



3032 SW CHARLESTOWN AVE

COLUMBIA BUILDERS

skidmore  
janette | architecture  
planning  
design

7/19/16 EDG SUBMITTAL

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## PROPOSAL

This proposal is addressing a need for residential living units in the Luna Park neighborhood of West Seattle by proposing 4 individual town homes. The proposal takes advantage of the 8'+ slope across the site (west-east), hiding the individual garages below ground with three stories of living above. The units also follows the landscape as it descent slightly from Charlestown street to the greenbelt to the North of the site. This allows for better view towards the Seattle skyline to the north-east from the private roof decks.

The site is located on the north side of SW Charlestown Ave. The site measures approximately 40' across (W-E) and approximately 104' deep. The site slopes down 8'+ from west to east and 4' down from south to north. The 8'+ slope over only a 40' site width presents both a challenge and a unique design opportunity. The tight width gives the need for a variance from the zoning requirement of the parking aisle width to ensure adequate parking and maintaining a street facade and limit curb cuts in compliance with the zoning code.

The neighbor to the west is a commercial zoned SFR, built in 1910, with a electric company run out of it.

The neighbor site to the immediate east is currently vacant but has a proposed apartment building with 10-12 units with Seattle DCI under permit # 3021311.

Next neighbor to the east on Charlestown Ave. is a 4 unit apartment building constructed in 1969 with assigned parking in front of the building,

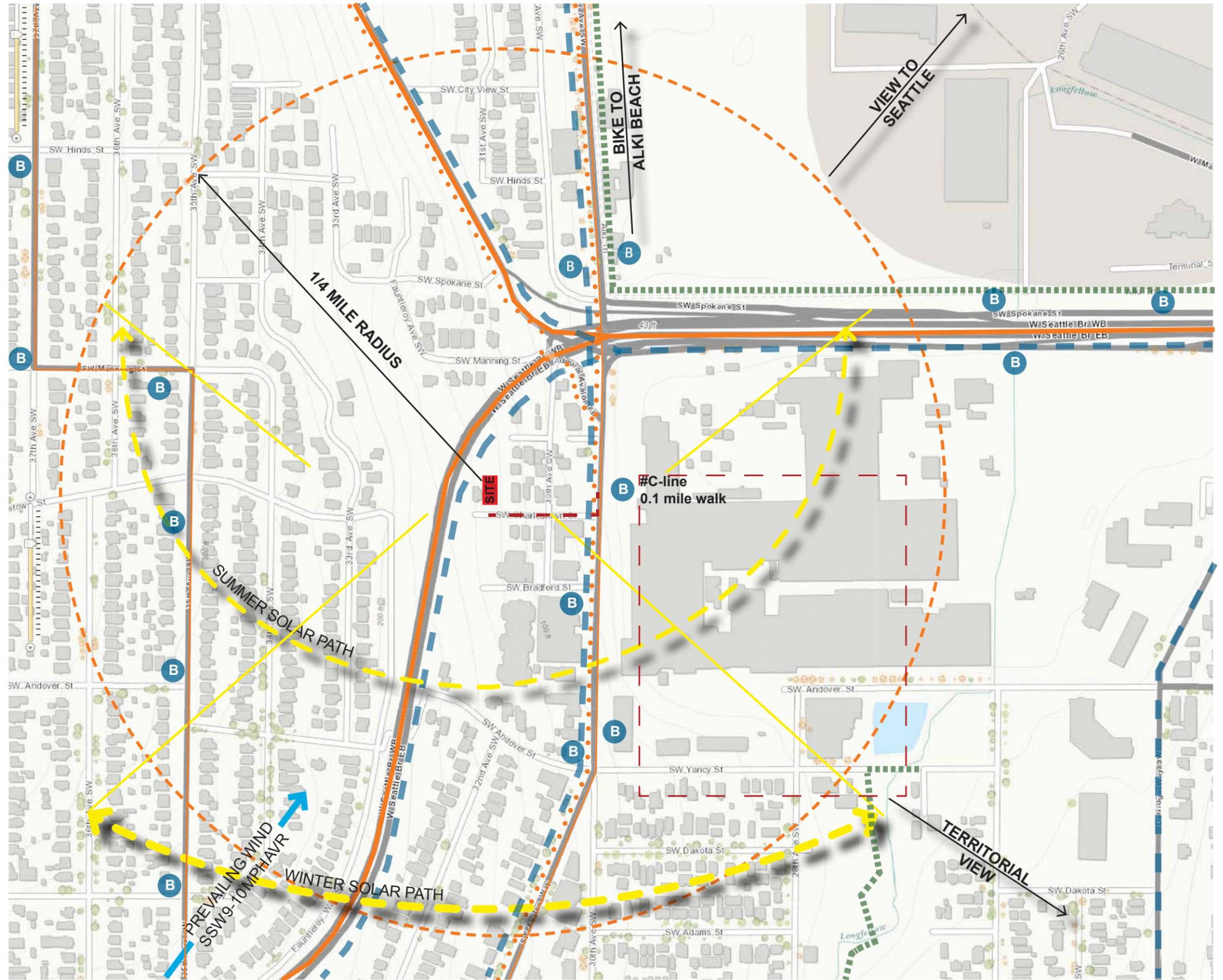
### 3021 SW CHARLESTOWN

- C1-40
- Site area: 4,120 SF
- 3 story residential townhouses/condos with parking below
- 4 units
- assigned parking provided

# CIRCULATION, TRANSIT, & ENVIRONMENTAL ANALYSIS

## KEY

- MAIN
- ARTERIAL
- BIKE ROUTE / LANES
- MULTI-USE TRAIL
- B NEARBY BUS TRANSIT STOP
- TRANSIT ROUTE





## NEIGHBORHOOD & AMENITIES

### KEY

-  HIGH ACTIVITY CORRIDOR / PRIMARY ARTERIAL
-  NEIGHBORHOOD / SECONDARY ARTERIAL

- 01** LUNA PARK CAFE
- 02** SELF STORAGE
- 03** WEST SEATTLE HEALTH CLUB
- 04** CITY VIEW APARTMENTS
- 05** PROPOSED 10-12 APARTMENTS # 3021311
- 06** NUCOR STEEL
- 07** PORT OF SEATTLE
- 08** Pet Care Center
- 09** Bradford Court Condominium
- 10** Duos Restaurant
- 11** Metropolitan Market

**ANALYSIS** | Site is located in the Luna Park area of West Seattle. It's on a dead end street with SFR, businesses in converted SFR's and small apartment complexes. The site is within walking distance to several bus stops and a few blocks from bike trail to Alki Beach and Seattle. The neighborhood is primarily residential properties ranging from SFR to small apartment buildings. Commercial uses are scattered throughout the neighborhood, and more focused along SW Avalon Way. There are territorial views towards the SE and a large view corridor towards Downtown Seattle to the NE.

