



# STREAMLINE DESIGN REVIEW

PROJECT # 3016265  
3015 60TH AVE SW

JANUARY 17, 2014

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DIEPENBROCK ARCHITECTURE  
MADTES DESIGN; LANDSCAPE ARCHITECT  
RUDD DEVELOPMENT CO., INC.





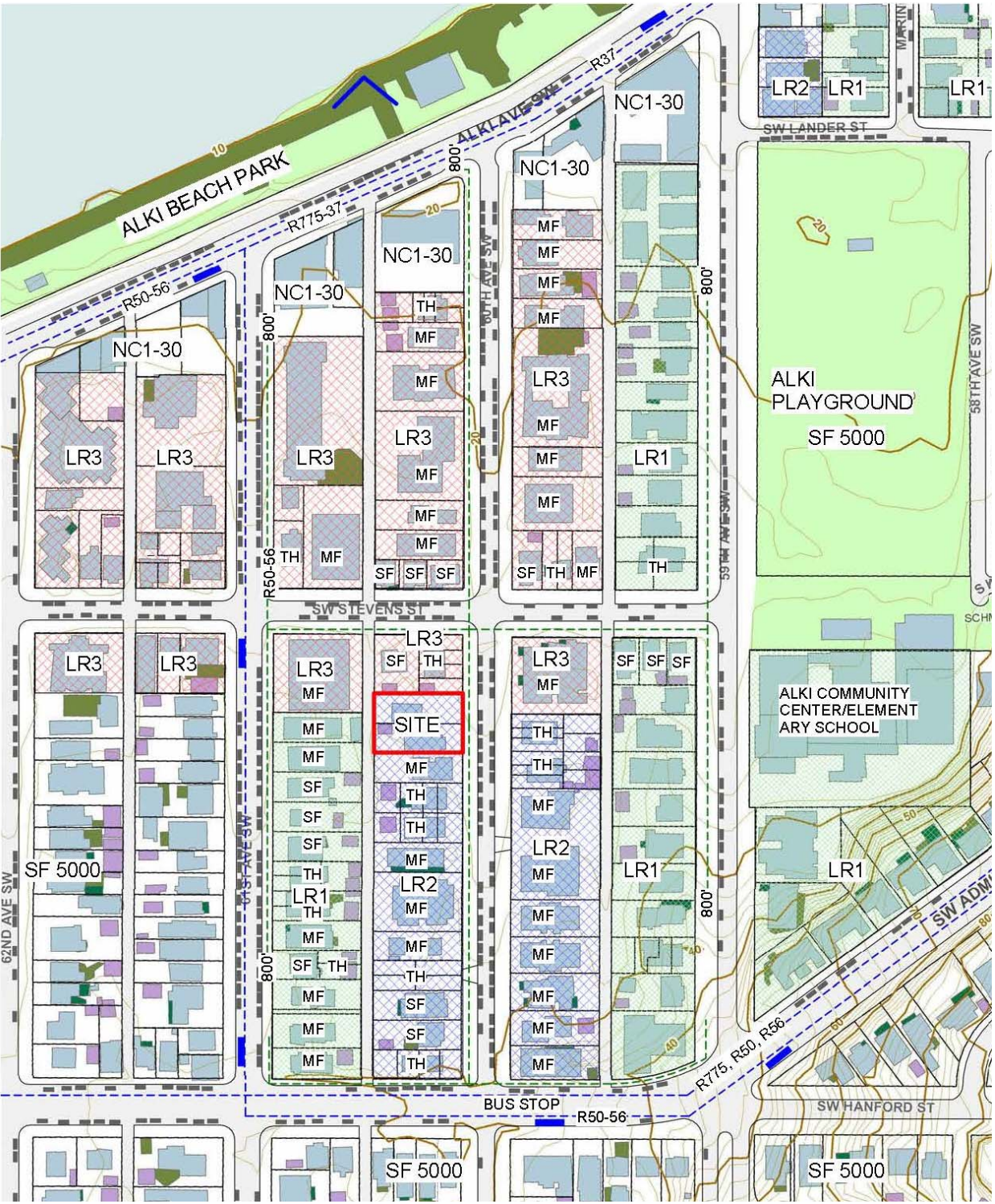
ALKI BEACH PARK & COMMERCIAL DISTRICT



ALKI BEACH COMMERCIAL DISTRICT



ALKI BEACH PARK



NEIGHBORHOOD MAP

## URBAN ANALYSIS

### ZONING

The site is located in the Alki Beach area of West Seattle. The 4 block neighborhood where the site is located is bounded on the east by Alki Elementary School and playground on the west by 61st Ave SW, on the north by Alki Beach Park and on the south by SW Admiral Way. This area is mostly zoned with the multifamily designations of LR1, LR2, & LR3 with the parcels adjacent to Alki Beach zoned neighborhood commercial.

All of the multifamily zones allow that same height of 30 feet but differ as to the number of units and amount of residential use each will allow, the LR1 zone with the least and the LR3 with highest amount of use. The site is zoned LR2 and is located on the edge of the LR1, LR2 and LR3 zones. The LR3 zone is on the adjacent parcels to the north and across 60th Ave SW to the east and across the alley to the west. The LR2 zone is on the adjacent parcels to the south and across 60th Ave SW to the east., and the LR1 zone is across the alley to the west.

### PARKING OVERLAY

The neighborhood is also within the Alki parking overlay district which requires 1.5 cars per unit instead of the City wide parking requirement of 1 per unit. This is typically required when areas have a high utilization of street parking by existing residential multifamily development to avoid further spillover of street parking by new projects.

The street parking on the 4 block area appears to be well utilized on the weekday evenings especially on 60th Ave SW and SW Stevens St between 61st and 59th Ave SW. On street parking on the adjacent blocks appears to be more available adjacent to the park and school on 59th and to the single family zone on 61st and on SW admiral Way. These areas are within a typical 800 foot walking distance that is used to evaluate off site parking availability.



The parking demand for the project is calculated to be 1 per unit by the City of Seattle and up to 1.4 per unit by the ITE manual. The project proposes to provide 16 cars or 2 cars per unit in a tandem configuration, meaning that to utilize both parking spaces will require coordination by the owners if they have more than 1 car. The demographic that has been identified by the project design team is a single professional which would therefore would only generate a demand of one car per unit. Our conclusion is that the parking supplied will meet the anticipated demand by the project and would not contribute any spill over parking to the adjacent streets.

Because the project proposes a common garage which is open to the alley the tandem space behind the owners car will also be available for guest visiting the owner. In the event that some units have 2 cars there is also sufficient available street parking within 800 feet walking distance of the site so that any spillover of guest parking could also be accommodated.

NEIGHBORHOOD CONTEXT

The surrounding neighborhood consisting of the same block face and the same block as the site and the closest cross street is a mix of half (51%) apartment buildings ranging from large 24 unit buildings to 4-plexes and duplexes and the other half split between townhouse developments ranging from 10 to 2 units (22%) and single family houses (26%).

The single family homes date from an historic log cabin built in 1909 to the homes on the site and the adjacent blocks built in the early 1910's to a few homes from the 1940's. The smaller 4-plexes and duplexes date from the 1940's with the larger apartment houses from the late 1960's to the mid 1990's and the townhomes from about 2004 to the most recent building north of the site built this year.



ALKI BEACH PARK



ALKI PLAYGROUND



ALKI PLAYGROUND





CORNER OF SW STEVENS ST & 59TH AVE SW



CORNER OF SW STEVENS ST & 60H AVE SW

**PROJECT DESCRIPTION**

ADDRESS;	3015 60TH AVE SW.
DPD PROJECT;	# 3016265
OWNER/APPLICANT;	RUDD DEVELOPMENT CO., INC.
ARCHITECT;	DIEPENBROCK ARCHITECTURE
LANDSCAPE ARCHITECT:	MADTES DESIGN
CIVIL ENGINEER:	DECKER CONSULTING ENGINEERS

**ZONING SUMMARY**

Lot size: 9600 sf  
 Zoning: LR-2

Alki Parking Overlay: 1.5 cars per unit  
 Density; Built Green 4 stars; No limit  
 Allowable Net Floor Area Townhouse Built Green 4 stars; 1.2 (FAR) x 9600 sf = 11,560 sf

**Setbacks**

Front: 7’ average; 5’ minimum  
 Side > 40’: 7’ average; 5’ minimum  
 Rear: 7’ average; 5’ minimum

Façade length within 15’ of side property line : 78’ (Departure Requested for 85’-5”)  
 Height Limit : 30’; + 3’ for sloping roof, + 10’ for penthouse  
 Green factor .6

**PROJECT PROGRAM**

Units;	8
Parking Stalls;	16 total, 12 TANDEM
Gross Residential Area	12,580 sf; 1,573 sf per unit
Parking Area	2,150 sf
Total Building Area	14,720 sf



CORNER OF SW STEVENS ST & 60H AVE SW



STATEMENT OF DEVELOPMENT OBJECTIVES;

To build an attractive community for 8 home owners who want to enjoy Alki’s unique combination of urban and beach life. To attract residents to a neighborhood within walking distance to the Alki Beach Park, Alki Playground with tennis courts, soccer and baseball fields, children's playground, Alki Community Center/Elementary School, frequent transit service by both bus and water taxi, and to restaurants and shops with views of the water and the city.

