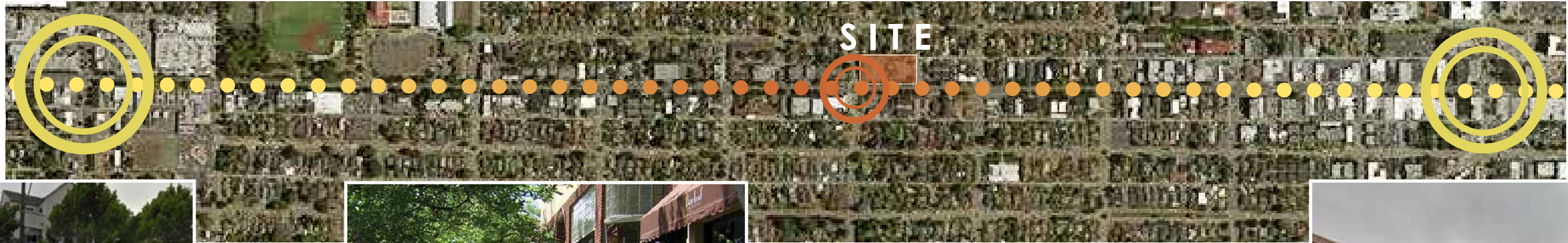


SW Admiral

SW Charlestown

SW Alaska



CALIFORNIA AVE SW



INTIMATE



diversity  
of use

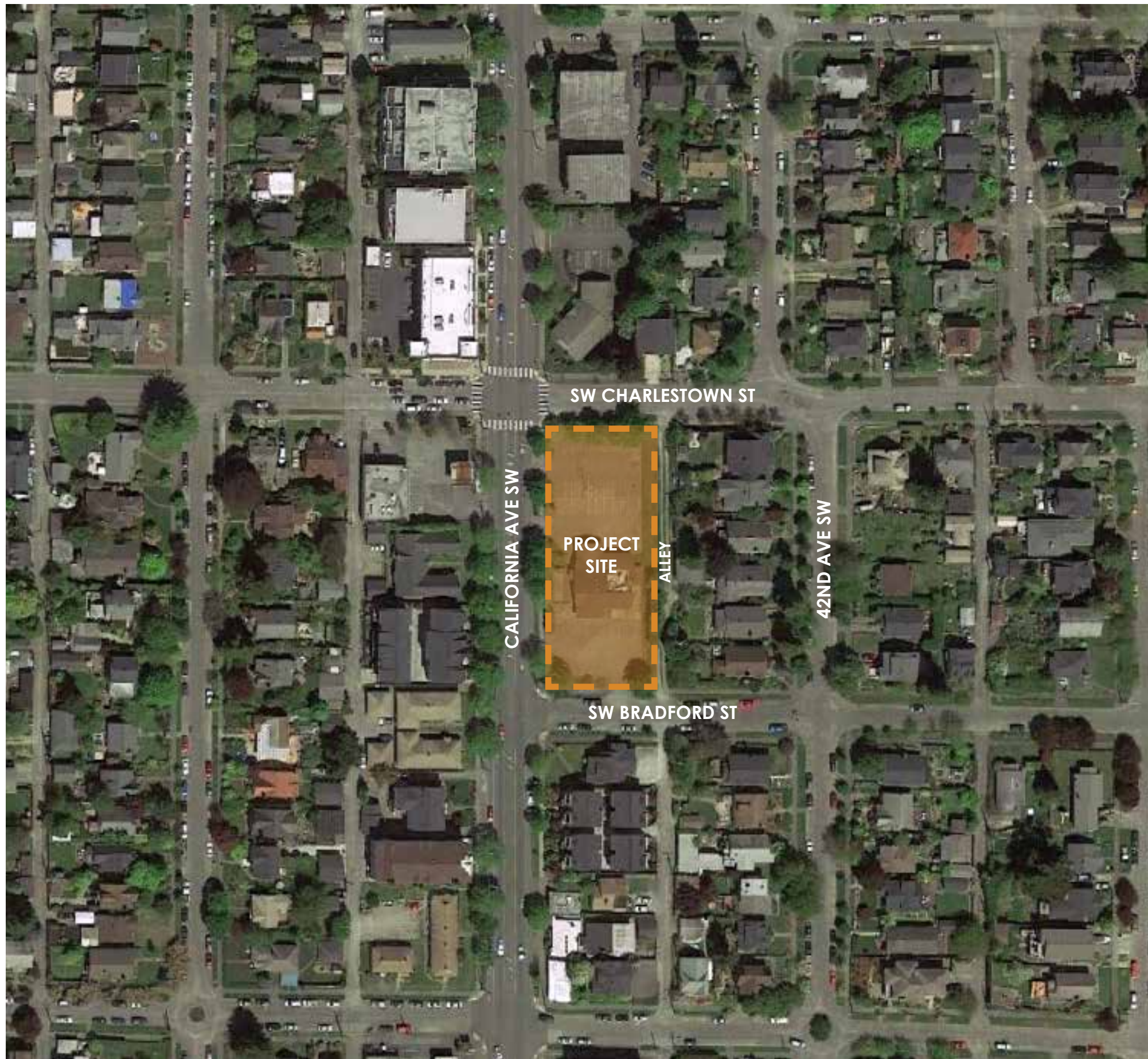


FINE-GRAIN  
CONTEXTUAL

3824 CALIFORNIA AVE SW  
Early Design Guidance No.3  
DPD Project #3015371  
10 July 2014

JOHNSTON ARCHITECTS PLLC





SITE AREA: 31,050 sf (approximately 115' deep x 270' wide)

ZONING: Neighborhood Commercial 1 (NC1-30)

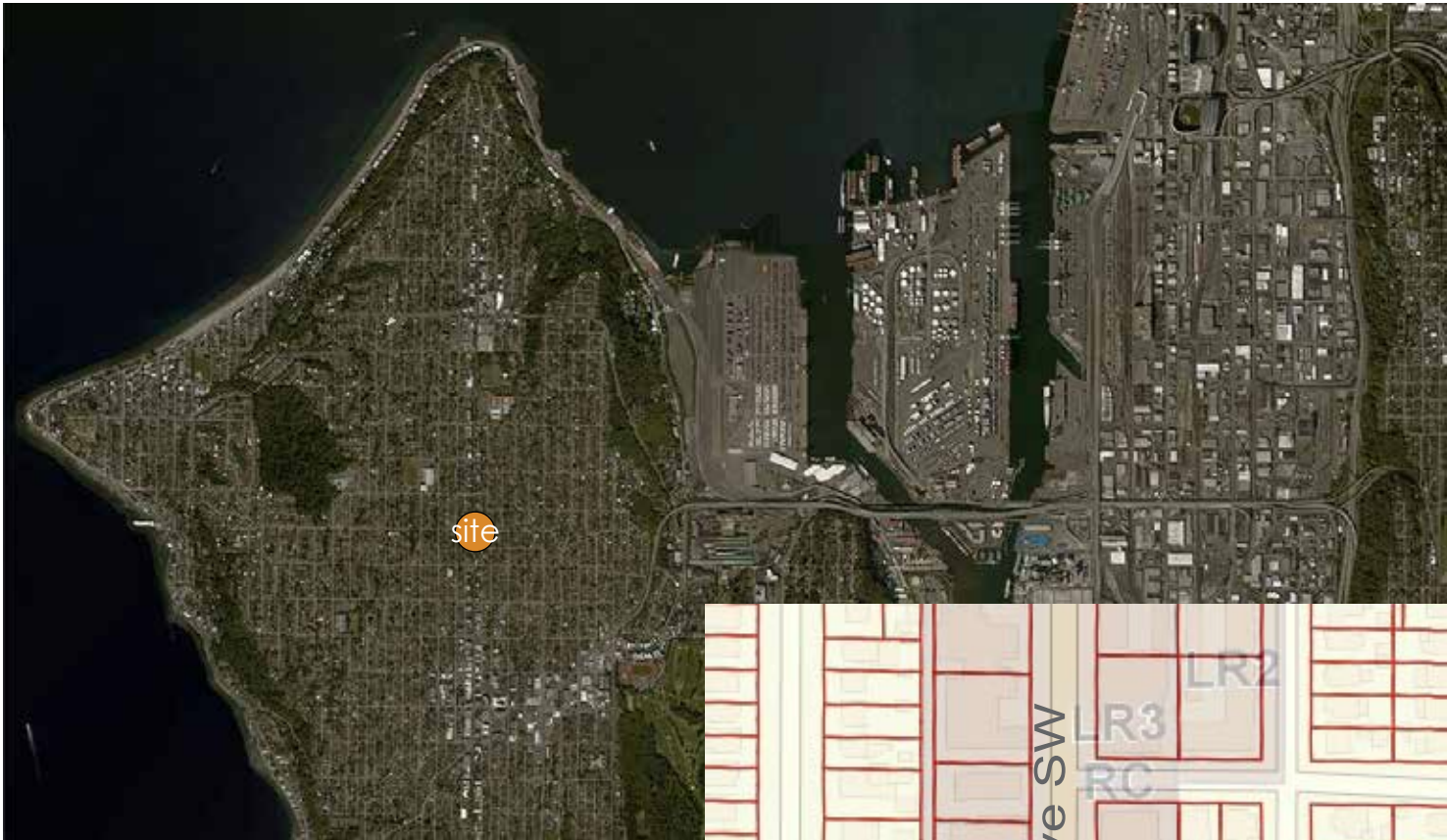
**PROJECT DESCRIPTION:**

Proposal for new 3-story live-work and multifamily residential, with demolition of existing structure. Current development objectives include:

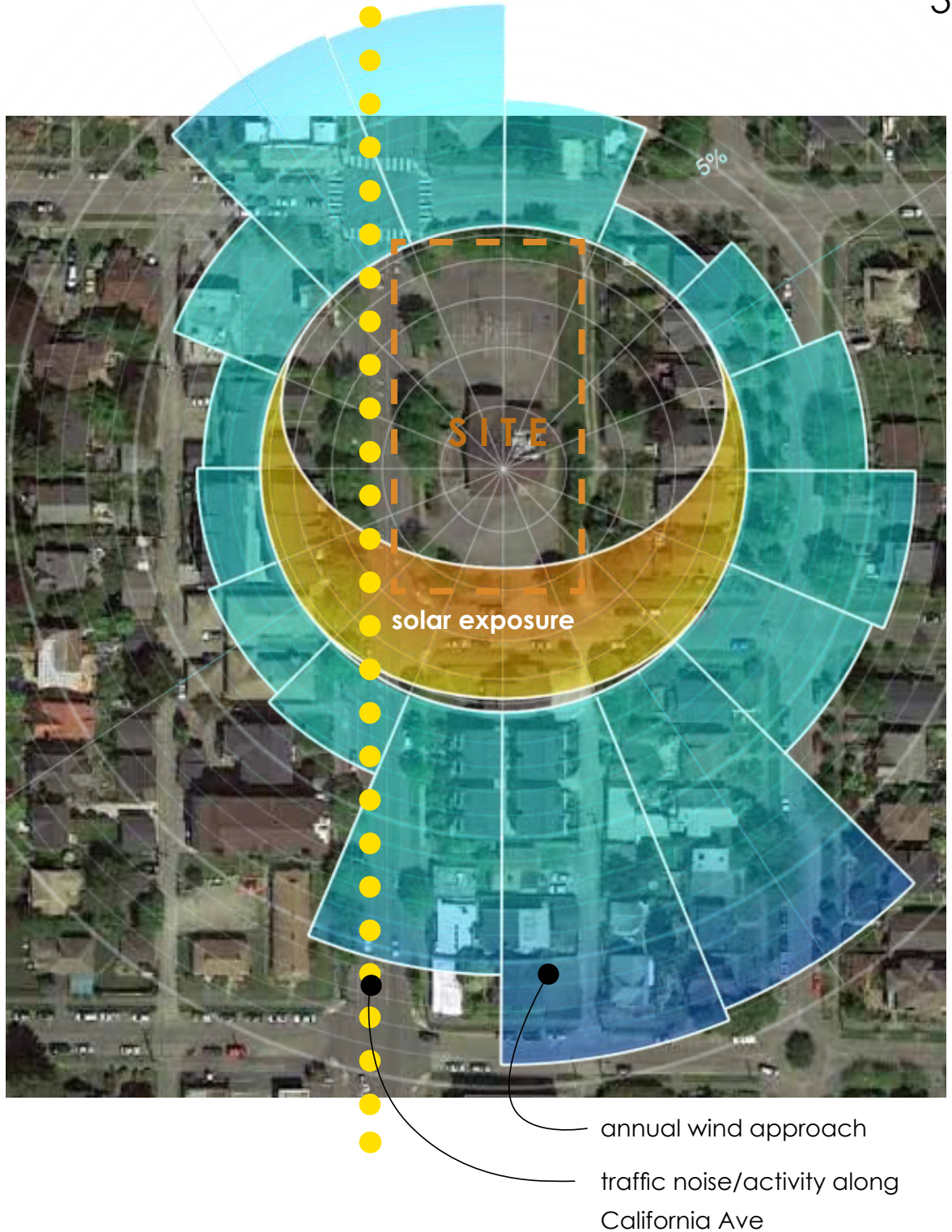
- 14 live-work units + 14 townhome units
- On-grade, exterior parking for 26 vehicles
- Shared, at-grade amenity space
- Design that draws from existing neighborhood scale and character

**SUMMARY OF DEVELOPMENT STANDARDS:**

Height limit:	30' + 4' bonus (with 13' ground floor) for mixed-use 30' for single-use residential use (SMC 23.47A.012)
Parking:	Residential: 1 space per dwelling unit (SMC 23.54.015) Commercial: under 1,500 sf exempt from parking (SMC 23.54.015)
Parking Access:	Alley access preferred, but allowable off side street > any non-required parking off alley must be screened from neighboring residential zone (to the east)
FAR:	2.5 (mixed-use) (SMC 23.47A.013) 31,050 sf site x 2.5 = 77,625 sf allowable FAR
Setbacks:	15' above 13' bordering residential zone (east) > half the width of the 16' alley can be counted as part of the required setback (SMC 23.47A.014)
Solid Waste:	9-15 dwelling units: 150 sf 5,001-15,000sf commercial: 50% of 125 sf (mixed-use) 212.5 sf req'd total (SMC 23.54.040)
Amenities:	5% of gross floor area (SMC 23.47A.024)
Landscaping:	Green Factor score of 0.30 or greater (SMC 23.47A.016)



Site within West Seattle neighborhood context



- ZONING KEY
- NC1-30 | Neighborhood Commercial
  - LR3 RC | Low-rise w/ Retail Commercial
  - SF5000 | Single Family



1 Charlestown, looking N from site



2 Alley, looking N



3 Bradford, looking S from site



4 California Ave, looking W from site



1 Single-family Residence (SFR)



2 2-story commercial in former SFR



3 3-story multifamily



4 2-story retail



5 1-story dentist



6 3-story SFR



7 SFR detached garages



8 1-story multifamily



9 1-story 7 Eleven



10 2-story offices in former SFR

**PROJECT GOAL:**  
 Create new, contextually-appropriate **NODE** along California Ave with fine-grain **SMALL BUSINESS** establishments and **CHARACTER** distinct from established nodes to the north and south