**CONCLUSION** | A four unit townhouse development with private garages is appropriate for this location.

# ZONING AND ADJACENT USES

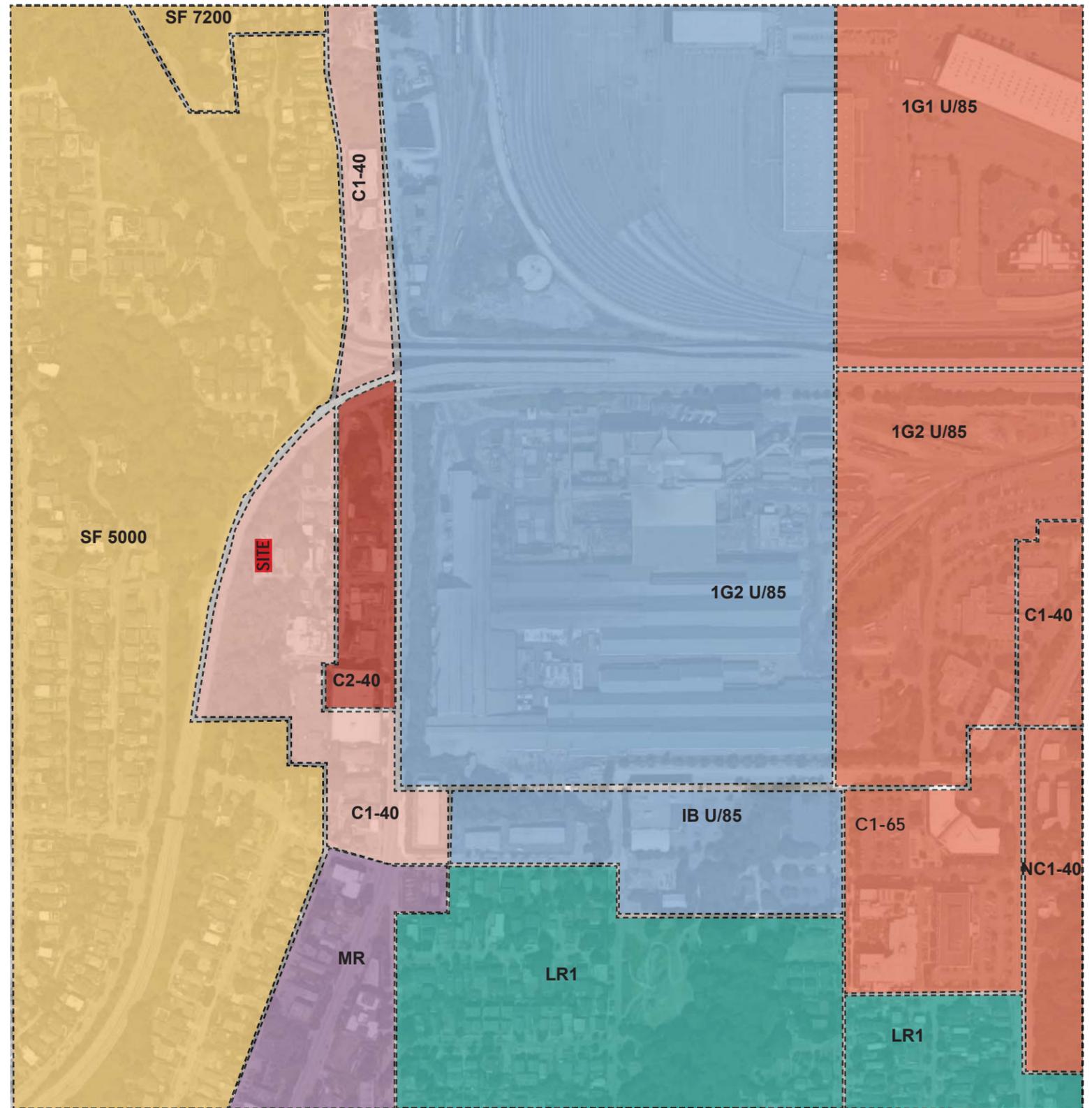
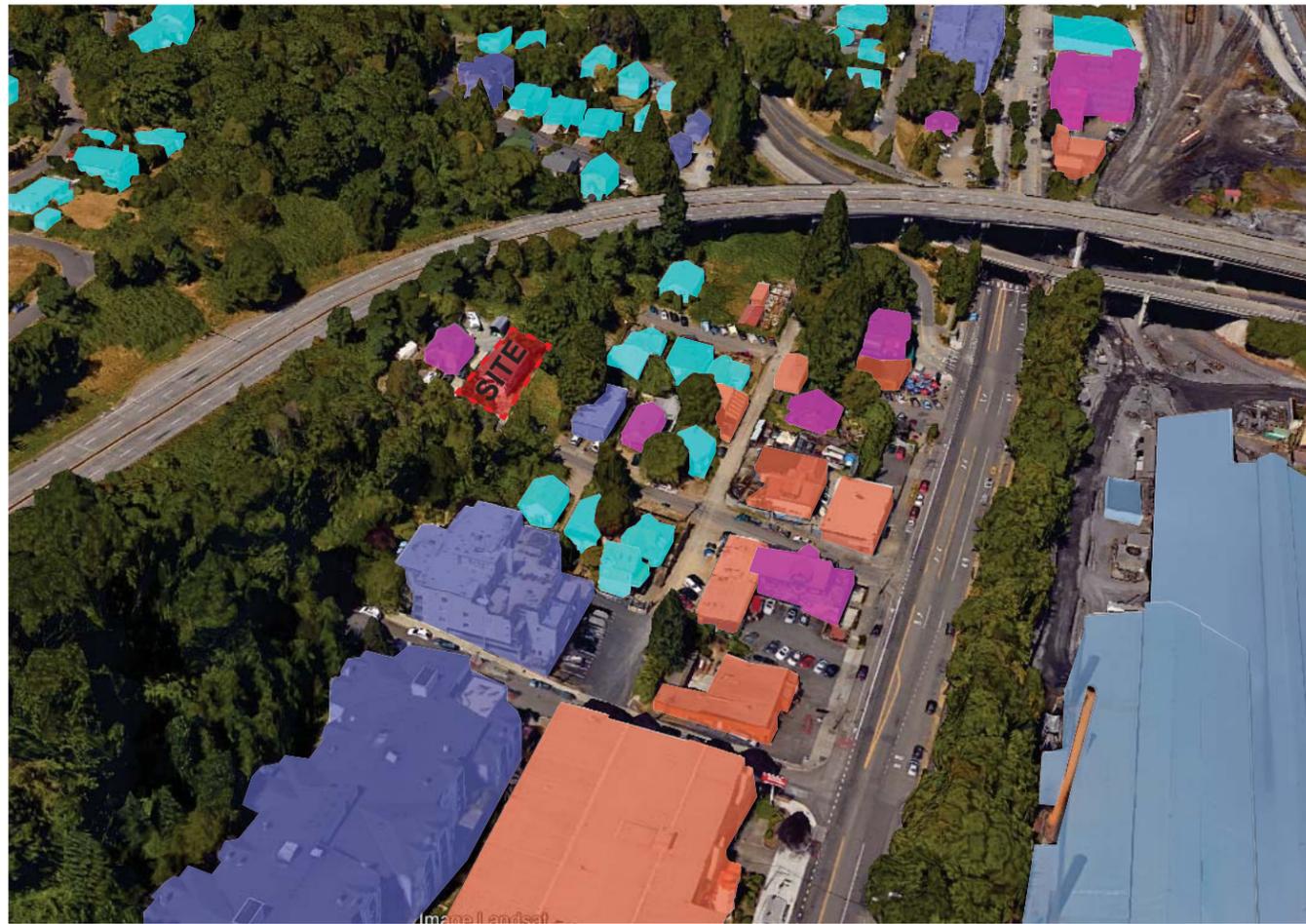
## KEY

