

sixty third avenue southwest cluster development



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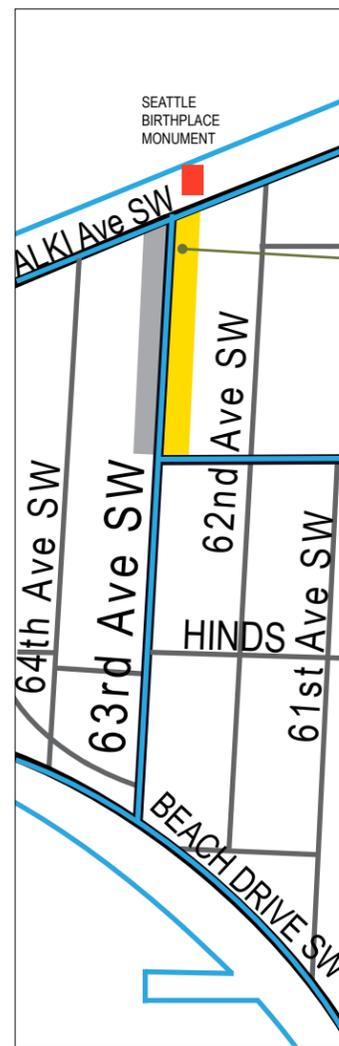
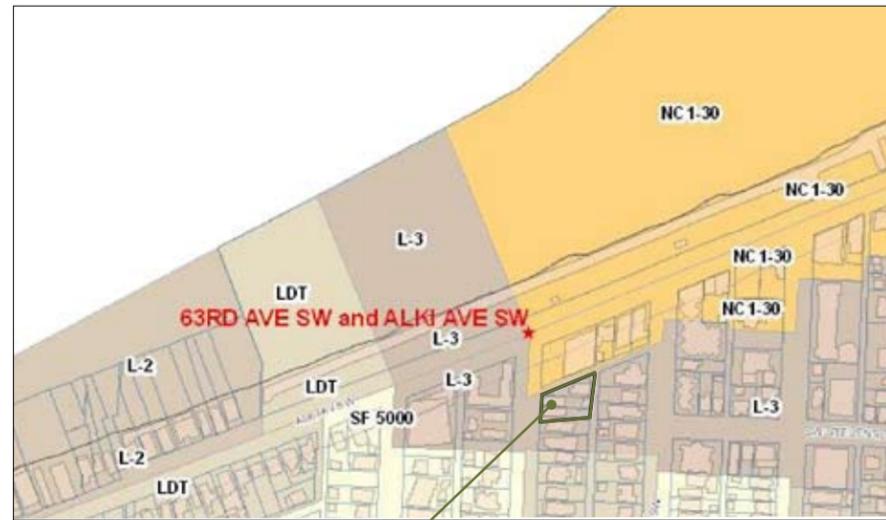
Property Owner  
David Weitzel  
2114 Walnut Ave SW  
Seattle WA 98116







## urban design opportunities & constraints



### Neighborhood Context and Adjacent Zoning

**Land Use & Architecture:** There is no single dominate land usage type in the surrounding area; the adjacent site to the north is zoned NC1-30 and the site is within 1/2 block of SF 5000 and LDT zones. The result is a varied land use pattern of multi-family, commercial, townhomes and single family housing stock. The architecture of the neighborhood varies as much as bulding types. Both the commercial and residential tend to be pedestrian oriented, with entrances that face the streets.



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## urban design opportunities & constraints



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### Photo Descriptions

1. The intersection of Alki Ave SW and 63rd Ave SW generates the majority of car and pedestrian traffic. There is a clear view of the intersection from the site, providing eyes on the street.



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2. Typical scale of the commercial buildings along Alki Ave SW. The development will act as a visual transition between the residential and commercial zones.



