



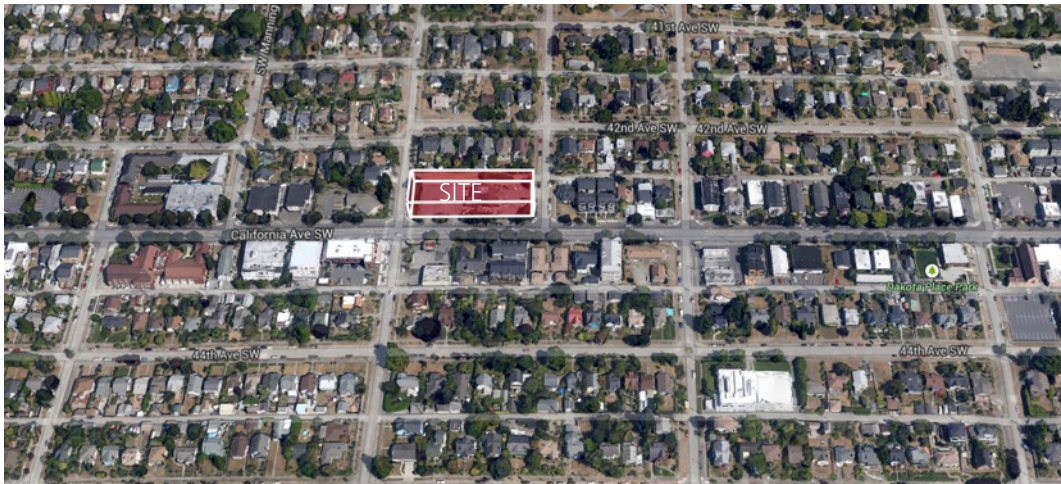
3824 CALIFORNIA AVE. SW

caron

01.23.2014 EARLY DESIGN GUIDANCE MEETING PACKET
3824 CALIFORNIA AVE. SW DPD PROJECT #3015371

INDEX

Project Intro	2
Context Analysis / Existing Site Plan	3
Streetscape Photo Montage	4-5
Existing Site Conditions	6-7
Options Comparison	8
Departures	9
Massing Option A	10-11
Massing Option B	12-13
Massing Option C	14-17
Application of Seattle Design Guidelines	18
Land Use Analysis Table	19
Landscape Concept	20-21
Reference Projects by Architect	22



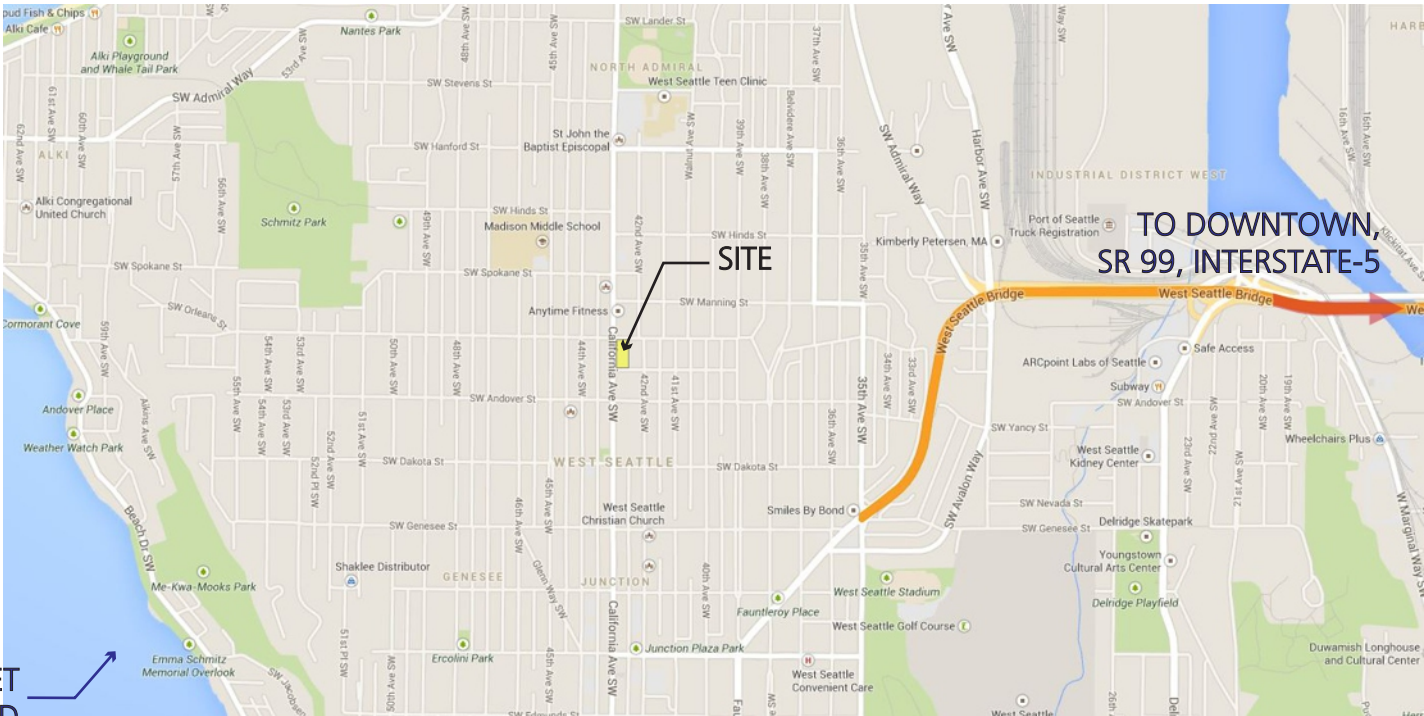
AERIAL VIEW



SITE LOOKING NORTH



ACROSS THE STREET



VICINITY MAP

Project Address:

3824 California Ave. SW
Seattle, WA. 98116

DPD Project Number

3015371

Building Permit Number

6366636

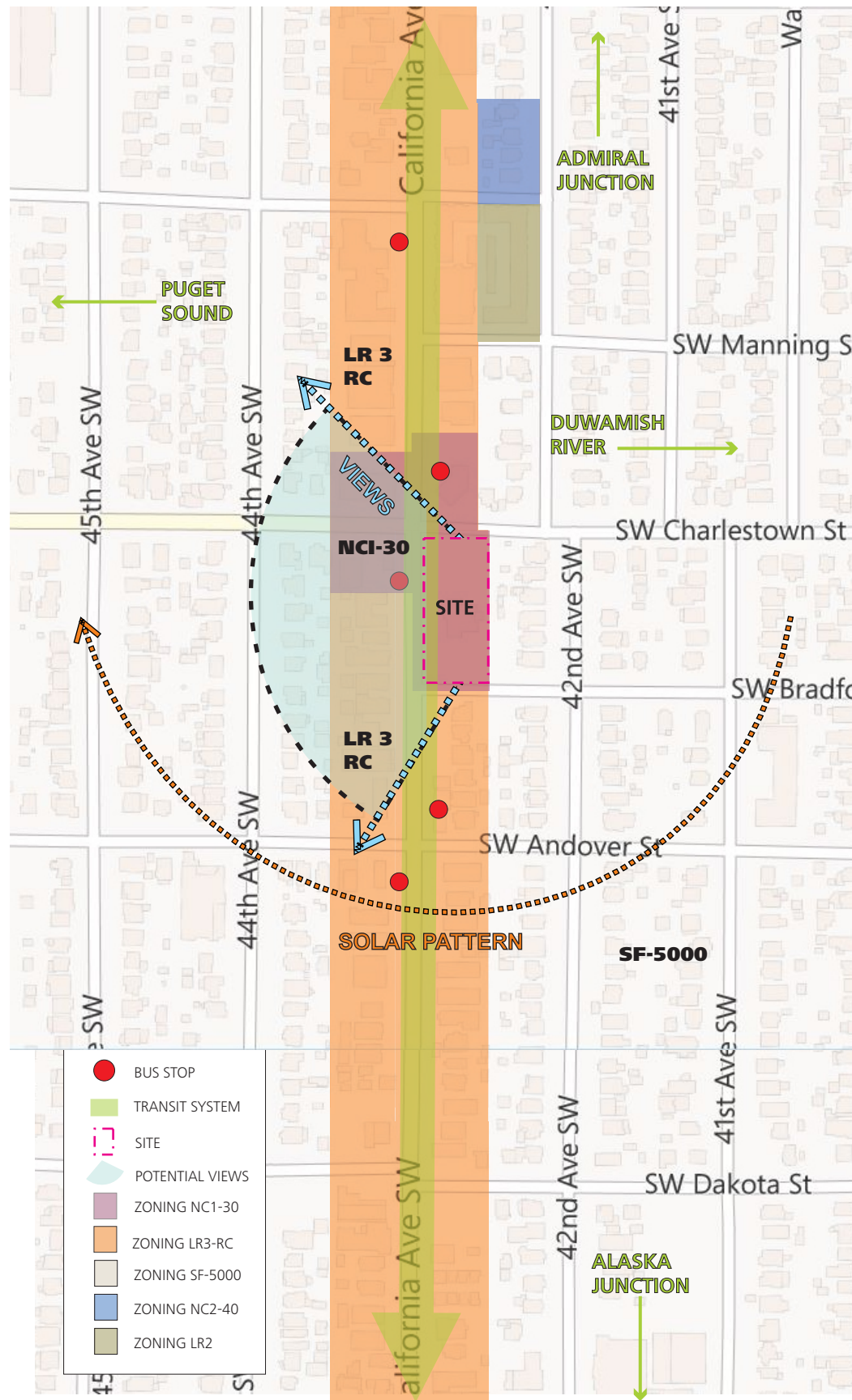
DEVELOPMENT OBJECTIVES

The proposed development will create an urban infill development with a range of 10 - 17 live/work units and 13 - 20 townhomes clustered into multiple buildings around a central pedestrian courtyard.

