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**PROJECT INFORMATION**

SITE ADDRESS	4448 California Ave SW
PARCEL NUMBERS	0952006236, 0952006243
PROJECT NUMBER	3037829-EG

**PROJECT TEAM**

ARCHITECT	Atelier Drome Architecture 112 Prefontaine Pl S Seattle, WA 98104
CONTACT	Michelle Linden michelle@atelierdrome.com
BUILDER	STS Construction

**PROJECT CRITERIA**

ZONING	NC2-75(M)
OVERLAYS	West Seattle Junction (hub urban village) Parking flexibility
ABUTTING ZONES	none
CURRENT USE	(2) existing office buildings
LOT AREA	9,718 sf TOTAL 0952006236: 5,405 sf 0952006243: 4,313 sf
ALLOWABLE FAR	53,449 sf (5.5)
ECAs	None
VEHICULAR PARKING	None required (urban village + frequent transit)
SUPPLEMENTAL DG	West Seattle Junction

**PROJECT PROPOSAL**

GROSS BUILDING FLOOR AREA	53,313 sf (preferred scheme)
PROPOSED RESIDENTIAL UNITS	96 units (preferred scheme)
PROPOSED COMMERCIAL UNITS	3 units with commercial passage (preferred scheme)
PROPOSED VEHICULAR PARKING	None
NO. OF STORIES	6 stories of residential over 1 level of commercial at grade
DEMOLITION	Existing office buildings to be demolished

**CONTEXT + SITE**

The project site is located toward the northern end of the West Seattle Junction neighborhood of West Seattle – a neighborhood that is continuing to see new growth within its mixed-use commercial core. Currently, this block mainly consists of smaller scale commercial structures – both storefront style and stand-alone with parking lots – that have not yet been developed to their full potential. Across the alley to the east is also zoned for taller commercial use structures, but is also relatively under-developed.

The local farmer’s market takes place year-round on Sundays, just south of this block (stopping at the intersection of California and Oregon St). Still, pedestrian traffic spills northward to our site on these market days. The site is well-served by frequent transit bus routes along California Ave affording easy access to downtown as well as other areas of West Seattle. Currently, there are also several nearby surface parking lots, signed bike routes, and a multitude of street-side bike racks, providing a variety of transit options.

A driving design theme for the West Seattle Junction neighborhood is the desire to maintain its small town, pedestrian friendly atmosphere, while still welcoming new growth that helps to strengthen the neighborhood qualities. This particular site is located further from the main core of the Junction, but within its boundaries and close to many favorite local businesses and services. The beloved Shadowland is directly adjacent to this project’s lot. Because it is not anticipated that the Shadowland building will be redeveloped in the near future, consideration has been given to our property acting almost as a corner lot gateway, until such time as that lot is reconfigured.

**DEVELOPMENT PROPOSAL**

The proposed project is a new 7-story mixed use building with 6 stories of apartments over a 1-story commercial base. A green roof and roof deck is anticipated, as well as pedestrian access from both the street and the alley. The existing buildings will be demolished.

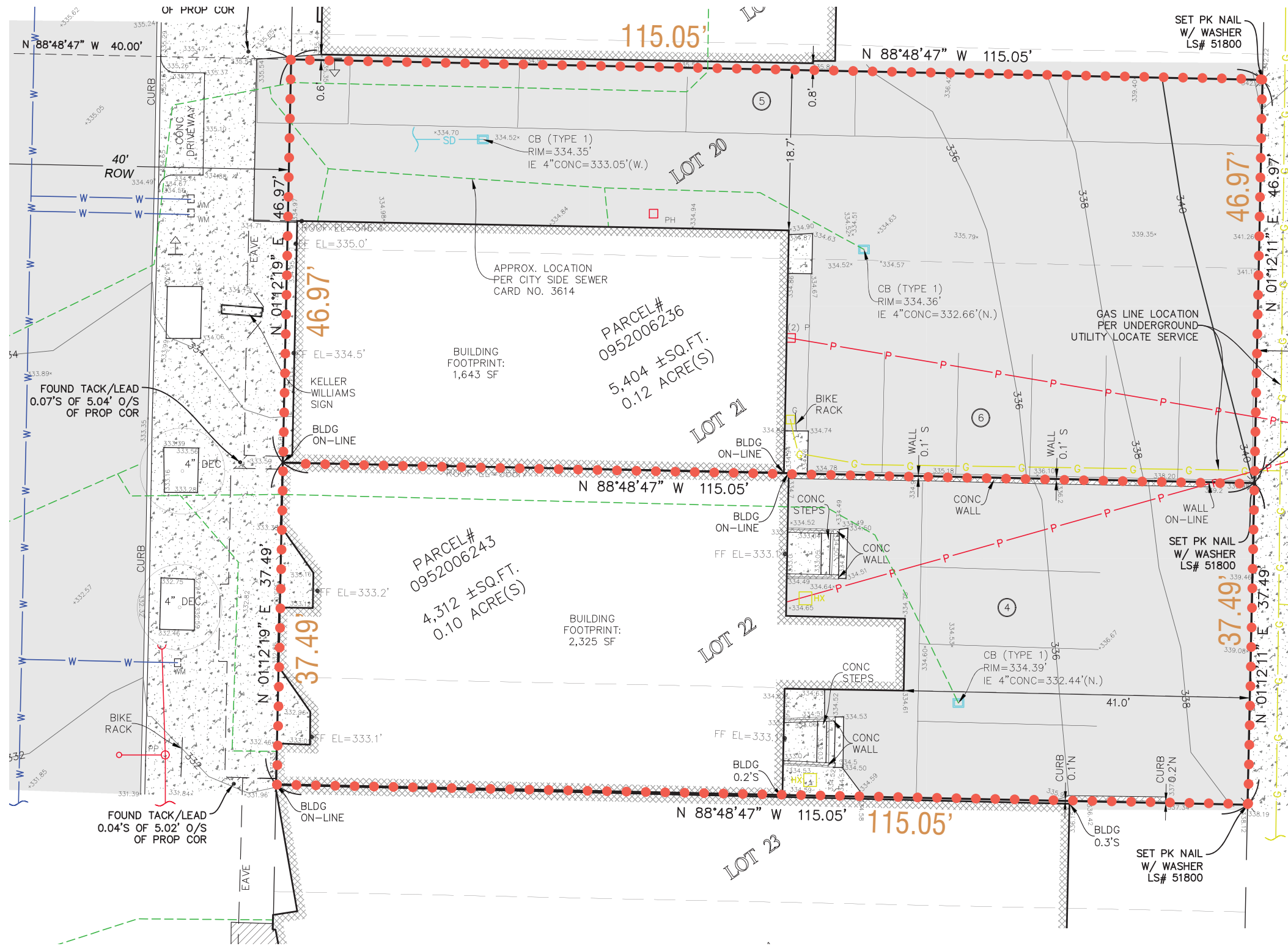
**DEVELOPMENT OBJECTIVES**

Objective 1: Provide visually interesting massing which responds to the building’s role as an important piece of the California Ave fabric, while respecting the character of the existing and historic buildings along California Ave.

Objective 2: Design a building that responds to its adjacency to the gateway corner of California and Oregon.

Objective 3: Provide comfortable and economic housing for a growing neighborhood that wants to maintain its small-town, pedestrian-friendly atmosphere.

# 4.0 SITE PLANS | survey of existing conditions

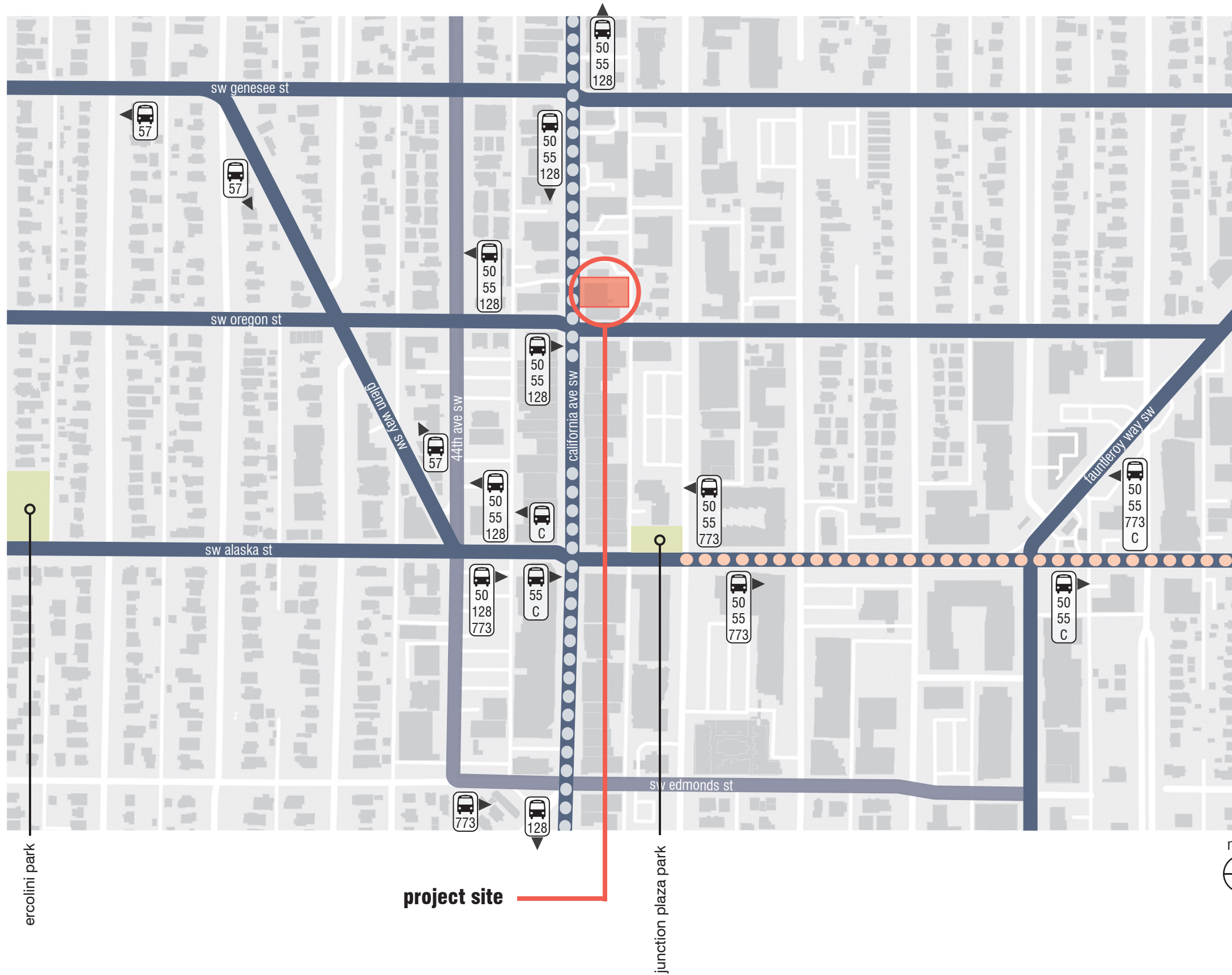


## LEGAL DESCRIPTION

THE SOUTH 22.87 FEET OF LOT 20, AND ALL OF LOT 21, BLOCK 48, 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.

LOT 22 AND THE NORTH 12 1/2 FEET OF LOT 23, BLOCK 48, 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.

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### NEIGHBORHOOD CIRCULATION

The project site is served by multiple bus routes. The 50, 55, 128, and C lines provide service to downtown, south lake union, westwood village, and southcenter.

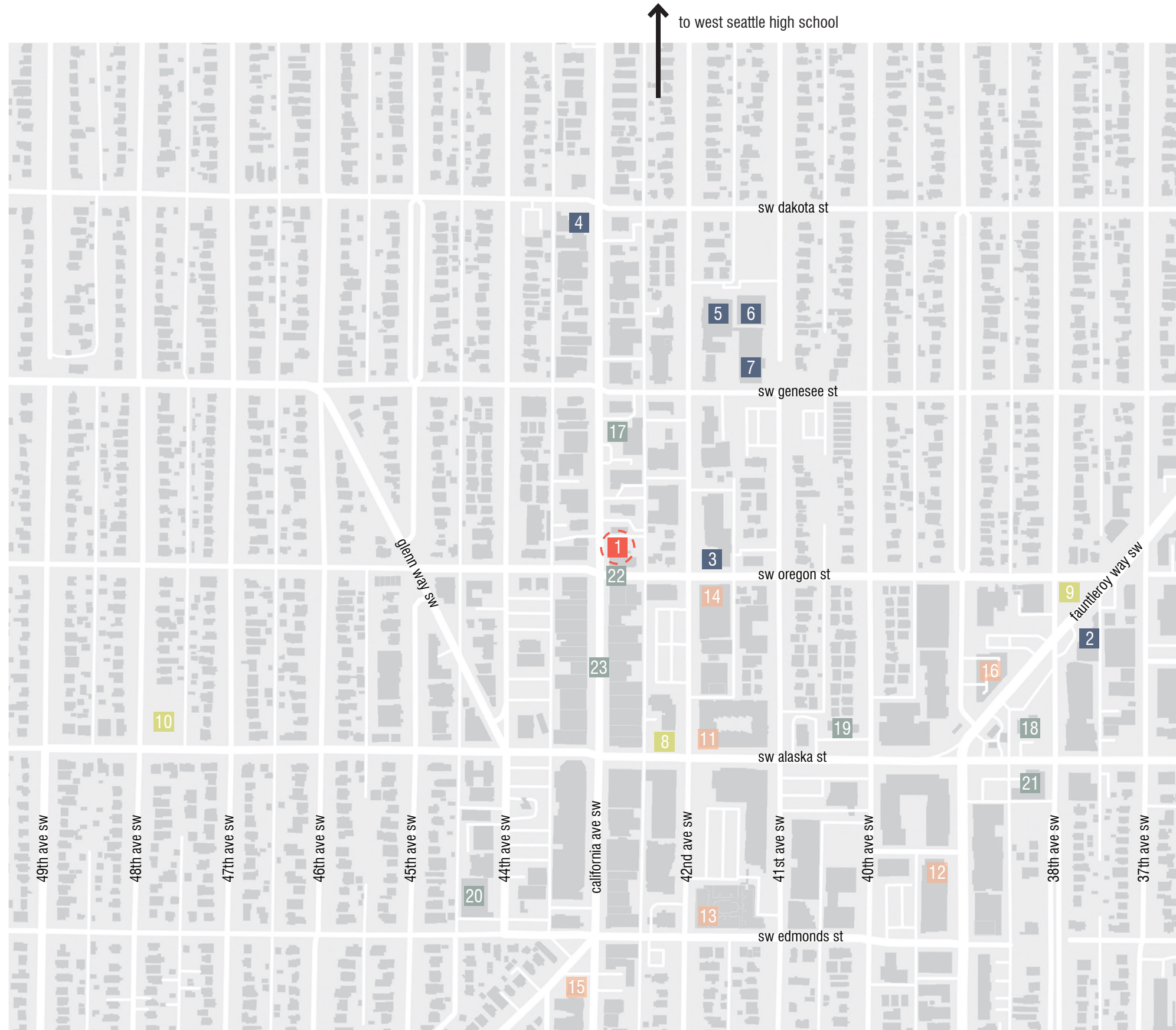
A dedicated cycling route runs east-west on SW Alaska St starting at 42nd Ave SW going east, and a bicycle-friendly road runs north-south along California Ave SW.

The pedestrian experience is very important in this area, with California Ave designated as a “major pedestrian street” and Oregon as an “important pedestrian connector” east/west.

#### legend

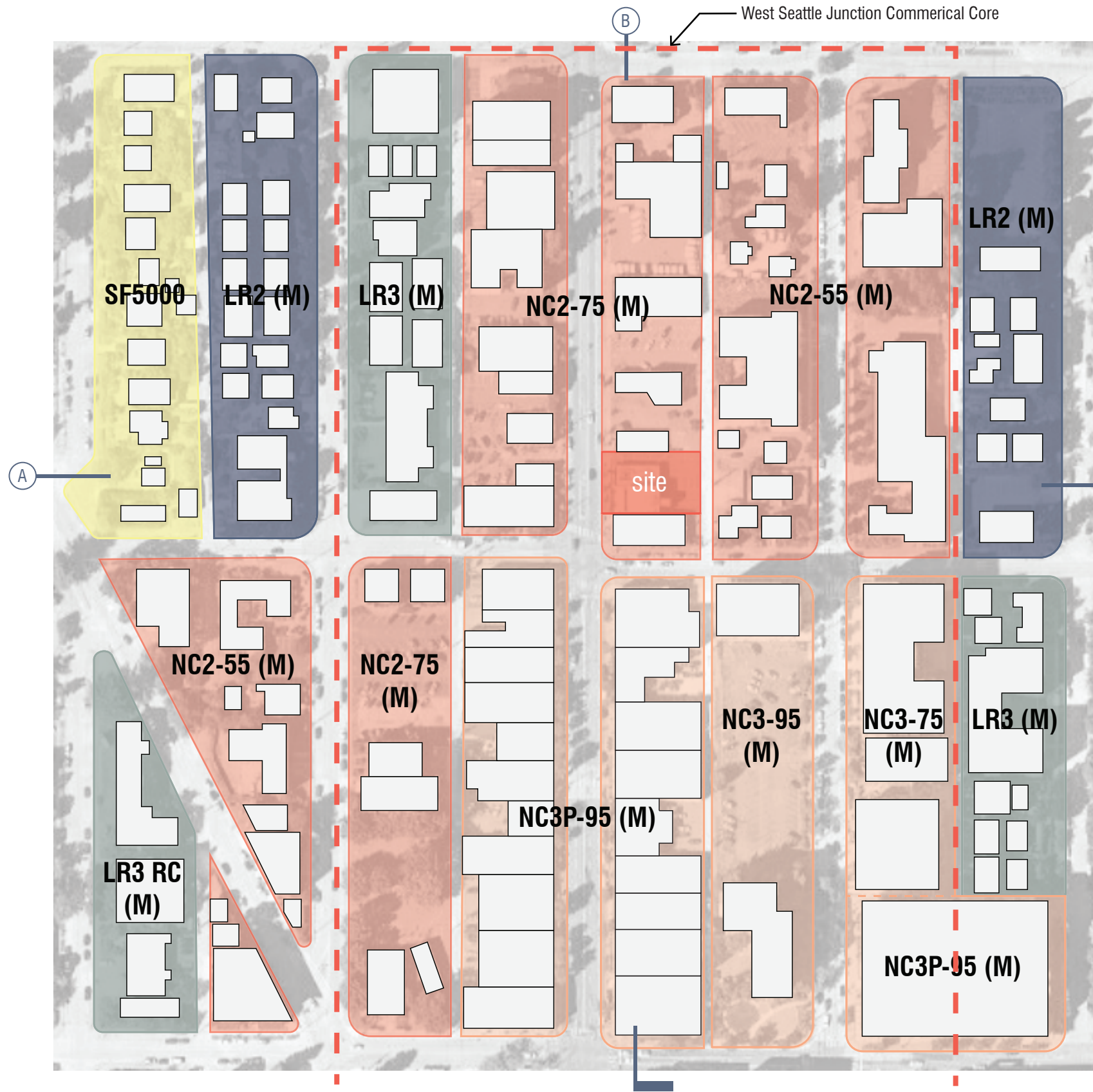
- arterials
- bus stop
- designated bicycle route
- bicycle-friendly roads
- park / open space
- project site





### LOCAL AMENITIES

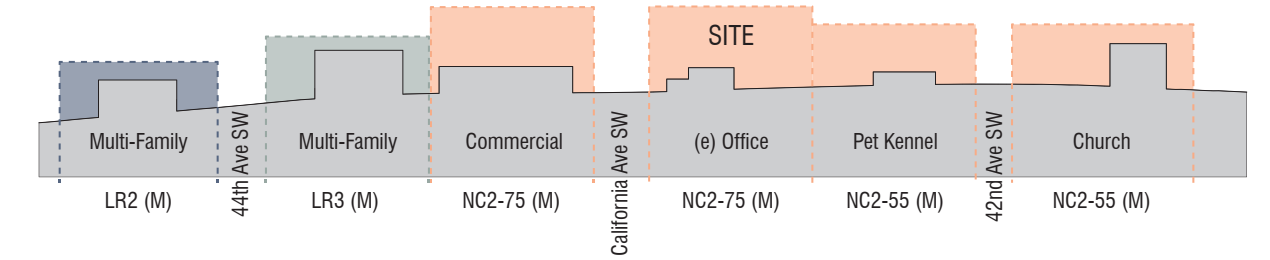
- |                                       |                                       |
|---------------------------------------|---------------------------------------|
| <b>1</b> Project Site                 | <b>17</b> United States Post Office   |
| <b>2</b> Bright Horizons Daycare      | <b>18</b> CHI Franciscan              |
| <b>3</b> Hope Lutheran School         | <b>19</b> Jiffy Lube                  |
| <b>4</b> Tilden School                | <b>20</b> True Value Hardware         |
| <b>5</b> Holy Rosary School           | <b>21</b> Les Schwab Tire Center      |
| <b>6</b> St Christopher Academy       | <b>22</b> Shadowland                  |
| <b>7</b> Seattle Lutheran High School | <b>23</b> West Seattle Farmers Market |
| <b>8</b> Junction Plaza Park          |                                       |
| <b>9</b> Fauntleroy Place             |                                       |
| <b>10</b> Ercolini Park               |                                       |
| <b>11</b> QFC                         |                                       |
| <b>12</b> Wholefoods                  |                                       |
| <b>13</b> Safeway                     |                                       |
| <b>14</b> Bartell Drugs               |                                       |
| <b>15</b> 7-Eleven                    |                                       |
| <b>16</b> Trader Joes                 |                                       |



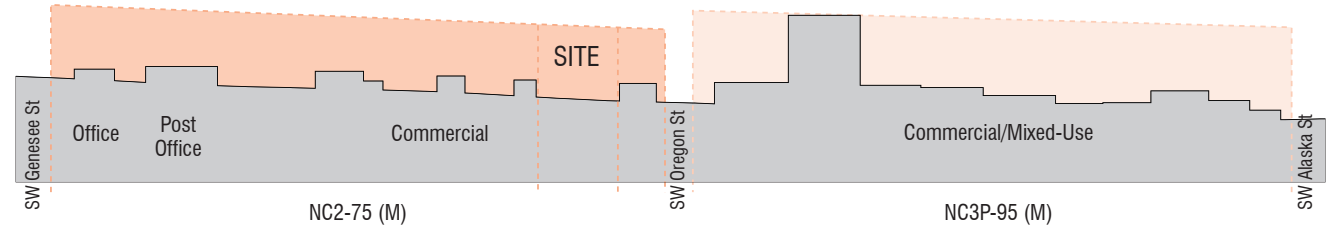
**SITE ZONING**

The site is located in the neighborhood commercial zone NC2-75 (M), which steps up in height to the south NC3P-95 (M) with a pedestrian overlay. The height limit transitions down with LR2, LR3, and SF5000 to the west; and NC2-55 and LR2 to the east. The site is at the north end of the West Seattle Junction commercial core.

