



ADDRESS: 5458 California Avenue SW
Seattle, WA 98136

PROJECT #: 3024224

PARCEL #: 246190-0065

LOT SIZE: 4,999 SF

ZONE: NC2-30

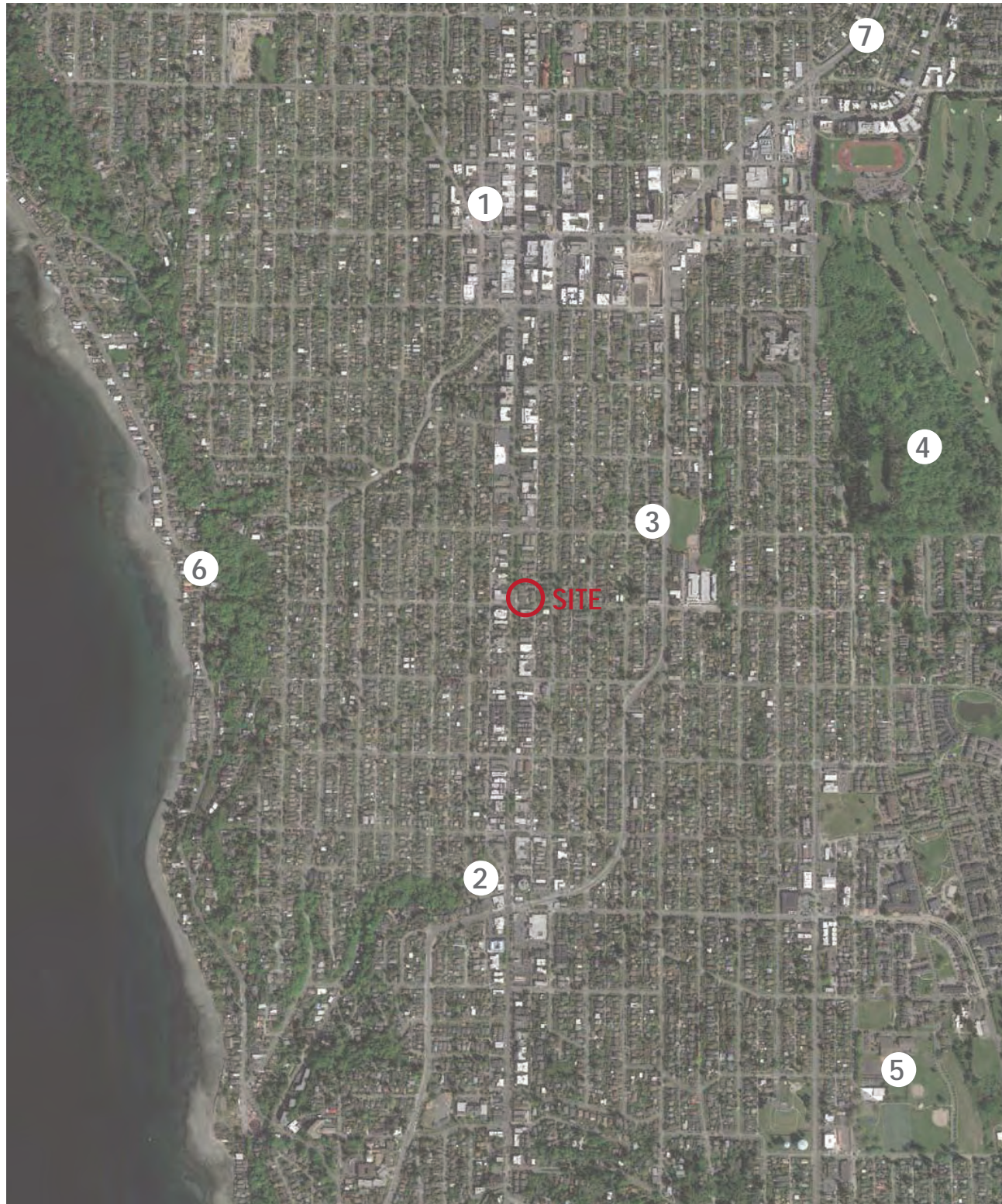
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3.0 DEVELOPMENT OBJECTIVES



▲ 9-BLOCK VICINITY MAP

- ① WEST SEATTLE JUNCTION URBAN VILLAGE
- ② MORGAN JUNCTION RESIDENTIAL URBAN VILLAGE
- ③ FAIRMOUNT PARK & ELEMENTARY SCHOOL
- ④ CAMP LONG
- ⑤ WEST SEATTLE ELEMENTARY SCHOOL
- ⑥ BEACH DRIVE SW
- ⑦ FAUNTLEROY AVE SW TO WEST SEATTLE BRIDGE

▲ AERIAL MAP

The proposed project is located in West Seattle at the intersection of California Avenue SW and SW Findlay Street. The 50' X 100' corner site is in the three block area between the West Seattle and Morgan Junctions. The existing one-story, single-family structure, currently occupied by a business, will be demolished and six new live-work units constructed. The lot is zoned neighborhood commercial, NC2-30, with no other zoning overlays.

The existing buildings around the site include mostly commercial, mixed-use and multi-family structures on California with single-family homes to the East and West. There are a number of local small businesses fronting this major arterial. It is designated a frequent transit corridor and the RapidRide C Line travels through the 9-block vicinity.

Directly adjacent to the North and East of the parcel are two mixed-use buildings with condos or apartments on the 2nd & 3rd floors and offices on the ground level. Two RapidRide stations are located at the intersection as well. The proposed live-work units will connect the street-level presence of the adjacent buildings and add residential and commercial density to the zone.

NUMBER OF LIVE-WORK UNITS: 6
 TOTAL GROSS FLOOR AREA: 9,000 SF
 PARKING: None



SURROUNDING CONTEXT 3.0

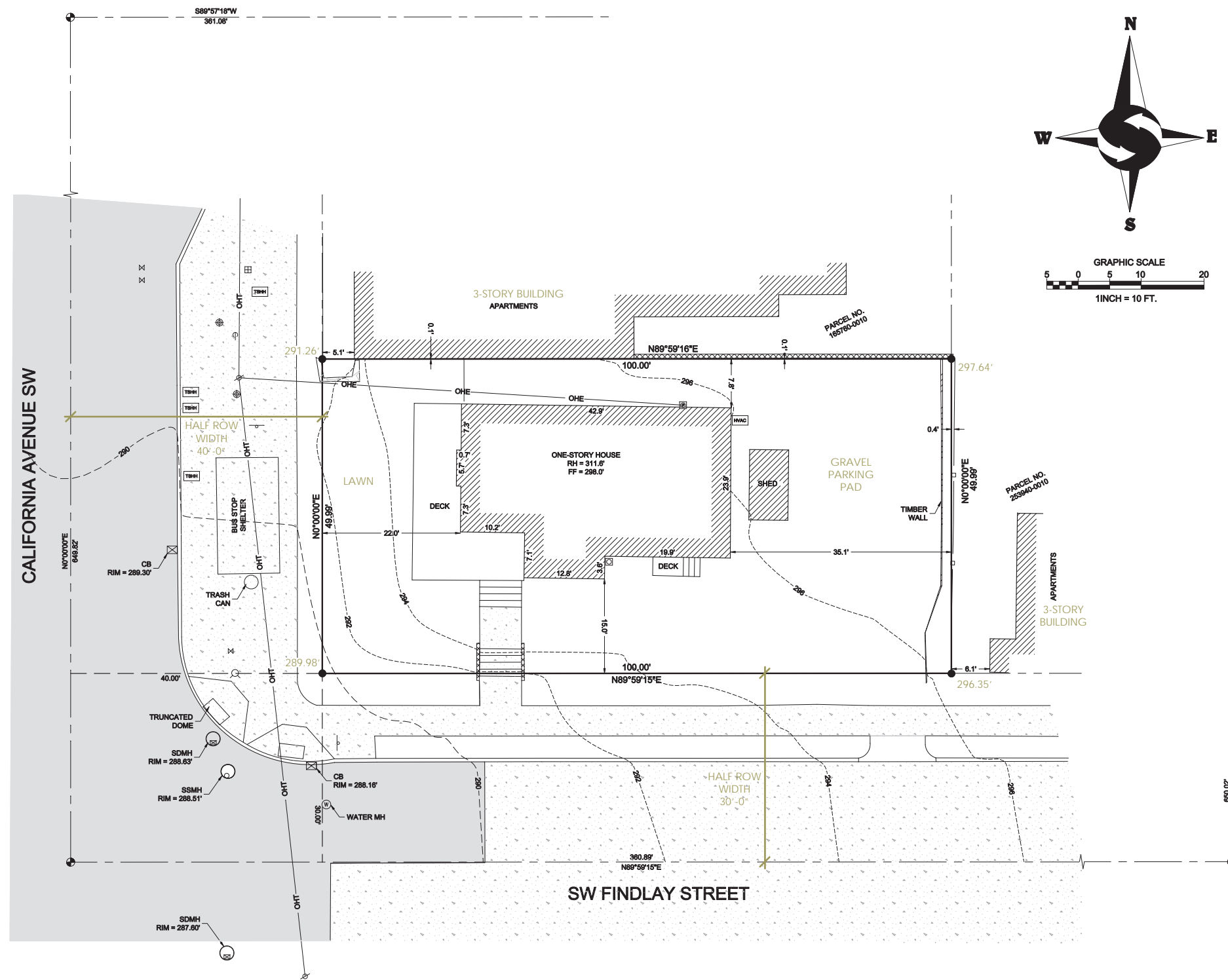


The West Seattle Junction is located North of the project site and to the South is the Morgan Junction. These larger commercial nodes are characterized by one to two-story commercial buildings with brick exteriors. Both these nodes have smaller parks as well. Also near the project site is the 68 acre Camp Long.

In recent years the Alaska Junction Urban Village has seen a number of new mixed-use buildings adding density to the neighborhood. The two renderings show projects under construction at 44th Ave SW & SW Alaska Street and Fauntleroy Way SW & SW Alaska Street.



4.0 SURVEY



LEGAL DESCRIPTION

THE WEST 100 FEET OF LOT 12, BLOCK 1, FAIRMONT ADDITION TO WEST SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 16 OF PLATS, PAGE 33, IN KING COUNTY, WASHINGTON

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON



5.0 9-BLOCK AXONOMETRIC



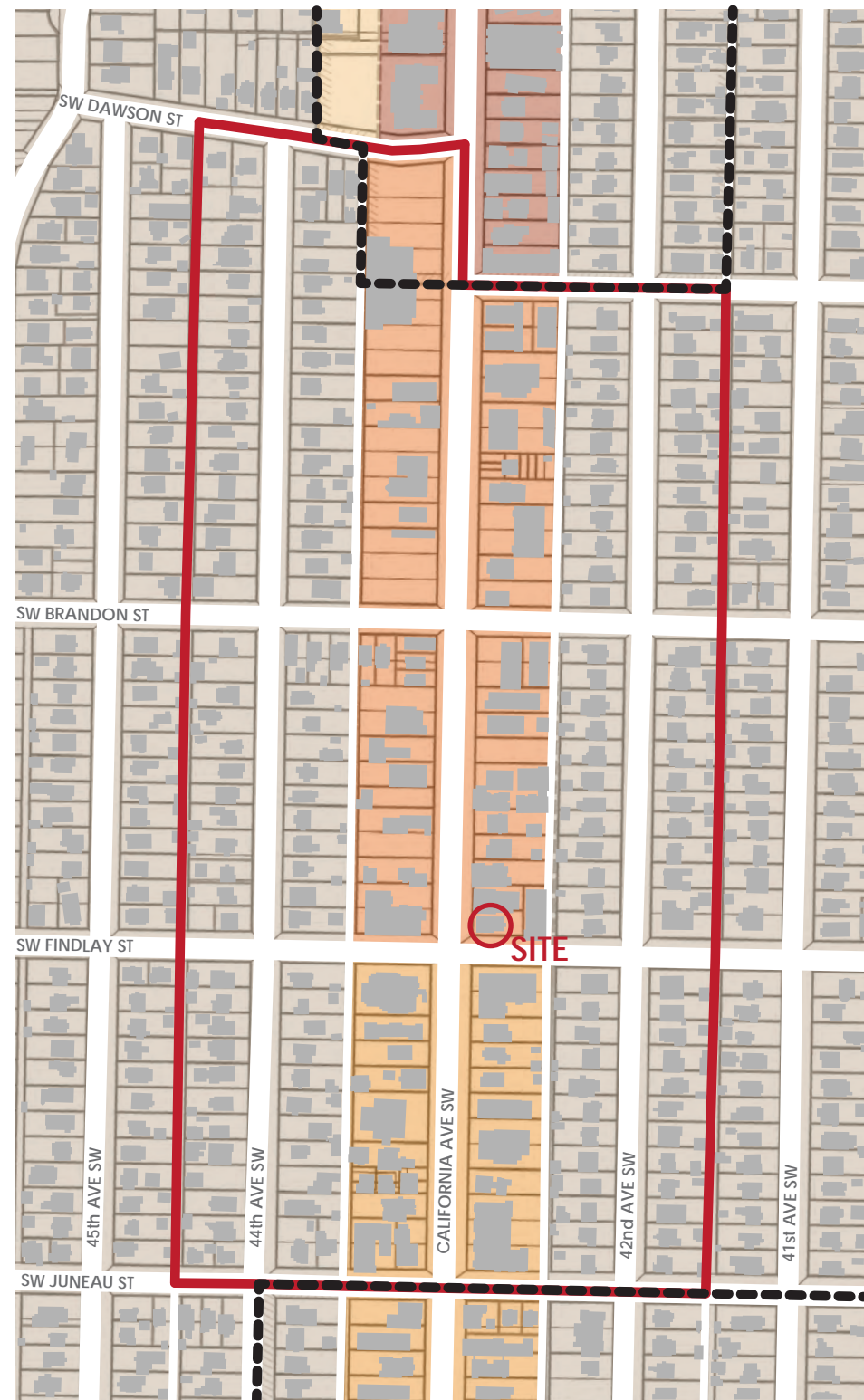
Four-story apartment or condo buildings border the project site across each street and at the adjacent lots. Three of the five buildings are mixed-use and have commercial space at the ground level.

The projects currently under construction in the 9-block vicinity include a mixed-use building (farthest North), and an expansion of the West Seattle Nursery & Garden Center. The site farthest to the South will include three live-work units fronting California, with a two-unit townhouse building and two single-family residences behind them.