The live/work units would have third floor decks and outdoor patios and the townhome units would have roof decks.

Parking is required for this project, as it does not fall within a frequent transit corridor nor an urban village overlay. The live/work units will fall beneath the 1500 SF threshold for required parking.

For the courtyard schemes, on-site parking will be accessed from the existing alley abutting the east property line of the site which will be improved as part of this development.



CONTEXT ANALYSIS

SITE DESCRIPTION

Located in the Genesee area of West Seattle, the site is located on the southeast corner of SW Charlestown Street and California Avenue SW; and is zoned NC1-30. The neighborhood is composed of predominately single and multi-family residential, some retail, office, mixed use and restaurant uses. The adjacent commercial uses are low-rise, either mixed-use or single-use office and retail.

The surrounding neighborhood is predominantly zoned SF-5000, with NC1-3 and LR3-RC zones to the north and south along California Ave. Charlestown Street and California Ave are classified as arterials, although Charlestown St. becomes a residential side street east of California Ave.

SITE CONDITIONS

This site is currently occupied by a closed restaurant and two surface parking lots. The parking slopes up from west to east approximately six feet, and then the entire site climbs up to an unimproved alley, approximately 15 feet above California Ave.

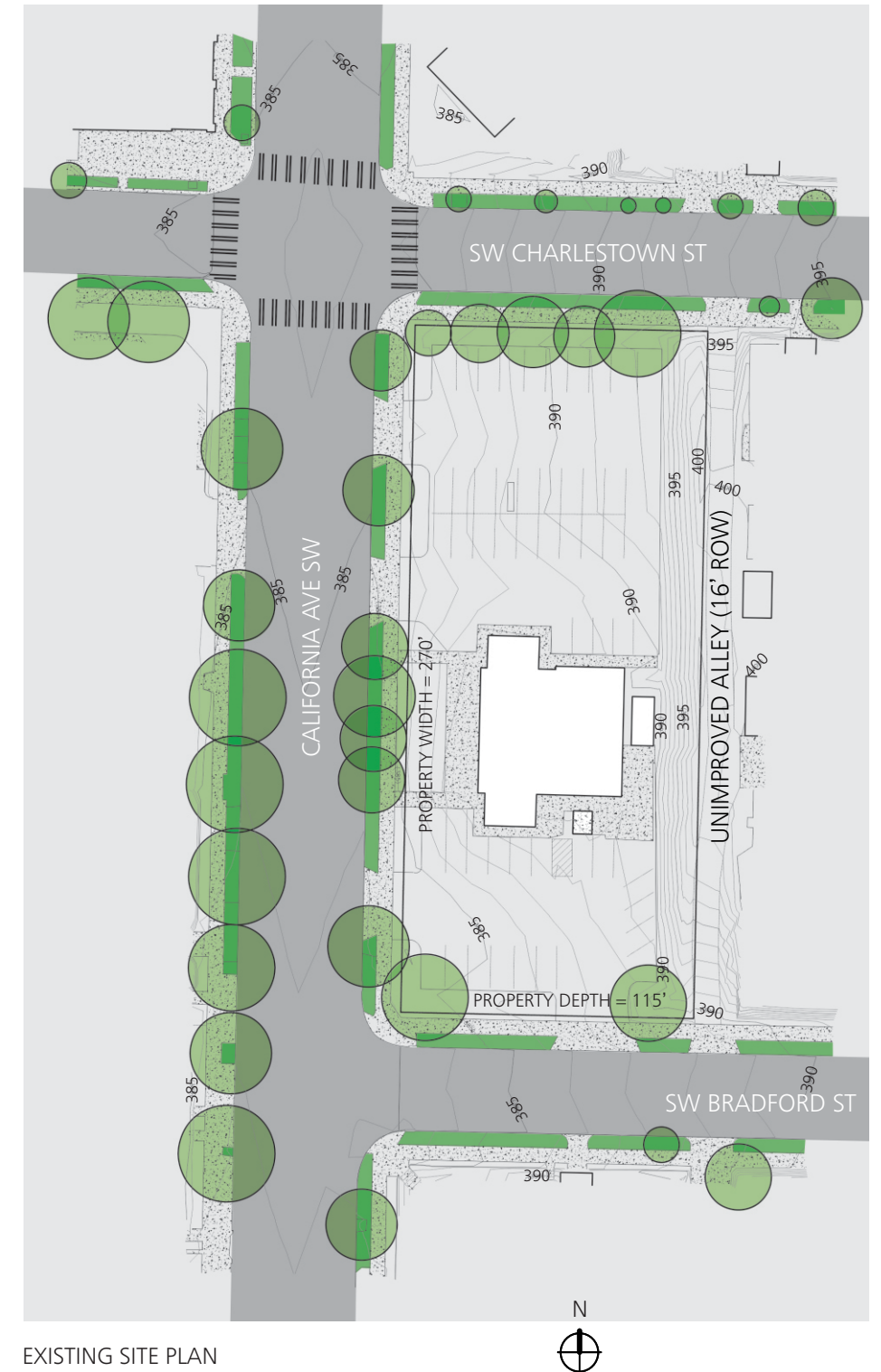
The urban tree canopy is variable in the area, but this section of California Avenue has large street trees on west side of California Ave. The majority of the tree canopy is located in the single family areas.

NEIGHBORHOOD ANALYSIS

The existing neighborhood development along California Ave consists primarily of small scale commercial business establishments, live/work uses, multifamily residential apartments and townhouses of varying age and architectural style. The existing neighborhood development in the adjacent blocks to the east and west is primarily single family residential.

The project responds to the adjacent small scale commercial development with approximately 16 foot wide live/work units facing California Ave. This narrow street frontage establishes a rhythm to the live/work storefronts and could support a variety of small scale commercial uses within the development. The residential portions of the live/work units are located directly above the commercial portion, which is consistent with the existing blend of commercial and residential buildings on California Ave. Small outdoor decks on the 3rd floor facing west provide opportunities to connect the live/work units with the surrounding streetscape.

The project responds to the existing adjacent single family development by locating the residential townhouse units toward the east. The townhouses would have roof decks facing potential partial views towards the west, providing better privacy for the existing single family houses across the alley to the east.



EXISTING SITE PLAN



2 CALIFORNIA AVE. SW LOOKING WEST



3 SW CHARLESTOWN ST. LOOKING NORTH



4 SW CHARLESTOWN ST. LOOKING SOUTH

STREETSCAPE PHOTO MONTAGE

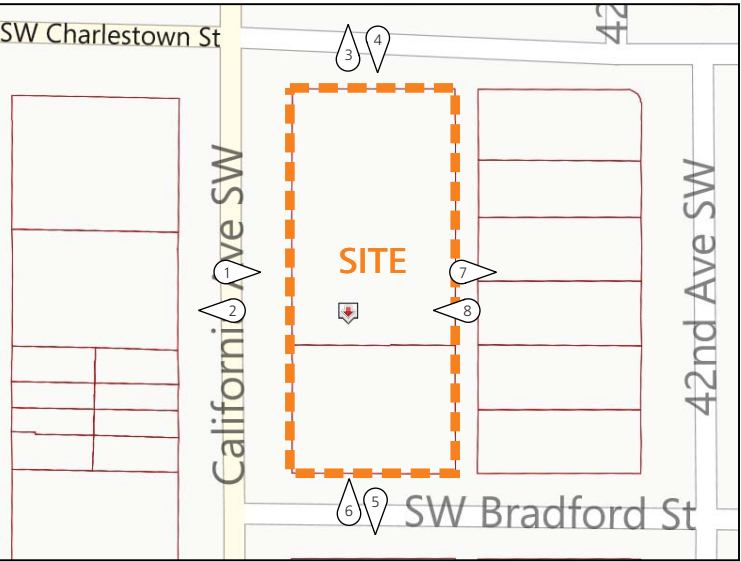
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5 SW BRADFORD ST. LOOKING SOUTH