### CURRENT USES

- MIXED USE
- COMMERCIAL
- MULTI-FAMILY RESIDENTIAL
- SINGLE FAMILY RESIDENTIAL
- PARKING
- INDUSTRIAL

## ZONING

- INDUSTRIAL**
- C1-40
- C2-40
- LR1
- MR
- SM-SLU/R 55/85
- SF
- SITE



## Design Guidelines

**CS1 B.1 | SUN AND WIND:** Take advantage of solar exposure and natural ventilation available on site where possible. Use local wind patterns and solar gain as a means of reducing the need for mechanical ventilation and heating where possible.

**CS1 B.2 | DAYLIGHT AND SHADING:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.

**Response:** By organizing the units vertically they all have windows on both the west and east facade which allows for easy cross ventilation. All units also have the opportunity to open up at the “top” to let out hot air and maximize passive ventilation. All design options are below the maximum zoning envelope. Option B and C (preferred) push the stair towers towards the west minimizing the shading impact on neighboring sites. There are no structures to the north of the site. Southside right of way allows maximum solar exposure.

**CS1 C.1 | LAND FORM:** Use the natural topography and/or other desirable land forms or features to inform the project design.

**DC1 C.1 | BELOW-GRADE PARKING:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

**Response:** All design options take advantage of the slope from west to east to hide the parking partially underground. Option C also follows the landscape as it descend towards the north. This help make the overall massing lower and open up the view toward Seattle to the north east from all roof decks.

**CS2 D.1 | EXISTING DEVELOPMENT AND ZONING:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.

**CS2 D.5 | RESPECT FOR ADJACENT SITES:** Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.

**CS3 A.1 | FITTING OLD AND NEW TOGETHER:** Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

**CS3 A.4 | EVOLVING NEIGHBORHOODS:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

**Response:** The neighborhood is made up of older single family houses, many with small business run out of them, and apartment buildings. Straight out commercial uses are focused along Avalon. A townhouse project bridges the gap perfectly between the old SFR and newer apartment buildings in the neighborhood. Asuming that the neighborhood will continue to densify, the townhouses will continue to fit in to the scale of the neighborhood. The preferred option (C) is pulled significantly back from the max zoning envelope and will allow neighboring sites to also create desirable outdoor spaces

**PL2 B.2 | LIGHTING FOR SAFETY:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**DC4 C.1 | FUNCTIONS:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

**DC4 C.2 | AVOIDING GLARE:** Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

**Response:** Downlights in the building cantelever above level 0 provide adequate lighting for way finding and security while minimizing glare. Dark-sky compliant fixtures will be used.

**DC1 A.4 | VIEWS AND CONNECTIONS:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

**Response:** Interior spaces and roof top deck are oriented towards the view of the Seattle Skyline to the NE and territorial views to the SE

**DC2 A.2 | REDUCING PERCEIVED MASS:** Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

**DC2 B.1 | FACADE COMPOSITION:** Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley facade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing facade around the alley corner of the building.

**DC2 B.2 | BLANK WALLS:** Avoid large blank walls along visible facades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

**DC2 C.1 | VISUAL DEPTH AND INTEREST:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the facade design.

**DC2 D.1 | HUMAN SCALE:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.

**Response:** All design options are broken down into smaller massing through collecting units into seperate buildings (option A), vertical bays (option C), and the use of different materials. Stair towers and clerestory (option B) are set back to further minimize the perceived massing as seen from street level. Blank walls are generally avoided except as needed for structural shear walls.

**DC2 E.1 | LEGIBILITY AND FLEXIBILITY:** Strive for a balance between building legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand.

**DC4 A.1 | EXTERIOR FINISH MATERIALS:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

**Response:** The townhouse design reads as a residential building while giving a nod to the commercial/industrial past of the area through the massing and material choice. Long lasting, easily maintained materials are used throughout.