Section A



Section B

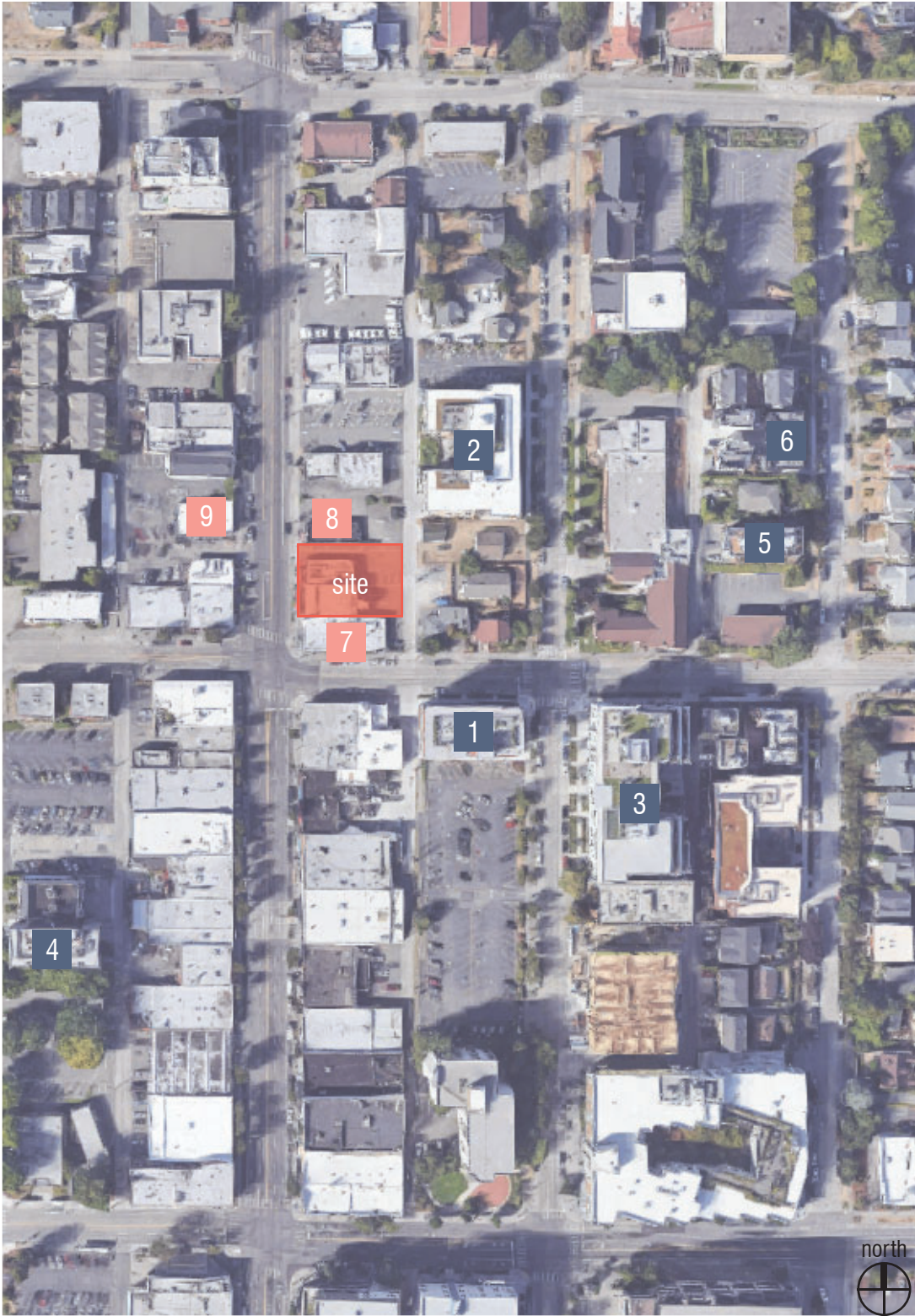


**SURROUNDING USES**

- Project Site
- Mixed-Use
- Multi-Family
- Commercial
- Service Building
- Office/Warehouse
- Single Family
- School/Church



PROJECT LOCATION KEY



MULTI-FAMILY



1. AJ Apartments



4. Vega Apartments



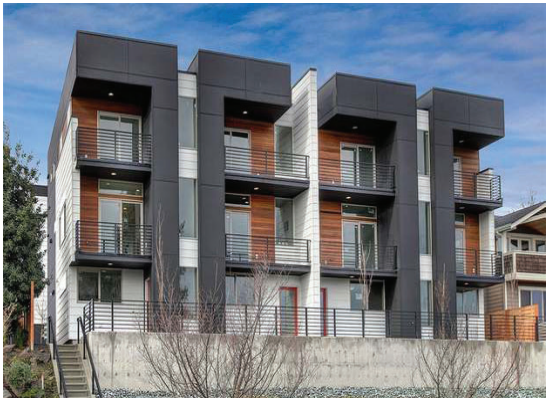
2. Junction Flats



5. 4447 41st Ave SW



3. Oregon 42 Apartments



6. 4437 41st Ave SW

SMALL SCALE COMMERCIAL



7. Shadowland



8. Coastline Burgers



9. Pagliacci Pizza



## MATERIAL CONTEXT

The exterior material language along California Ave consists primarily of brick, stone and/or stucco at the ground floor, with pedestrian display windows typically with transoms above, recessed retail entries, and awnings that blur the boundary between public and private. The facade line is held to the street at the first and second floors, and then sets back above, creating a strong horizontal datum at about 20 feet.

Recently constructed mixed-use buildings utilize the existing language of brick, stone or stucco at the ground floor, and at the upper levels are provided with carefully detailed cement board siding, natural wood siding and metal panels.

### SMALL SCALE COMMERCIAL



Smaller scale commercial buildings using textured metal roofing, outdoor seating, and public facing art to engage the streetscape

### MULTI-FAMILY / MIXED-USE







Apartment developments that use changes in siding material and color to differentiate the corner condition and add interest and scale

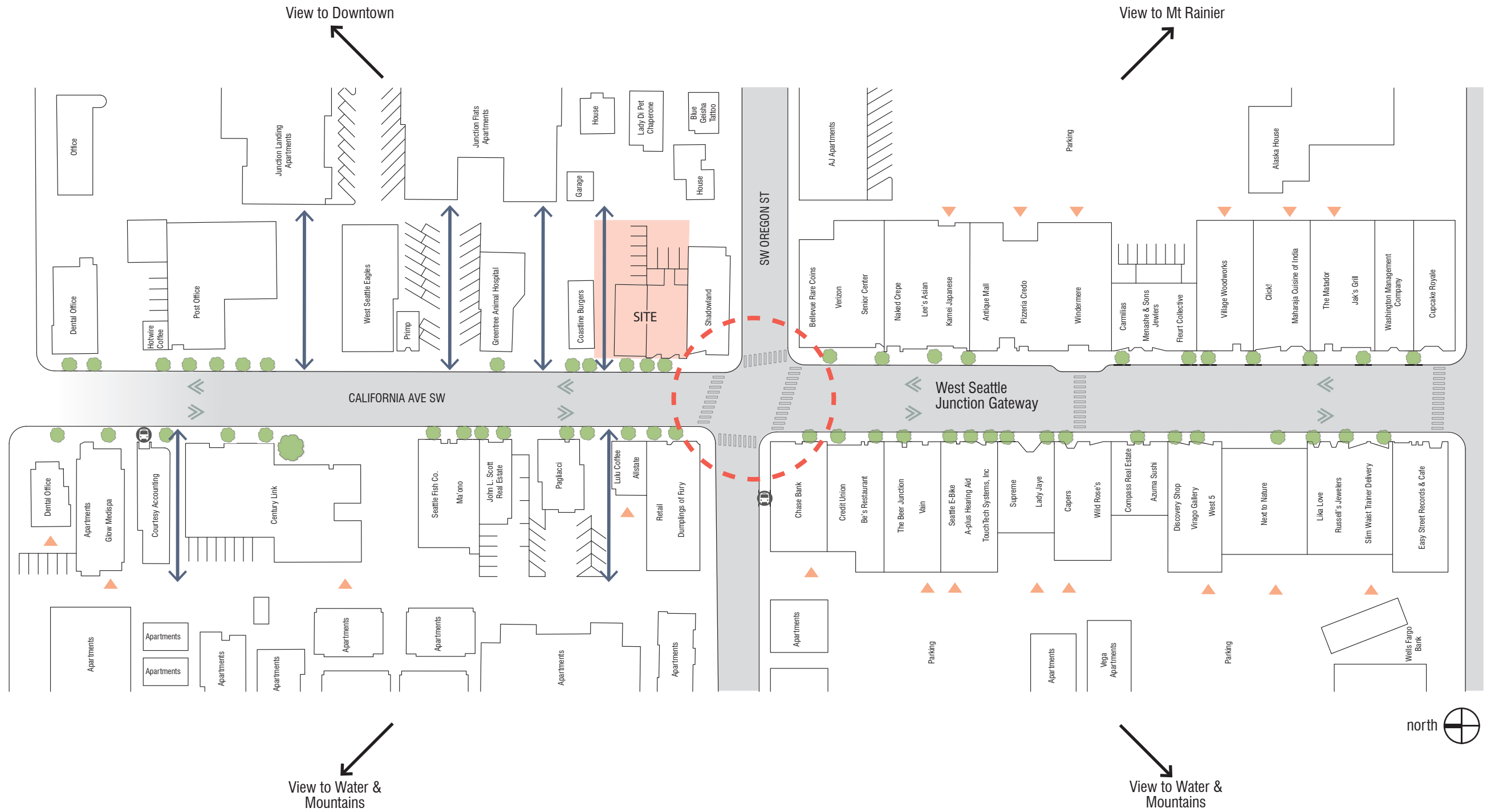
Mixed use development using a strong commercial base below residential units



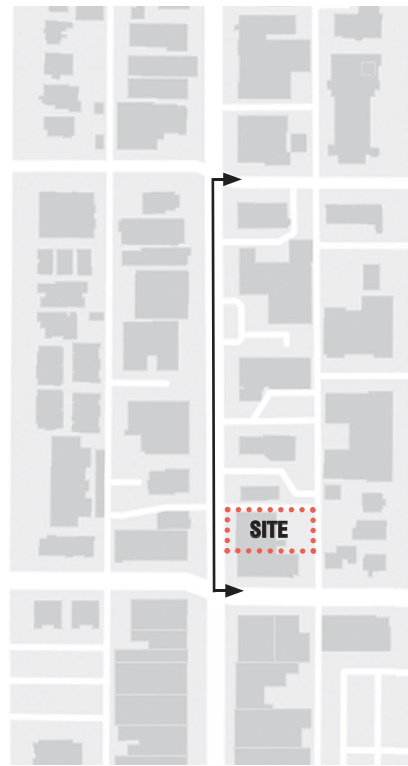


**DIAGRAM LEGEND**

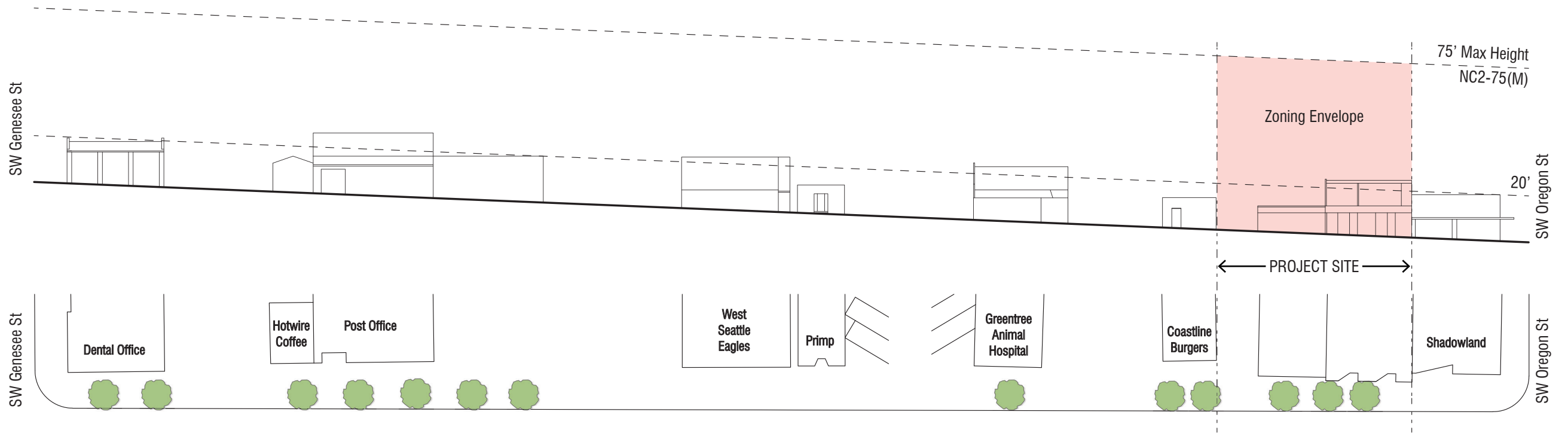
-  Bus Stop
-  Shared Bike Path
-  Alley Entrance
-  Through-Block Connection



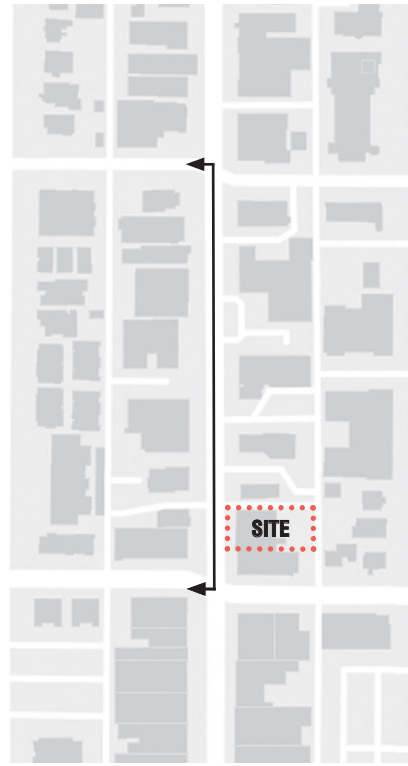
5.0 URBAN DESIGN ANALYSIS | streetscape on california ave sw between sw genesee st & sw oregon st



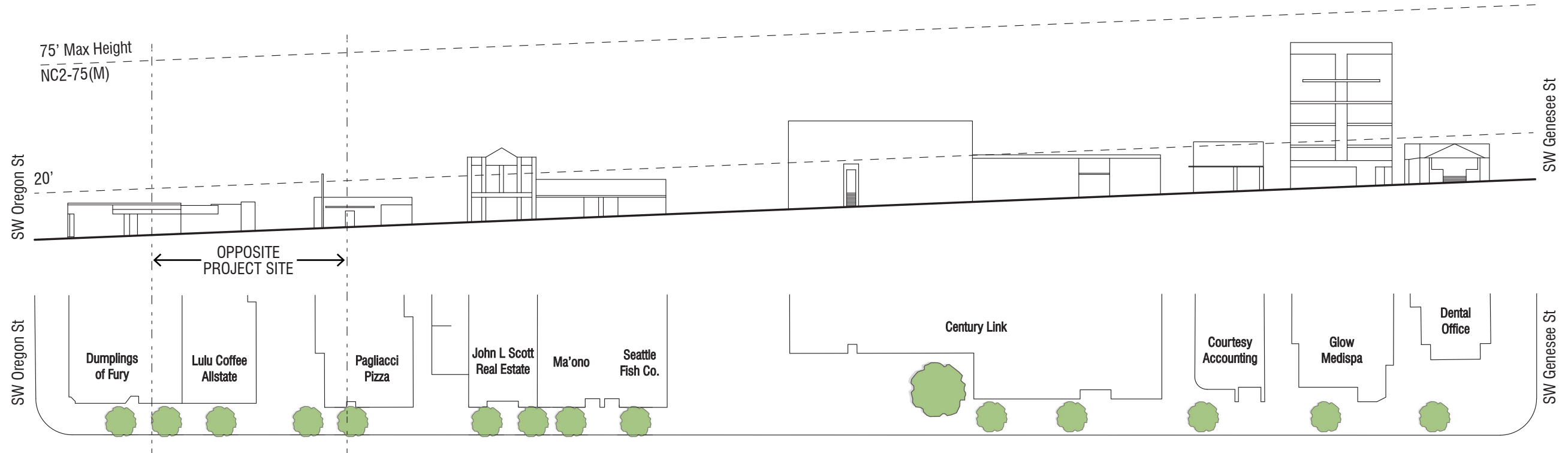
LOOKING EAST







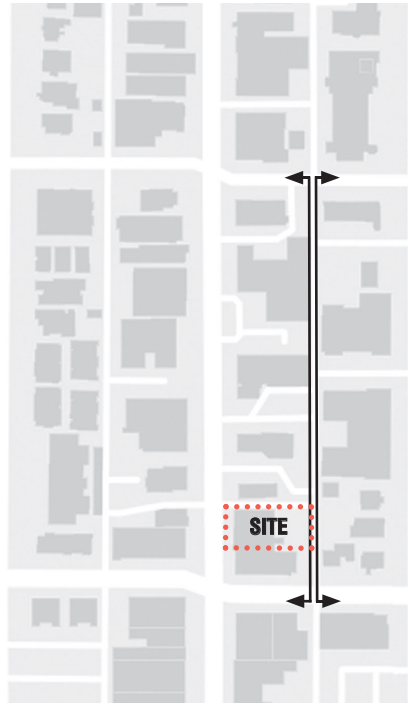
LOOKING WEST



retail



5.0 URBAN DESIGN ANALYSIS | streetscape on alley



LOOKING WEST



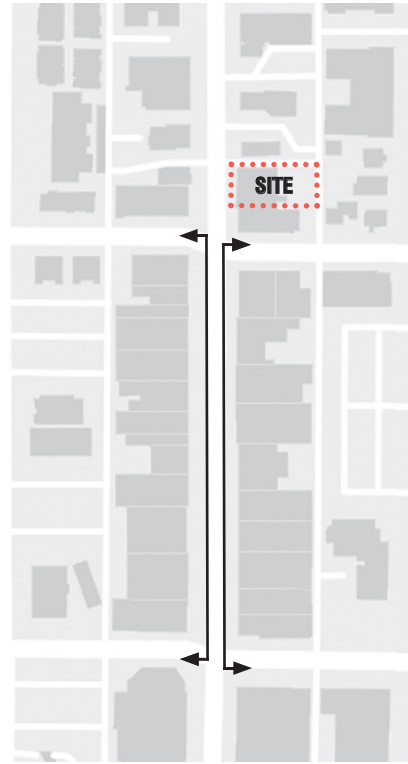
LOOKING WEST



LOOKING EAST







LOOKING EAST



LOOKING WEST







1 View south east from California Ave SW



2 View of site from California Ave SW



3 View west from alley



4 View west from alley



5 View west to site from alley



## OUTREACH METHODS

As part of the community outreach program, the design team chose the following three methods of outreach. All methods of community outreach undertaken at this time were required to be electronic to follow social distancing protocols.

### PRINTED OUTREACH:

Posters were hung in ten locations at visible and accessible intersections within a half-mile of the project site. The posters provided a basic description of the project and advertised the website and outreach hotline created to receive community comments.

### ELECTRONIC/DIGITAL OUTREACH:

The posters hung within the community publicized a hotline number community members could use to request more information. The hotline provided a personalized voice message with information about the site location, brief project description, project email address, project website and the ability to leave a voicemail. The voicemail box was checked daily and any messages left were returned.

### ELECTRONIC/DIGITAL OUTREACH:

Due to the impact of COVID-19, Seattle City Council passed emergency legislation on April 27 which addressed the need for alternatives to in-person meetings. For the Early Outreach process, the temporary rule states that developers need to substitute an additional high impact digital method in lieu of in-person outreach. This project selected the high-impact method of electronic/digital outreach, “2a.Interactive Project website with Public Commenting Function,” to satisfy this requirement per the emergency legislation. The posters hung publicized this website.

## COMMUNITY FEEDBACK

We received no public comment through the outreach methods.



**community outreach**

**PROJECT SITE**

# PUBLIC NOTICE

Share your thoughts about the  
**4448/4452 California Ave SW Project**

This project proposes the demolition of two existing buildings and the construction of a seven-story mixed-use building.

Let us know what you think! Connect with us online or through our project hotline to share your priorities, concerns, and input on this new building and neighborhood overall.

**Project Address:**  
4448/4452 California Ave SW Seattle, WA 98116

**Contact:**  
Michelle Linden

**Website:** atelierdrome.com\4448-4452-california

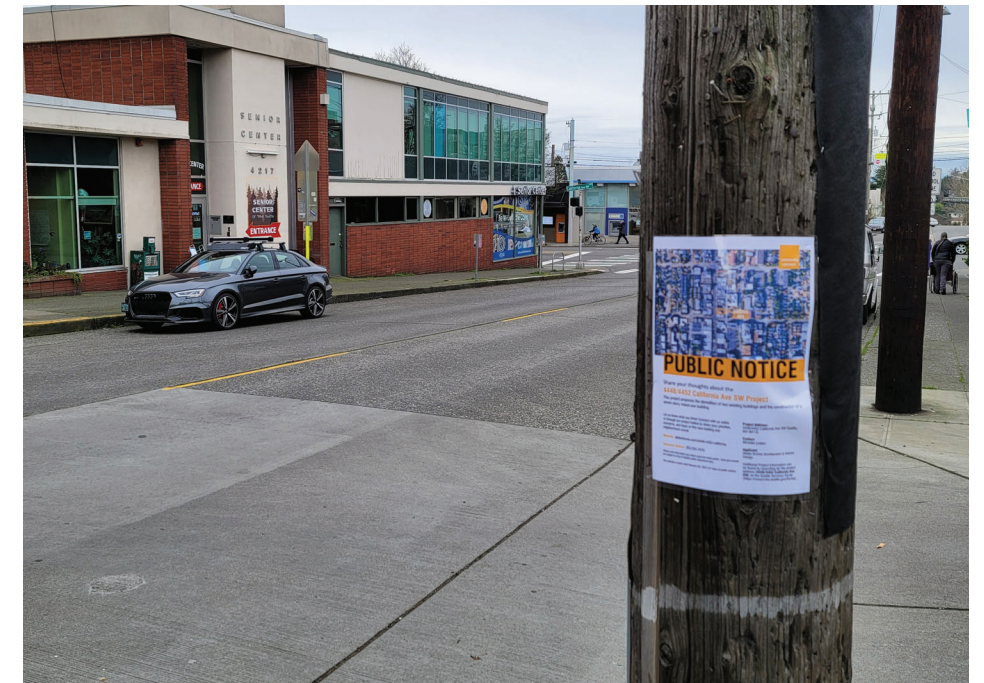
**Outreach Hotline:** 253.234.7476

**Applicant:**  
Atelier Drome Architecture & Interior Design

Please note information you share could be made public. Calls and emails are subject to City of Seattle public disclosure laws.

This website is active until February 26, 2021 (21 days of public notice).

Additional Project Information can be found by searching for the project address (**4448/4452 California Ave SW**) on the Seattle Services Portal (<https://cosaccela.seattle.gov/Portal>).





## 7.0 ZONING DATA

<b>ZONE</b> NC2-75(M)	<b>ABUTS</b> NC2-55(M)	<b>INCENTIVES</b> frequent transit	<b>RESTRICTIONS</b> none	<b>OVERLAY</b> west seattle junction hub urban village	<b>SITE AREA</b> 9,718sf	<b>USES PERMITTED OUTRIGHT</b> residential uses
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### LAND USE CODE INFORMATION

### DESIGN TEAM RESPONSE

#### USES PERMITTED OUTRIGHT 23.47A.004 TABLE A

- Residential uses
- Commercial uses (retail sales, office, eating/drinking establishments)

COMPLIES

#### STREET-LEVEL DEVELOPMENT STANDARDS 23.47A.008

(Residential)

- Blank segments of street-facing facades between 2 - 8 feet above the sidewalk may not exceed 20 feet in width. Facades with screening or landscaping are not considered blank.
- The total of all blank facade segments may not exceed 40% of the facade width 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
- At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry
- The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk

WILL COMPLY

(Commercial)

- 60% of street-facing facades between 2 - 8 feet above the sidewalk shall be transparent
- Non-residential uses greater than 600sf shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from street-level, street-facing facade
- Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet

#### MAXIMUM STRUCTURE HEIGHT 23.47A.012

- Maximum structure height = 75 feet
- Certain rooftop features may also extend beyond the height limit (in particular, a stair or elevator penthouse may extend an additional 16 feet), however, some of these features must be located at least 10 feet from the north edge of the roof

COMPLIES

#### MAXIMUM FAR 23.47A.013

- 5.5 on a lot outside of the Station Overlay District  
lot area: 9,718 sf  
max. FAR: 53,449 sf
- Area exempt from FAR: underground stories, portions of a story that extend no more than 4 feet above grade, rooftop greenhouse area

53,320 sf proposed

COMPLIES

#### SETBACK REQUIREMENTS 23.47A.014

Front (California AVE SW): for zones with a height limit of 75 feet, portions of structures above 65 feet must be set back from the front lot line by an average depth of 8 feet

Rear: none

Side: none (does not abut a residential zone)

Side: none (does not abut a residential zone)

COMPLIES



<b>ZONE</b> NC2-75(M)	<b>ABUTS</b> NC2-55(M)	<b>INCENTIVES</b> frequent transit	<b>RESTRICTIONS</b> none	<b>OVERLAY</b> west seattle junction hub urban village	<b>SITE AREA</b> 9,718sf	<b>USES PERMITTED OUTRIGHT</b> residential uses
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**LAND USE CODE INFORMATION**

**DESIGN TEAM RESPONSE**

<b>LANDSCAPING &amp; SCREENING STANDARDS 23.47A.016</b>	<b>WILL COMPLY</b>
<ul style="list-style-type: none"> <li>A greenfactor score of 0.3 or greater is required (functionally equivalent to landscaping 30% of lot)</li> <li><i>*note: credit is awarded for green roofs, planters, green walls, landscaping, and plantings in the adjacent right-of-way</i></li> <li><i>*note: street trees are required and are counted towards the greenfactor requirement</i></li> </ul>	

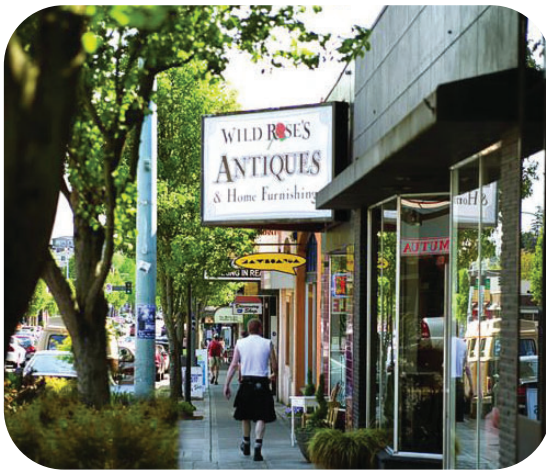
<b>LIGHT &amp; GLARE STANDARDS 23.47A.022</b>	<b>WILL COMPLY</b>
<ul style="list-style-type: none"> <li>Exterior lighting must be shielded and directed away from adjacent uses</li> </ul>	

<b>REQUIRED AMENITY AREA 23.47A.024</b>	<b>COMPLIES</b>
<ul style="list-style-type: none"> <li>5% of the total gross floor area in residential use required (area excludes mech equipment and parking)</li> <li>Bio-retention facilities qualify as amenity areas</li> <li>All residents shall have access to at least one common or private amenity area</li> <li>Amenity areas shall not be enclosed</li> <li>No common amenity area shall be less than 250sf and shall have a minimum horizontal dim of 10 feet</li> <li>Private balconies and decks shall have a minimum area of 60sf and no horizontal dimension shall be less than 6 feet</li> </ul>	

