# Charlestown Mixed-Use

3811 California Avenue SW, Seattle, WA
Design Review Recommendation
DPD # 3006976
June 12, 2008

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## PROJECT DESCRIPTION

The current project preserves the signature portion of the existing building. The existing building wing units and courtyard are moved closer to the street and elevated one story upward and incorporated into the new building. The current project is a three-story mixed-use condominium building. The first floor comprises two retail spaces fronting the street and four live-work units facing the alley and sides. The two residential floors above comprise 12 condominium units. A submerged parking garage is entered off the alley. This project provides a diverse array of housing options and uses at a developing commercial intersection and neighborhood node.

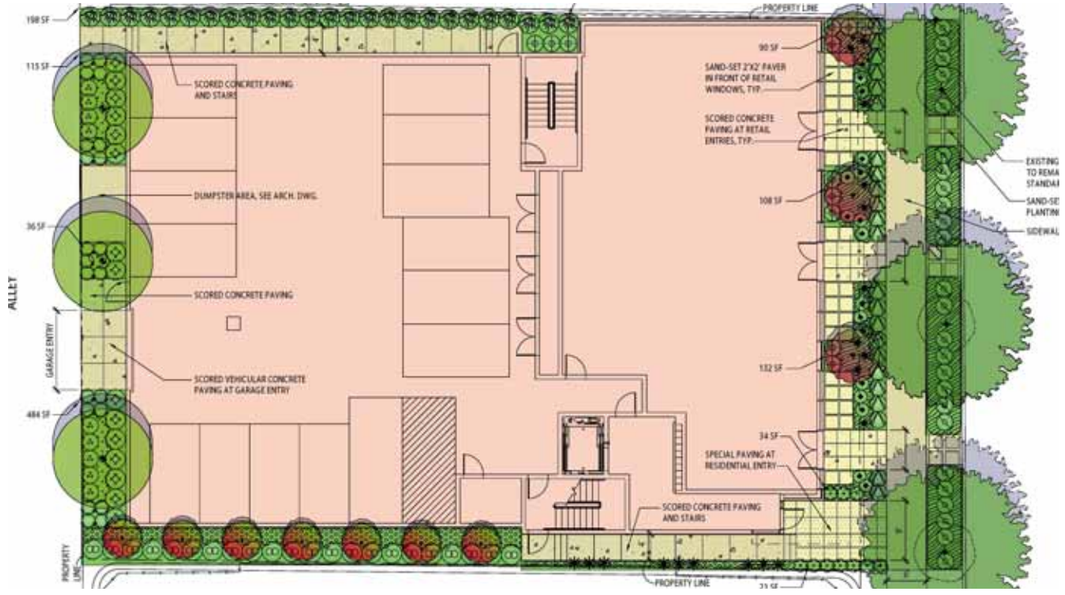
PROCESS

At project startup, the plan was to demolish the existing building and build a new project on the site. Four options were explored for the original Early Design Guidance (EDG) meeting. The first two options showed a 9-10 unit townhome project with one option showing a live-work component. The third and fourth options showed a condominium building with one option showing retail space. At the EDG meeting, Design Review Board members responded favorably to options with commercial elements and reduced street setbacks that would create activity at the sidewalk. Some Board members urged partial preservation and others appreciated the live-work units. The Board members supported the mixed-use condominium option.

For the Master Use Permit (MUP) drawings, the architects created a modern brick building with a gabled roof form and retail space at the sidewalk. After submission of MUP drawings, the existing building was nominated for landmark status and the project went on hold for a year. In a 9 - 3 decision, the Landmark Board determined that the building was not worthy of landmark status. After the delay and expense of the landmark process, the developers were ready to go forward with the MUP design. But given the community interest in preservation, the developers were willing to undergo a complete redesign of the project with a preservation component.

The current design retains the existing architecturally distinctive wing units and courtyard and recycles the brick from the rear portion of the building to use in the front of the building. By moving the building wings forward, the engagement with the sidewalk and street is strengthened per Design Review recommendation. Both commercial spaces and live-work units are provided. To achieve this solution that combines preservation with design excellence has required several departures. The departures are primarily due to preserving the existing wing units and courtyard that holds the building height to only 2-stories at the front of the site and therefore requires greater density at the rear of the site. The new preservation based option will be a wonderful addition to the neighborhood.

## ORIGINAL MASTER USE PERMIT SUBMITTAL BEFORE REDESIGN





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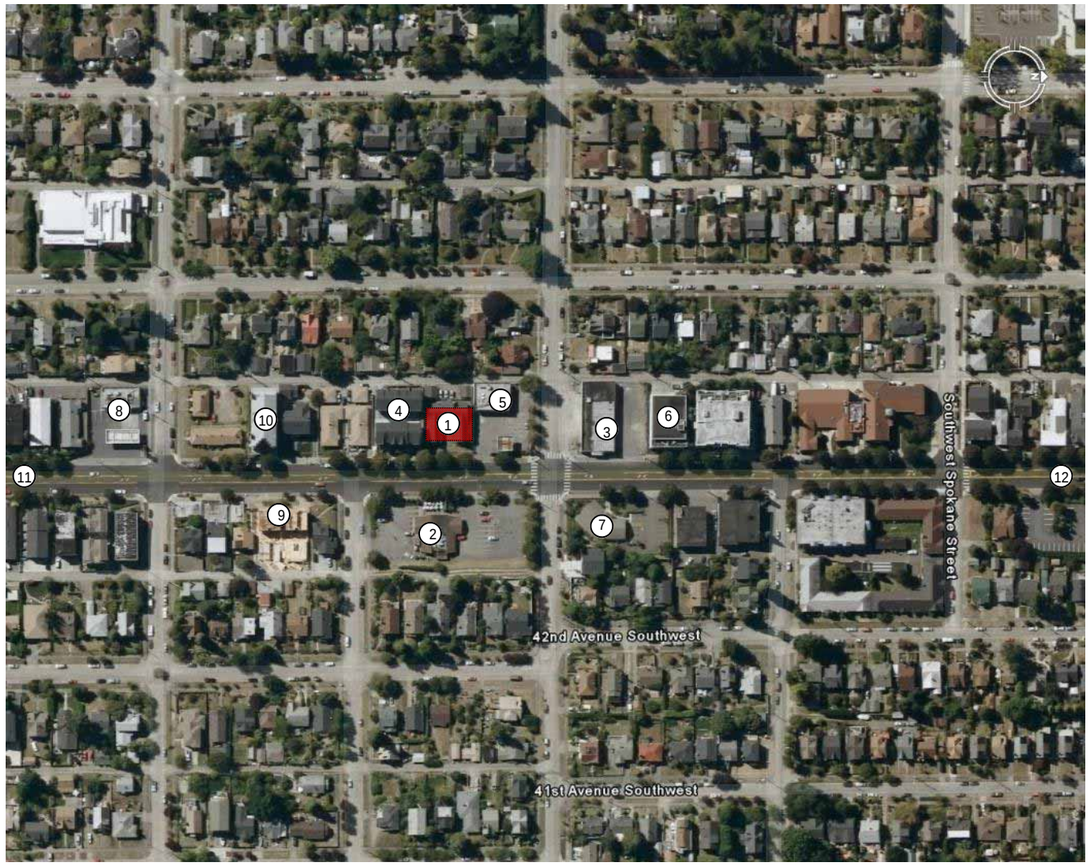
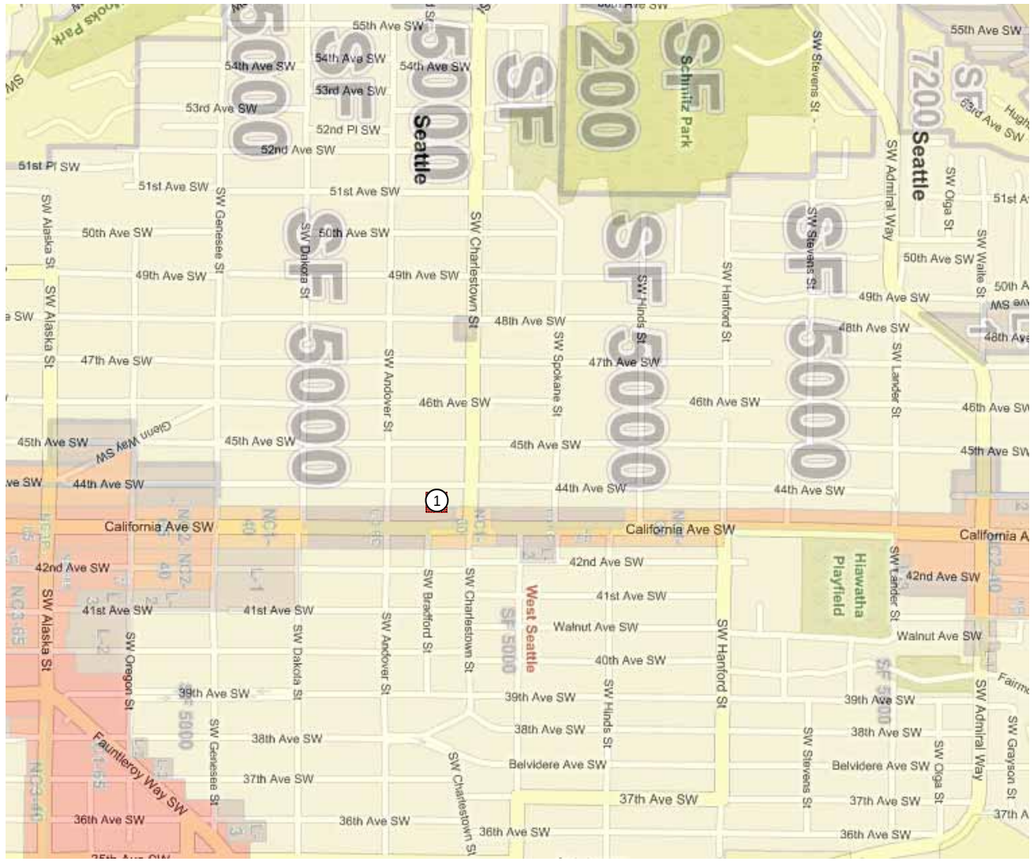
# SITE CONTEXT




1. Project Site
2. Charlestown Cafe
3. Charlestown Center
4. Noland Townhomes
5. 7-Eleven Store & Gas Station
6. Charlestown Condominiums
7. Dental Office
8. 76 Store & Gas Station
9. Cobb New Townhome Project
10. Bradford Arms Apartments
11. Towards Alaska Junction
12. Towards Admiral Junction




10. Bradford Arms Apartments

4. Noland Townhomes

1. Charlestown Court

5. 7-Eleven Store

2. Charlestown Cafe

**Priority guidelines identified from Early Design Guidance**

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

A-5 Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-8 Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

B-1 Height, Bulk and Scale

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones.