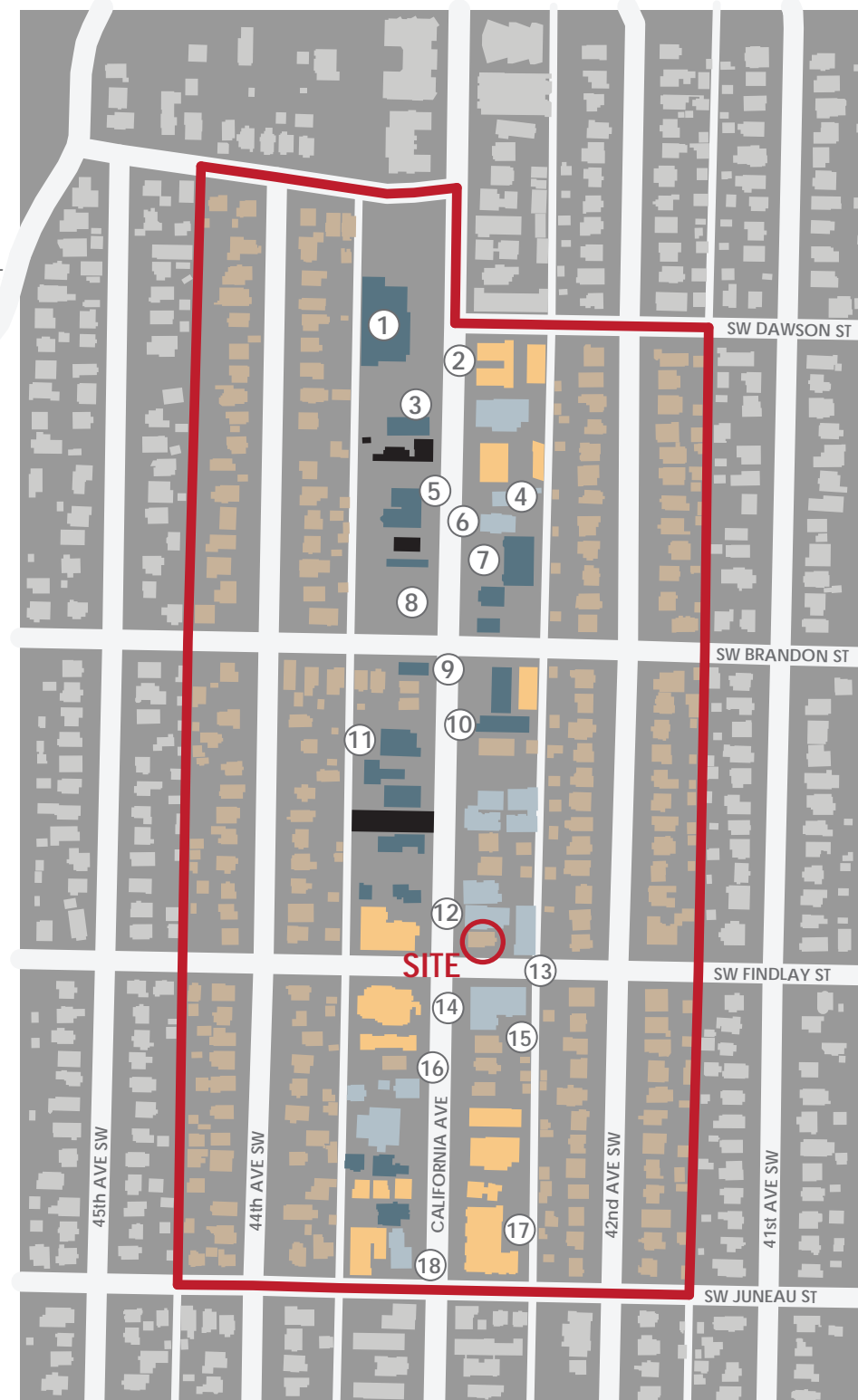
 PROJECTS UNDER CONSTRUCTION



5.0 ZONING & SURROUNDING USES



- NC2-65
- NC2-30
- LR3-RC
- LR2-RC
- SINGLE-FAMILY 5000 SF
- URBAN VILLAGE BOUNDARY



- COMMERCIAL
 - MIXED-USE
 - MULTI-FAMILY
 - SINGLE-FAMILY
 - PROJECTS UNDER CONSTRUCTION
- ① RITE-AID
 - ② DUNHAM APARTMENTS BUILT 1928
 - ③ EPHEBUS RESTAURANT
 - ④ NELCO REHABILITATION ASSOCIATES LIVE-WORK UNITS BUILT 2013
 - ⑤ WEST SEATTLE VETERINARY HOSPITAL
 - ⑥ M3 BODYWORKS APARTMENTS BUILT 1968
 - ⑦ JOHN L. SCOTT REAL ESTATE
 - ⑧ WEST SEATTLE NURSERY AND GARDEN CENTER NEW ANNEX TO BE COMPLETED 2016
 - ⑨ OUTWEST BAR
 - ⑩ WEST SEATTLE WHOLE HEALTH CENTER BUILT 1965
 - ⑪ INDIGO REAL ESTATE BUILT 1951
 - ⑫ CAREW LAW OFFICE CONDOMINIUM BUILT 2001
 - ⑬ SAFE HAVEN MASSAGE
 - ⑭ POTTER CONSTRUCTION LLC APARTMENTS BUILT 1966
 - ⑮ C&P COFFEE COMPANY HOUSE BUILT 1915
 - ⑯ ILLUSIONS HAIR DESIGN APARTMENTS BUILT 1949
 - ⑰ GREEN ACRES APARTMENTS APARTMENTS BUILT 1968
 - ⑱ MORGAN JUNCTION CROSSFIT



ZONING

The site is located in a NC2-30 zone between the West Seattle Junction Urban Village to the North and the Morgan Junction Residential Urban Village to the South. A parcel directly to the East separates the site from single-family zoning. The parcels on California Ave South of Findlay Street are zoned LR3-RC also with a height limit of 30 feet.

BUILDING TYPE & SCALE

There is a mix of commercial, mixed-use and multi-family buildings along these 3-blocks of California Avenue. The eclectic style and scale of buildings along the arterial reflect the era they were built. Single-family neighborhoods to the East and West typically have a number of mid-century modern homes and Craftsman bungalows.

Three to four-story mixed-use and multi-family structures, often closest to the California lot line, have parking off the alley. One to two-story commercial buildings are set-back farther and have parking in front of, or to the side of the structure. More recent mixed-use buildings use the entire lot width, but a setback from the side lot line is common.

SMALL BUSINESSES

Small businesses along California Avenue offer a range of services within walking distance of the nearby residences. Offices, and salons occupy many of the ground-floor spaces in the mixed-use and one-story commercial buildings. Many of the remaining single-family homes have been converted to other uses. Office tenants frequently include medical, law, and real estate professionals.



5.0 ARCHITECTURAL & SITING PATTERNS



CONTEMPORARY MULTI-FAMILY



- Mix of materials and siding widths
- Asymmetry in the composition of the facade on most buildings
- Articulation in the facade depths; use of color/material defines the steps in the facade
- Typically they have a roof deck and the stair penthouses is often sloped

MIXED-USE



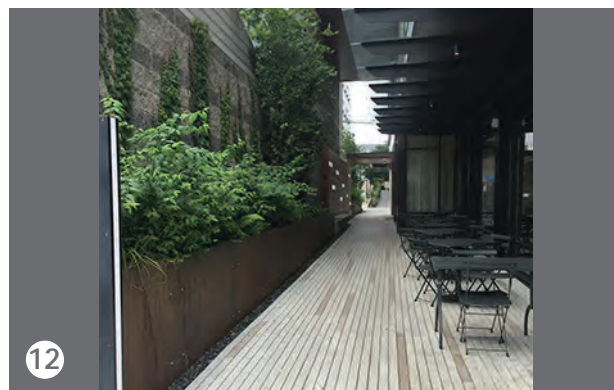
- On-grade entries protected by canopy or recessed from the building face
- Differentiation of commercial base with siding color or use of stone/concrete block
- Residential/commercial separation further defined by setback or slight overhang

CORNER APARTMENTS



- Separate treatment of the facade at the different streets - more decks along E-W street; corner at intersection has limited windows
- Building overhang at ground level shielding entries and/or parking
- Wide covered decks with open railings, partially recessed from the building face
- Flat roof with overhang

ENTRY PATHWAYS OFF CALIFORNIA



- Residential entries off pathways between buildings on the same site or adjacent lots
- Planting beds, raised or not, in addition to the varying facade depth, create a gradient and delineate the separate residential entries
- Entries are protected by building overhangs
- Raised beds of weathered steel or concrete

ENTRIES ALONG CALIFORNIA

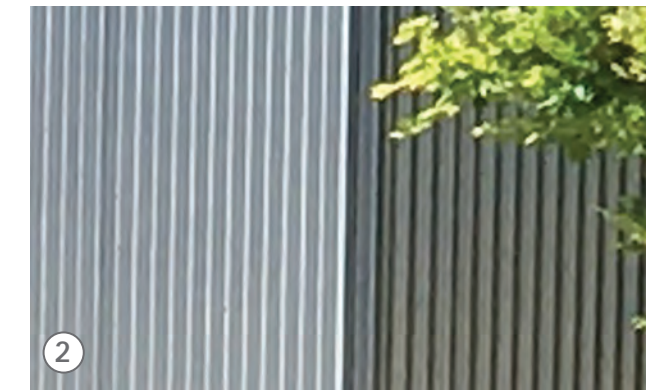
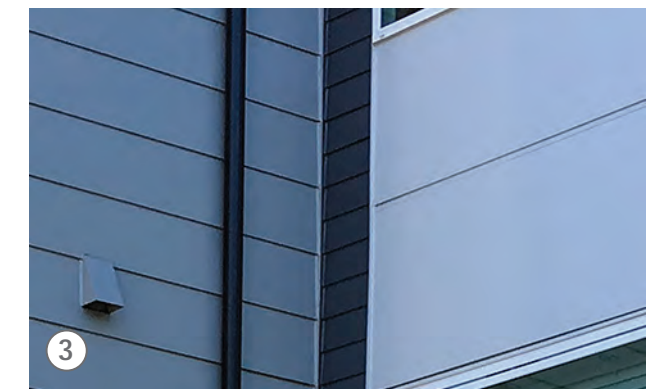


- Landscaping elements create a layered entry sequence
- Provides a buffer between the windows of professional offices and sidewalk at street level
- Plant height selected to either maintain transparency to commercial windows or create privacy at residential entrances

MATERIALS



- Painted concrete block, textured or not, are found on both old and new buildings near the site
- Brick is seen in a range of colors and bond types reflecting the era the building was built



- Stucco is another common material found on older apartment/condo buildings; different colors and textures may be found on one building to create patterns
- Fiber cement lap siding and panel is used frequently on more contemporary projects
- Corrugated metal siding is also seen to a lesser extent

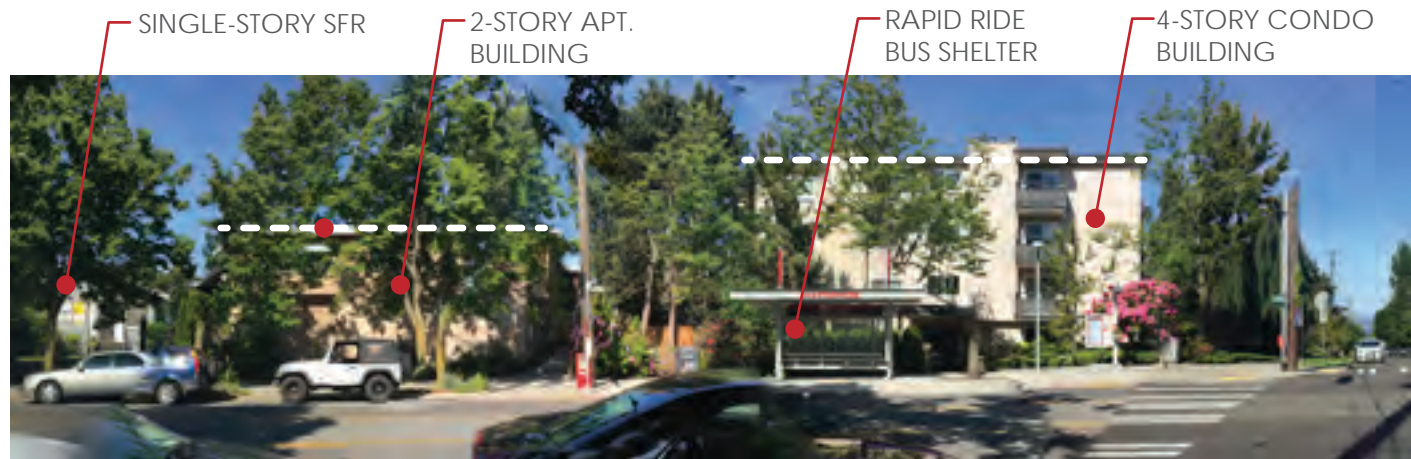


5.0 STREETScape

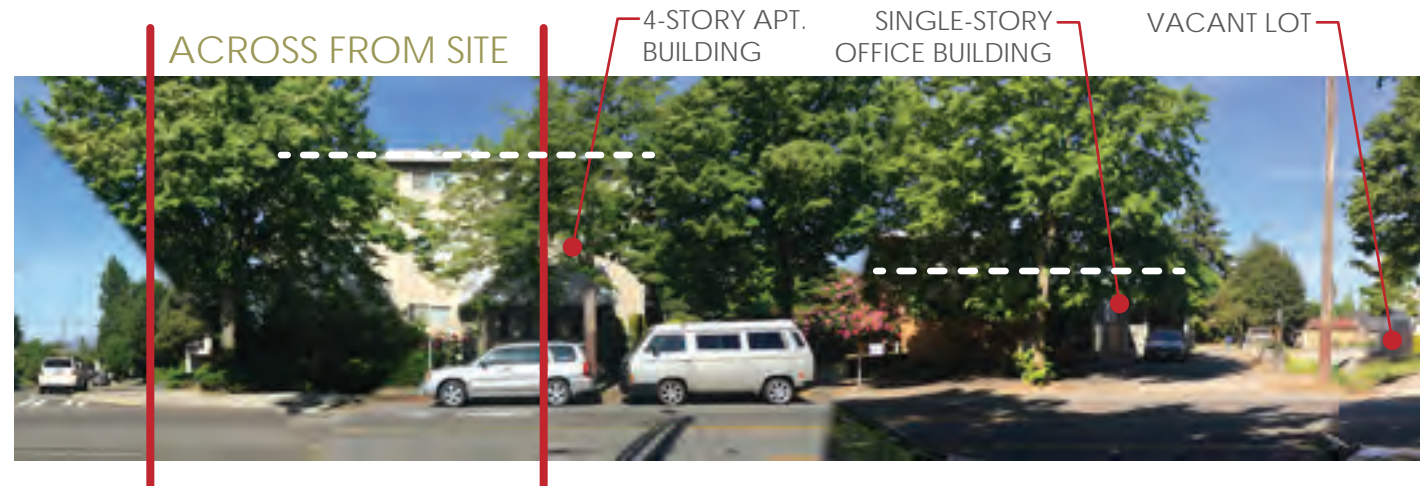
CALIFORNIA AVE SW - LOOKING WEST

LR2-RC

NC2-30

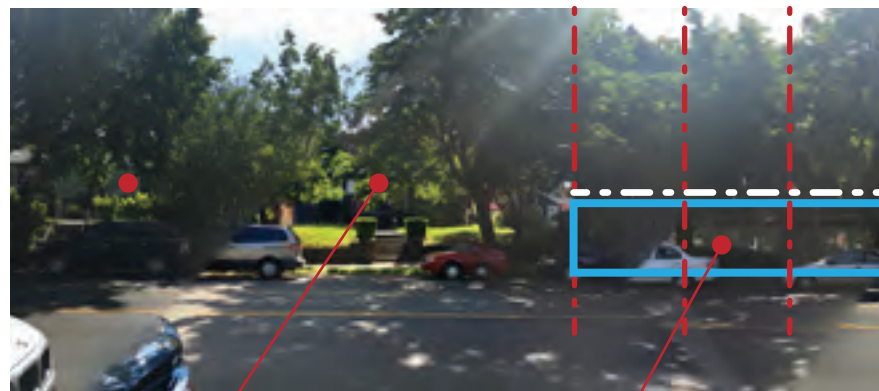


SW FINDLAY STREET

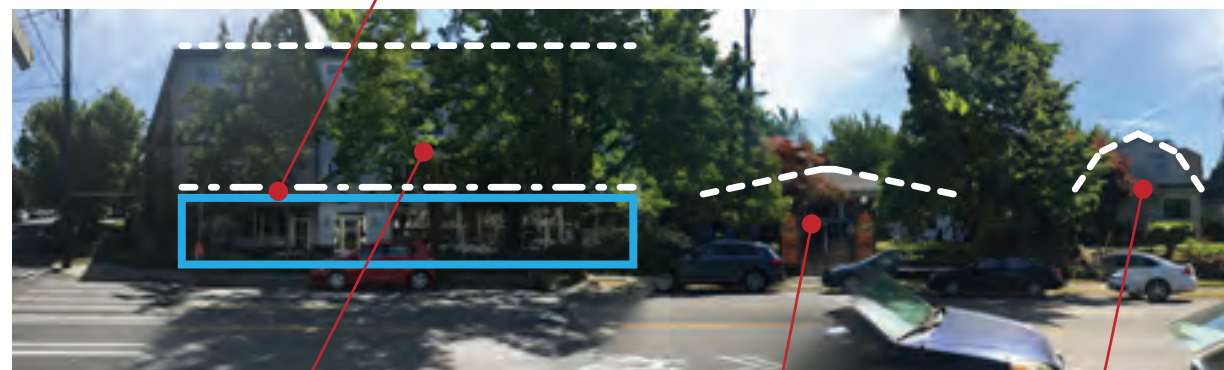


OFFICES AT GROUND LEVEL; BASE DIFFERENTIATED BY MATERIAL AND RECESSED WINDOWS AND ENTRIES. ELEVATION DIVIDED INTO THREE SECTIONS. (STREET ELEVATION BELOW)

OFFICES AT GROUND LEVEL; BASE DIFFERENTIATED BY MORE WINDOW COVERAGE AND ENTRIES RECESSED UNDER OVERHANGS



SW FINDLAY STREET



NC2-30

LR2-RC

CALIFORNIA AVE SW - LOOKING EAST

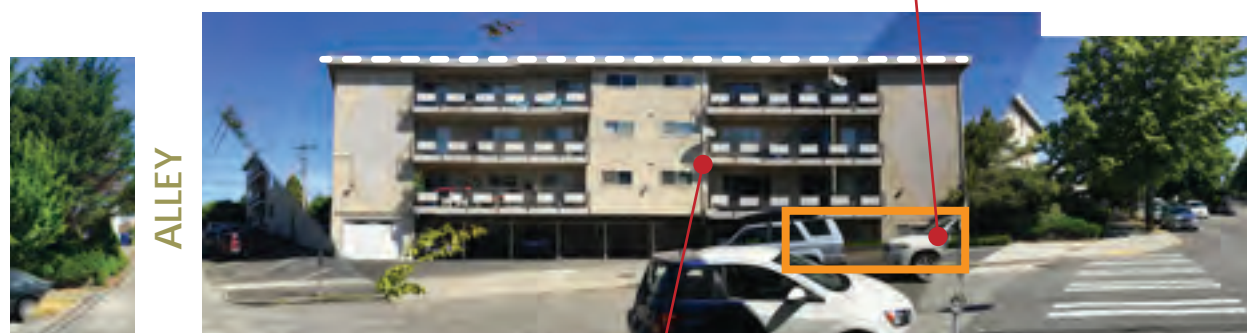
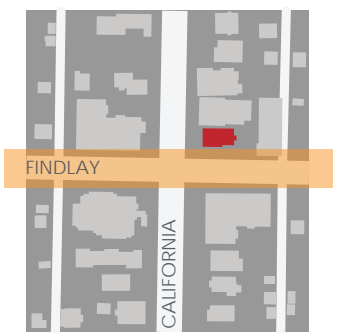


SFR-5000 LR2-RC LR2-RC SFR-5000



Buildings are recessed into the slope. Wide decks with open railings face the quieter side street.

