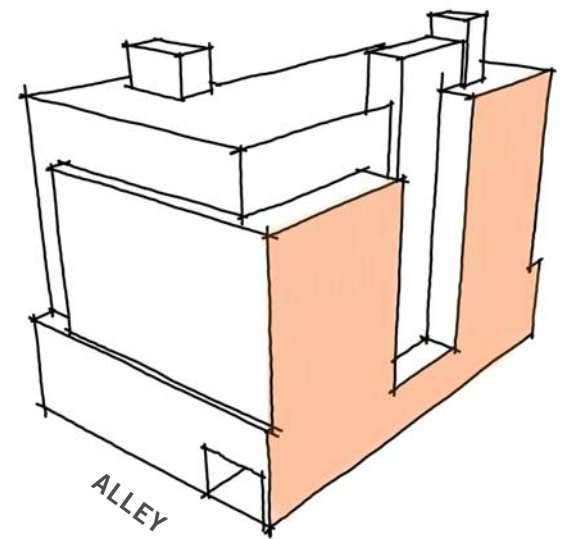
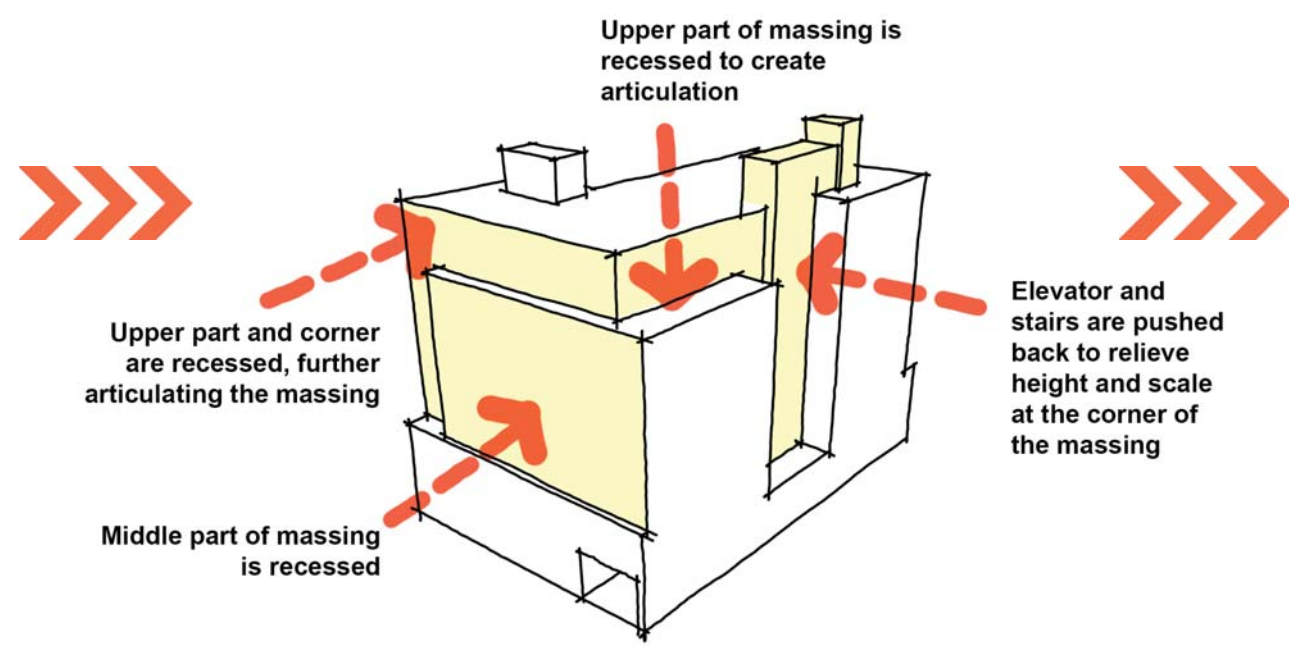
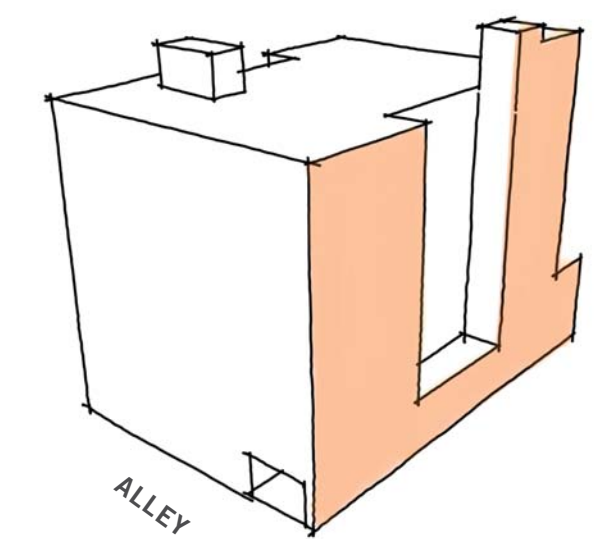
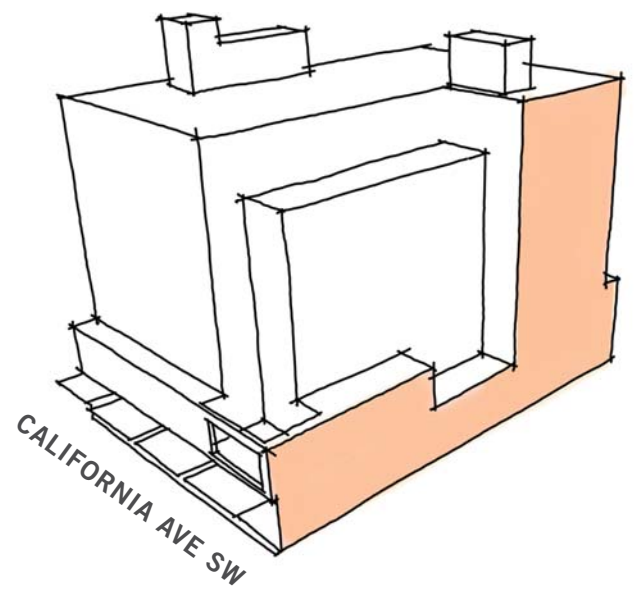


8.0 EDG2 PREFERRED OPTION 3 | MASSING

EDG 1 DESIGN



EDG 2 DESIGN



8.0 EDG2 PREFERRED OPTION 3 | SUMMARY

CONCEPT DIAGRAMS

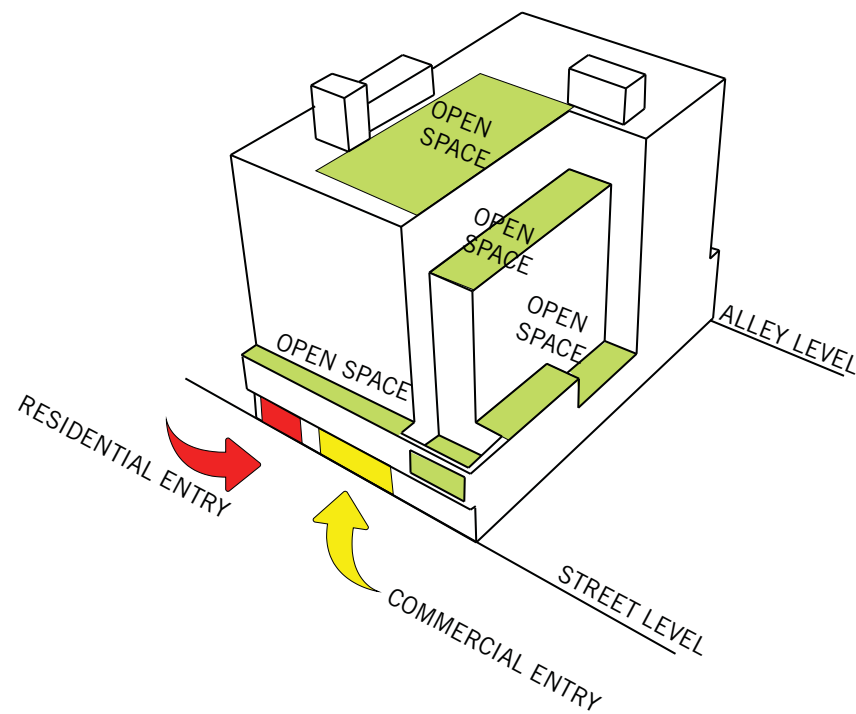
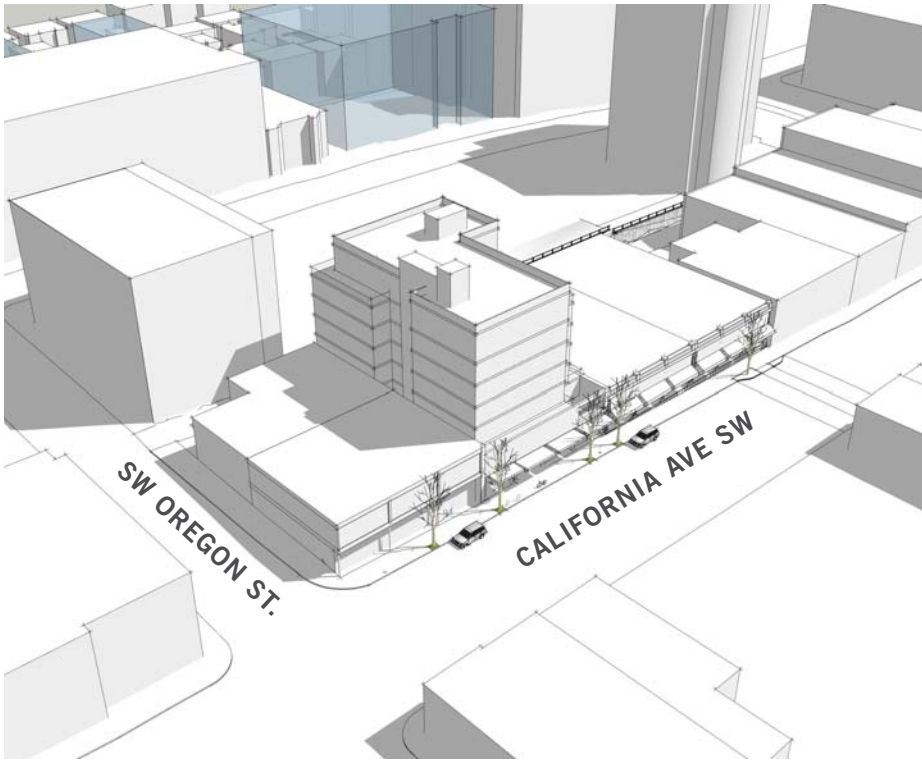