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural pattern and siting pattern of neighboring buildings.

C-4 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.

D-6 Screening of Dumpsters, Utilities, and Service Area

Building sites should locate service elements like trash dumpsters, loading docks, and mechanical equipment away from the streets where possible. When elements such as dumpsters, utility meters, mechanical units, and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

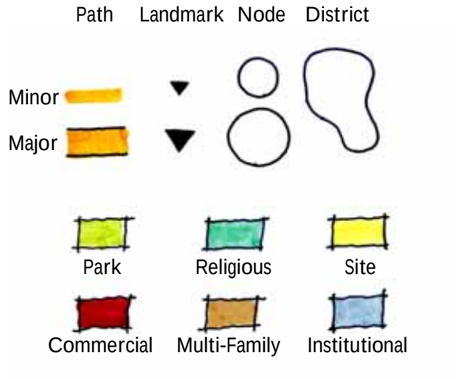
D-11 Commercial Transparency

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

E-2 Landscaping to Enhance the Building and/or site

Landscaping, including living plants, special pavement, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.


**KEY**




**Immediate Neighborhood Context**

- Neighborhood commercial node intersection
- Mixture of condominium, apartment and mixed-use buildings, townhome projects and small scale retail
- Located between the two major commercials districts at the Alaska and Admiral Junctions
- New retail/office development at the intersection will add more uses and pedestrian activity to intersection
- Great proximity to Alki Waterfront park, Lincoln Park and Camp Long/West Seattle Golf Course

**California Avenue SW**

- Walkable, streetscape with mature street trees lining the avenue and a visually interesting mixture of residential, commercial and institutional buildings
- New retail/development at the corner, Charlestown Café, 7-11 and Dental offices
- New townhome projects that have added multifamily density but have reduced retail storefront space.

**SW Charlestown Street**

- Tertiary arterial connecting the residential neighborhoods to the with the Water Tower park to the east
- The intersection at California Ave SW has Charlestown Street's heaviest pedestrian and vehicle activity
- Bordered by single-family residences and a well-maintained sidewalk

**Garage Access & Alley**

- Vehicular access should be from the alley for building preservation, pedestrian environment at the sidewalk and to avoid unsafe vehicle turning conditions
- Alley terminus to SW Charlestown Street nearby
- Across the alley from single family garages

**Amenities & Views**

- Views to Olympics from top level over single family homes and to Cascades and courtyard
- Walkable neighborhood with easy access to shopping and restaurants
- California Ave SW is a the main neighborhood arterial with bus lines connecting to both Junctions and Downtown

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**Immediate Neighborhood Context**

| | | |
|---|---|---|
| • Retain existing building wing units and courtyard | B-1 | Height, Bulk & Scale |
| • Places main mass towards rear of site | | |
| • Retain existing building wing units and gable roof forms | C-1 | Architectural Context |
| • Mixed-use condominium with retail in keeping with Avenue | A-1 | *Responding to Site Characteristics* |
| • Main courtyard and retail spaces face the street | A-4 | Human Activity |

**California Avenue SW**

| | | |
|---|---|---|
| • Compatible scale and retained wing units and courtyard | A-5 | Respect for Adjacent Sites |
| • Quality brick, cedar shingles, windows and metal railing | C-4 | Exterior Finish Materials |
| • Prominent residential entry and retail entries | A-3 | Entrances Visible from the Street |
| • Large windows into retail spaces | D-11 | Commercial Transparency |
| • Protect existing pedestrian environment | A-8 | Parking and Vehicle Access |
| • Stairs framed with decorative balustrades | D-1 | *Pedestrian Open Spaces and Entrances* |
| • Wood and glass entry tower | C-2 | *Architectural Concept & Consistency* |
| • Retail floor level at sidewalk grade | A-2 | *Streetscape Compatibility* |
| • Views into courtyard from sidewalk | A-7 | *Residential Open Space* |

**Southern Townhomes & 7-11 gas station**

| | | |
|---|---|---|
| • South and north elevations modulated and stepped | A-5 | Respect for Adjacent Sites |
| • Use of quality durable materials | C-4 | Exterior Finish Materials |
| • Provides an attractive building and retains wing units | C-1 | Architectural Context |

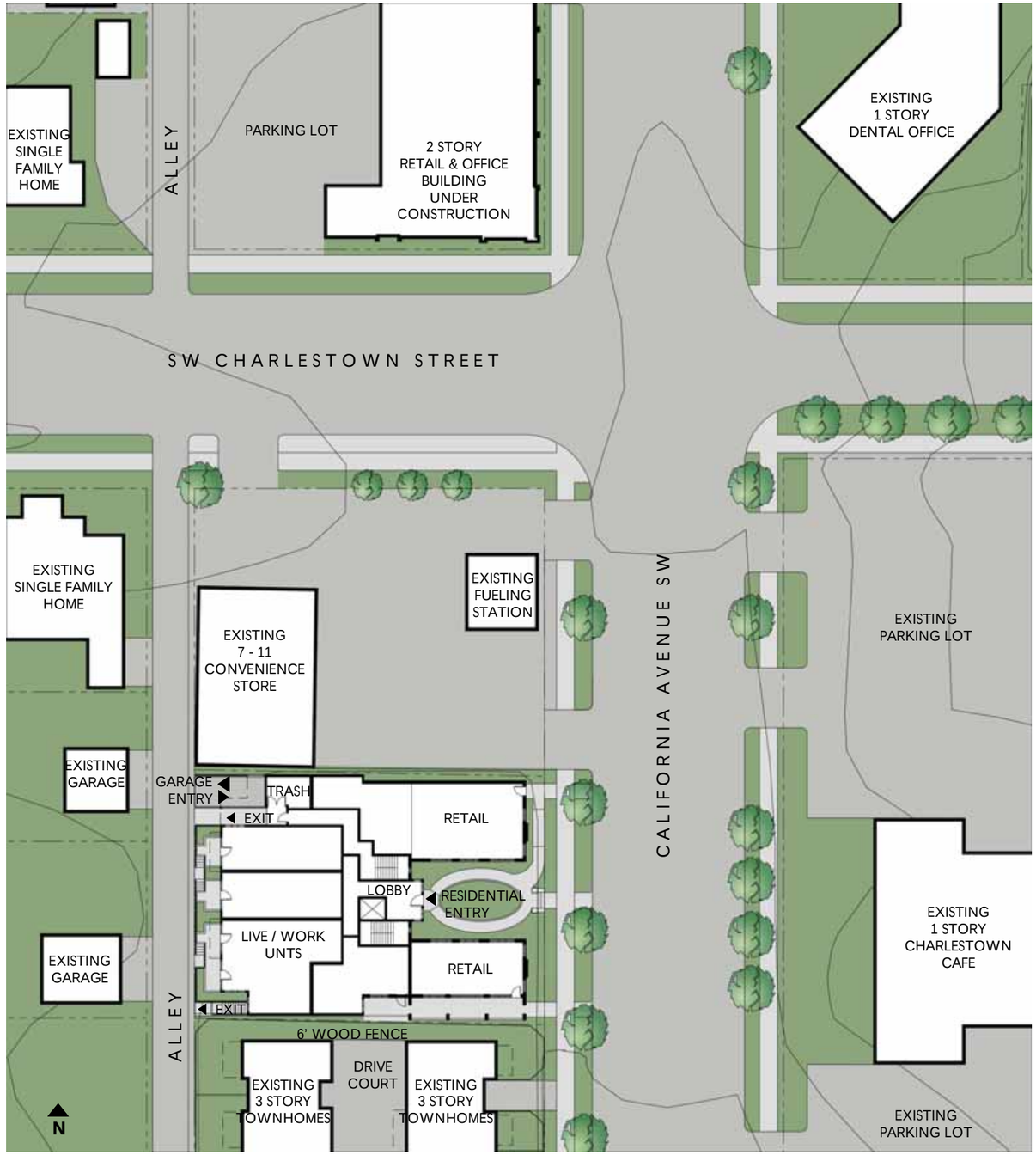
**Garage Access & Alley**

| | | |
|---|---|---|
| • Nicely scaled terraces and planters above alley level | D-8 | *Alley Treatment* |
| • Live-work units off alley provide flexibility of uses | *C-3* | *Human Scale* |
| • Attractive bays, roof forms and materials at alley façade | A-5 | Respect for Adjacent Sites |
| • Parking access closest possible to alley terminus | A-8 | Parking and Vehicle Access |
| • Garbage and recycling room accessed from alley | D-6 | Screening of Dumpsters |
| • All utilities and meters in building | D-6 | Screening of Utilities and Service Areas |
| • The garage is not visible from the sidewalk | D-5 | *Visual impacts of Parking Structures* |
| • *Live-work units provide eyes on the alley* | D-7 | *Personal Safety and Security* |