**SUCCESSFUL:**  
 Large storefronts, differentiated base, well-defined entry, use of warm accent materials



**SUCCESSFUL:**  
 Small street-oriented business with housing above/behind



**UNSUCCESSFUL:**  
 Massing set back from California, no visible landscaping, privacy requirements of use inconsistent with arterial street



**UNSUCCESSFUL:**  
 Undefined retail set back from sidewalk, insufficient fenestration at sidewalk



**UNSUCCESSFUL:**  
 Open space out of sync with user/under-utilized



**SUCCESSFUL:**  
 Landscaping buffer from street, overhead weather protection



**SUCCESSFUL:**  
 Proximity to transit and bicycle lanes



**SUCCESSFUL:**  
 Mature street trees



**SUCCESSFUL:**  
 Mix of historic and newer development, use of traditional building materials



**UNSUCCESSFUL:**  
 Incompatible development with surrounding use/massing, not engaged with sidewalk, weak corner

**CS** CONTEXT & SITE

- > CS2-B 2: Connection to the Street  
Carefully consider the qualities and character of the streetscape in siting and designing the building
- > CS2-C 3: Full Block Sites  
Break up long facades to avoid a monolithic presence. Consider designing the project as an assemblage of buildings and spaces
- > CS2-D 1: Existing Development and Zoning  
Complement scale and development of both existing and anticipated site neighbors
- > CS2-D 3: Zone Transitions  
Provide an appropriate transition to complement the adjacent zone
- > CS2-D 5: Respect for Adjacent Sites  
Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings

**PL** PUBLIC LIFE

- > PL2-B 3: Street-Level Transparency  
Ensure transparency of street-level uses and include views into open spaces beyond where appropriate
- > PL3-A 3: Individual Entries  
Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry
- > PL3-B 4: Interaction  
Provide opportunities for interaction among residents and neighbors

**DC** DESIGN CONCEPT

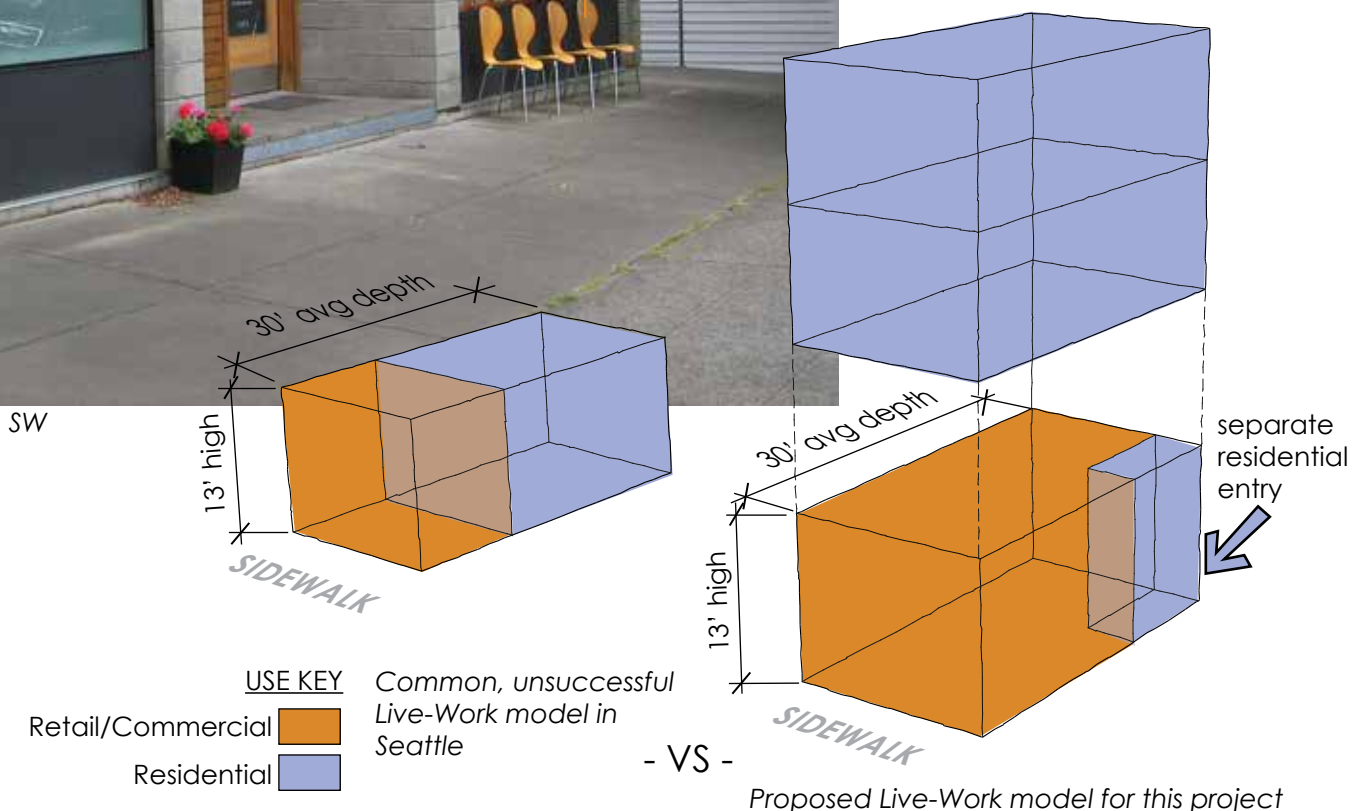
- > DC1-B 1: Vehicular Access Location and Design  
Choose locations for service and vehicle access to minimize conflict with the public realm
- > DC2-C 1: Visual Depth and Interest  
Add depth to facades by incorporating secondary elements (canopies, decks, etc) and add detail at the street level to engage the pedestrian

Separate entrance to "live" spaces above  
Differentiated base  
Large retail storefront windows at "true" work space  
Well-defined, recessed entrance  
Open space adjacent to sidewalk allowing for spill-out activity



Successful Live-Work on California Ave SW

**PROJECT GOAL:**  
Provide **SEPARATION** between **LIVE** and **WORK** functions, creating more **SUCCESSFUL** settings for each

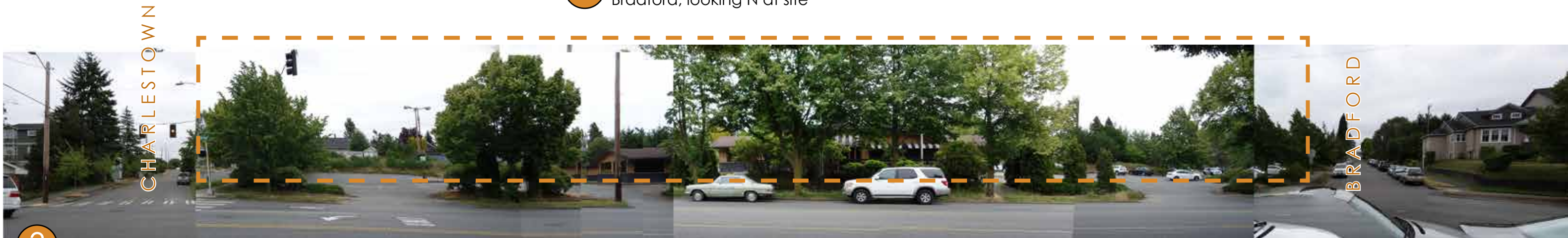




1 Charlestown, looking S at site



2 Bradford, looking N at site



3 California, looking W at site





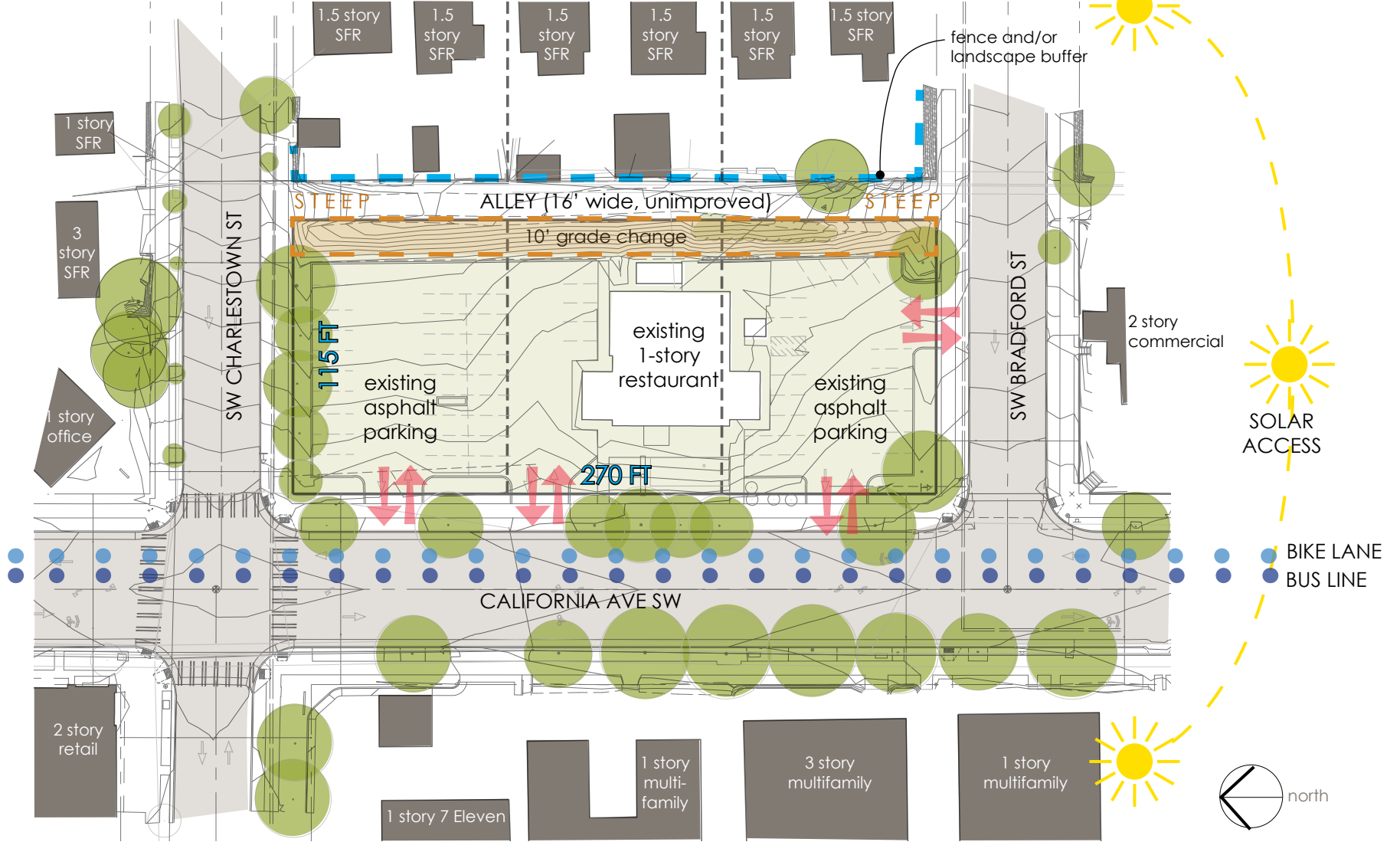
Site from SW (California-Bradford Intersection)

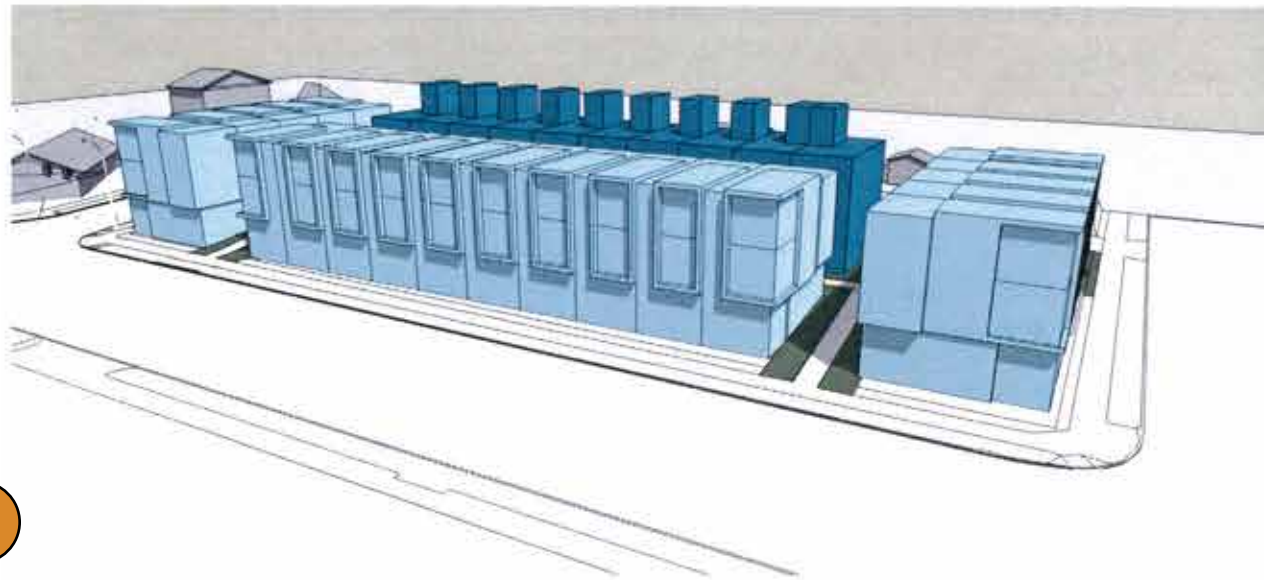


Site from W (Alley looking NW)



Site from W (Alley looking S)