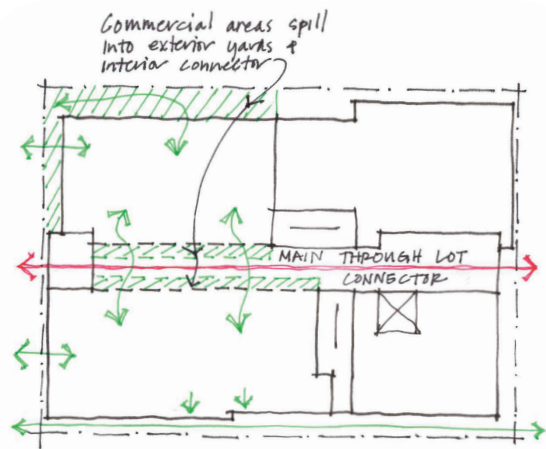
<b>REQUIRED PARKING 23.54.015</b>	<b>COMPLIES</b>
<ul style="list-style-type: none"> <li>No minimum requirement for all residential and non-residential uses in commercial zones within urban villages if the residential use is located within a frequent transit service area</li> <li>Commercial uses = 1 bicycle space per the first 50 dwelling units, 0.75 per dwelling unit after (long term), 1 short term space per 20 dwelling units</li> <li>Residential uses = 1 bicycle space per the first 50 dwelling units, 0.75 per dwelling unit after (long term), 1 short term space per 20 dwelling units</li> </ul>	

<b>MANDATORY HOUSING AFFORDABILITY 23.58C.040 TABLE B</b>	<b>DEVELOPER CONTRIBUTION WILL COMPLY</b>
<ul style="list-style-type: none"> <li>Low area</li> <li>Zones with a (M) suffix - \$7.92/sf developer contribution (residential) / \$5.78/sf (commercial)</li> </ul>	

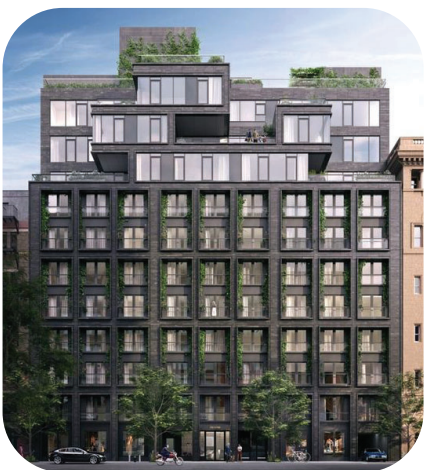




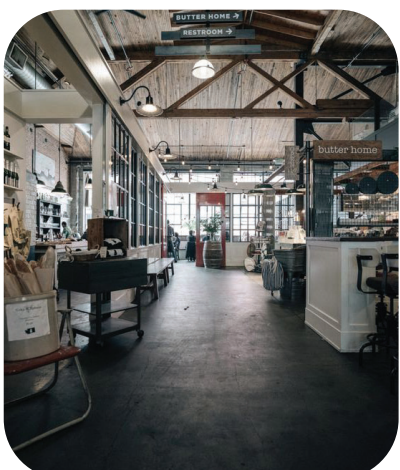
streetscape compatibility



visual and physical connection to commercial spaces



streetscape compatibility



interior market visible from exterior



architectural expression considered on all facades

### Seattle Design Guidelines

#### PL3: Street Level Interaction

##### C. Retail Edges

- 1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.
- 2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.
- 3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

The preferred scheme provides a variety of opportunities for street level interaction. The west façade is intended to be highly glazed, allowing for both a physical and visual connection to the interior. The commercial spaces face both outward towards the street and north/south lot lines, as well as inwards creating an interior market space. With outdoor seating at the recessed mass as well as an opportunity for incorporating interior space for use by the retailers, the project accommodates an all-weather market-place. It is anticipated that the retail uses will spill into the interior open space, as well as the exterior.

#### DC2: Architectural Concept

##### B. Architectural and Façade Composition

- 1. Façade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.
- 2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians. These may include:
  - a. newsstands, ticket booths and flower shops (even if small or narrow);
  - b. green walls, landscaped areas or raised planters;
  - c. wall setbacks or other indentations; d. display windows; trellises or other secondary elements;
  - e. art as appropriate to area zoning and uses; and/or f. terraces and landscaping where retaining walls above eye level are unavoidable.

This project is located mid-block, but will likely be highly visible for the time being. To the south, is the venerated Shadowland, to the north a small scale commercial structure, and to the east is the alley. As such, care has been given to ensure that all facades are considered compositionally, and provide attractive elements including balconies, fenestration, and materiality that wraps all sides. Care has been given to minimize blank walls, with very few blank walls occurring in the preferred scheme. The twisting forms accommodate balconies that are fully integrated into the massing and fenestration patterns as well as lighter weight balconies that act as secondary architectural elements.

### West Seattle Junction Design Guidelines

#### CS2: Urban Pattern & Form (West Seattle Supplemental Guidance)

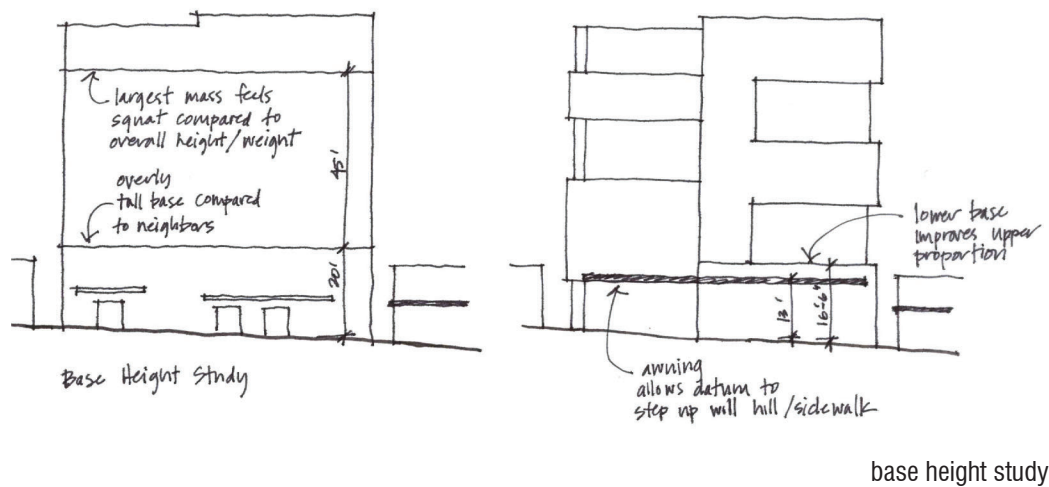
- I. Streetscape Compatibility
 

A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction's mixed use areas (as previously defined). New development—particularly on SW Alaska, Genesee, Oregon and Edmunds Streets—will set the precedent in establishing desirable siting and design characteristics in the right-of-way.

  - i. Reduce the scale of the street wall with well organized commercial and residential bays and entries, and reinforce this with placement of street trees, drop lighting on buildings, benches and planters.
  - ii. Provide recessed entries and ground-related, small open spaces as appropriate breaks in the street wall.

The preferred scheme breaks up the street wall in a variety of ways. The southern portion of the massing extends close to the sidewalk, with recessed entries for the commercial and residential entries. This portion of the massing is approximately 16'-6" tall, to reflect the height/scale of neighboring structures, with the upper stories of the massing set back further from the street edge in order to reduce the scale of the street wall and avoid looming over the streetscape. Recessed entries are provided that reflect the similar entries up and down the block. At the northwest corner of the structure, the mass is set even further back, providing a small ground-related open space, anticipated to be used for outdoor dining.





base height study

proportional massing

varied setbacks enhance the pedestrian environment

dual function short term bike parking

human scale weather protection

III. Height, Bulk and Scale

Current zoning in the Junction has created abrupt edges in some areas between intensive, mixed-use development potential and less-intensive, multifamily development potential. In addition, the Code-complying building envelope of NC-65' (and higher) zoning designations permitted within the commercial core (see Map 1, page 1) would result in development that exceeds the scale of existing commercial/mixed-use development. More refined transitions in height, bulk and scale—in terms of relationship to surrounding context and within the proposed structure itself—must be considered.

ii. The massing prescribed by Neighborhood Commercial development standards does not result in mixed-use development that is compatible with the existing context. Among recent development in NC-65' zones and higher, the base (ground level commercial area) often appears truncated by the upper residential levels within a mixed-use building. The 13-foot, lot line – to – lot line commercial ground floor is an inadequate base for buildings of this size in terms of overall proportion. Moreover, surrounding commercial structures along California Avenue tend to have a building mass of 20 to 30 feet at the front property line. Therefore, for new development in Neighborhood Commercial zones 65' or higher:

- a. Patterns of urban form in existing built environment, such as setbacks and massing compositions.
- b. Size of Code-allowable building envelope in relation to underlying platting pattern.

.iii. New buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the façade— particularly important for long buildings—into sections and character consistent with traditional, multi-bay commercial buildings prevalent in the neighborhood's commercial core (see map 1, page 1).

At the northern end of California, where this side is located – the majority of the existing structures have a 20' massing or shorter, as compared to the southern end of California. This reduced scale is also reflected in the zoning, with a lower height limit at the northern end than at the denser, more active portions of California Ave. As such, while it is important for the base to extend higher than a single story – a two-story base likewise feels out of scale. Our preferred scheme utilizes the patterns in the existing built environment to provide a 1.5 story base. Additionally, by setting back a portion of the massing, the street edge and façade are broken up into a scale more consistent with the neighborhood's commercial core buildings. Modulation at all levels helps to break up all visible facades.

**PL1: Connectivity (West Seattle Supplemental Guidance)**

*I. Human Activity*

An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realms.

i. Particularly in the California Avenue Commercial Core (see map 1, page 1), proposed development is encouraged to set back from the front property line to allow for more public space that enhances the pedestrian environment. Building facades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.

iii. When a setback is not appropriate or feasible, consider maximizing street level open space with recessed entries and commercial display windows that are open and inviting.

A portion of the preferred massing extends close to the property line, but the northwest corner is intentionally set back in order to accommodate an outdoor dining space or similar public space. Large, inviting windows are anticipated along this edge to provide nighttime lighting as well as a connection to the interior. The massing at the southwest edge extends closer to the sidewalk, and is intended to provide recessed entries (responsive to the adjacent Shadowland entry) and large, open, and inviting storefront windows.

**PL2: Walkability (West Seattle Supplemental Guidance)**

*I. Human Scale*

Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

i. Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.

Overhead weather protection should be designed with consideration given to:

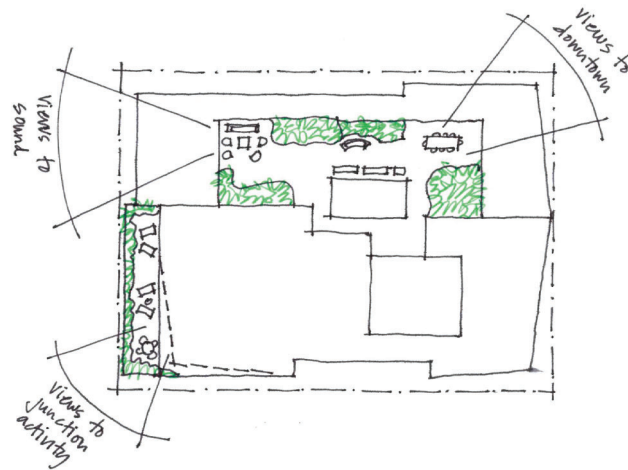
- a. Continuity with weather protection on nearby buildings
- b. When opaque material is used, the underside should be illuminated
- c. The height and depth of the weather protection should provide a comfortable scale for pedestrians.

The majority of overhead weather protection along the northern length of California Ave is slung low, just over the door/window heads. While this project seeks to provide continuity of weather protection with nearby buildings, the intention is to provide a





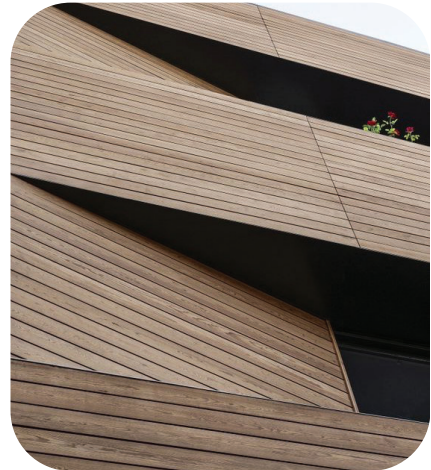
outdoor dining provides break in street wall



amenity spaces oriented towards views



architectural expression considered on all facades



integrated balconies

raised awning closer to 13', which will better reflect the overall height and proportion of the building. Additionally, a raised awning will provide a more comfortable scale for the outdoor patio/dining spaces and entries. Uplighting or other soffit lighting will provide a soft glow on the underside of the awnings.

II. Pedestrian Open Spaces and Entrances

Design projects to attract pedestrians to the commercial corridors (California, Alaska). Larger sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. The Design Review Board would be willing to entertain a request for departures from development standards (e.g. an increase in the 64% upper level lot coverage in NC zones and a reduction in open space) to recover development potential lost at the ground level.

i. Street Amenities: Streetscape amenities mark the entry and serve as way finding devices in announcing to visitors their arrival in the commercial district. Consider incorporating the following treatments to accomplish this goal:

- a. pedestrian scale sidewalk lighting;
- b. accent pavers at corners and midblock crossings;
- c. planters;
- d. seating.

ii. Pedestrian enhancements should especially be considered in the street frontage where a building sets back from the sidewalk.

Note: The recently completed California Avenue SW street improvement project offers good examples of street amenities that could be repeated in portions of new developments that extend into the public realm. Details of these streetscape elements can be obtained from the West Seattle Junction Association.

All options offer a setback of some degree on the ground floor to allow for spillage from the commercial units to the public space. Our preferred scheme, has multiple breaks in the streetscape, accommodating a variety of pedestrian open spaces and entrances. A walkway along the southern edge of the property allows for a connection to the interior commercial spaces, as well the through the entire lot. While, the building at the northern edge doesn't allow for a through lot connection, it has a deeper setback which allows the commercial space to spill out on both the north and west facades – providing an active streetscape. The western edge of the façade extends close to the sidewalk, with recessed entries that help to mimic the existing condition of the other commercial spaces along the block. The larger setback to the north creates a break in the street wall while allowing the commercial spaces to spill and mingle with the pedestrian walk. At the interior, the design provides an interior walkway through the lot, intermingling commercial and residential uses in an open market style, encouraging movement through the site to areas beyond. Street amenities and pedestrian enhancements are anticipated to include pedestrian scale lighting, planters, and seating, per the design guidelines.

**DC2: Architectural Concept**

I. Architectural Concept and Consistency

i. New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher - should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial

level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.

ii. The use and repetition of architectural features and building materials, textures and colors can help create unity in a structure. Consider how the following can contribute to a building that exhibits a cohesive architectural concept:

- a. facade modulation and articulation;
- b. windows and fenestration patterns;
- c. trim and moldings;
- d. grilles and railings;
- e. lighting and signage.

In general, the ground floor levels have been designed to read as part of the overall massing, but can also be distinguished as a commercial base through the use of secondary architectural features such as overhangs and materiality. While located within the Junction, this project site is slightly off the beaten path, and accordingly relates to its neighboring buildings in a slightly different way. Proportionally, a two story base for a 75' building (compared to the 85' structures down the street) appears to be too tall, especially when compared to the existing structures on the block. Alternatively, a one story base appears too squat. Our preferred scheme utilizes a 1.5 story base (one tall story plus parapet), reinforcing the scale of the block while still creating a substantial base that extends close to the front and side property lines. With a playful massing, the intent is to avoid a disconnect between the commercial base and upper residential units and to instead maintain a coherency in architectural concept through the repetition of architectural features including façade modulation, windows and fenestration patterns, and materials that extend from the ground plane to the sky.



DESIGN CONSIDERATIONS & LESSONS LEARNED FROM NEARBY DEVELOPMENT IN PROGRESS



4508 California Ave SW

- Guidance to break up blank walls where possible
- Support of 2nd story amenity space and connection to the street
- Supported varying setbacks @ streetscapes



2715 California Ave SW

- Recommended reduced landscaping at ground level to allow for more active streetscape
- Recommended clear distinct entries for commercial vs residential spaces

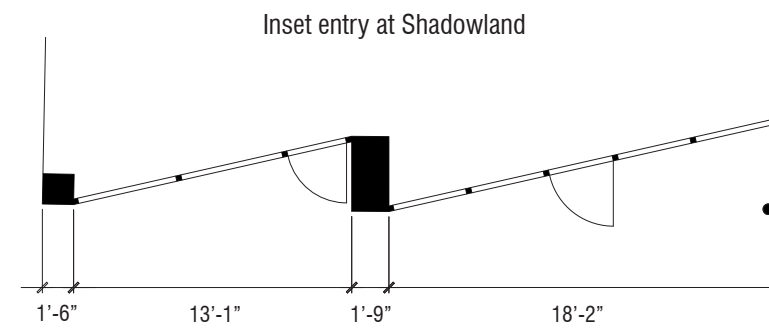
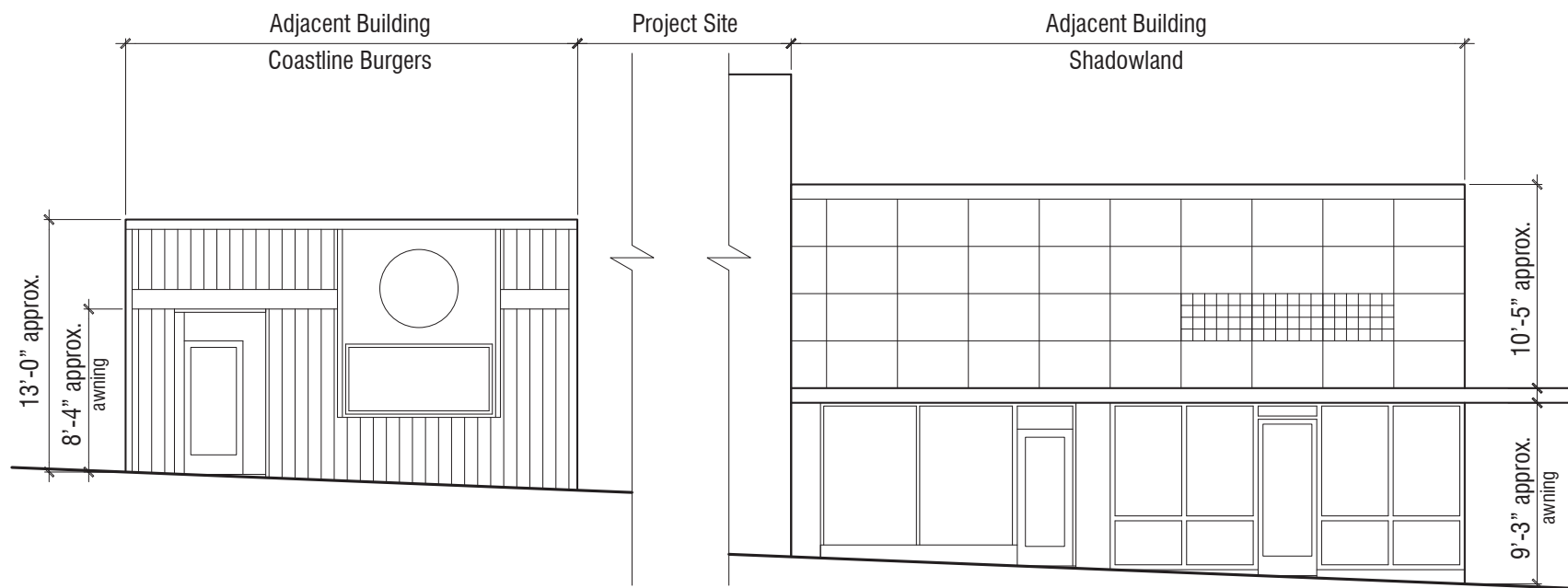


4747 California Ave SW

- Encourage setting back base level for pedestrian spillover
- Supported one story base in lieu of two story base when consistent with neighboring structures



- Guidance to reduce blank walls where feasible
- Guidance to ensure pedestrian safety at alley with welcoming entry

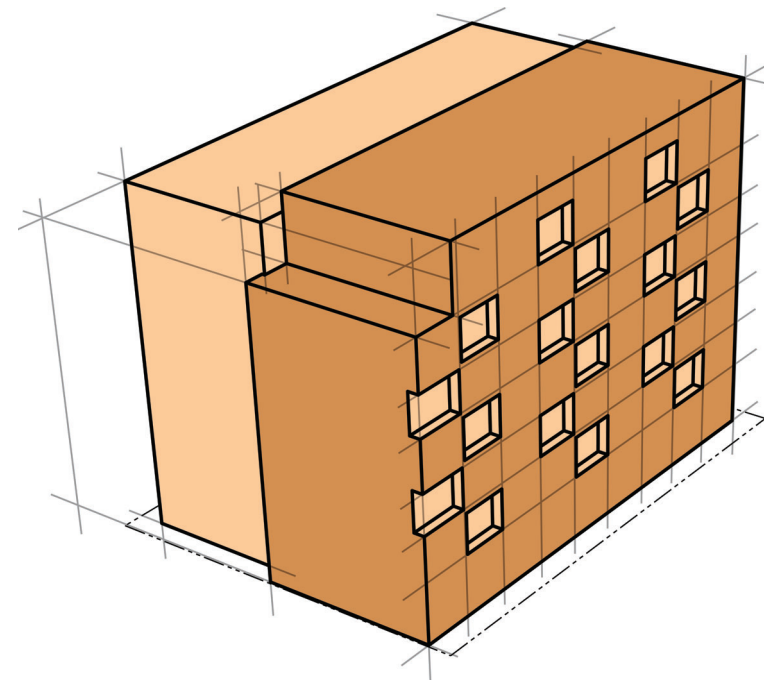




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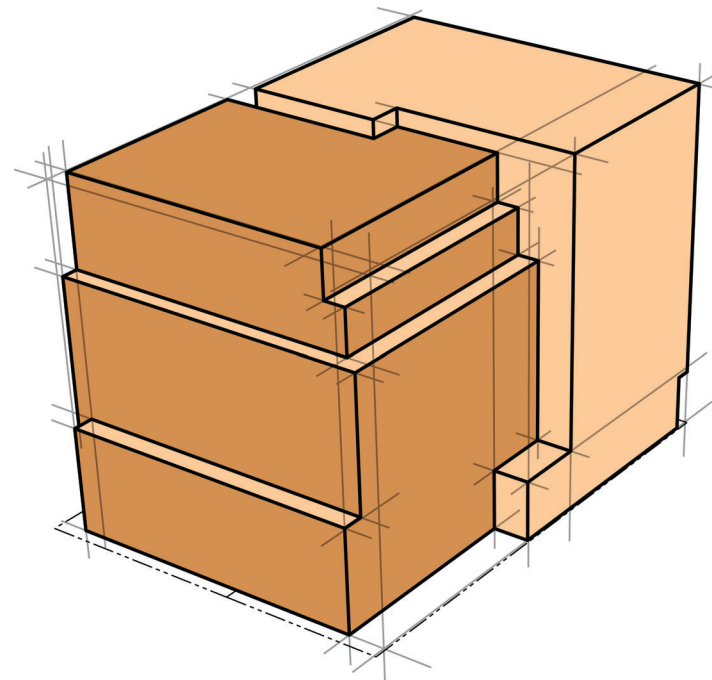
## MASSING COMPARISONS



SCHEME 1

### SHIFTING STACKS (CODE COMPLIANT)

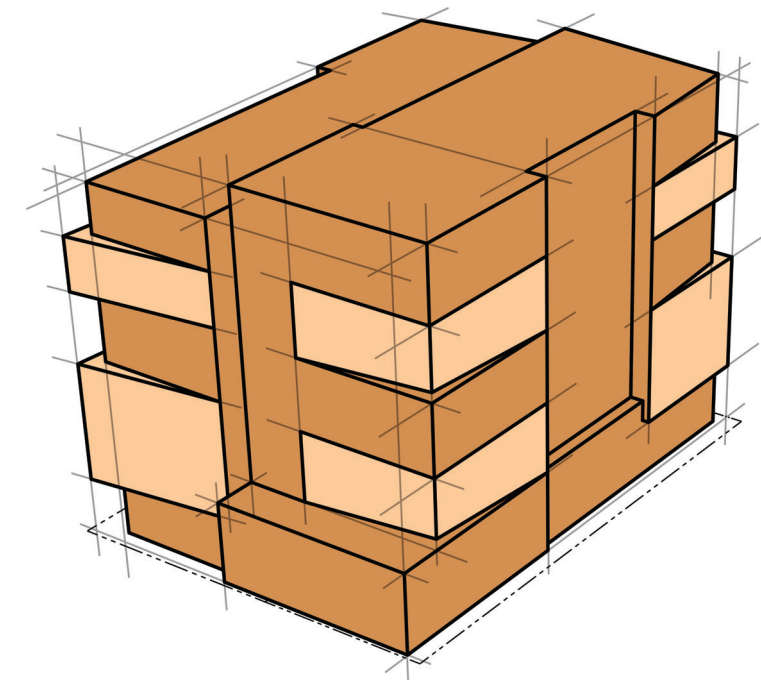
The building is broken down into two slipped masses, which each in turn are comprised of a jenga-style stack of units, that shift in and out.