To give the home owners the opportunity to connect to their garden and neighbors by providing a garden courtyard along their entry path lushly planted and maintained to allow the plants and animal life to grow and thrive.

To achieve a Built Green 4 star rating and infiltrate100% of the storm water into the site. To build attractive and spacious townhomes that take advantage of the sites pedestrian activity, views, and sun with decks on all levels including the roof.

SITE DESIGN

The site design will create 2 townhouse buildings of 4 units each on the site, one on the alley and the other on the street. It will also create a street entry and path to a central garden between the 2 buildings that will offer an entry amenity to the alley building. This central garden design is possible because private garages are not offered in each townhome instead, a common carport garage is provided with tandem parking of 2 cars per unit with direct access from the alley.

This courtyard garden can be used by the residents on their way to and from the common garage and by residents and visitors from the street to the entrances of alley building. The garden will allow the residents to connect to each other and to the plants and animals in their common garden. The garden will be lushly planted with native vegetation which can be enjoyed by walking through it and looking into it from adjacent windows and decks. The garden will also allow 100% of the storm water on site to be infiltrated into the ground.

The main design feature of the central garden besides the lush planting will be to integrate the paths to the townhomes with the rain garden used to infiltrate the storm water. There may be the opportunities to also create other water features in the courtyard with the rain water. The paving material from the street and through the courtyard will be varied to both allow the rain water to soak into the garden and to accentuate the different spaces of the garden.

TOWNHOME DESIGN THEME

The proposed design theme for the townhomes is similar to the more modern forms of the most recent townhomes with a strong sloping roof to relate to the sloping roofs of the more traditional styles, to accent the movement of rainwater to the center garden on the site, and to help differential each townhouse from its neighbor.