6 SW BRADFORD ST. LOOKING NORTH



7 ALLEY LOOKING EAST



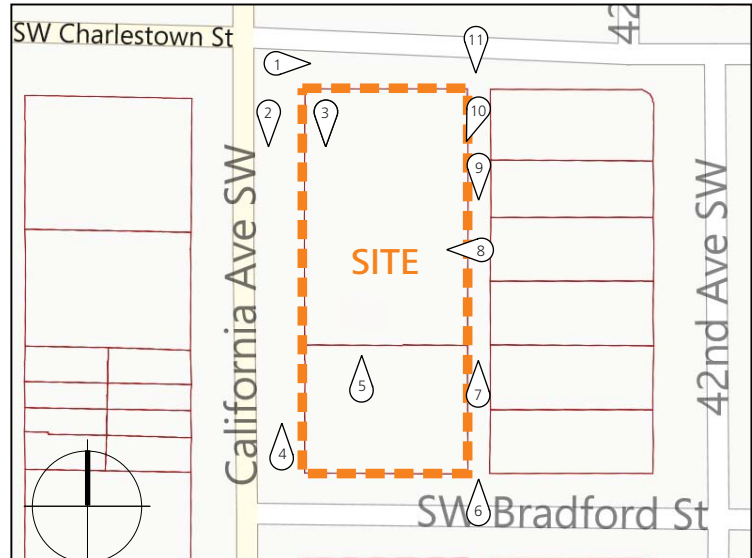
8 ALLEY LOOKING WEST

STREETSCAPE PHOTO MONTAGE



EXISTING SITE CONDITIONS

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A



UNIT COUNTS:	30
TOWNHOUSES:	10
LIVE WORK/COMMERCIAL:	20
PARKING STALLS:	19
TOTAL RESIDENTIAL SQUARE FOOTAGE:	46,300

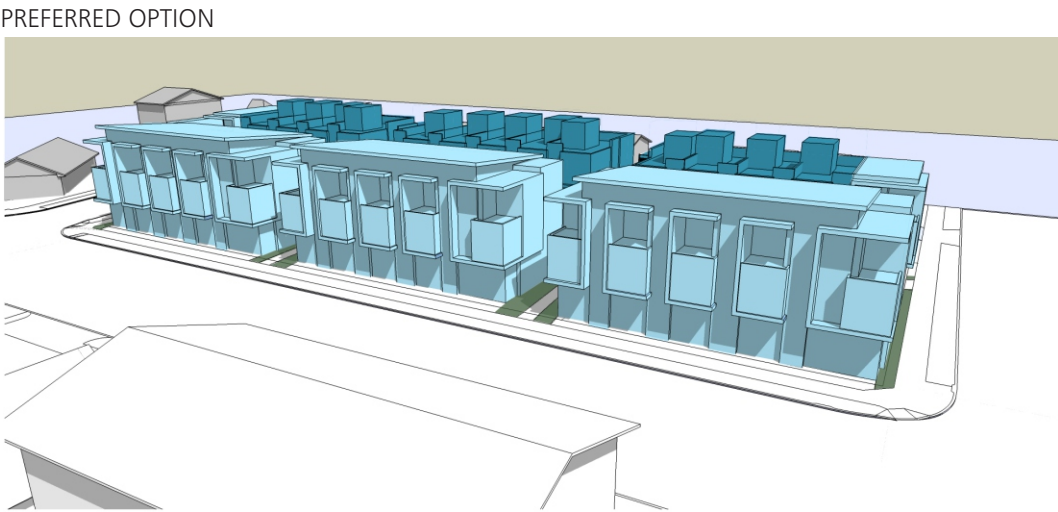
FULLY CODE COMPLIANT

B



UNIT COUNTS:	30
TOWNHOUSES:	17
LIVE WORK/COMMERCIAL:	13
PARKING STALLS:	15
TOTAL SQUARE FOOTAGE:	47,315

C

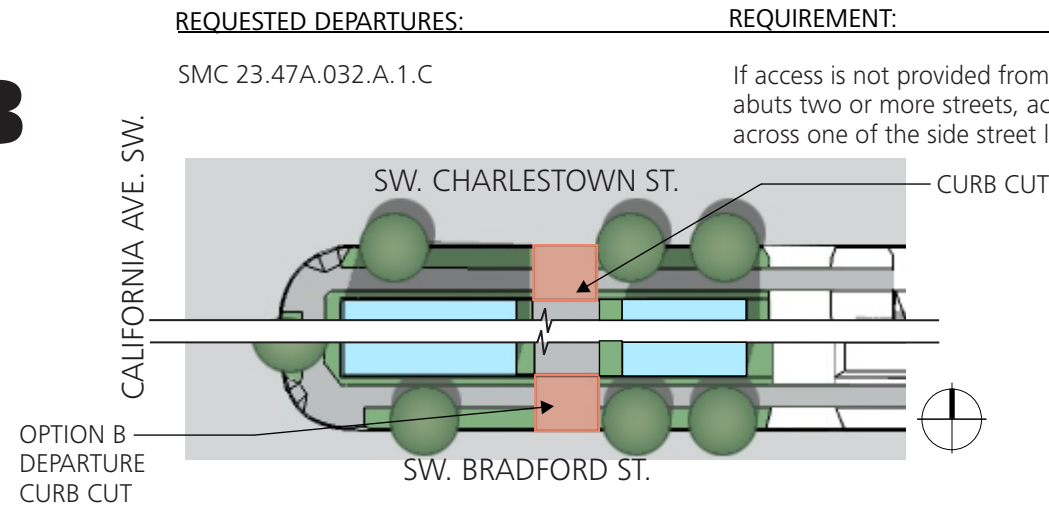


UNIT COUNTS:	30
TOWNHOUSES:	17
LIVE WORK/COMMERCIAL:	13
PARKING STALLS:	30
TOTAL SQUARE FOOTAGE:	47,315

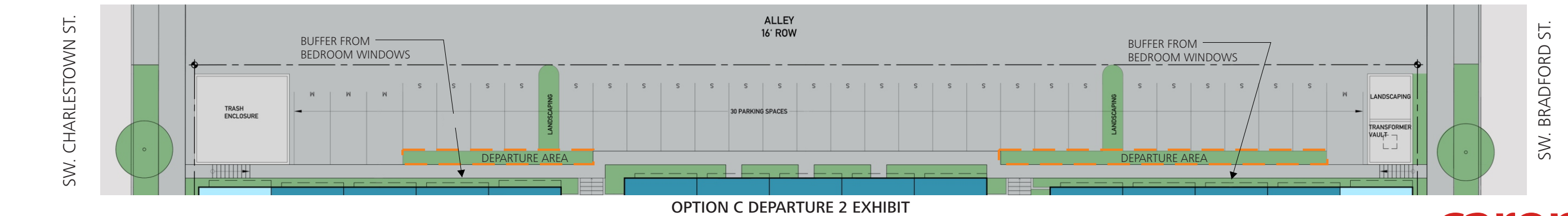
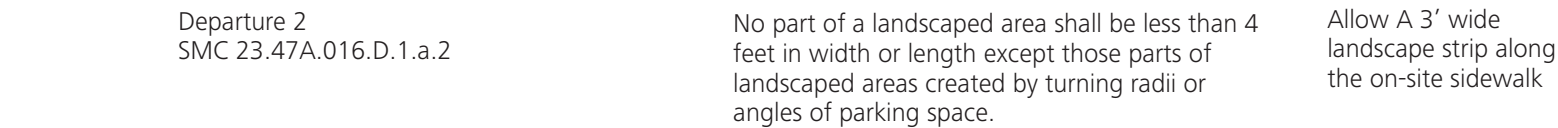
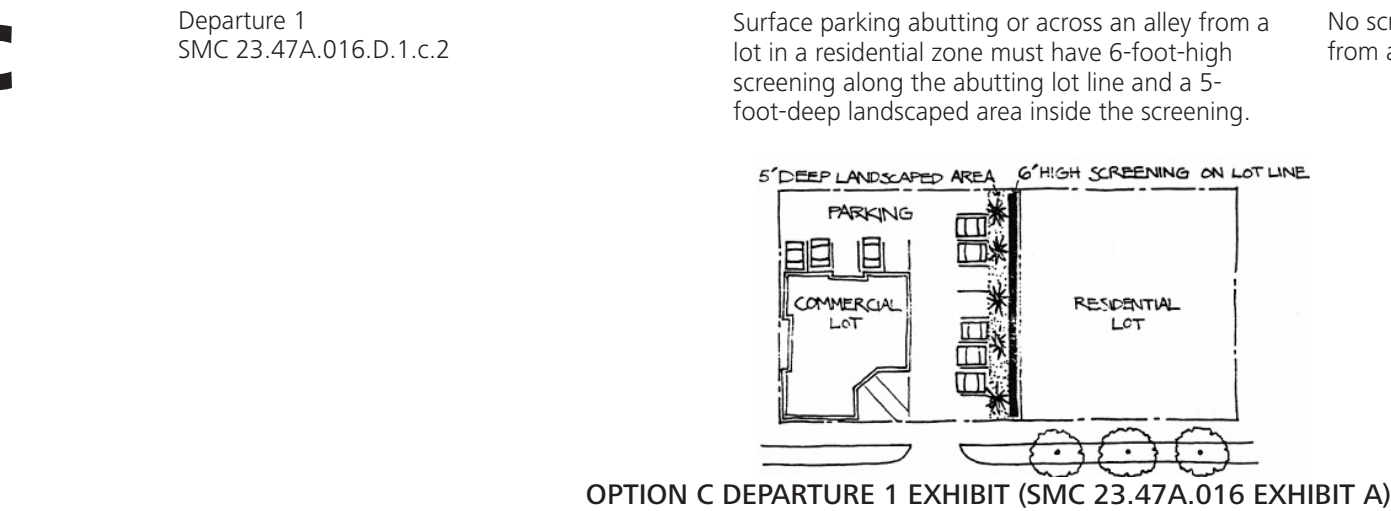
OPTIONS COMPARISON