This street-level commercial space on the quieter side street is well suited for occupants such as the current massage therapy office.



4-STORY APT. BUILDING

CALIFORNIA AVE SW



RAPID RIDE BUS SHELTER

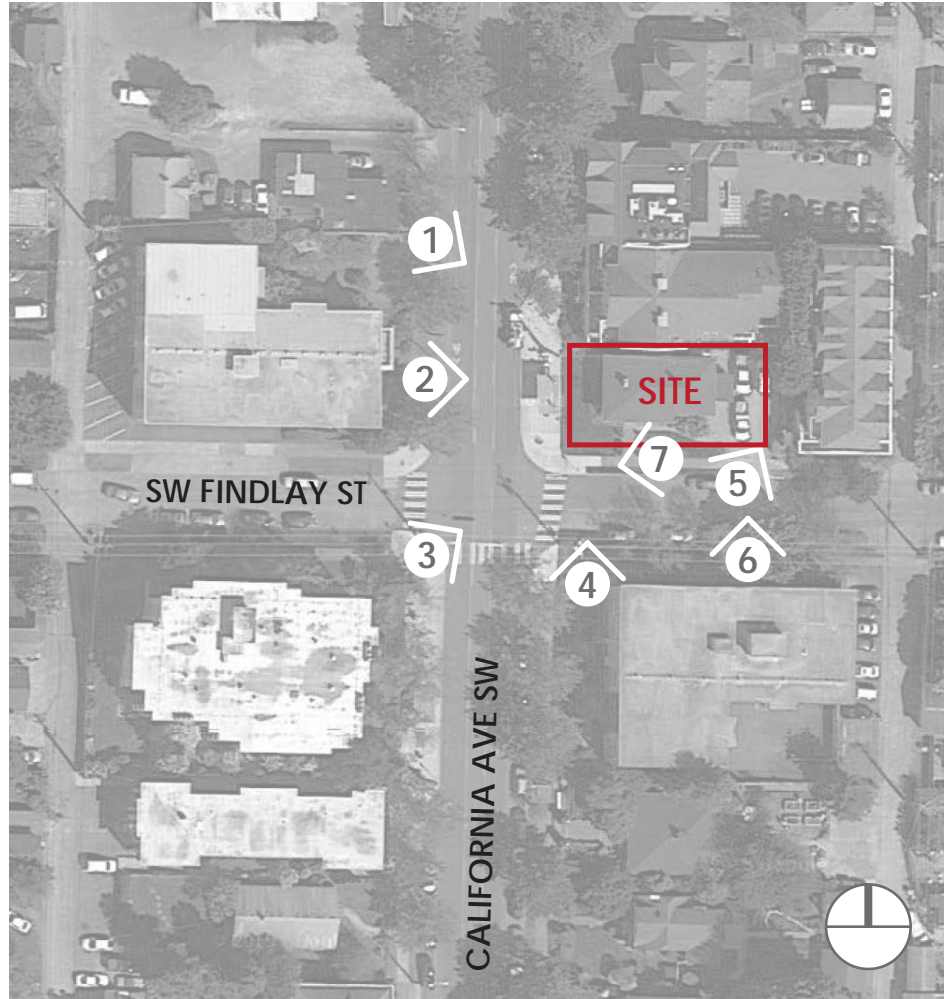
3-STORY MIXED-USE BUILDING

ALLEY

SFR-5000 NC2-30 NC2-30 SFR-5000



5.0 SITE PHOTOS



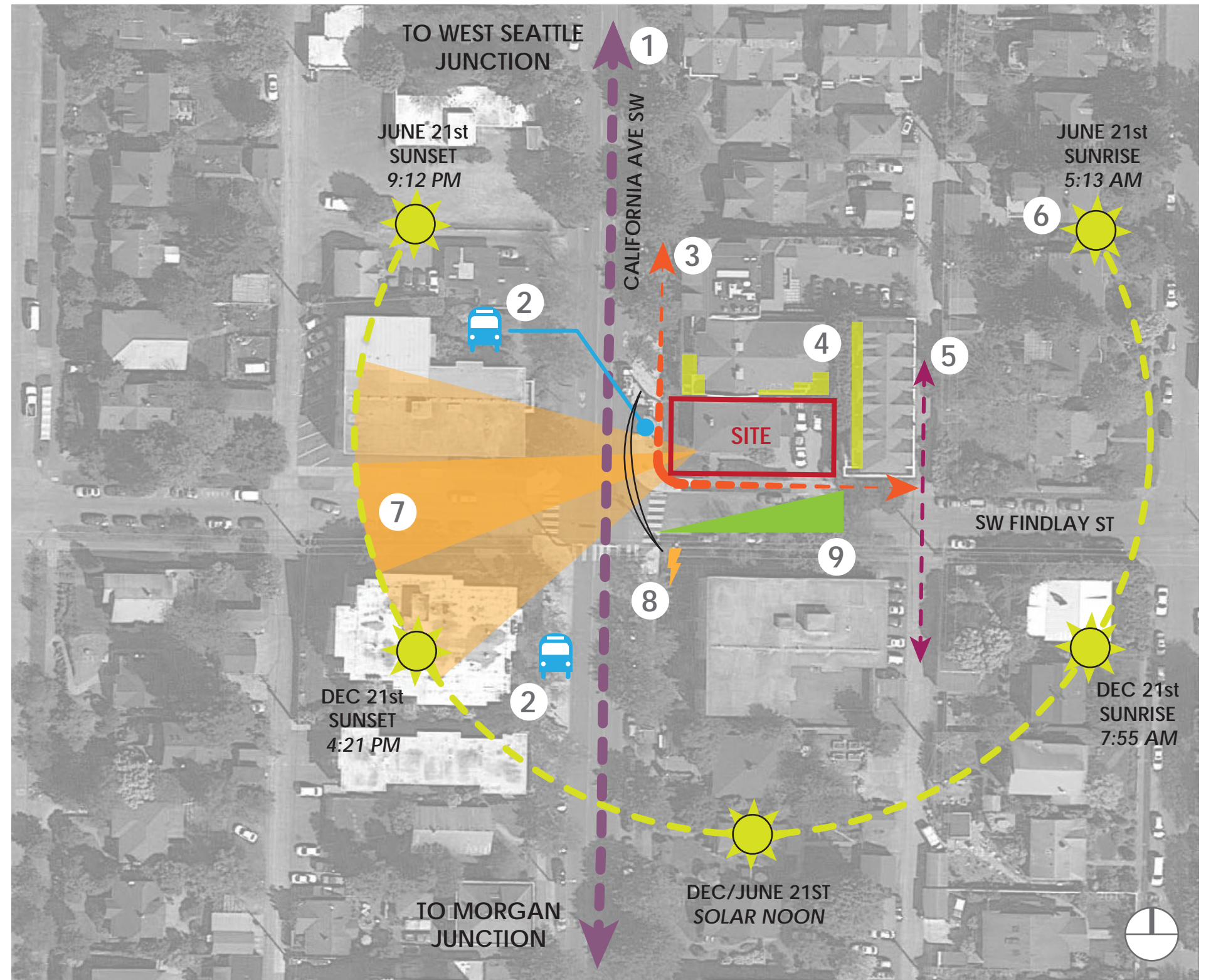
OPPORTUNITIES

- ① Located between the larger nodes of the West Seattle Junction Urban Village and Morgan Junction Residential Urban Village many restaurants and shops are within a short travel distance.
- ② RapidRide stations at the intersection, along the designated Frequent Transit Corridor, serve the C Line route to downtown Seattle and SLU to the North and Westwood Village to the South. (2)
- ③ The corner lot is highly visible to passing traffic on the major arterial, and there is pedestrian access along two streets. (3)
- ⑥ Windows on the South of proposed buildings would provide solar gain during the winter months.
- ⑦ Sightlines down Findlay Avenue through the intersection offer views of the Puget Sound and Olympic mountain range beyond. (7)

CONSTRAINTS

- ① High noise level from traffic along California Avenue SW.
- ② The RapidRide bus shelter, less than seven feet off the lot line, will block visibility to commercial windows behind it from the street and far sidewalk. (2), (4)
- ④ The buildings directly to the North and East have windows and decks facing the lot on the 2nd and 3rd floors. (5), (6)
- ⑤ A lot to the west of the site prevents alley access.
- ⑧ Minimum clearance from secondary overhead electrical wires is 5 feet minimum.
- ⑨ Grade difference of 7 feet on the site's longer side facing Findlay Avenue.

(X) Corresponding Site Photo



5.0 PRECEDENTS



PIKE STATION - ATLIER JONES
 - Corner accentuated by bay window
 - Division of materials highlights live-work uses
 - Units divided between two separate buildings; reads as a single mass with identical details at each elevation



COLUMBIA CITY LIVE-WORK UNITS - PHILIP CRISTOFIDES
 - Appropriate use of masonry
 - Shallow balconies along street edge
 - Different treatment of fenestration at each floor level



SAFARI DRIVE CONDOMINIUMS - MILLER HULL
 - Combination of CMU block and weathered steel
 - Deep decks above the entries are recessed between opaque massings to create privacy



MADRONA LOFTS - DAVID VANDERVORT ARCHITECTS
 - Use of different CMU finishes to detail the entryway
 - The signage is integrated with the fenestration
 - Layer of secondary elements to provide a human scale to the street-edge such as hanging planters



3237 CALIFORNIA AVE SW - DWELL DEVELOPMENT
 - Glazed garage door at the street-level
 - Progression of entry elements; patio provides buffer at street edge and doors protected by deck overhang above



RALLY LIVE-WORK UNITS - JOHNSTON ARCHITECTS
 - Large operable windows facing California Ave SW
 - Stepped facade defines individual units and creates visual interest at street-level
 - Glass canopy provides overhead weather protection at the corner



6.0 ZONING SUMMARY

SMC SECTION	SMC REQUIREMENT	SMC SECTION	SMC REQUIREMENT
PERMITTED/PROHIBITED USES		LANDSCAPING AND SCREENING	
SMC 23.47A.004 TABLE A	Live-Work Permitted in NC2-30 zones	SMC 23.47A.016.A.2	Landscaping that achieves a Green Factor score of 0.3 or greater is required for any lot with: b) development containing more than 4,000 new SF of non-residential uses. <i>Required: The Green Factor will include the ROW area</i>
STREET-LEVEL DEVELOPMENT STANDARDS		SMC 23.47A.016.B.1	Street trees are required when any development in proposed. <i>Street trees are waived on California Ave SW because of the RapidRide bus shelter.</i>
SMC 23.47A.008.A.2.b	Blank segments of the street facing facade between 2' and 8' above the sidewalk may not exceed 20' in width	SMC 23.47A.016.C.1	Any screening shall be at least as tall as the height specified in subsection 23.47A.016.D. TABLE D: c) Garbage cans, min. requirement: 3' high screening <i>Two to three street trees will be provided on Findlay between the sidewalk and lot line as the planting strip is not wide enough.</i>
SMC 23.47A.008.A.2.c	Total blank segments may not exceed 40% of the width of the facade of the structure along the street.		
SMC 23.47A.008.A.3	Street-facing facades shall be within 10' of the street lot line		
SMC 23.47A.008.B.2.a	60% of the street-facing facade between 2' and 8' above the sidewalk shall be transparent.	FAR	
SMC 23.47A.008.B.2.b	Transparent areas shall be designed and maintained to provide views into and out of the structure.	SMC 23.47A.013 TABLE A	Maximum floor area ratio = 2.25 (any single-use) <i>6 Units X 1,500 SF = 9,000 SF Lot Size = 5,000 SF FAR = 1.8</i>
SMC 23.47A.008.B.3	Non-residential uses shall extend an avg. depth of 30' and a min. depth of 15' from the street-facing facade.	SETBACKS	
SMC 23.47A.008.B.4	Non-residential uses shall have a floor-to-floor height of at least 13'.	SMC 23.47A.014.B	Setbacks required for lots abutting or across the alley from residential zones <i>None required: Lot is not adjacent to a residential zone</i>
STRUCTURE HEIGHT		WASTE STORAGE	
SMC 23.47A.012.A.1.a	Height Limit = 30': The height may exceed the limit by 4' max. when 1) Either, a) A floor-to-floor height of 13' or more is provided for non-residential uses at street-level 2) The additional height will not allow an another story.	SMC 23.54.040 TABLE A	Non-residential development 5,001 - 15,000 SF = 125 SF
SMC 23.47A.012.C.4.f	Stair penthouses may extend above the height limit up to 16'. The coverage shall not exceed 25% of the roof area.	OFF-STREET PARKING	
		SMC 23.54.015.C.2 TABLE A	Row D, Live-Work Units: 0 spaces for units with 1,500 SF or less; 1 space for each unit greater than 1,500 SF. <i>No parking proposed: Unit gross floor area 1,500 SF or less</i>
		BICYCLE PARKING	
		SMC 23.54.015.K	In the case of a use not shown on Table D there is no min. bicycle parking requirement. <i>Live-Work Units not included on Table D</i>
		SEPA	
		SMC 25.05.800 TABLE B	Exemption for non-residential uses outside urban centers and urban villages containing SAODs = 4,000 SF of gross floor area or less <i>SEPA Environmental Checklist Required</i>



7.0 DESIGN GUIDELINES

GUIDELINE DESCRIPTION & RESPONSE

CS1 NATURAL SYSTEMS AND SITE FEATURES

C. TOPOGRAPHY

2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation.

There is over a 7’ difference between the West and East lot line. To accommodate the elevation change the building or buildings are stepped. It provides better sightlines for the roof top decks along Findlay and easier pedestrian access.



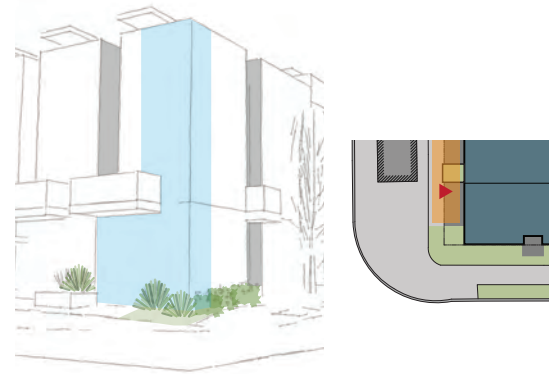
ELEVATION CHANGES

CS2 URBAN PATTERN AND FORM

C. RELATIONSHIP TO THE BLOCK

1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry or build out to the corner to provide a strong urban edge to the block.

To create visual interest the massing is more defined at the corner with varying facade depths, decks or canopies, and more window coverage. Massing concepts explore both building out towards the South lot line or providing extra space.

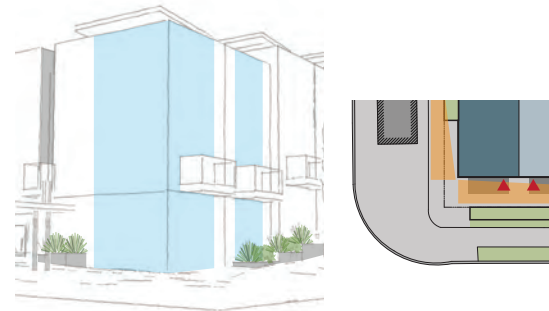


Built out towards South lot line

D. HEIGHT, BULK, AND SCALE

1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

The existing single-family structure is bordered by three to four-story mixed-use or multi-family buildings on the adjacent lots and across the street. The proposed three-story live-work units will reflect the scale of existing buildings at the intersection.



Extra space at South lot line
CORNER SITES

GUIDELINE DESCRIPTION & RESPONSE

PL2 WALKABILITY

A. ACCESSIBILITY

1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door. Refrain from creating separate back door entrances for persons with mobility limitations.

At the Findlay live-work units the building slabs or exterior walkways step to allow for a path from the sidewalk directly to the work entry door.



C. WEATHER PROTECTION

1. Locations & Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activities such as entries, retail uses, and transit stops. Address changes in topography as needed to provide continuous coverage the full length of the building, where possible.

Second floor decks or glass canopies will provide weather protection at each work entry. Building overhangs will protect the live entry doors.



ENTRIES

PL3 STREET-LEVEL INTERACTION

A. ENTRIES

2. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting and other features.

Many of the existing entries along California Avenue involve a progression of elements from the street to the front doors. Landscape elements and overhead protection define walkways and individual entries. The entries respond to the different character of California and Findlay.



GUIDELINE DESCRIPTION & RESPONSE

PL3 STREET-LEVEL INTERACTION

C. RETAIL EDGES

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.