Street Elevation  
SW Charlestown Street



ACROSS  
FROM SITE

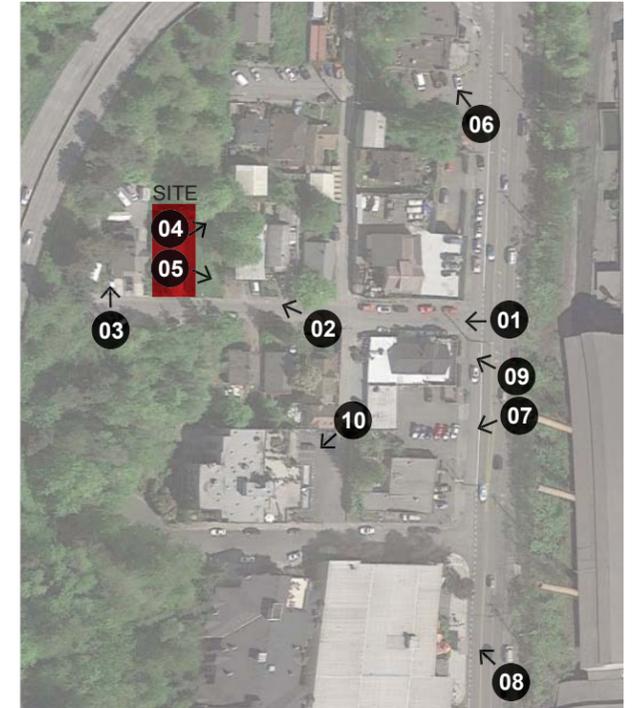
SITE



04. VIEW TOWARDS NORTH-EAST (SEATTLE) FROM SITE



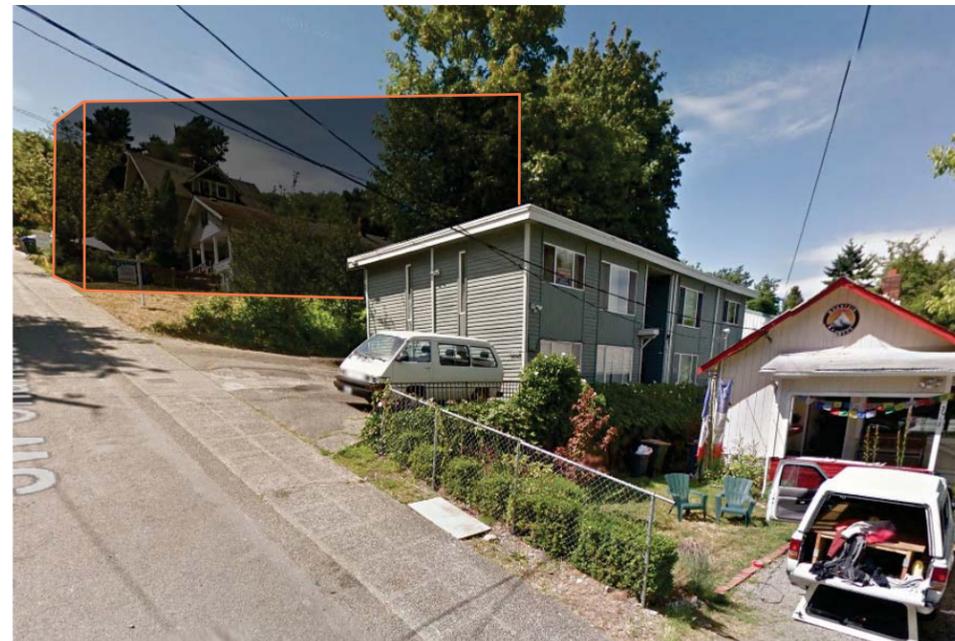
05. VIEW TOWARDS SOUTH-EAST (TERRITORIAL) FROM SITE



AREA MAP



01. APPROACH TO SITE FROM EAST ALONG SW CHARLESTOWN



02. APPROACHING SITE FROM EAST ALONG SW CHARLESTOWN



03. NEIGHBOR TO THE WEST OF SITE



08. TRANSIT STOP, STORAGE UNITS



09. DUOS CATERING/RESTAURANT, CORNER OF CHARLESTOWN/AVALON



10. BRADFORD COURT CONDOMINIUM. CITY VIEW CONDOMINIUM BEYOND



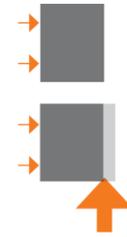
06. LUNA PARK CAFE AND AVALON GLASSWORKS



07. PET CARE CENTER

**OPTION A (CODE COMPLIANT)**

CONDOS | Two buildings with each two condos. Shared parking for four cars below.