3

3. Typical neighboring developments (immediately adjacent to the site on the south.)



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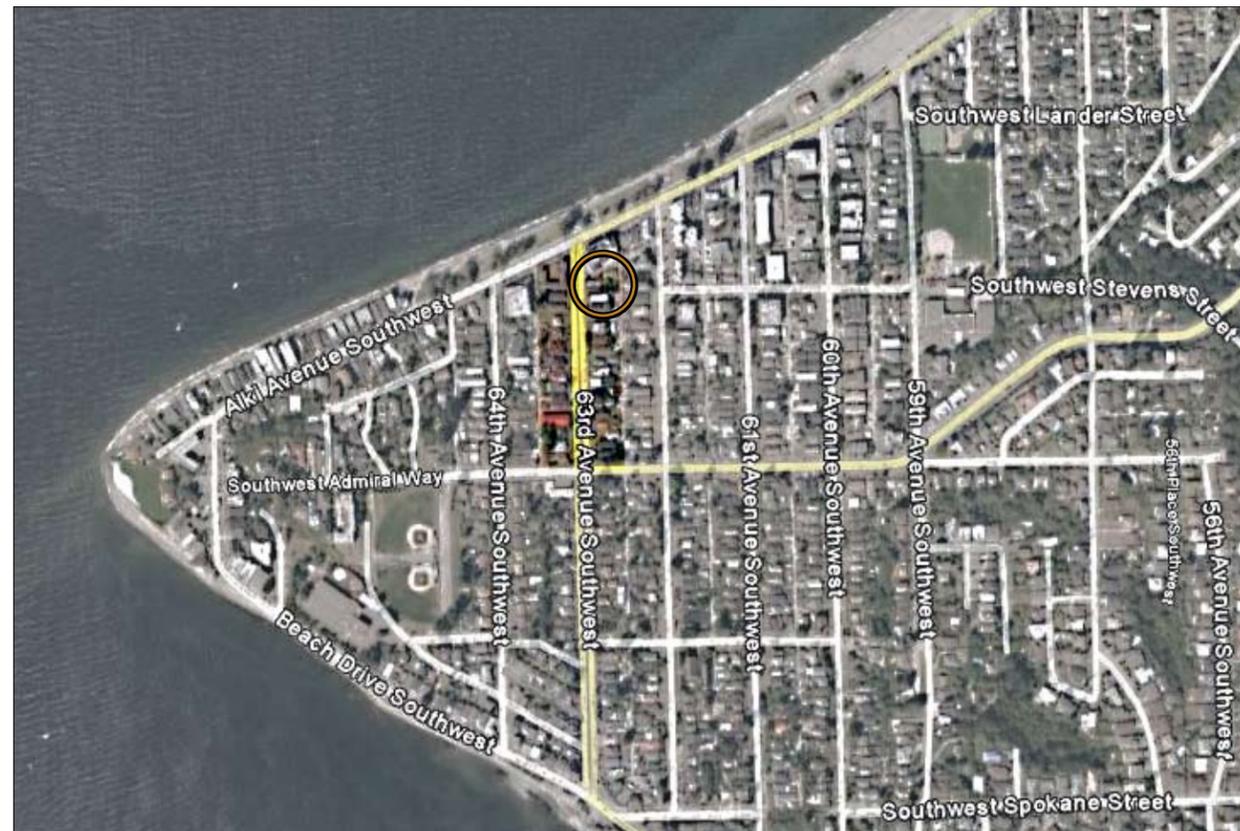
4. View of the site from the Birthplace of Seattle monument. The cluster development will be a visual backdrop to the monument and Alki Beach Park. Materials, building form and orientation will emphasize this connection.

5. View of Alki Beach Park from 63rd Ave SW. The park plays a significant role in the neighborhood.

6. The surrounding neighborhood has varied building types and scale.

7. View East along Alki Ave SW.

8. View West along Alki Ave SW.



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## city design guidelines

**A-1 Responding to Site Characteristics:** The site geometry (non rectangular) lends itself to capturing the views of Alki Beach Park. Furthermore, it will allow a closer visual connection to the street.

**A-2 Streetscape Compatibility:** The existing alley way and geometry of the adjacent lot impact not only 63rd Ave SW, but also Alki Ave SW. The result is a development that will be visible from Alki Beach Park and the neighborhood commercial area in addition to the surrounding residential uses. To reinforce these connections, the design will have entrances on the street and alley ways. The intent is to treat the alley way as a continuation of the street experience. The existing neighborhood scale is varied with a zero lot line commercial building bordering one side, three story apartment complexes on the other and small cottages nearby. This development will strive to maintain the scale of the surrounding area and enhance it through scale changes at the entry and landscape transition from the street.

**A-3 Entrances Visible From the Street:** The units along 63rd Av SW and the north alley way will have pedestrian entrances visible from the street.

**A-4 Human Activity & A-7 Residential Open Space:** With entrances and open space oriented to the street, the project will enhance the street with activity. This will be strengthened with window fenestration and roof decks. Furthermore, the townhouse units are oriented to generate activity between the residents within the central court.