**Amenities & Views**

| | | |
|---|---|---|
| • Retains attractive brick and style of existing wing units | C-1 | Architectural Context |
| • Landscaped courtyard for residents and public | E-2 | Landscaping to Enhance Building/Site |
| • Main building mass steps back from street | B-1 | Height, Bulk & Scale |
| • Upper levels have views to Olympics and Cascades | C-2 | Architectural Concept & Consistency |
| • Connection of courtyard and retail spaces to sidewalk | A-4 | Human Activity |
| • Live-work units provide activity on the alley | | |

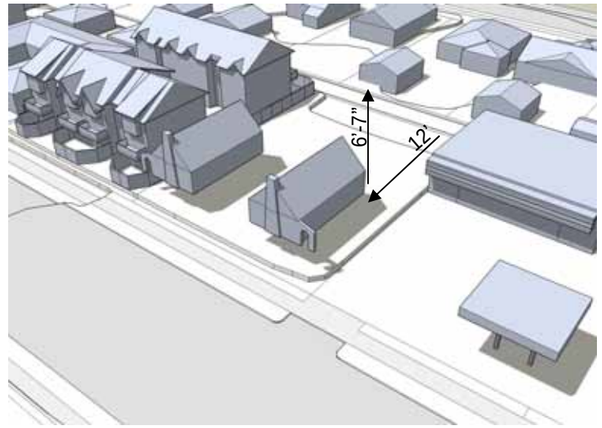
SITE PLAN



# BUILDING MASSING AND PRESERVATION OF EXISTING BUILDING WINGS AND COURTYARD


NEW PROJECT INCORPORATING PRESERVED BUILDING WINGS INTO DESIGN

EXISTING BUILDING




RELOCATED BUILDING WINGS

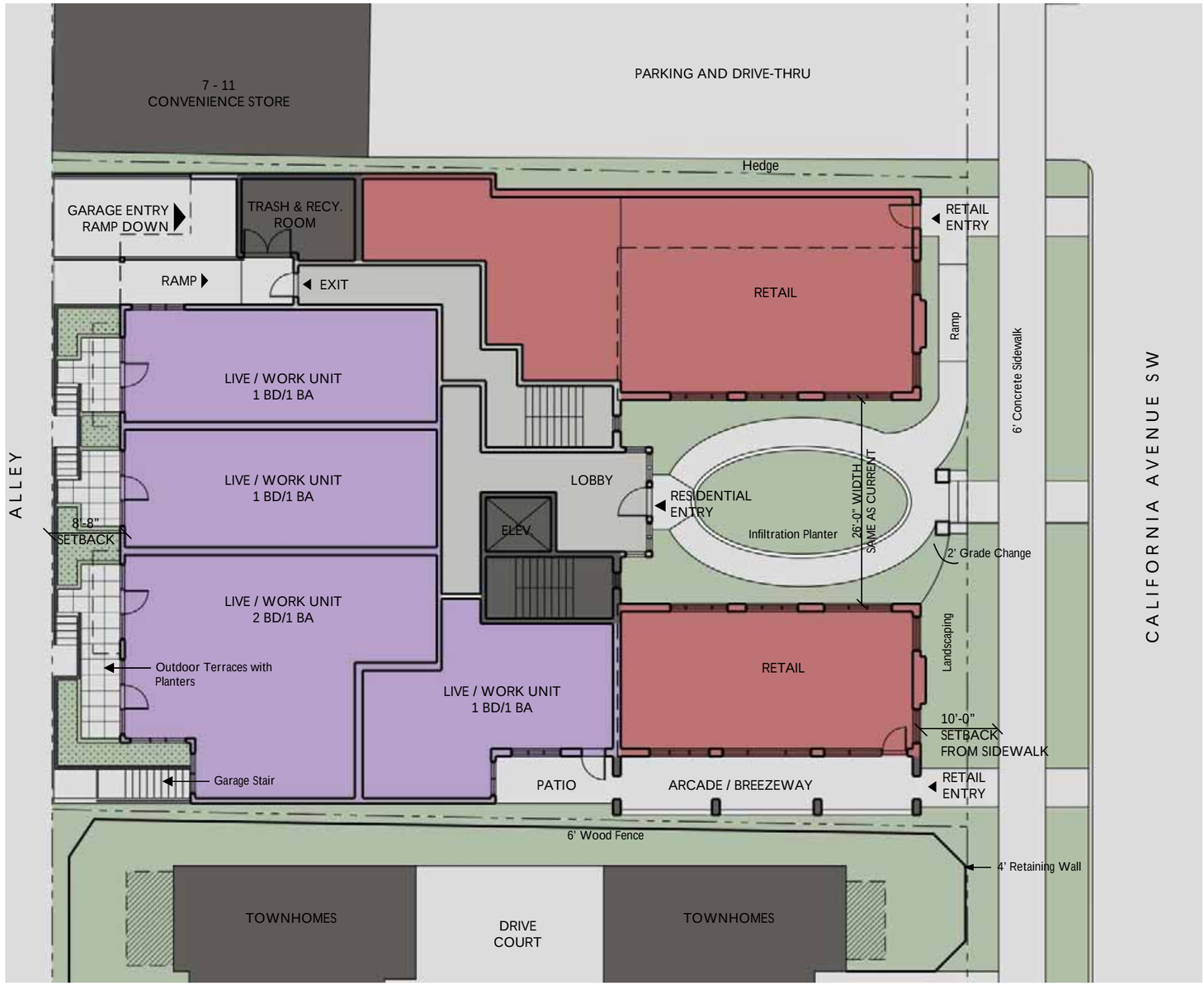
**Retail and Live-Work Configuration**

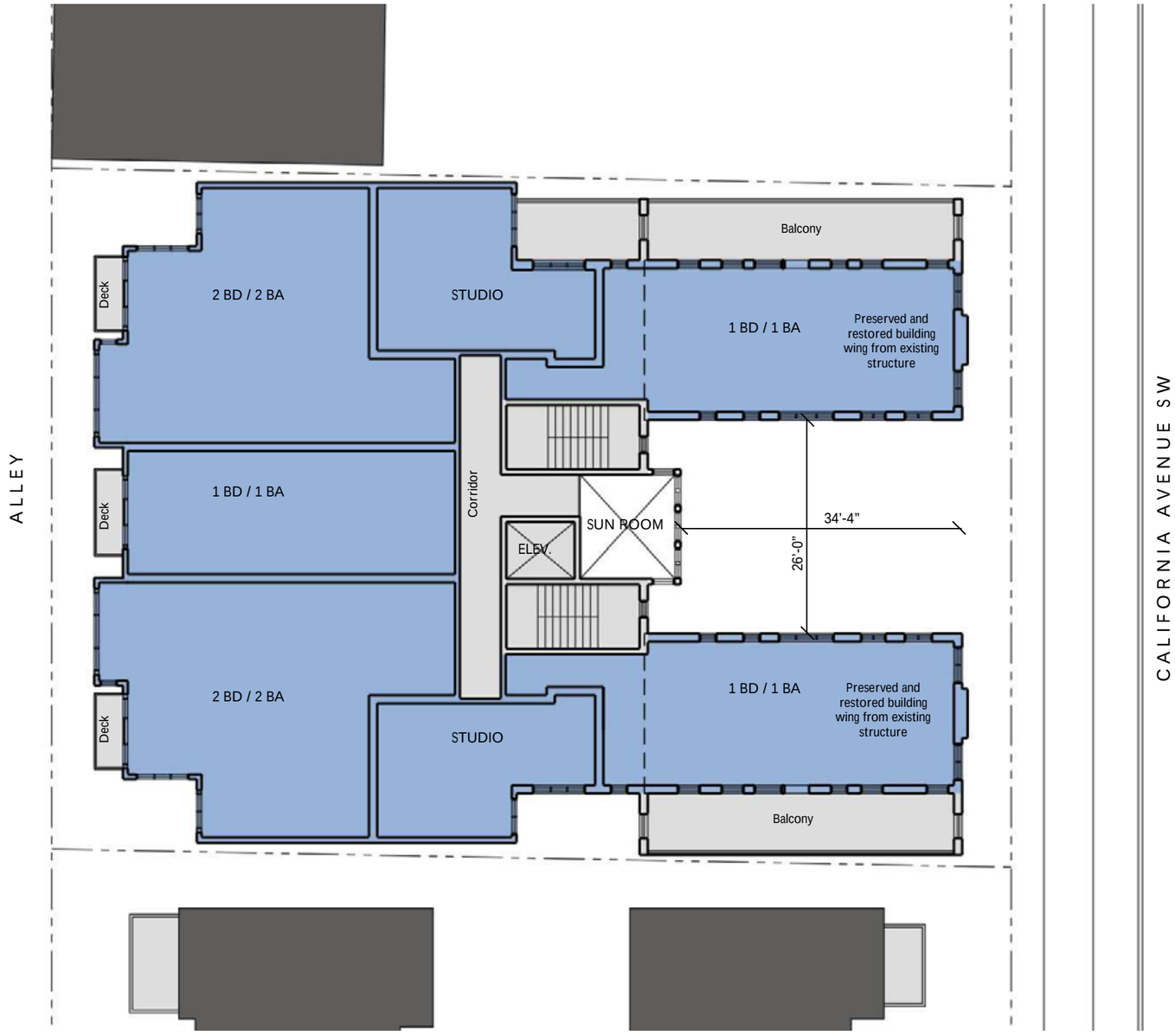
**California Avenue SW**

| | | |
|---|---|---|
| • Incorporates existing wing units into new building | C-1 | Architectural Context |
| • Distinguishes clearly between residential/retail entries | A-3 | Entrances Visible from the Street |
| • Building is modulated and stepped at side setbacks | A-5 | Respect for Adjacent Sites |
| • Main courtyard and retail space engage the street | A-4 | Human Activity |
| • Large windows into retail spaces | D-11 | Commercial Transparency |
| • Distinctive wood and glass entry tower | C-2 | *Architectural Concept & Consistency* |
| • Retail floor level at sidewalk grade | *A-2* | *Streetscape Compatibility* |
| • Views into landscaped entry courtyard | A-7 | *Residential Open Space* |
| • Landscaped courtyard for residents and public | E-2 | Landscaping to Enhance Building/Site |