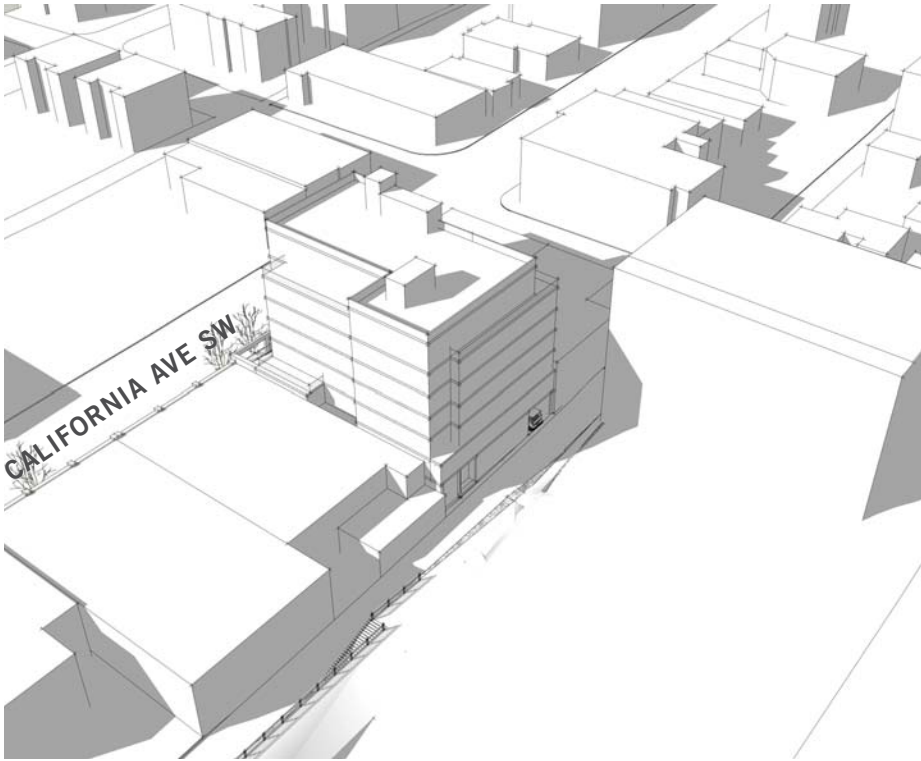
DIAGRAM KEY

- Residential Entry
- Commercial Entry
- Open Space

# UNITS:	75 Units
OUTDOOR AMENITY SF:	4,473 SF
RETAIL & LODGING SF:	12,290 SF
PARKING STALLS:	17 Stalls
CODE COMPLIANCE:	Yes, code compliant



AERIAL NW VIEW



AERIAL SE VIEW

DESIGN CUES



Simple massing is articulated with recessed balconies and interesting composition of windows.



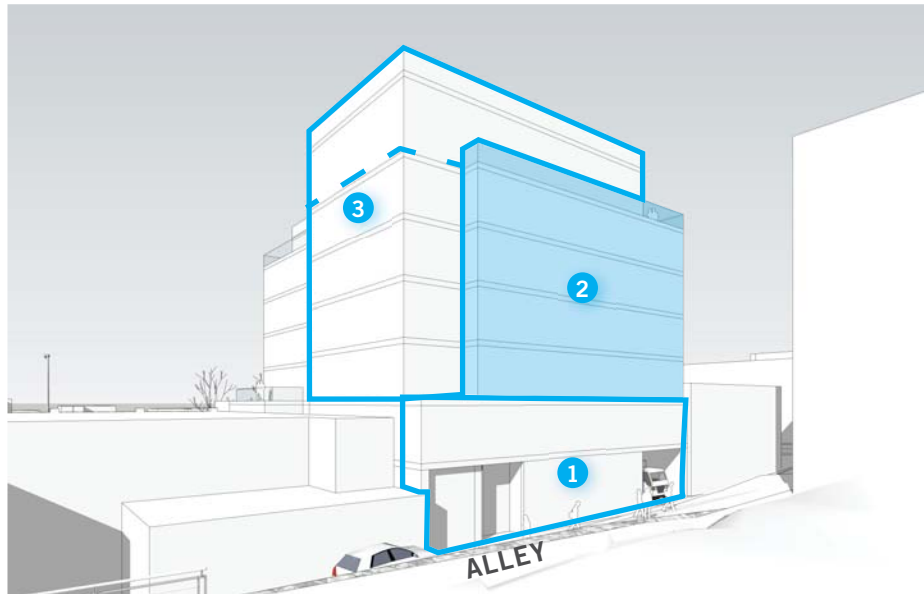
Penthouse units with private decks, high ceiling and large glass, creating a unique facade.



Balcony design and its placement used to create architectural rhythm and composition.