**A-5 Respect From Adjacent Sites:** The buildings are sited to minimize the impact on neighboring buildings. In addition to the building placement, the landscaping will be used to buffer the property.

**A-6 Transition Between Residence and Street:** The transition area between the street and residences is primarily private open space. Modulation, front setbacks and raised entries further the transition.

**A-8 Parking and Vehicle Access:** All parking is provided in garages along the alley facades.

**A-10 Corner Lots:** The site is not a typical corner lot, because it's on the corner of an alley. Because of the visual impact of this corner from the street, it offers a unique opportunity to address both sides of the building and enhance the street experience.

**B-1 Height, Bulk and Scale Compatibility:** The site is bordered by a NC-30 zone (across alley) and a LDT zone. The buildings were designed to create a transition between the two zones. This is achieved through scale changes that mimic the neighboring residential and commercial buildings. Fenestrations, entryways, varied roof lines, modulation and detailing will be used to strengthen this transition.

**C-1 Architectural Context:** The architectural character of the neighborhood varies significantly. Thoughtful massing, fenestrations and detailing will be used to integrate into the existing neighborhood fabric.

**C-2 Architectural Concept and Consistency:** The design will utilize distinct rooflines and material to unify the multi-building design. Window fenestration, detailing and site design will be informed by the residential function, thus further unifying the development as a whole.

**C-3 Human Scale:** The buildings' front facades and entries are oriented to the street, through stepped massing, modulation, fenestration and detailing. The design respects the pedestrian scale. This is further strengthened by a central open space shared by the residents.

**C-4 Exterior Finish Materials:** Materials will be chosen based on aesthetic value, durability and sustainability. Material changes will emphasize scale changes, openings and detailing.

**D-1 Pedestrian Open Spaces and Entrance:** Open space will be provided on ground level and entry. In addition, private open space will be provided on the roof deck. The ground level open spaces will be designed to enliven the pedestrian experience and provide community gathering space for the residents.

**D-8 Treatment of Alleys:** The alley will be transformed with the entry facades facing the alley. We intend to make improvements to the alley to make it feel like an extension of the street. This will be achieved through landscaping, pedestrian activity and building scale.

**E-1 Landscaping to Reinforce Design Continuity:** The site will be landscaped with street trees and street planting to reinforce the neighborhood character.

**E-2 Landscaping to Enhance the Building /Site:** Landscape will be used to delineate private open space with planting, pavers and planters. It will also be used to mark the entries.

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## site analysis

### Existing Site

**Uses:** The site is located on the on 63rd Ave SW, one building in from Alki Ave SW. It currently consists of three single family houses (3008 63rd Ave SW, 3010 63rd Ave SW and 3012 63rd Ave SW).

**Topography:** The site has slight slope from north to south, with an approximate one foot of elevation gain.

**Access:** The site is bounded by 63rd Ave SW (west property line) and two existing alleys (north and east property lines.)