**Alley**

| | | |
|---|---|---|
| • Live-work units provide activity on the alley | A-4 | Human Activity |
| • Live-work units provides flexibility of uses | C-3 | *Human Scale* |
| • Nicely scaled terraces and planters above alley level | D-8 | *Alley Treatment* |
| • Strong residential character of rear façade | A-5 | Respect for Adjacent Sites |
| • Compatible with single-family across alley | | |
| • *Live-work units provide eyes on the alley* | D-7 | *Personal Safety and Security* |
| • Garbage and recycling room accessed from alley | D-6 | Screening of Dumpsters |
| • All utilities and meters in building | D-6 | Screening of Utilities and Service Areas |






**Residential Configuration**

| | | |
|---|---|---|
| • Building mass broken into wings and rear portion | *A-1* | *Streetscape compatibility* |
| • Holds to 2-story height at street front before stepping | | |
| • Presents an attractive landscaped courtyard at sidewalk | | |
| • Strong residential character adjacent to south townhomes | A-5 | Respect for Adjacent Sites |
| • Strong residential character on alley to single family zone | | |
| • Use of gabled roofs, bays and window patterning | | |
| • Preservation based design solution maintains context | C-1 | Architectural Context |
| • Prominent wood and glass entry tower | C-2 | *Architectural Concept & Consistency* |
| • Side balconies well integrated into preserved wing units | | |
| • Quality brick, cedar shingles, windows and metal railings | C-4 | Exterior Finish Materials |
| • Views into a landscaped entry courtyard | A-7 | *Residential Open Space* |

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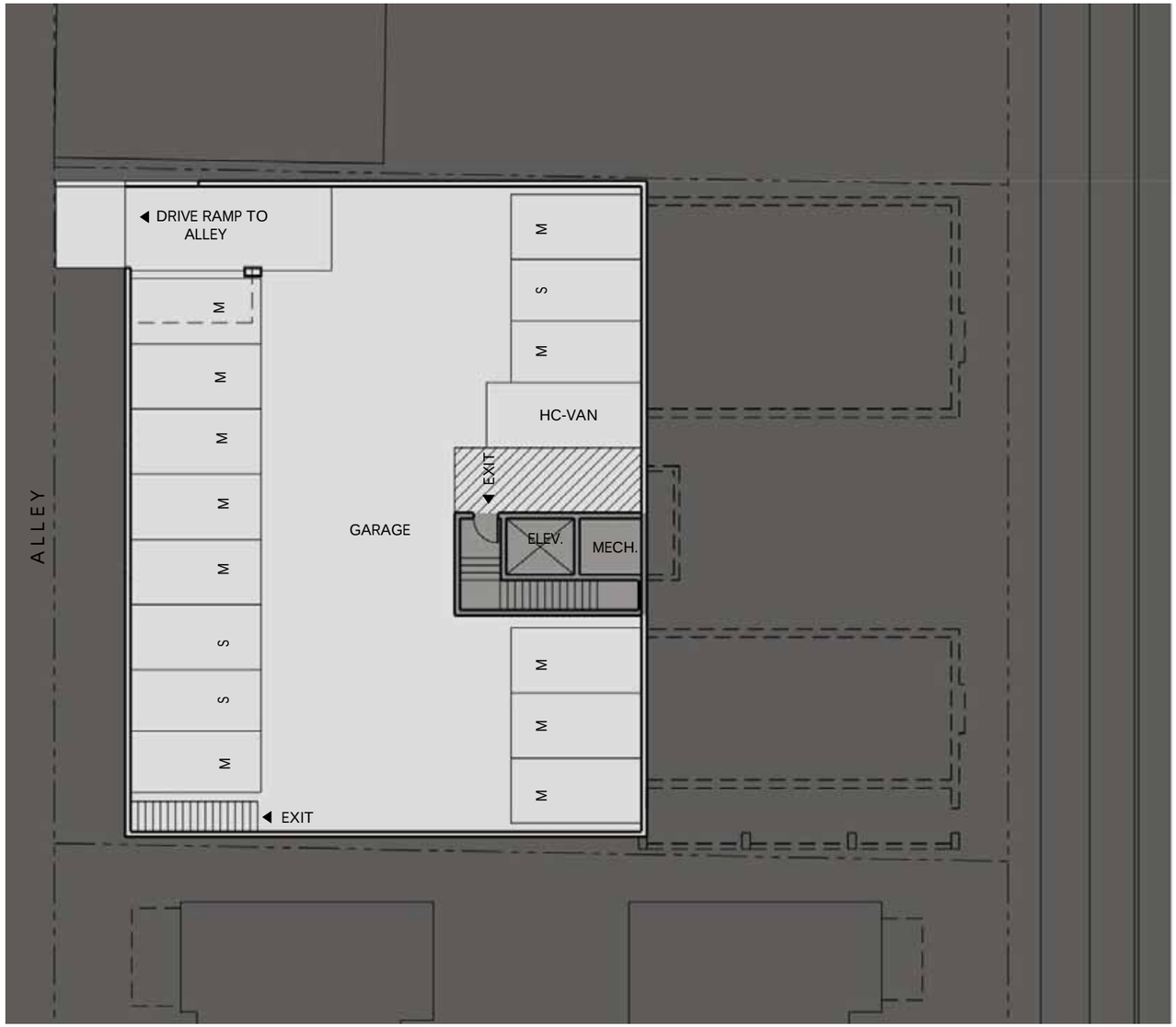
**Residential Configuration**

| | | |
|---|---|---|
| • Building mass steps back from street at third level | *A-1* | *Streetscape compatibility* |
| • Presents an attractive landscaped courtyard at sidewalk | | |
| • Strong residential character adjacent to south townhomes | A-5 | Respect for Adjacent Sites |
| • Strong residential character on alley to single family zone | | |
| • Use of gabled roofs, bays and window patterning | | |
| • Preservation based design solution maintains context | C-1 | Architectural Context |
| • Prominent wood and glass entry tower | C-2 | *Architectural Concept & Consistency* |
| • Upper levels have views to Olympics and Cascades | | |
| • Side balconies well integrated into preserved wing units | | |
| • Quality brick, cedar shingles, windows and metal railings | C-4 | Exterior Finish Materials |
| • Views into a landscaped entry courtyard | A-7 | *Residential Open Space* |




CALIFORNIA AVENUE SW

**Garage Configuration**

- *The garage is not visible from the sidewalk*
- Parking access adjacent to commercial zone