LOG CABIN MUSEUM SW STEVENS ST & 61ST AVE SW



CORNER OF SW STEVENS ST & 60H AVE SW



CORNER OF SW STEVENS ST & 60H AVE SW



ALKI BEACH



CORNER OF SW STEVENS ST & 60H AVE SW





60TH AVE SW

SW STEVENS ST LOOKING NORTH

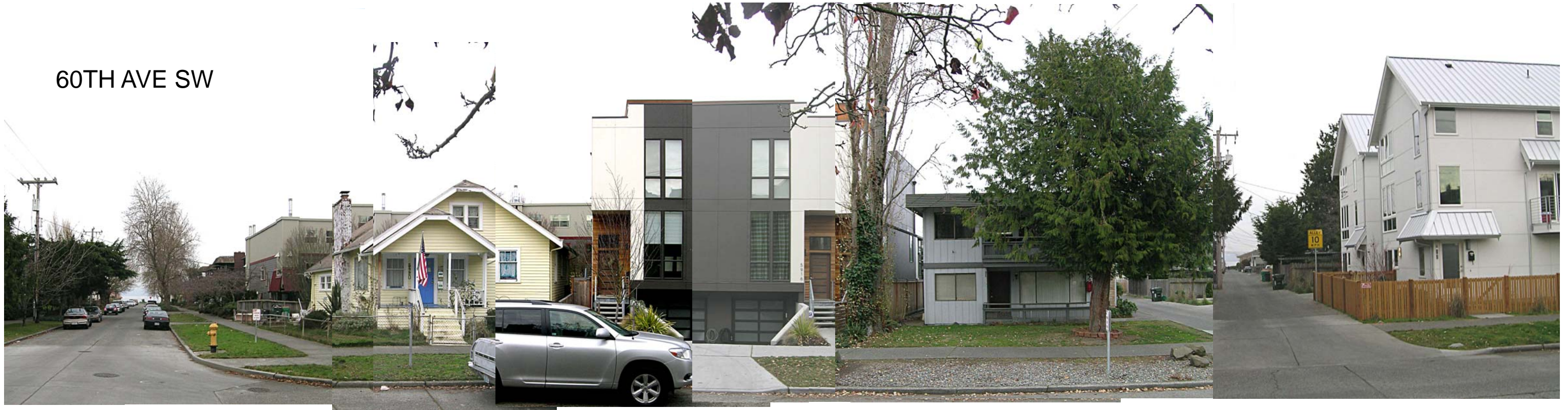


60TH AVE SW

SW STEVENS ST LOOKING SOUTH



60TH AVE SW



SW STEVENS ST LOOKING NORTH

60TH AVE SW



SW STEVENS ST LOOKING SOUTH



# SW STEVENS ST



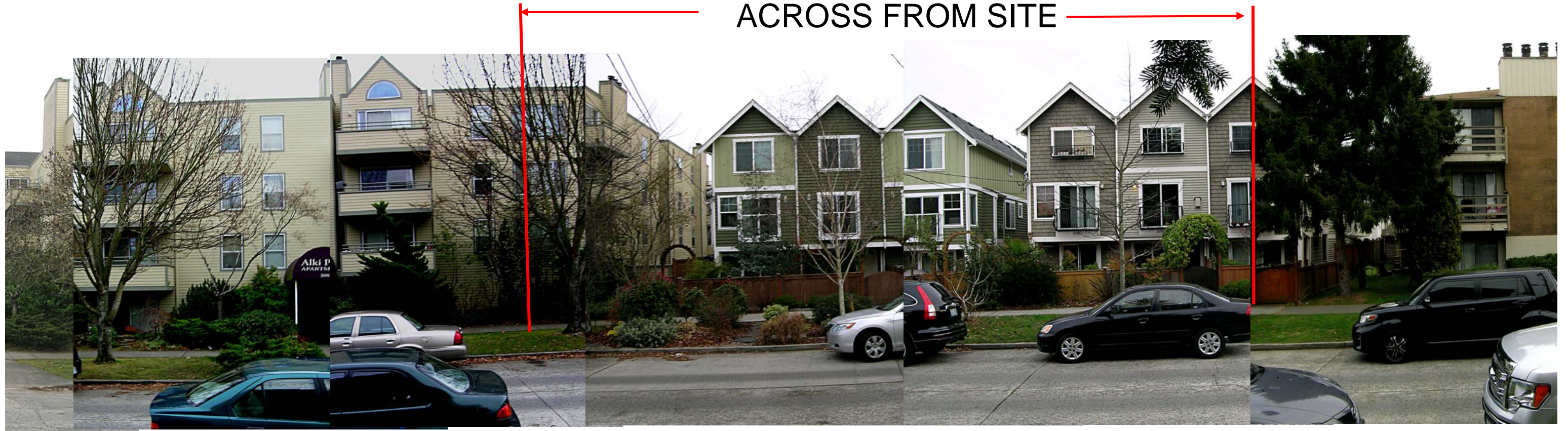
## 60TH AVE SW LOOKING EAST



## 60TH AVE SW LOOKING WEST



ACROSS FROM SITE



60TH AVE SW LOOKING EAST

SW STEVENS ST



60TH AVE SW LOOKING WEST





24 UNIT APARTMENT ACROSS ALLEY TO THE NW



SINGLE FAMILY HOUSE TO THE NORTH



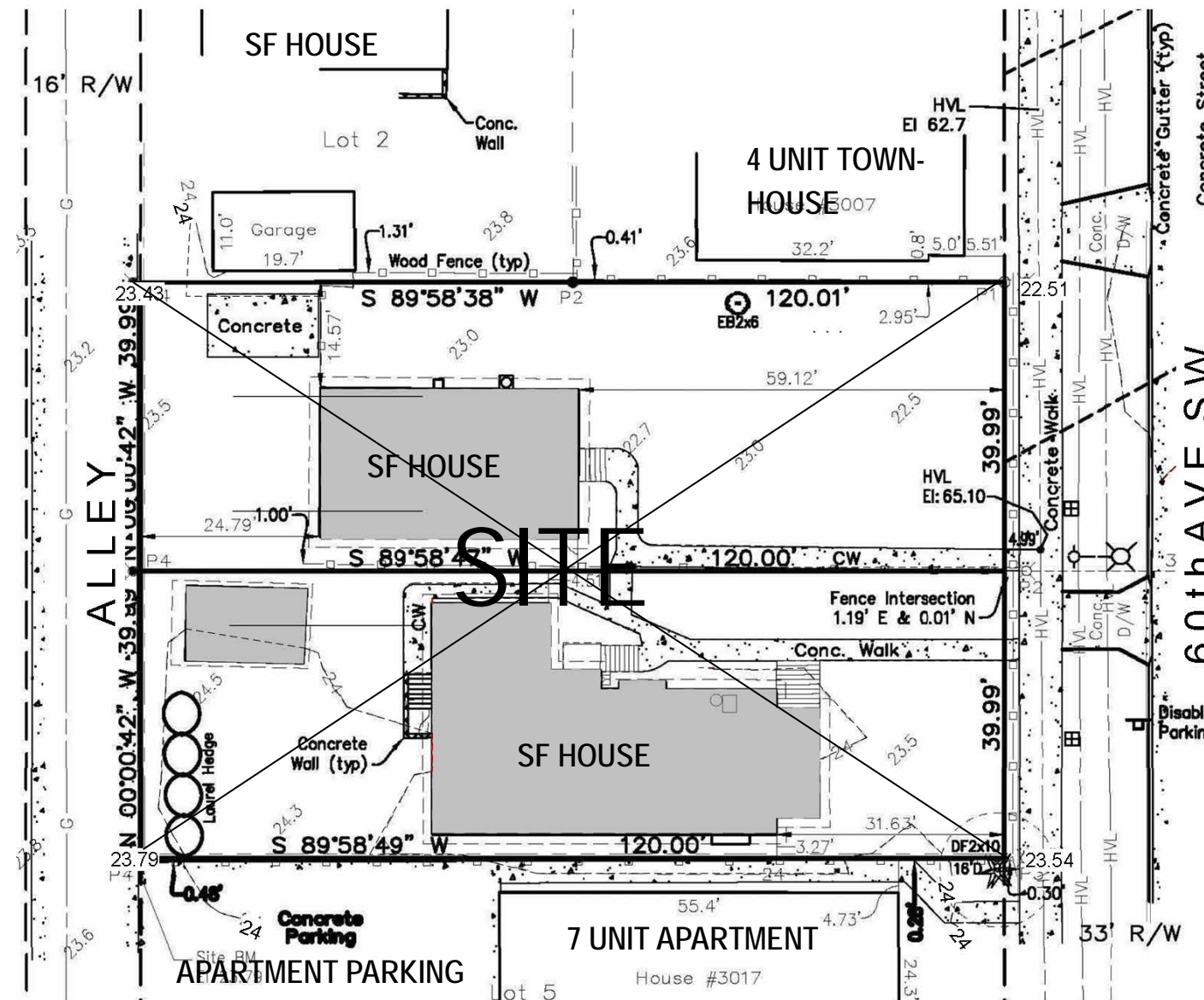
4 UNIT TOWNHOUSE BUILDING TO THE NORTH



APARTMENT PARKING & TOWNHOUSE TO THE SOUTH



7 UNIT APARTMENT TO THE SOUTH



SURVEY WITH ADJACENT BUILDINGS

## SITE CHARACTERISTICS

The site consists of two of the few remaining single family houses on the block, the others having been developed with multi-family development, either townhouses or apartments. The site is mostly surrounded with 3 story apartments and townhomes except for the single family house to the north and the 4 story 24 unit apartment house across the alley to the northwest. The adjacent buildings are a 7 unit apartment house to the south with its surface parking lot off the alley, a single family house to the north and a 4 unit townhouse to the north. All of these adjacent 3 building all have their primary windows looking away from the site.

There are 3 buildings across the alley which are about 50 feet away. Most of these buildings also have their primary windows oriented away from the site. In the apartment building to the north west across the alley the units across from the site are oriented to the south. The 4 unit townhouse condominium building directly west has at least one unit facing the alley with a roof deck on the 3rd floor. The 4 unit apartment building to the south west has bedroom windows facing the alley.





ACROSS THE ALLEY LOOKING WEST



LOOKING WEST AT THE SITE FROM 60TH AVE SW



8 UNIT TOWNHOUSE BUILDING ACROSS 60TH AVE SW TO THE EAST



# PRIORITIZED DESIGN REVIEW GUIDELINES & RESPONSES

## A1 Responding to Site Characteristics

- Orient the townhouse units to have east and west exposure, good through ventilation, and to the possible westerly views from the upper floors.

## A2 Streetscape Compatibility

- Locate private entries to the street building directly off the street. Locate the entry into the courtyard and the alley building off the street and alley in the north side yard.

## A4 Human Activity.

- Create 2nd floor decks the street building to allow the residents to participate in the pedestrian activity and increase surveillance.

## A5 Respect for adjacent sites.

- Minimize south and north facing windows to reduce impact on the townhouse 4-plex and single family house with to the north and on the 7 unit apartment and townhouse project to the south..

## A6 Transition between Residence and the Street

- Create porches and 2nd floor decks that encourage visual interaction with the pedestrian activity on the sidewalk.

## A7 Residential Open Space.

- Create an internal courtyard for use as a front entry for the alley units and back door for the street building.
- The internal courtyard will also be lushly planted and function as a rain garden to infiltrate 100% of the storm water.
- Provide decks at the main living floor, bedroom floor, and roof top for access to sun and views.



STREET VIEW LOOKING NORTHWEST



STREET VIEW LOOKING SOUTH WEST



VIEW OF GARDEN ENTRY



#### **A8 Parking and Vehicle Access.**

- Minimize parking impact on the site and pedestrian walks by providing a common carport with tandem spaces with access from the alley.
- This reduces driveway circulation to the 7 foot area between the carport and the alley and removes it from the interior of the project which allows the space to create an internal entry courtyard.

#### **B1 Height, Bulk, and Scale Compatibility.**

- Site the mass on west and east of the lot to create an internal courtyard.
- Create modulations in the façade to distinguish each townhouse from its neighbor.
- Setback the upper floor of the townhouses from the ground floor to decrease the perceived bulk from the street and from the same height (30') LR1 zone across the alley.

#### **C1 Architectural Context.**

- Achieve a fit between a building and its neighbors by echoing sloping roofs and square forms, large windows and natural wood and cement panels.
- Achieve a variety of forms and modulations by accentuating internal stair and entries and decks on upper floors.
- Articulate the building facades to relate to the existing structures.
- Create modulations in the façade to distinguish each townhouse from its neighbor.

#### **C2 Architectural Concept and Consistency**

- Articulate and detail the facade to make new development compatible with the surrounding architectural context.
- Use the repetition of facade elements, modulation and articulation, windows and fenestration patterns, trim and moldings, grilles and railings and lighting to establish a clear and pleasing set of proportions and sense of order.

#### **C3 Human Scale**

- Design the entry to the courtyard from the street to be a prominent connection to the street.
- Design the entry to the courtyard to be one of a sequence of spaces from the sidewalk through the side yard through the courtyard to the units.
- Locate 2nd floor decks to connect to pedestrian activity in the street, alley and internal courtyard.



ALLEY VIEW LOOKING SOUTHEAST



ALLEY VIEW LOOKING SOUTH EAST



ALLEY VIEW LOOKING NORTHEAST



#### **C4 Exterior Finish Materials.**

- Select durable and attractive materials that will age well in Seattle's climate and rain, and detail corners, edges, and transitions. Balconies and railings should be especially attractive, well crafted and easy to maintain.
- Use lighting both to increase site safety and to highlight architectural and landscape details and features in the central garden.
- Design project lighting to provide illumination and avoid off-site night glare and light pollution.

#### **C5 Structured Parking Entrances**

- Place the parking entrance and the driveway off of the alley to minimize the driveway and the entrances impact.

#### **D1 Pedestrian Open Spaces and Entrances.**

- Provide for multiple connections to the street and alley for bicyclists and pedestrians from the projects interior courtyard and front entries facing the street.
- Provide for a variety of paving surface from the street to the internal courtyard to enhance the experience of moving through the space.

#### **D6 Screening of Dumpsters, Utilities, and Service Areas.**

- Place the solid waste pick up in one of the side yards with access to the alley for pick up.
- Also provide space on the back porch for solid waste storage for the street units.

#### **D7 Personal Safety and Security.**

- Design the building with eyes on the street, with ample visual connections from the building and the courtyards to the sidewalks on both streets and the alley.
- Providing an entrance to the internal courtyard that is visible from the street.
- Provide exterior lighting fixtures in both the private entries to the street building and in the common entry to the internal courtyard from the street.