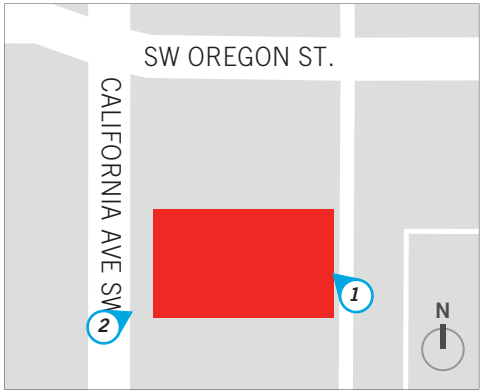
8.0 EDG2 PREFERRED OPTION 3 | MASSING

DESIGN ANALYSIS



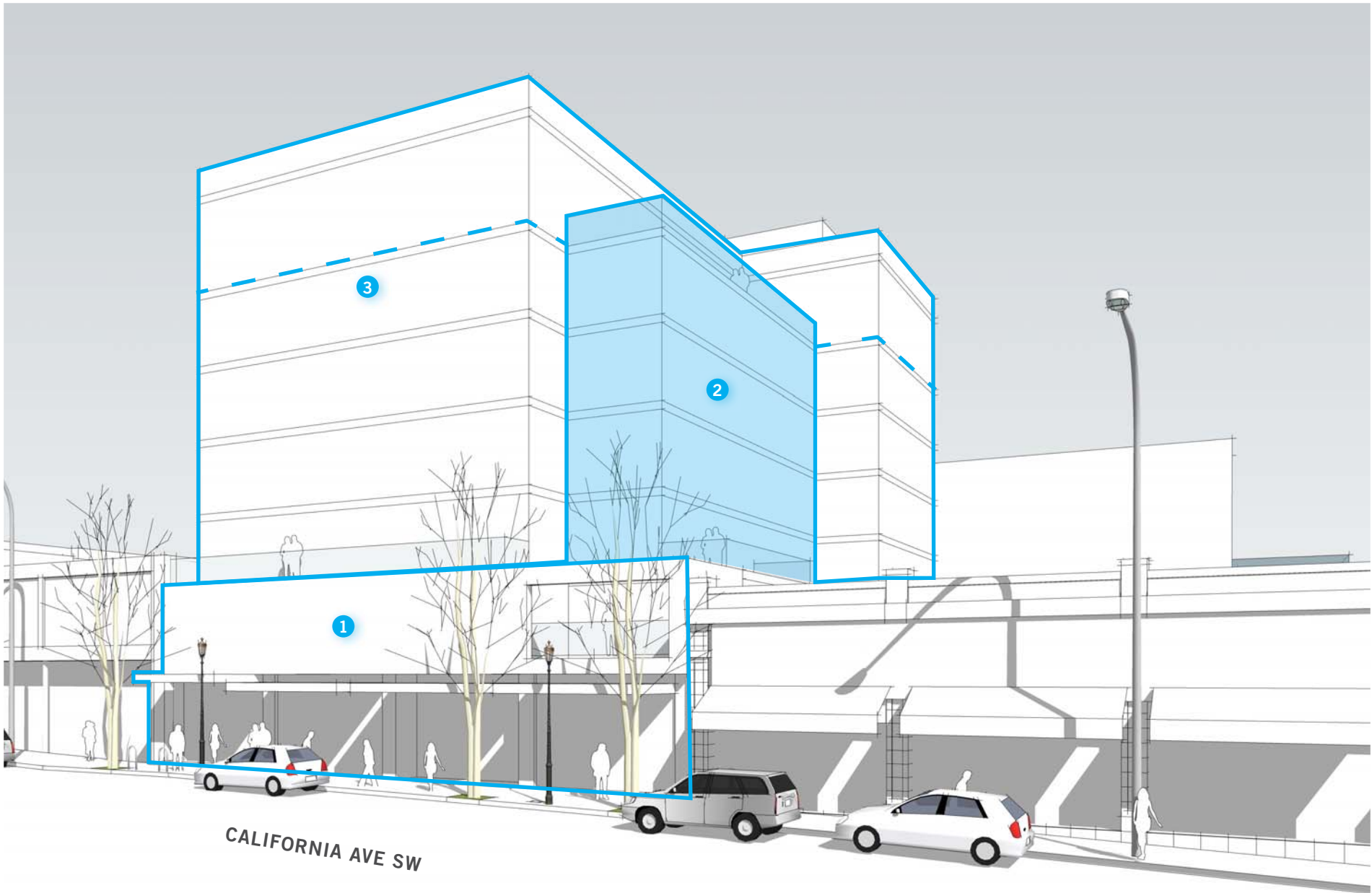
1. ALLEY PERSPECTIVE

- 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 Main massing with different facade treatment at penthouse levels, creating a horizontal articulation at the top.



MAP KEY

- Project Site
- View



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 Main massing with different facade treatment at penthouse levels, creating a horizontal articulation at the top.