A

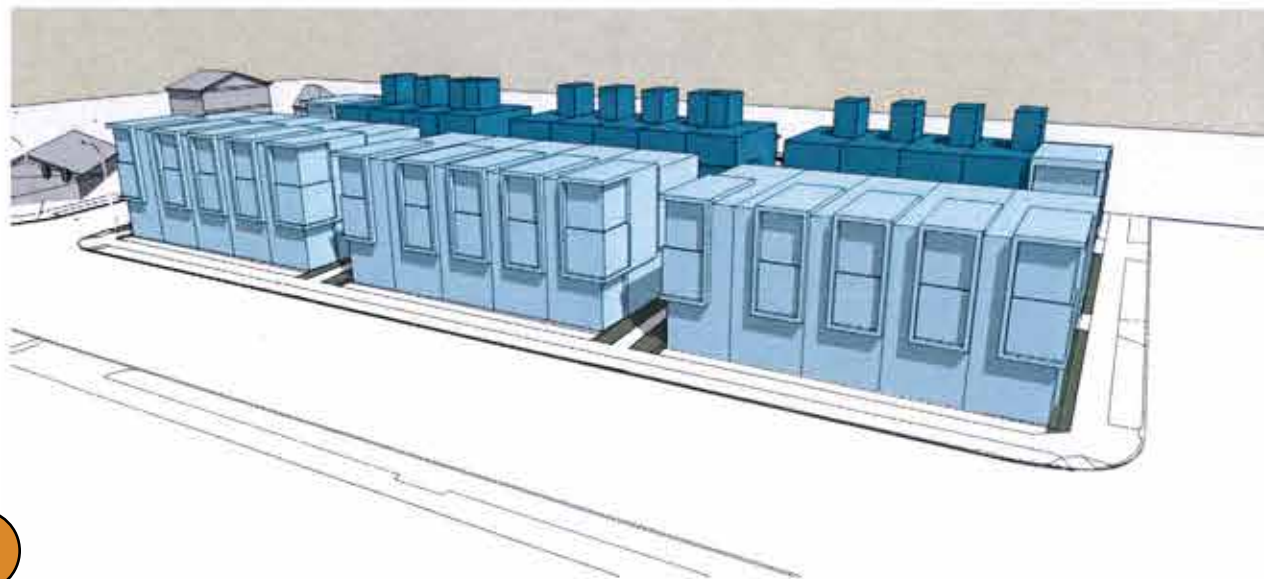


ALLEY PARKING w/ COURT

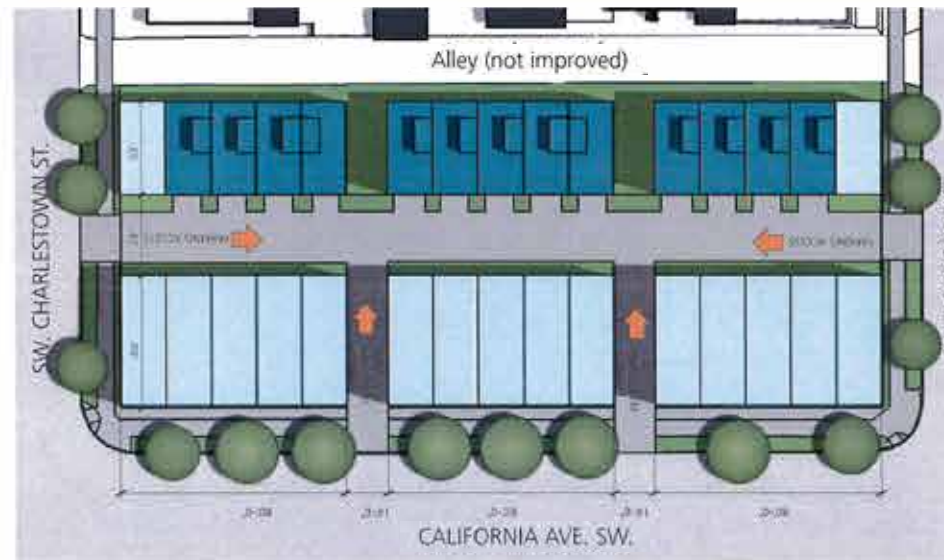
- 10 townhomes
- 20 live-works
- 19 parking stalls

PREVIOUS EDG CRITIQUE:

- > not enough variation along streetscapes
- > requires departure for parking facing alley
- > similar treatment of California Ave and side streets despite different character
- > all existing on-site trees eliminated



B



CENTRAL DRIVE w/ DUAL ACCESS

- 13 townhomes
- 17 live-works
- 13 parking stalls

PREVIOUS EDG CRITIQUE:

- > not enough variation along CA Ave
- > requires departure for 2 curbcuts
- > car-dominated site interior
- > all existing on-site trees eliminated
- > limited parking



C

PREFERRED



ALLEY PARKING w/ THROUGH-SITE COURT

- 17 townhomes
- 13 live-works
- 30 parking stalls

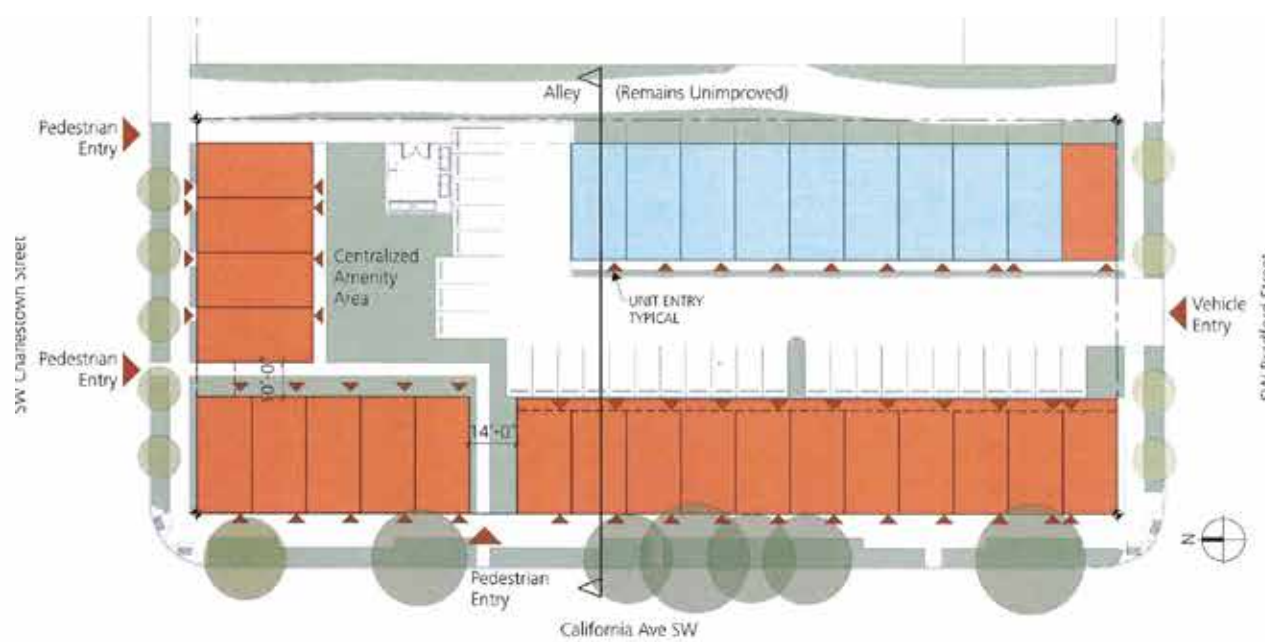
PREVIOUS EDG CRITIQUE:

- > not enough variation along CA Ave
- > requires departure for parking facing alley
- > primary entrance to project less defined
- > all existing on-site trees eliminated





A



CENTRAL DRIVE w/ SINGLE ACCESS

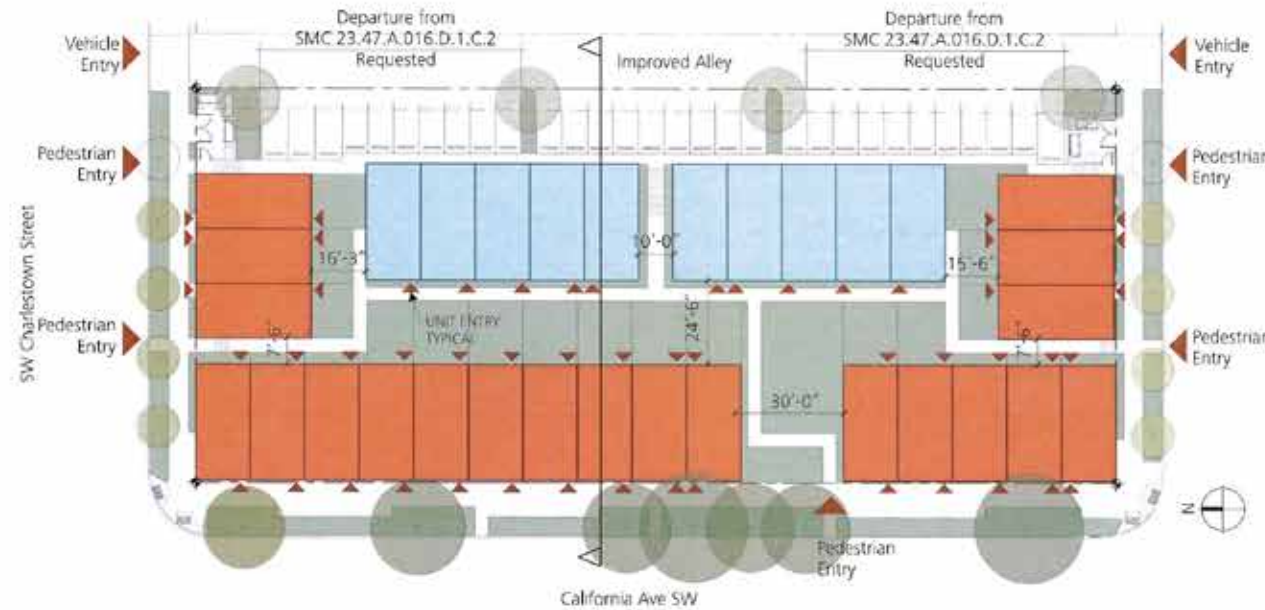
- 9 townhouses
- 21 live-works
- 30 parking stalls

PREVIOUS EDG CRITIQUE:

- > not enough variation along streetscapes
- > inadequate/unuseable open space
- > car-dominated site interior
- > all existing on-site trees eliminated
- > no setbacks along side streets



B



ALLEY PARKING w/ CENTRAL COURT

- 10 townhomes
- 21 live-works
- 30 parking stalls

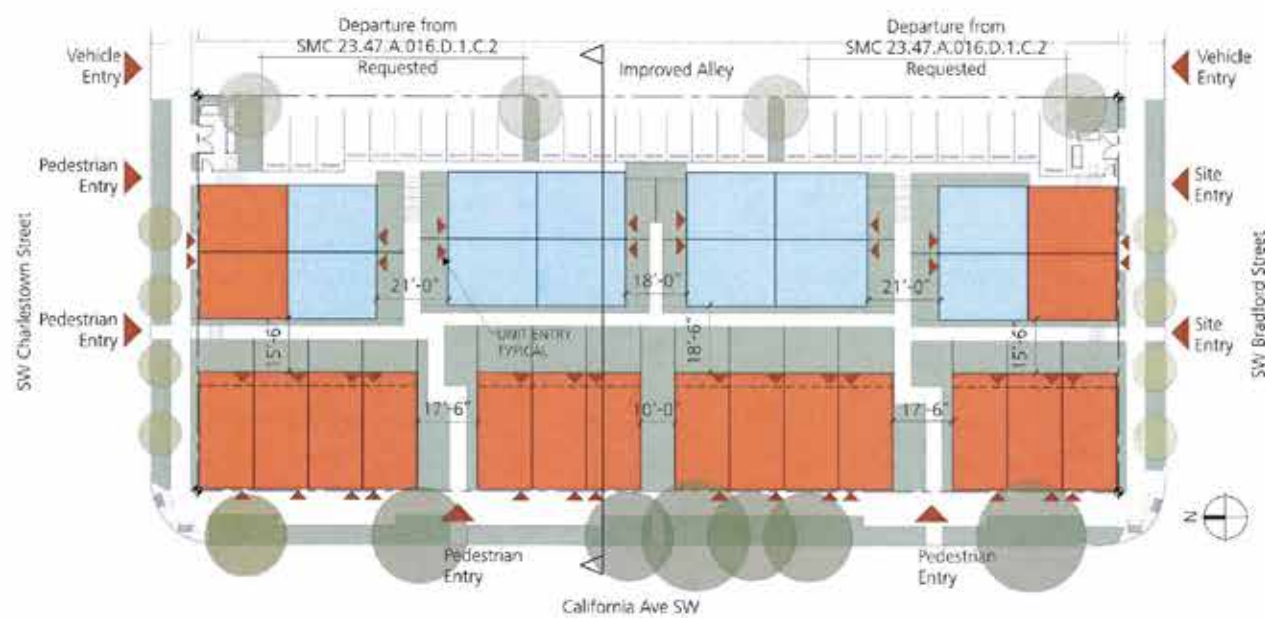
PREVIOUS EDG CRITIQUE:

- > not enough variation along CA Ave
- > requires departure for parking facing alley
- > all existing on-site trees eliminated
- > no setbacks along side streets
- > large entrance gap along CA is a positive



C

PREFERRED



ALLEY PARKING w/ THROUGH-SITE COURT

- 12 townhomes
- 18 live-works
- 30 parking stalls

PREVIOUS EDG CRITIQUE:

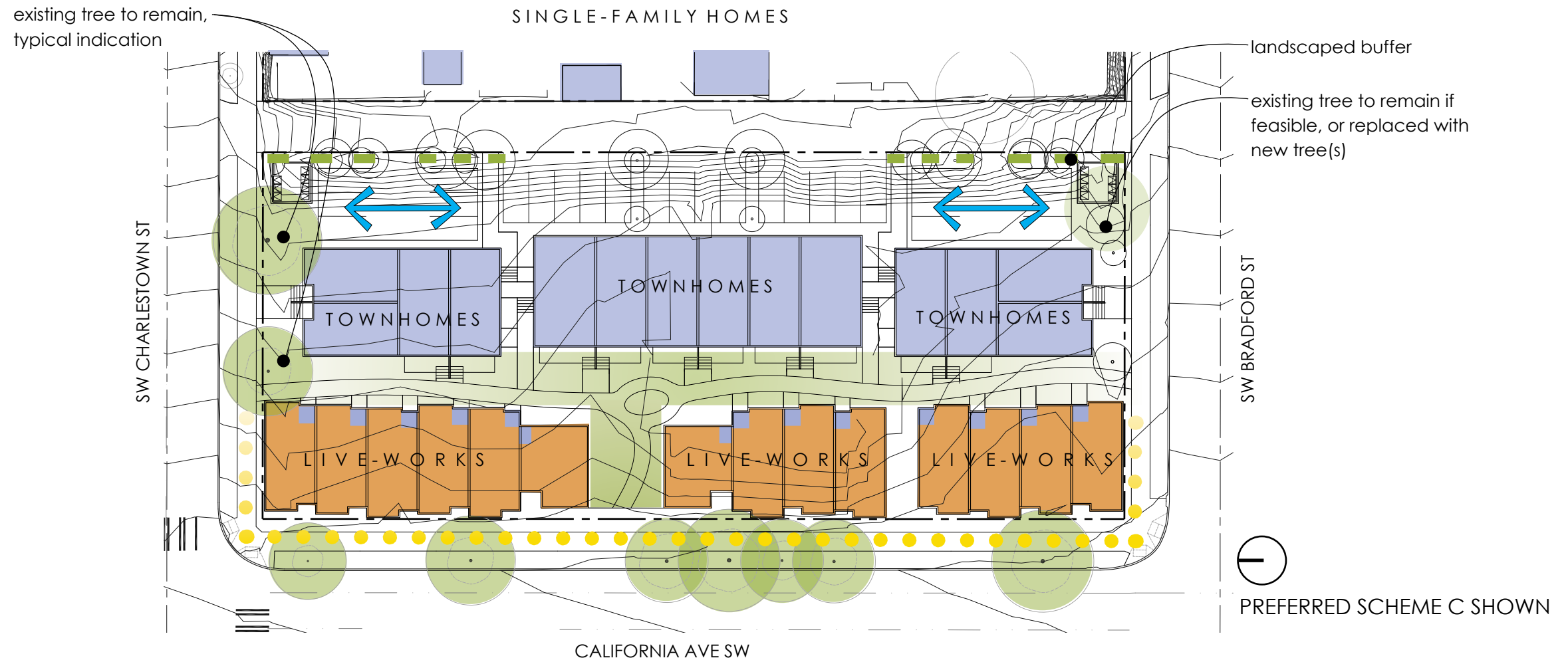
- > requires departure for parking facing alley
- > primary entrance to project less defined with many small gaps
- > all existing on-site trees eliminated
- > no setbacks along side streets