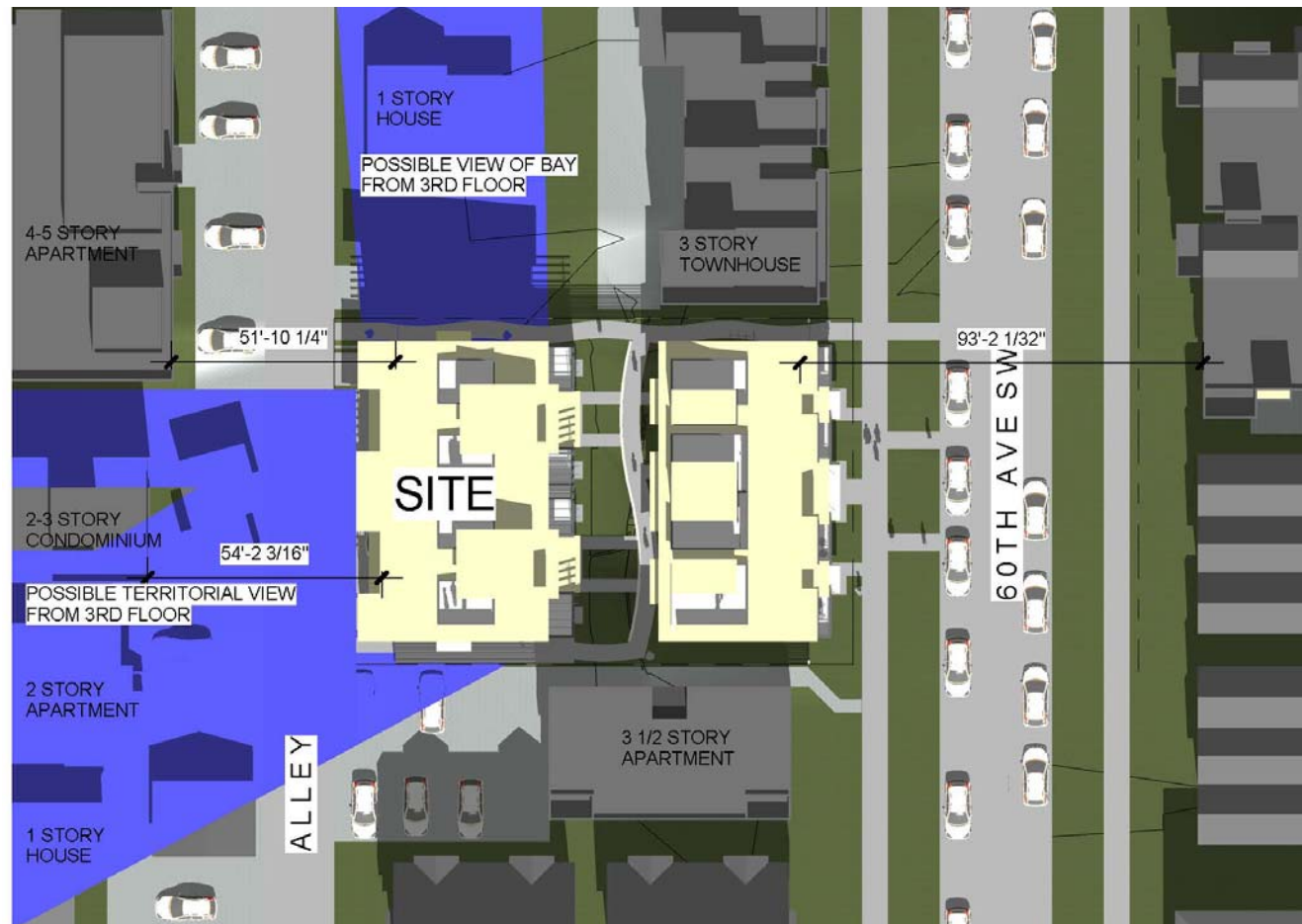


VIEW LOOKING SOUTH



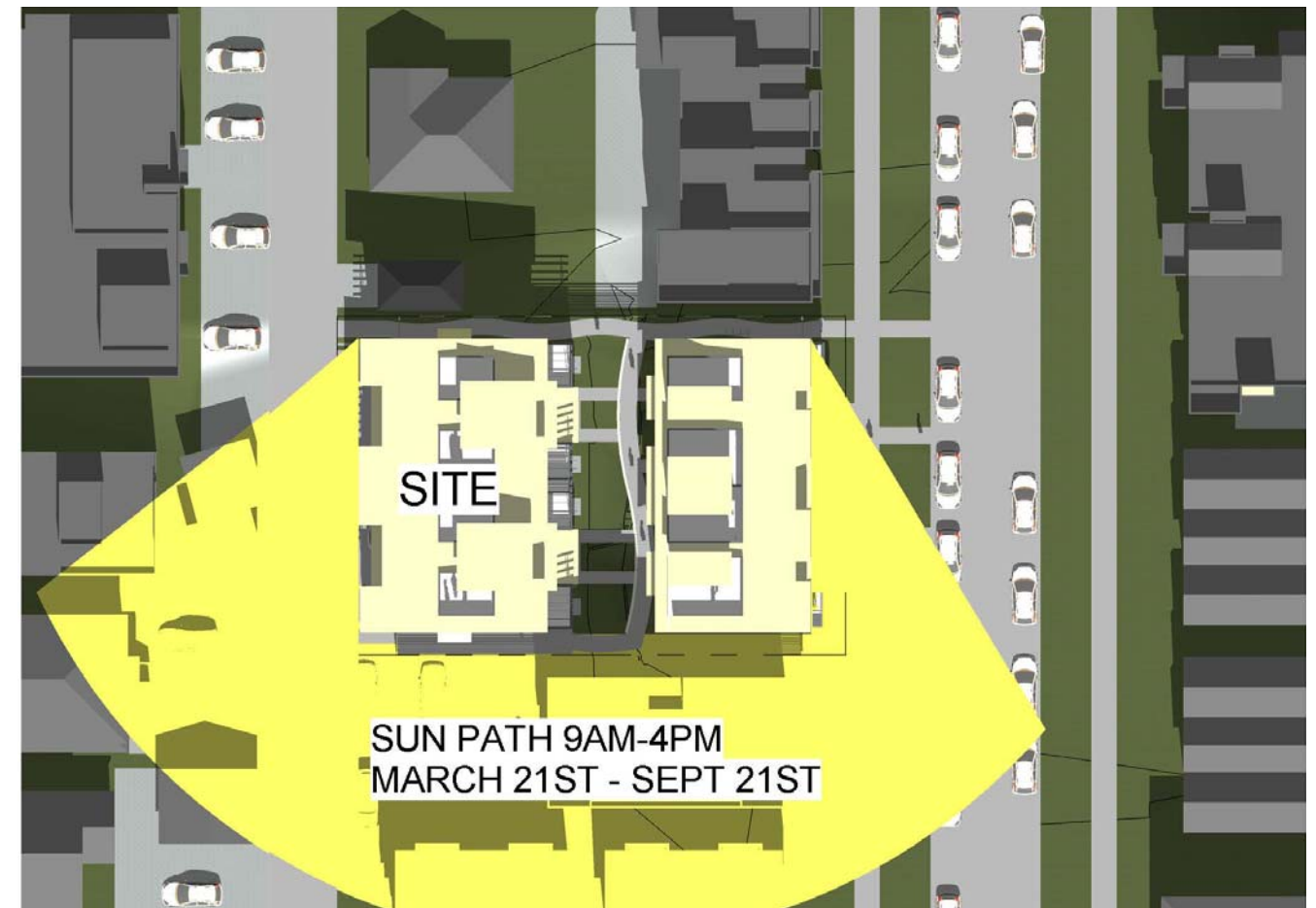
VIEW OF GARDEN





SITE VIEW OPPORTUNITIES

Possible views to the Olympics are to the south-west over the adjacent lower story buildings and to Elliot Bay north down the alley