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B



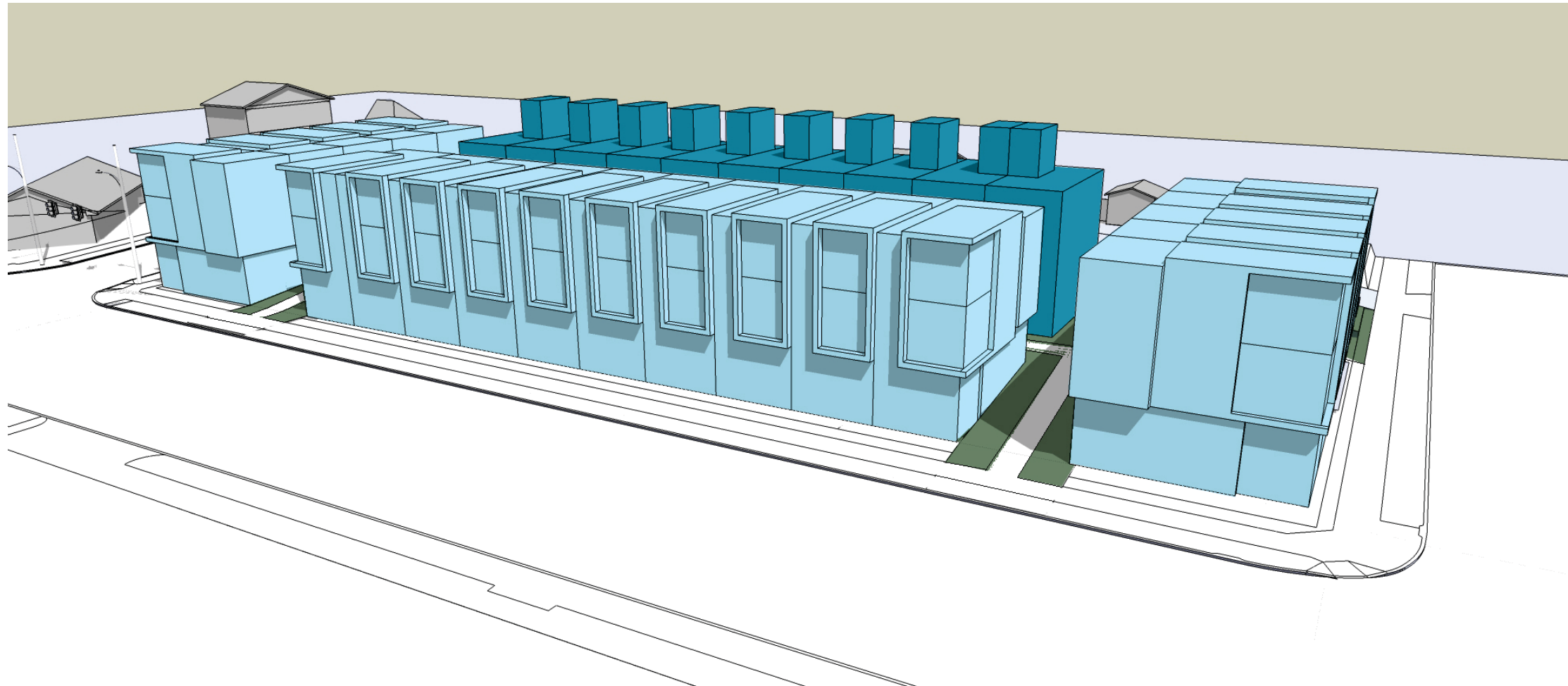
C



DEPARTURE REQUESTS

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A



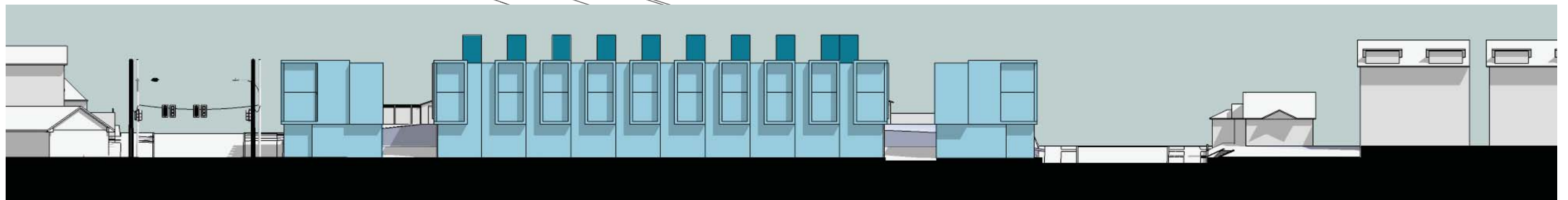
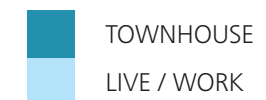
This option creates 30 units contained in two long structures and two shorter buildings fronting Charlestown St. and Bradford St. A majority of the units would be required to be live/work, as they front a street. The 10 townhomes would be accessed via a central pedestrian courtyard. Parking would be accessed via the alley to the east.

PROS:

- Code compliant
- Parking accessed from alley
- A distinct entrance for the residential is clearly identified.
- Activates all street facades

CONS:

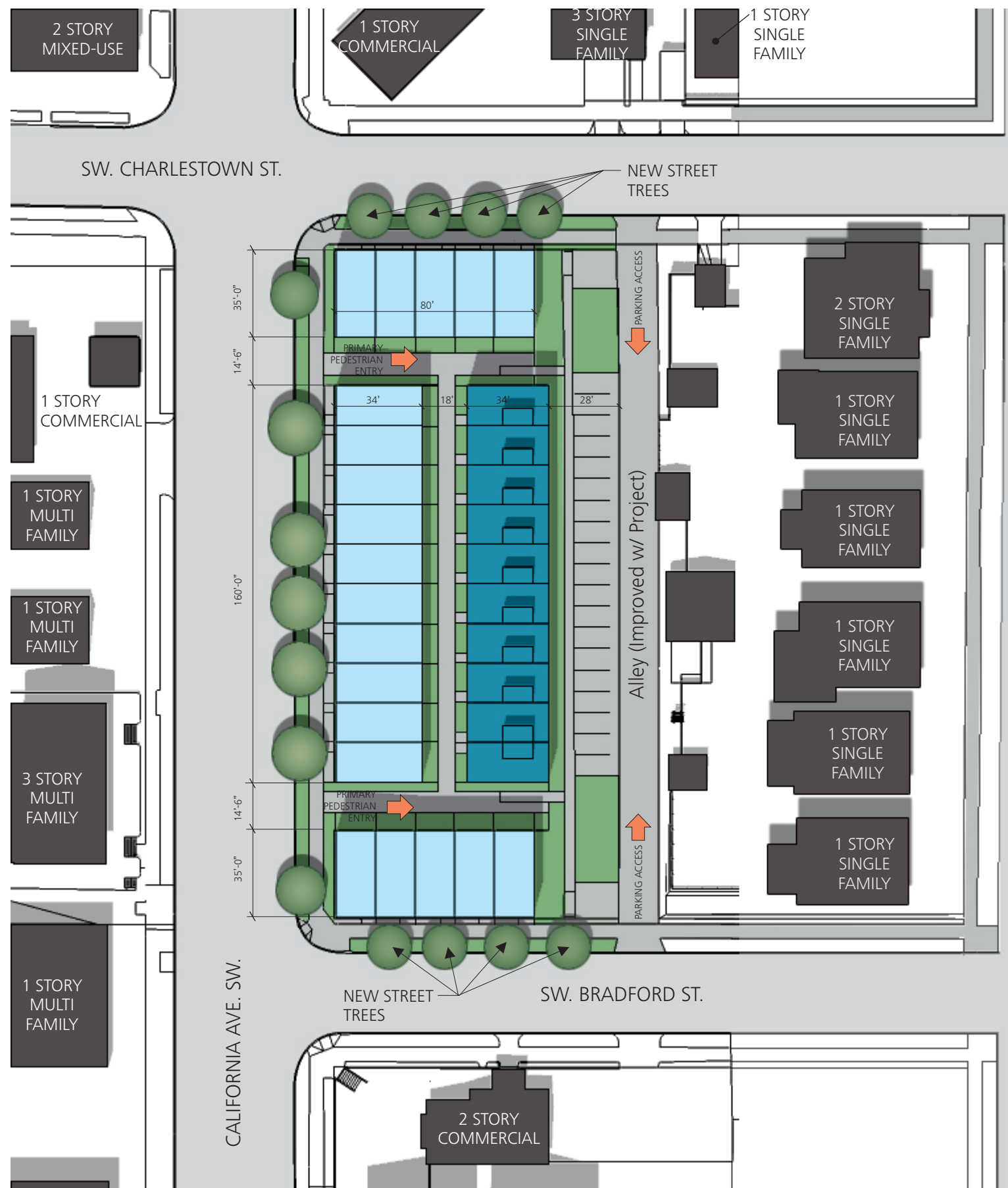
- Long, unmodulated facade
- Larger building mass fronting California Ave.
- More live/work units facing side streets than facing California Ave.
- Townhouses surrounded by other buildings
- Less sympathetic to residential neighbors



CALIFORNIA AVE. ELEVATION

MASSING OPTION A

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OPTION A SITE PLAN



NORTHWEST STREET VIEW



WEST STREET VIEW



SOUTHWEST VIEW

TOWNHOUSE
 LIVE / WORK

B



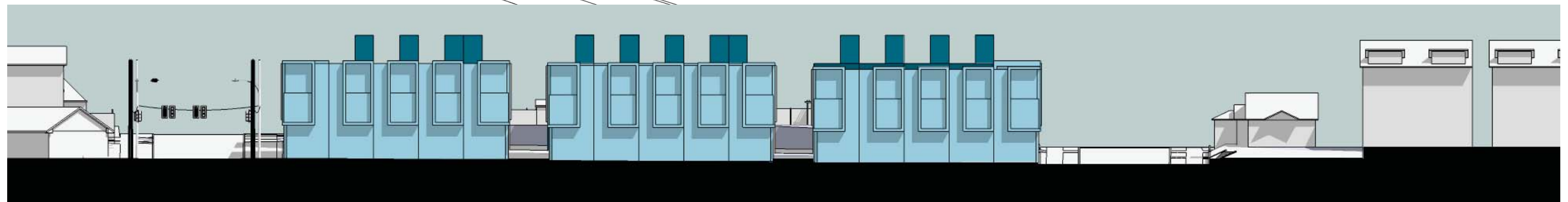
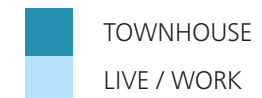
Option B splits the 30 units into six buildings, with the easterly townhome units and garages parking accessed off of a central woonerf. All units fronting a street would be live-work. The buildings to the east would be pushed to the rear setback creating a larger gap in between the two rows of buildings.