**A** USE EXISTING TREES TO INFORM MASSING:  
 Unit count reduced by 2 to allow setbacks at north and south to retain several existing trees; massing broken up along California Ave, reflecting rhythm of existing street trees

**B** RESPECT TRANSITION TO SINGLE FAMILY ZONE:  
 Commercial/live-work uses front California Ave only with residential uses bordering the SF5000 zone to the east. Massing is held back from alley/east property line in preferred development scheme

**C** MORE VARIATION AND VARIABILITY:  
 Massing modulates along California, allowing pockets of sidewalk-oriented open space; massing along California Ave is no longer symmetrical, and highlights primary courtyard entry; townhouses are 4' lower in height than the live-work units



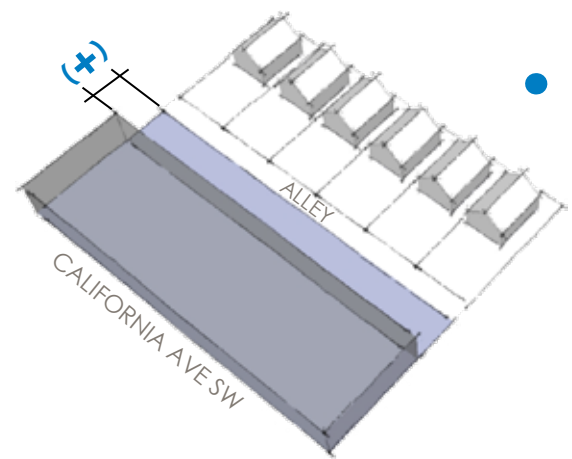
**D** EMPHASIZE CORNERS:  
 Proposed building modulation along California Ave occupies the corners to hold the streetwall of this full-block site, but set back from sidewalk a few feet to encourage commercial uses to spill out to sidewalk. Massing is pulled back from the sidewalk along side streets. Siding and facade treatments will vary along California Ave to reflect a finer-grain, more organic development style, which will provide opportunity to differentiate corner units subtly from mid-block units

**E** REDUCE VISUAL IMPACT OF PARKING AND TRASH:  
 Non-required parking has been oriented parallel to alley with added landscape buffers. Trash enclosures have been reduced in size, are nestled into the existing topographic change, and screened with overhead timber trellises and existing trees to be retained

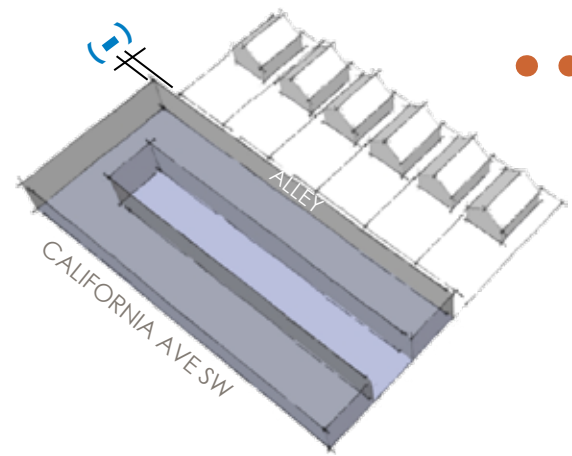
**F** PROMOTE INTERACTION AT OPEN SPACE:  
 The width of the interior court varies along its length to provide interest and a variety of activity settings. A focal element is proposed at the center where traffic axes cross to create a gathering space. 'Living' activities are inwardly-focused to provide eyes on the street and enliven the central open space with a common residential character. Upper-floor setbacks will preserve sunlight and solar access at the site interior

**1** SITE ORGANIZATION

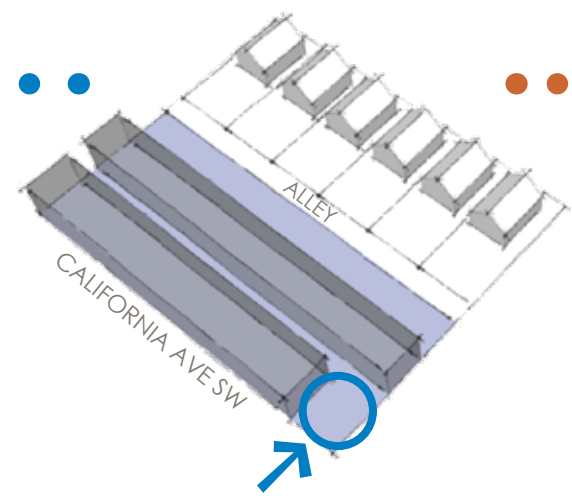
**2** OPEN SPACE



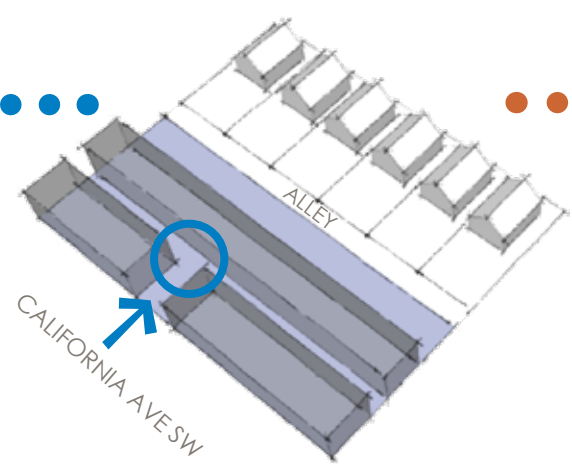
PARKING TO SIDE OF SITE  
- keeps massing away from single-family neighbors



PARKING IN CENTER OF SITE



CORNER OPEN SPACE



MID-BLOCK OPEN SPACE  
- breaks up long block  
- provides mid-site gathering space

A

B

C

PREFERRED



CORNER OPEN SPACE

- 14 townhomes
- 14 live-works
- 26 parking stalls
- > side street setbacks to preserve existing trees
- > prominent entrance to interior open space
- > massing pulled to the west (away from SF5000 zone)
- > some window orientation drawbacks @ east units

WOONERF

- 9 townhomes
- 19 live-works
- 26 parking stalls
- > no departures required
- > prominent mid-block entry
- > side street setbacks to preserve existing trees
- > car-dominated site interior
- > massing pushed towards site edges (including towards east SF5000 zone)

COURTYARD

- 14 townhomes
- 14 live-works
- 26 parking stalls
- > side street setback to preserve existing trees
- > prominent mid-block entry to courtyard aligned with existing street tree rhythm
- > massing pulled to west (away from SF5000 zone)
- > orientation of townhome units allows optimal window placement for neighbor privacy and activation of interior court

Overview

- 3-story massing; 34' height limit
- 14 townhome units + 14 live-work units
- 26 parking stalls provided
- FAR shown: 42,399 sf (limit is 77,610 sf)
  - 1: 14,133 sf
  - 2: 14,133 sf
  - 3: 14,133 sf

Opportunities

- Interior walkable open space (no vehicular traffic)
- 3-story live-work units
- Saves several on-site trees
- Massing pulled west (away from SF5000 neighbors)
- Character at Charlestown corner and Bradford corner differentiated
- massing pulled back from sidewalk at side streets

Challenges

- Under development potential
- Requires departure for residential use frontage
- Living rooms don't front interior courtyard, so open space is less activated
- more windows face SF5000 neighbors due to N-S orientation of rear units
- penthouses of rear units oriented N-S, increasing height/view obstruction at SF5000 neighbors



Aerial View

= departure request for residential use frontage



Bradford St looking NE



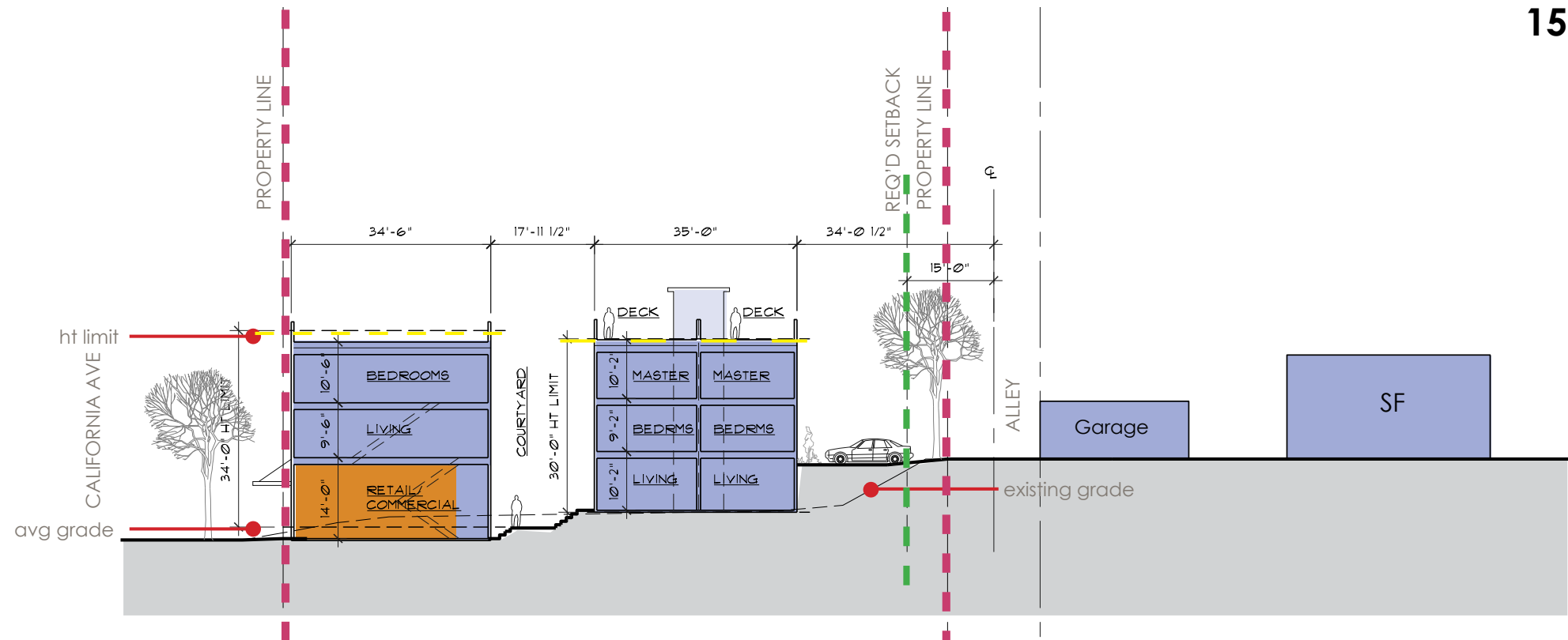
Interior court looking North



NW Corner, at California Ave SW and SW Charlestown St



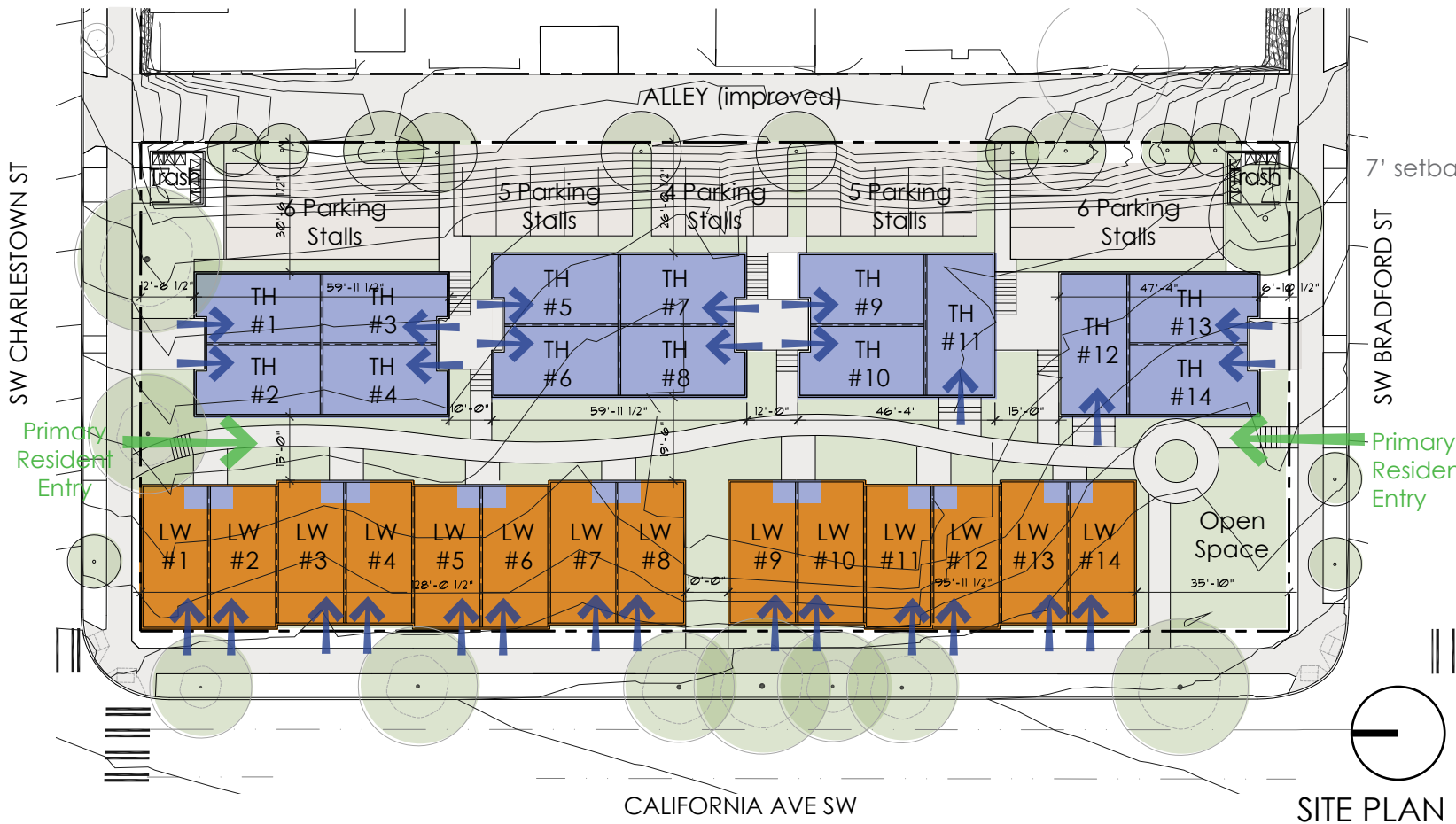
Improved alley, looking North (w/ SF 5000 to east)