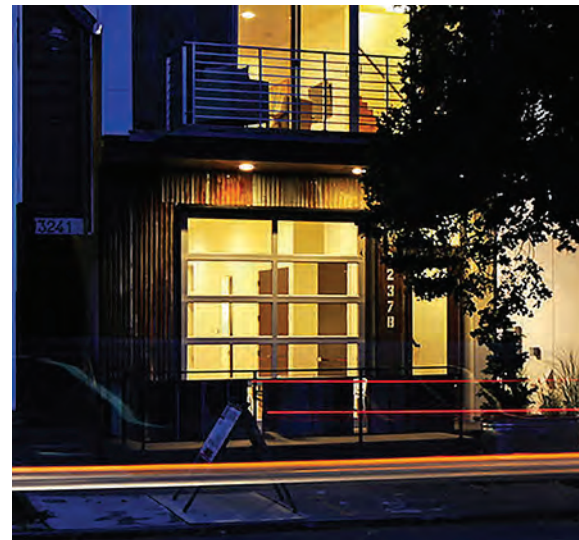
The height between the ground floor slab to the finish floor of the story above will be 13 feet or greater. Large windows or potentially glazed wall-sized doors will be considered similar to other proposed or completed live-work units on California

PL4 ACTIVE TRANSPORTATION

C. PLANNING AHEAD FOR TRANSIT

1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking, and/or suggest logical locations for building entries, retail uses, open space, or landscaping. Take advantage of the presence of transit patrons to support retail uses in the building.

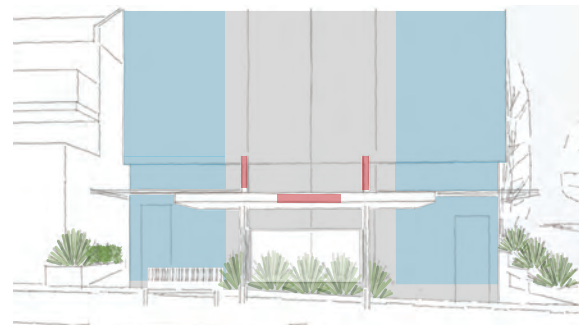
Massing concepts explore how entries may be located to increase visibility from the street and opposite sidewalk and create privacy for commercial tenants.



Glazed garage door



Large windows and glazed sliding doors
RETAIL EDGES



Entries to either side of the bus shelter

INFLUENCE OF PROJECT DESIGN

GUIDELINE DESCRIPTION & RESPONSE

DC2 ARCHITECTURAL CONCEPT

C. VISUAL DEPTH AND INTEREST

1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks or other secondary elements into the facade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas). Detailing may include features such as distinctive door and window hardware, projecting window sills, ornamental tile or metal, and other high-quality surface materials and finishes.

Many of the buildings along California incorporate decks and the facade depths vary across a building's street edge. Almost all units throughout the massing concepts have decks, and recesses or stepped building facades add depth.

DC4 EXTERIOR ELEMENTS AND FINISHES

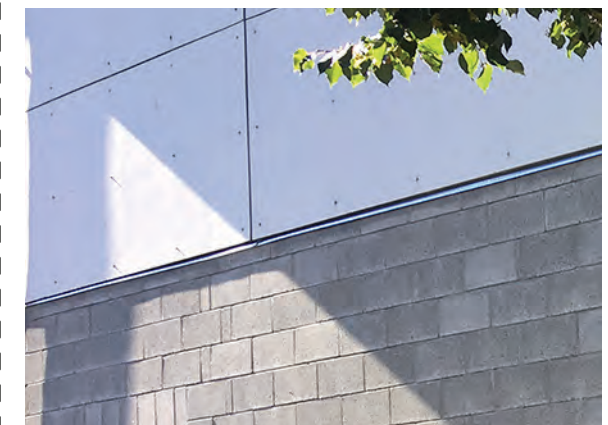
A. BUILDING MATERIALS

1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Materials such as CMU and fiber cement siding will be considered for their low maintenance but opportunity for texture and pattern. The materials will be used to differentiate the live-work uses.



Varied widths of lapped fiber cement siding



EXTERIOR FINISH MATERIALS



8.0 ARCHITECTURAL MASSING CONCEPTS

MASSING CONCEPT A (PREFERRED)



The live-work units are distributed evenly between two structures with three units facing California and three facing Findlay. The massings relate to one another while responding to the different character of the two streets. This option has the most live-work units facing California. All of the first-floor slabs step to provide entries level with the sidewalk. This option is built out to the South lot line providing a strong urban edge, but is softened by the landscaping in the ROW.



These options explore how to address the dichotomy between creating transparency/visibility at the street-level and providing a sense of privacy from the RapidRide bus shelter. With the widest setback from California, the entry elements will provide a buffer between large windows spanning the building width at ground-level and the commuters waiting at the bus shelter.

MASSING CONCEPT B



The units are grouped in a single structure and all work space entrances face Findlay. The facade is stepped to add depth and a gradient of privacy from the intersection. Set back over 7' from the South lot line a wider pedestrian space is provided off the major arterial. The Findlay elevation has a rhythm in its modulation compared to California. The walkway is stepped to accommodate the grade change with level entrances from the sidewalk to each set of units.

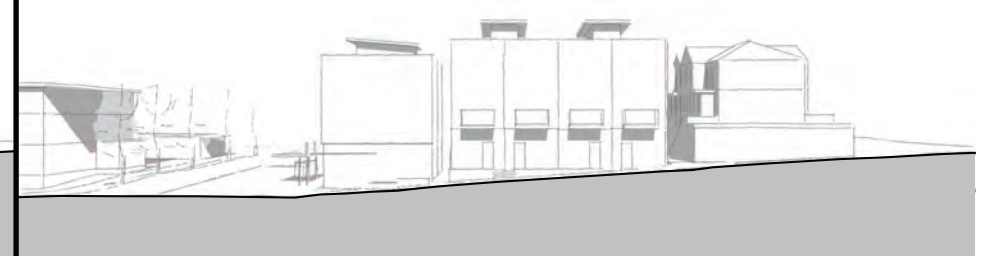


The ground-level of this concept will have the most privacy in relation to the RapidRide station with only one unit having windows facing California. More window coverage and the wider pedestrian pathway focuses attention on the corner while the more opaque facade directly behind the bus shelter and planter boxes maintains privacy.

MASSING CONCEPT C



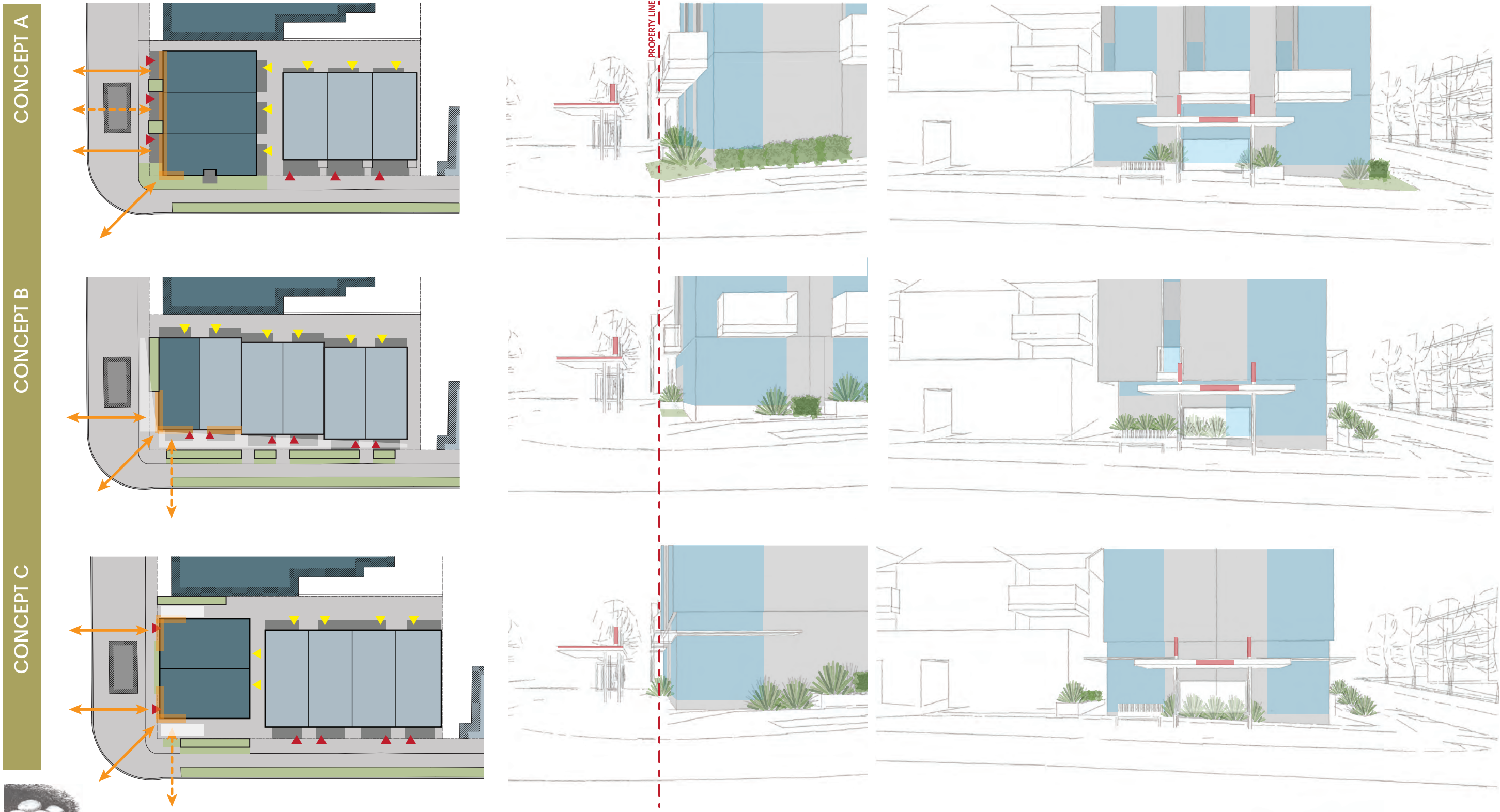
This hybrid option has two structures; one two-unit structure facing California and a four-unit structure on Findlay. The two-unit structure is set back farther from the South lot line to roughly center it on the Rapid Ride shelter and provide a wider pedestrian space at the corner. There is a greater degree of difference in the massings with the California units having no decks at the living spaces and instead a glass canopy for weather protection.



The entrances to the California units will be to either side of the bus shelter so their visibility is not blocked to passing vehicular traffic or pedestrians on the opposite sidewalk. Large windows and overhead protection wrapping the corner will add visual interest while the area behind the shelter would be punctuated with small openings only.