PROS:

- Multiple entry points to woonerf
- No alley improvements are required
- Building scale is appropriate with surrounding neighborhood
- Activates all street facades
- Screens parking from adjacent single family houses to the east

CONS:

- Majority of the site is devoted to the auto
- Not pedestrian friendly
- Auto court would be accessed by curb cuts on Charlestown and Bradford, requiring a departure
- Does not allow courtyard landscaping



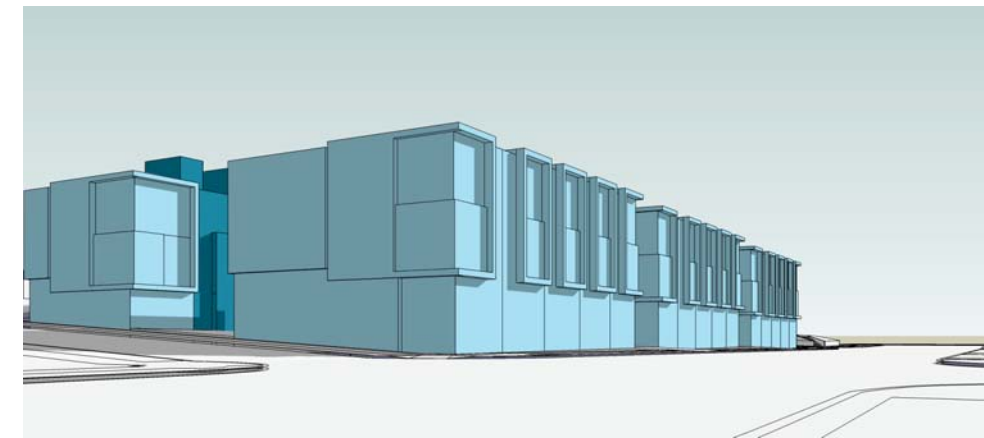
CALIFORNIA AVE. ELEVATION

OPTION B

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OPTION B SITE PLAN



NORTHWEST STREET VIEW



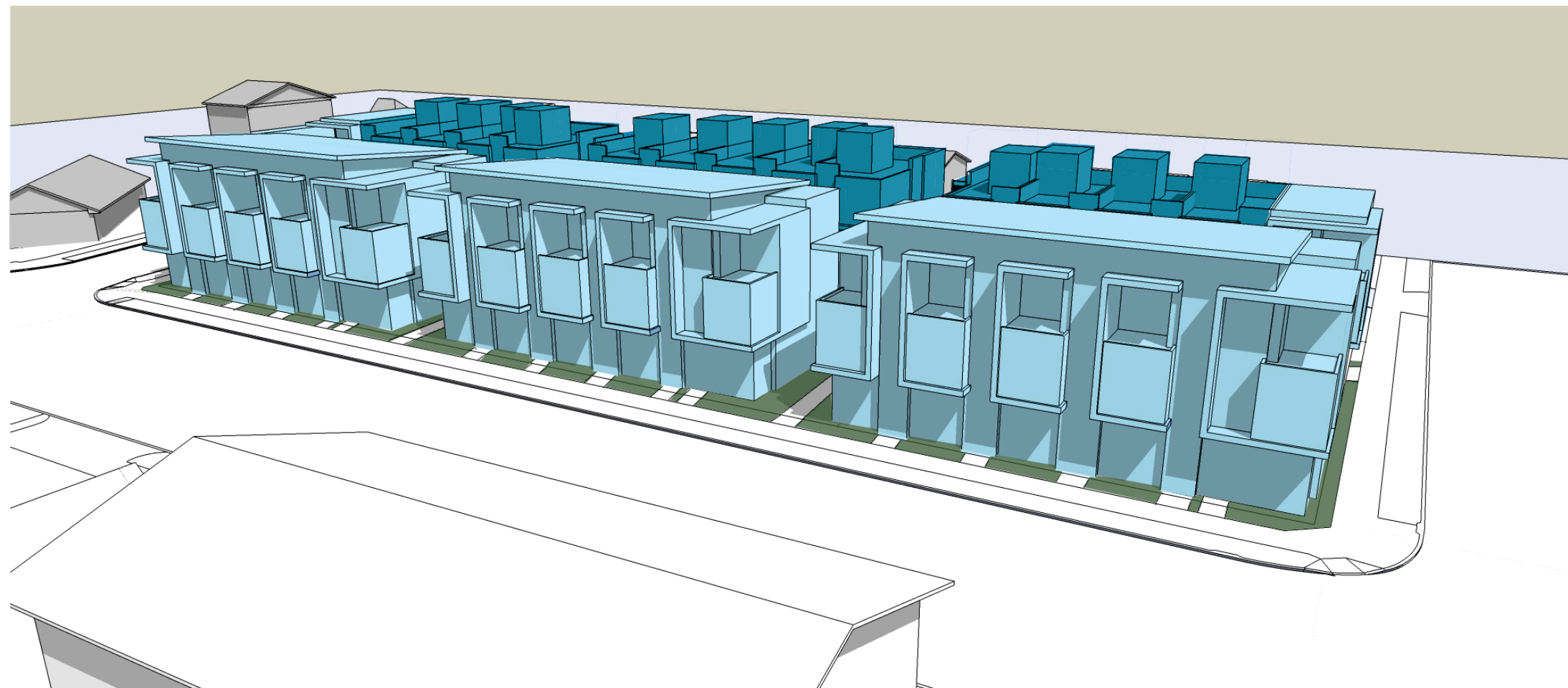
WEST STREET VIEW



SOUTHWEST VIEW

TOWNHOUSE
 LIVE / WORK

C



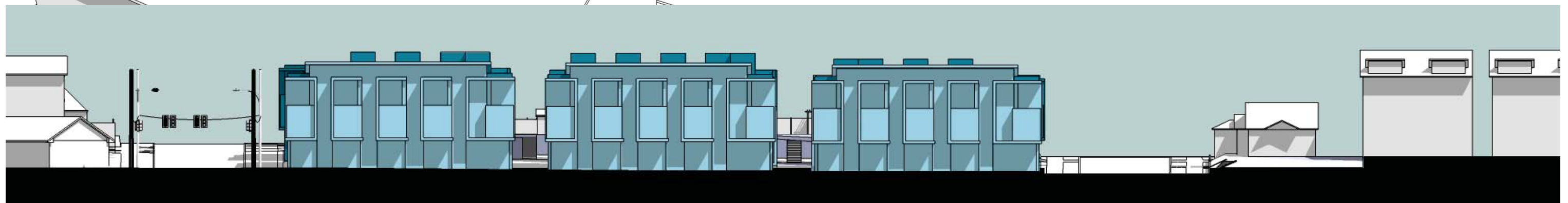
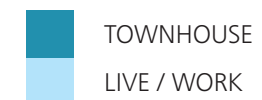
Option C has similar massing to Option B. The main defining characteristic of this option is the central pedestrian courtyard. The interior townhome units would be accessed off of this courtyard, while the live-work units would have a secondary access and patio opening onto it. Parking is accessed off the alley, which would be improved. The townhome units all would contain roof decks, while the live/work units would have decks at the third floor level.

PROS:

- Live/work units activate California Avenue.
- Space between buildings creates pedestrian street.
- Parking accessed via the alley.
- Building scale is appropriate with surrounding neighborhood.
- Activates all street facades.

CONS:

- Does not maximize FAR.
- Greater amount of interior courtyards.
- Smaller units due to parking requirements and pedestrian street width.
- Alley improvements are required

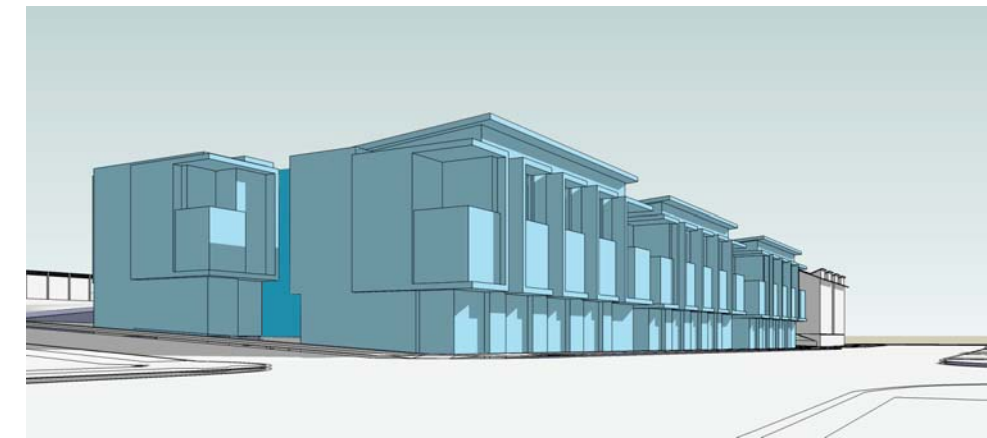


CALIFORNIA AVE. ELEVATION

MASSING OPTION C (PREFERRED)