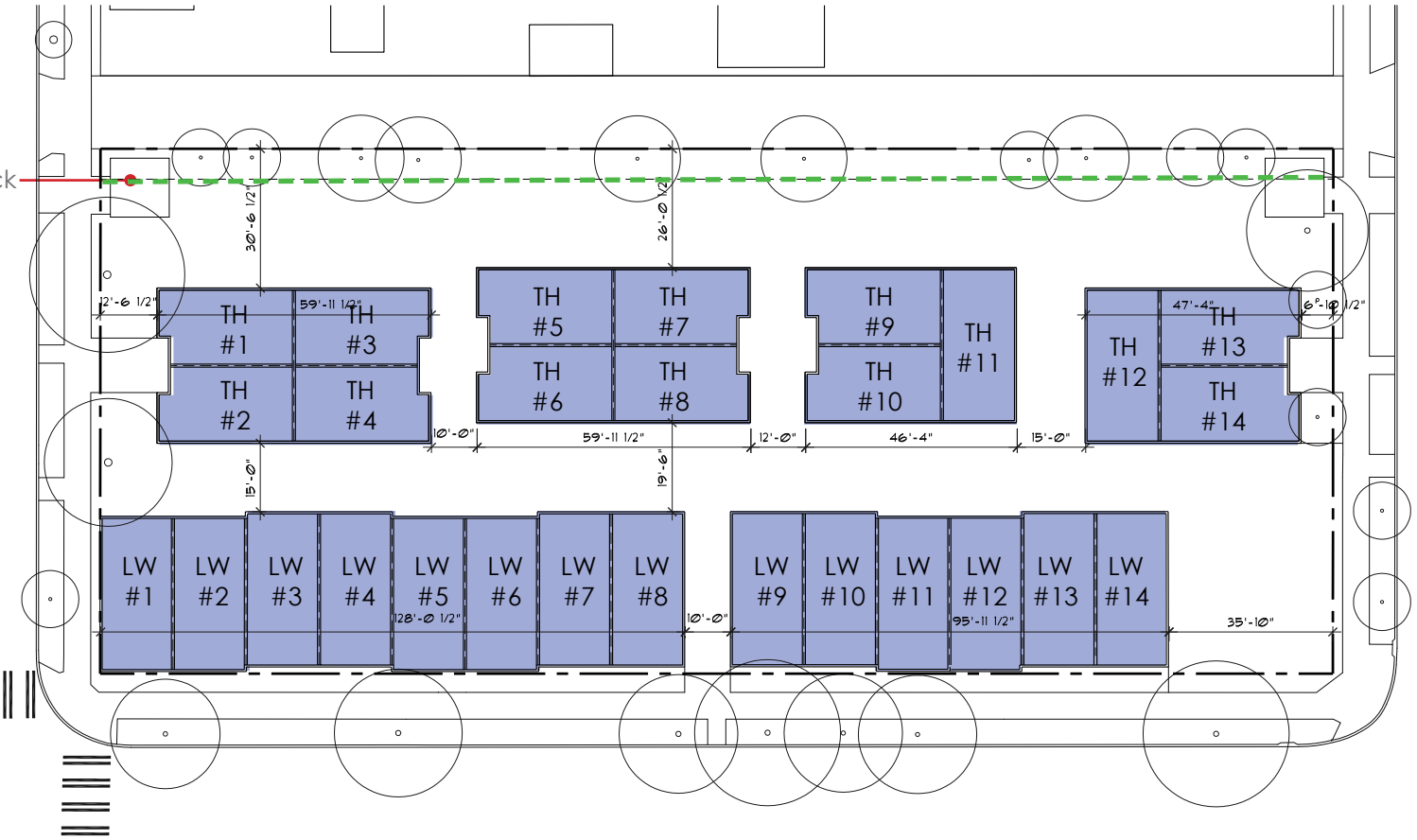
EAST-WEST SITE SECTION

USE KEY

- RESIDENTIAL
- COMMERCIAL



SITE PLAN



FLOOR 2/3 PLAN

Overview

- 3-story massing; 34' height limit
- 9 townhome units + 19 live-work units
- 26 parking stalls provided
- FAR shown: 45,660sf (limit is 77,610 sf)
  - 1: 14,870 sf
  - 2: 15,395 sf
  - 3: 15,395 sf

Opportunities

- no departures required
- 3-story live-work units
- Alley does not have to be improved

Challenges

- Under development potential
- Site access crosses vehicle circulation
- Vehicle access from side street (not zoning- preferred alley)
- Massing pushed towards east/alley, affecting privacy/solar access of SF5000
- Site interior is car-centric
- L-Ws @ Charlestown set back from sidewalk to save trees, incompatible w/ use
- harder to divide residential/commercial entries @ L-Ws due to 30' commercial depth requirement



Aerial View

USE KEY

- RESIDENTIAL
- COMMERCIAL



Bradford St looking NE



Interior street looking North

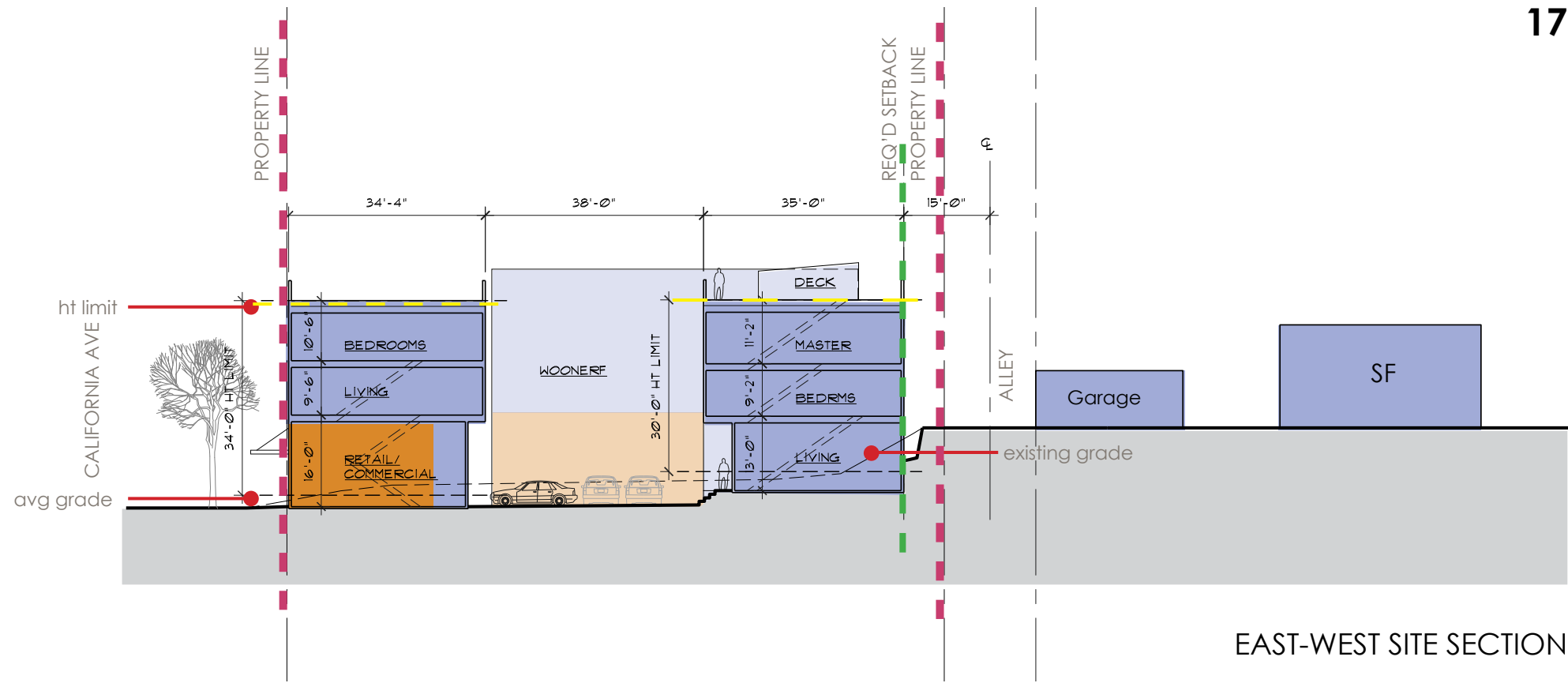


NW Corner, at California Ave SW and SW Charlestown St





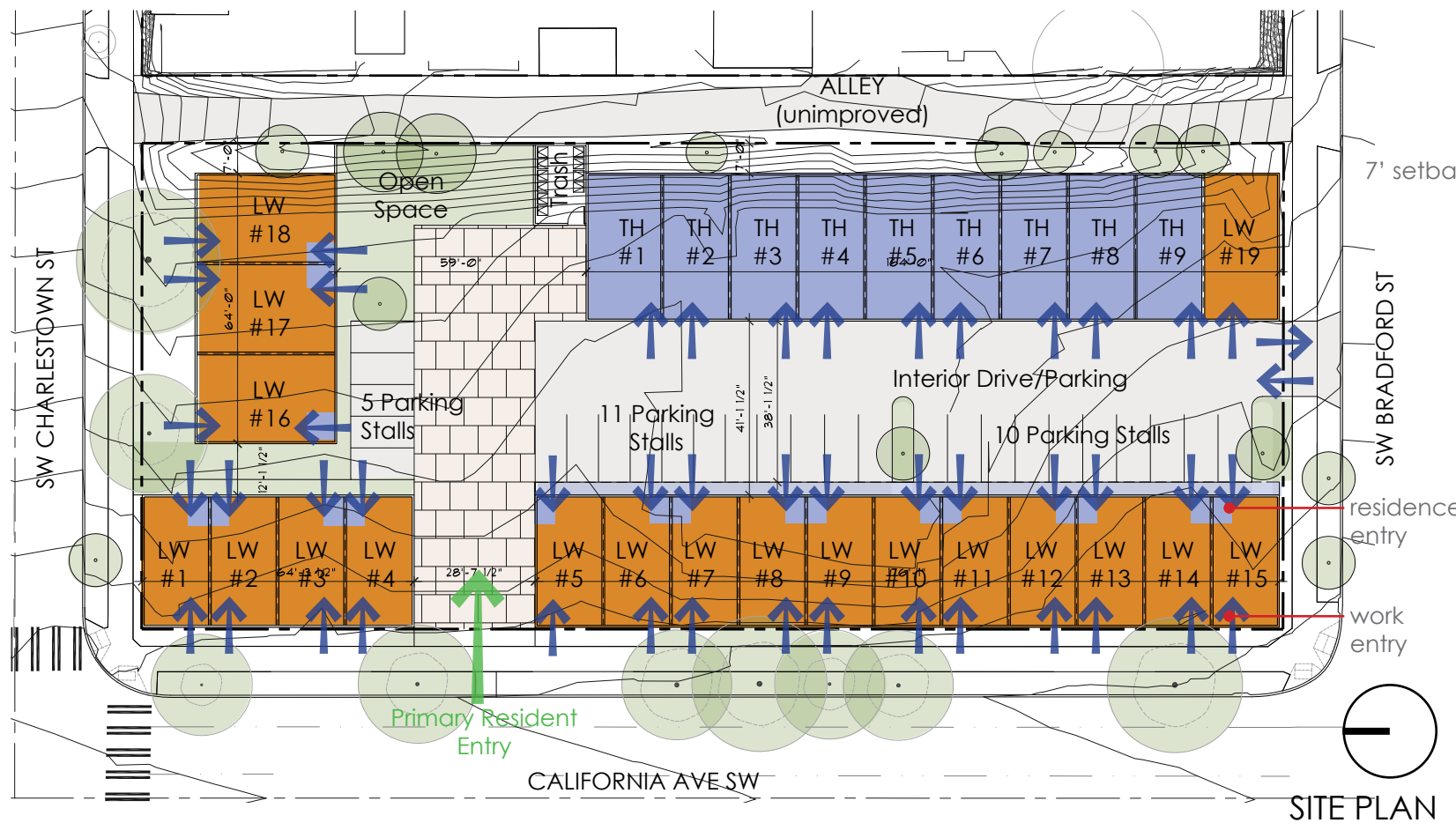
Unimproved alley, looking North (w/ SF 5000 to east)



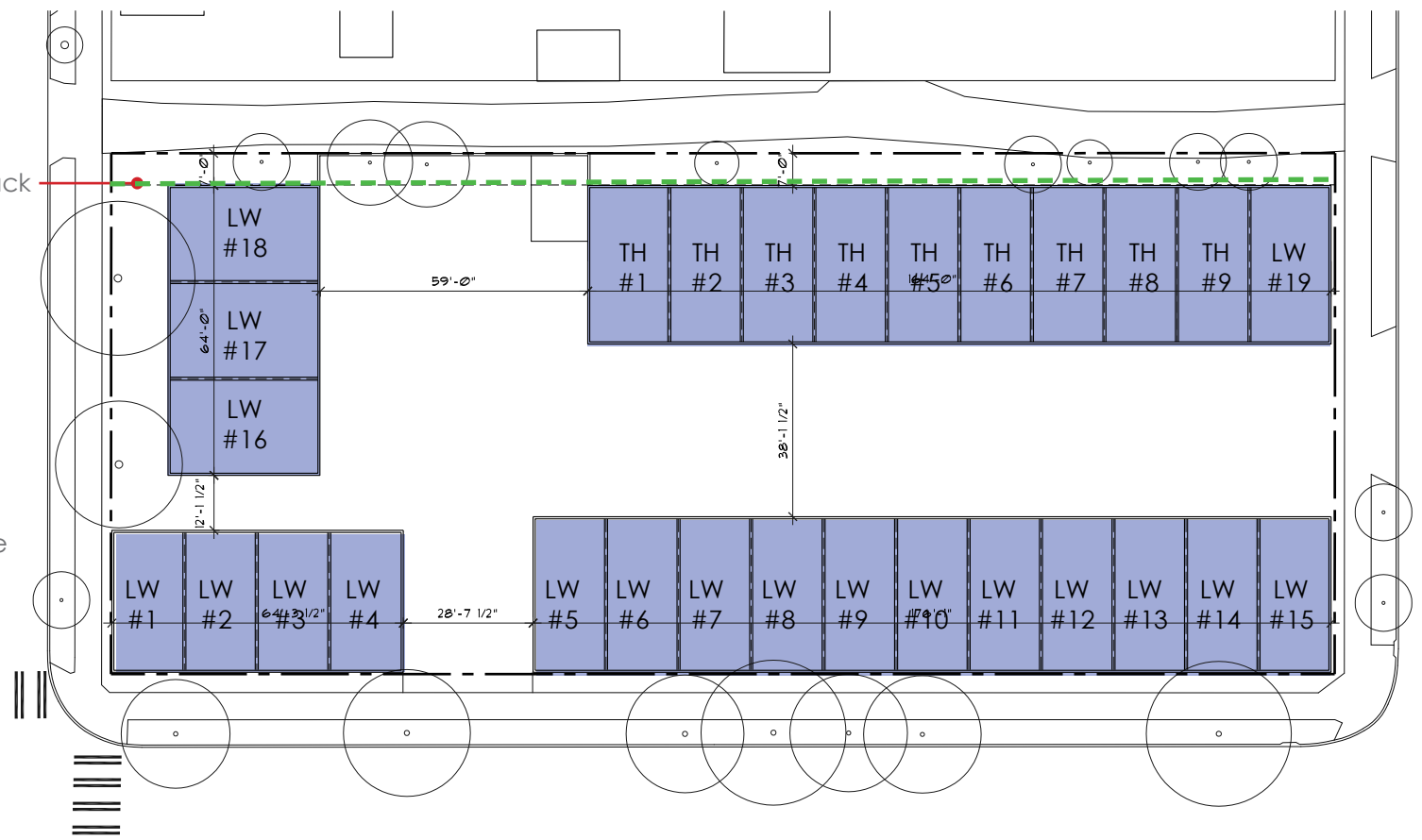
EAST-WEST SITE SECTION

USE KEY

- RESIDENTIAL
- COMMERCIAL



SITE PLAN



FLOOR 2/3 PLAN

### Overview

- 3-story massing; 34' height limit
- 14 townhome units + 14 live-work units
- 26 parking stalls provided
- FAR shown: 44,335 sf (limit is 77,610 sf)