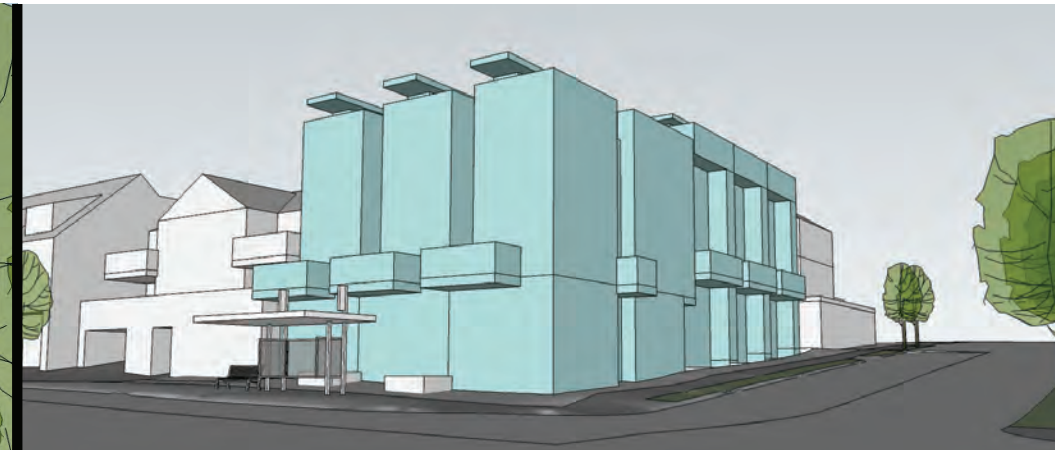
COMPARISON AT BUS SHELTER 8.0



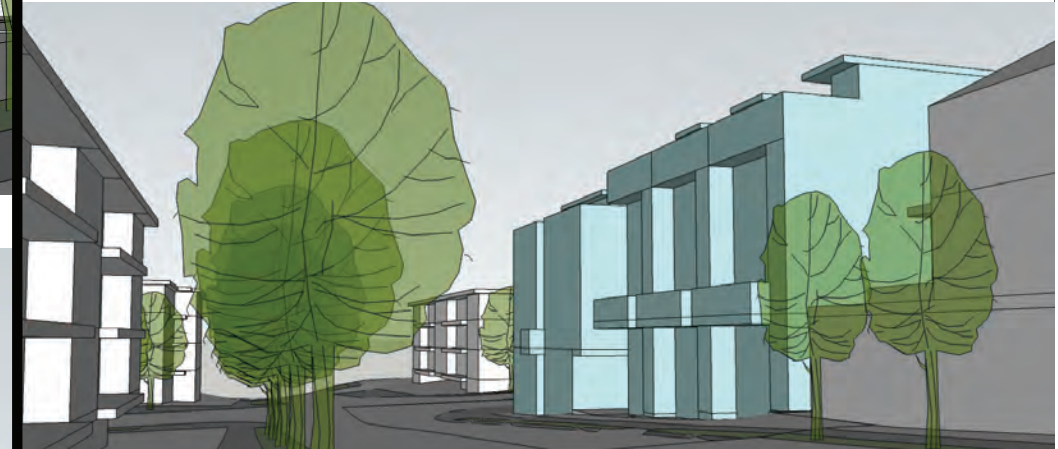
8.0 ARCHITECTURAL MASSING CONCEPT A (PREFERRED) - STREET VIEWS



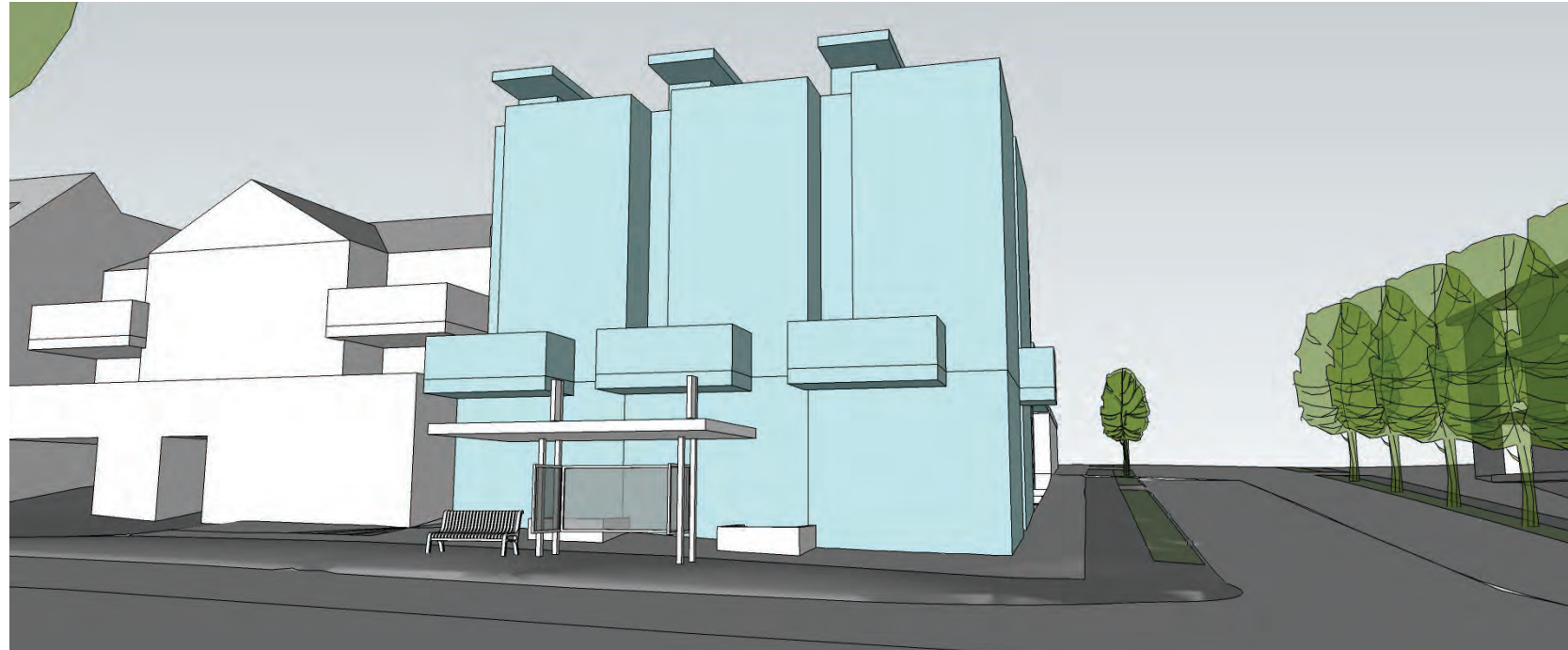
SE CORNER AT INTERSECTION



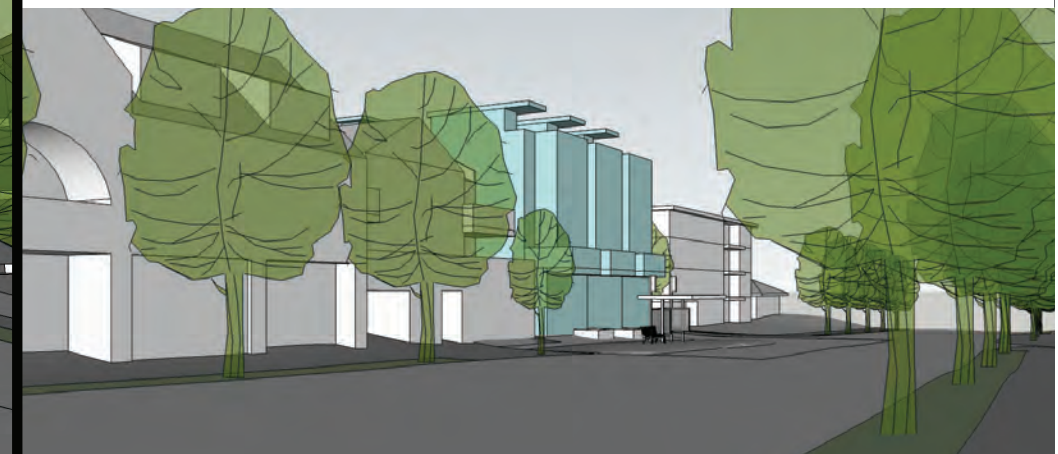
SW CORNER AT INTERSECTION



FINDLAY LOOKING WEST



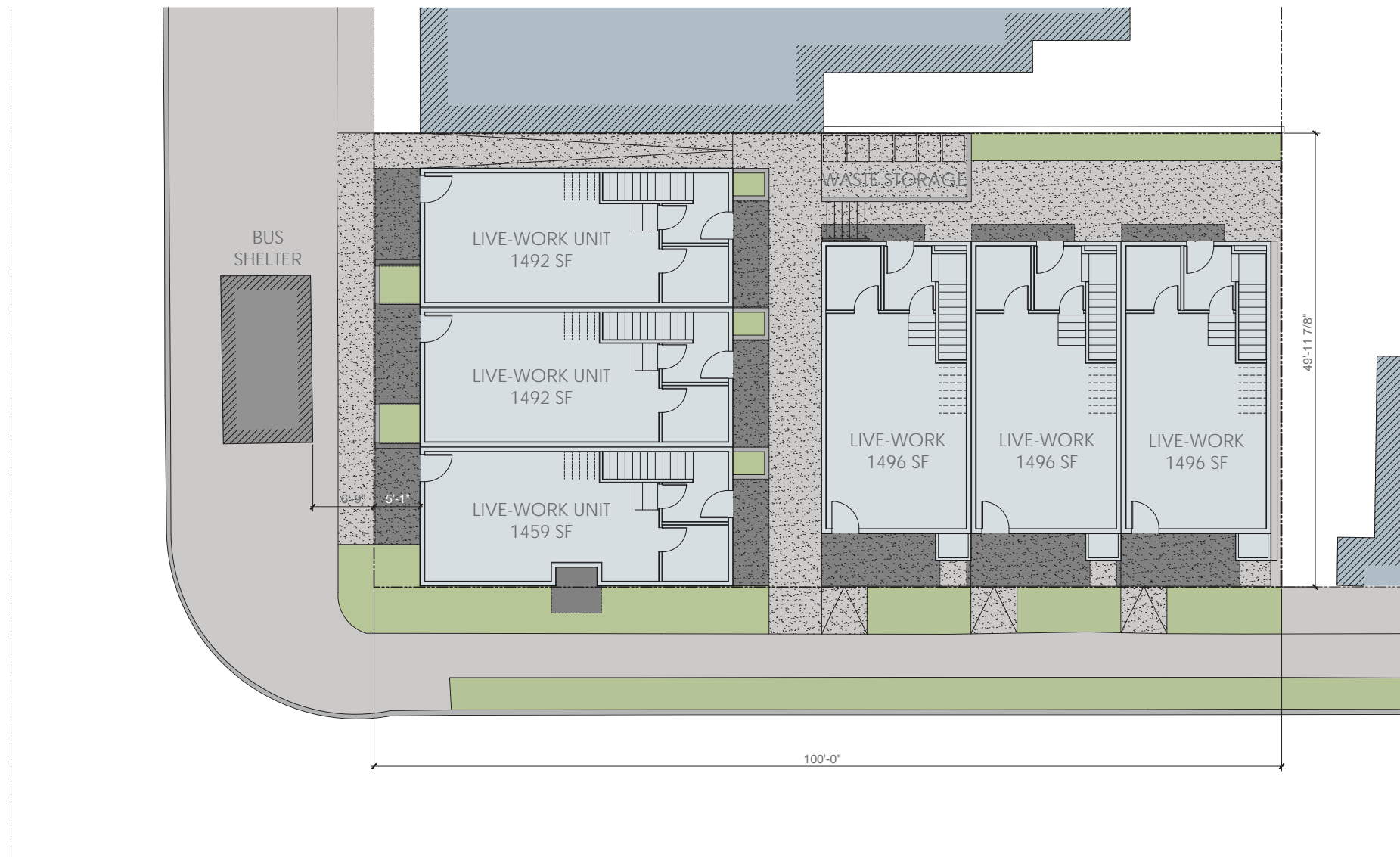
FINDLAY LOOKING EAST



CALIFORNIA LOOKING SOUTH



ARCHITECTURAL MASSING CONCEPT A (PREFERRED) 8.0



SITE PLAN

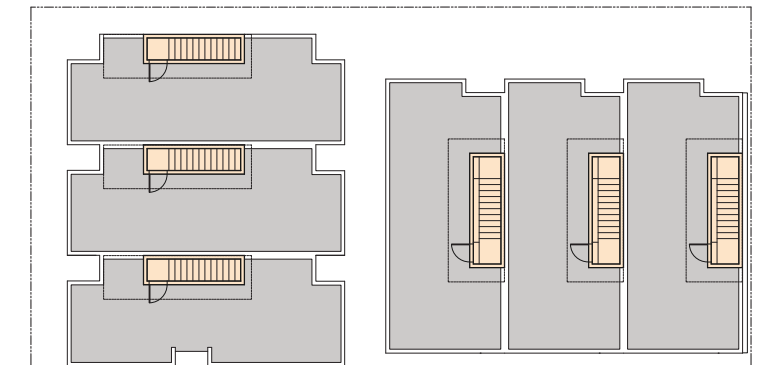
SF = GROSS FLOOR AREA ■ OVERHANG ■ WORK

PROS

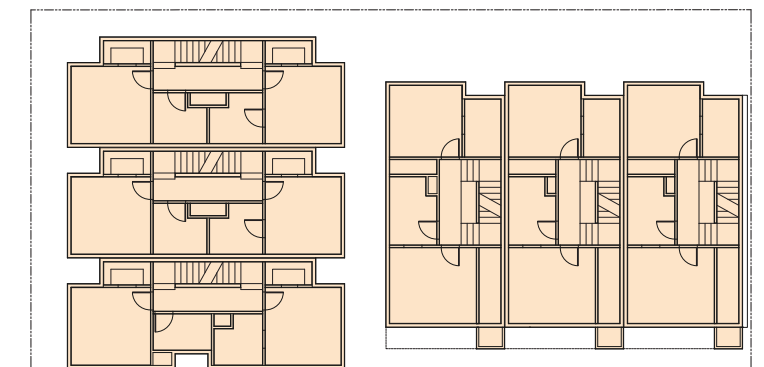
- Greatest number of work entries along California Ave.
- 10 feet of space between buildings allows potential for more refined residential entries
- All units have 5' deep decks off the living spaces
- Set back from California aligns with building to the North; allows more area to develop a refined entry area along the sidewalk

CONS

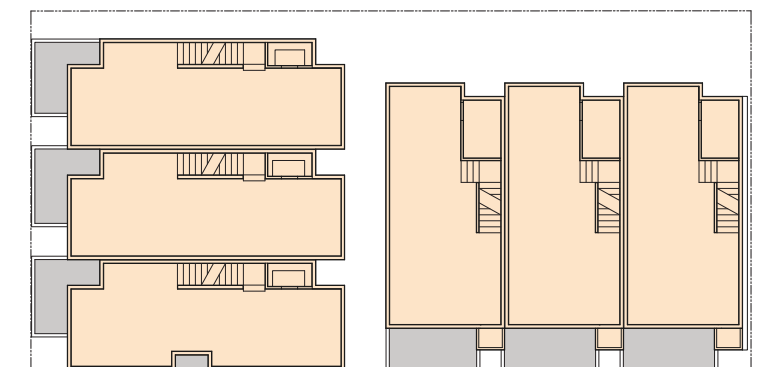
- Visibility to the center unit on California is very limited from the street or opposing sidewalk
- Waste storage screening reduces the width for one residential entry
- No set back from the East lot line leaves a narrow space between the adjacent building



ROOF DECKS



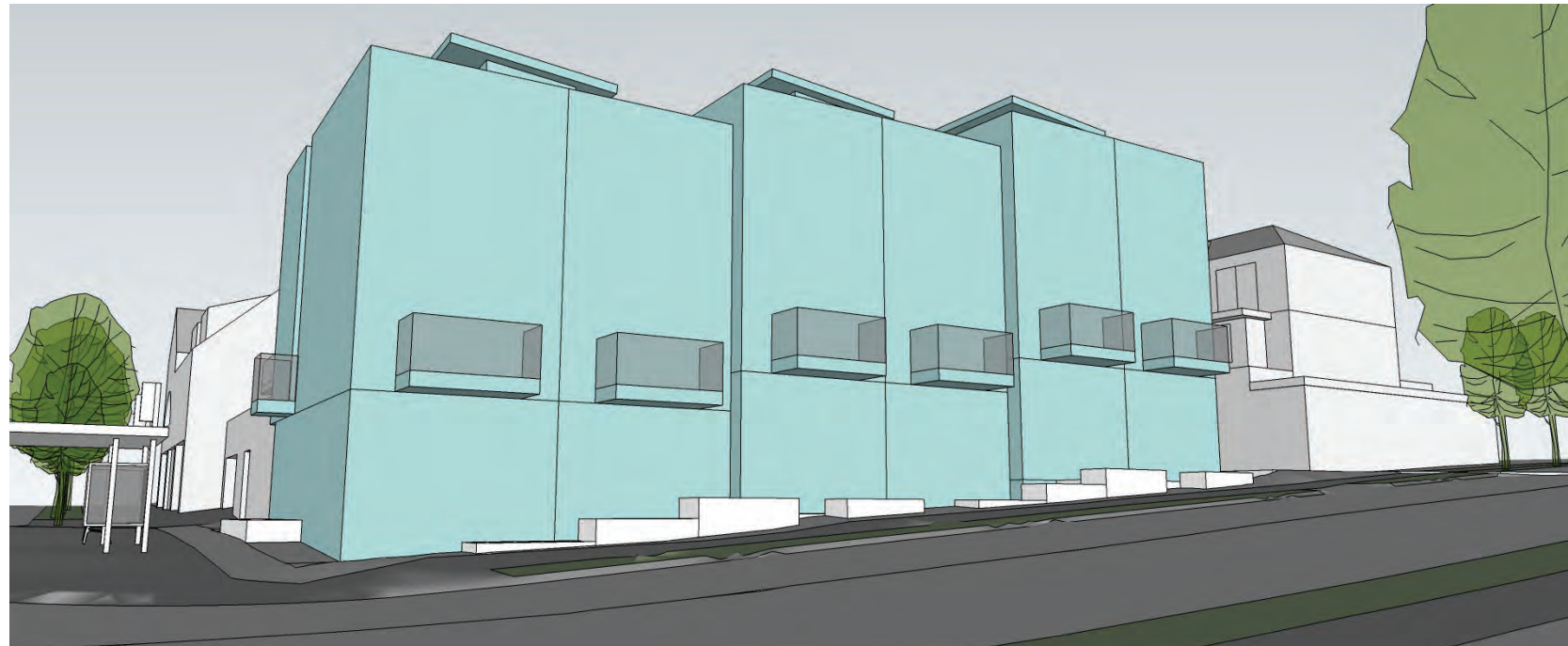
THIRD FLOOR



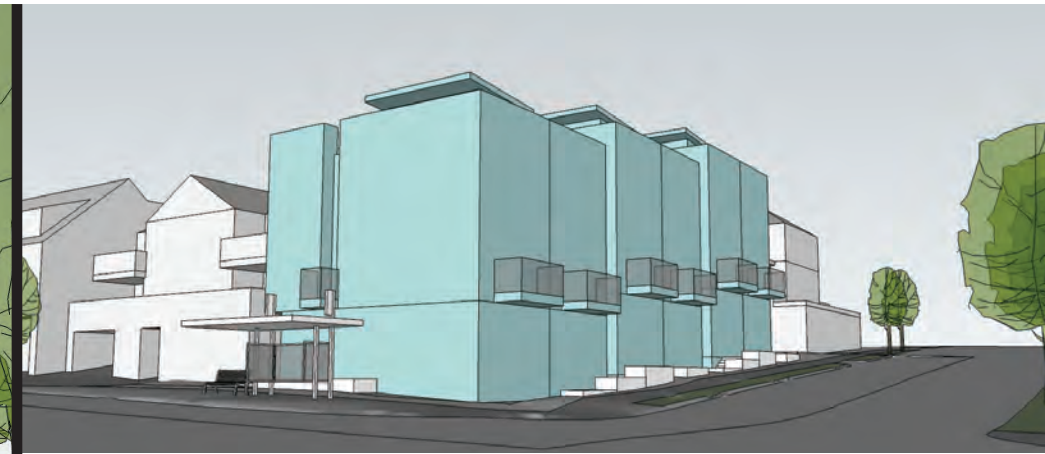
SECOND FLOOR



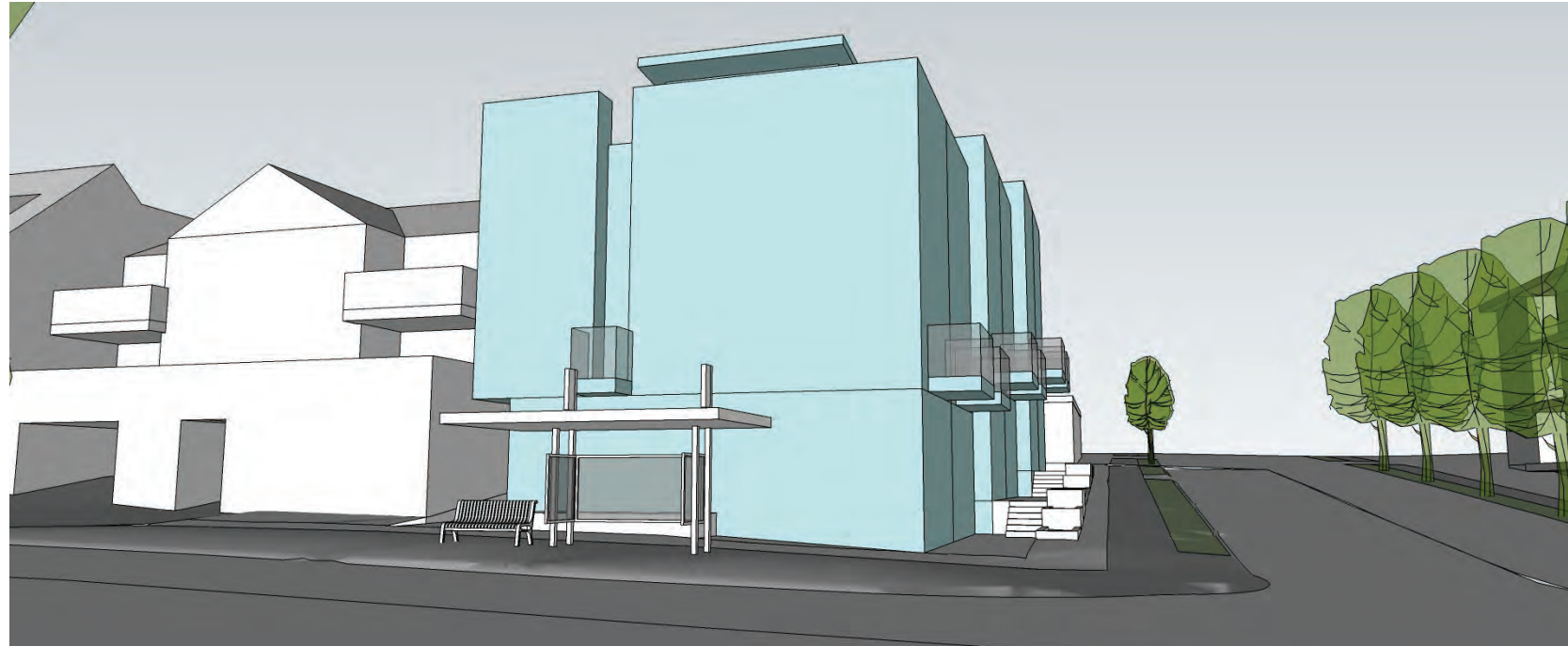
8.0 ARCHITECTURAL MASSING CONCEPT B - STREET VIEWS