SCHEME 2

### EROSION (CODE COMPLIANT)

The overall mass of the building has been broken down into two larger masses, with the western mass eroding as the building grows upward.

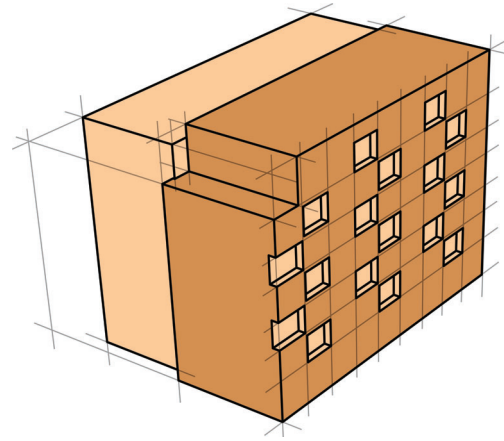


SCHEME 3

### PINWHEEL (CODE COMPLIANT) (PREFERRED)

The building's mass is broken down into smaller pieces of the puzzle, which then subtly twist and turn to gesture towards views and uses.





**SCHEME 1: SHIFTING STACKS (CODE COMPLIANT)**

Scheme 1 (shifting stacks) is a zoning code compliant scheme that provides a rigor in building form, clearly evident from all sides. The overall mass of the building has been broken down into two slipped masses, which each in turn are comprised of jenga style stacks of units. Units shift inward (for inset balconies) or can be extended outward with bolt-on style balconies. The ground floor commercial spaces have been broken up in order to provide a streetscape relating to the scale of the pedestrian experience along California Ave. Where the building extends towards the property lines, inset entries will be provided. At the northwest corner of the lot, the building is further set back in order to provide a small open space (for a potential outdoor dining area), which further breaks down the street wall. The simple form of the massing does not favor a base that extends forward or outward from the overall mass, and instead the height can be broken down by awnings or similar secondary architectural features.

NO OF RESIDENTIAL UNITS: 96  
 NO OF COMMERCIAL UNITS: 3  
 PARKING: 0 (NONE REQUIRED)

**BENEFITS:**

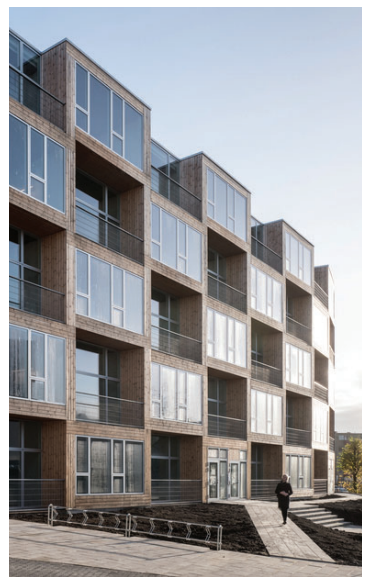
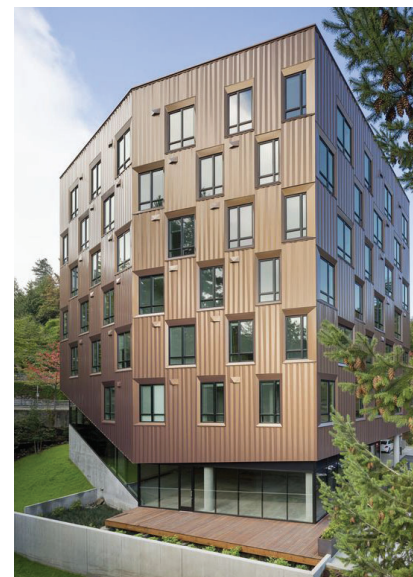
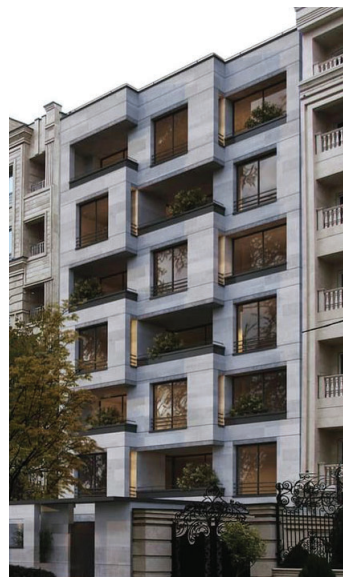
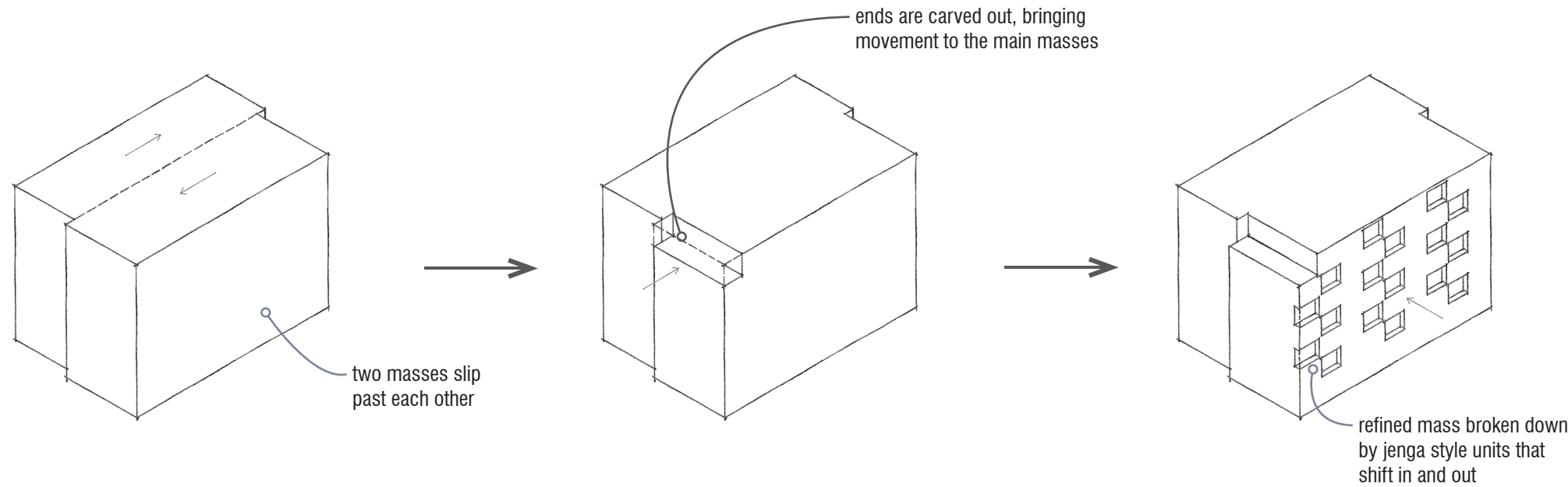
- Provides a clarity of form with its simplistic massing
- Simple form and repeated units provide economic benefits to owners
- Two outdoor community spaces are provided – at the roof with views to downtown and the sound, and at the seventh floor with views to the sound

**CONCERNS:**

- Nearly all units are narrow and facing the side-yards, which limits direct/natural light if/when the adjacent properties are developed
- While awnings/balconies can help break up the front facades, it may still read to pedestrians as a tall, looming street wall without a distinct base

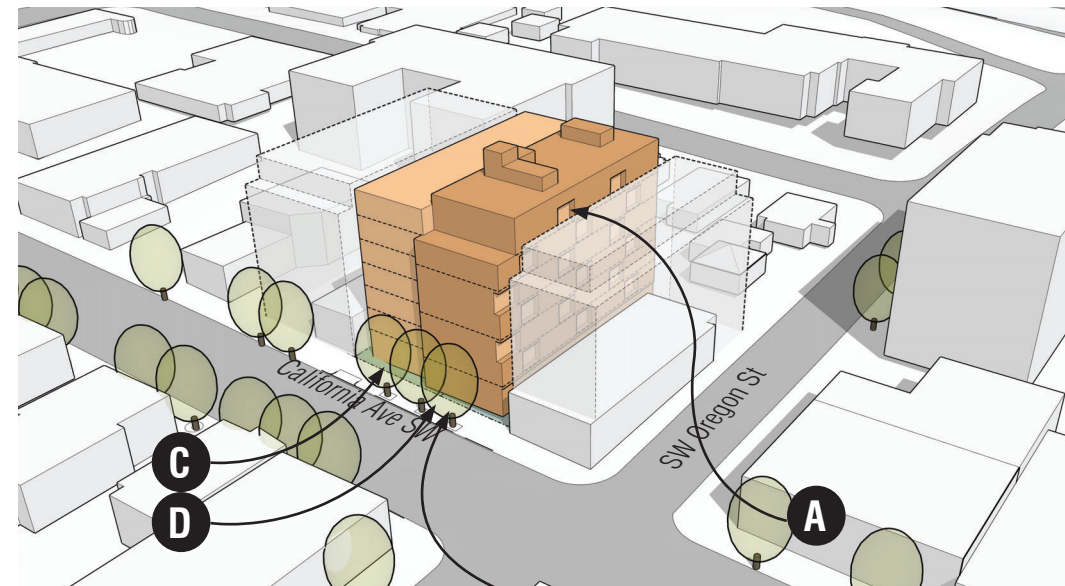
**POTENTIAL DEPARTURES:**

- None

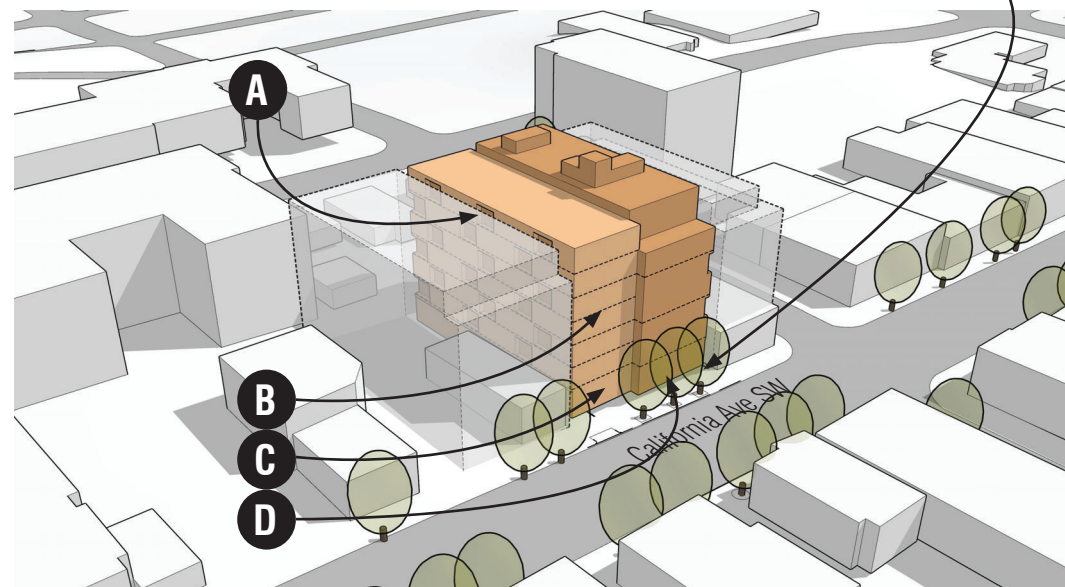




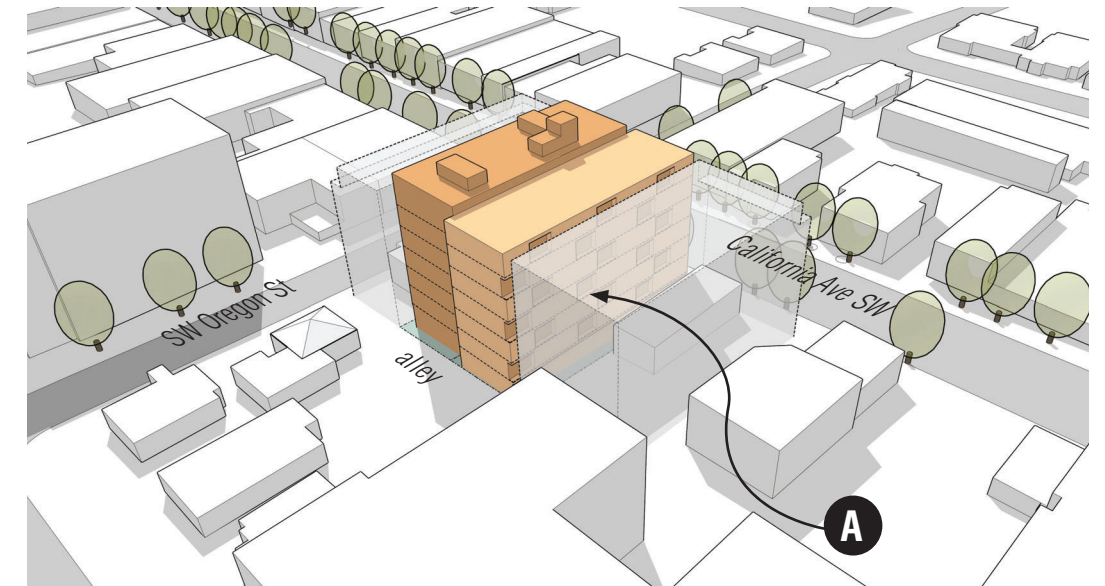
- A** CS2.III HEIGHT, BULK & SCALE  
Architectural materials, balconies and detailing are used to break down long facades on the north and south. These may be visible for some time until the adjacent sites are developed.
- B** DC2.D1 ARCHITECTURAL CONCEPT  
The building's massing integrates the commercial base with the upper levels and consistent with the building's concept, creating a unified whole.
- C** PL2.II PEDESTRIAN OPEN SPACE  
The ground floor steps back along the street, creating the opportunity for a wide pedestrian plaza and for the north commercial space to spill out with outdoor dining.
- D** PL3.A1 ENTRIES  
Both commercial and multi-family common entries are provided with ample cover. The recessed entries are easily identifiable and provide a break from the sidewalk.



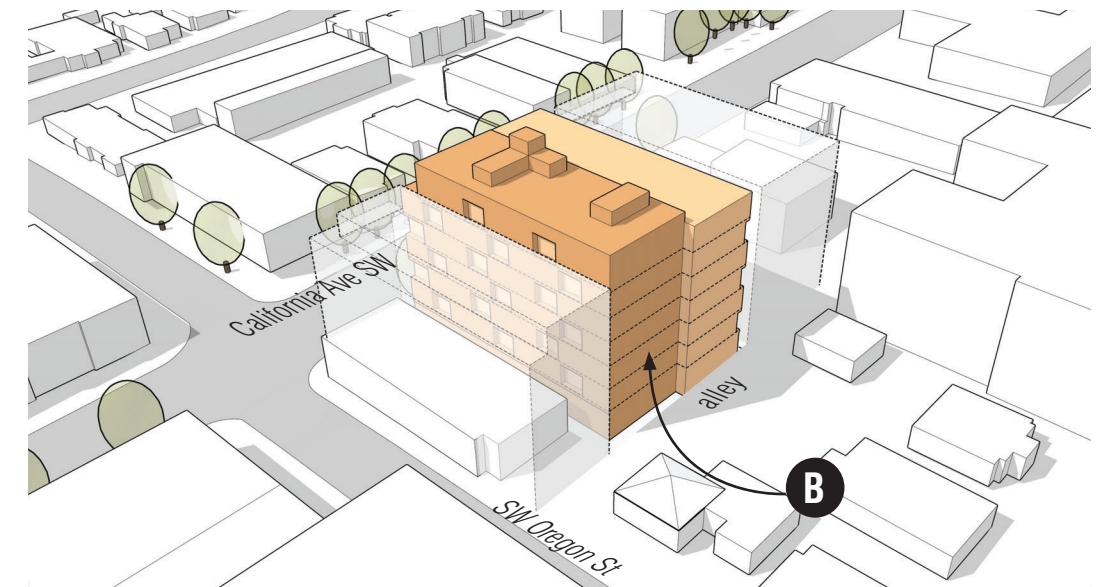
**1** birds eye view looking northeast from California Ave SW  
Recessed entries at commercial and residential lobby consistent with West Seattle Junction



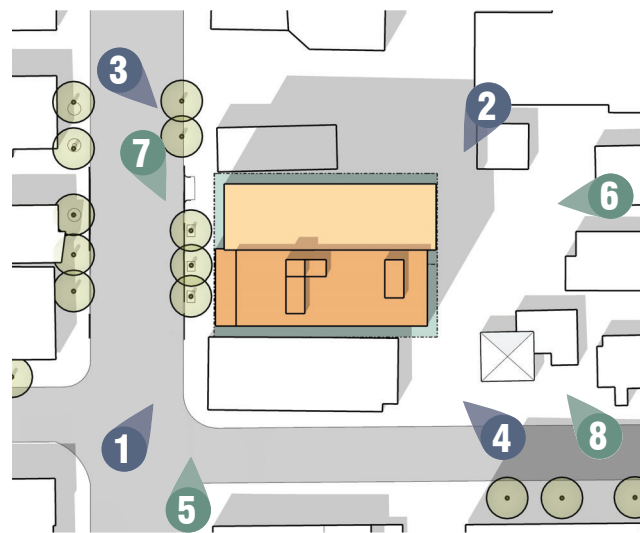
**3** birds eye view looking southeast from California Ave SW



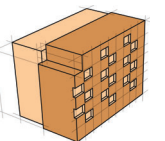
**2** birds eye view looking southwest from alley



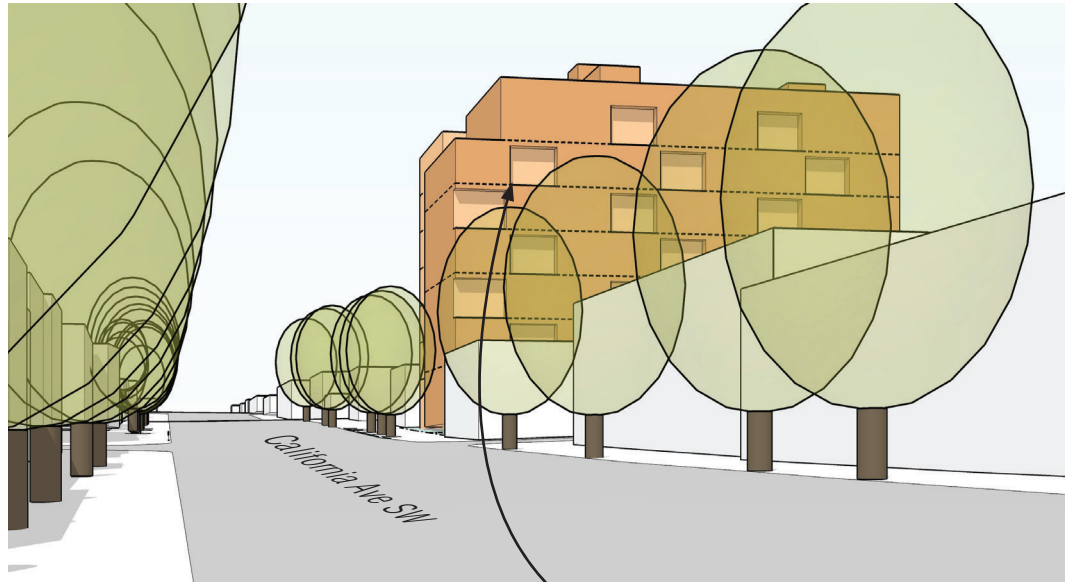
**4** birds eye view looking northwest from alley



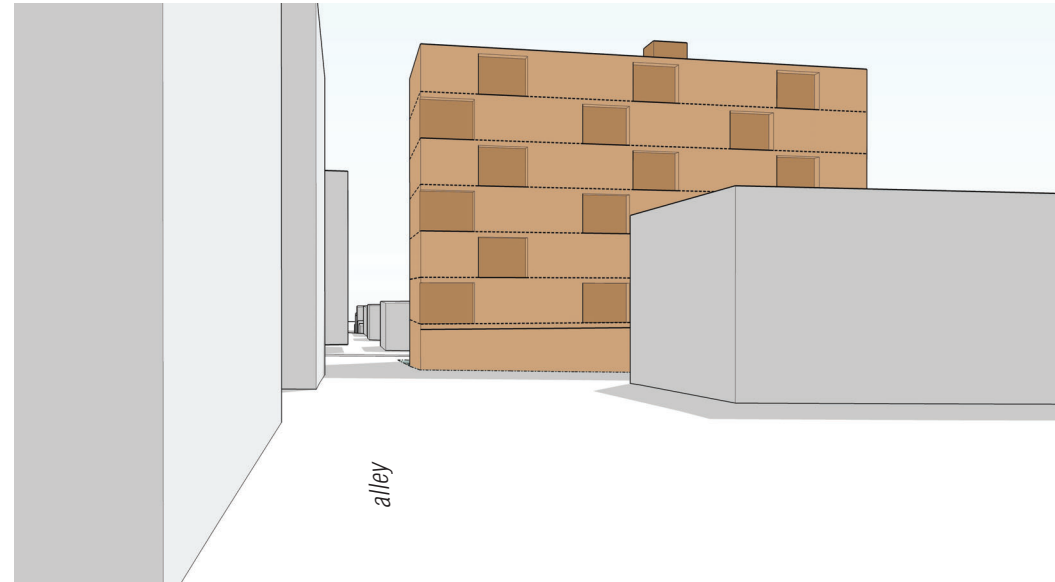
# birds eye view # street view





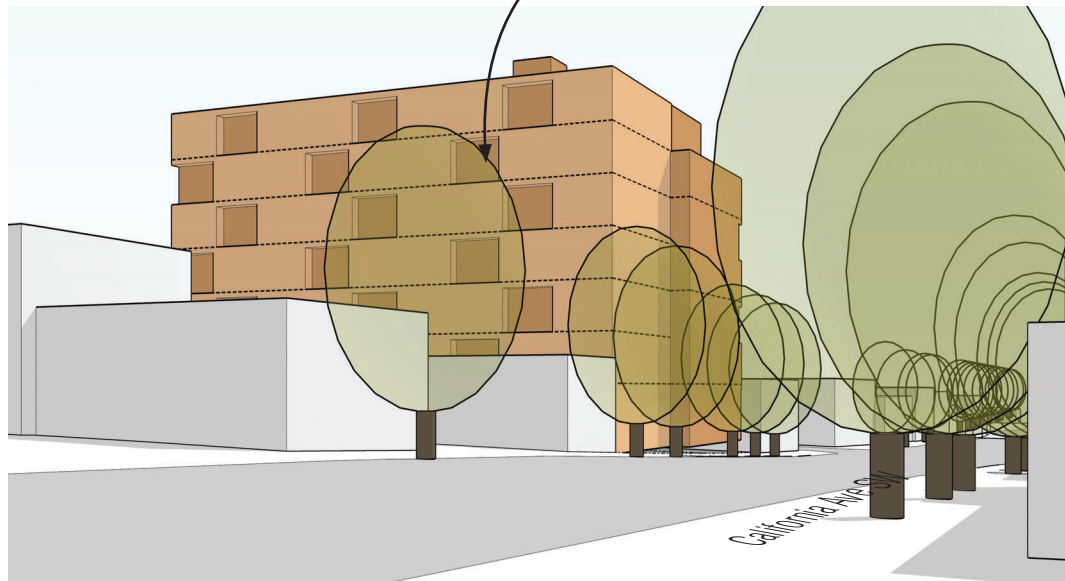


5 street view looking north up California Ave SW

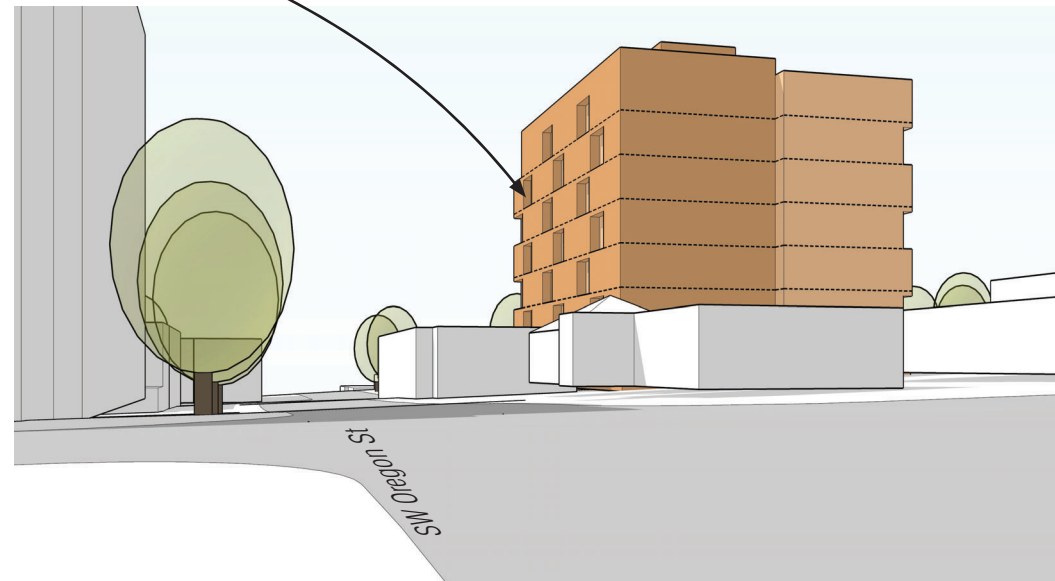


6 street view looking south down alley

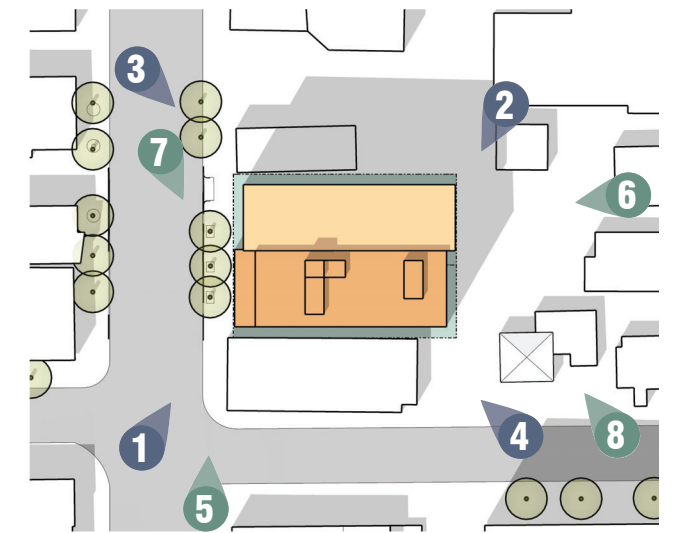
balconies are used to break down and provide detail along the long facade, facing adjacent sites that are not yet built to zoning limits