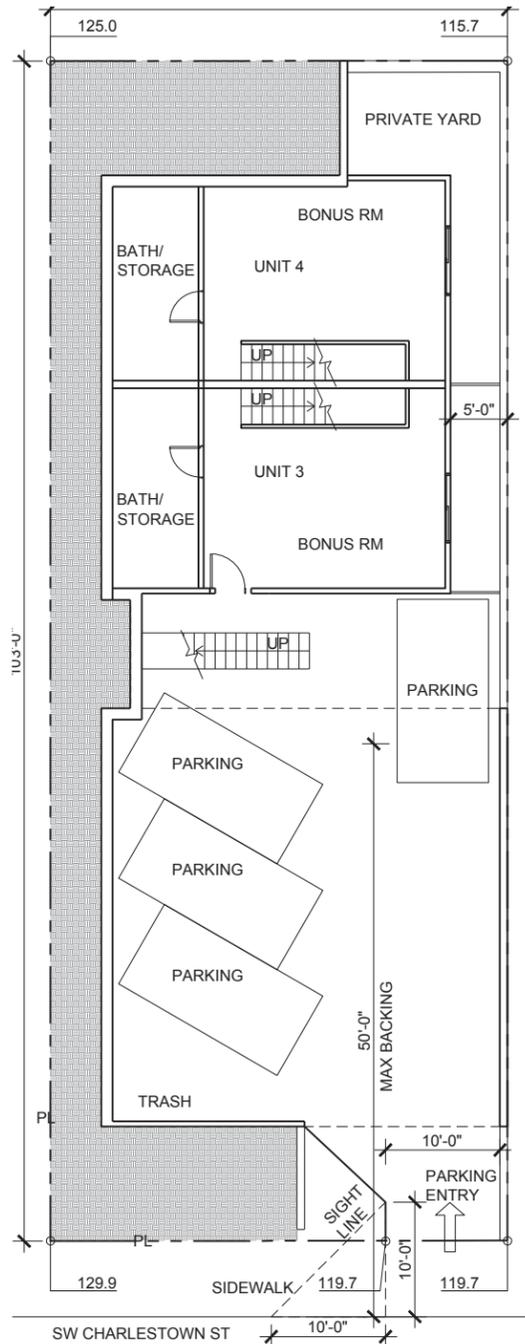
RESIDENTIAL ENTRY: Level 1

PARKING: Shared below south building

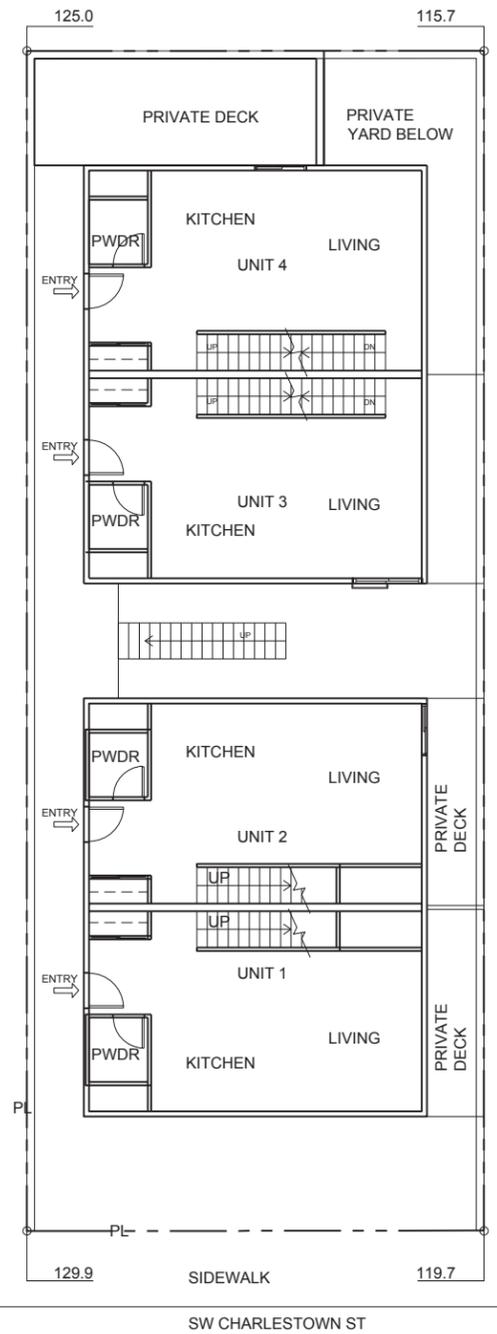
AREA: 7,482SF

DEPARTURES REQUESTED

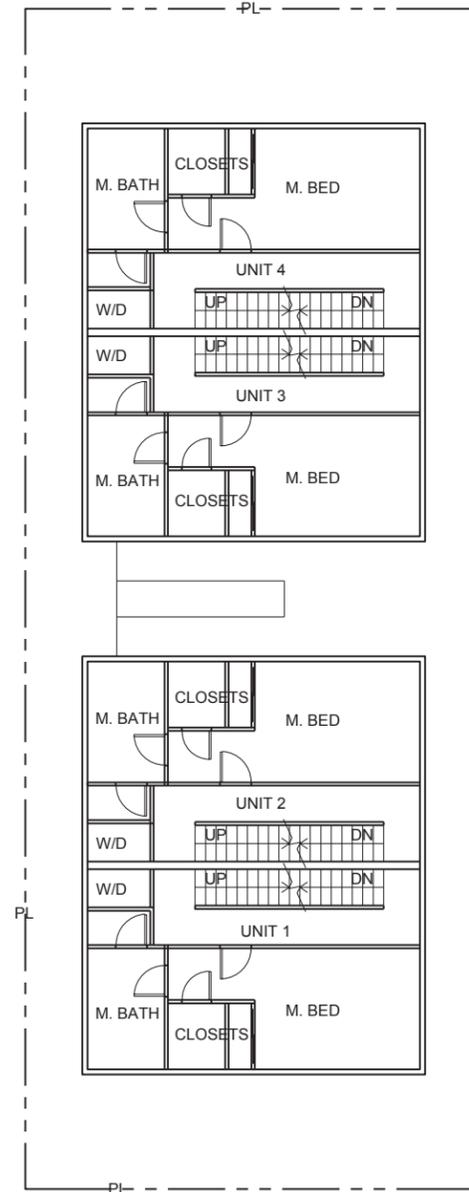
None



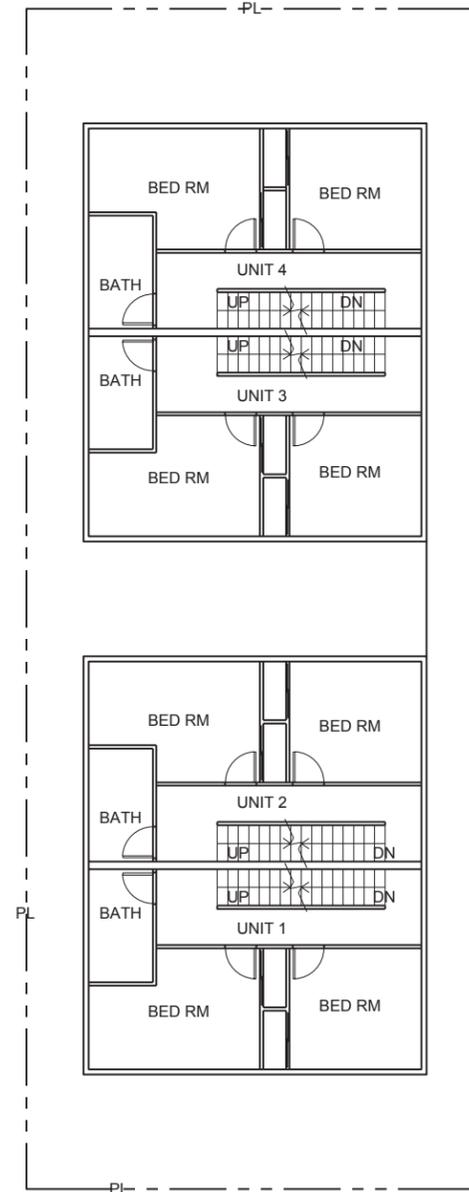
**LEVEL 0**



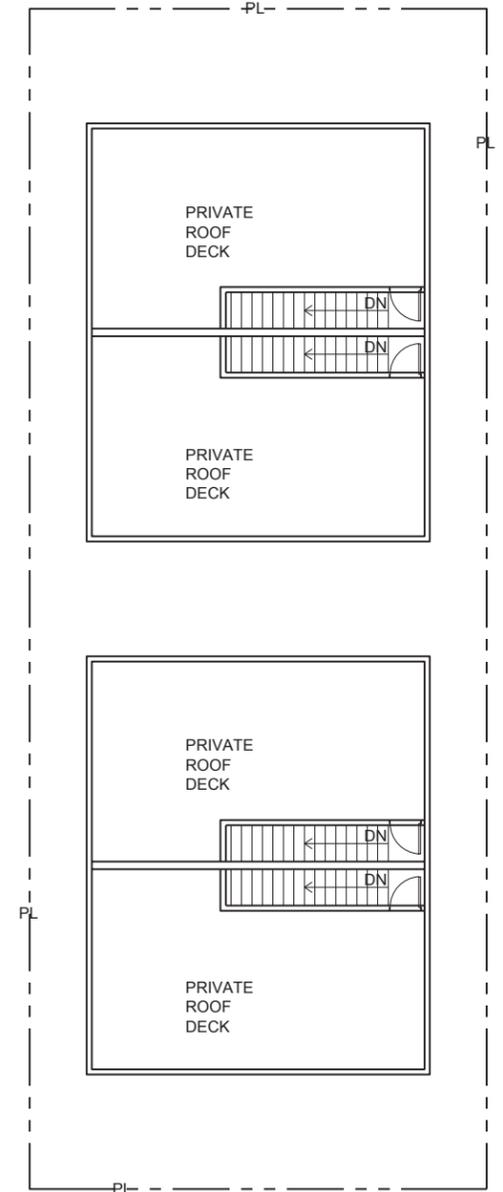
**LEVEL 1**



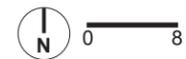
**LEVEL 2**



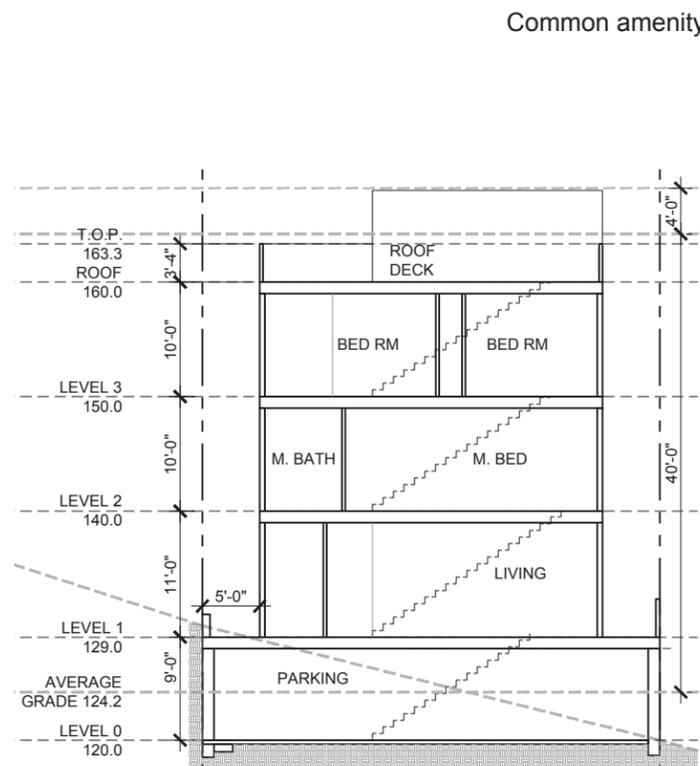
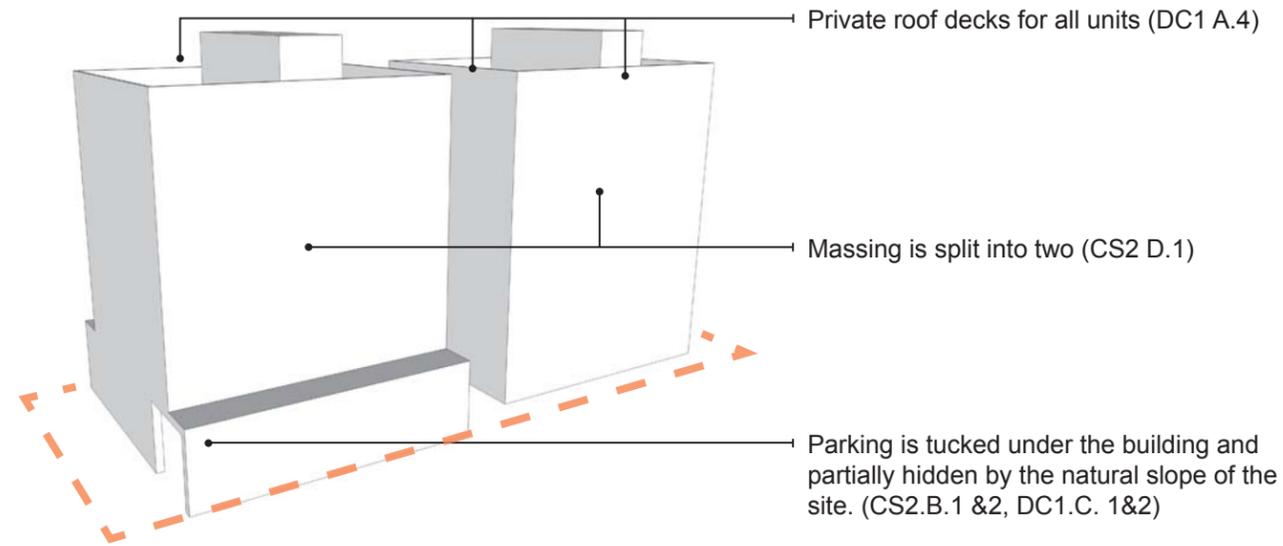
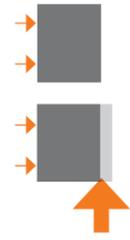
**LEVEL 3**