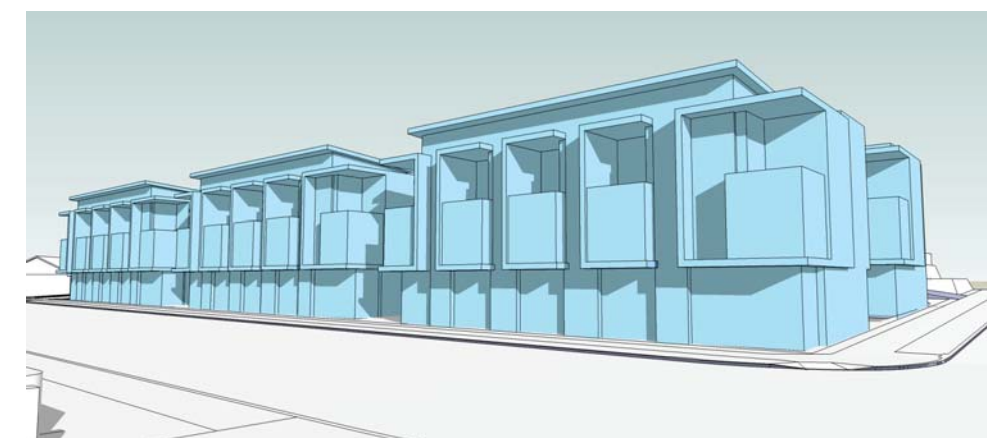
OPTION C SITE PLAN



NORTHWEST STREET VIEW

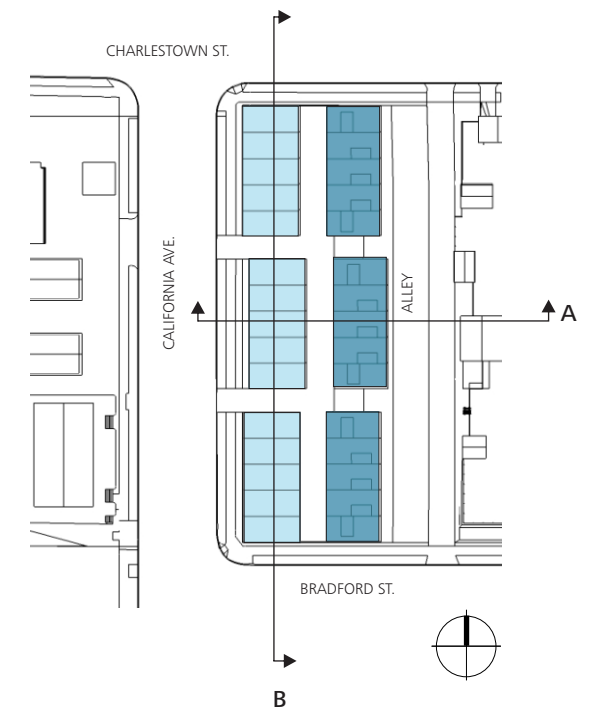
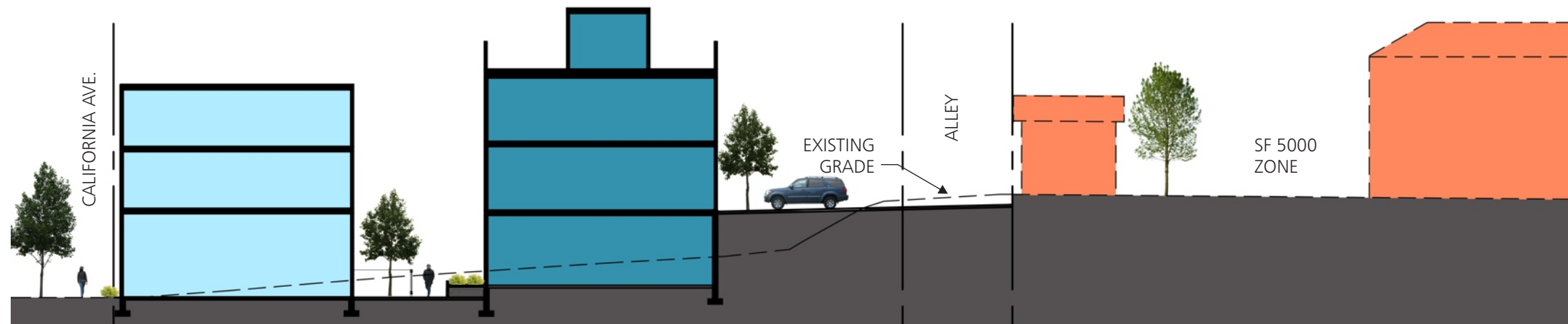


WEST STREET VIEW



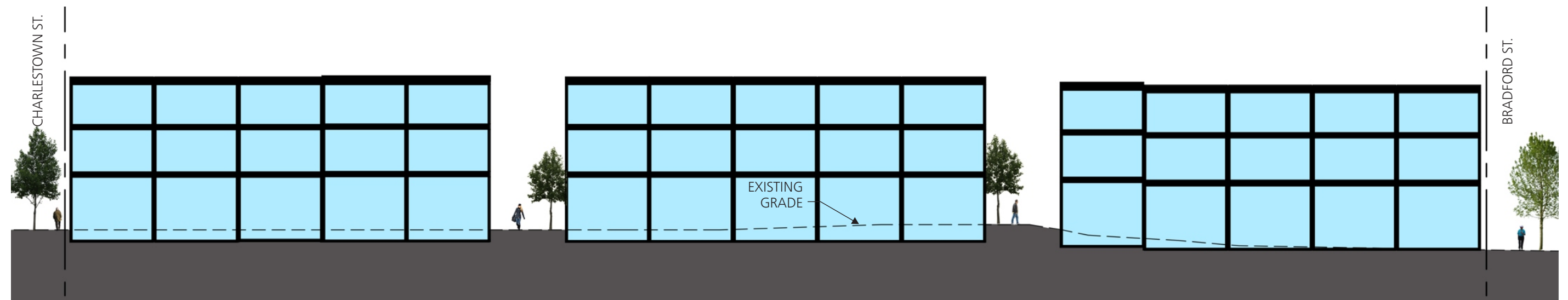
SOUTHWEST VIEW

TOWNHOUSE
 LIVE / WORK

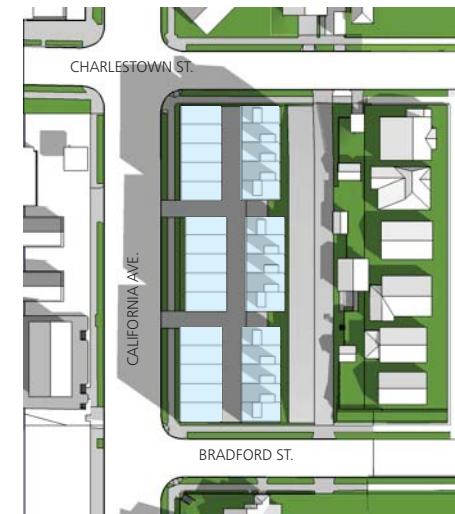


- TOWNHOUSE
- LIVE / WORK
- NEIGHBORING PROPERTIES

SITE SECTION A- OPTION C



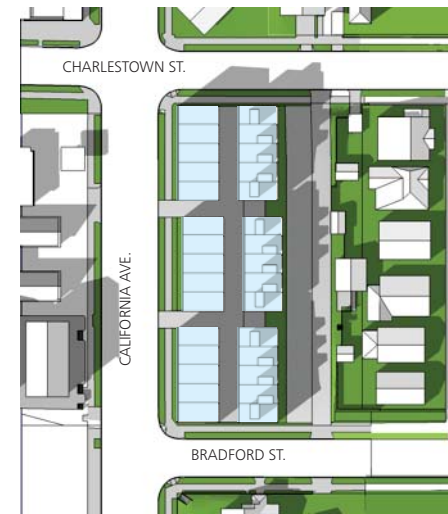
SITE SECTION B- OPTION C



3/21 9AM

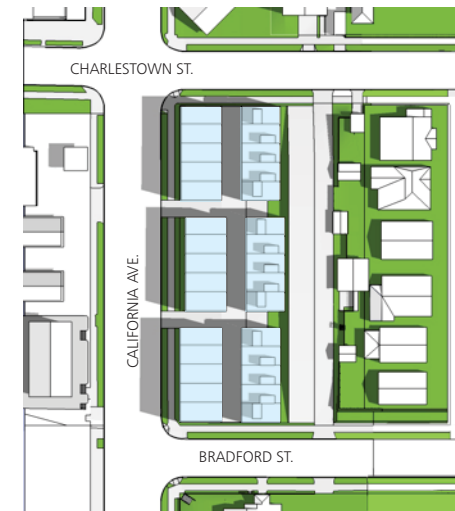


3/21 12PM



3/21 3PM

EQUINOX



6/21 9AM



6/21 12PM

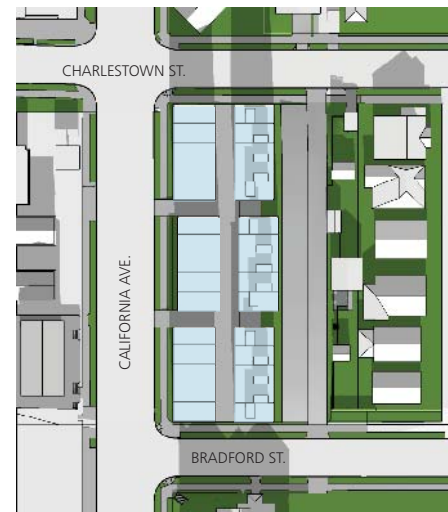


6/21 3PM

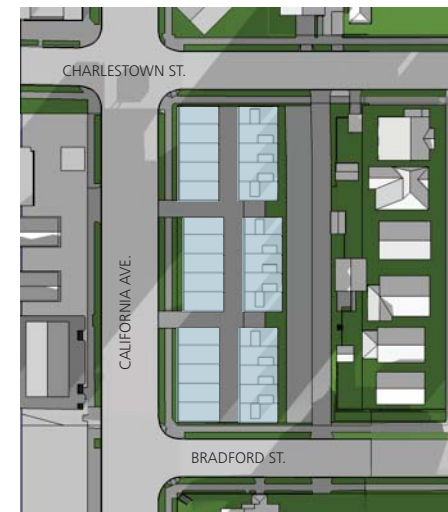
SUMMER SOLSTICE



12/21 9AM



12/21 12PM



12/21 3PM

WINTER SOLSTICE

OPTION C SHADOW STUDIES



A. Site Planning

A-1: Respond to site characteristics

The live/work units' ground floor elevations on California Ave., Charlestown St., and Bradford St. match the grades of the existing street sidewalk, while the townhouse units at the east side of the site step up the hill following the existing topography of the site. Parking is located on the east side of the site to reduce the visibility from California Ave. Existing street trees on California Ave. will be preserved.