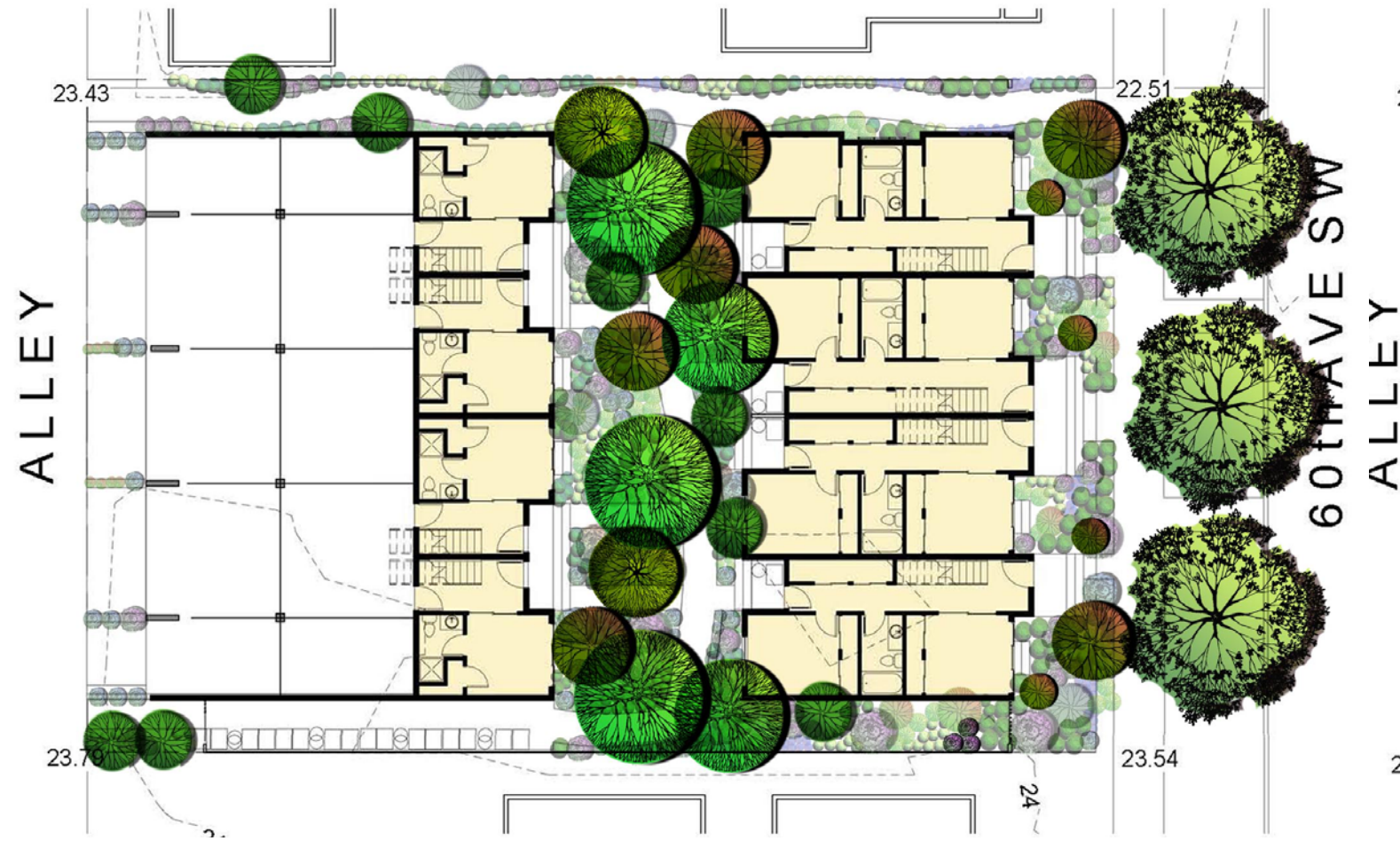


SITE SUN OPPORTUNITIES

Possible sun access is from the east and west. The alley building will get some early afternoon sun on it south façade.

The North part of the courtyard will get sun in the 2 hours before and after noon from March through September.





**TREES:** An assortment of native and ornamental trees provide an inviting entry to the townhomes. Color, fragrance, and habitat value are key drivers in plant selection.

**SHRUBS:** Chosen for their color, habitat, and seasonal aesthetic, these shrubs accentuate the graceful curves of the walkways and provide separation between the homes.

## LANDSCAPE PLAN



Madtes Design

PMB 42  
227 Bellevue Way NE  
Bellevue WA 98004

### **E1 Landscaping to Reinforce Design Continuity with Adjacent Sites**

- Match Street Trees.

### **E2 Landscaping to Enhance the Building**

- Provide habitat for urban wildlife such as birds and squirrels in the internal courtyard.
- Incorporate multi-functions of plantings to create bio-retention cells, shelter shade and habitat
- Use native plants.

### **E3 Landscape Design to address special site conditions**

- Provide screening in the courtyard to lessen the impact on privacy to the windows and decks of the alley and street buildings.
- Provide screening in the alley to lessen the impact on privacy to the windows and decks of the alley building and buildings across the alley.





GROUND COVER: A restful, peaceful tone is set by the perennials and bulbs. Soft textures, gentle fragrance and bright touches of color flow through the central courtyard.



## REPRESENTATIVE PLANTS



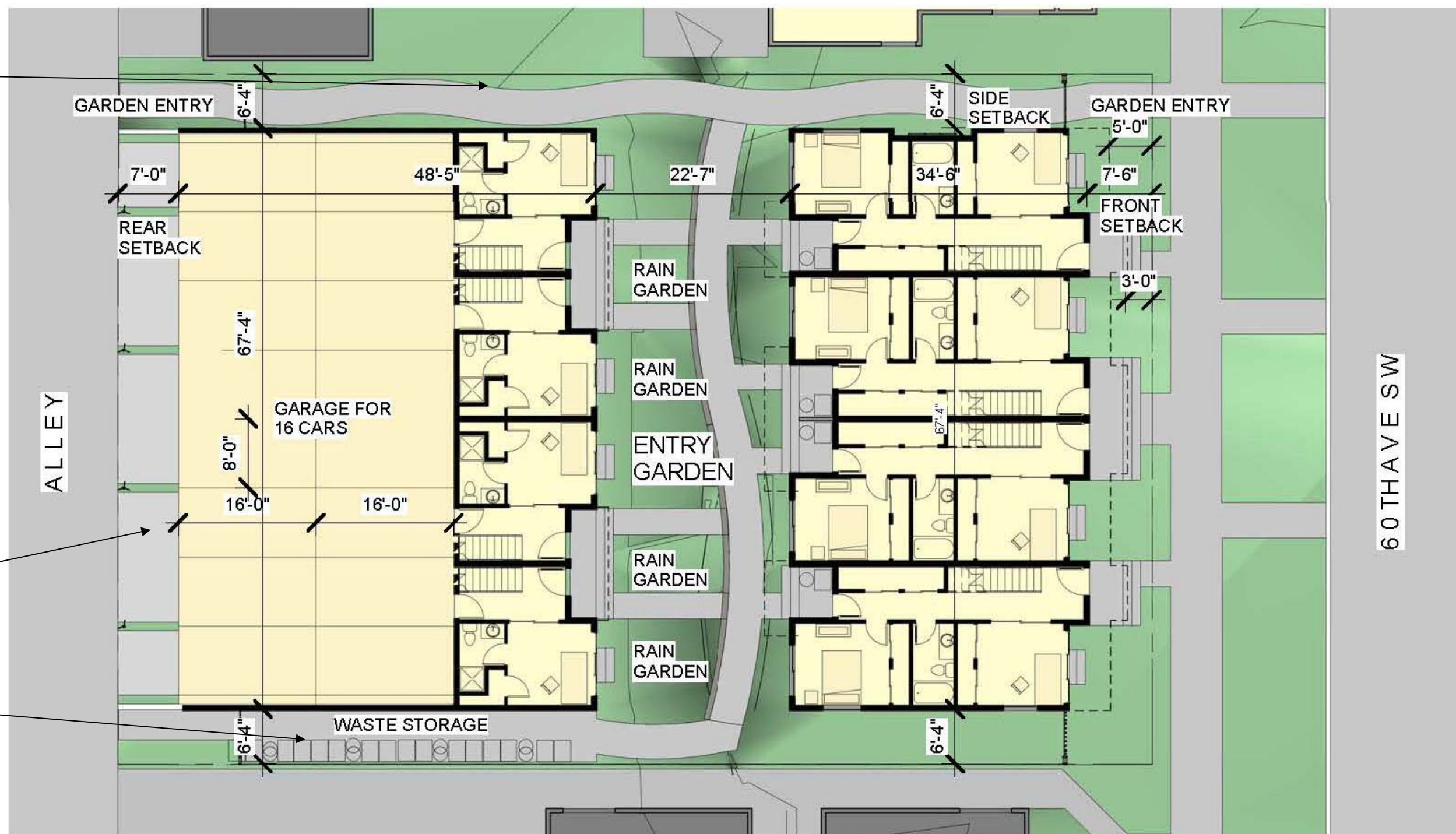
PEDESTRIAN ENTRY  
PATH FROM STREET  
AND ALLEY AND ALLEY

(2) 4 UNIT TOWNHOUSE  
BUILDINGS, ONE AT THE  
STREET ONE AT THE ALLEY

CENTRAL AMENITY  
SPACE & RAIN GARDEN  
FOR INFILTRATING 100%  
OF THE ON SITE STORM

TANDEM PARKING  
FOR 16 CARS WITH  
ACCESS OFF ALLEY

SOLID WASTE  
STORAGE



SITE PLAN



DESIGN DEPARTURE FOR EXTENDED FAÇADE LENGTH  
AT SIDE LOT LINES

23.45.527 FAÇADE LENGTH REQUIREMENT

MAXIMUM ALLOWED FAÇADE LENGTH WITHIN 15' OF SIDE LOT  
LINES = 120 X .65 = 78'

FAÇADE LENGTH REQUEST

TOTAL FAÇADE LENGTH AT 2ND FLOOR = 48.33' + 37' = 85.33'

AMOUNT ALLOWED PER DEPARTURE = 10% = 78 X .1 = 7.8'

AMOUNT REQUESTED OVER ALLOWED = 85.33' - 78' = 7.33' < 7.8'