**ROOF**



**OPTION A  
(CODE COMPLIANT)**



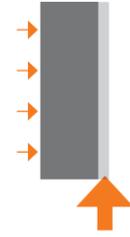
- A | BIRDS EYE VIEW
- B | LOOKING NW ACROSS CHARLESTOWN ST
- C | LOOKING W UP CHARLESTOWN STREET
- D | LOOKING SE TOWARDS CHARLESTOWN



**SECTION W-E**

**OPTION B**

TOWNHOUSES | Clean, uniform aesthetics. Building mass breaks up towards the sky



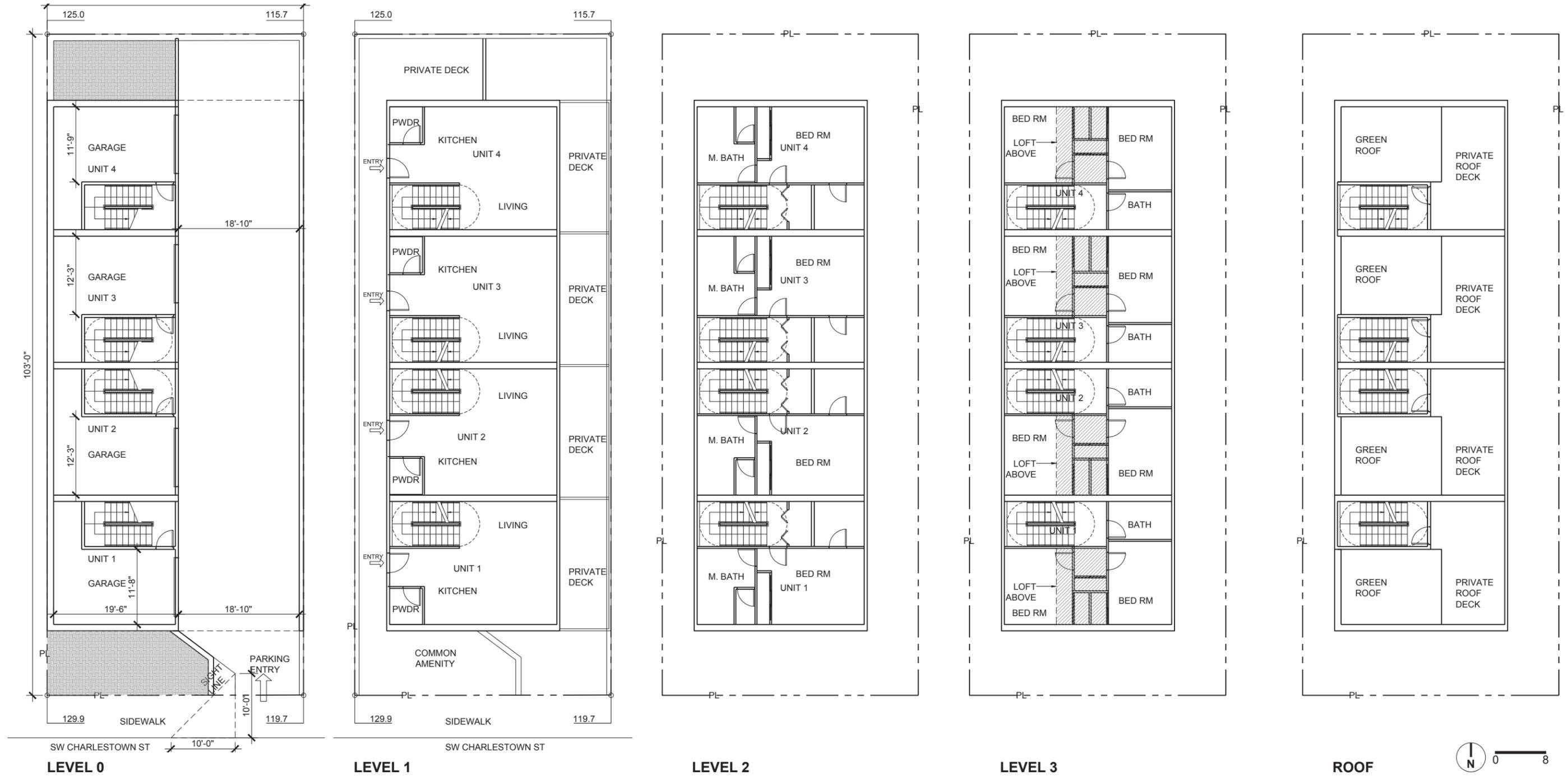
RESIDENTIAL ENTRY: Level 1

PARKING: Assigned, secure

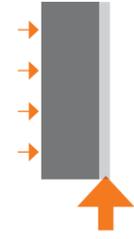
AREA: 7,491SF

DEPARTURES REQUESTED

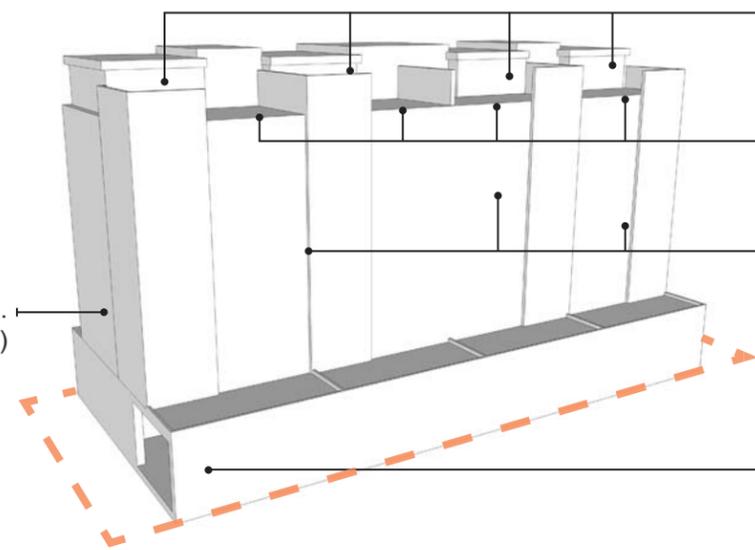
SMC 23.54.030 section E  
Parking Aisle. See page 16 for details.