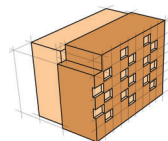
7 street view looking south down California Ave SW

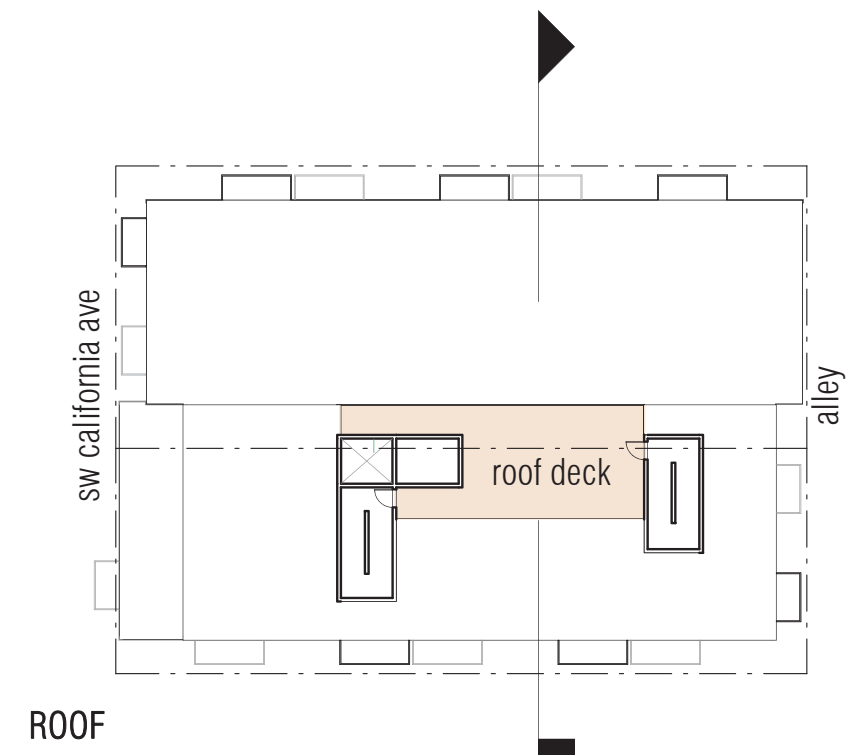
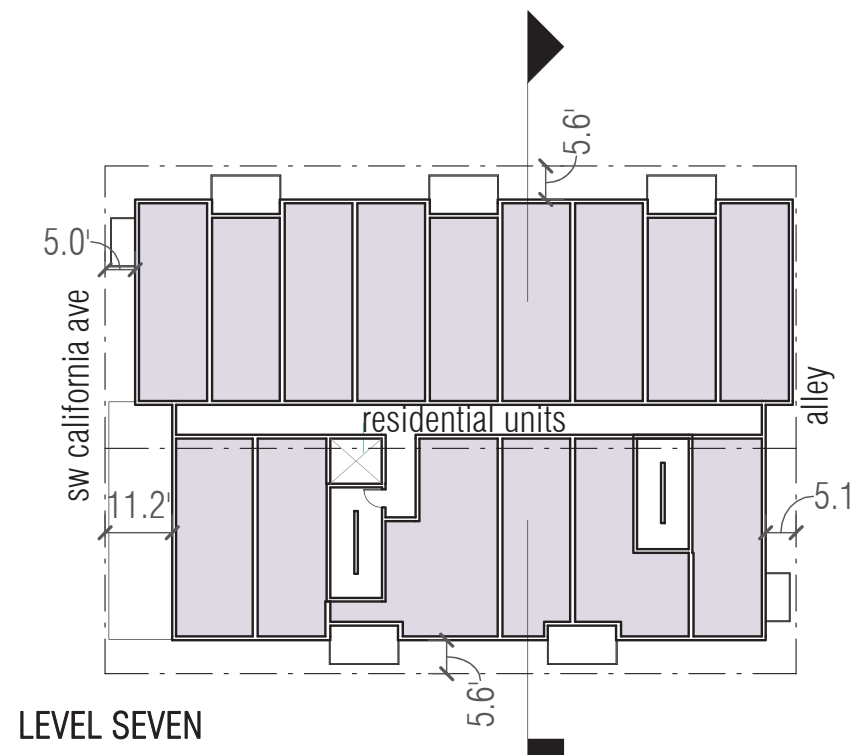
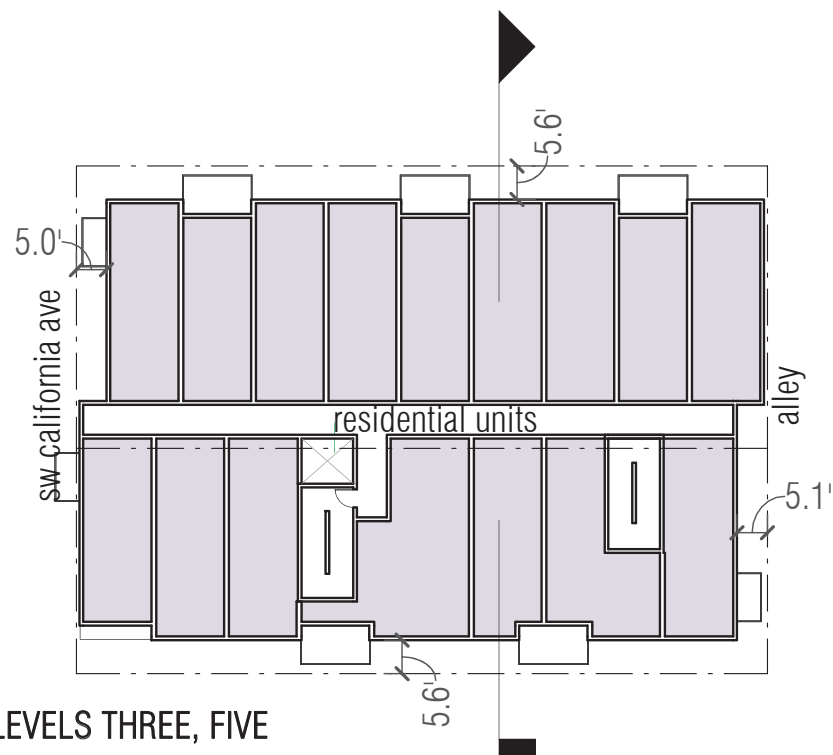
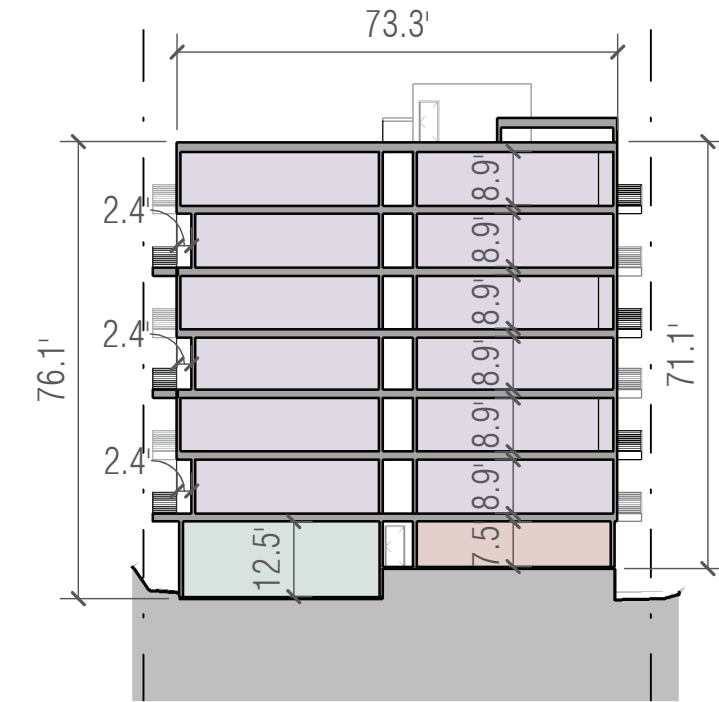
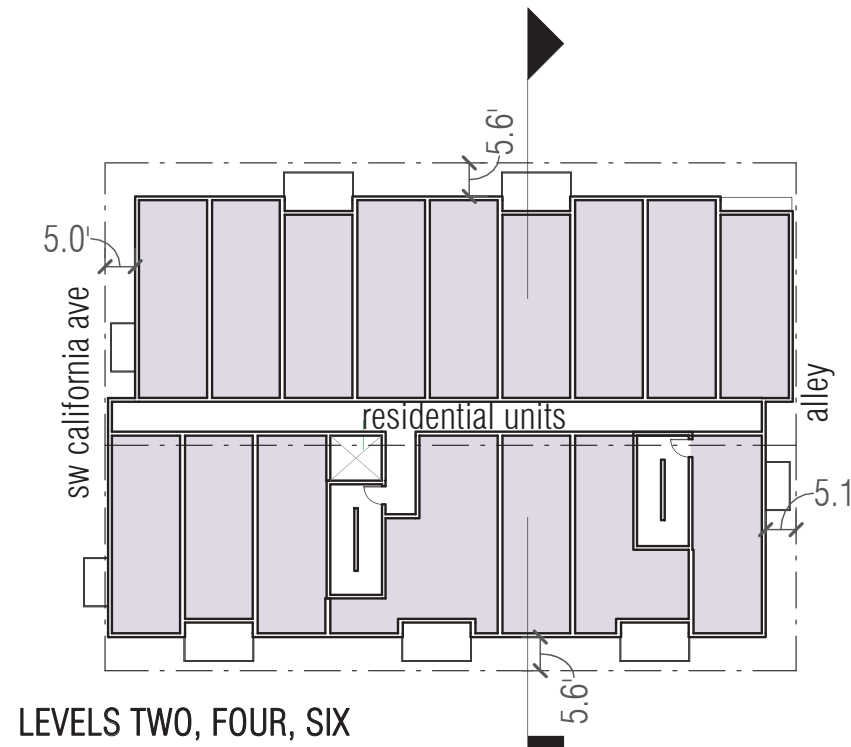
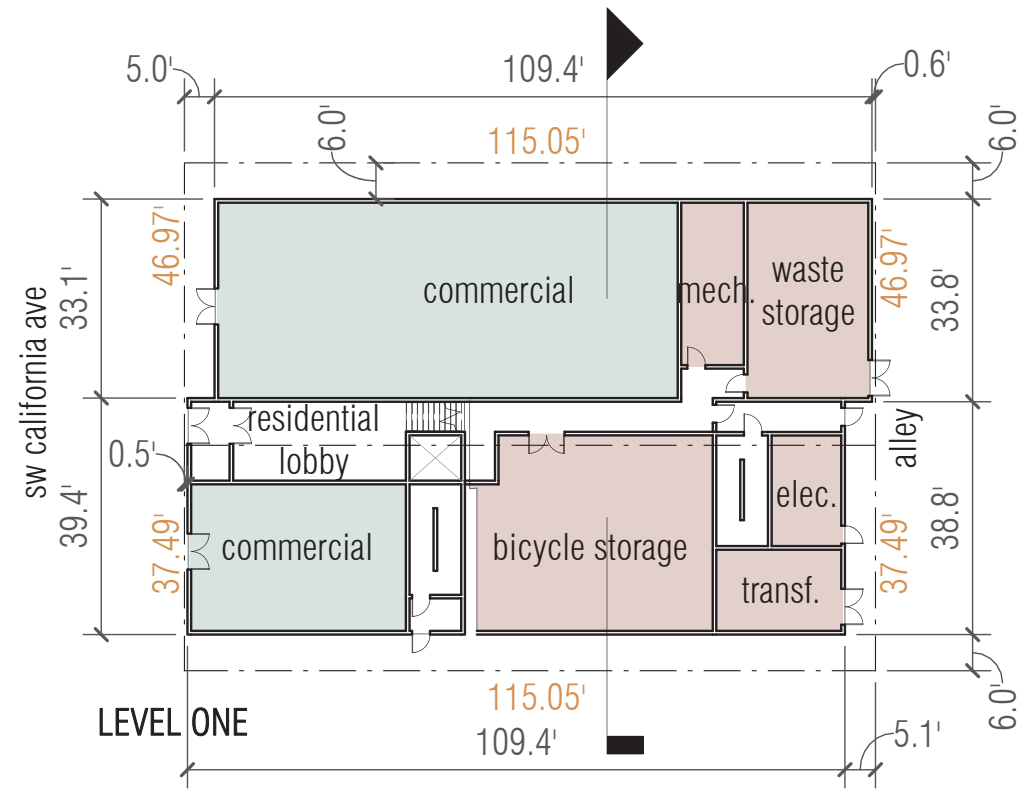


8 street view looking west down SW Oregon St

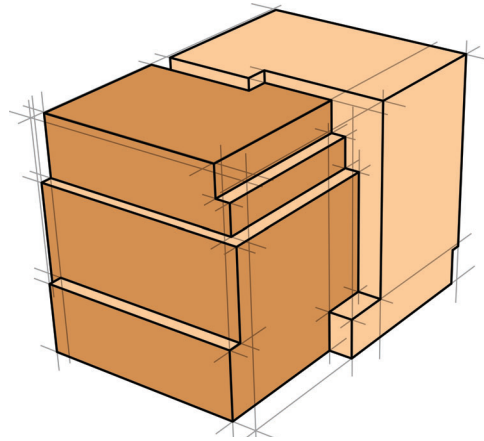


# birds eye view # street view









### SCHEME 2: EROSION (CODE COMPLIANT)

Scheme 2 (erosion) is a zoning code compliant scheme that aims to provide a varied, stepped back façade along the California Ave street wall. The overall mass of the building has been broken down into two larger masses, with the western mass eroding as the building grows upward. This erosion can provide integrated balconies, planters, or other secondary architectural elements as part of the overall mass. The ground floor extends close to the property line along the full length of California Ave, in order to provide a clear base expression. The ground floor commercial spaces have been broken up into smaller units, with one large unit fronting at the southwest corner, held back from the south property line in order to accommodate a patio / open space. Free of modulation, the rear (eastern) mass anchors the overall form of the building.

NO OF RESIDENTIAL UNITS: 96  
 NO OF COMMERCIAL UNITS: 3  
 PARKING: 0 (NONE REQUIRED)

**BENEFITS:**

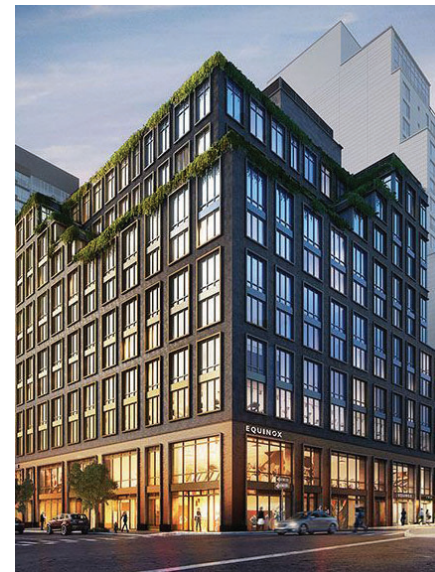
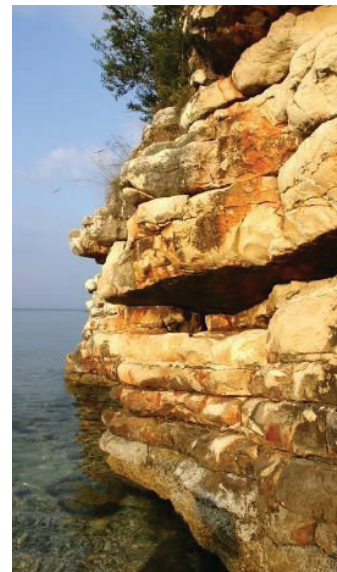
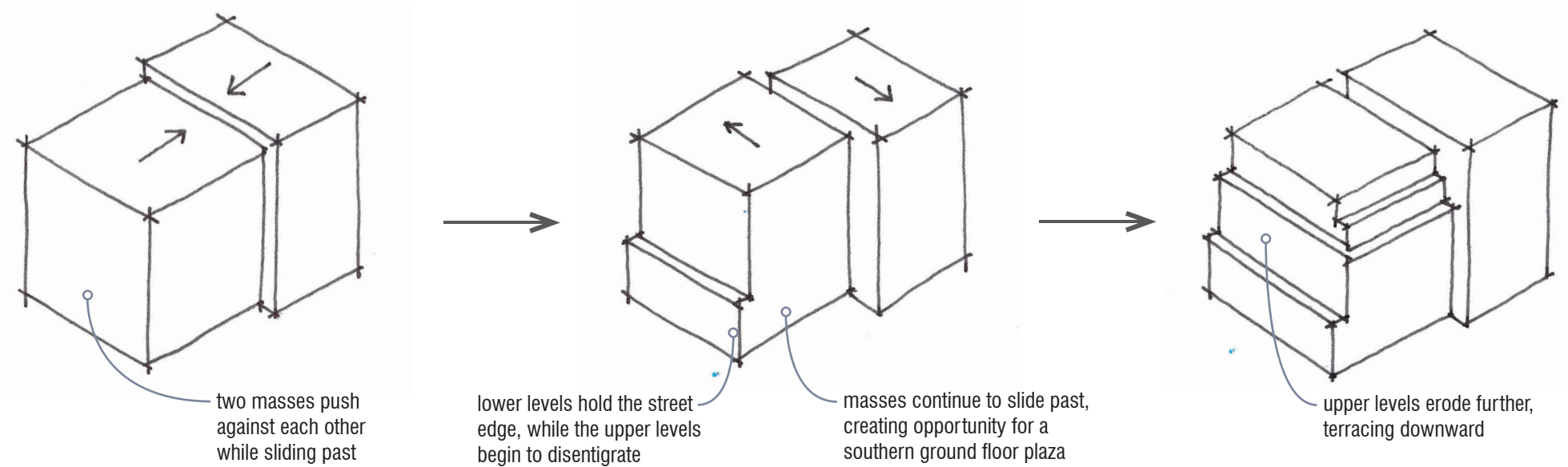
- Steps in massing respond to West Seattle Junction design guidance
- Simple form is unobtrusive in the neighborhood
- Stepped massing is aimed towards the gateway corner of California and Oregon

**CONCERNS:**

- One long street wall reduces opportunities to break down the scale compatible with the existing streetscape along California Ave
- There are two large blank walls – one at the north, one at the south
- Two-story base fronting California Ave responds to guidance, but feels out of scale for this section of the street.
- Building modulation occurs mainly fronting California Ave, without any modulation facing the alley

**POTENTIAL DEPARTURES:**

- None





**A** DC2.A1 ARCHITECTURAL CONCEPT & CONSISTENCY

The massing integrates the upper and lower floors creating a connected and coherent mass. Architectural features, fenestration, and materials will be used to further create unity and break down the mass.

**B** PL2.II PEDESTRIAN OPEN SPACE AND ENTRANCES

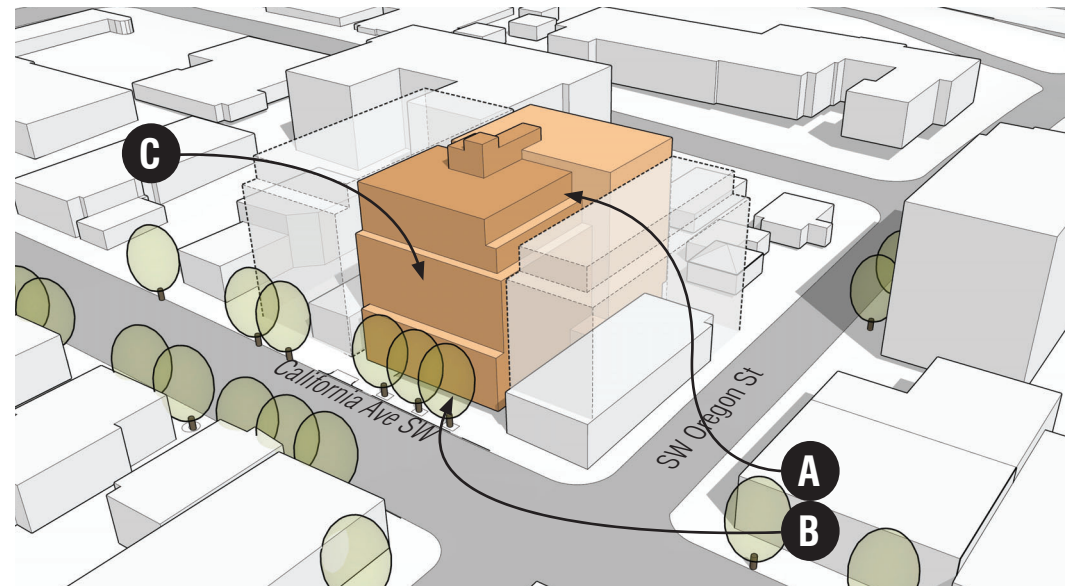
An open space is provided along the south side of the ground floor, encouraging the commercial space to spill outward with outdoor dining or seating.

**C** PL2.B1 EYES ON STREET

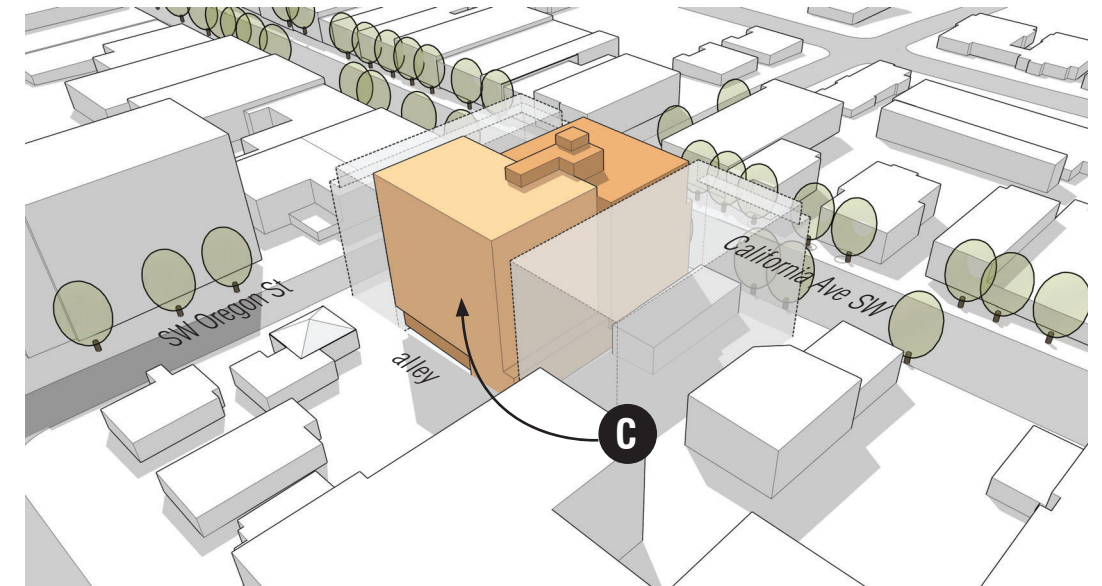
With street and alley frontages, it is important to provide eyes on the street. Natural surveillance will be easily provided a large portion of units facing the street and the alley, allowing for fenestration and balconies.