D-5 *Visual Impacts of Parking Structures*

C-1 Architectural Context

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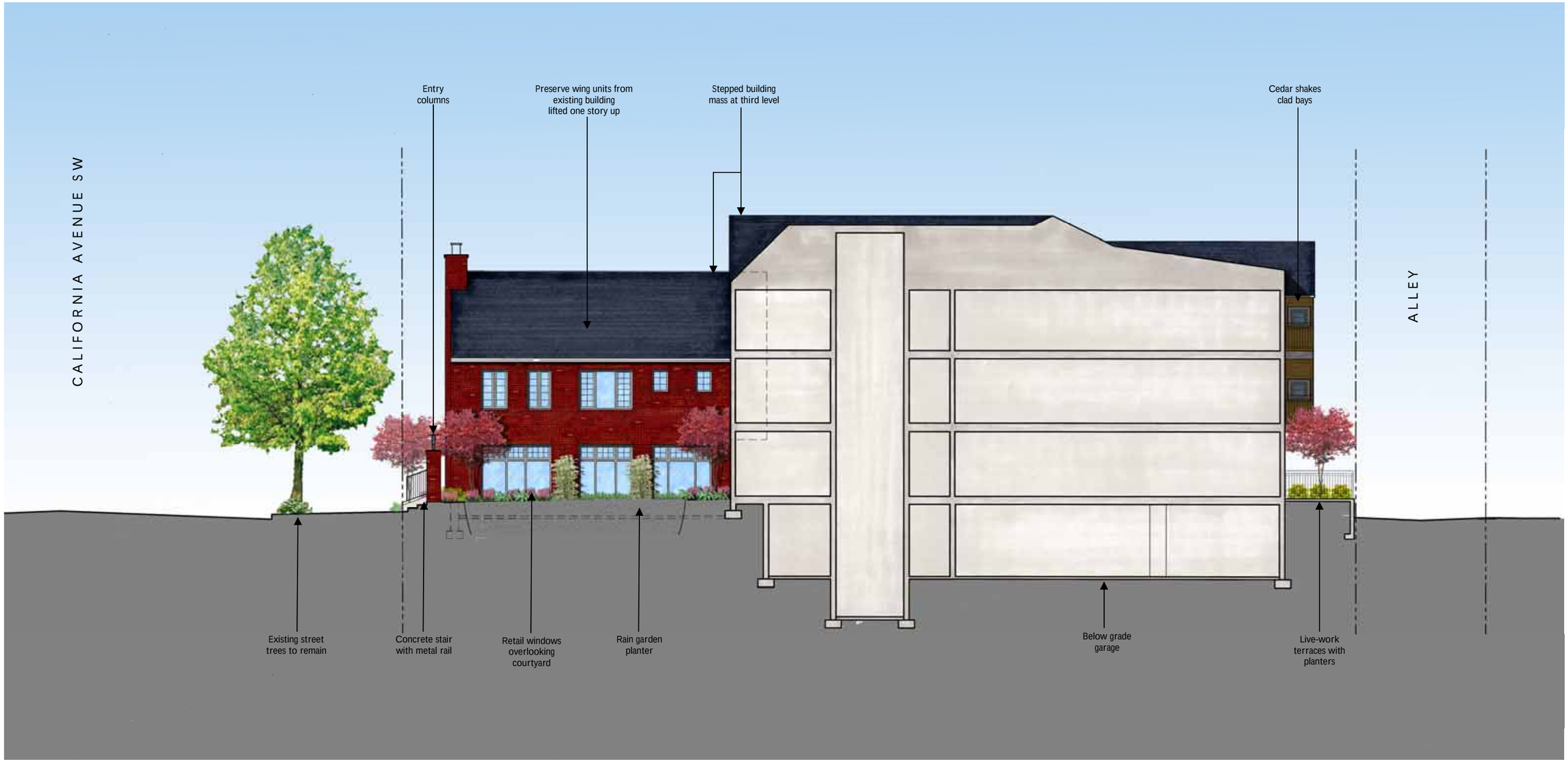
CALIFORNIA AVENUE SW
ALLEY
Entry columns
Preserve wing units from existing building lifted one story up
Stepped building mass at third level
Cedar shakes clad bays
Existing street trees to remain
Concrete stair with metal rail
Retail windows overlooking courtyard
Rain garden planter
Below grade garage
Live-work terraces with planters


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CALIFORNIA AVENUE SW
ALLEY
Balconies at second level
Stepped building mass at third level
Red lap siding change in material and color
Cedar shakes clad bays
Existing street trees to remain
Concrete stair with metal rail
Replace hedge at north property line
Brick pilasters with recycled brick and inset bays with new bricks
Outline of 7-11
Garage ramp
Raised patio provides separation from alley


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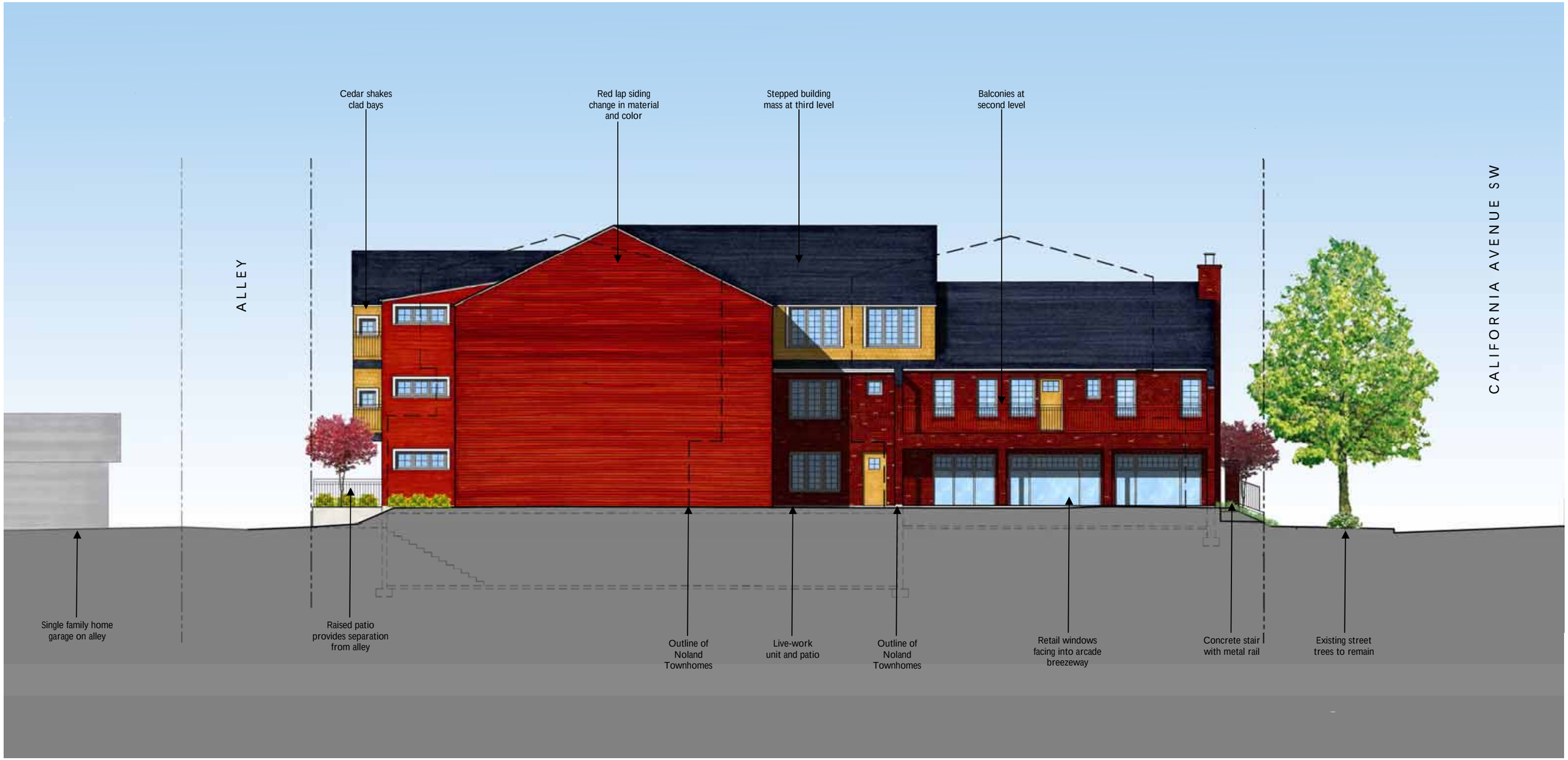
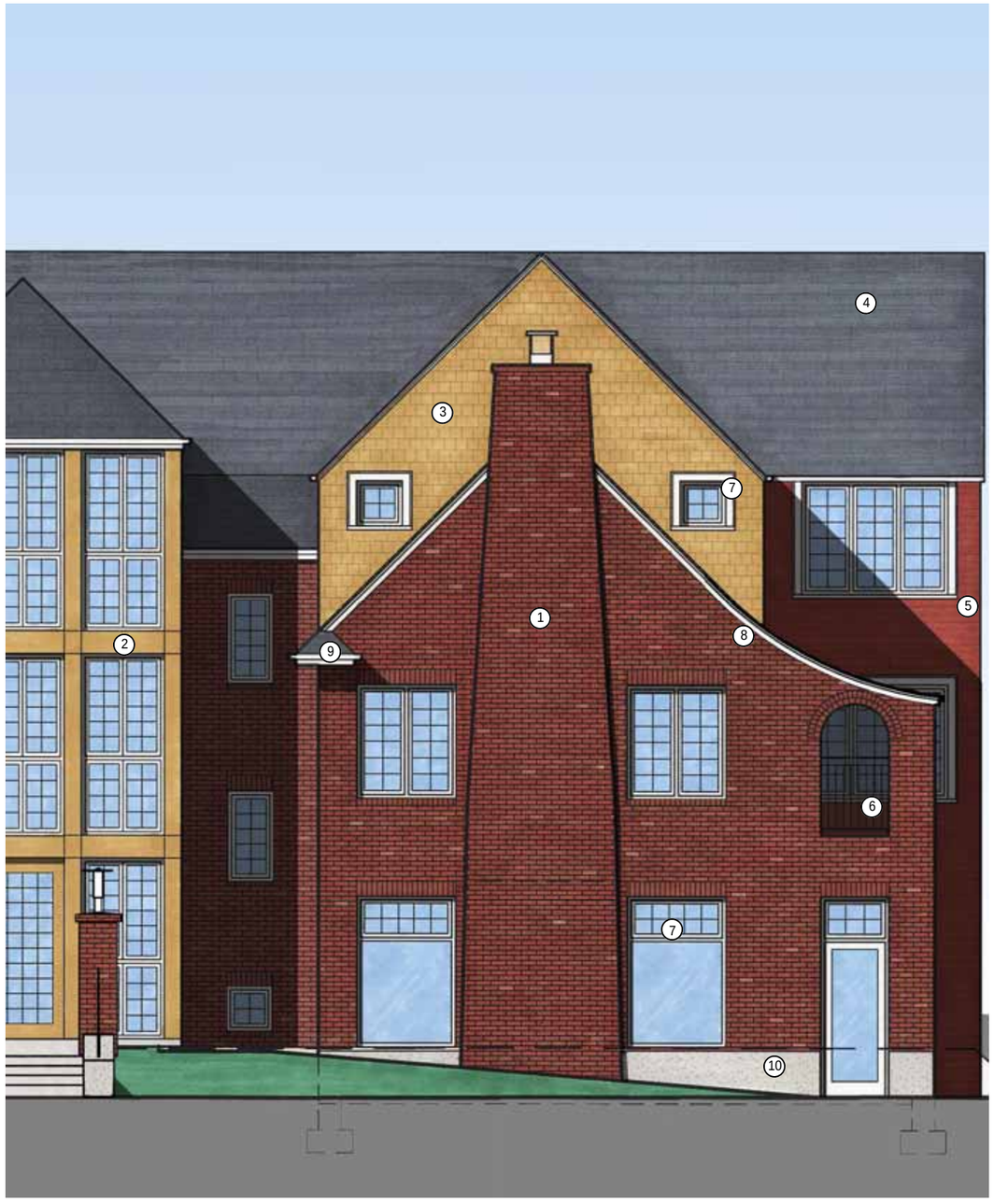