### Site Analysis Summary

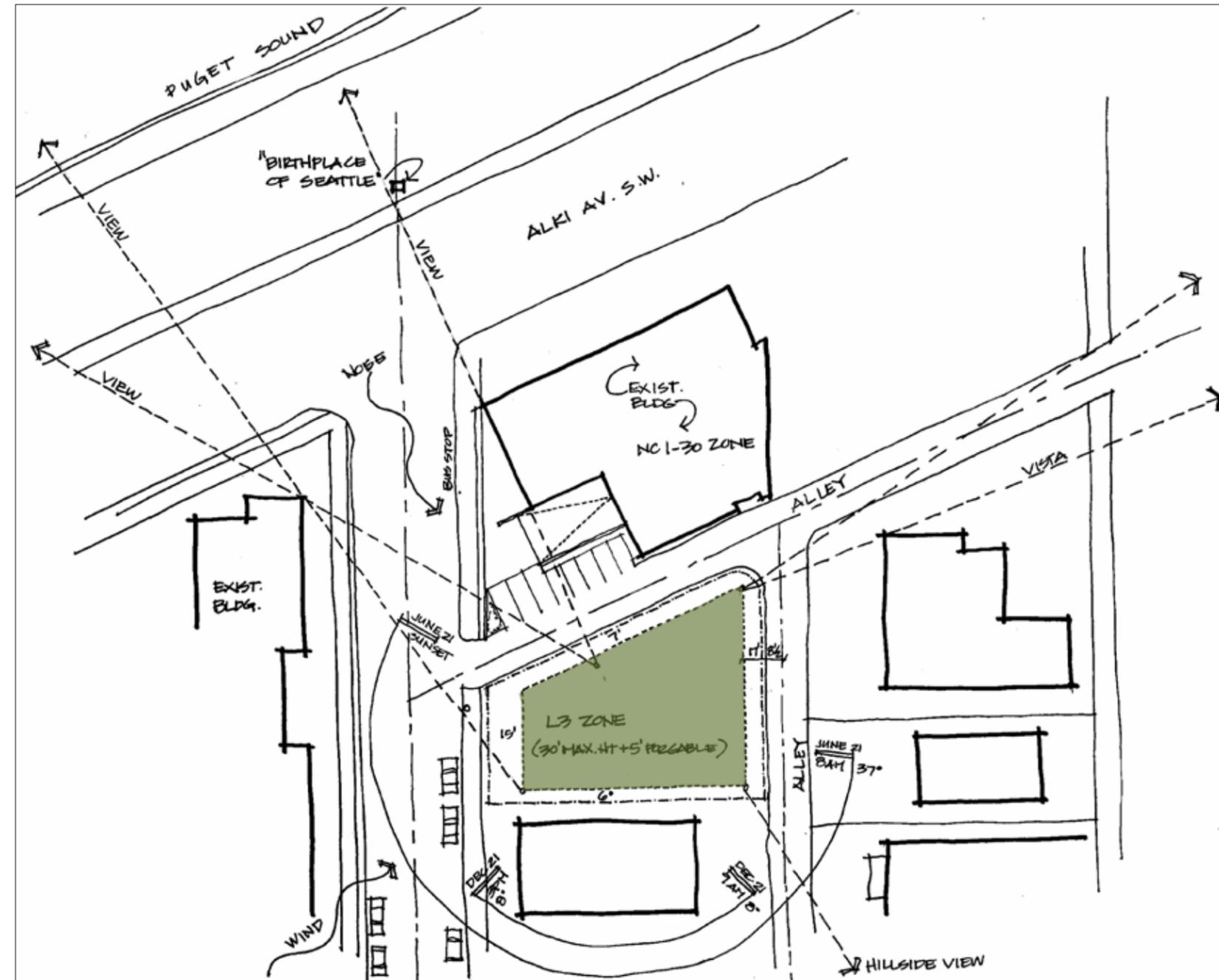
**63rd Ave SW:** An arterial street running north-south, bus line and most vehicular traffic originate from Alki Ave SW.

**Pedestrian Access:** Primary pedestrian traffic is on Alki Ave SW and Alki Beach Park. 63rd Ave SW has a continuous sidewalk which connects to Alki.

**Zoning:** North of the site is a three story mixed-use project. The alley separates the two properties. To the south is a multi-family development.

**Views from Site:** Excellent views of Alki and territorial street views.

**Views Toward Site:** Building will serve as a backdrop to the Birthplace of Seattle monument. Configuration and material will enhance the historic nature of it's location.