DESIGN DEPARTURE RATIONALE

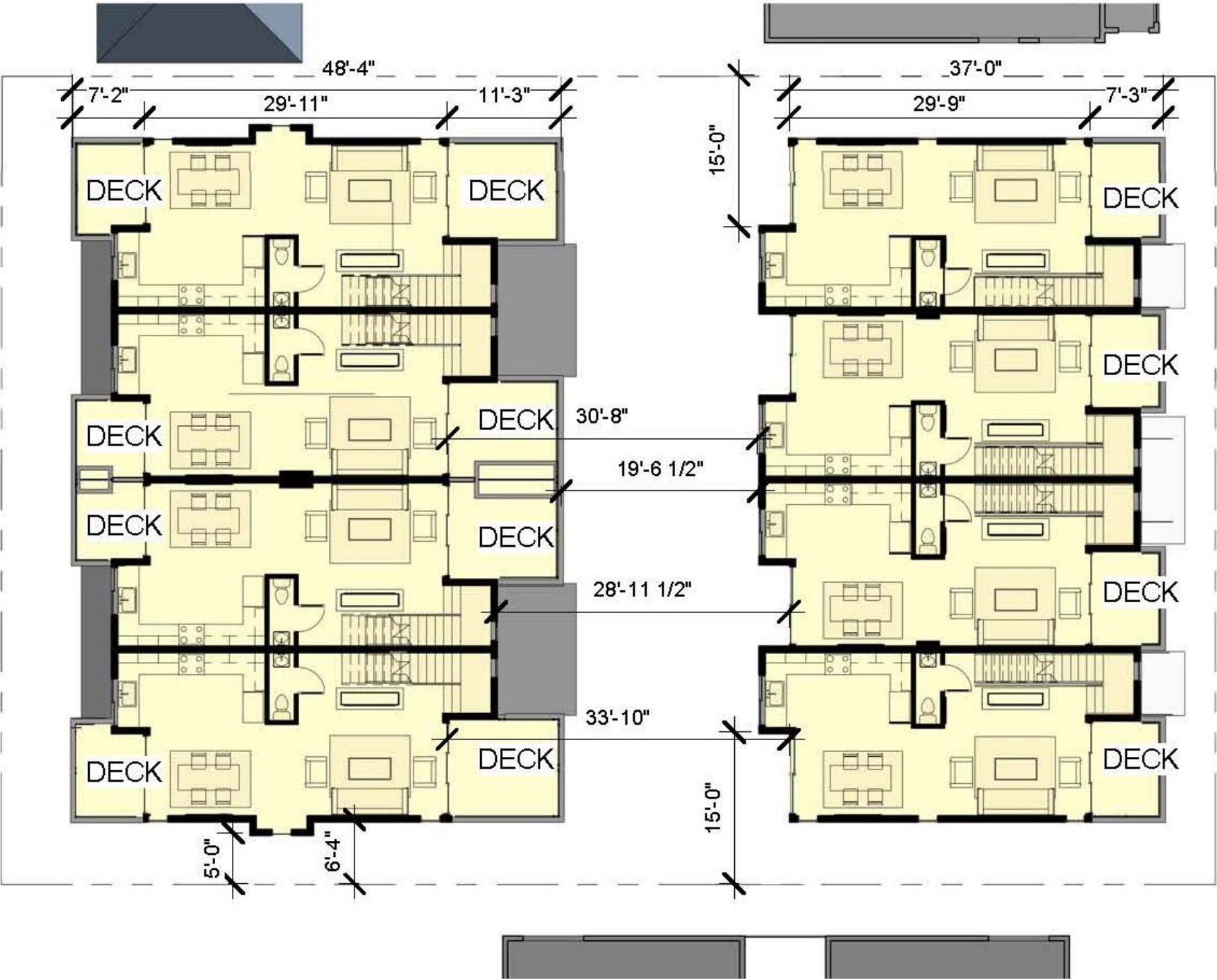
The façade length in low-rise zones is limited to 65% of the lot length with-  
in 15 feet of the side lot lines to reduce the impact of the bulk of the build-  
ing on neighboring properties. The façade length is measured as the com-  
bined length of all of the buildings on the lot.

The increased length will allow the alley building to be sited further to the  
west thereby increasing the width of the courtyard and the quality of the  
main amenity area of the project. This will also reduce the perceived bulk  
of the overall project from the neighboring properties.

The bulk of the building is broken up into 2 building with the courtyard in  
between.

The building mass is modulated as the building gets taller so that there is  
less length at the upper 2 floors where the bulk will have the most impact.  
In fact the upper 2 floors are 5.88' less than the allowed length of 78'.

The first floor is where the length of the building is the longest which will  
have the least impact on the neighboring buildings. The one story parts of  
the building are equal to 25'-8" or 30% of the length of the building at the  
first floor.



2ND FLOOR PLAN



FAÇADE LENGTH

AMOUNT OF FAÇADE LENGTH LESS PARTS OF BUILDING  
WITH ONE STORY ELEMENTS AT 3RD FLOOR = 38.08' +  
34.04' = 72.14'  
MAXIMUM ALLOWED FAÇADE LENGTH = 120 X .65 = 78'  
AMOUNT UNDER ALLOWED = 78' - 72.14 = 5.88'

DESIGN DEPARTURE FOR LESS SIDE SETBACK  
FROM SIDE LOT LINES

23.45.518 SETBACKS

REQUIRED SIDE YARD SETBACK = 7' 5' MINIMUM

SIDE SETBACK REQUEST

AVERAGE SETBACK IF ALL DECKS & BAYS ARE EXEMPT  
FROM CALCULATIONS = 7.05'  
AVERAGE SETBACK IF REAR DECK AND BAY ARE NOT  
EXEMPT= 6.6'  
AMOUNT ALLOWED PER DEPARTURE = 50% = 7 X .5 = 3.5'  
AMOUNT REQUESTED OVER ALLOWED = 7' - 6.6' = .4' <  
3.5'

DESIGN DEPARTURE RATIONALE

THE SIDE SETBACK REQUIREMENTS ARE TO REDUCE  
THE IMPACT OF THE BULK AND SCALE OF THE BUILDING  
FROM THE NEIGHBORING PROPERTIES.  
DECKS AND BAYS ARE ALLOWED TO BE EXEMPT FROM  
THESE RULES BECAUSE THEY DO NOT APPRECIABLY  
AFFECT THE PERCEPTION OF THE BULK OF THE BUILD-  
ING FROM THE NEIGHBORING PROPERTIES AND BE-  
CAUSE OF THEIR POSITIVE ATTRIBUTES OF BREAKING  
UP THE BULK AND PROVIDING FAÇADE INTEREST AND  
AMENITY AREA.



3RD FLOOR PLAN



**DESIGN DEPARTURE RATIONALE CONTINUED**

THIS DEPARTURE IS BEING REQUESTED IF THE DECKS AND BAYS ON THE EAST AND WEST FAÇADE ARE NOT EXEMPT FROM THE SIDE SETBACK ON THE NORTH AND SOUTH SIDE YARDS.

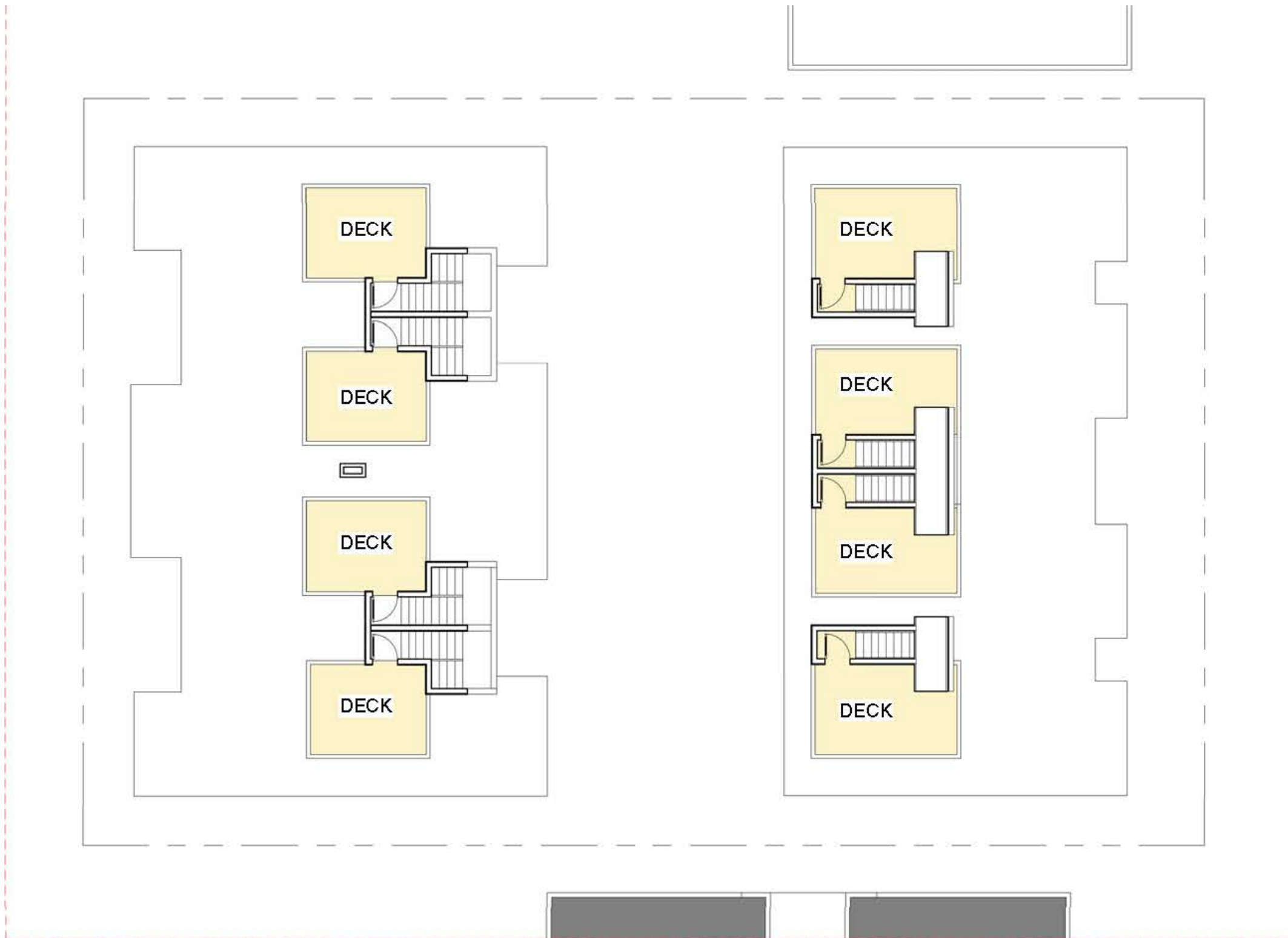
IF THE DEPARTURE IS NOT APPROVED EITHER THE DECKS AND BAYS WILL BE ELIMINATED WHICH WILL INCREASE THE PERCEPTION OF THE BULK AND LESSEN THE FACADE INTEREST AND REMOVE THE AMENITY AND OR THE COURTYARD WIDTH WILL BE DECREASED WHICH WILL ALSO INCREASE THE PERCEPTION OF BULK AND REDUCE THE QUALITY OF THE COURTYARD.