8.0 EDG2 PREFERRED OPTION 3 | SUMMARY

EDG1 | ALLEY VIEW



EDG2 | ALLEY VIEW



8.0 EDG2 PREFERRED OPTION 3 | SUMMARY

EDG1 | CALIFORNIA AVE VIEW

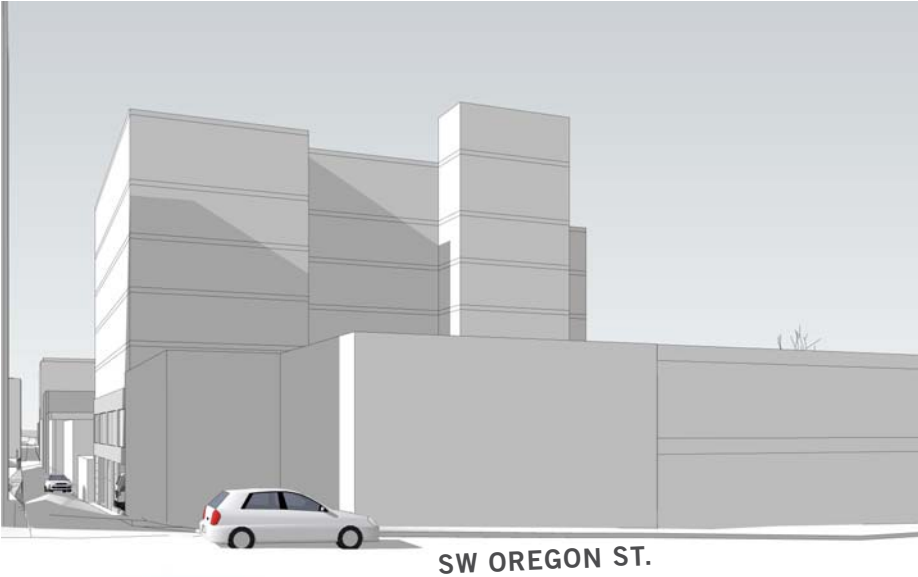


EDG2 | CALIFORNIA AVE VIEW

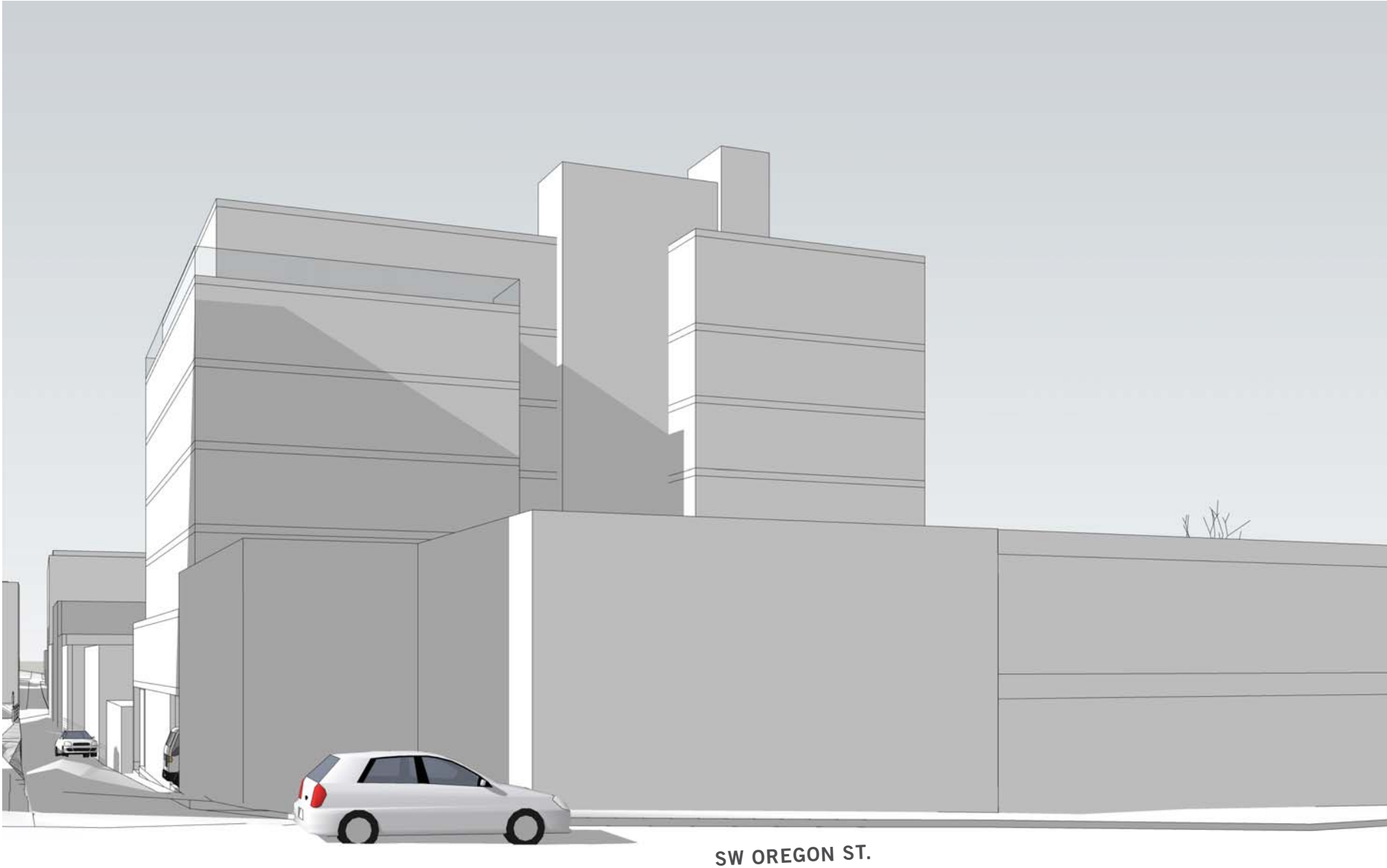


8.0 EDG2 PREFERRED OPTION 3 | SUMMARY

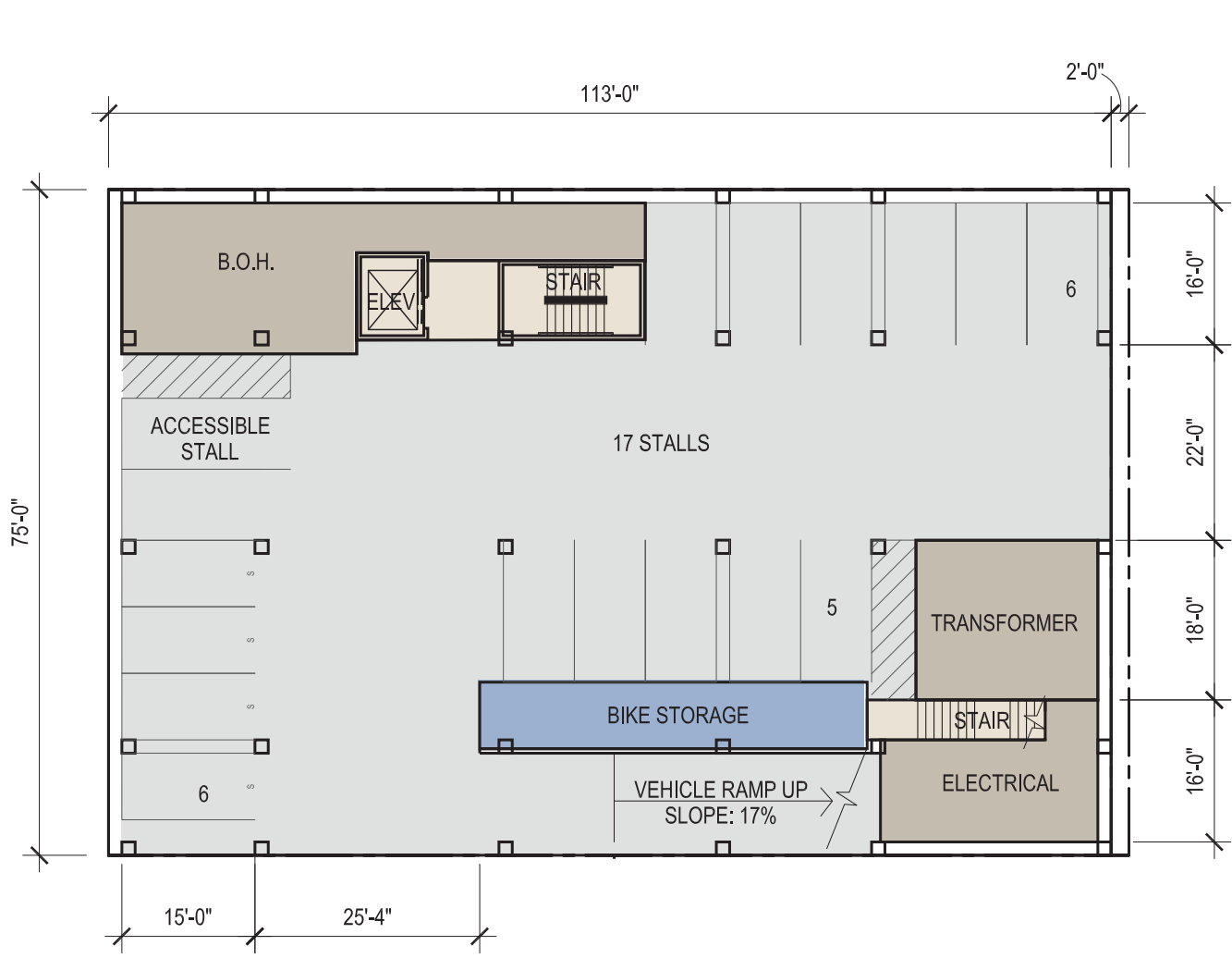
EDG1 | SW OREGON ST. VIEW