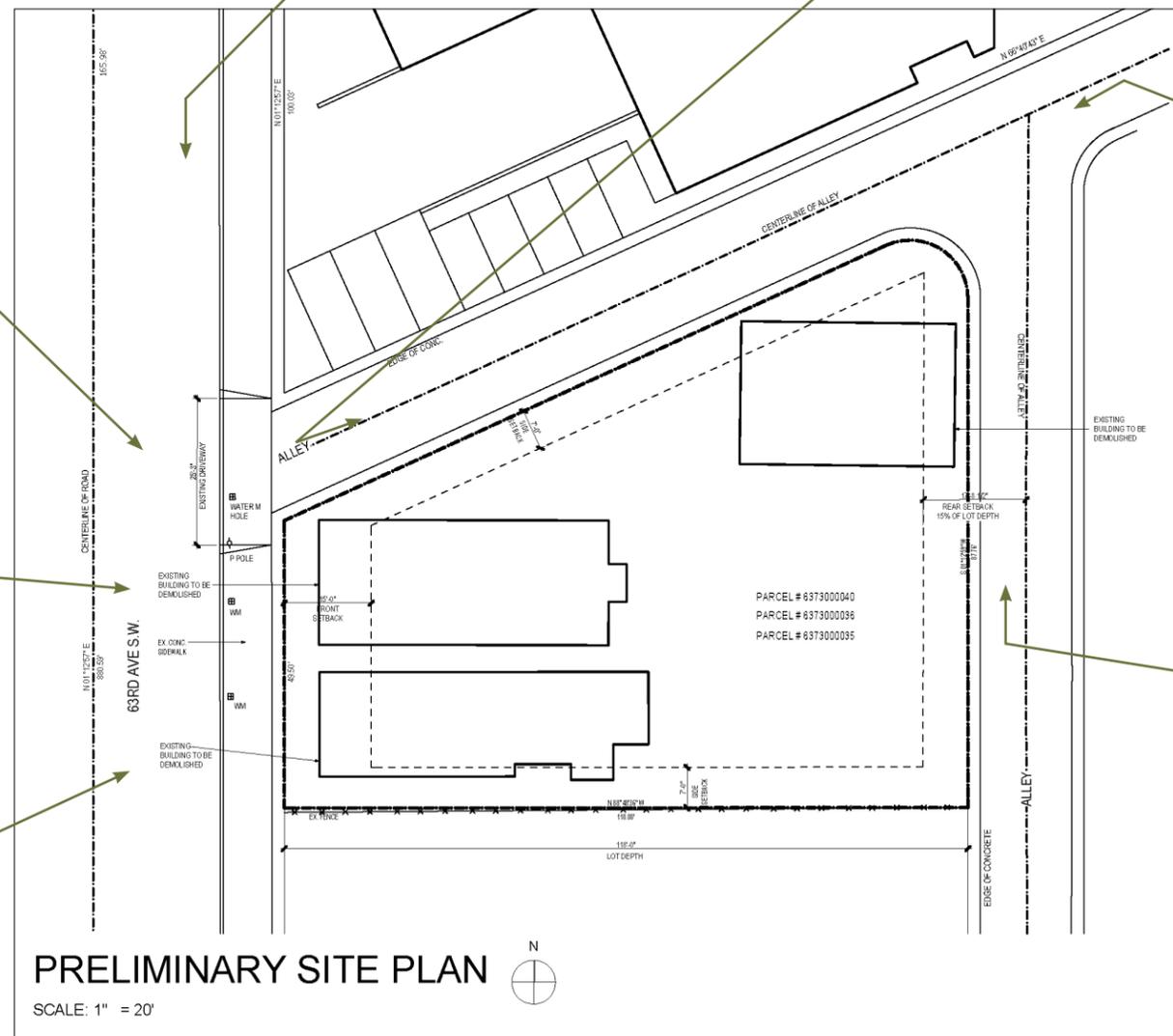
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site analysis: site photos