THE SETBACK DEPARTURE REQUESTED IS FOR LESS THAN 5", WHICH WILL NOT HAVE ANY IMPACT ON THE PERCEPTION OF THE BULK OF THE BUILDING.

THE SETBACKS PROVIDED IN THIS CASE ARE CREATED BY THE MINIMUM DISTANCE REQUIRED TO PROVIDE PARKING IN A COMMON CARPORT OFF THE ALLEY.

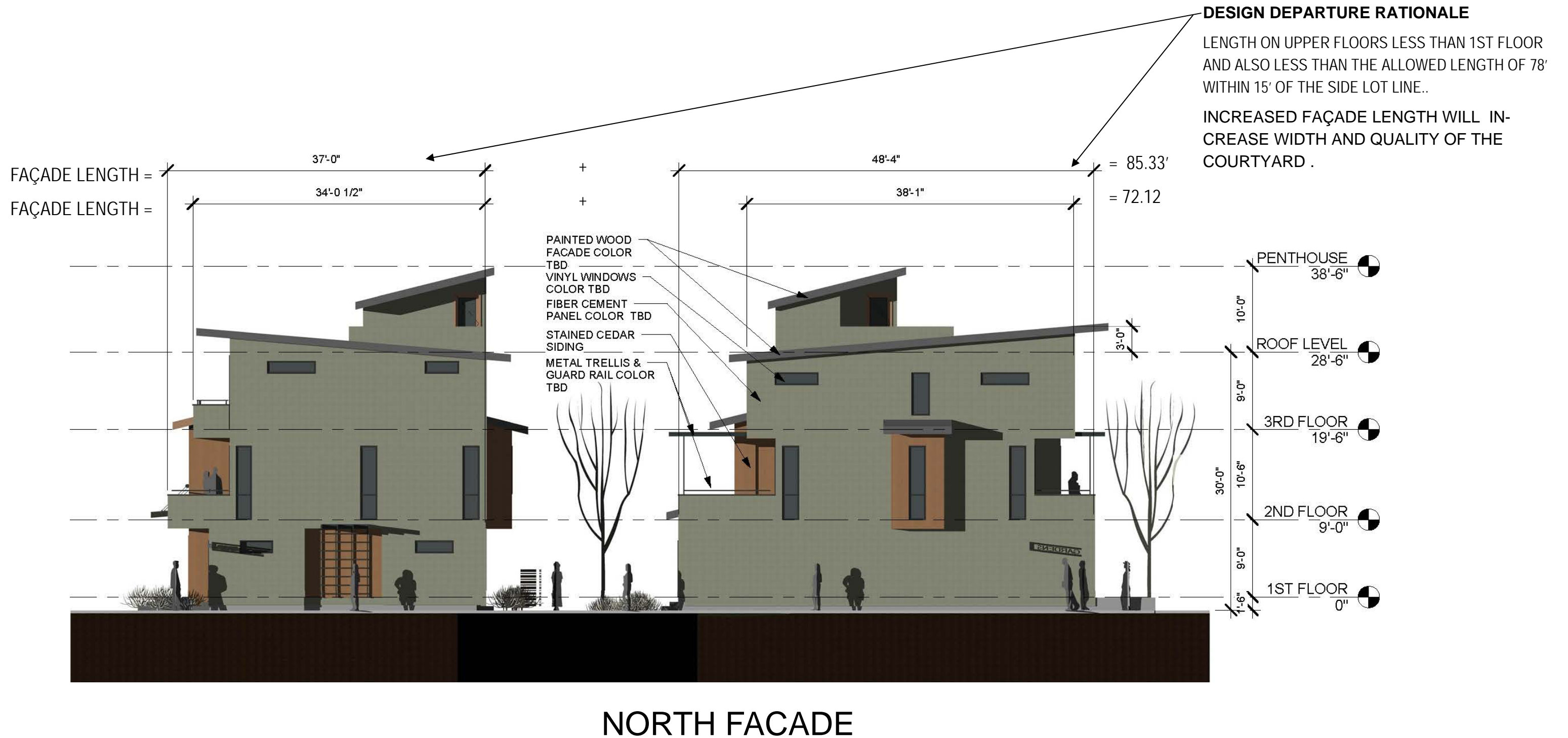
THE DECKS AND BAYS THAT PROJECT INTO THE REAR AND FRONT YARDS WILL NOT ADD TO THE BULK OF THE BUILDING AS PERCEIVED FROM THE NEIGHBORS ON THE SIDES.

THE SIDE YARD SETBACK DEPARTURE RATIONALE IS SIMILAR TO THE RATIONALE FOR THE INCREASED FAÇADE LENGTH, THAT THE BULK OF THE BUILDING IS BROKEN UP INTO 2 BUILDINGS WITH A COURTYARD IN BETWEEN WHICH LESSENS THE IMPACT OF THE BULK AND THE OVERALL LENGTH IS LESS ON THE UPPER 2 FLOORS WHICH WILL HAVE THE MOST IMPACT ON THE PERCEPTION OF THE BULK OF THE BUILDING.