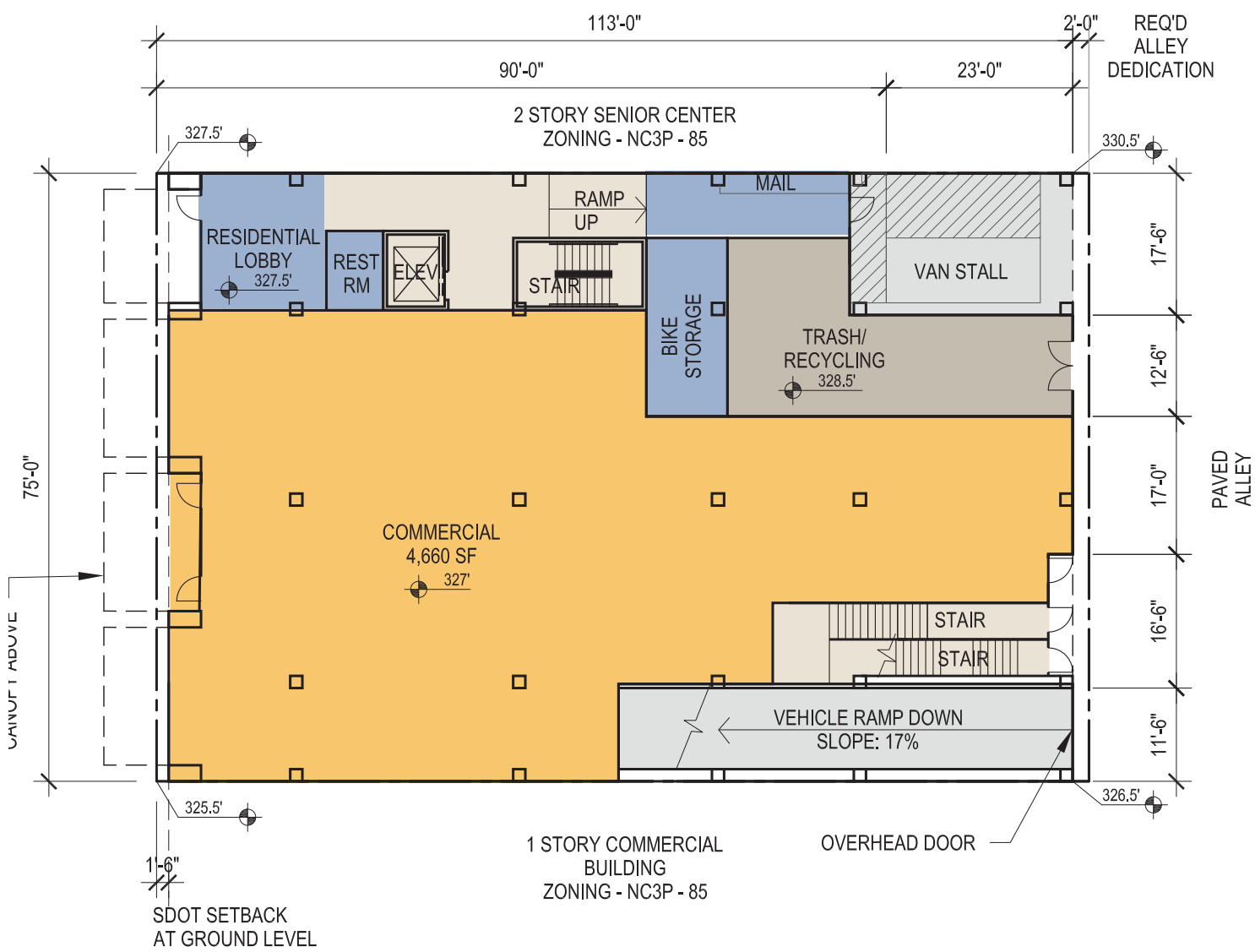
EDG2 | SW OREGON ST. VIEW



8.0 EDG2 PREFERRED OPTION 3 | FLOOR PLANS



LEVEL P1

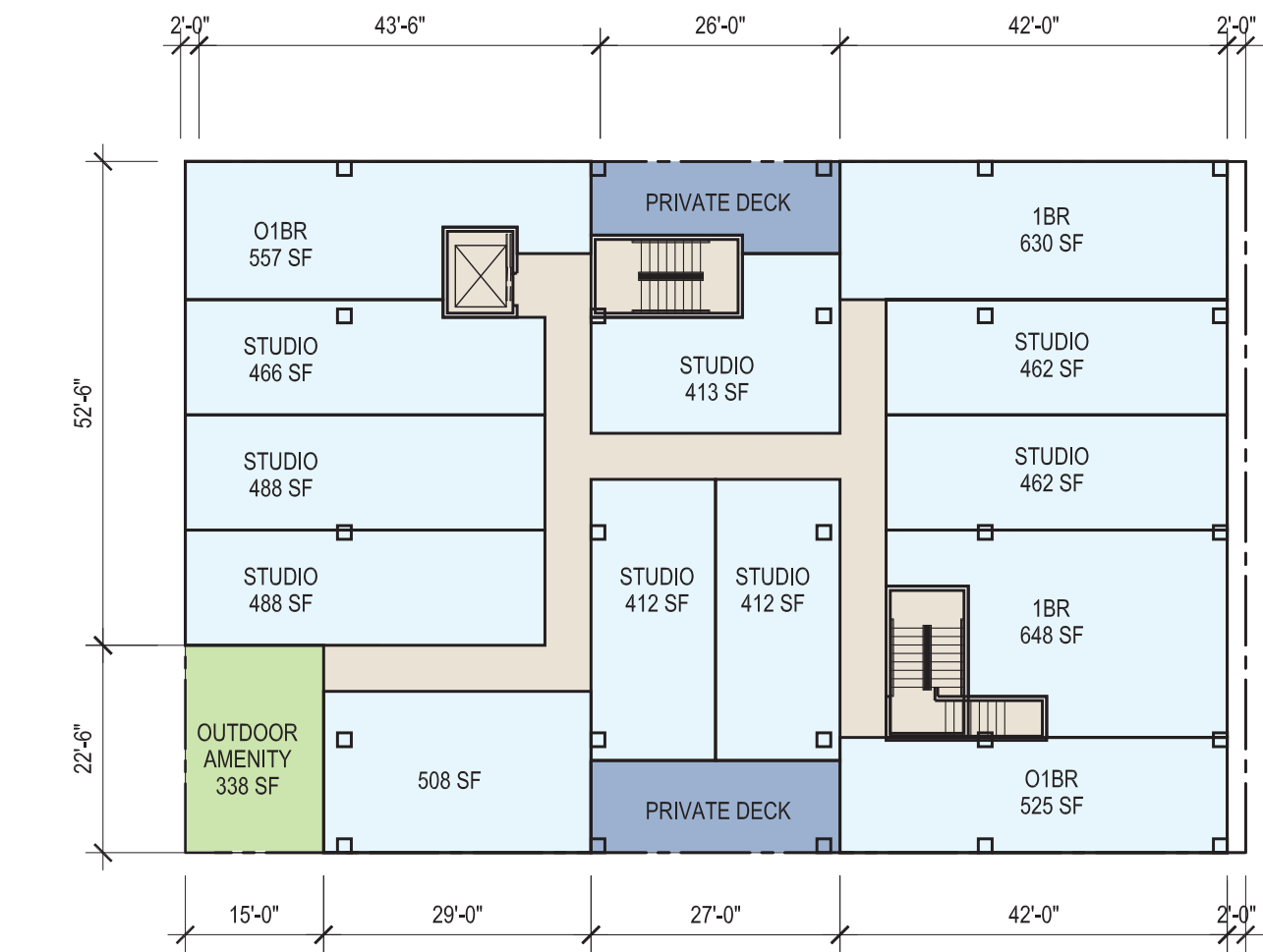


LEVEL 1

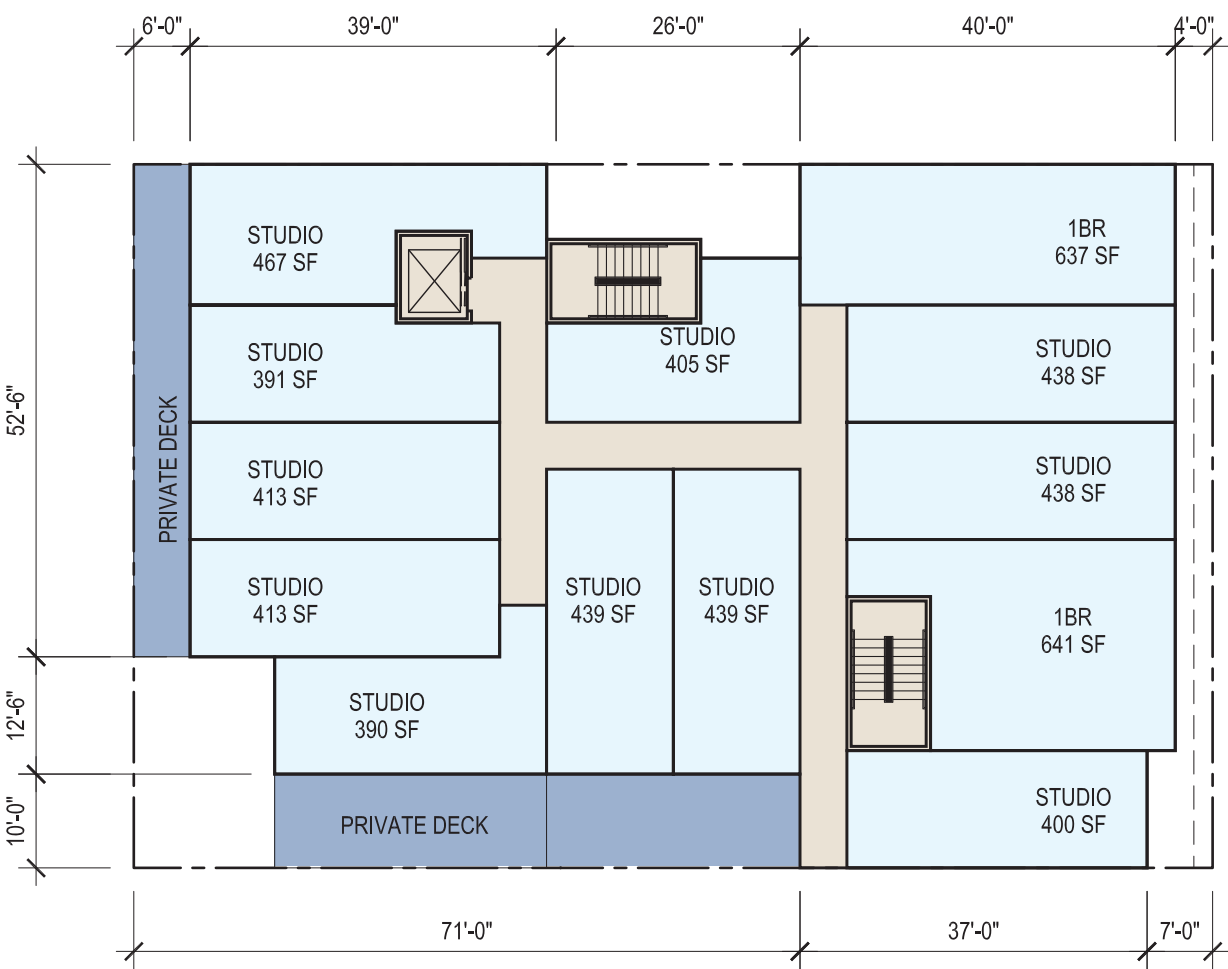
- KEY
- Commercial
 - Units
 - Utility/BOH
 - Circulation
 - Outdoor Amenity
 - Residential Amenity
 - Parking/Garage
 - Leasing Office