Cedar shakes clad bays
Red lap siding change in material and color
Stepped building mass at third level
Balconies at second level
ALLEY
CALIFORNIA AVENUE SW
Single family home garage on alley
Raised patio provides separation from alley
Outline of Noland Townhomes
Live-work unit and patio
Outline of Noland Townhomes
Retail windows facing into arcade breezeway
Concrete stair with metal rail
Existing street trees to remain




1 Brick
Reused in preservation of
courtyard building wings
and reuse of bricks from rear building

2 Cedar Siding and Stain
3 Cedar entry tower
Cedar shakes
Color: Natural Oak on Cedar

4 Roofing Shingles
Owens Corning Duration Series
Color: Black Onyx

5 Benjamin Moore
Hardi Lap Siding
Color: Copper Clay

6 Metal Deck Railing
Matte Black

7 Metal Clad Wood Windows
Sierra Pacific Windows - White
8 Trim - White
9 Gutters & Downspouts- White

10 Exposed Concrete
Architectural Finish
With Graffiti Coating

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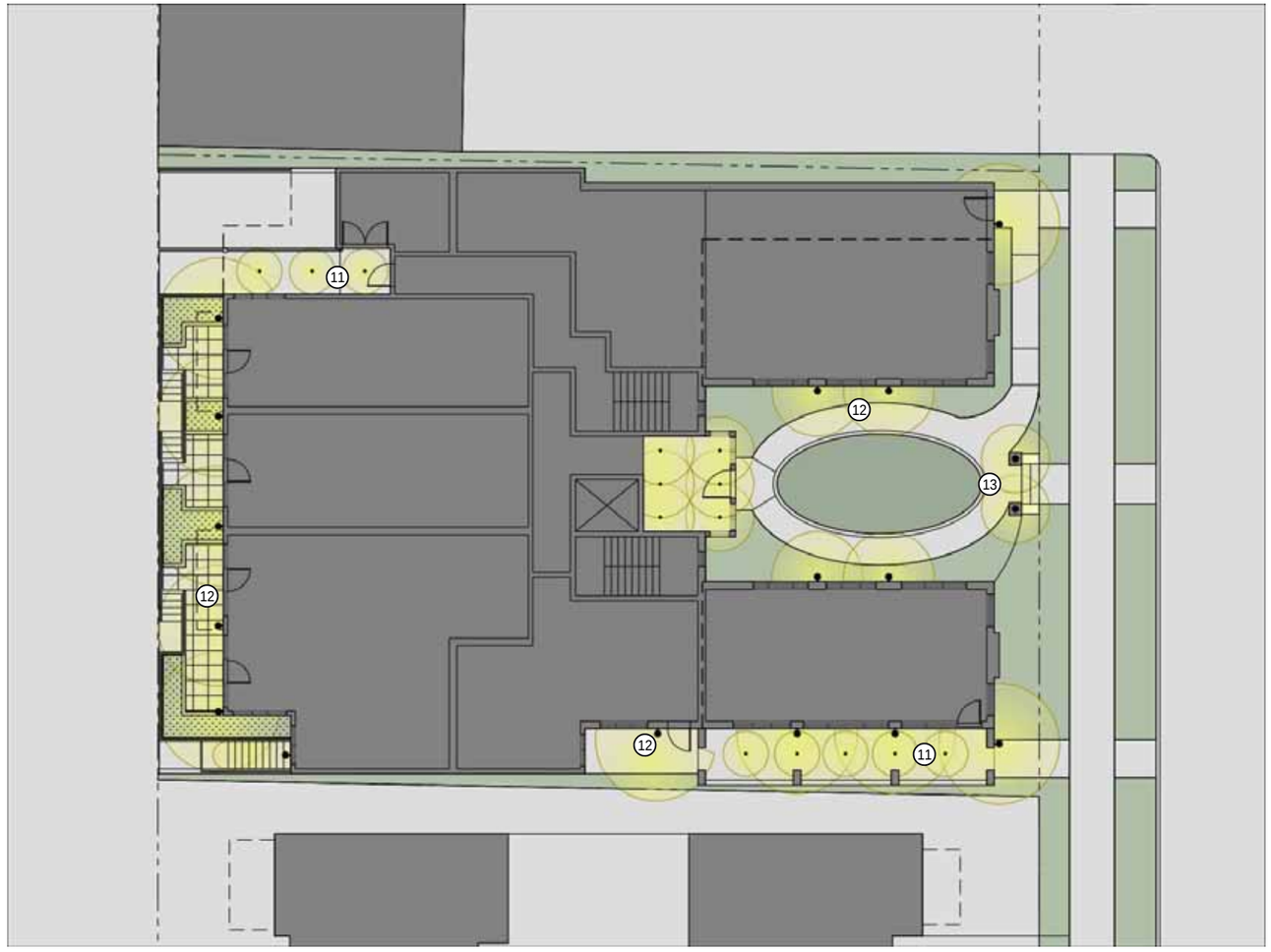
Flush-Mount Can Lights (11)
Lightolier
5” Basic White Reflector
1071 Perma White

Stem Mounted Wall Luminaires (12)
TEKA
BWN-2216
Natural

Pathway Luminaires (13)
TEKA
CSP-8316
Natural



RESIDENTIAL ENTRY COURTYARD AT CALIFORNIA AVENUE SW

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**Preservation & Adaptive Reuse**
Preserves and restores the signature front building wing units and reuses the brick from the demolished rear portion
LEED SS Credit 1.3 & 2.1 & 3.1 Building Reuse
LEED SS Credit 1.1 & 1.2 Innovation in Design

**Development Density & Community**
Provides new, dense, mixed-use project in an existing neighborhood on an under-utilized site
Previous density: 18 units / acre
New housing density: 72 units / acre
*LEED SS Credit 1 Site Selection*
*LEED SS Credit 2 Development Density*

**Residential Open Space**
Open space provided at courtyard, street front, alley terrace and balconies
Exceeds Seattle Open Space Code by 50%
*LEED SS Credit 5.2 Maximize Open Space*

**Rain Garden**
Eliminates detention requirement, improves water quality, and provides visual feature in courtyard
*LEED SS Credit 5.2 Maximize Open Space*
*LEED SS Credits 6.1 & 6.2 Stormwater Control*
*LEED WE Credit 1.1 Landscaping Water Need*

**Light Pollution Reduction**
All lights down directed at walkways, retail & entrances
*LEED SS Credit 8 Light Pollution Reduction*

**Alternative Transportation**
Great access to public transportation
Bicycle storage provided
Bike rack for retail & visitors
*LEED SS Credits 4.1, 4.2, 4.3 Transportation*

**Indoor Air Quality**
Hard surface flooring throughout
*LEED EQ Credit 5*

**Parking quantity**
Only 15 parking stalls provided
Calculates to a ratio of .938 per unit
Reduces construction and excavation



**Optimize Energy Performance**
Central hot water provided by gas water heaters
Hydronic heat provided in units through heat exchangers
Eliminates water heaters from units
All units sub-metered for hot & cold water and heat
More efficient to generate on site as opposed to electricity generated by natural gas for SCL.
*LEED EA Credit 1*
*LEED EA Credit 2*

**Efficient Elevator**
Side-Mounted Traction Elevator uses 1/4 the electricity of a standard hydraulic elevator
*LEED EA Credit 1*

**No Mechanical Air Conditioning**
All spaces naturally ventilated
*LEED EA Credit 4 Enhanced Refrigeration Mgmt*

**Durable Exterior Materials**
Brick, lap and cedar siding, wind resistant roofing and concrete all are durable materials requiring little maintenance