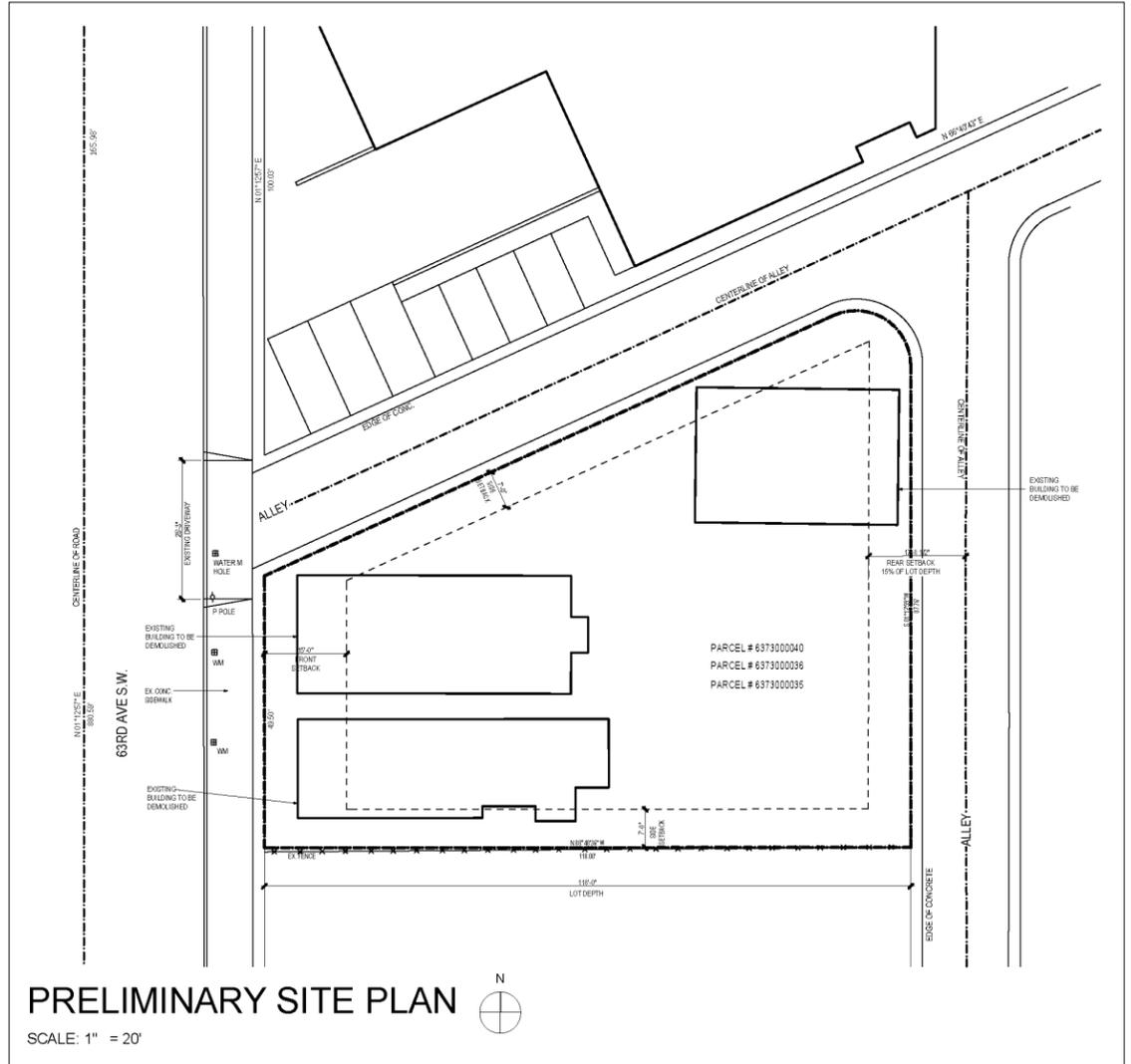
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site analysis: zoning



**Zoning:** L3-lowrise 3

**ECA:** Liquefaction

**Height:** Max. Base height 30'  
5' additional height for pitch roof  
10' additional for stair and elevator penthouses  
Rooftop features may extend and additional 4' above max height

**Lot Coverage:** Allowable area = 50% of lot area  
Site Area = 9120 sf  
Lot coverage = 4560 sf

**Density:** 1 unit per 800 sf  
11 units allowed (7 units provided)

**Structure Depth & Width:** Width (w/o modulation)–30 ft w/o modulation or 40 ft w/ principal entrance facing street  
Width (w/modulation)–120 ft for houses  
Depth – 65 % of lot depth



**Setbacks:** Front Setback–Average of the front setbacks of neighboring properties  
 $(10'-0" + 14'-8")/2 = \text{Minimum front setback} = 12'-4"$   
Side Setback – Minimum 5'-0"  
(dependent on structure depth and height Table 23.45.014A)  
Rear Setback – 25% of lot depth measured from centerline of alley = 17'-8 1/2"

**Required Parking:** 1 per single family unit

**Open Space:** Ground Related Housing = 300 sf per unit average, no unit shall have less than 200 sf.

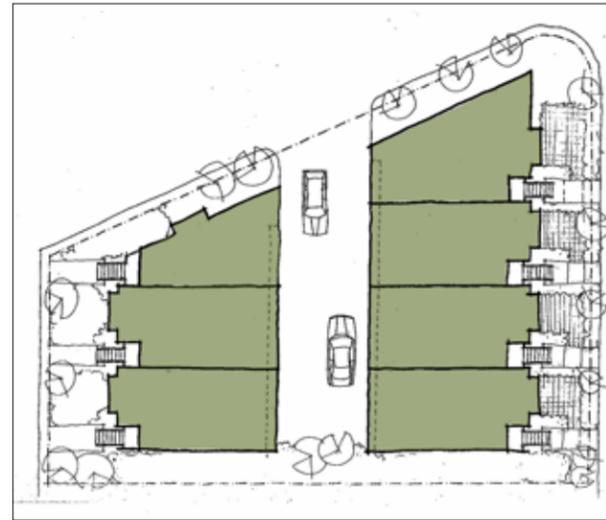
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## concept 1 auto court



*Site Plan Description:* The Auto Court Alternative offers a design with a central parking area accessed from the existing alley. Parking will be provided in individual garages within the 7 dwelling units. There are two buildings oriented in the north/south direction. In this plan pedestrians are pushed to the outside edges with private open space provided at the entry of each building. This plan alternative does not enhance the experience of the street, alley way or provide community gathering spaces for the residents. Furthermore, solar access (for possible photovoltaic panels) is less than ideal.