8.0 EDG2 PREFERRED OPTION 3 | FLOOR PLANS



LEVEL 2

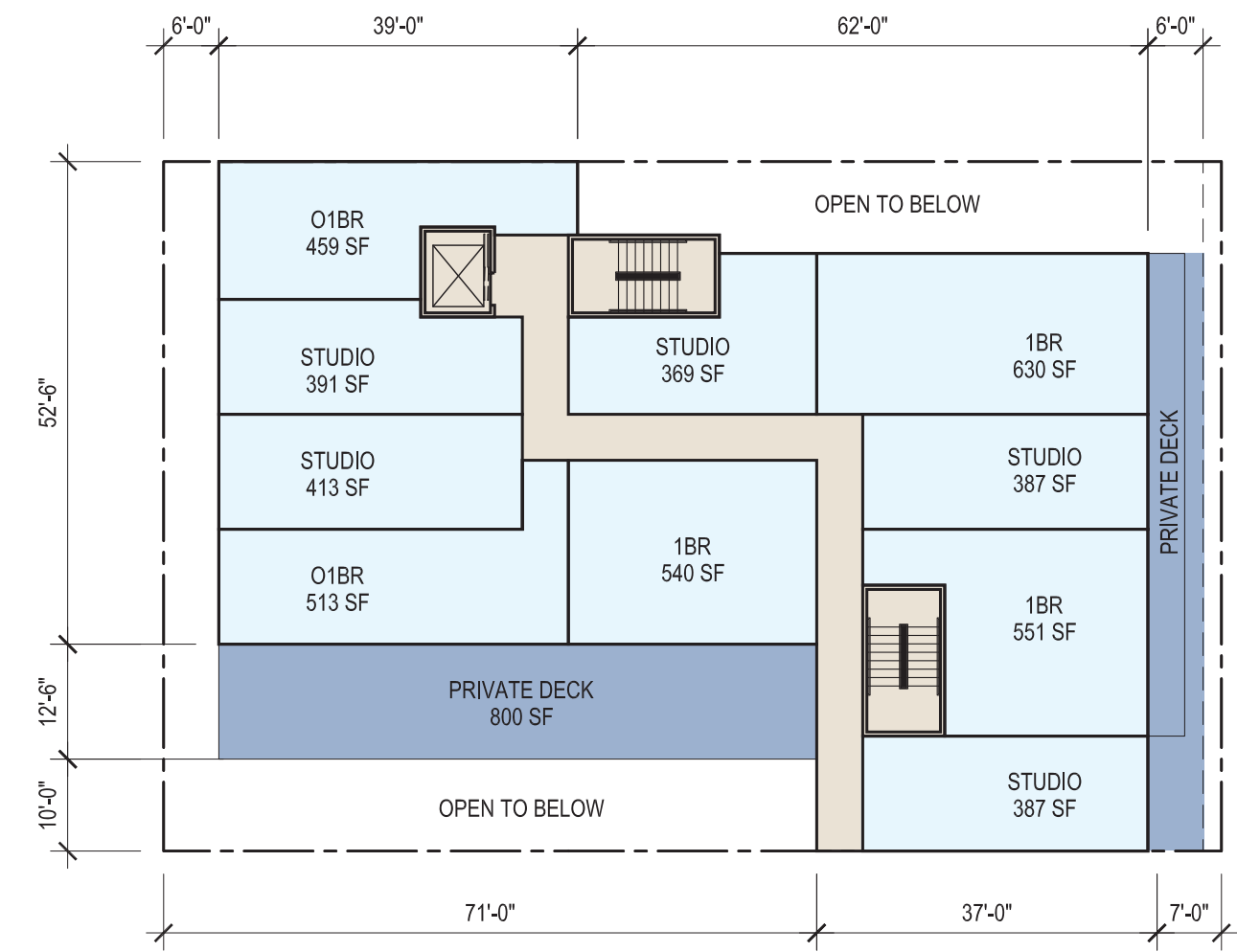


LEVELS 3-6

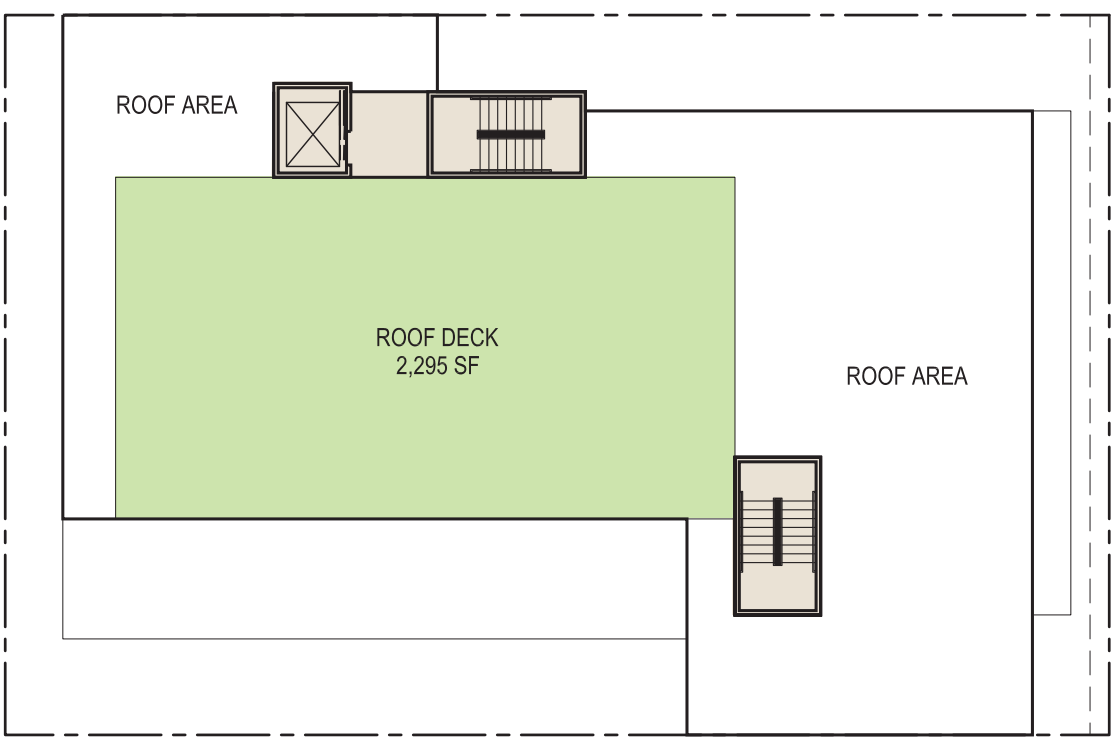
- KEY
- Commercial
 - Units
 - Utility/BOH
 - Circulation
 - Outdoor Amenity
 - Residential Amenity
 - Parking/Garage
 - Leasing Office