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**PLANT LIST** (* INDICATES DROUGHT TOLERANT PLANT)

| SYMBOL | BOTANICAL NAME | COMMON NAME | SIZE | CONDITION | SPACING |
|---|---|---|---|---|---|
| | TREES | | | | |
| | ACER PALMATUM | JAPANESE MAPLE | 6'-8' HT. | MULTI., B&B | PER PLAN |
| | PRUNUS SERRULATA 'AMANOGAWA' | 'AMANOGAWA' FLOWERING CHERRY | 2" CAL. | B&B | PER PLAN |
| | CARPINUS BETULUS 'FRANS FONTAINE' | 'FRANS FONTAINE' HORNBEAM | 2" CAL. | B&B | PER PLAN |
| | SHRUBS, FERN, VINE & PERENNIALS | | | | |
| | ASTILBE X ARENDSII 'RHEINLAND' | 'RHEINLAND' ASTILBE (PINK) | 1 GAL. | CONT. | PER PLAN |
| | ATHYRIUM NIPPONICUM 'PICTUM' | 'PICTUM' JAPANESE PAINTED FERN | 1 GAL. | CONT. | PER PLAN |
| | BUXUS MICROPHYLLA JAPONICA 'GREEN BEAUTY'* | 'GREEN BEAUTY' JAPANESE BOXWOOD | 2 GAL. | CONT. | 24" O.C. |
| | CAMELLIA SASANQUA 'HANA JIMAN' | 'HANA JIMAN' CAMELLIA | 5 GAL. | CONT. | 30" O.C. |
| | ESCALLONIA 'NEWPORT DWARF'* | 'NEWPORT DWARF' ESCALLONIA | 2 GAL. | CONT. | 30" O.C. |
| | MYRICA CALIFORNICA* | PACIFIC WAX MYRTLE | 5 GAL. | CONT. | 36" O.C. |
| | NANDINA DOMESTICA 'GULF STREAM'* | 'GULF STREAM' HEAVENLY-BAMBOO | 2 GAL. | CONT. | 24" O.C. |
| | PHYLLOSTACHYS NIGRA* | BLACK BAMBOO | 5 GAL. | CONT. | PER PLAN |
| | POLYSTICHUM MUNITUM* | SWORD FERN | 1 GAL. | CONT. | PER PLAN |
| | ROSA 'FLOWER CARPET CORAL'* | 'FLOWER CARPET CORAL' ROSE | 2 GAL. | CONT. | 30" O.C. |
| | SARCOCOCCA HOOKERANA HUMILIS* | SWEET BOX (SHORT) | 2 GAL. | CONT. | 30" O.C. |
| | SARCOCOCCA RUSCIFOLIA* | SWEET BOX (TALL) | 5 GAL. | CONT. | 30" O.C. |
| | VIBURNUM DAVIDII* | DAVID'S VIBURNUM | 5 GAL. | CONT. | 30" O.C. |
| | GROUND COVERS | | | | |
| | 50% LIRIOPE SPICATA 'SILVER DRAGON'<br>50% OPHIOPOGON PLANISCAPUS 'NIGRESCENS' | 50% 'SILVER DRAGON' CREEPING LILYTURF<br>50% BLACK MONDO GRASS | 1 GAL.<br>1 GAL. | CONT.<br>CONT. | 18" O.C.<br>18" O.C. |
| | FRAGARIA CHILOENSIS* | BEACH STRAWBERRY | 4" POT | CONT. | 12" O.C. |
| | WET/DRY TOLERANT PLANT MIX | | 4" POT | CONT. | 12" O.C. |

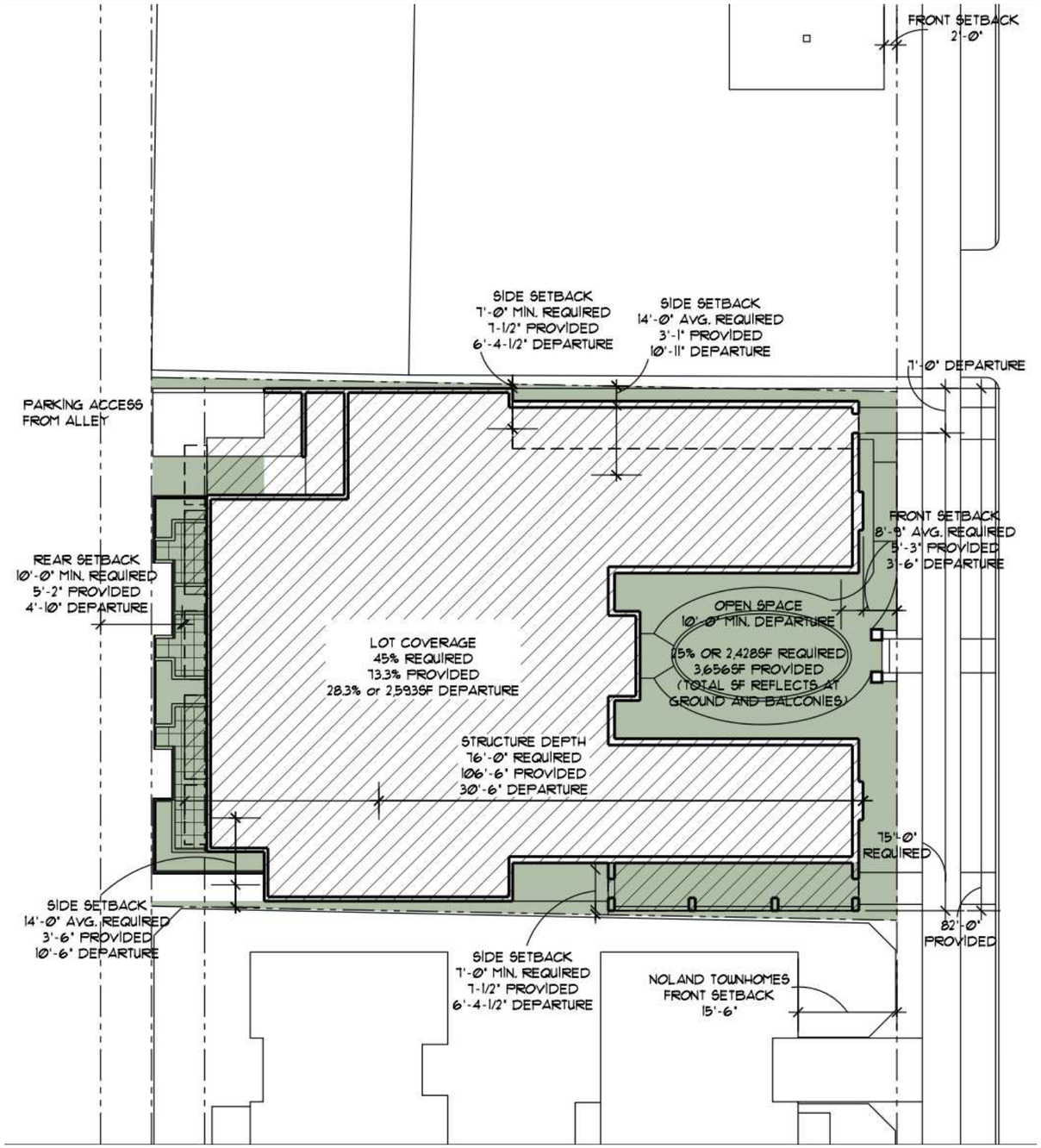
# DEPARTURES

| Development Standard | Requirement | Proposed | Departure Amount | Justification |
|---|---|---|---|---|
| Lot Coverage<br>SMC 23.45.010A2 | A. Apartment lot coverage in L3 zones.<br><br>2. 45% lot coverage.<br><br>(9,711sf)(45%) = 4,370sf<br><br>Townhomes are allowed 50% lot coverage on this site. | Lot Coverage = 7,118sf<br><br>7,118sf / 9,711sf = 73.3% | 2,593sf<br><br>28.3% | The main justification for the lot coverage departure is to handle the unique situations that arise from integrating the existing courtyard wing units into a new project. The departure does not allow for more units than the density limit allows in the Seattle Land-Use Code. In preserving the existing courtyard and front two units the design holds to only two stories along California Avenue SW. The mass of the project is therefore pushed to the back of the site. However, in order to minimize the impact of the garage entry, the ramp down to the garage and ramps to the utility & garage enclosures are completely covered by the building. The net result is that good portions of the site are only developed to two stories of actual floor area spread over more of the project site. In addition, the elements creating the open arcade adjacent to the south property line and even the brick wings coming off the existing front facade count toward lot coverage. |
| Structure Width<br>SMC 23.45.011Table A | Table A. L3 zone apartments can have 75'-0" structure width with modulation. | 82'-0"<br><br>(80'-0" existing structure) | 7'-0" | The structure width is primarily set by the location of the existing courtyard wing units on the property. Currently the building has a structure width of 80'-0". The proposed design increases this by only 2'-0" to 82'-0". The added width comes from the rear of the site where the building massing is pushed towards the NC1-30 zoned 7-11 convenience store to the north and places the building mass to take advantage of the trapezoidal nature of the project site. |
| Structure Depth<br>SMC 23.45.011 Table A | Table A. L3 zone apartments can 65% lot depth for structure depth.<br><br>65% depth of lot<br>(117'-0")(.65)= 76'-0" | 106'-6" | 30'-6" | The front courtyard wing units being preserved are 38'-0" deep and only 20'-0" wide. And once again, this front portion of the building is held to only 2 stories and a 44'-3" by 26'-0" central courtyard is being preserved and will remain as open space visible to pedestrians on the sidewalk. Excluding the front courtyard wing units the back building is only 71'-6" in depth. |
| Front Setback<br>SMC 23.45.014A1 | 1. The front setback is the average of the setbacks of the first principal structures on either side. Setback can be 5'-0" min. - 15'-0" max.<br><br>2'-0" (7-11 Gas-Station Canopy)<br>15'-6" (Noland Townhomes)<br><br>17'-6" / 2 = 8'-9" avg. | 5'-3" to property line<br><br>9'-3" to sidewalk edge | 3'-6" | At the EDG meeting the Design Review Board was in support of a front yard setback to reflect the commercial nature of the project. Also the setback reduction allows the project to act as a transition to the higher zoned NC1-30 property to the north which has no setback requirement and entire adjacent commercial intersection that is zoned NC1-30. |
| Rear Setback<br>SMC 23.45.014B1 & 2 | 1. Rear setback to be 25'-0" or 15% of lot, whatever less.<br><br>2. When property abuts alley, rear setback measured from alley centerline. Setback cannot be less than 10'-0" from rear property line.<br><br>(117'-0")(15%)= 17'-7"<br>(17'-7") – (8'-0") = 9'-7"<br>= 10'-0" min. | 5'-2" due to bays<br><br>(8'-8" at majority of rear building façade)<br><br>Average rear setback is 9'-3" | 4'-10" needed because of 10'-0" minimum setback | As a result of preserving the existing front wing units and courtyard, the mass of the building has been pushed to the back of the site. The majority of the rear façade is only 1'-4" into the required setback, only the two projecting upper level bays need a larger departure. The rear of the building has well-modulated residential character with gabled roofs, bays, balconies, terraces and planters and presents a pleasant, varied façade to the single family residential zone across the alley. |
| Side Setback<br>SMC 23.45.014C Table A<br><br>(continued next page) | Table A. For structures with 101-120'-0" depth and between 31'-37'-0" height:<br><br>14'-0" avg.<br><br>7'-0" min. | Average:<br>North - 3'-1"<br>South - 3'-6"<br><br>Minimum:<br>North - 7½"<br>South - 7½" | Average:<br>North – 10'-11"<br>South – 10'-6"<br><br>Minimum:<br>North - 6'-4½"<br>South - 6'-4½" | The existing structure currently has a 14" south side setback and a 20" north side setback and the building location is the primary basis for the current setbacks. The adjacent NC1-30 zoning to the north allows development to come right up to the shared property line and the Design Review Board at EDG supported this project having minimal to zero setbacks adjacent to the commercial zone. (continued next page) |