**D** CS2.1 STREETScape COMPATIBILITY

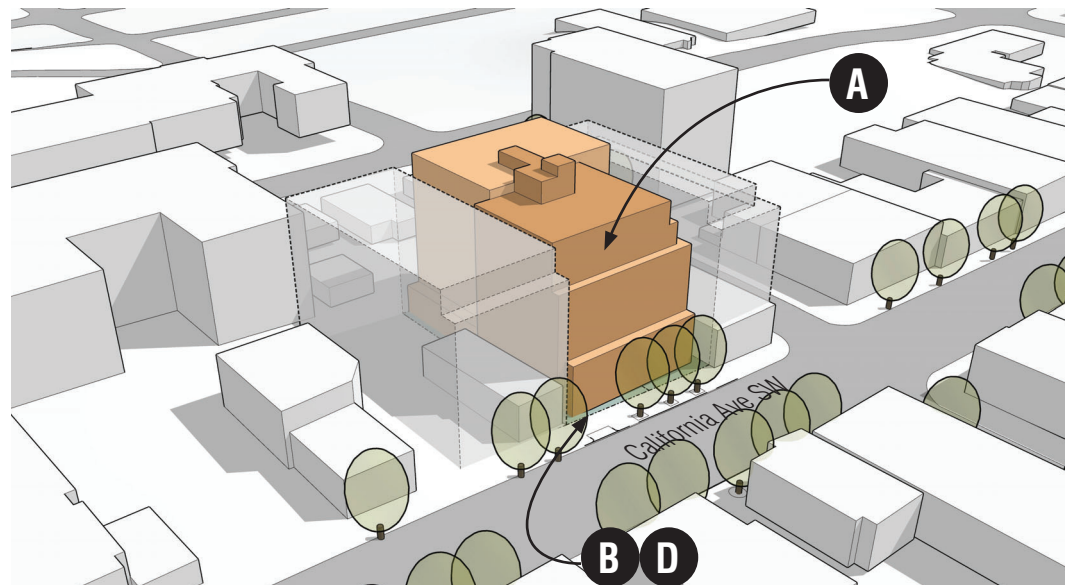
The ground floor holds the street edge while providing recessed entries and outdoor seating area opportunities.



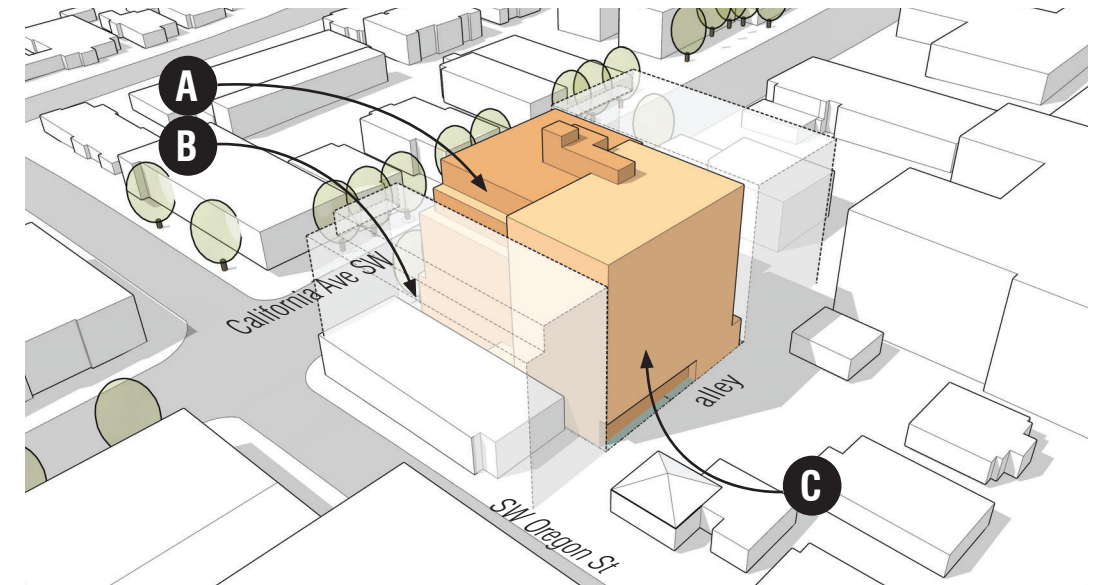
1 birds eye view looking northeast from California Ave SW



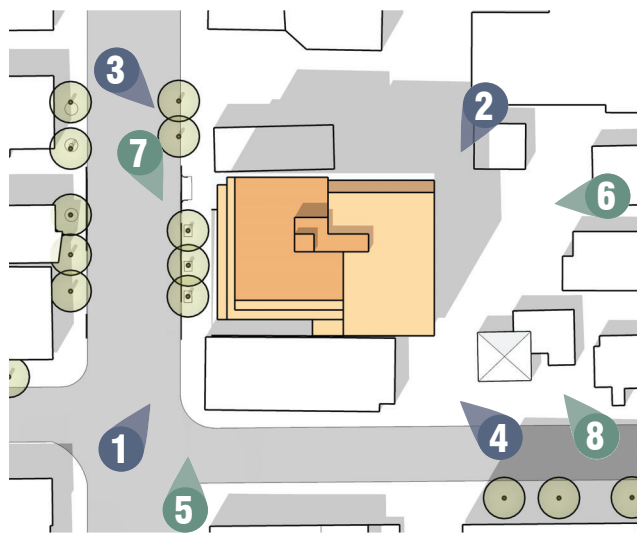
2 birds eye view looking southwest from alley



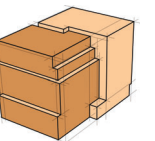
3 birds eye view looking southeast from California Ave SW



4 birds eye view looking northwest from alley

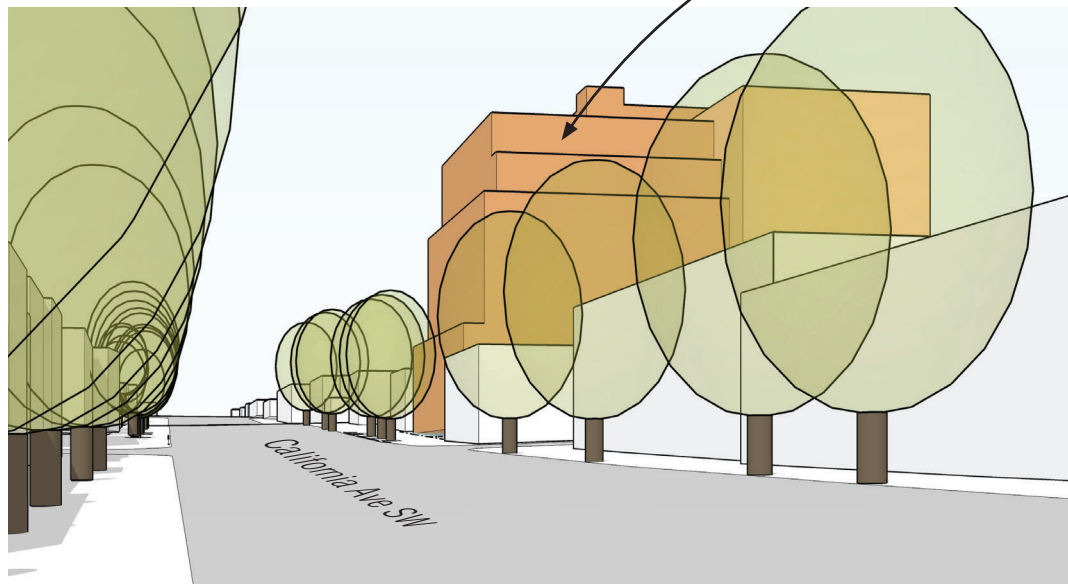


# birds eye view # street view

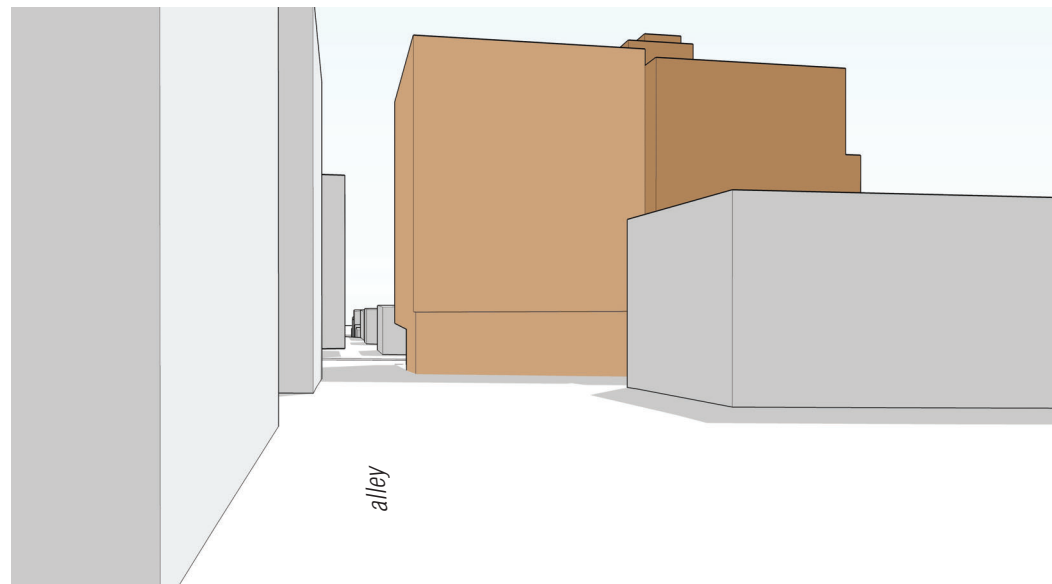




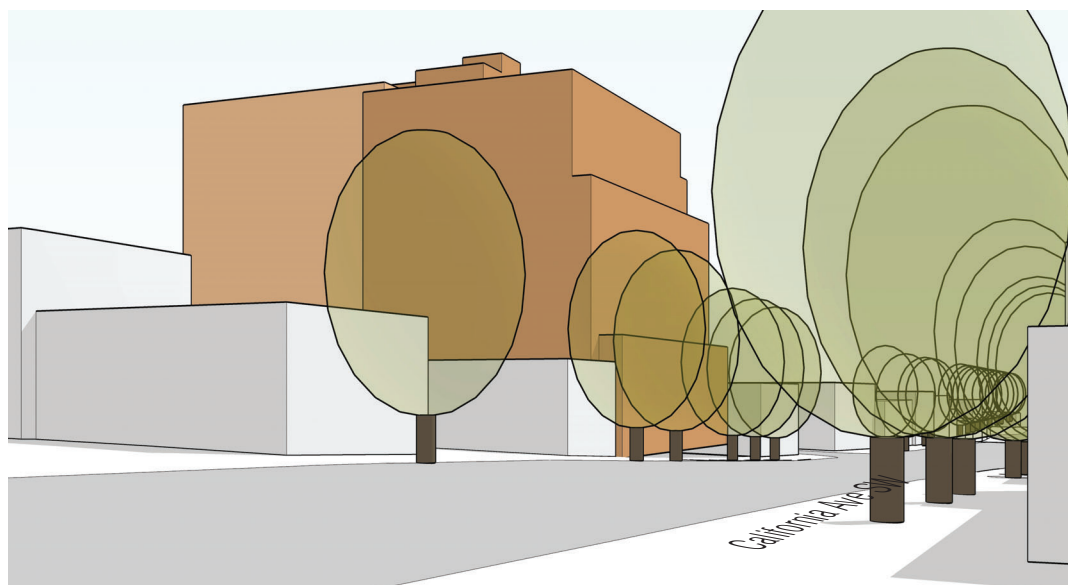
massing steps down to provide a sense of scale and unity between the base and upper levels.



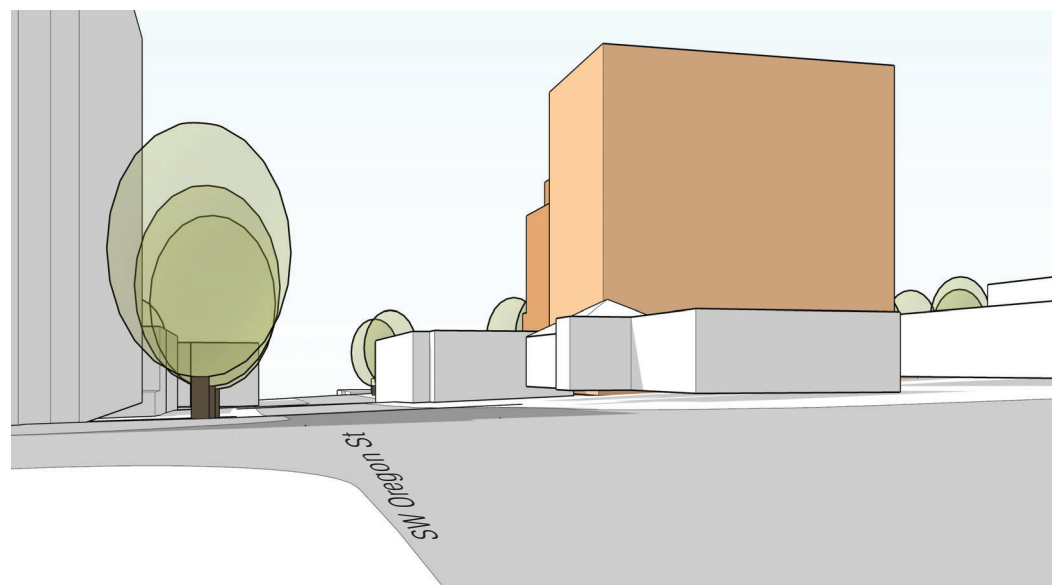
5 street view looking north up California Ave SW



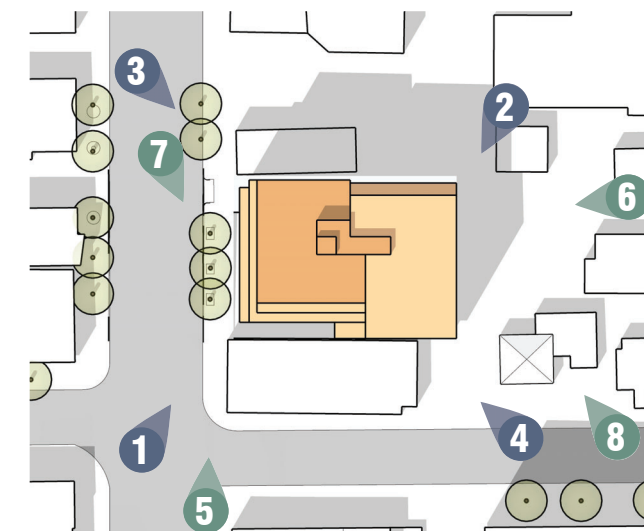
6 street view looking south down alley



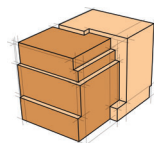
7 street view looking south down California Ave SW



8 street view looking west down SW Oregon St

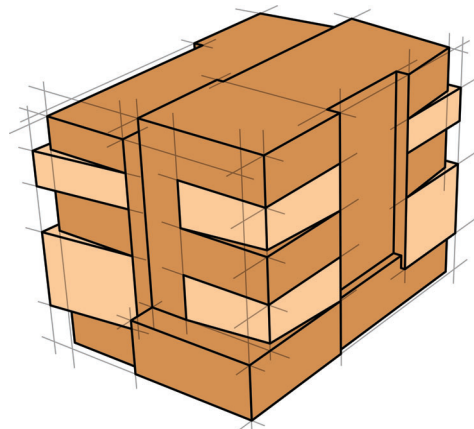


# birds eye view # street view









### SCHEME 3: PINWHEEL (CODE COMPLIANT)

Scheme 3 (the pinwheel) is zoning code compliant and provides visual interest and movement along all facades. The overall mass of the building has been broken down into smaller pieces of the puzzle, which then subtly twist and turn to gesture towards a variety of views and uses. By twisting the forms counterclockwise, the structure is able to respond to its location close to the intersection of California and Oregon, aim views to the sound, as well as aim views towards downtown Seattle. The ground floor commercial spaces have been broken up in order to provide a streetscape compatible with the pedestrian experience along California Ave. Where the building extends towards the property lines (helping to provide an ample base for the structure), inset entries will be provided. At the northwest corner of the lot, the building is further set back in order to provide a small open space (for a potential outdoor dining area), which further breaks down the street wall and helps to create an engaging experience at the pedestrian level. The residential lobby and commercial spaces on the ground floor open to a central passageway that connects California Ave SW and the alley, making for a cozy and secure marketplace experience for pedestrians year-round.

NO OF RESIDENTIAL UNITS: 96  
 NO OF COMMERCIAL UNITS: 3 AND COMMERCIAL PASSAGEWAY  
 PARKING: 0 (NONE REQUIRED)

**BENEFITS:**

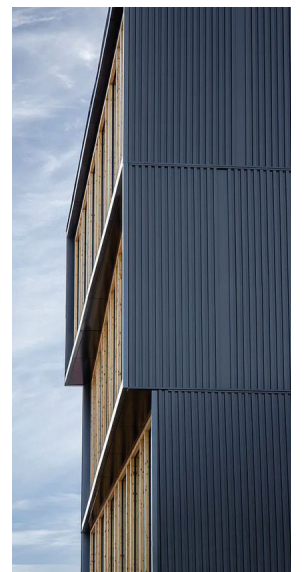
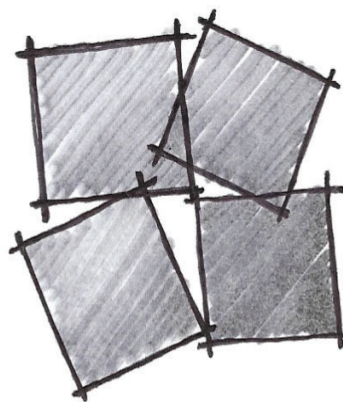
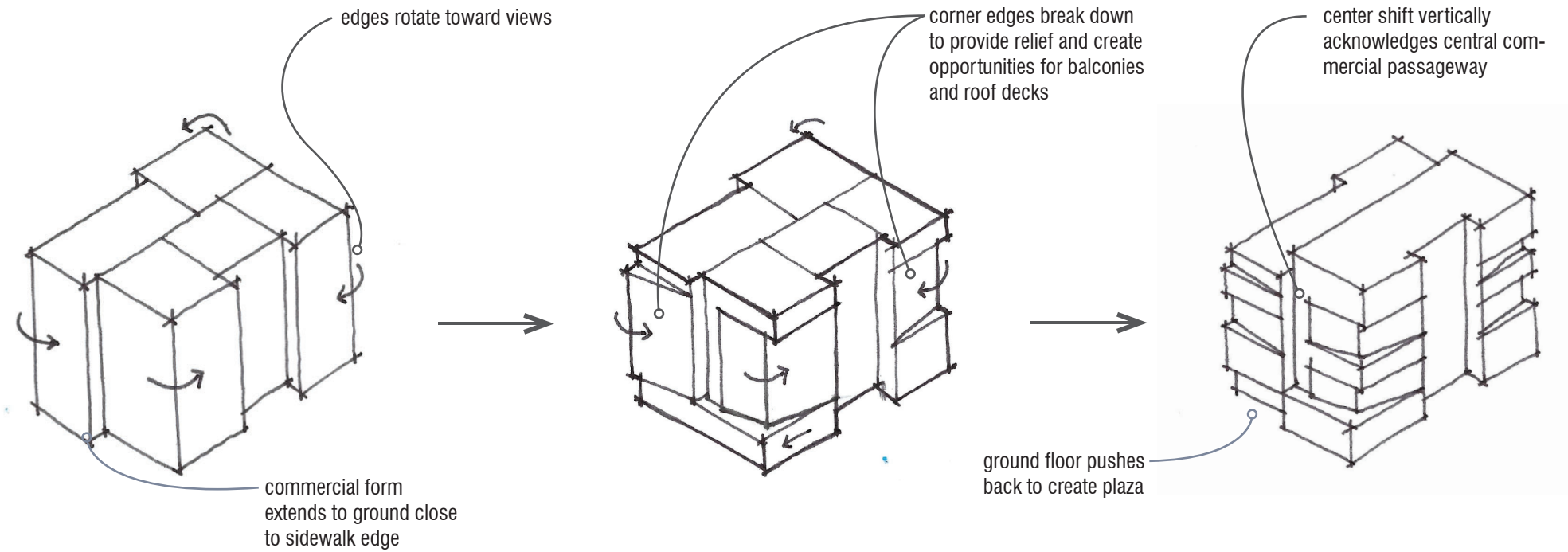
- Steps the ground floor commercial level back from the street to enable spillover into the public realm, enhancing the pedestrian experience
- Provides a covered throughway at the ground level to create a mid-block connection that helps link pedestrians to surrounding streets and the Junction's commercial core.
- Modulation provides visual interest on all facades, while minimizing blank walls
- Two outdoor community spaces are provided - at the roof with views to downtown and the sound, and at the second floor with opportunities for connection to the street.
- Twisting provides the opportunity for multiple balconies and decks along all facades.

**CONCERNS:**

- The complex form will be best served by a simpler fenestration / material patterning.

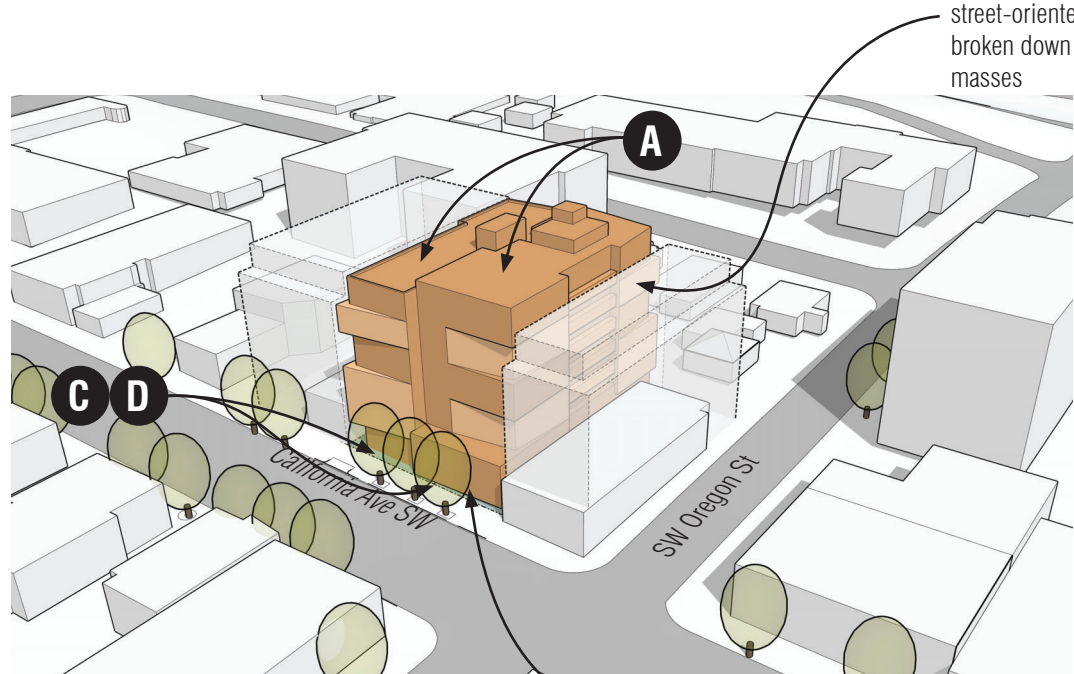
**POTENTIAL DEPARTURES:**

- None

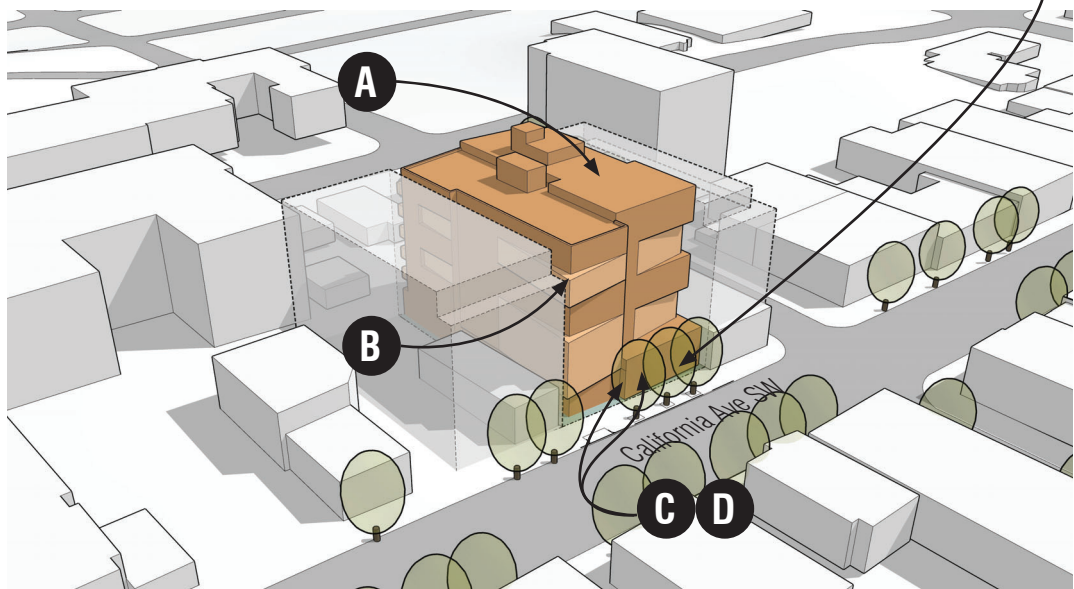




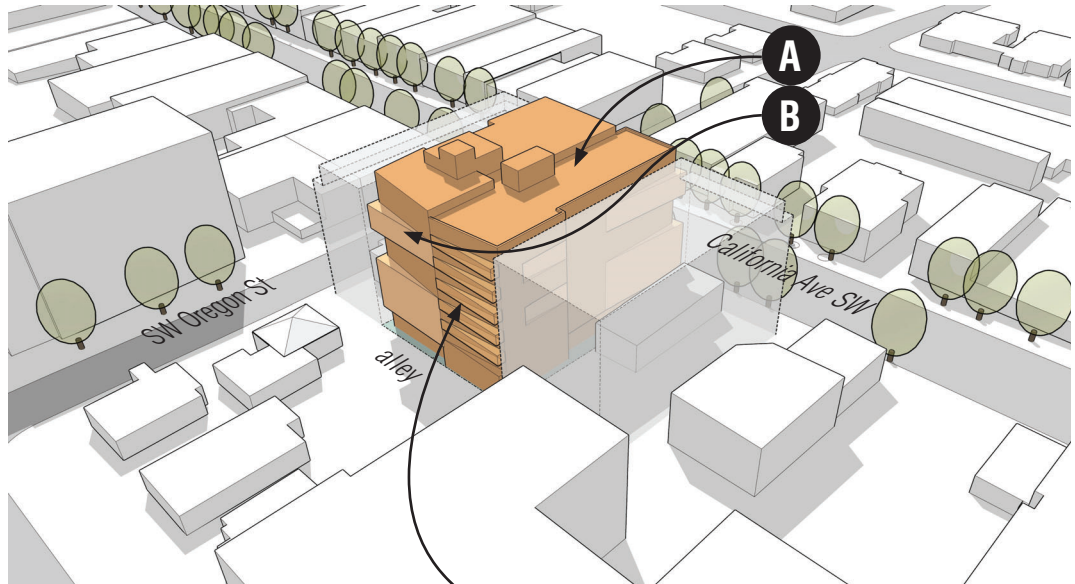
- A** CS2.III HEIGHT, BULK & SCALE  
The street and alley oriented facades are broken down into multiple masses to reduce perceived bulk, while secondary architectural elements further aids in providing relief to the mass.
- B** DC2.1.ii ARCHITECTURAL CONCEPT  
The use and repetition of the angled architectural features help create unity in the structure while providing facade modulation and articulation.
- C** PL1.1.i HUMAN ACTIVITY  
The set back of the ground floor commercial level from the street and north property lines allows for more public space that enhances the pedestrian environment.
- D** CS2.1 STREETScape COMPATIBILITY  
The south portion of the ground floor holds the street edge and will be provided with recessed entries in keeping with the Junction context. The northern edge is setback to create a pedestrian plaza and opportunities for outdoor dining.