8.0 EDG2 PREFERRED OPTION 3 | FLOOR PLANS



LEVEL 7



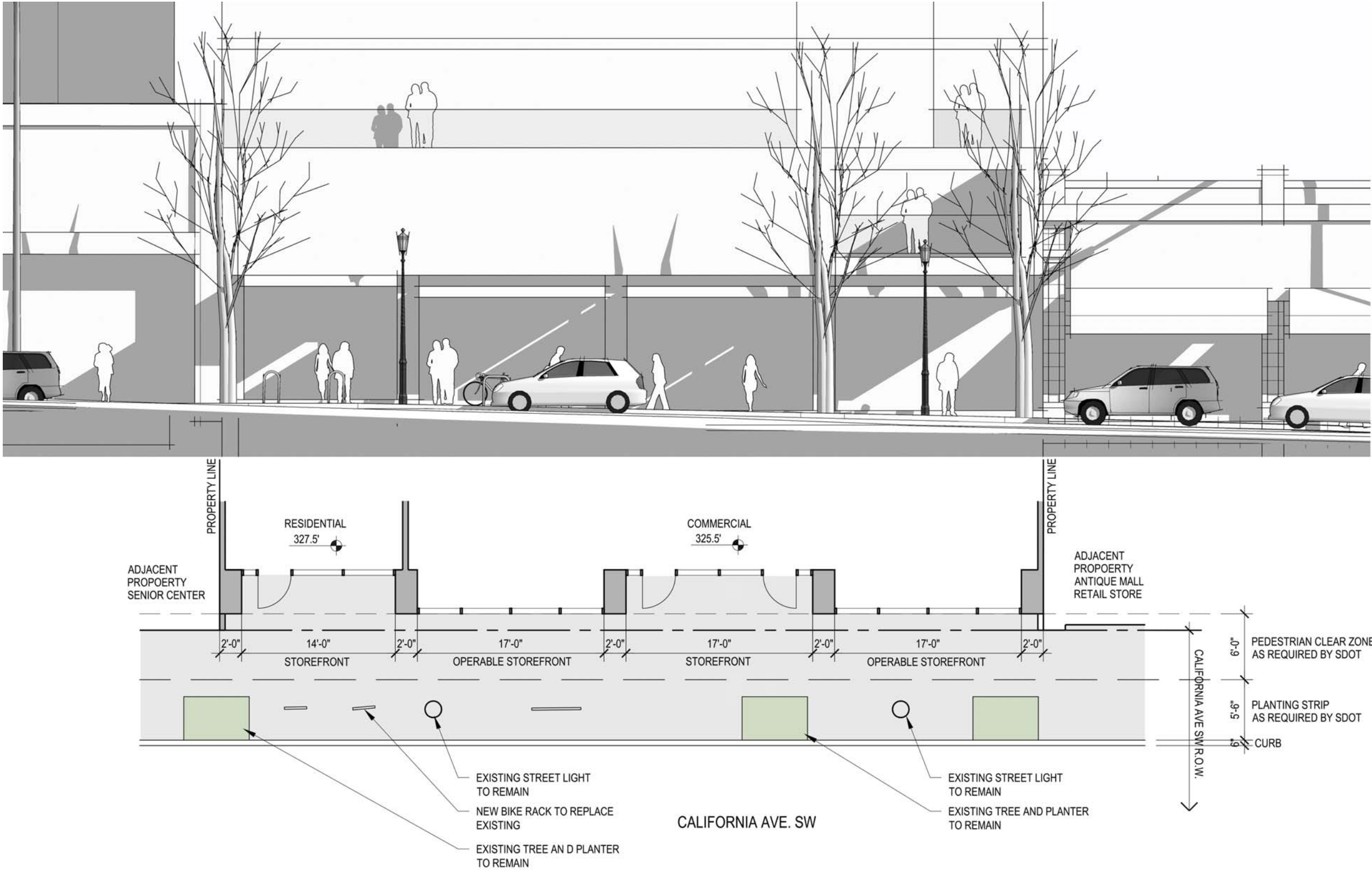
LEVEL ROOF

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

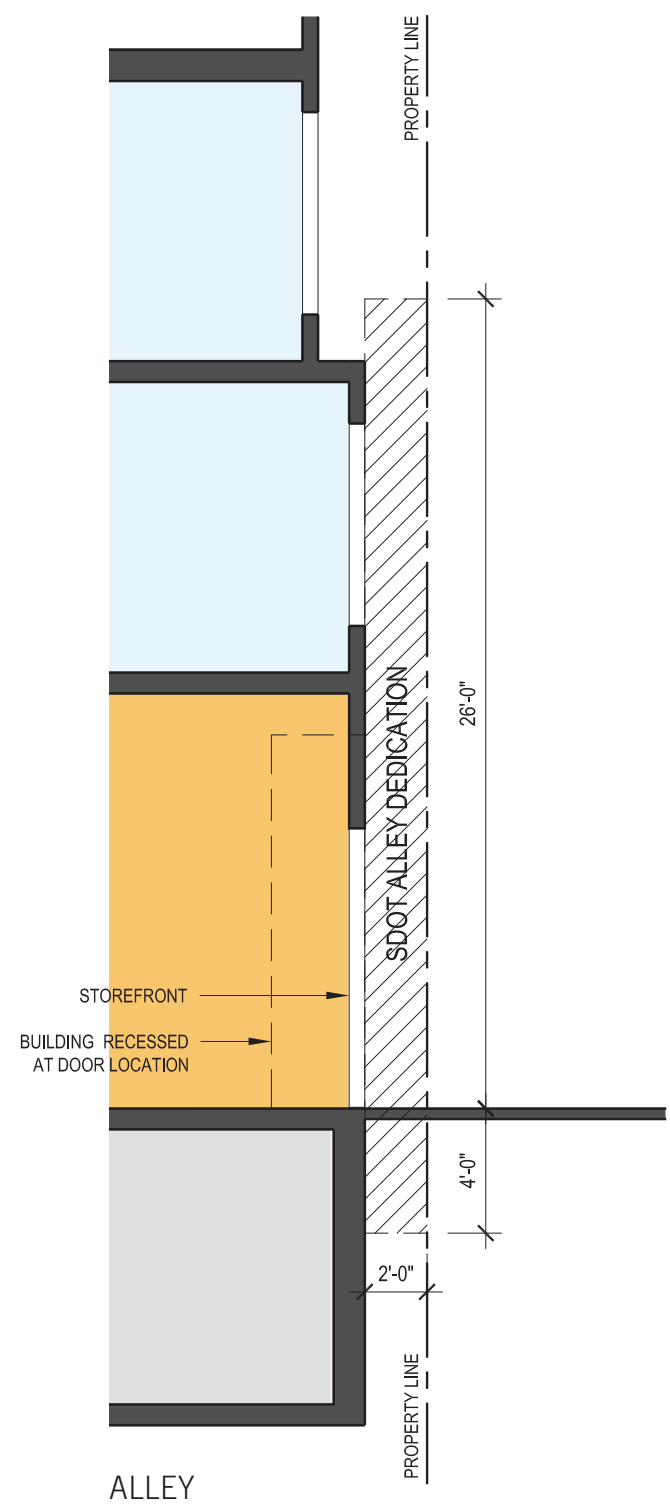
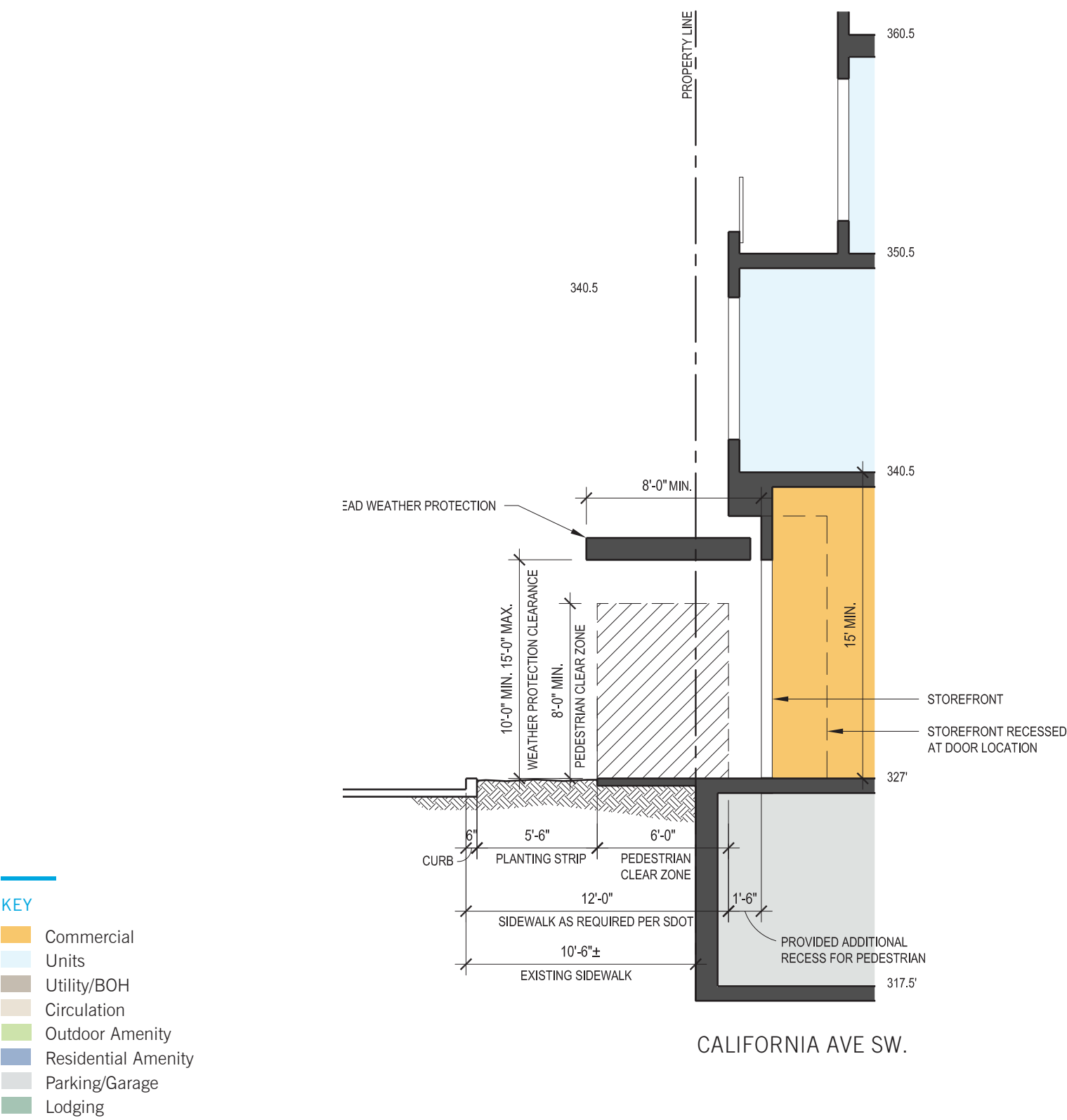