A-2: Streetscape compatibility

The California Ave street front has been broken into three segments with gaps in between to reduce the building length. Each unit is modulated to provide interest and pedestrian scale from the sidewalk. Each live/work unit is accessed directly from the street it faces to enliven the pedestrian experience.

A-3: Entrances visible from the street

The live/work commercial entries are all accessed at grade, directly from the street sidewalk.

A-4: Human activity

The live/work units would have entrances and transparency as viewed from the sidewalk to encourage human activity and interaction on the street. The upper residential portions of the live/work units would feature outdoor decks on the 3rd floor west facade to provide additional eyes on the street.

A-5: Respect for adjacent sites

The live/work units are oriented toward the street and the townhouse units are located to the east to reduce the commercial character as the site transitions to the single family residential zone across the alley to the east. The live/work units have 3rd floor outdoor decks facing west, with outdoor at-grade patios accessed from the courtyard. The townhouse units have private roof decks to minimize windows and decks directly overlooking the adjacent live/work units' outdoor space and windows.

A-6: Transition between residence and street

The townhouse units are set away from the California Ave commercial zone, with front doors accessed from the pedestrian-only walkway. Landscape planters and steps up to recessed entries will be provided to enhance the transition between the shared walkway and townhouse entries, providing some privacy while encouraging social interaction amongst neighbors.

A-8: Parking and Vehicle Access

The 30 surface parking stalls will be accessed from the alley. The preferred scheme would require no new curb cuts and allow several existing curb cuts to be closed. The parking is at the rear of the site and hidden from view on California Ave. Garbage will be accessed from the end of the alley, away from California Ave.

A-10: Corner Lots

The northwest and southwest corners of the site are architecturally enhanced to visually strengthen the street intersections.

B. Bulk, Height and Scale

B-1: Height, bulk and scale compatibility

The scale of the townhouse units on California Ave is compatible with surrounding development. The preferred scheme breaks the street façade into three main segments, with the north and south buildings engaging the street intersections. The rear of the townhouse units are set approximately 25' away from the property line at the alley, providing a spatial transition from the single family zone across the alley. The townhouse units have 1st floor entries on their west side and the middle building has 2nd floor entries off the parking in addition to the primary entries off the courtyard. This is due to the grade change at the alley.

C. Architectural Elements and Materials

C-1: Architectural concept

The building facades will include a mixture of materials consistent with the surrounding structures. Variation of the street facing façade will be achieved by modulation of the building locations, as well as modulation within each building façade.

D. Pedestrian Environment

D-1: Pedestrian open space and entrances

The live/work units enhance the pedestrian environment though visual activity and variation amongst the live/work unit storefronts. The pedestrian walkways between the buildings would be generously landscaped with planters, appropriately sized trees and patios.

D-6: Screening of Dumpsters, Utilities, and Service areas

Screened service functions and refuse areas are accessed at the alley.

D-9: Commercial signage

Small scale blade signs would be provided at the live/work commercial entries.

D-11: Commercial transparency

The live/work units ground floor would be primarily transparent glazing with view connectivity between the public sidewalk and interior work areas.

D-12: Residential entries and transitions

The townhouse unit entries step up to stoops from the pedestrian walkways between buildings, providing separation between private and public space.

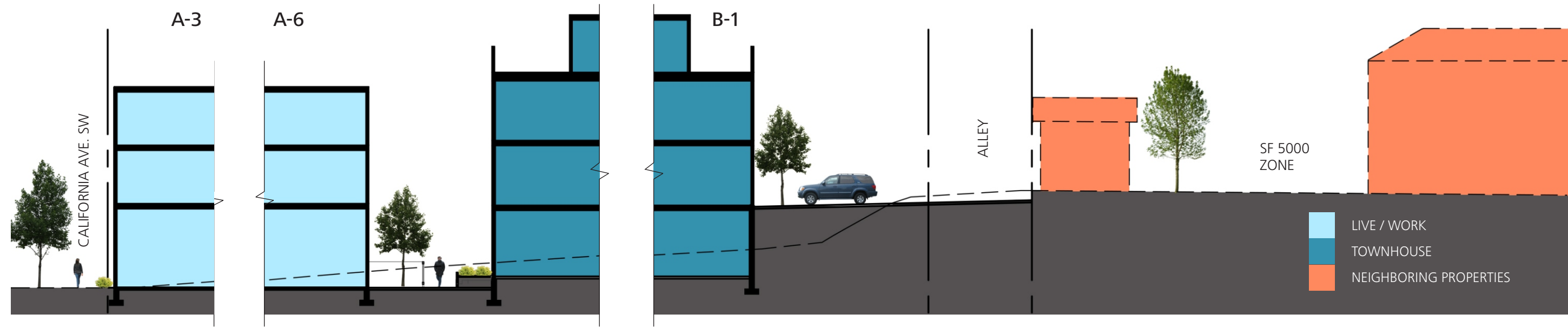
E. Landscaping

E-1: Landscaping to enhance continuity with adjacent sites

The existing street trees along California Avenue will be maintained. Landscaping between the live/work and townhouse units will enhance the transition between commercial and residential portions of the development. New street trees will be added in the planting strips on Bradford St. and Charlestown St.

E-2. Landscaping to enhance the building and/or site

The live/work units will include private patios with vegetative screens and low decorative fencing along the pedestrian walkways between buildings. Pathway lighting will be included at the pedestrian walkways.



APPLICATION OF SEATTLE DESIGN GUIDELINES TO PREFERRED OPTION

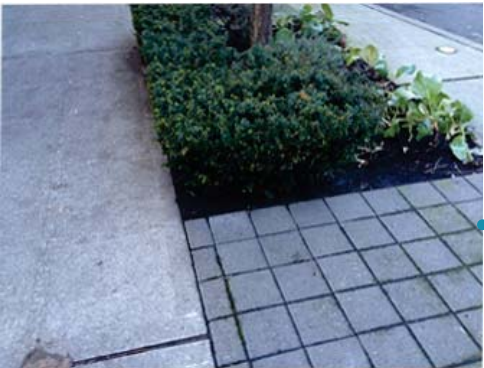
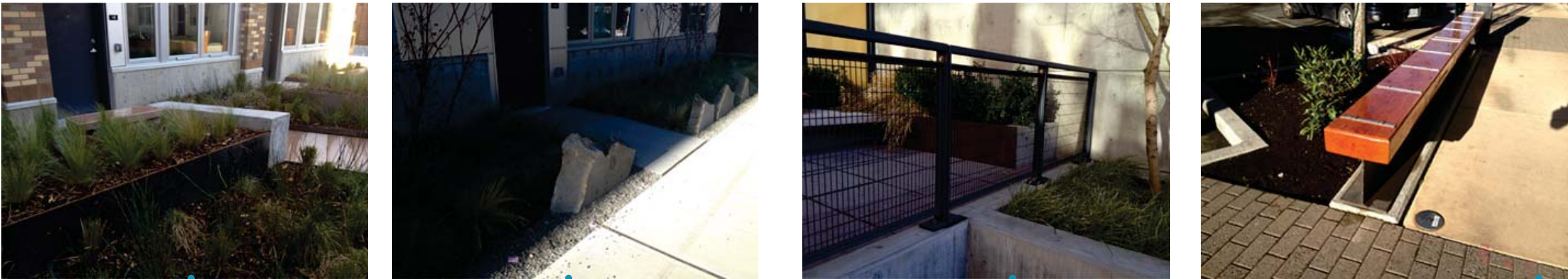
Land Use Analysis Table - NC1 - 30

SMC	SMC Requirement	Compliance
23.47A.004 Permitted And Prohibited Uses	Table A: live work is permitted outright; multi-family is permitted outright	Compliant
23.47A.005 Street Level Uses	80% Non Residential, mix 20% Residential	Compliant
23.47A.008 Street Level Development Standards	Limit blank facades to 20 ft wide at street level; min. 60% transparency at street level; non-residential use shall extend avg. 30 ft & min. 15 ft. deep; floor-to-floor height min. 13 ft.	Compliant
23.47A.011 Outdoor Activities	Outdoor storage is prohibited; outdoor loading berths must be 50 ft min. From lot line of residential zone, 1,500 sf max. outdoor sales, 500 sf max outdoor display	N/A
23.47A.012 Structure Height	30 ft base height; additional 4 ft height allowed w/ street level floor-to-floor height of 13 ft. at livework units = 34 ft.; stair and elevator penthouses may extend additional 16 ft above applicable height limit; parapets and railings may extend an additional 4' above applicable height limit	Compliant
23.47A.013 Floor Area Ratio	Table A: single purpose: 2.25 Mixed use: 2.5	2.5 Applicable
23.47A.014 Setback Requirements	Front and sides: 0 feet Rear: 15 ft from residential zone, 13 ft above grade	Compliant
23.47A.016 Landscaping & Screening Standards	Green factor of 0.30 or greater; street trees required. Landscape: 18 sf per parking space	Compliant
23.47A.022 Light And Glare Standards	Exterior lighting must be shielded and directed away from adjacent uses.	Compliant
23.47A.024 Amenity Area	Amenity area = 5% of residential far min. for townhouse units only; minimum dimension of 10 ft. & 250 SF minimum.	Compliant
23.47A.032 Parking Location And Access	Parking accessed from improved tar alley	Compliant
23.54.015 Required Parking	Table A: office = 1/1000 SF; sales/service = 1/500 SF; live-work = 1/unit>1500 SF <2500 SF. Parking waiver: no parking req'd. For first 1500 SF of ea. Business establishment. Table B: multi-family = 1/unit. Bicycle parking = 1/4 res. Units; 1/4000 SF office; 1/12000 SF sales/service.	Compliant, see parking calculations
23.54.020 Parking Quantity Exceptions	23.54.020.F.2. Min. Parking is reduced 50% if use is within 1,320 ft of a street with frequent transit service.	Compliant, see parking calculations
23.54.040 Solid Waste And Recycle Storage & Access	Residential - 150 sf +125 Nonresidential sf = 275	Compliant