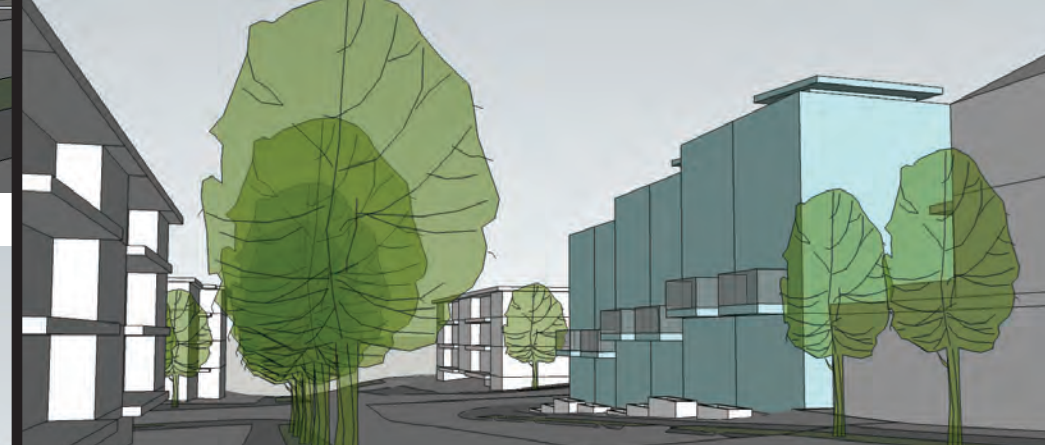
SE CORNER AT INTERSECTION



SW CORNER AT INTERSECTION



FINDLAY LOOKING EAST

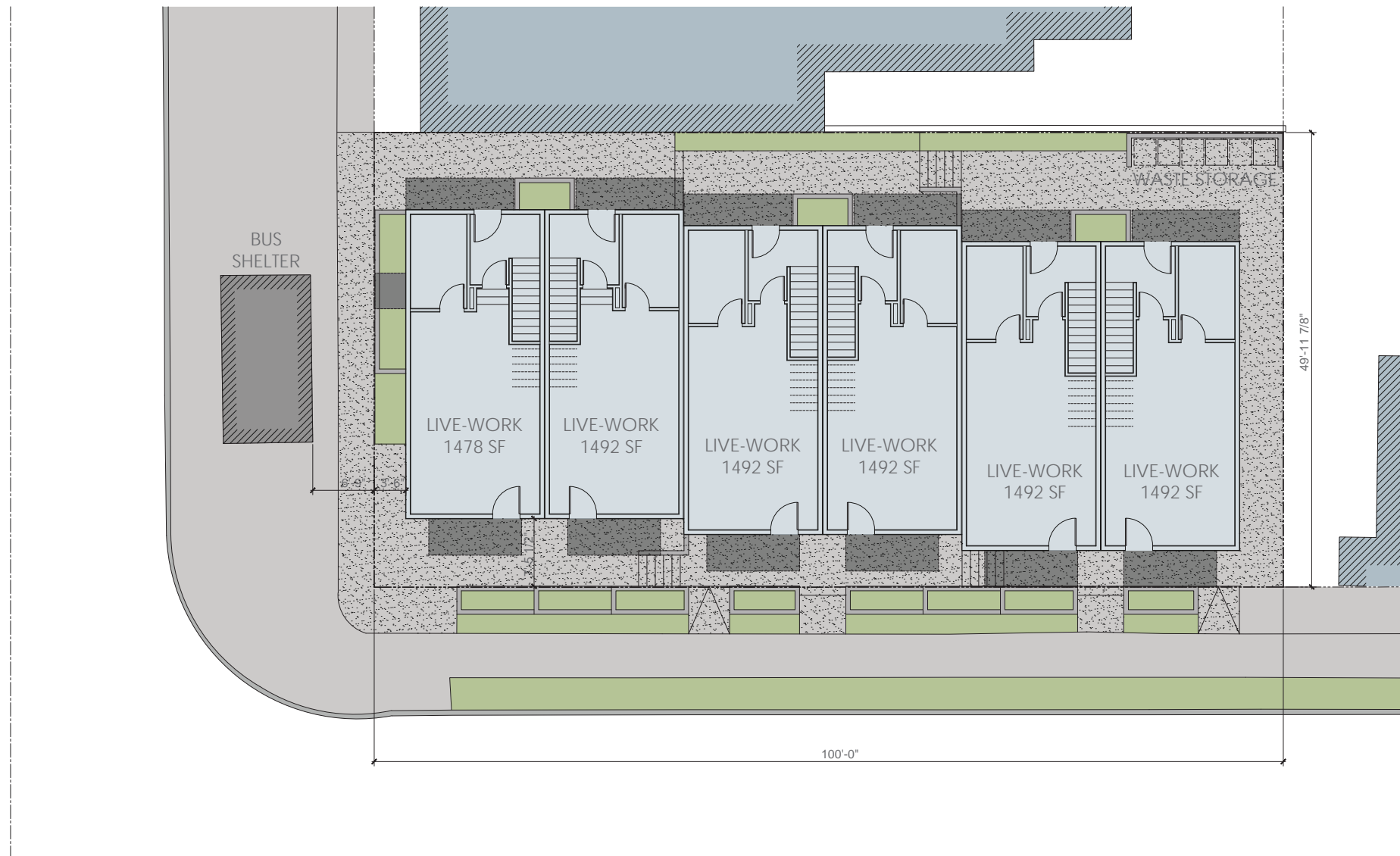


FINDLAY LOOKING WEST



CALIFORNIA LOOKING SOUTH





SITE PLAN

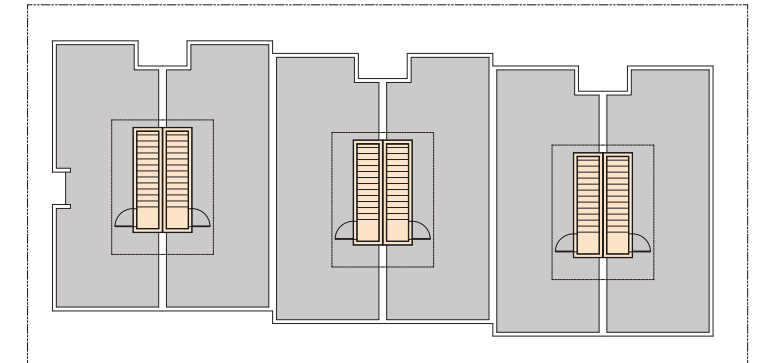
SF = GROSS FLOOR AREA ■ OVERHANG ■ WORK

PROS

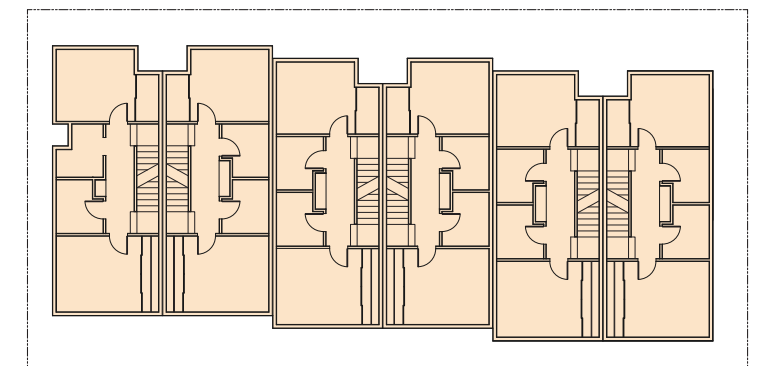
- Most amount of privacy from the RapidRide bus shelter; the units face the quieter SW Findlay Street
- Increases the amount of pedestrian space at the intersection corner
- The set back from the East lot line is 4'-10"
- All units have good solar access and 4' deep decks

CONS

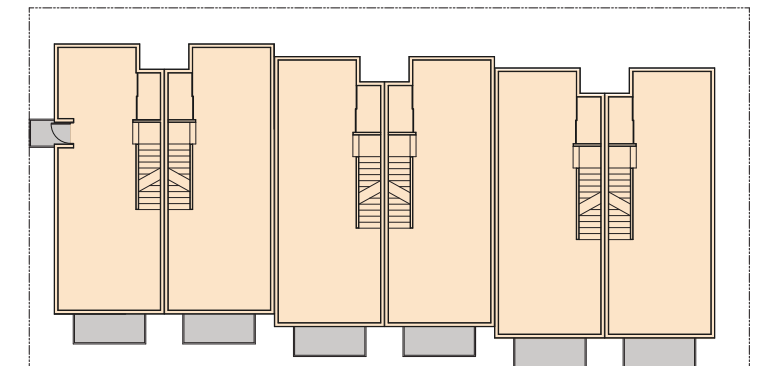
- No work entries along California Avenue SW the main pedestrian thoroughfare
- North windows on the two units farthest to the West will face the blank wall of the adjacent building
- A departure will need to be requested for the reduced area of the waste storage. One residential entry faces the waste storage access.



ROOF DECKS



THIRD FLOOR



SECOND FLOOR



8.0 ARCHITECTURAL MASSING CONCEPT C - STREET VIEWS



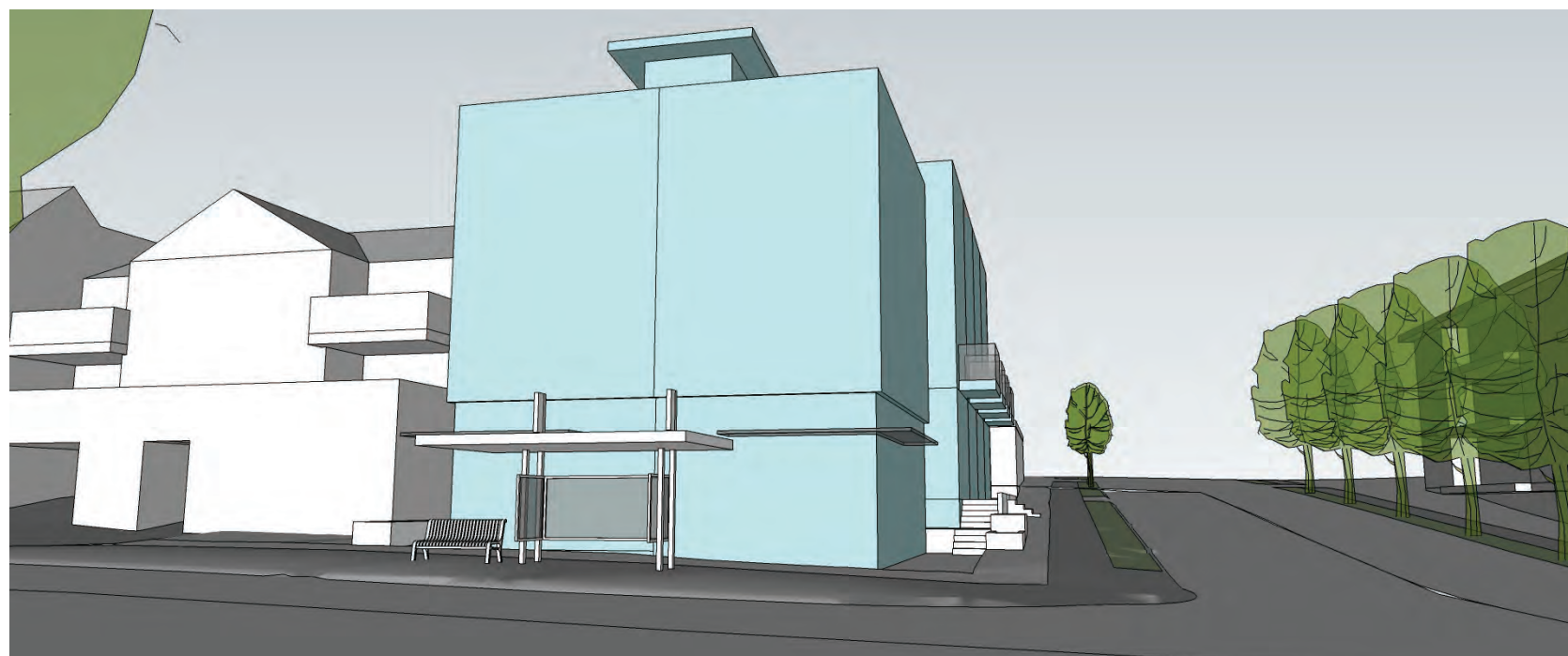
SE CORNER AT INTERSECTION



SW CORNER AT INTERSECTION



FINDLAY LOOKING WEST

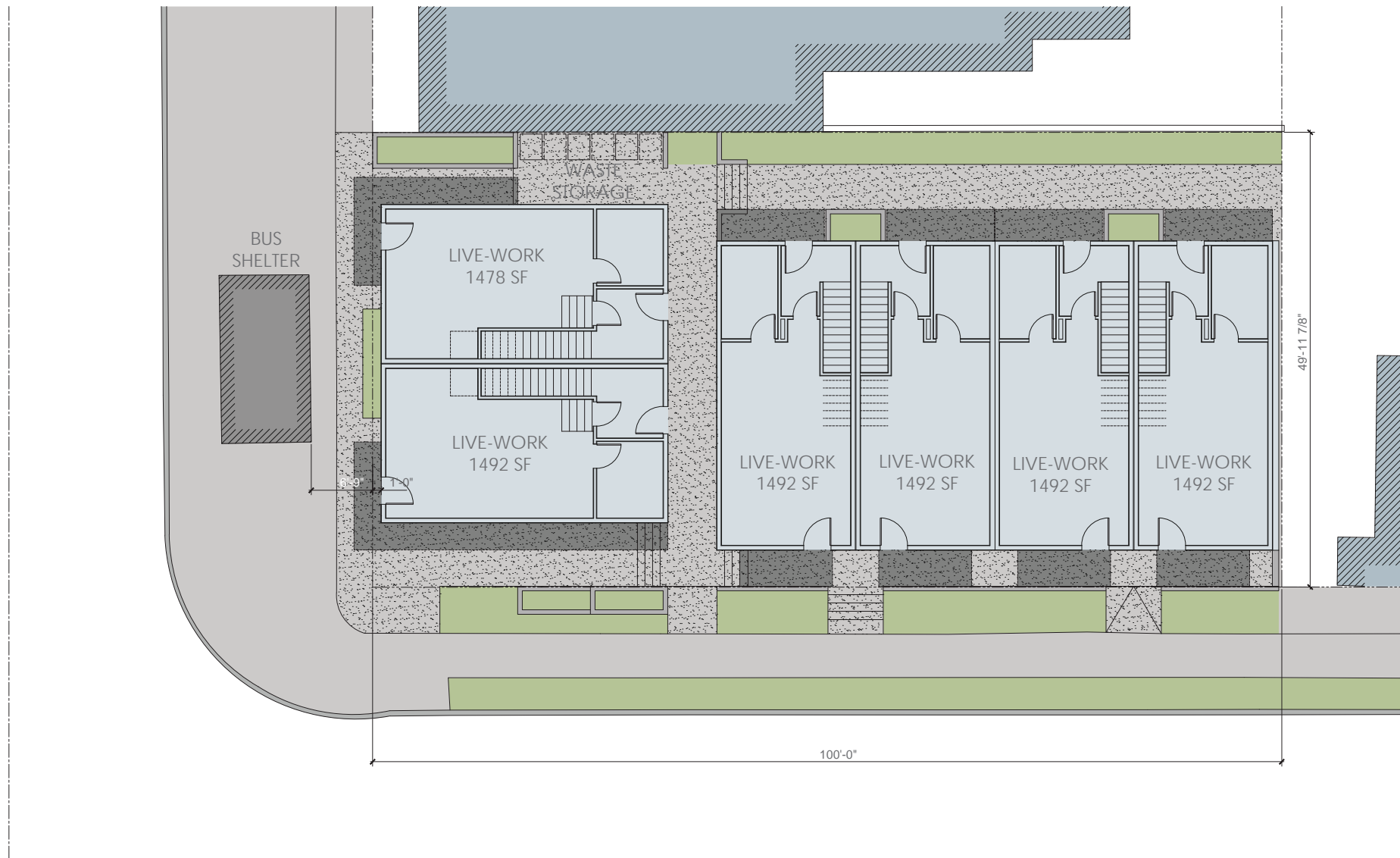


FINDLAY LOOKING EAST



CALIFORNIA LOOKING SOUTH





SITE PLAN

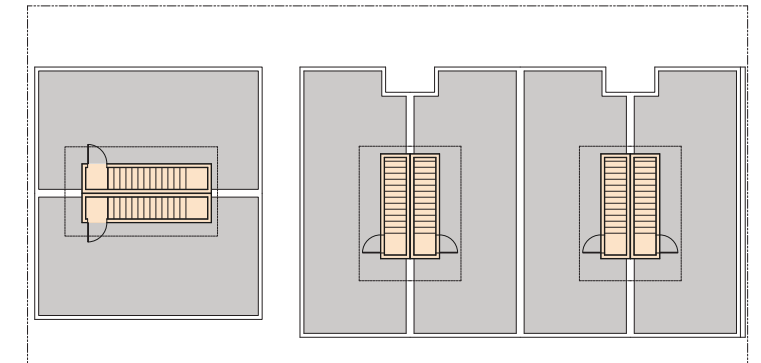
SF = GROSS FLOOR AREA ■ OVERHANG ■ WORK

PROS

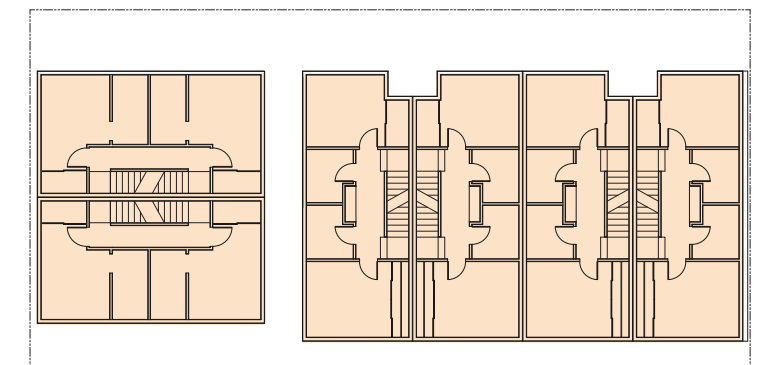
- Largest work spaces along California out of the three concepts. Doors to either side of the RapidRide bus shelter.
- Increases the amount of pedestrian space at the intersection corner and provides a landscaped area between at the NW corner
- Waste storage is not visible from any residential entry