8.0 EDG2 PREFERRED OPTION 3 | ADDITIONAL STUDIES

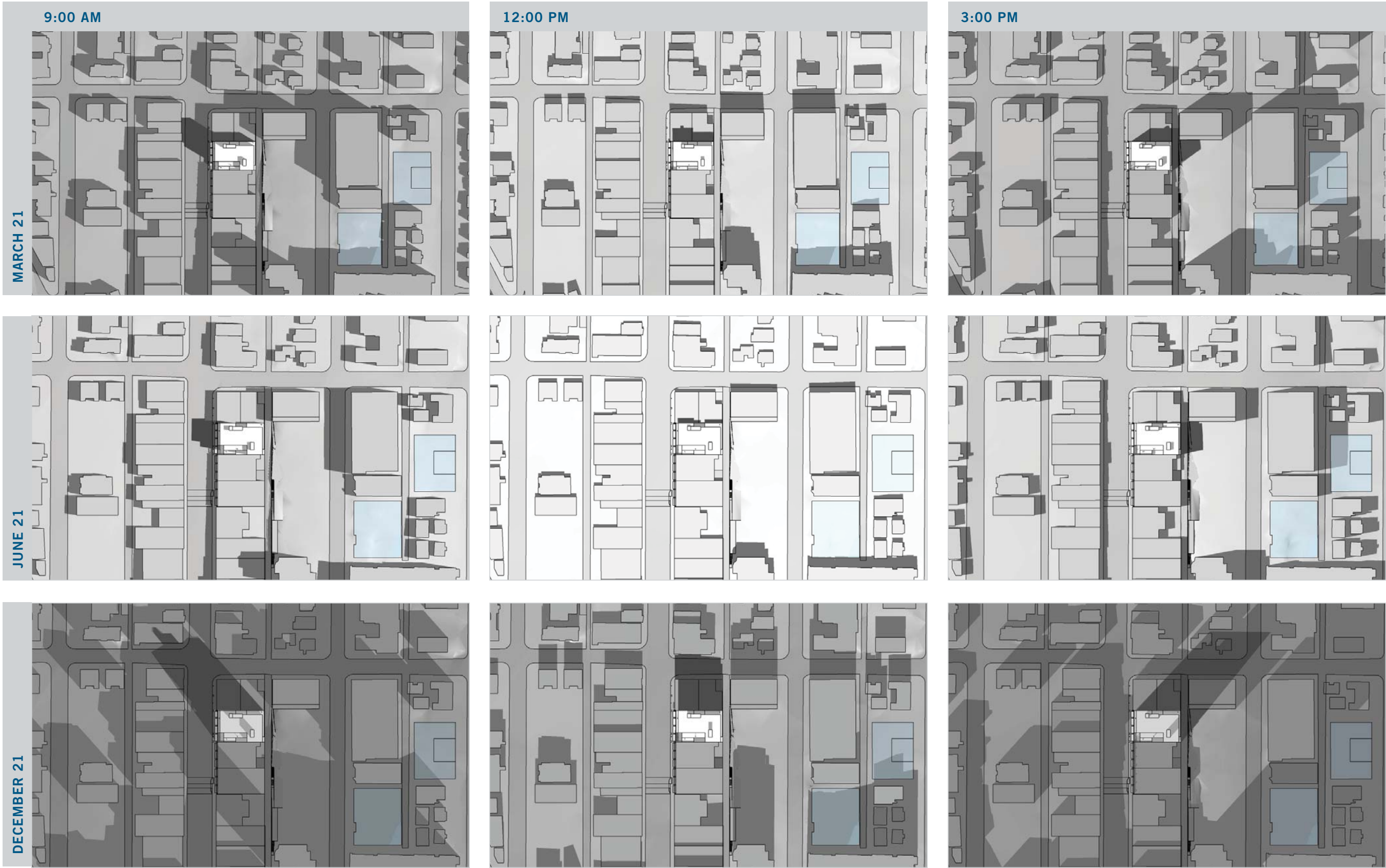
STREETSCAPE STUDY



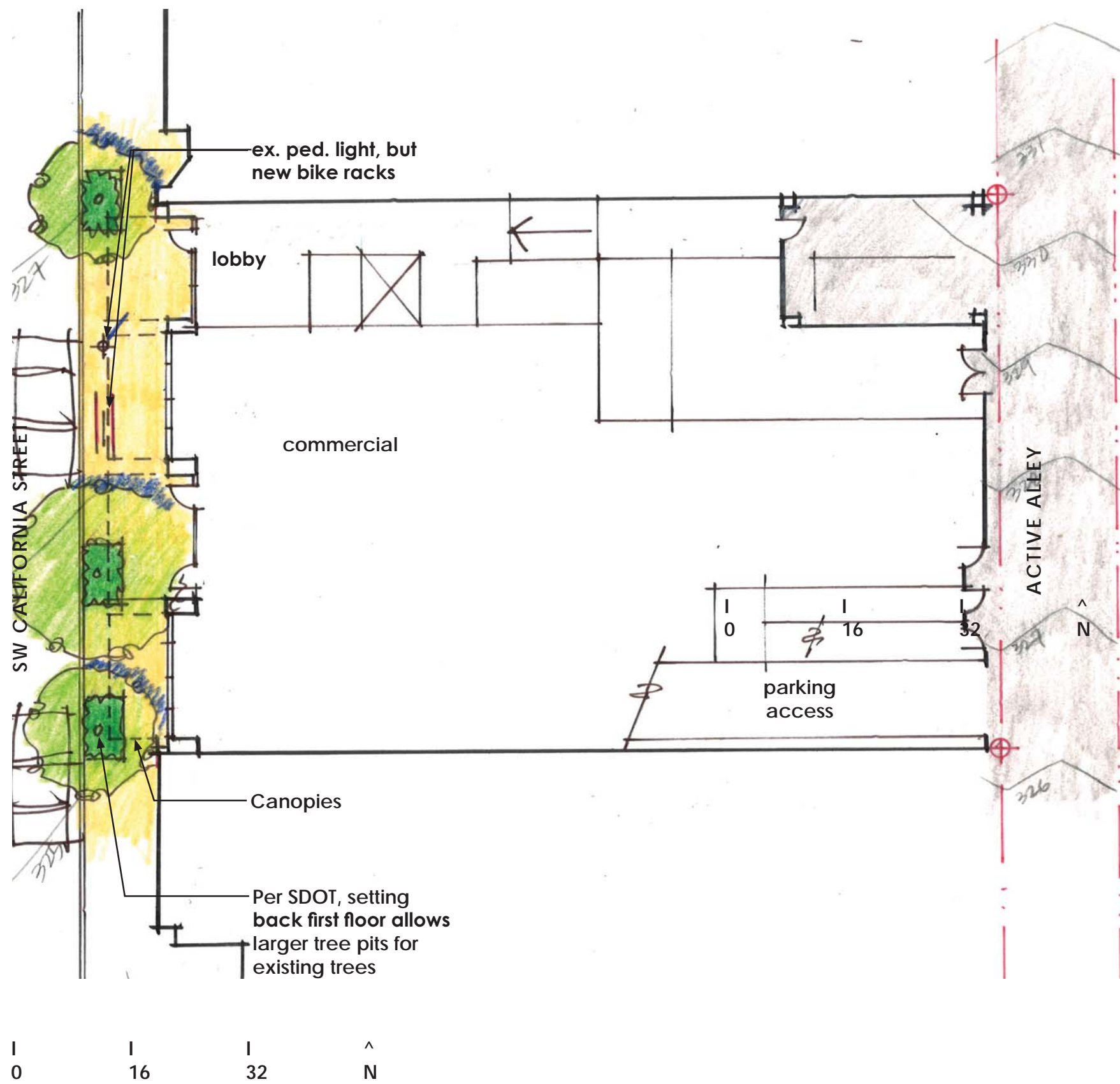
8.0 EDG2 PREFERRED OPTION 3 | STREET SECTION



8.0 EDG2 PREFERRED OPTION 3 | SHADOW



9.0 LANDSCAPE PLAN



support existing active street



new tree wells for existing trees

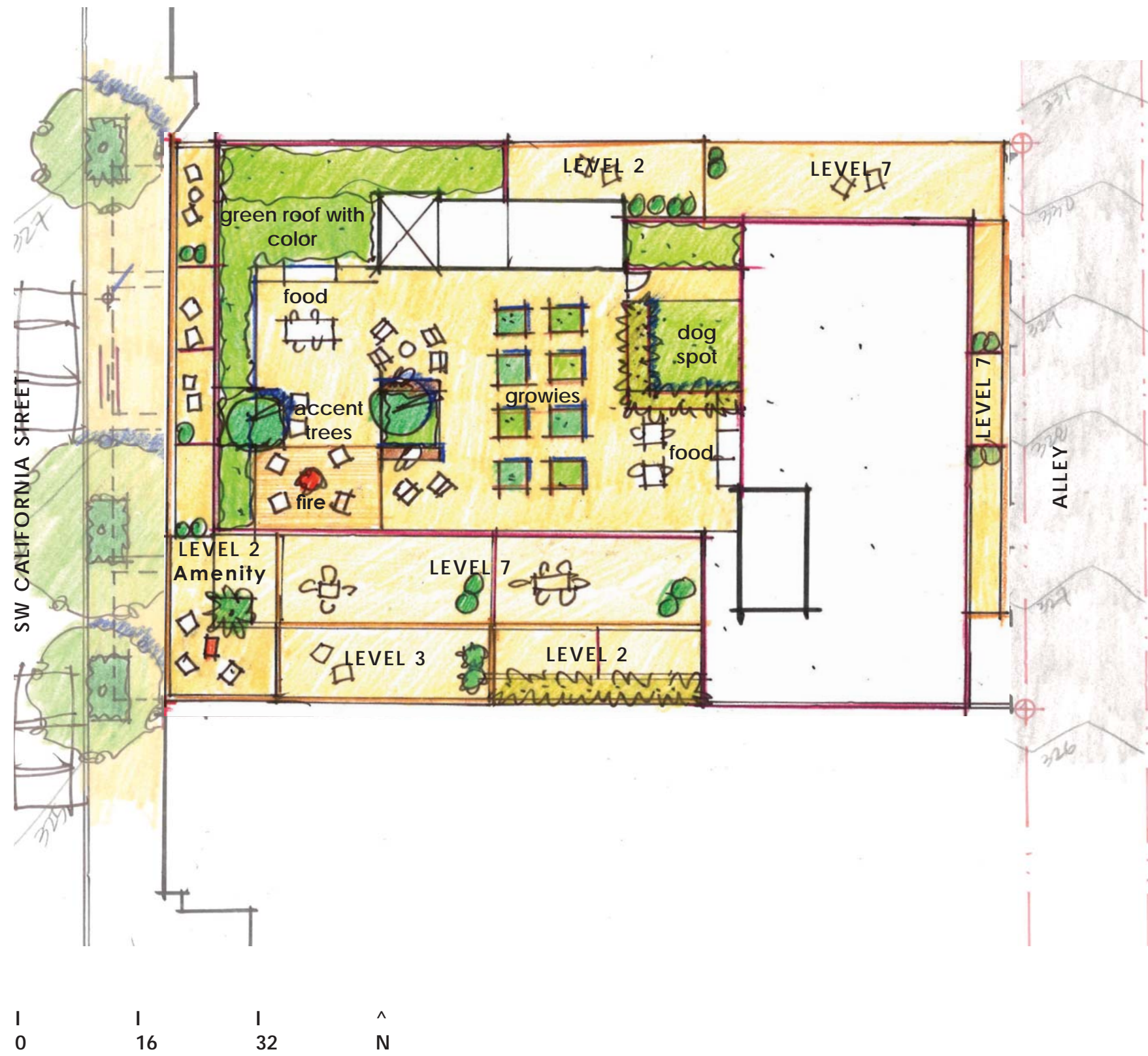


sidewalk/retail shuffle



Tofino better bike rack

9.0 LANDSCAPE PLAN



accent trees



green roof with color



informal fire



dog spot