*Design Departures:* None Applicable



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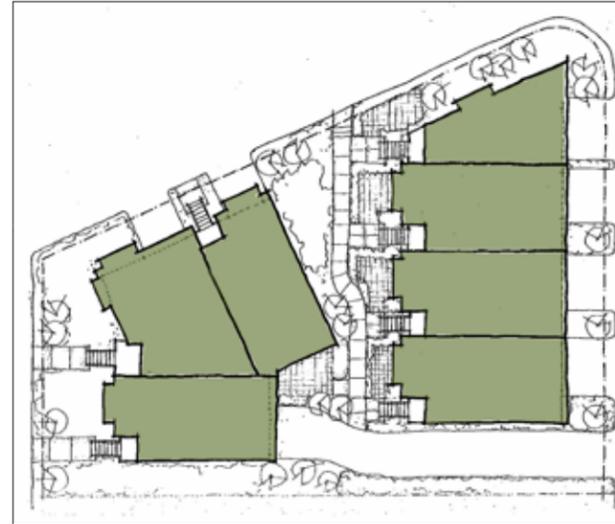
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## concept 2 pedestrian court



**Site Plan Description:** The Pedestrian Court Alternative offers a design with central pedestrian access, private open space and shared common open space. Parking will be provided in the individual garages within the 7 dwelling units. In this scheme, there are two buildings. The building located on the west portion of the site is oriented to maximize views and provide a pedestrian friendly street edge. The east building is oriented to private open space, a pedestrian path and common shared space. This plan encourages social interaction between the residents and the neighborhood.

**Design Departures:** Structure depth would need to be increased from 65% of Lot Depth to 75%



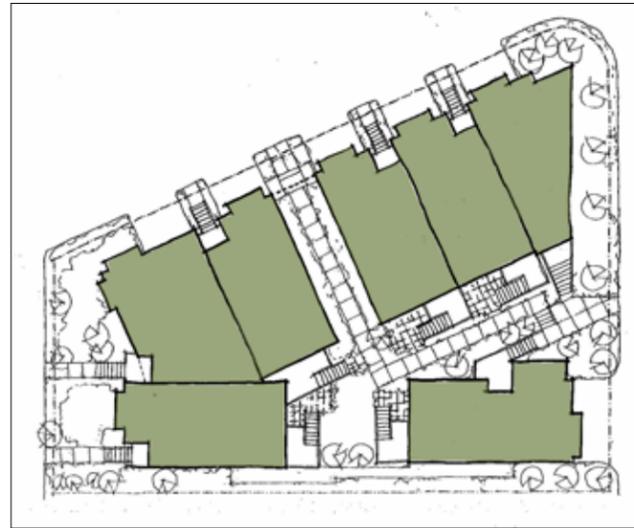
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### concept 3 preferred street-oriented housing



- Design Departures:*
- Percentage of allowed structure depth would need to be increased from 65% of lot depth to 87%.
  - This scheme would require the use of roof decks for required private open space or allow open space above 18" of the existing grade to be counted.
  - Lot coverage requirements—we would like to raise the grade in the court and not have it count in the lot coverage calculation or, alternately, increase the allowable lot coverage.
  - Allow stair at entry to encroach on side yard setback along alley.

*Site Plan Description:* This plan consists of two buildings, one six-unit building and one single-family unit. Parking will be accommodated in individual garages. In this scheme, the buildings are organized around a central open space with the residents' private decks and patios connecting to this open space. The buildings are oriented to maximize views, strengthen the connection to the street, enhance the pedestrian experience and maximize solar access.