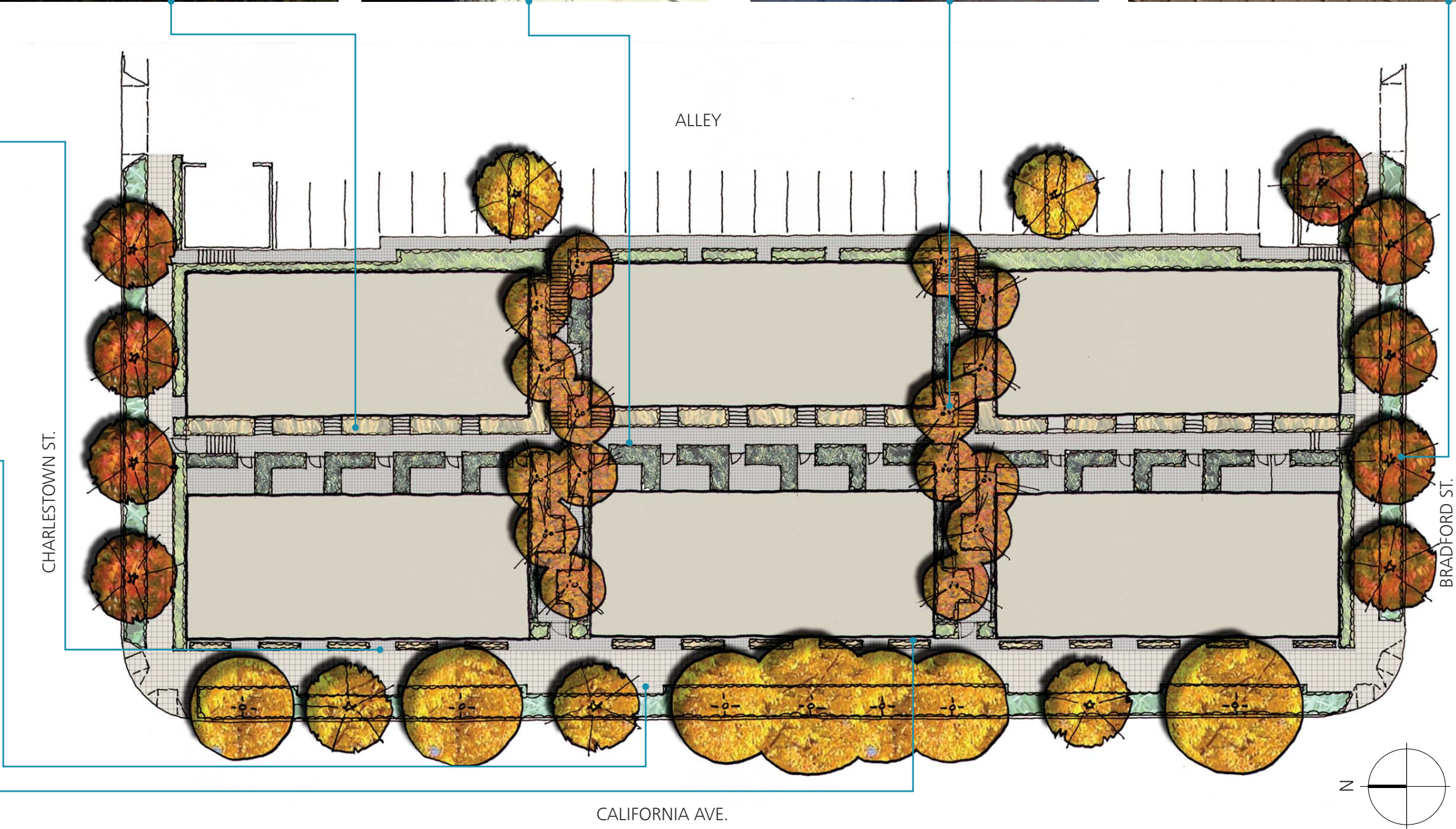
<u>USE</u>	<u>AREA / UNITS</u>	<u>PARKING REQUIRED</u>	<u>PARKING PROVIDED</u>
Live/Work	0<1500 SF 17 Units	CAR: 0/UNIT >1500 SF BICYCLE: 1/4 UNITS	CAR SPACES = N/A BICYCLE SPACES = 4
Residential	13 Units	CAR: 1/UNIT (13 REQUIRED) BICYCLE: 1/4 UNITS	CAR SPACES = 30 BICYCLE SPACES = 4 TOTAL CAR = 30 stalls TOTAL BICYCLE = 8

Street Level

Pavement treatment will include planters and material changes transitioning the pedestrian experience from public to more private spaces. Opportunities to create a dynamic experience by slowing the pedestrian with detailed landscaping and environment design.



IMAGES COURTESY OF THOMAS RENGSTORF ASSOCIATES



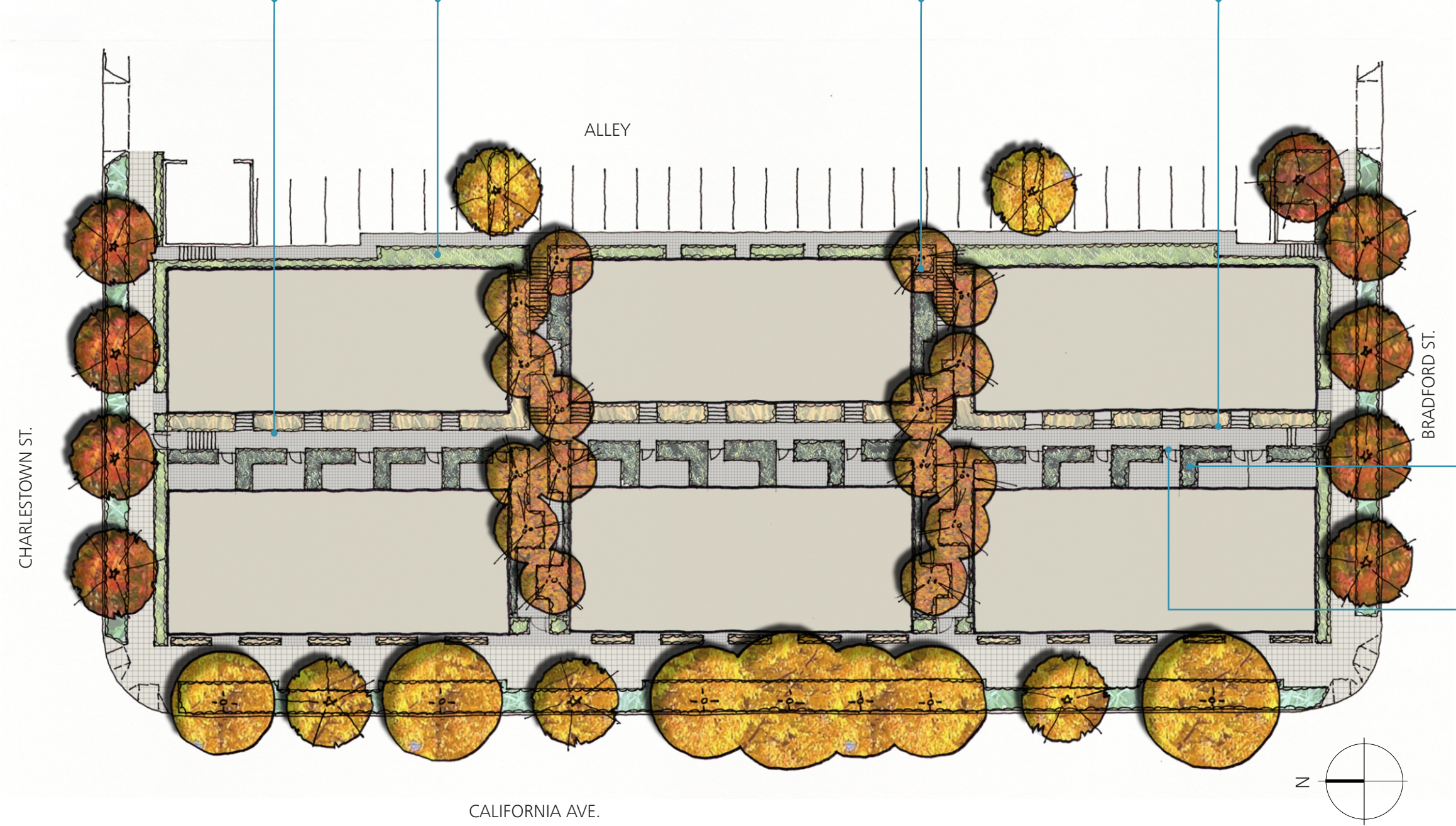
RESPONSE TO DESIGN GUIDELINES

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Private Patios

Private landscaping areas will be provided at for the ground floor. Plantings and hardscape will be used to enhance private live/work and roofdecks spaces. Green wall landscaping will be used to provide privacy and create interest.



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2600 FRANKLIN AVE E



GREENWOOD AVE RESIDENCE



122 27TH AVE E



MORGAN 10



JUNCTION 5



EASTLAKE 6

REFERENCE PROJECTS BY THE ARCHITECT

caron