- 1: 14,625 sf
- 2: 14,805 sf
- 3: 14,905 sf

### Opportunities

- Interior walkable open space (no vehicular traffic)
- rear units' living space fronts interior court
- Massing broken-up/variable setbacks along California
- Saves several trees, massing set back from side streets
- Massing pulled west (away from SF5000 neighbors)
- Large area of courtyard, differentiated along length
- Views into/through site from sidewalk
- modulation of massing facing SF5000 neighbors

### Challenges

- Under development potential
- Requires departure for residential use frontage

 = departure request for residential use frontage



Aerial View



Bradford St looking NE



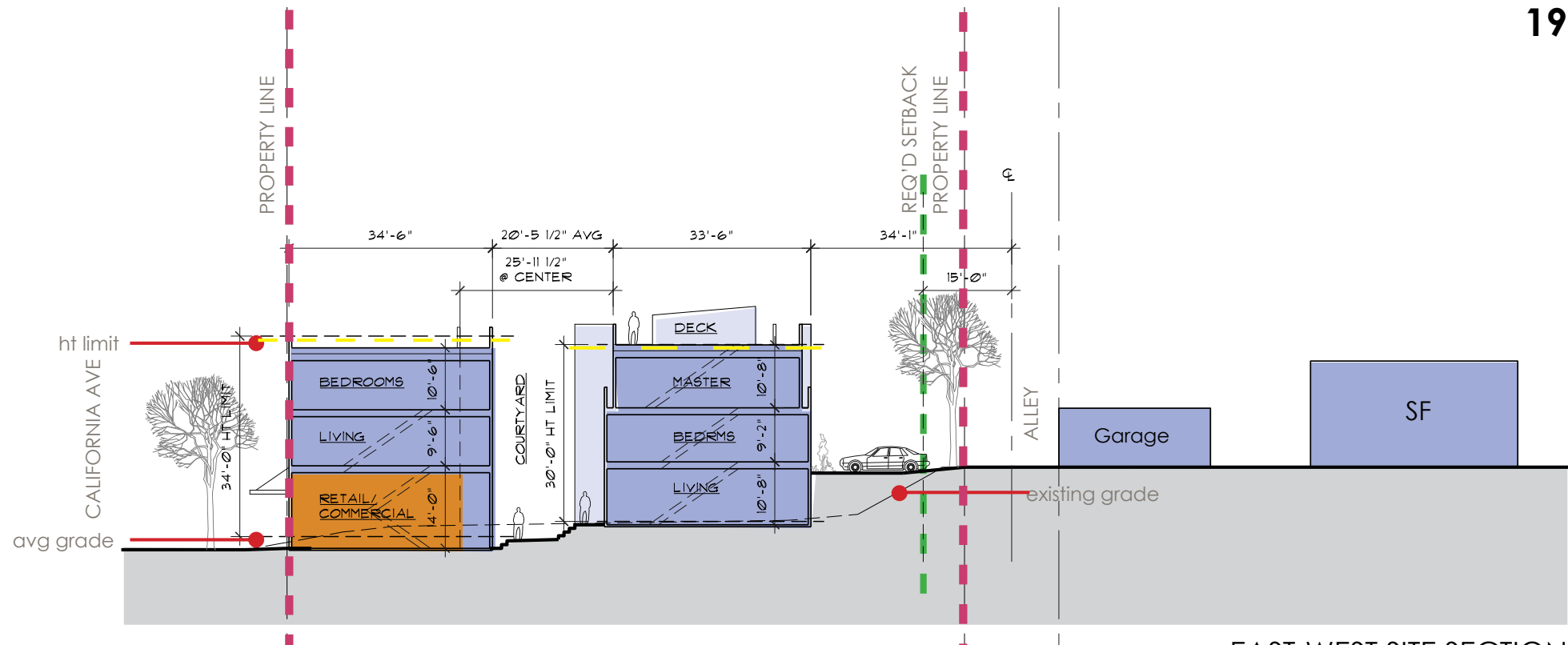
Interior court looking North



NW Corner, at California Ave SW and SW Charlestown St



Improved alley, looking North (w/ SF 5000 to east)