**ROOF DECK PLAN**









STREET/EAST FACADE





ALLEY/WEST FACADE





NORTH FACADE





WEST COURTYARD FACADE





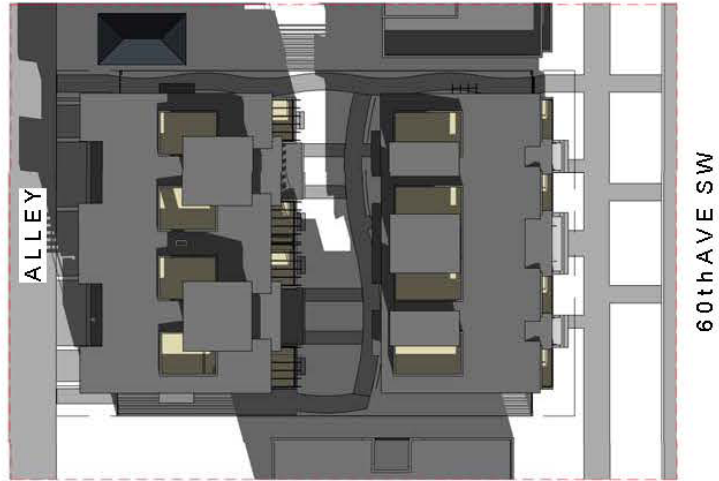
EAST COURTYARD FACADE



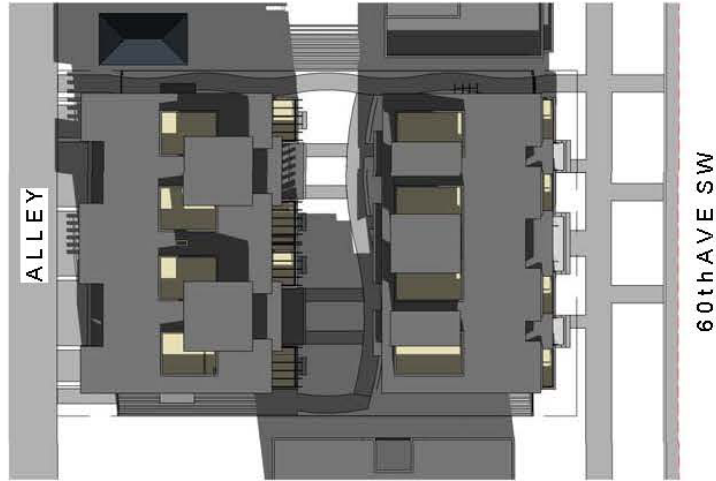


WEST/ EAST SECTION

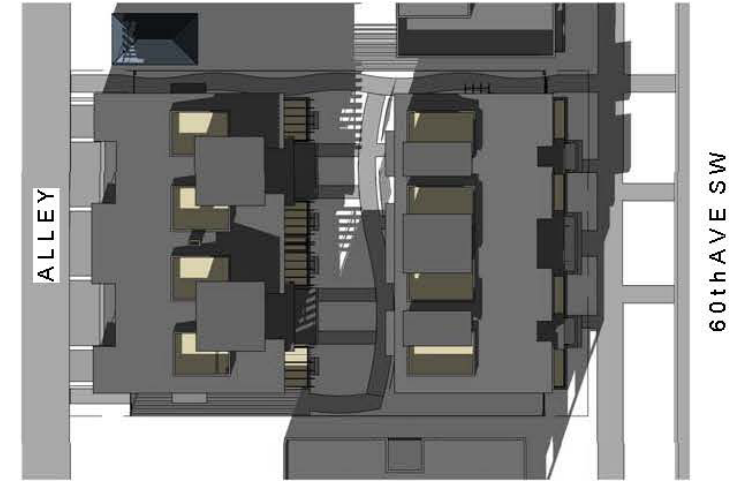




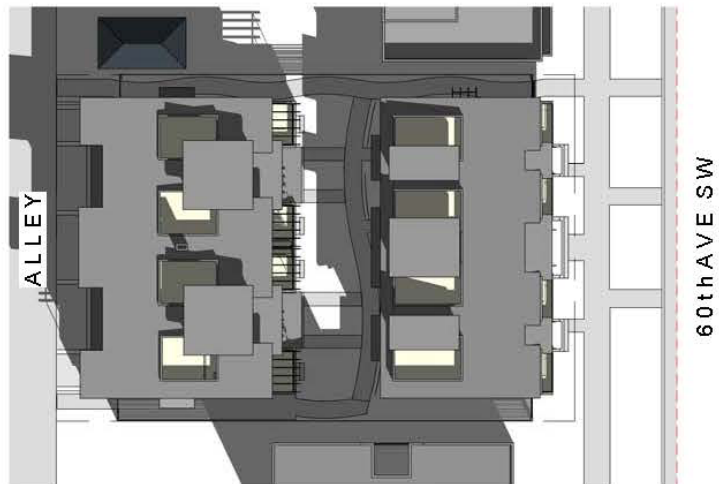
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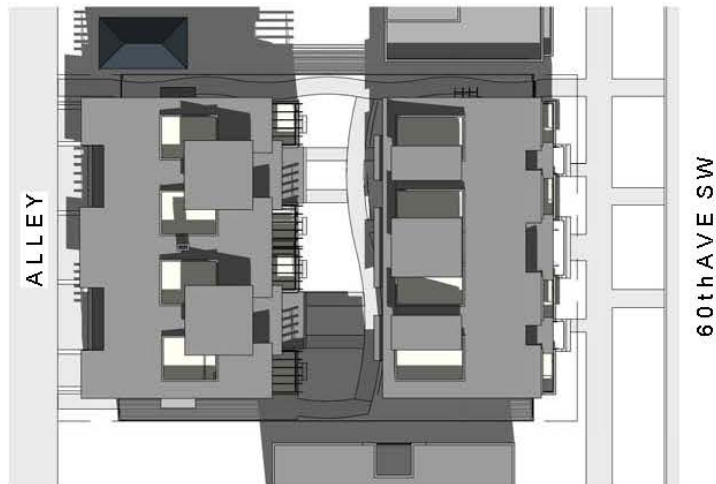
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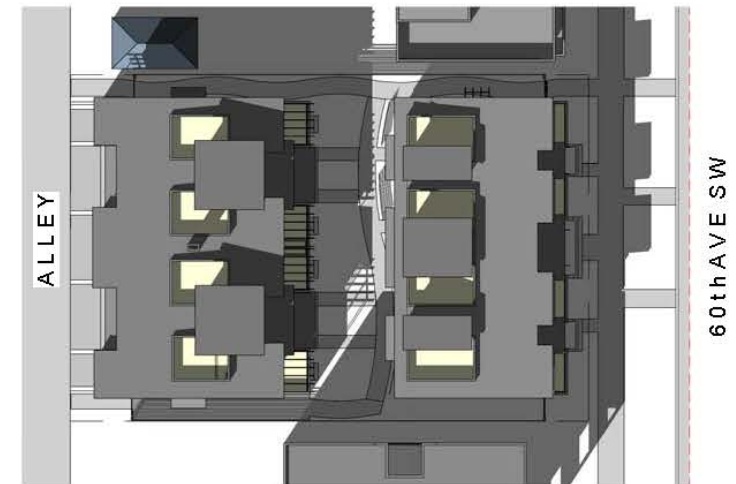
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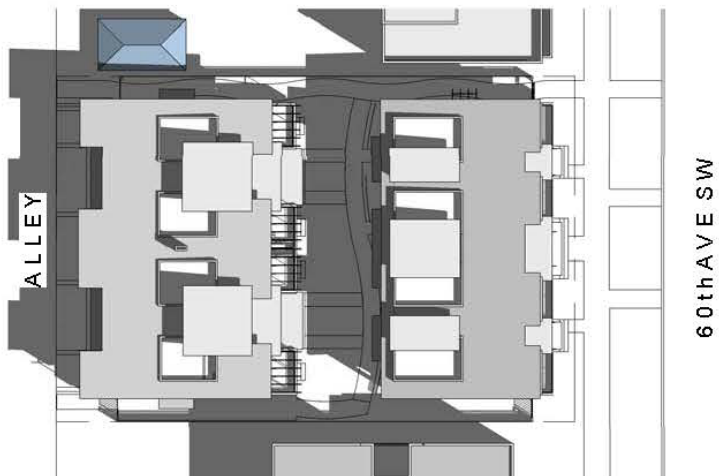
MAR-SEP 21ST 11:00AM



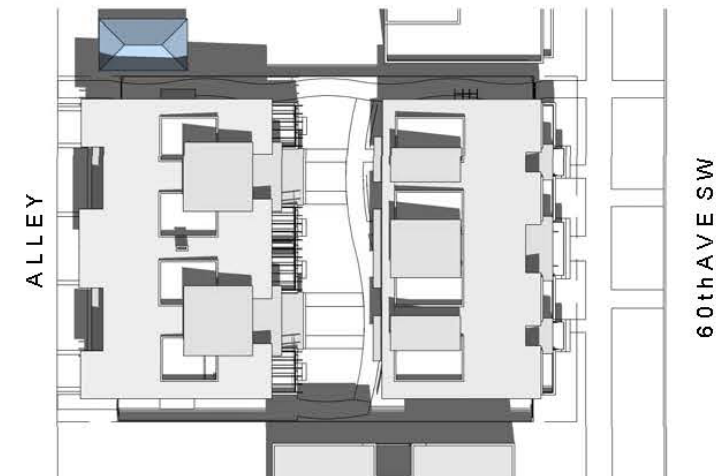
MAR-SEP 21ST 12:00 PM



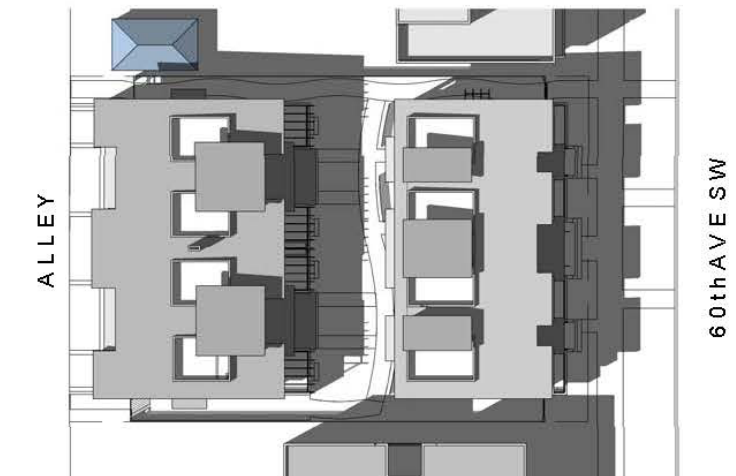
MAR-SEP 21ST 2:00 PM



JUNE 21ST 9:00AM



JUNE 21ST 12:00 PM



JUNE 21ST 2:30 PM

## COURTYARD SUN STUDY