CONS

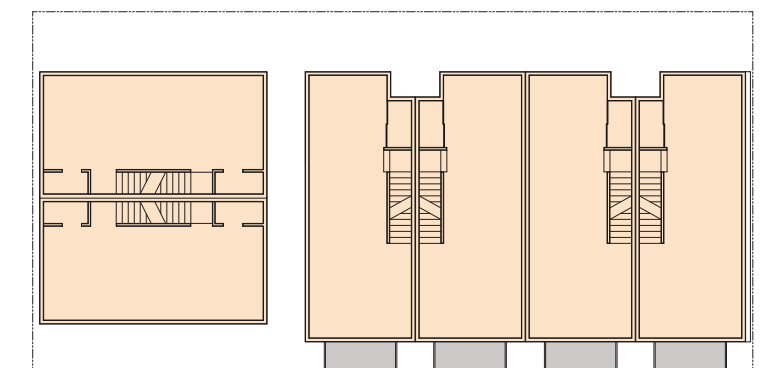
- No decks at the second floor living spaces facing California
- Narrow pathway between the two buildings doesn't allow space for a more layered residential entry
- Between the three options the massing of the two structures relates the least to one another.
- No setback along the East lot line



ROOF DECKS



THIRD FLOOR

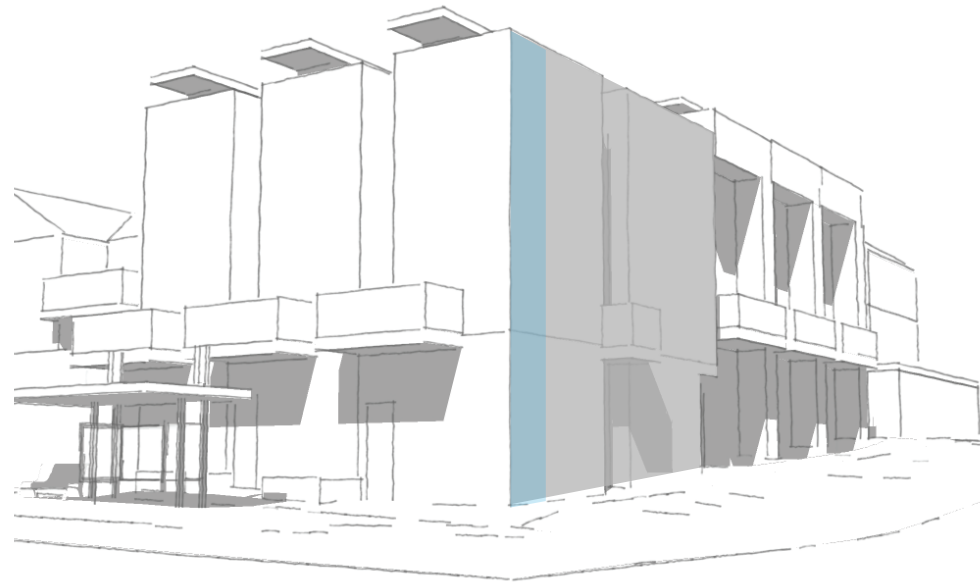


SECOND FLOOR

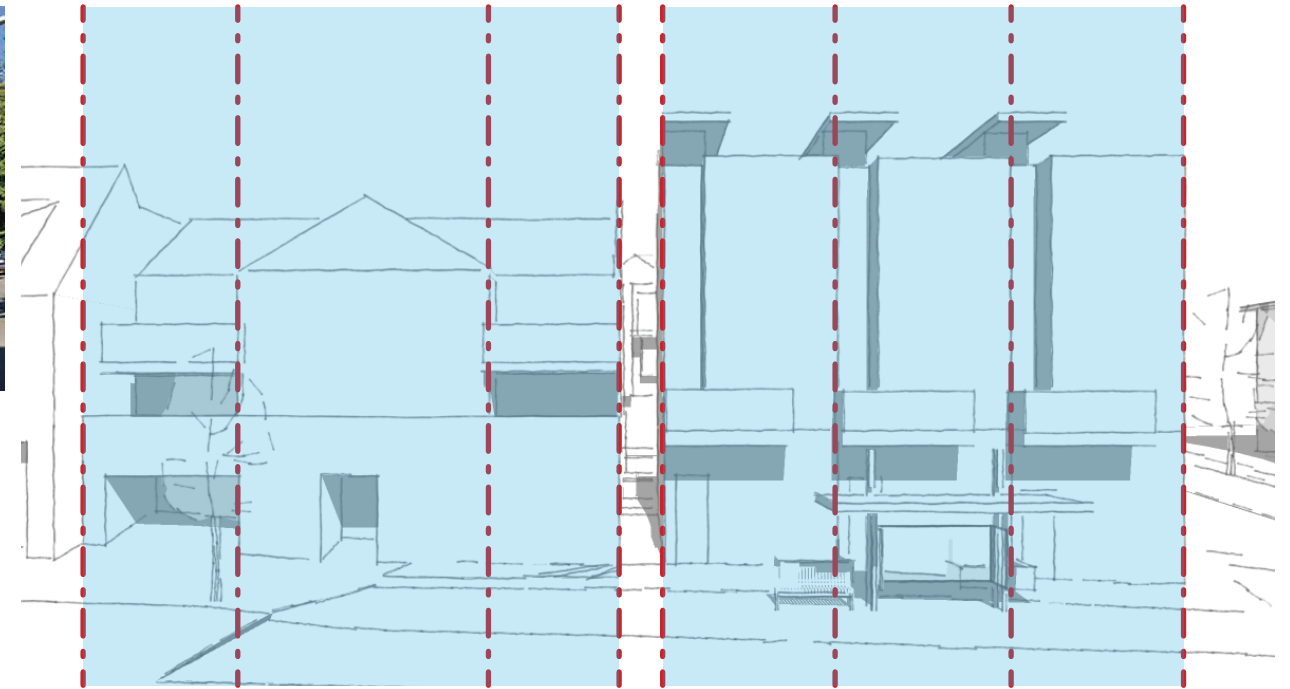


8.0 ANALYSIS (PREFERRED OPTION)

BUILDING MASSING

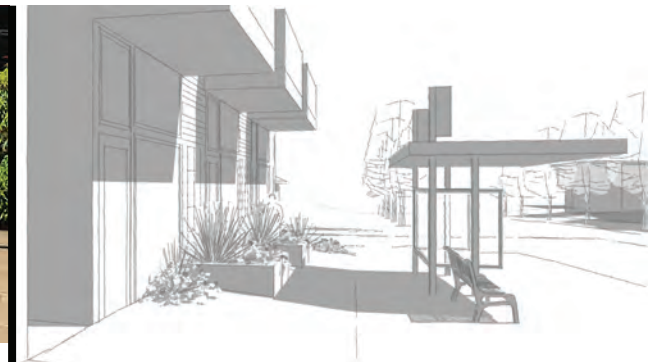


Similar to the other corner apartment buildings the massing concept features limited windows on the SW face, separating the different elevation treatments along California and the side street. The California elevation is divided into 3-parts reflecting the adjacent building.



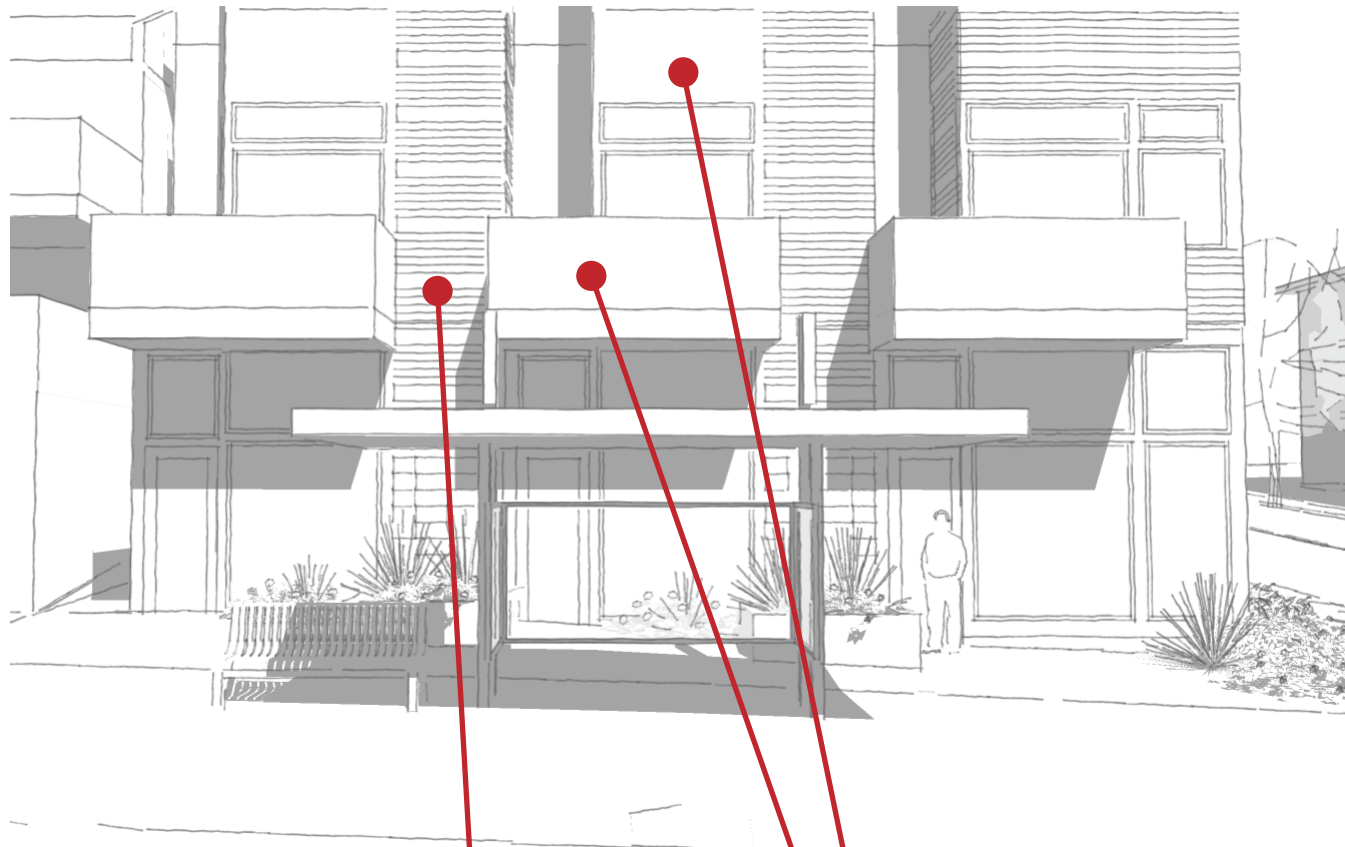
STREET-EDGE

The live-work units will have space for offices or other small businesses at ground level similar to other precedents in the surrounding neighborhood. This massing concept also has the most units on the primary commercial corridor.



The preferred massing concept connects the commercial spaces of the adjacent buildings. The wider setback at California allows the opportunity to develop the street-edge at the pedestrian scale.

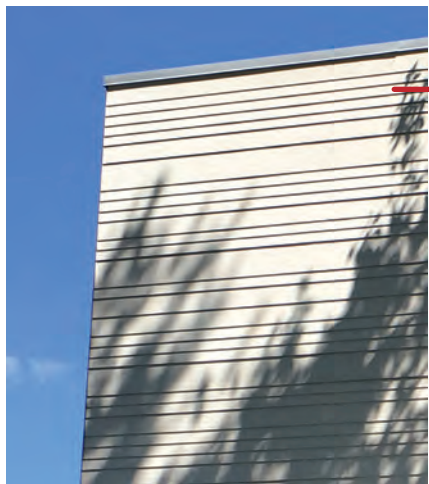




VIEW FROM CALIFORNIA



VIEW FROM INTERSECTION



FIBER CEMENT LAP SIDING

Varying widths of siding used above the street-level



FIBER CEMENT PANELS

The panels with exposed fasteners will be used at the deck railings and recesses

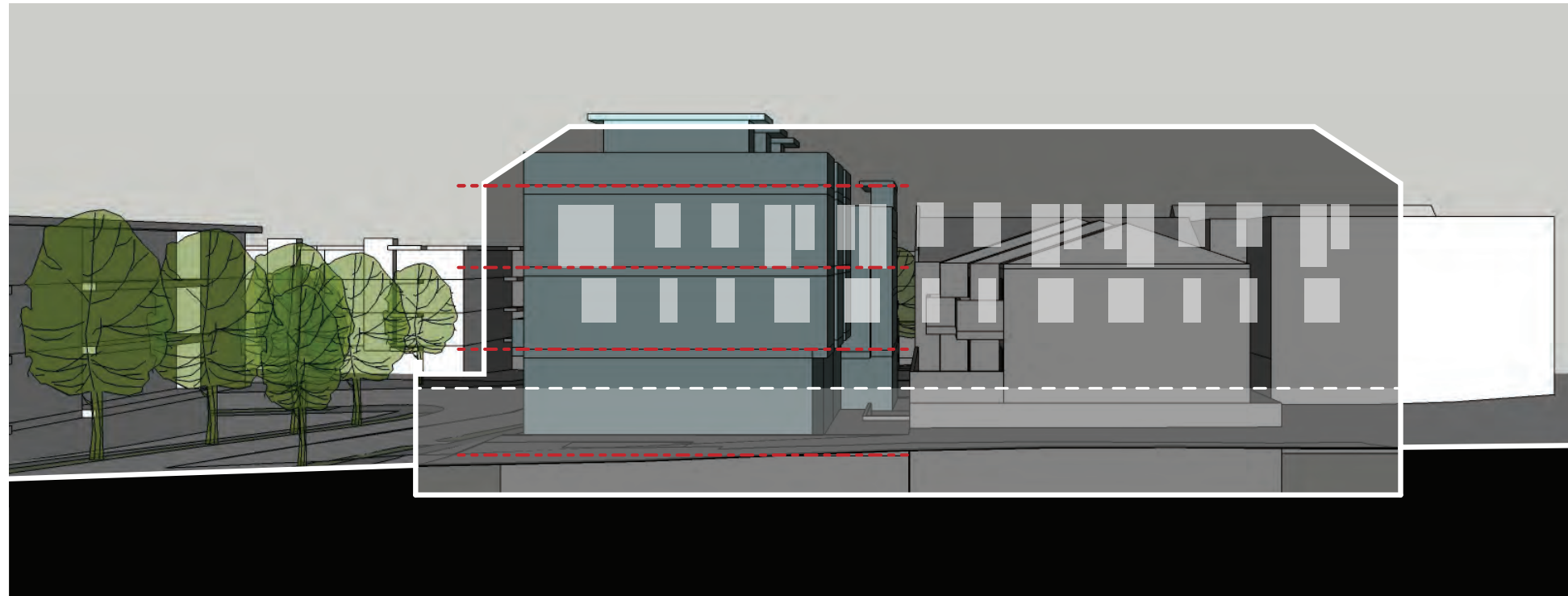


CONCRETE BLOCK

CMU at the street-level to differentiate the base. The honed finish contributes to the contemporary design.