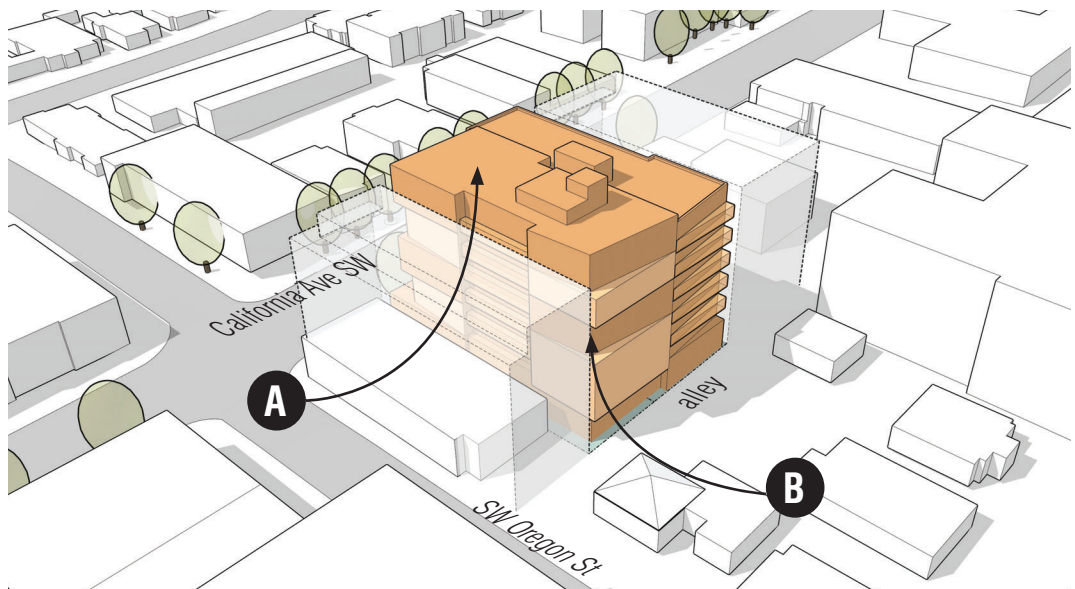
**1** birds eye view looking northeast from California Ave SW street edge is maintained while providing a set back for commercial opportunities, such as outdoor seating



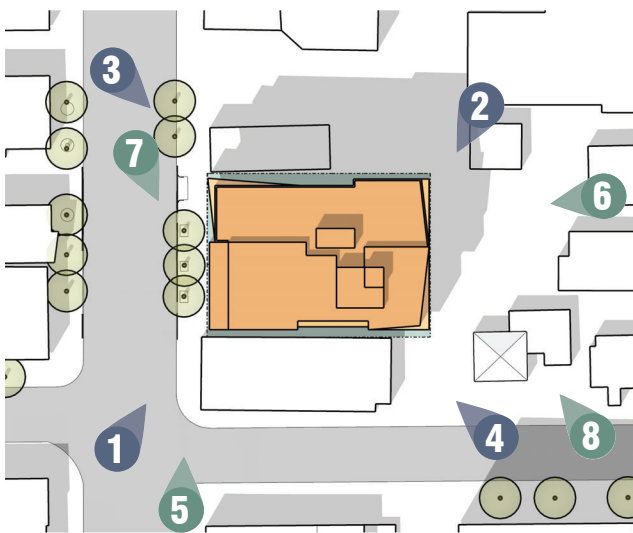
**3** birds eye view looking southeast from California Ave SW



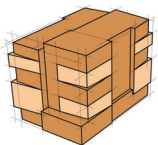
**2** birds eye view looking southwest from alley angled architectural features repeated around the building creates a unified design, and provides opportunities for decks and balconies



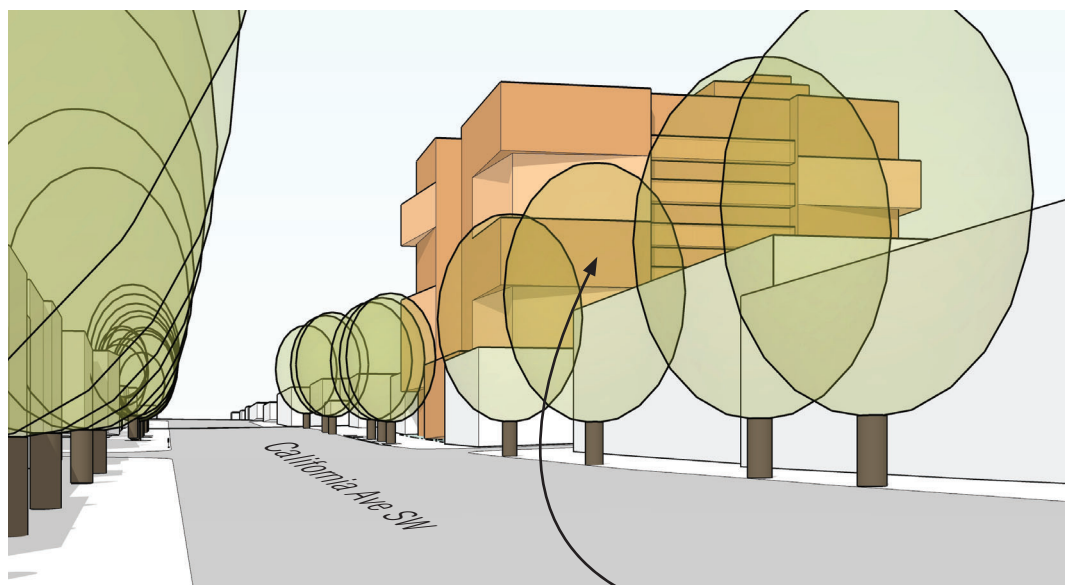
**4** birds eye view looking northwest from alley



# birds eye view # street view

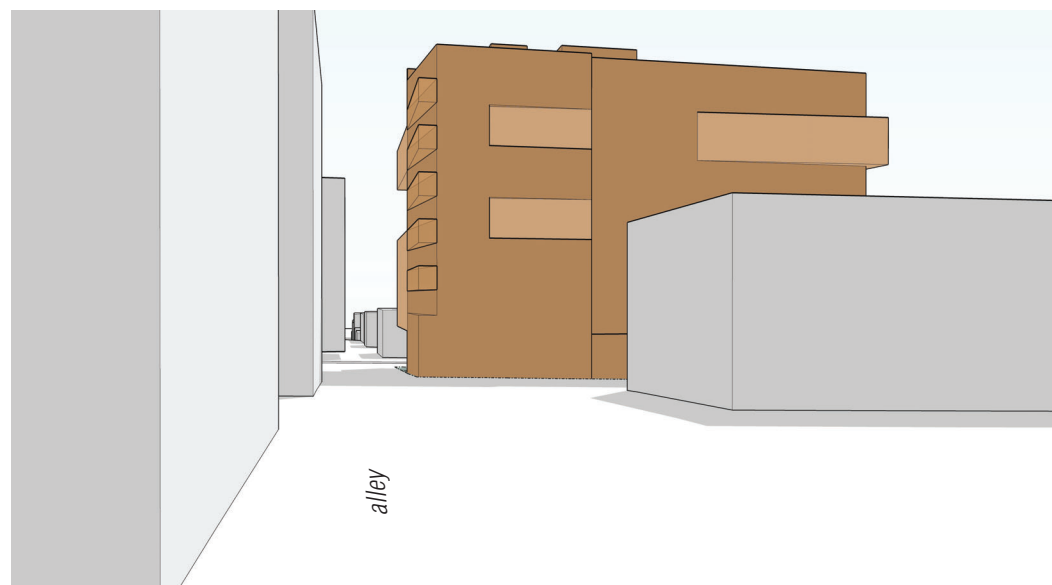




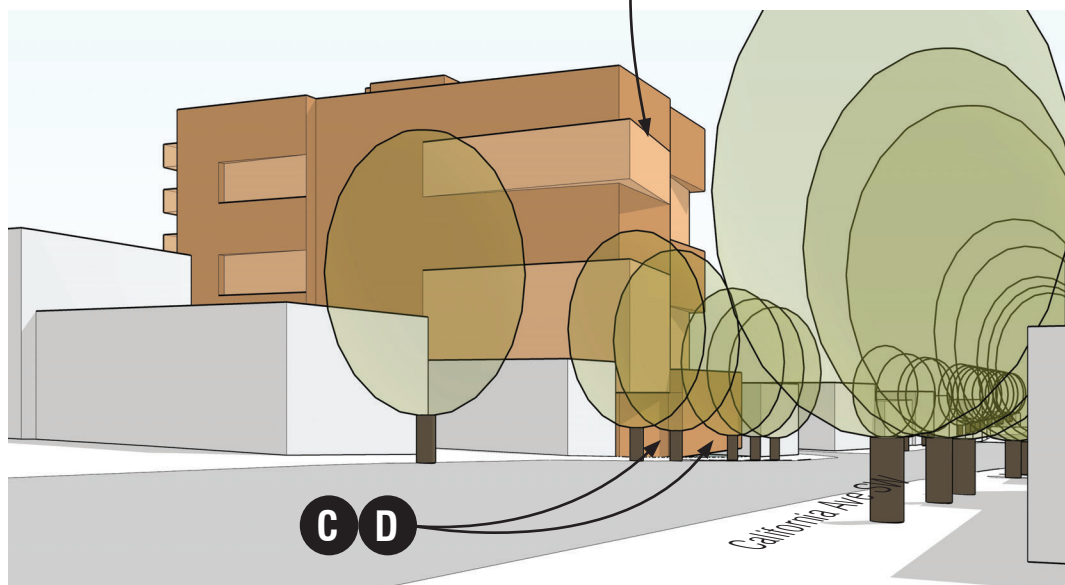


5 street view looking north up California Ave SW

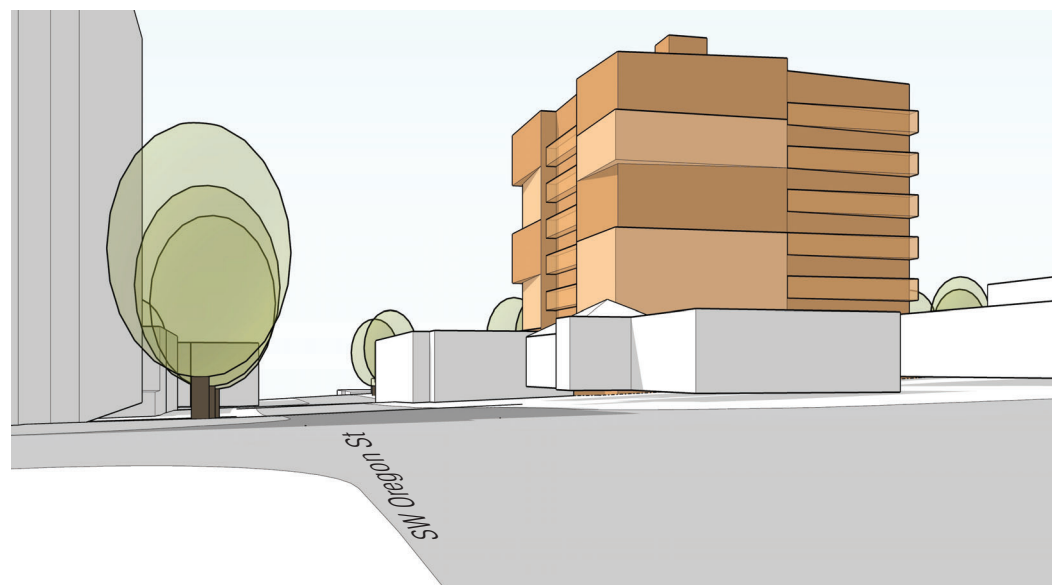
massing is deliberately broken down into multiple sections



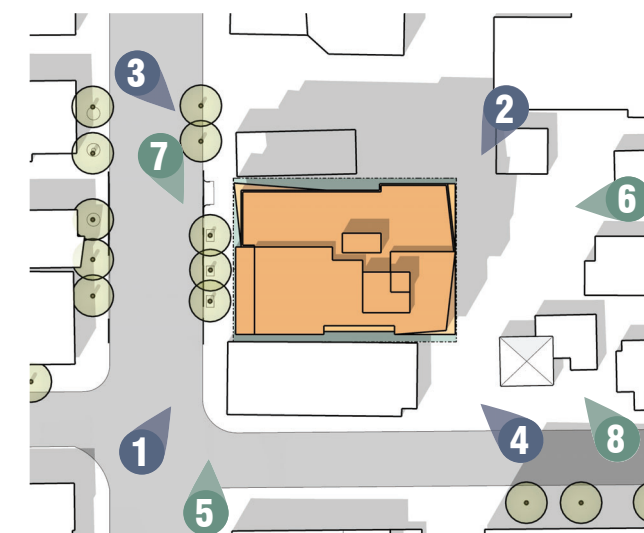
6 street view looking south down alley



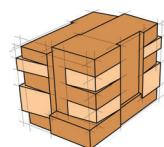
7 street view looking south down California Ave SW

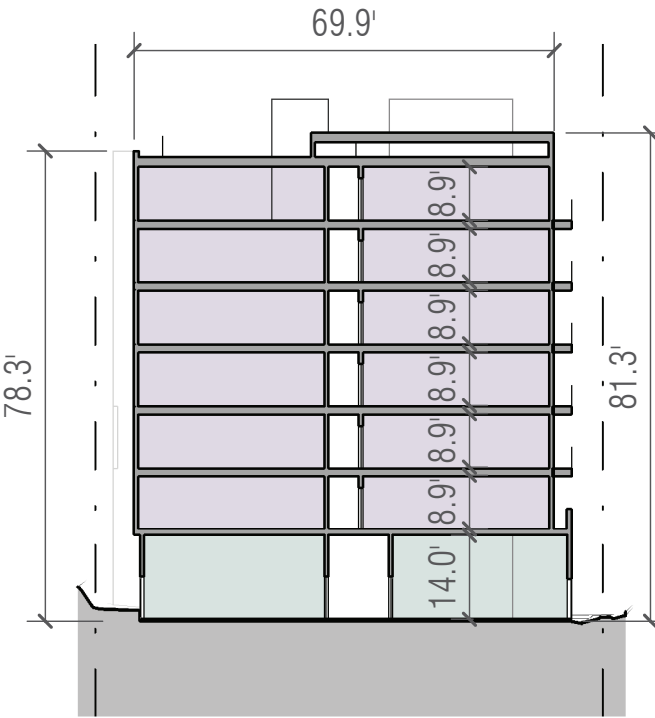
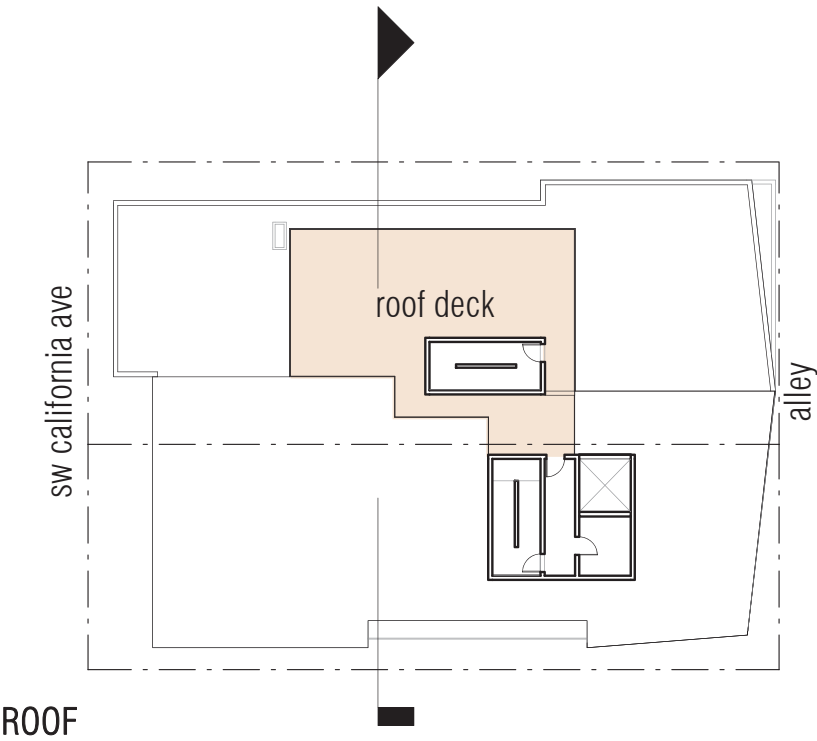
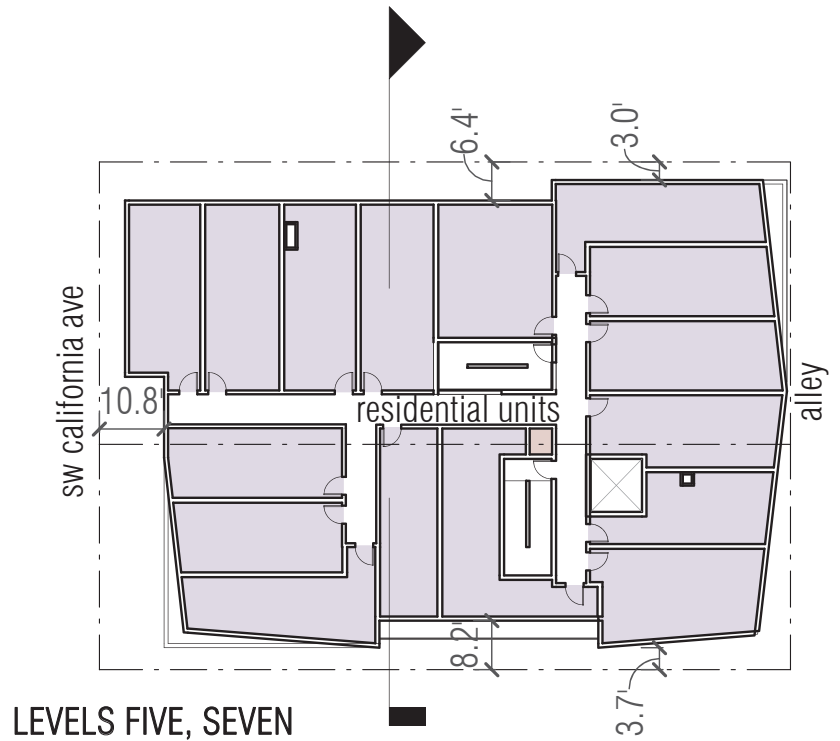
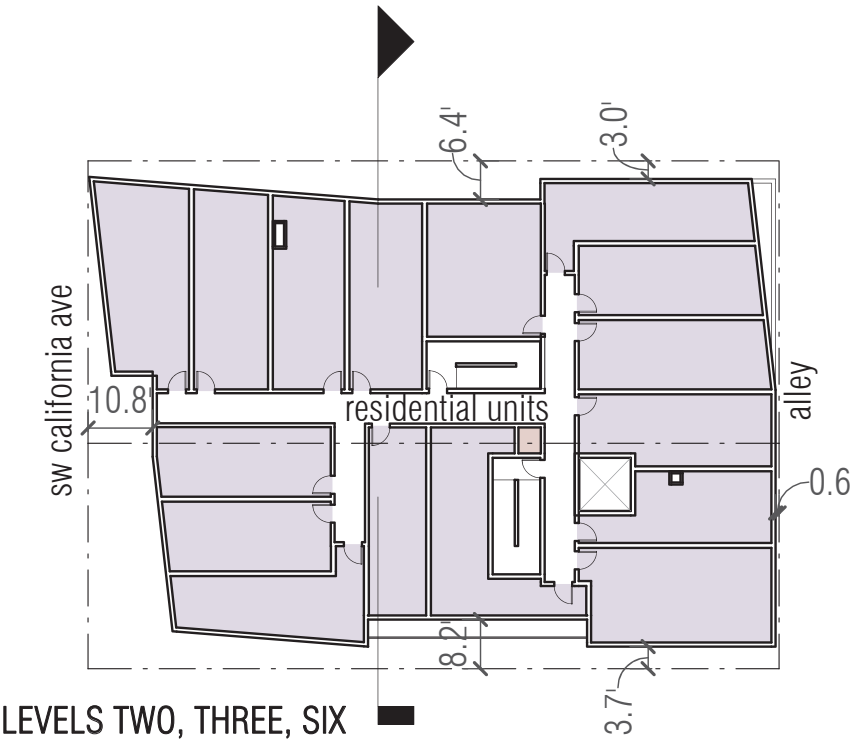
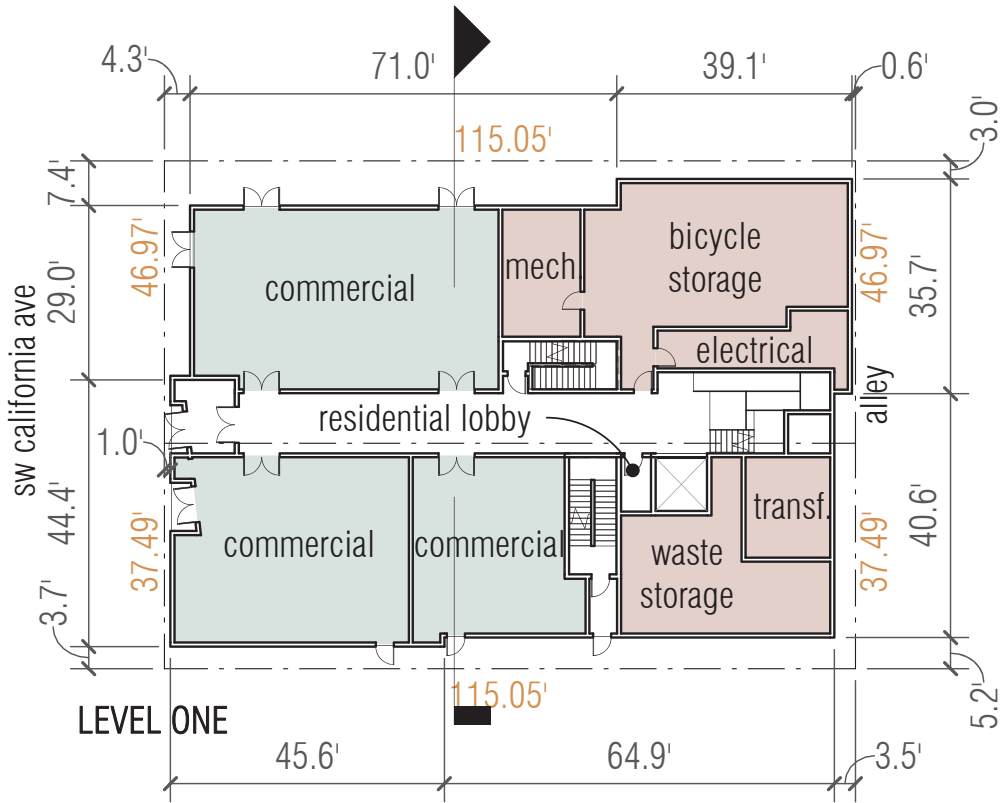