**OPTION B**



Clear break in material helps identify the unit entrances. (PL3 A.1)



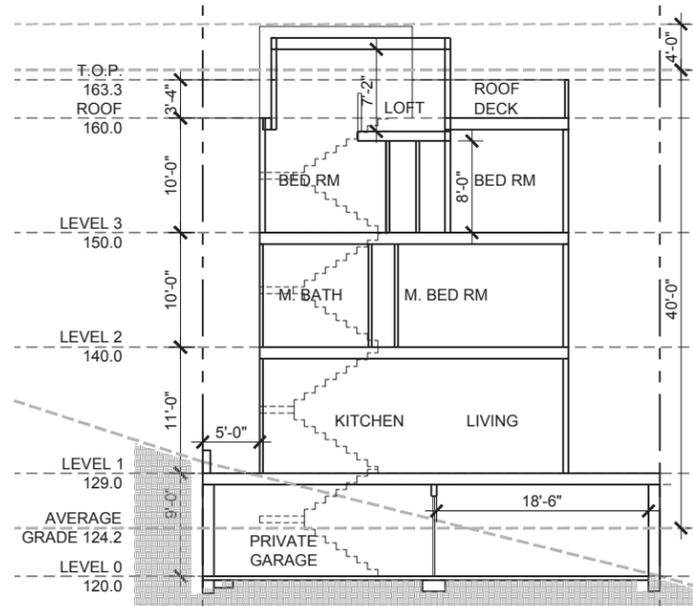
Clerestory breaks up the mass and by being located away from the eastern elevation the building reads lower from east/driving up SW Charlestown. (CS2 D.4)

Individual roof decks with green roof/vegetable garden. (DC1 A.4)

Vertical material application breaks the building in to smaller sections helping identify the separate townhouse units, while providing visual interest and the impression of modulation. (DC2.C1)

Parking is tucked under the building and partially hidden by the natural slope of the site. (CS2.B.1 & 2, DC1.C. 1&2)