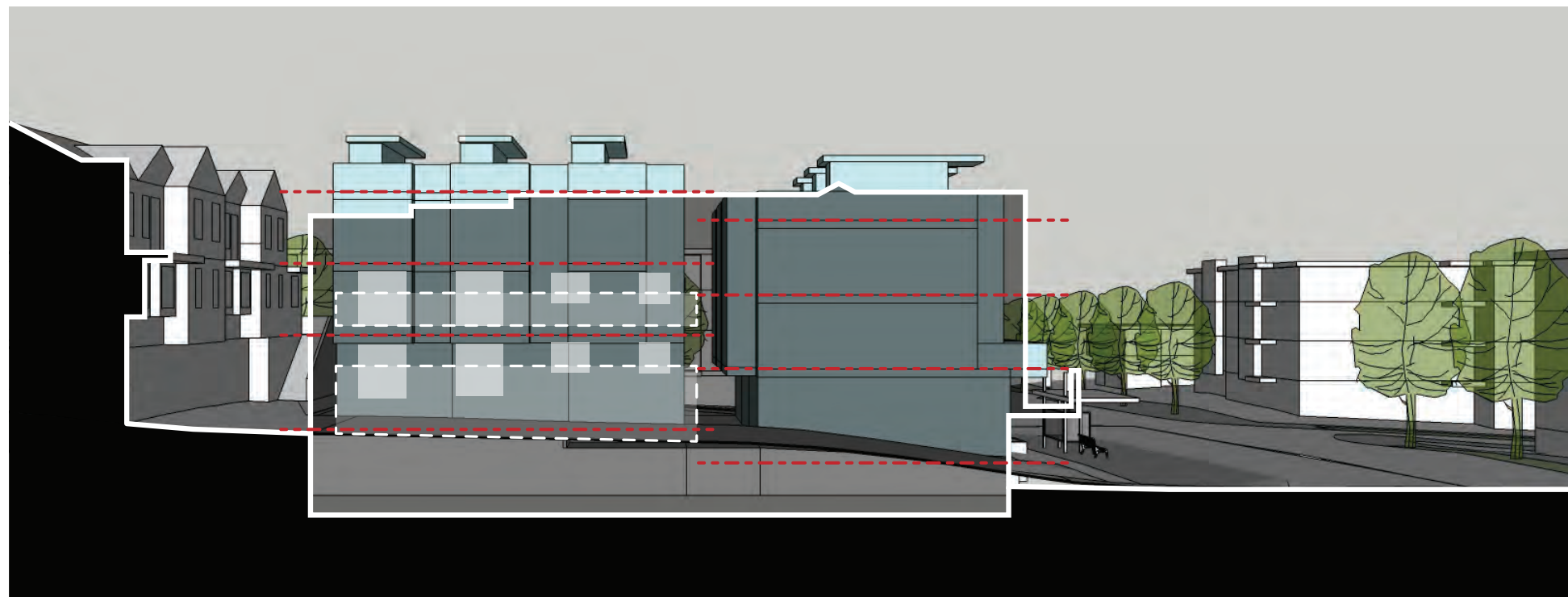
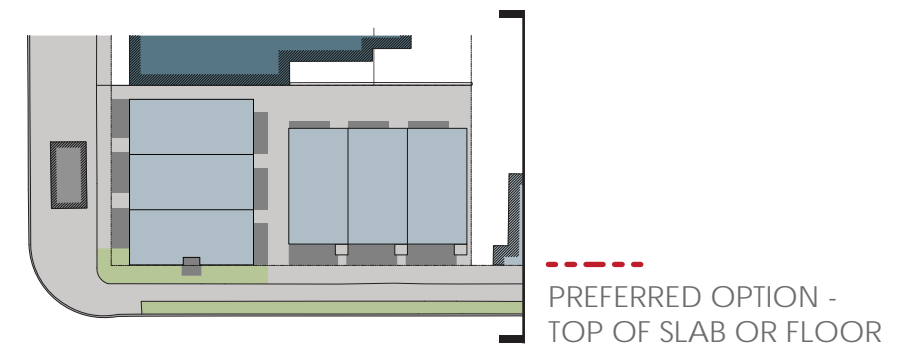
8.0 WINDOW STUDY (PREFERRED OPTION)



WINDOWS TO THE EAST

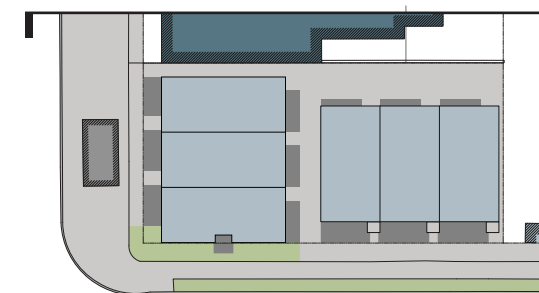
There will be limited windows or no windows on the side of the proposed building facing the townhomes to the East.

*The location of existing floor elevations and windows for both adjacent buildings are approximate and have not been measured



WINDOWS TO THE NORTH

There will be a limited number of small windows or no windows across from the building to the North with the blank facade segment. The second floor slider and windows would be blocked by the solid deck railing. There is the potential for the slider and windows on the third floor to align with the kitchen windows on the preferred option.

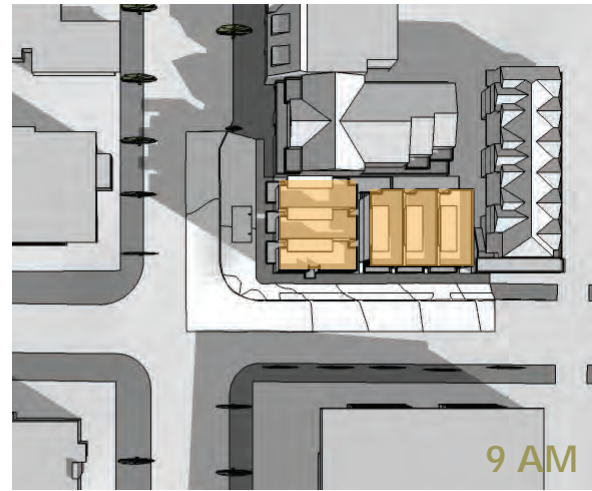


8.0 ARCHITECTURAL MASSING CONCEPTS

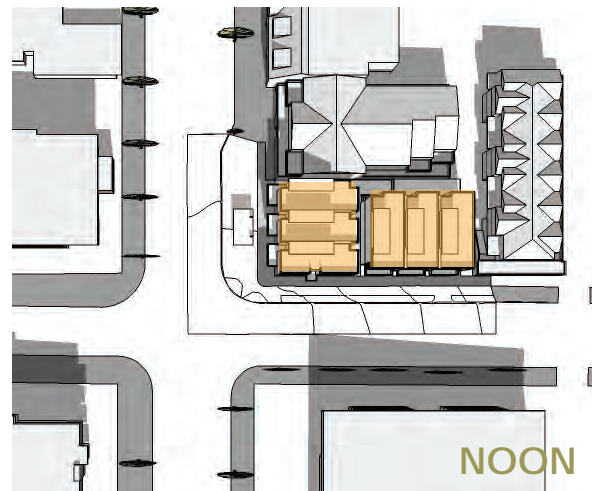
SUN STUDIES
MASSING OPTION A
(PREFERRED)



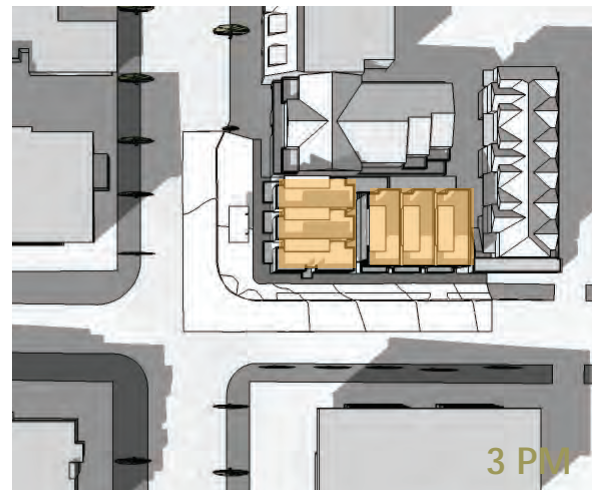
MAR./SEPT. 21ST



9 AM

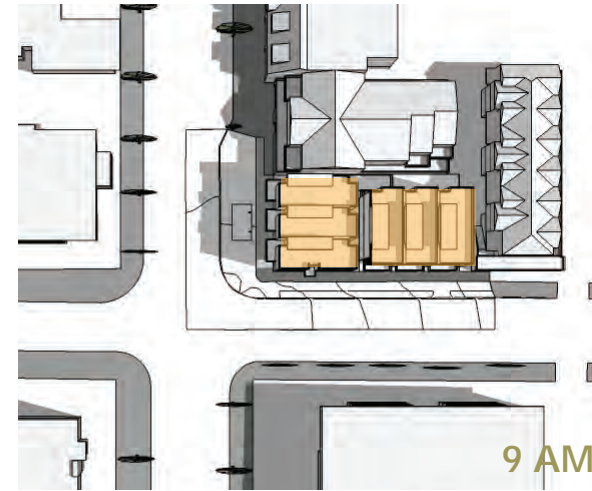


NOON

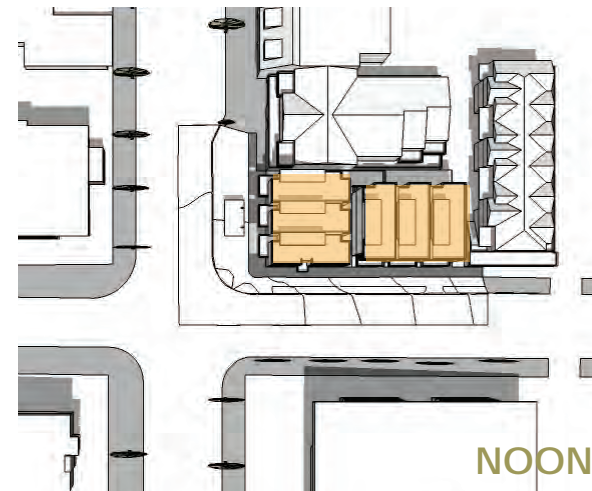


3 PM

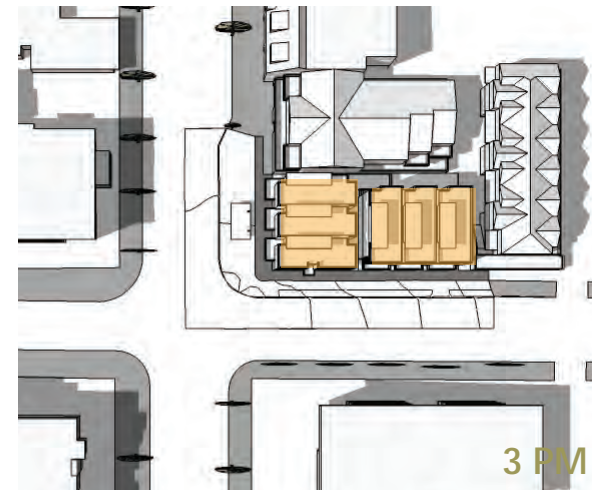
JUNE 21ST



9 AM



NOON

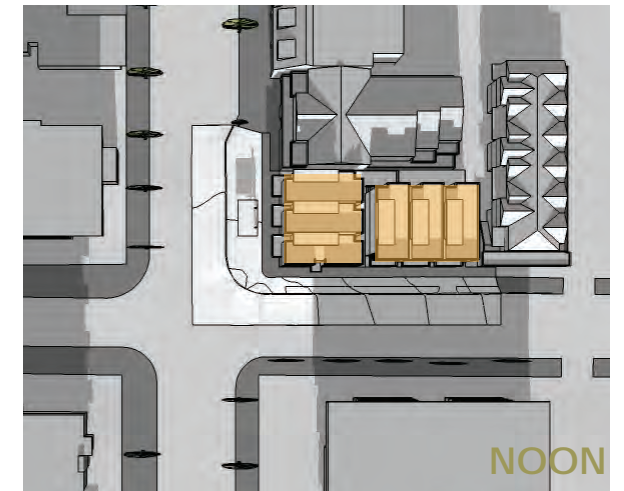


3 PM

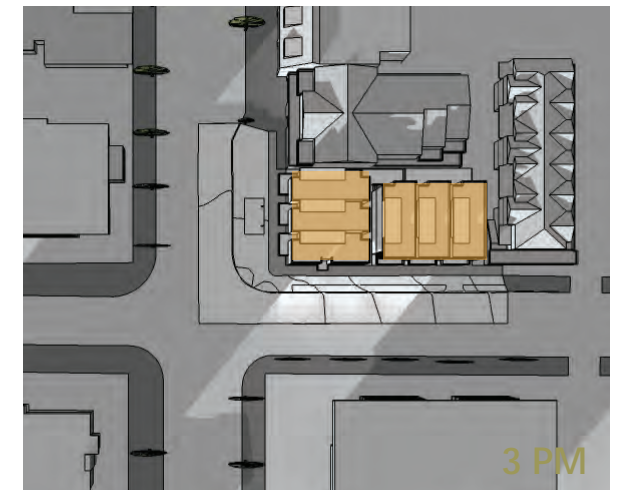
DECEMBER 21ST



9 AM



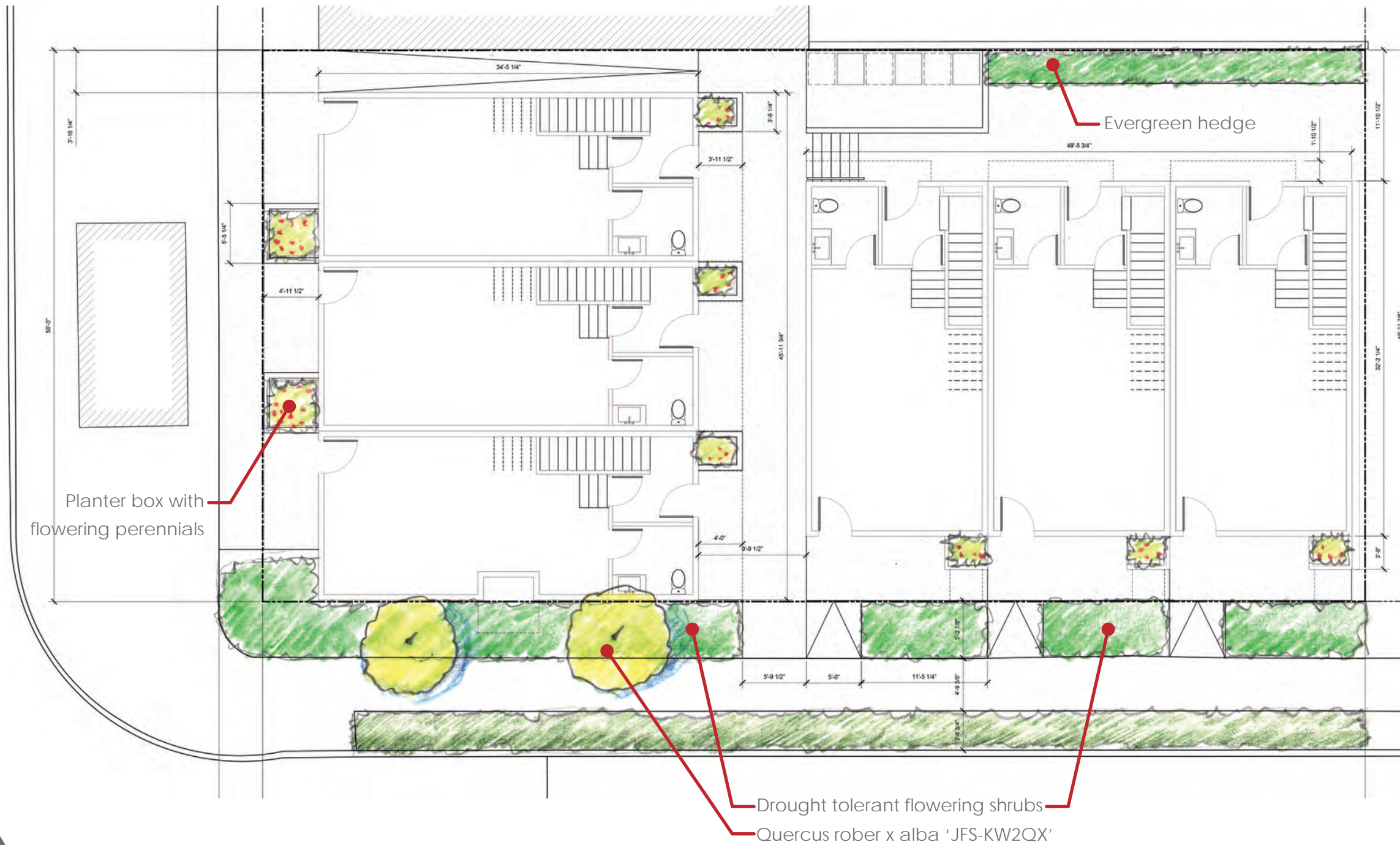
NOON



3 PM



8.0 LANDSCAPE PLANS (PREFERRED OPTION)



SKINNY GENES OAK
Quercus rober x alba 'JFS-KW2QX'

SITE PLAN
 KENNETH PHILP LANDSCAPE ARCHITECTS





NANDINA



Raised planters with Nandina screen

Raised vegetable garden planters

ROOF DECK PLAN

KENNETH PHILP LANDSCAPE ARCHITECTS



10.0 PREVIOUS WORK



- ① **BEACH HOUSE**
3,800 SF Single-family Residence - New Construction
- ② **BLUFF HOUSE**
2,561 SF Single-family Residence - New Construction
- ③ **REC CENTER**
4,200 SF Home Recreation Center - New Construction
- ④ **SKY HOUSE**
3,160 SF Single-family Residence - New Construction

The firm's previous work includes custom single-family projects encompassing new construction, remodels and additions. Each project is tailored to the client's specific program with the resulting form responding to the distinctive characteristics of the site. There is a focus on materials and details that evoke warmth in contemporary design. Many of the residences have been built on sites presenting such challenges as environmentally critical areas and steep slopes.