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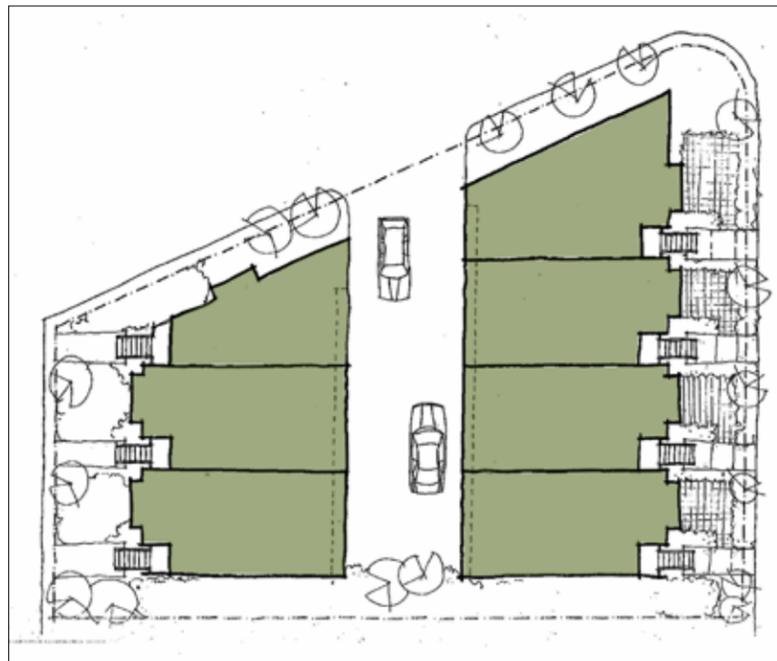
## summary of alternatives

### Concept 1-Auto Court

**Description:** Two buildings, consisting of seven townhomes oriented around central parking, accessed from alley. Design adheres to land use code.

**Advantages:** Meets land use code, no departures would be required.

**Issues:** This plan alternative does not enhance the experience of the street, alley way or provide community gathering spaces for the residents. Furthermore, solar access (for possible photovoltaic panels) is less than ideal.

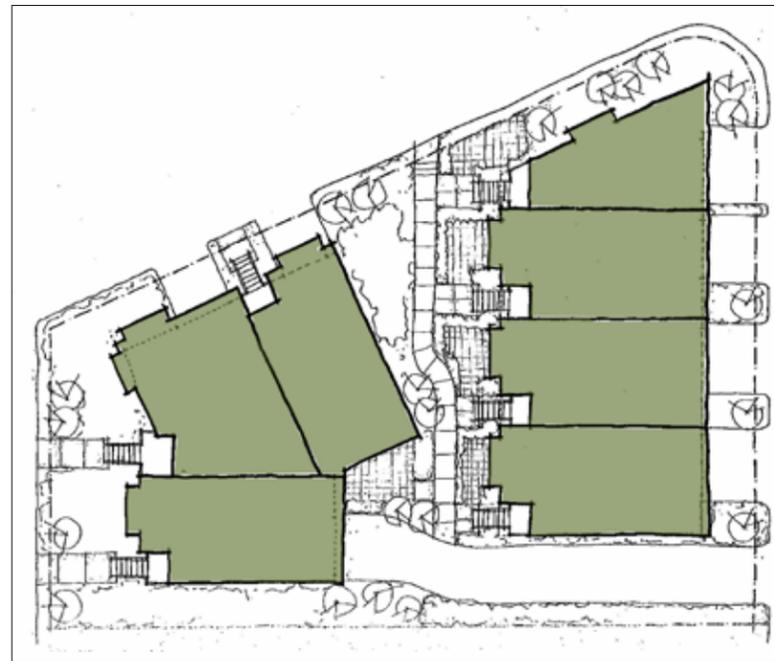


### Concept 2-Pedestrian Court

**Description:** Two buildings, consisting of seven townhomes oriented around a central pedestrian court. The building on the west of the site is oriented to maximize views and provide a pedestrian-friendly street edge. The east building is oriented to private open space, pedestrian path and common shared space.

**Advantages:** This plan encourages social interaction between the residents and the neighborhood. The plan would require minimal design departures.

**Issues:** Structure depth would need to be increased from 65% of lot depth to 75%. Orientation of buildings is less than ideal for solar access for potential photovoltaic panels.



### Concept 3 - Preferred, Street-Oriented Housing

**Description:** Two buildings with 6 townhouses and one single unit ground-related house. In this scheme, the buildings are organized around a central open space with private decks and patios connecting to the open space. The buildings are oriented to maximize views, strengthen the connection to the street, enhance the pedestrian experience and maximize solar access.

**Advantages:** This scheme enhances the street and alley, providing eyes on the street and encouraging social interaction between the residents and the neighborhood with entries and window fenestration oriented to the street and alley. This scheme better acknowledges the significance of Alki Ave S, Alki Beach Park and the Birthplace of Seattle monument.

**Issues:** As outlined in Concept 3, design departures will be required.



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