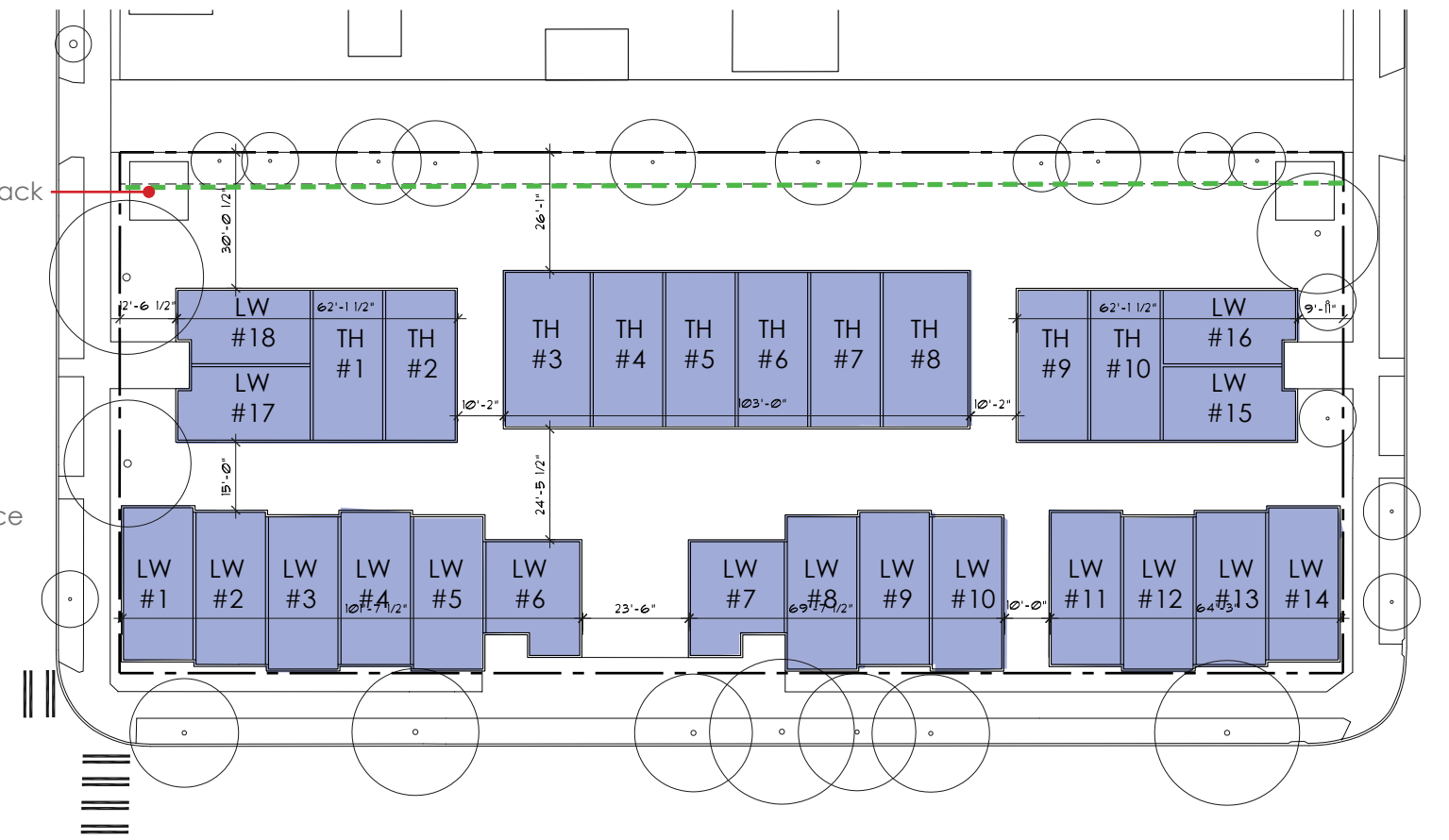
EAST-WEST SITE SECTION

USE KEY

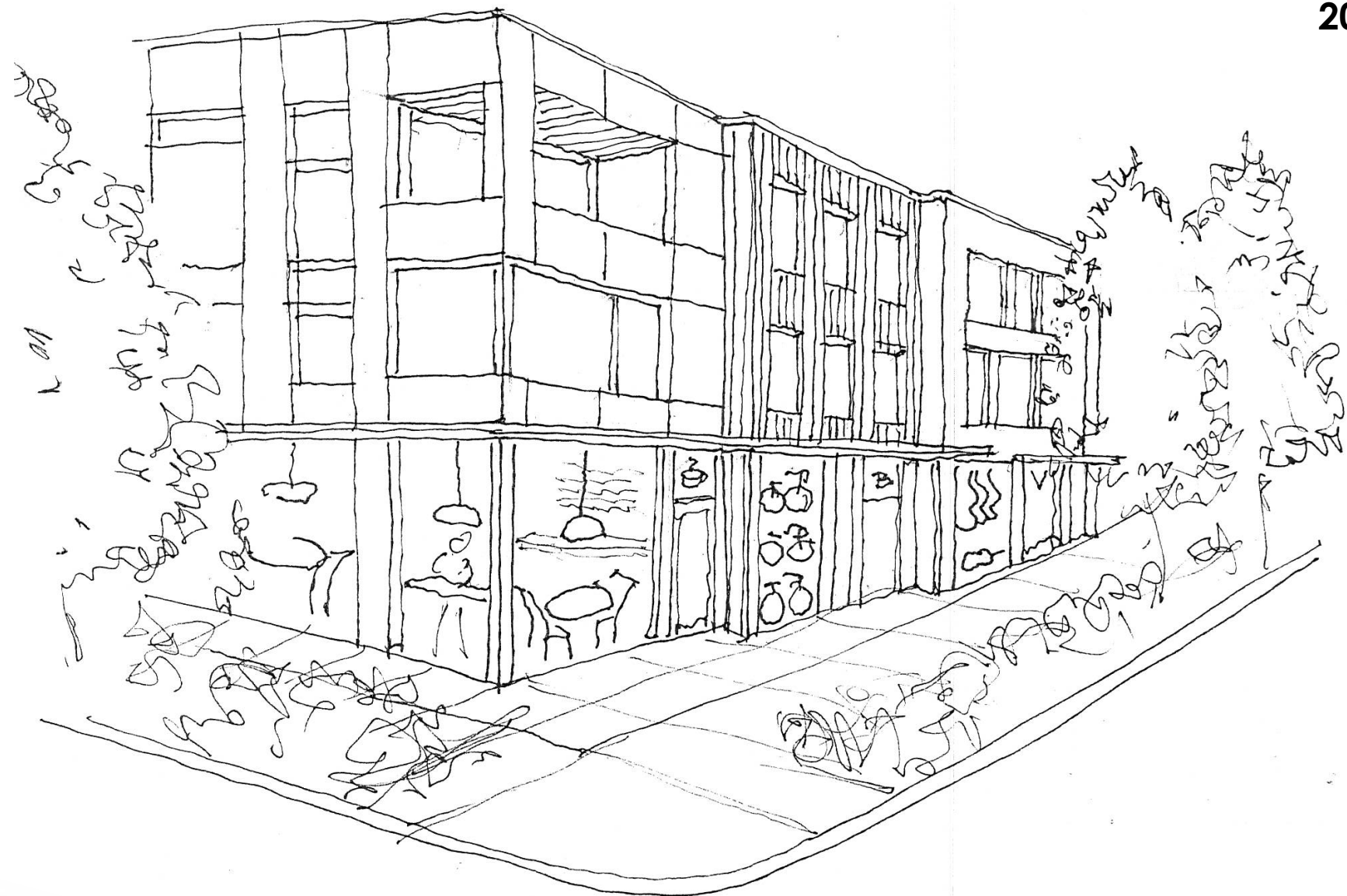
- RESIDENTIAL
- COMMERCIAL

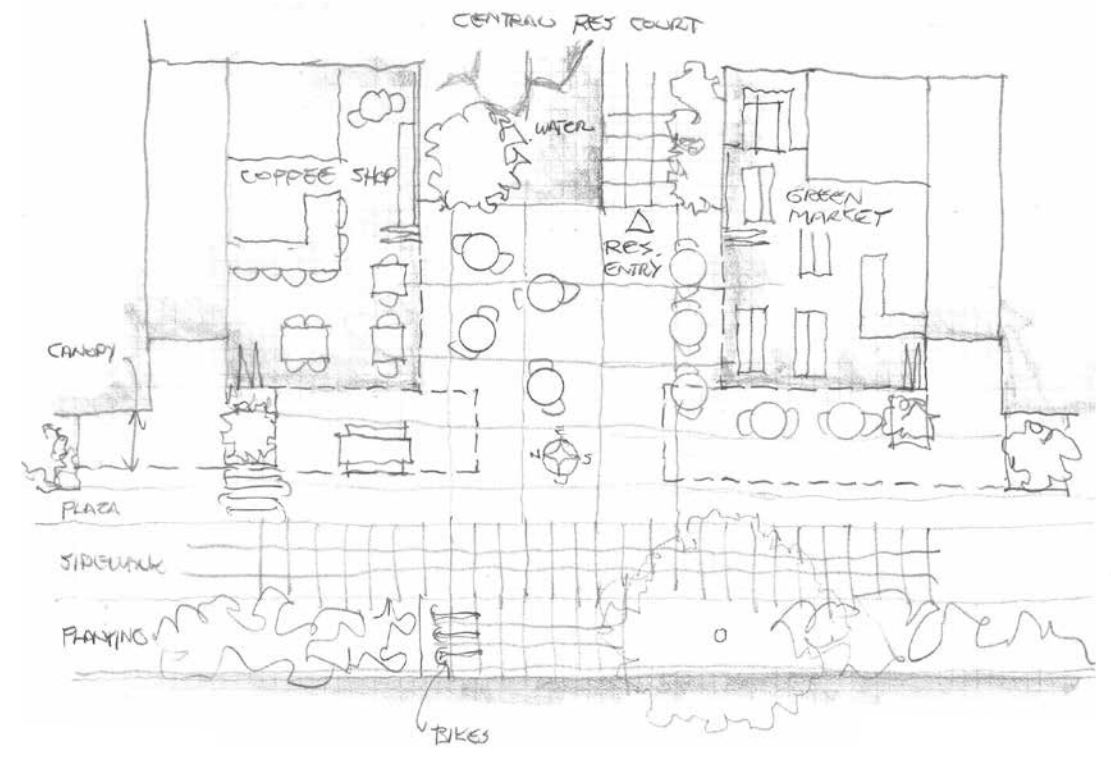


SITE PLAN



FLOOR 2/3 PLAN





Units oriented N-S create more windows/less privacy

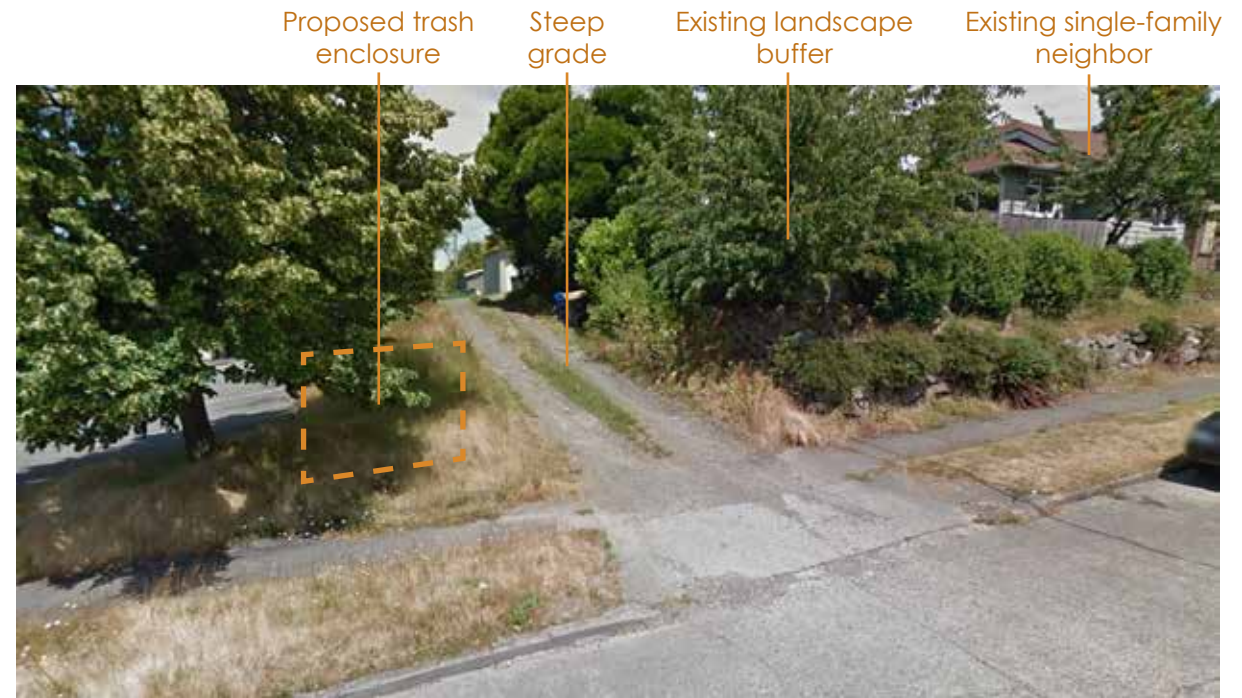


SCHEME A Alleyscape

Massing pushed against alley due to parking @ site interior



Alley entrance at Charlestown (looking SE)

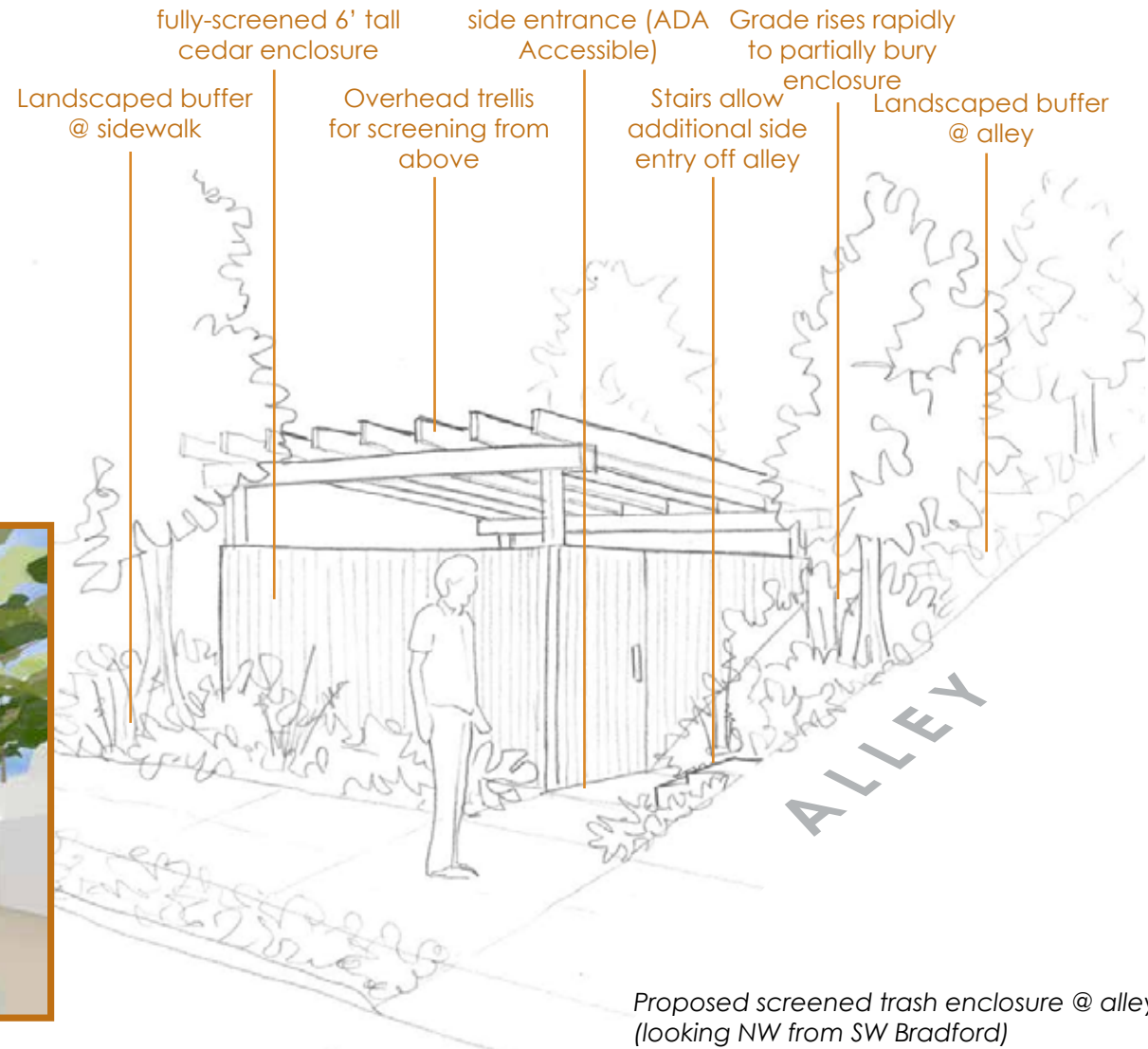


Alley entrance at Bradford (looking NE)



SCHEME B Alleyscape

Units oriented E-W, allowing modulation and majority of windows to face interior court



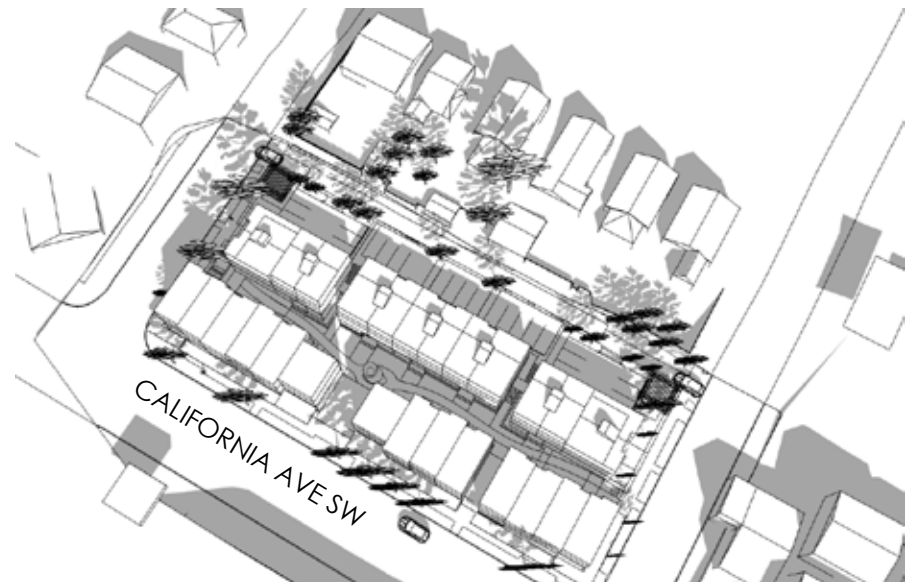
Proposed screened trash enclosure @ alley (looking NW from SW Bradford)



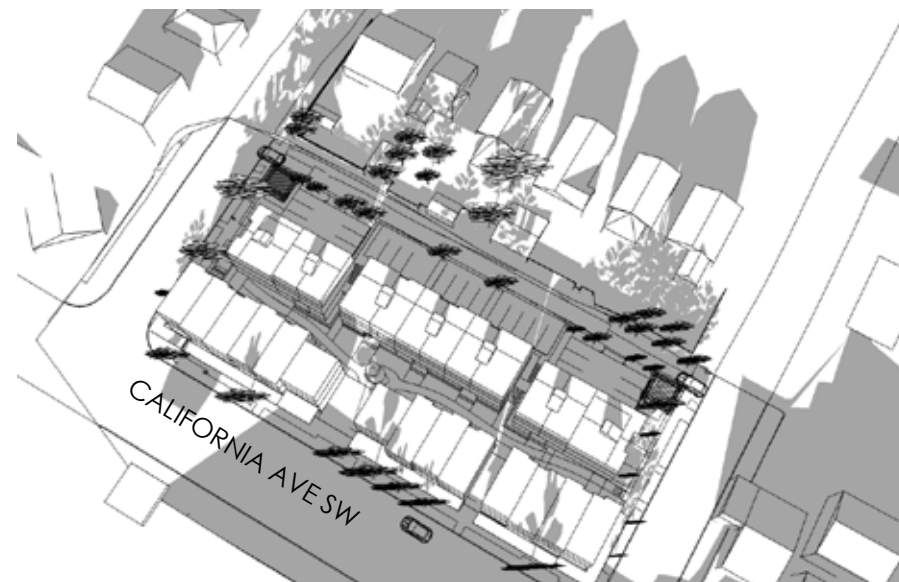
Existing unimproved alley has utilitarian/service character; existing homes at east side are well-screened by landscaping, fences, and detached garages

SPRING/FALL

(March 21 shown)



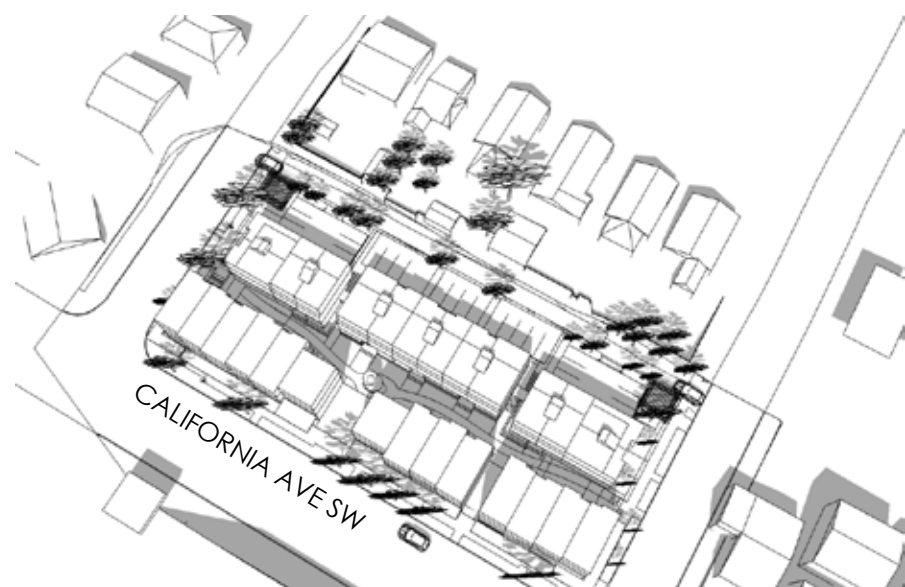
3 PM



5 PM

SUMMER

(June 21 shown)



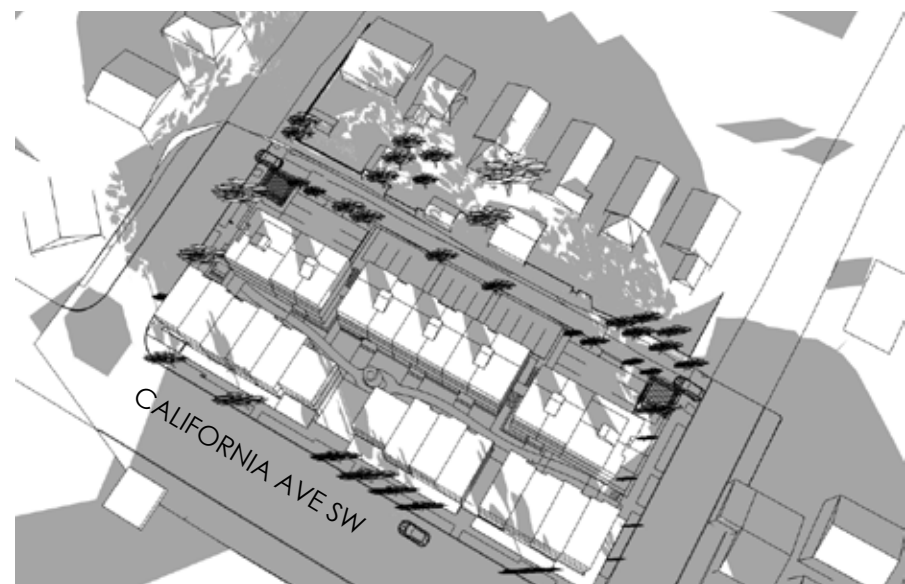
3 PM



5 PM

WINTER

(December 21 shown)



3 PM



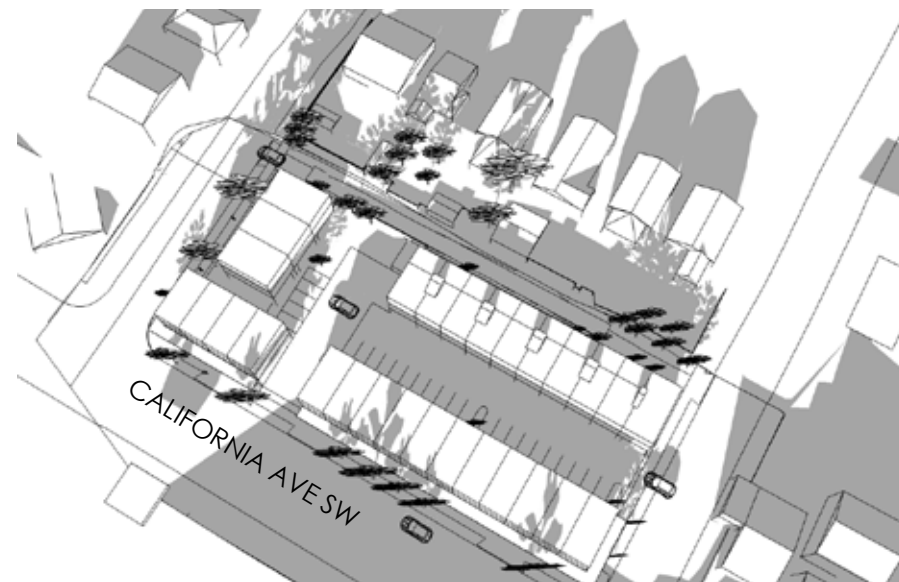
5 PM (SUN HAS SET)