8 street view looking west down SW Oregon St



# birds eye view # street view





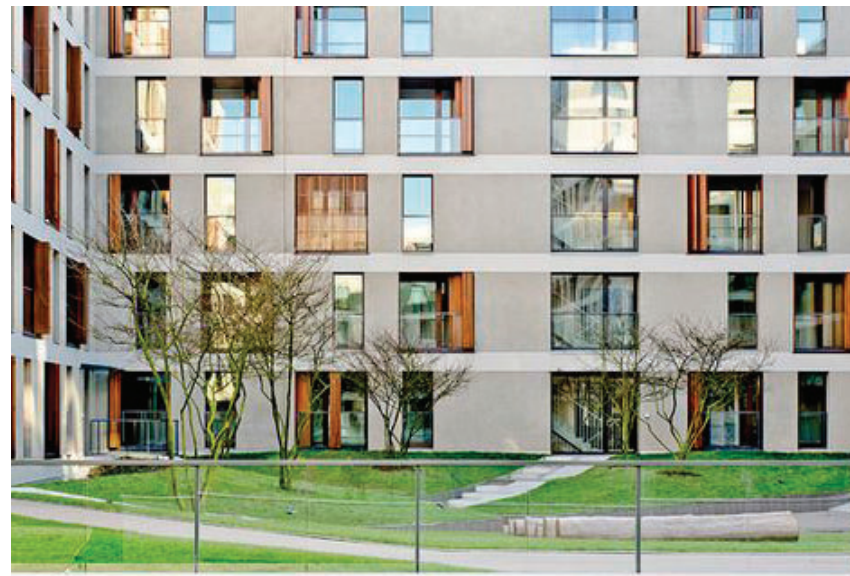
north

- residential unit
- commercial
- roof deck
- utility



**MATERIAL EXPLORATIONS**

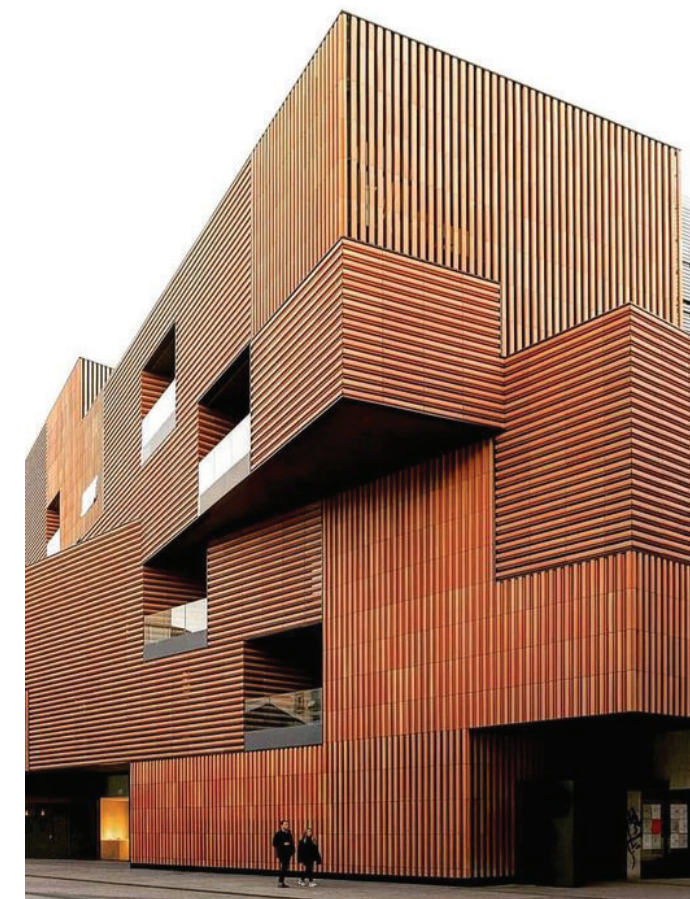
The proposed building will be highly visible from all sides, as it faces California Ave and an alley, with two under-developed sites to the north and south. Strong horizontals in addition to a reduced materials palette alternating in texture and finish will be used to accentuate the massing at the upper levels.



strong horizontals



alternating siding texture & finish



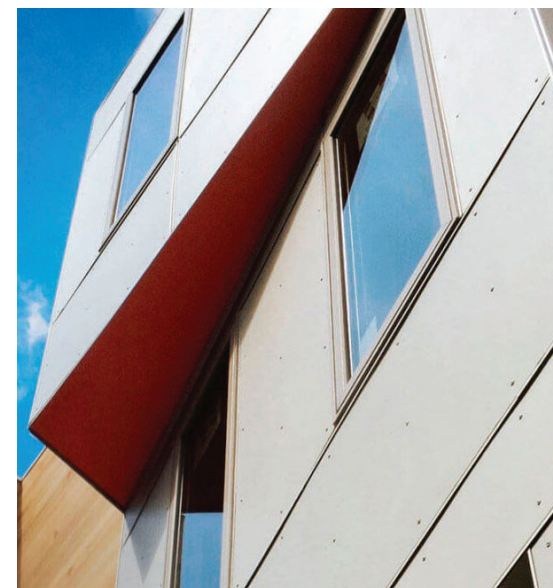
rotating material direction



accentuating modulation



rhythmic siding pattern



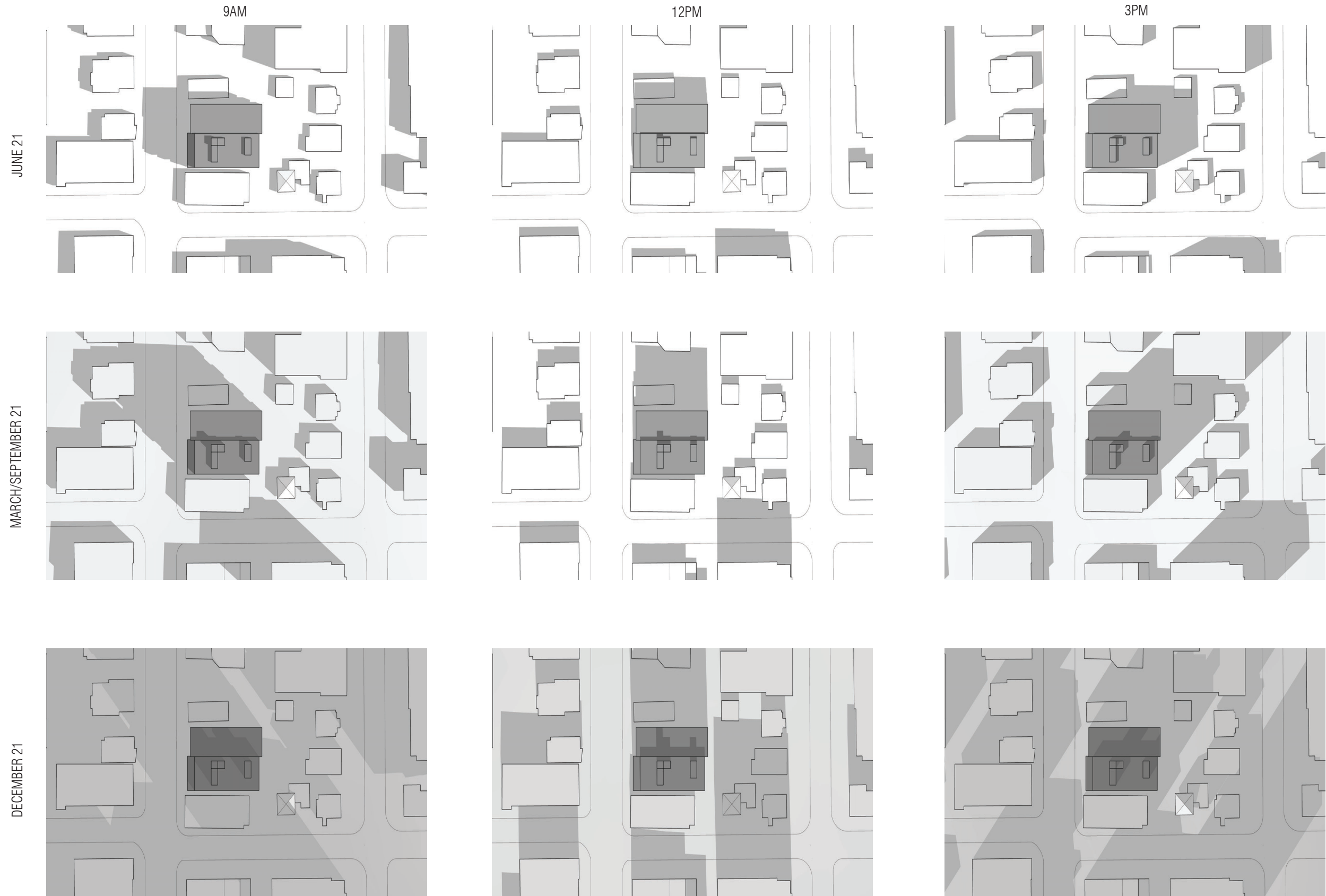
attention to detail with quality & durable materials



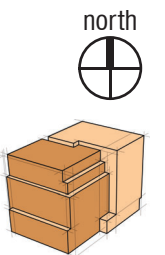
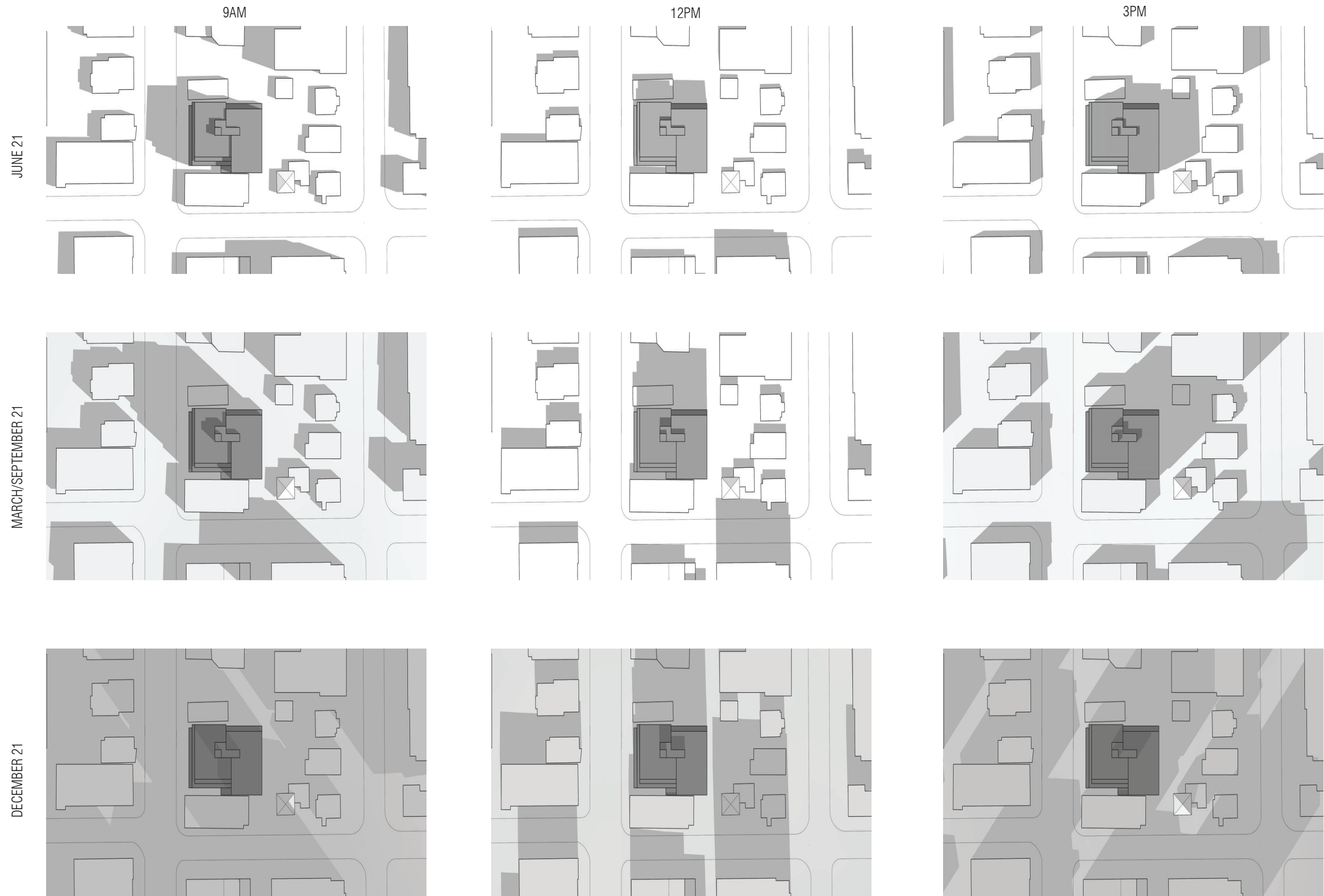
strong verticals

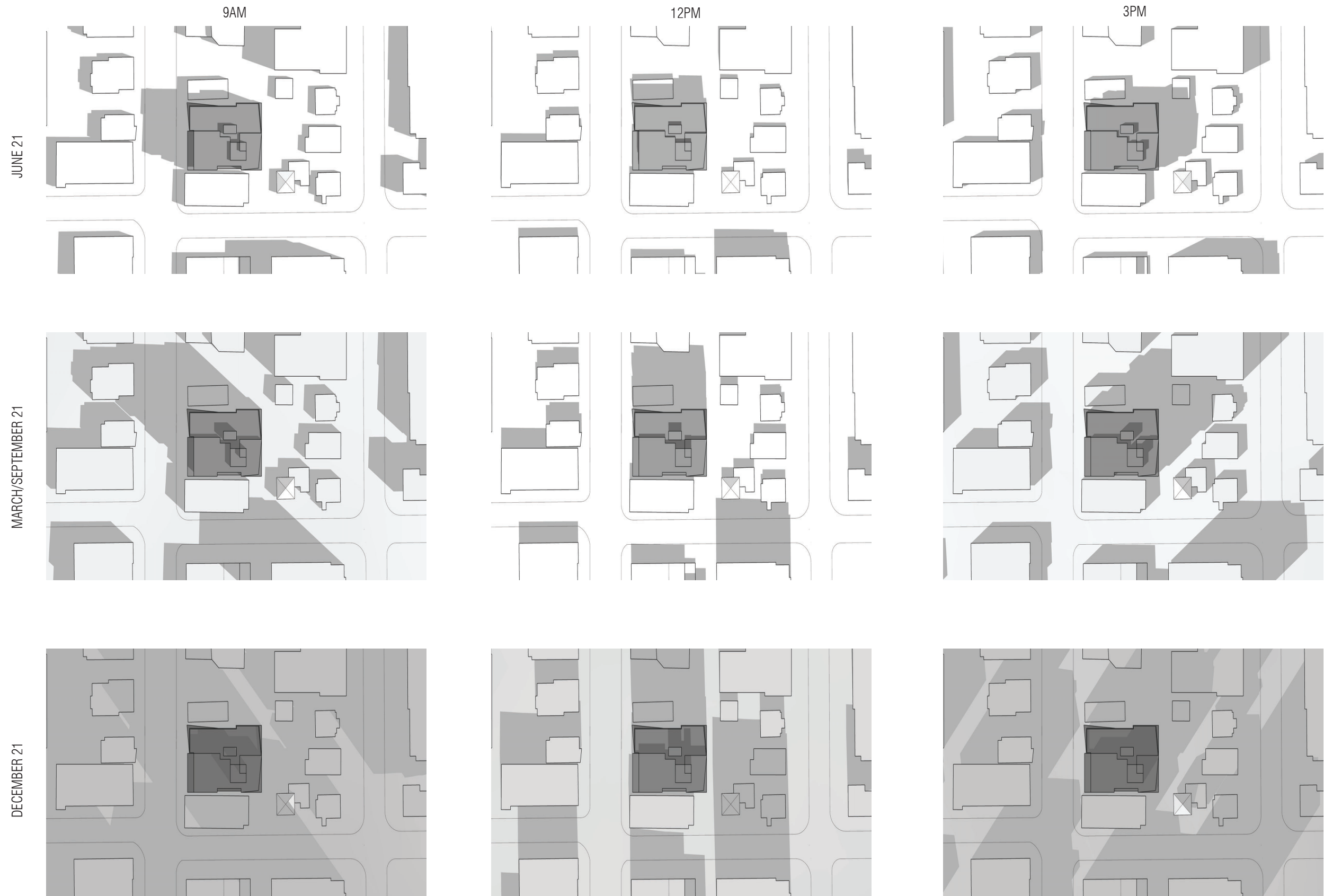


10.0 ARCHITECTURAL DESIGN CONCEPTS | solar studies - scheme 1: shifting stacks

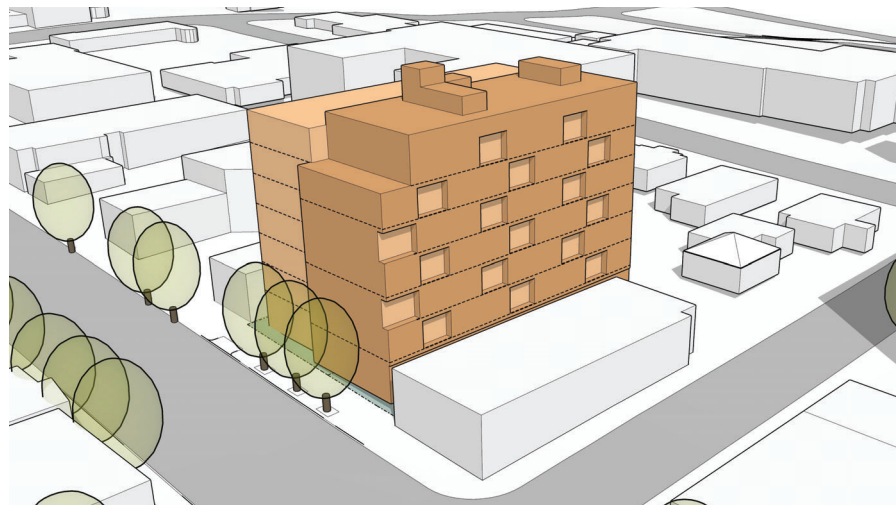












### SCHEME 1: SHIFTING STACKS (CODE COMPLIANT)

Scheme 1 (shifting stacks) is a zoning code compliant scheme that provides a rigor in building form, clearly evident from all sides. The overall mass of the building has been broken down into two slipped masses, which each in turn are comprised of jenga style stacks of units. Units shift inward (for inset balconies) or can be extended outward with bolt-on style balconies. The ground floor commercial spaces have been broken up in order to provide a streetscape relating to the scale of the pedestrian experience along California Ave. Where the building extends towards the property lines, inset entries will be provided. At the northwest corner of the lot, the building is further set back in order to provide a small open space (for a potential outdoor dining area), which further breaks down the street wall. The simple form of the massing does not favor a base that extends forward or outward from the overall mass, and instead the height can be broken down by awnings or similar secondary architectural features.

NO OF RESIDENTIAL UNITS: 96  
 NO OF COMMERCIAL UNITS: 3  
 PARKING: 0 (NONE REQUIRED)

#### BENEFITS:

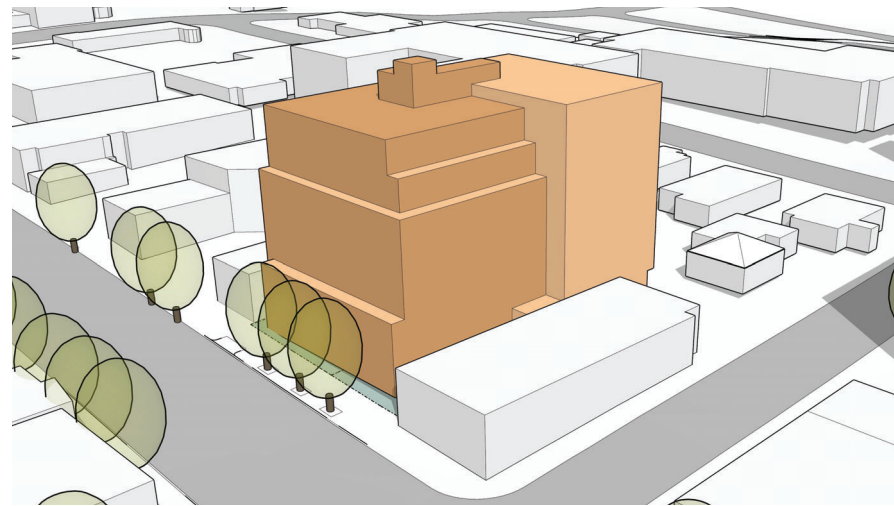
- Provides a clarity of form with its simplistic massing
- Simple form and repeated units provide economic benefits to owners
- Two outdoor community spaces are provided – at the roof with views to downtown and the sound, and at the seventh floor with views to the sound

#### CONCERNS:

- Nearly all units are narrow and facing the side-yards, which limits direct/natural light if/when the adjacent properties are developed
- While awnings/balconies can help break up the front facades, it may still read to pedestrians as a tall, looming street wall without a distinct base

#### POTENTIAL DEPARTURES:

- None



### SCHEME 2: EROSION (CODE COMPLIANT)

Scheme 2 (erosion) is a zoning code compliant scheme that aims to provide a varied, stepped back façade along the California Ave street wall. The overall mass of the building has been broken down into two larger masses, with the western mass eroding as the building grows upward. This erosion can provide integrated balconies, planters, or other secondary architectural elements as part of the overall mass. The ground floor extends close to the property line along the full length of California Ave, in order to provide a clear base expression. The ground floor commercial spaces have been broken up into smaller units, with one large unit fronting at the southwest corner, held back from the south property line in order to accommodate a patio / open space. Free of modulation, the rear (eastern) mass anchors the overall form of the building.

NO OF RESIDENTIAL UNITS: 96  
 NO OF COMMERCIAL UNITS: 3  
 PARKING: 0 (NONE REQUIRED)

#### BENEFITS:

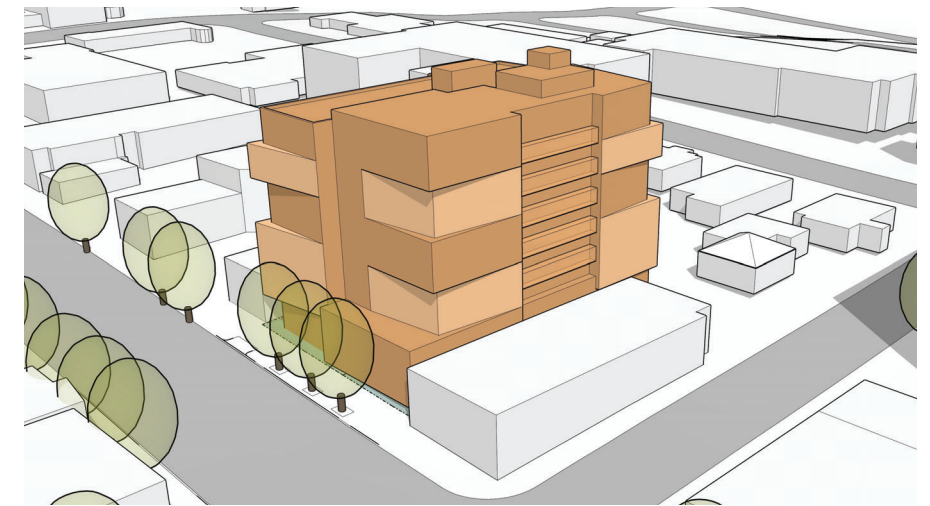
- Steps in massing respond to West Seattle Junction design guidance
- Simple form is unobtrusive in the neighborhood
- Stepped massing is aimed towards the gateway corner of California and Oregon

#### CONCERNS:

- One long street wall reduces opportunities to break down the scale compatible with the existing streetscape along California Ave
- There are two large blank walls – one at the north, one at the south
- Two-story base fronting California Ave responds to guidance, but feels out of scale for this section of the street.
- Building modulation occurs mainly fronting California Ave, without any modulation facing the alley

#### POTENTIAL DEPARTURES:

- None



### SCHEME 3: PINWHEEL (CODE COMPLIANT)

Scheme 3 (the pinwheel) is zoning code compliant and provides visual interest and movement along all facades. The overall mass of the building has been broken down into smaller pieces of the puzzle, which then subtly twist and turn to gesture towards a variety of views and uses. By twisting the forms counterclockwise, the structure is able to respond to its location close to the intersection of California and Oregon, aim views to the sound, as well as aim views towards downtown Seattle. The ground floor commercial spaces have been broken up in order to provide a streetscape compatible with the pedestrian experience along California Ave. Where the building extends towards the property lines (helping to provide an ample base for the structure), inset entries will be provided. At the northwest corner of the lot, the building is further set back in order to provide a small open space (for a potential outdoor dining area), which further breaks down the street wall and helps to create an engaging experience at the pedestrian level. The residential lobby and commercial spaces on the ground floor open to a central passageway that connects California Ave SW and the alley, making for a cozy and secure marketplace experience for pedestrians year-round.

NO OF RESIDENTIAL UNITS: 96  
 NO OF COMMERCIAL UNITS: 3 AND COMMERCIAL PASSAGEWAY  
 PARKING: 0 (NONE REQUIRED)

#### BENEFITS:

- Steps the ground floor commercial level back from the street to enable spillover into the public realm, enhancing the pedestrian experience
- Provides a covered throughway at the ground level to create a mid-block connection that helps link pedestrians to surrounding streets and the Junction's commercial core.
- Modulation provides visual interest on all facades, while minimizing blank walls
- Two outdoor community spaces are provided - at the roof with views to downtown and the sound, and at the second floor with opportunities for connection to the street.

#### CONCERNS:

- The complex form will be best served by a simpler fenestration / material patterning.

#### POTENTIAL DEPARTURES:

- None