# DEPARTURES

| Development Standard | Requirement | Proposed | Departure Amount | Justification |
|---|---|---|---|---|
| Side Setback (continued) | b. Balconies must be 5'-0" from side lot line. | North - 1'-7" 54'-4" width | North - 3'-5" 34'-4"width | To the south, the building presents an open arcade and balcony with ample façade modulation and a stepping of the mass and presents an pleasant residential façade to the neighboring townhome project. The adjacent townhome has a north façade with only small windows and a concrete drive court. |
| Balcony Setback SMC 23.45.014Fb&c | c. Balconies at side setback can be 20'-0" max. width. | South - 1'-4" 39'-4"width | South - 3'-8" 19'-4"wid th | |
| Open Space SMC 23.45.016A3b2 & B2a | 2. 25% of lot area provided as open space.<br>(9711)(25%) = 2,428 sf<br>2a. No horizontal dimension less than 10'-0" | Open space provided at ground level: 2,641sf<br>Open space provided at balconies = 1,015sf<br>Total provided open space = 3,656sf | Allow areas with less than 10'-0" dimension to count towards open space area | The project meets and exceeds the required ground level open space requirement with a minimum dimension departure. The project exceeds the open space requirement by 50% when upper level balconies are included. To preserve the existing wing units and their relationship to the lot lines requires that some open space cannot meet minimum dimension requirements. Quality, visible open space is being provided in an attractively landscaped central courtyard and within the front setback as well as the planter terraces at the alley. |
| Parking Access SMC 23.45.018B2a | c. Parking access from street when L3 zone across alley from single family zone. | From alley | From alley | Parking access from California Avenue SW would prevent preservation of the existing structure that currently has parking accessed off the alley. A curb cut at the street would have a negative impact on a heavily used sidewalk and result in dangerous turning conditions from the site onto a busy arterial. At EDG, all options presented showed alley access and this was supported by the Board members. |
| Driveway Slope SMC 23.54.030D4a&b&c | 4. Driveway slope cannot be greater than 20% without Director's approval based on the following:<br>a. Topography and lot conditions require greater slope.<br>b. Additional slope is least necessary to accommodate lot conditions.<br>c. Driveway is still useable access. | 28% | 8% | To preserve the existing wing units and courtyard has resulted in the main mass of the building being moved to the back of the site, closer to the alley property line resulting is less space for the ramp. The garage only serves 15 vehicles and is accessed off the alley and not the street. Another firm project in lower Queen Anne was approved for a 28% ramp slope entering onto a street and sidewalk. |

# DEPARTURE DIAGRAM



**A-3 Entrances Visible from the Street**

*Entries should be clearly identifiable and visible from the street.*

Quality commercial spaces should be designed to be easily identified and approached.

The residential building entrance is centered on the courtyard in an prominent wood and glass tower visible from the sidewalk. The commercial spaces are located at sidewalk grade within close proximity of the sidewalk. One of these commercial spaces will be accessed by a door facing the sidewalk and the other entry is off an arcade that opens to the sidewalk. These commercial spaces have large windows facing the street and large windows facing into the courtyard visible from the sidewalk. The Design Review Board encouraged reduced setbacks to create a better engagement of the sidewalk.

**A-4 Human Activity**

*New development should be sited and designed to encourage human activity on the street.*

The designer should consider California Avenue as an amenity for the property tenants and pedestrians. There should be identifiable entrances with a pedestrian scale which would lend itself to a smooth relationship to the sidewalk with room for landscaping, and possible window display interest.

The courtyard will be attractively landscaped with pathways, a rain garden and other plants and, will be a wonderful visual amenity for both residents, retail customers and pedestrians. The commercial entrances are close to the sidewalk and scaled to the pedestrian, creating a smooth connection between the sidewalk and the commercial spaces. The commercial windows facing the street provide ample opportunity for visual displays.

**A-5 Respect for Adjacent Sites**

*Buildings should respect adjacent properties by being located on their sties to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.*

The architects should study and show, at the next meeting, how the project relates to the residential building to the south as well as an interesting presentation to the alley and the single family zone to the rear.

The project relates to the townhome building by preserving the existing wing units that are an important component of the existing context. The project has a strong residential character with gable roofs, courtyard, bays and brick and siding. The project has ample modulation and the building mass steps from the front to the rear of the site. The south facade of the project is attractively modulated to provide visual interest and material variation to be viewed from the adjacent concrete townhome drive court. The project relates to the single family zone across the alley by using gable roofs and bays, lap siding and residential style window patterning and the landscaping at the live-work units.

**A-8 Parking and Vehicle Access**

*Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.*

The Board suggested that the architect continue to explore using the alley for access rather than California for this project.

The high pedestrian and vehicular use of California Avenue SW coupled with on-street parking makes vehicle access via a curb cut at the sidewalk on the street both dangerous and undesirable. In addition, the wing units of the existing building could not be preserved with entry from the street. Following the Boards recommendation, the parking entry is located on the alley adjacent the 7-11 building and the terminus of the alley with SW Charlestown Street.

**B-1 Height, Bulk and Scale**

*Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less-intensive zones.*

The Board agreed that successfully addressing height, bulk and scale issues at this site is key to creating a successful building. The Board requested further exploration of massing options that minimize the building mass and creatively reinforce the proposed uses and neighboring residential use.

The building mass is held to only two stories at the front of the site with a generous courtyard at the sidewalk along with the preservation of the existing wing units and courtyard. These combined aspects of the project design reduce the height and bulk of the project at the sidewalk. The use of modulation, stepping of the building mass and use of gable roofs and bays all lend a strong residential character while producing a sensitively massed structure. The design reinforces the neighboring residential character while being an effective transition to the commercial intersection to the north.

**C-1 Architectural Context**

*New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural pattern and siting pattern of neighboring buildings.*

The Board pointed out desirable aspects of the existing development on the lot that exhibit a highly attractive architectural context. Similarly, the new design should create a context worthy of replacing the existing. Although the context appears to be a commercial context it is in a residential zone and should exhibit the residential zoning. The thinning residential context, due to the RC overlay, will be creating an area with even less residential context and more commercial presence once the existing structure is demolished. The Board challenged the designer to create something that will rise to the level of both context and consistency of the attractive existing fourplex.

The preservation of the architecturally distinctive building wing units retains the existing architectural context in a new and exciting synthesis. Although the building provides commercial and live-work spaces with lively engagement of the street, the building form is strongly residential in character both in how it meets the street and the alley. This project rises to the level of respecting both the residential and commercial context.

**C-4 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.*

The Board would like to see quality materials for the project.

The retained building wing units and reused brick used on the front portion of the building provide a wonderful texture and pattern. High quality windows with stylistically consistent mullion patterns are also being used. The front façade has a high level of detailing with brick, metal railings and a wood and glass stair tower facing onto the courtyard.

**D-6 Screening of Dumpsters, Utilities, and Service Area**

*Building sites should locate service elements like trash dumpsters, loading docks, and mechanical equipment away from the streets where possible. When elements should as dumpsters, utility meters, mechanical units, and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.*

The Board directed the applicant to clearly address this guideline in the project design.

The dumpsters of this project will be enclosed in the building in a room accessed off the alley. Utility meters will also be located internally. No such elements will be located in view from the street.

**D-11 Commercial Transparency**

*Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.*

The RC zoning will allow the commercial uses, so they must be well designed and allow for a direct visual connection.

The commercial storefronts of both building wings provide large windows facing the sidewalk that match to proportions and patterning of the preserved historic wings. There is also significant expanses of glazing facing into the courtyard that will be visible to pedestrians, customers and residents. The charm of the existing brick façade and the reuse of the brick from the rear of the building with provide detail and materiality appealing to people at the sidewalk.

**E-2 Landscaping to Enhance the Building and/or Site**

*Landscaping, including living plants, special pavement, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.*

The Board directed the application to fully develop a landscape plan to enhance the building and site.

The front courtyard will include a prominent oval shaped rain garden planter centered on the entrance and framed by pathways. The rain garden will help to provide natural on-site infiltration as well as an attractive landscape element containing artistically arrayed boulders and plantings. The courtyard paths will be flanked by plantings as well as the area in the front setback. At the rear, a terrace above alley level will incorporate a series of landscaped planters along with attractive pavers.

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