SPRING/FALL

(March 21 shown)



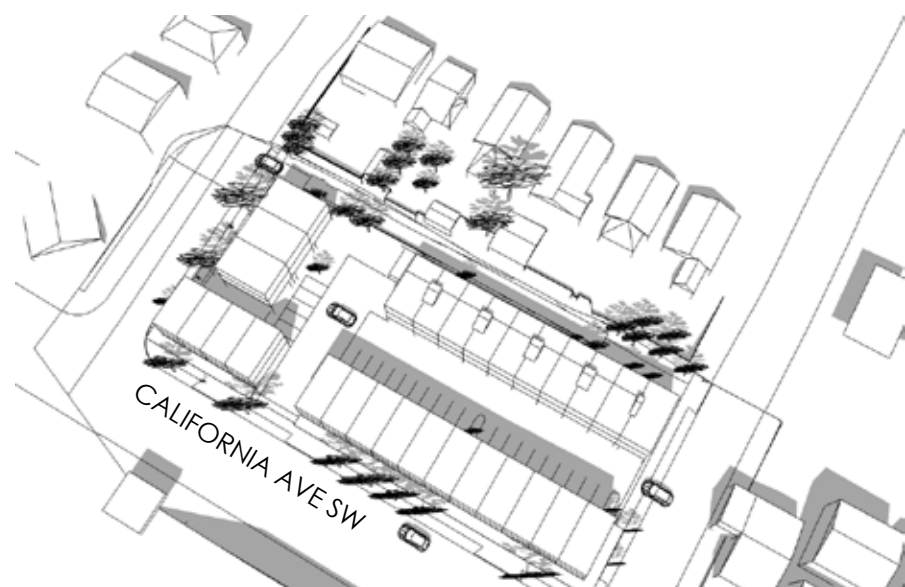
3 PM



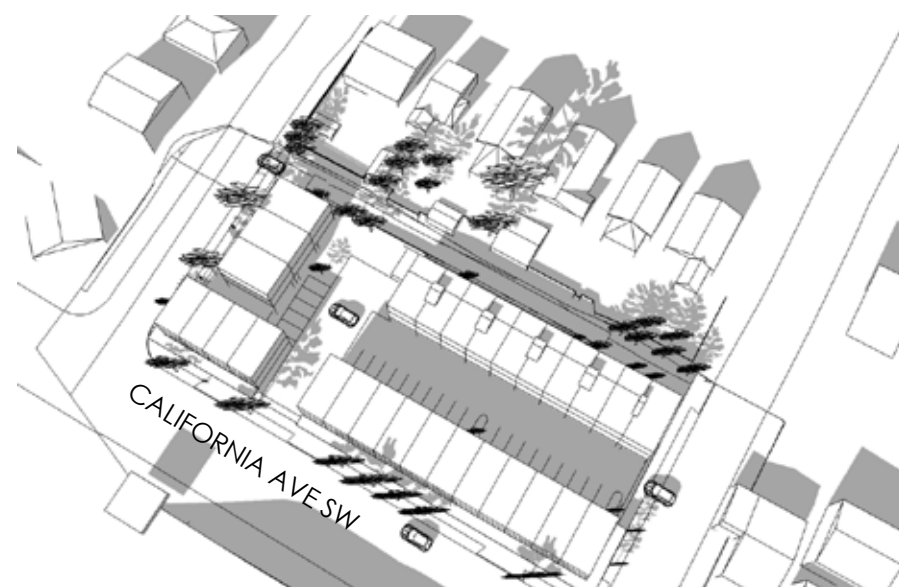
5 PM

SUMMER

(June 21 shown)



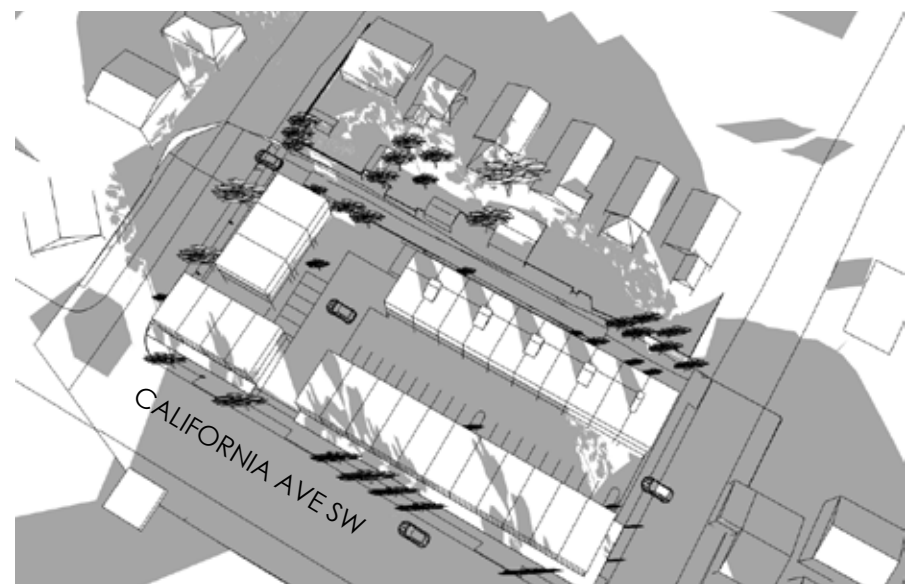
3 PM



5 PM

WINTER

(December 21 shown)



3 PM



5 PM (SUN HAS SET)



DEPARTURE REQUESTS FOR SCHEME A & PREFERRED SCHEME C

DEPARTURE	CODE REQUIREMENT	PROPOSED DESIGN	JUSTIFICATION
Use frontage along street-level, street-facing facade	SMC 23.47A.005 C 1 e In an NC1 zone, residential uses may occupy, in the aggregate, no more than 20% of the street-level, street-facing facade	<u>Departure 1:</u> 49.6% of the aggregate street-level facade facing Charlestown is occupied by townhouses set back a minimum of 10' from the sidewalk. <u>Departure 2:</u> 49.6% of the aggregate street-level facade facing Bradford is occupied by townhouses set back a minimum of 10' from the sidewalk.	The project fronts bustling California Ave--a street with a strong retail and live-work precedent--and two quieter, smaller, narrower residential side streets to the north and south. Existing street-level activity declines dramatically with movement away from California Ave, reflecting the change to SF5000 zoning to the east and west. The proposed allocation of live-work spaces along California and townhouses to the east mirrors the transition of use in the larger neighborhood, from small business-oriented NC1-30 to the west to SF5000 to the east (GUIDELINE CS2.D.1: Existing Development and Zoning).  The proposed dwelling units facing the side streets are set back more than 10' from the sidewalk in order to preserve existing trees (GUIDELINE CS2.D.2: Existing Site Features). This orientation back from the sidewalk enhances the appropriate existing residential feel of Charlestown and Bradford streets with a residential use (GUIDELINE CS2.B.2: Connection to the Street). Such a setback from the sidewalk for a live-work use (greater than 10') would be less likely to support a commercial use at the ground floor.



OPEN SPACE CONCEPT

Building-Open Space Relationship

> DC3-A 1: Interior-Exterior Fit - "active" residential uses (living rooms) designed adjacent to open space to spill out into central court, providing eyes on the interior street and promoting interaction

Open Space Uses and Activities

> DC3-B 1: Meeting User Needs - units have small private space physically and visually connected to larger common/community open space. Pockets of gathering and activities (tables, BBQs) are provided in wider portions of the courtyard

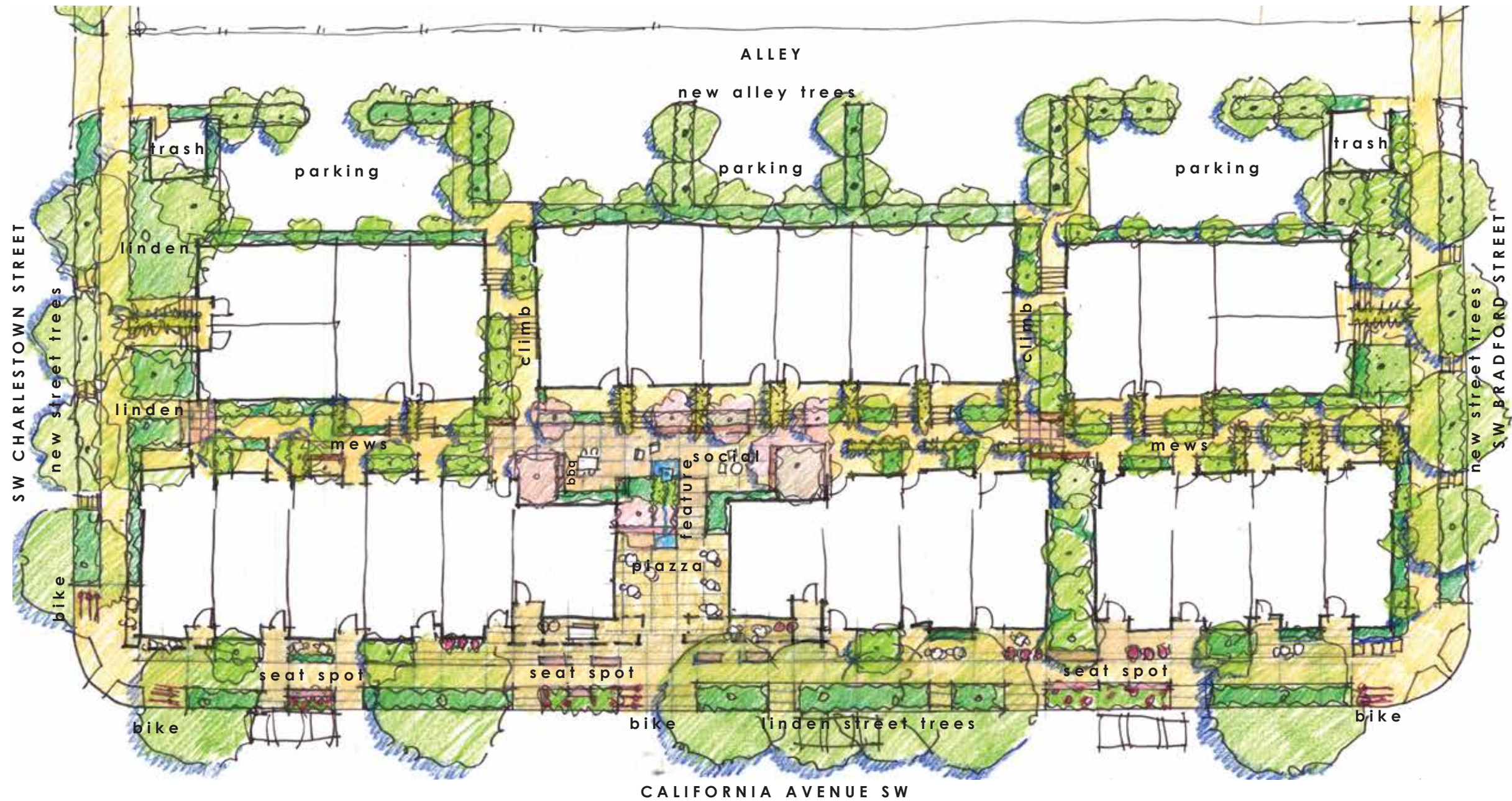
> DC3-B 2: Matching Uses to Conditions - court is oriented north-south for consistent southern light. A central activity/gathering area is aligned with the large gap at the west, which will provide additional afternoon/evening sun. The court narrows at each end to provide a more intimate sense of entry along the side streets and smaller, more intimate gathering spaces for a variety of users and uses. Setbacks from side streets allow retention of existing trees

> DC3-B 4: Multifamily Open Space - semi-private and communal gathering spaces share the central open space to encourage social interaction among a variety of users/uses. A continuous network of pathways through the site encourage walking and offer several connections to the neighborhood sidewalk network

Design

> DC3-C 1: Reinforce Existing Open Space - strong through-site open space concept visually connects to the sidewalks

> DC3-C 2: Amenities/Features - strong interior-exterior connection between residential units creates safe, attractive, and activated outdoor spaces. Mixture of common and semi-private spaces ensure spaces for every desired activity. Meandering nature of central court and varying widths reduces the perception of extreme length



0 10 20' < N

CALIFORNIA+CHARLESTOWN • Karen Kiest | Landscape Architects

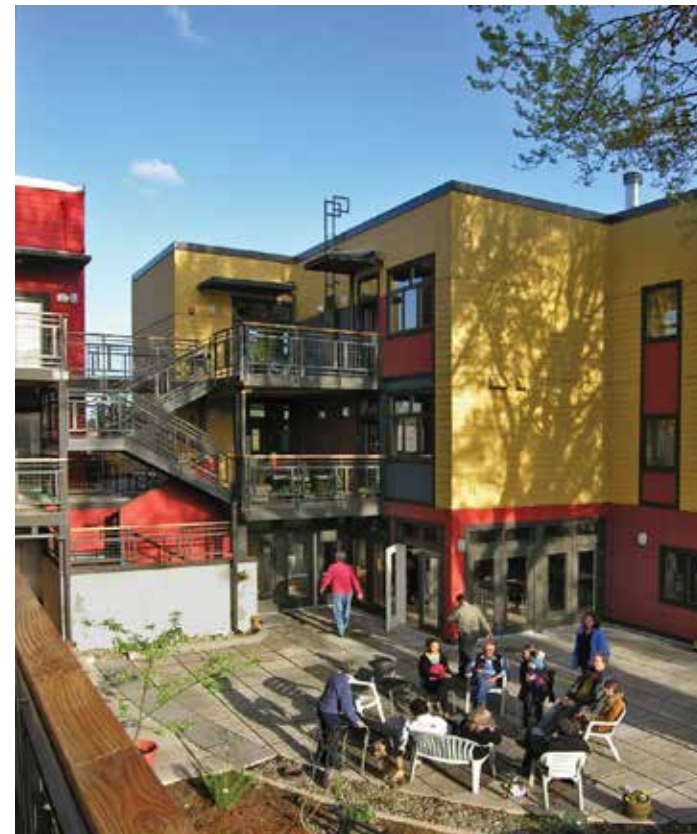
plan



sidewalk spillover

commercial color

pavement and plantings



piazza inside outside

community courtyard

mews

alley edge

CALIFORNIA+CHARLESTOWN • Karen Kiest | Landscape Architects

ideas