Private amenity



**SECTION W-E**



A | BIRDS EYE VIEW



B



C



D

B | LOOKING NW ACROSS CHARLESTOWN ST

C | LOOKING W UP CHARLESTOWN STREET

D | LOOKING SE TOWARDS CHARLESTOWN

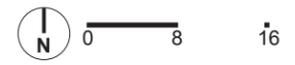
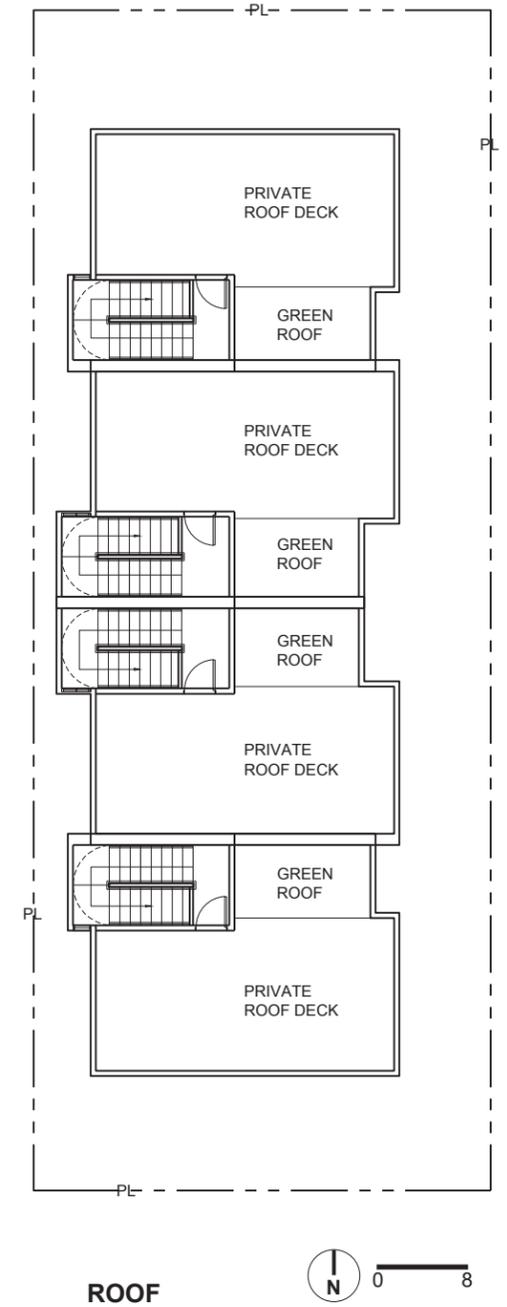
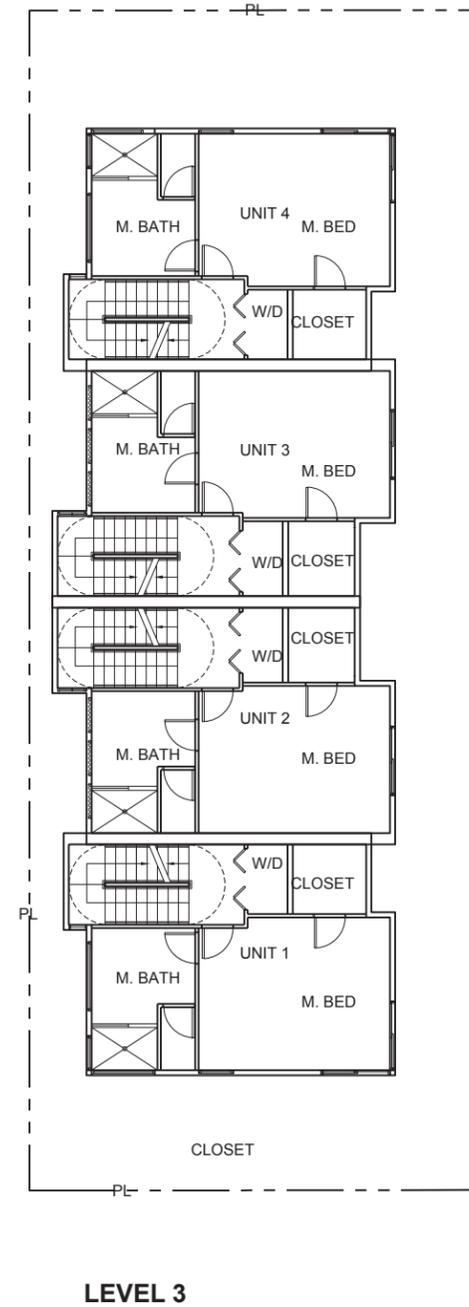
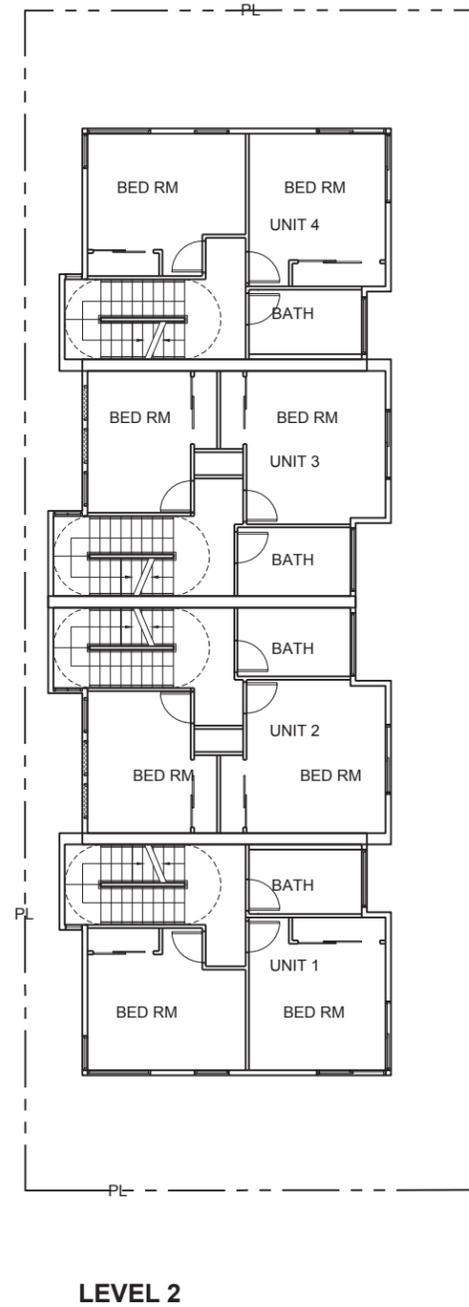
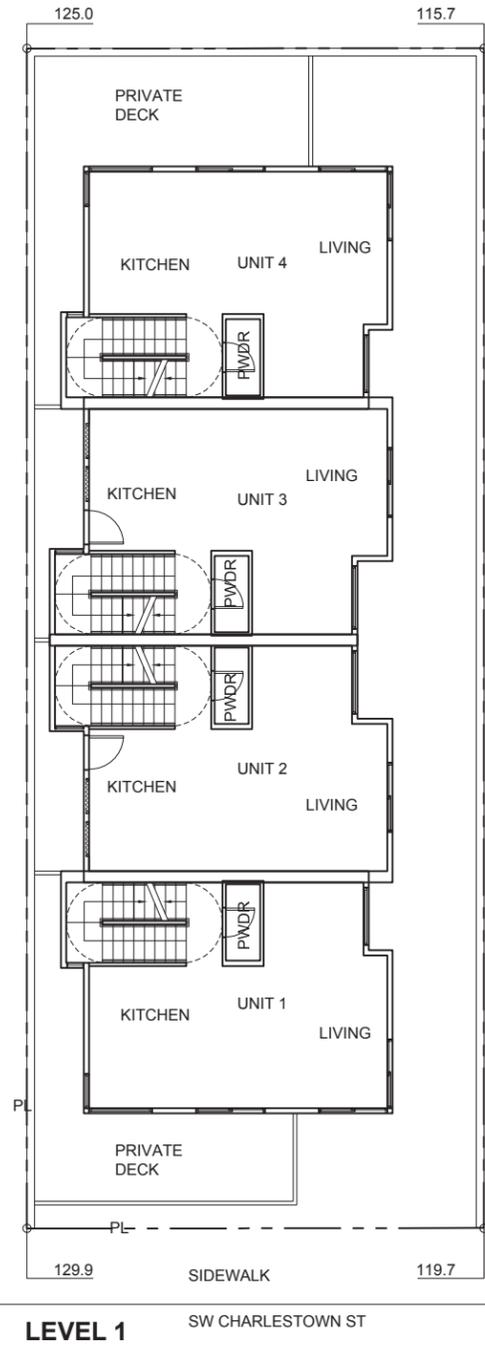
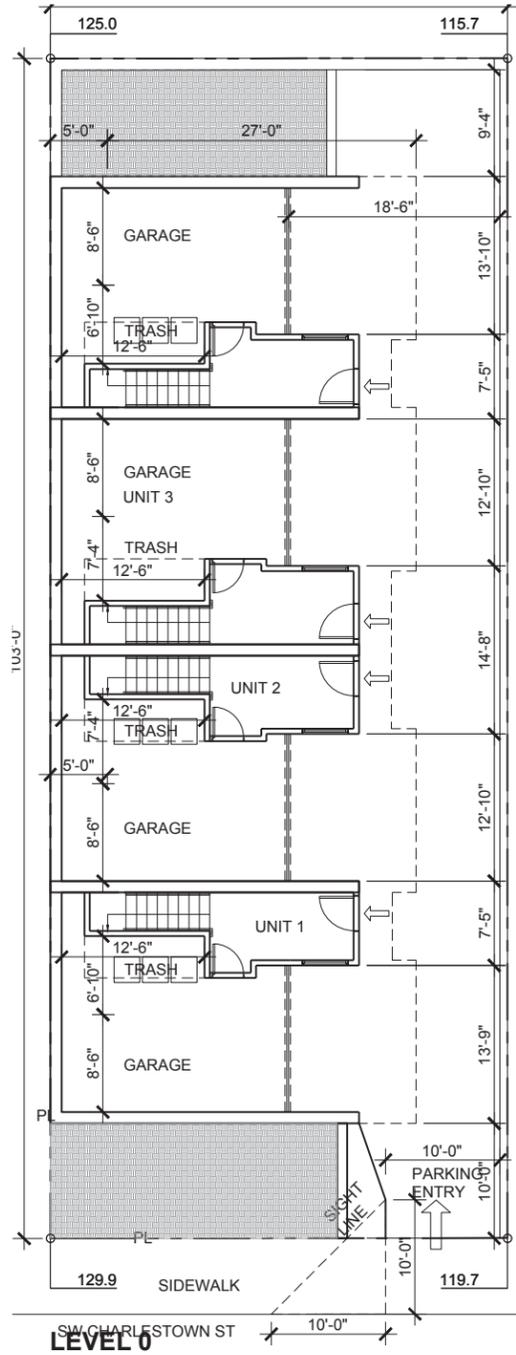
**OPTION C**  
**PREFERRED**

TOWNHOUSES | Town homes with attached garages.  
Building is pulled back from property line above grade.  
Massing is modulated and each unit can easily be identified.

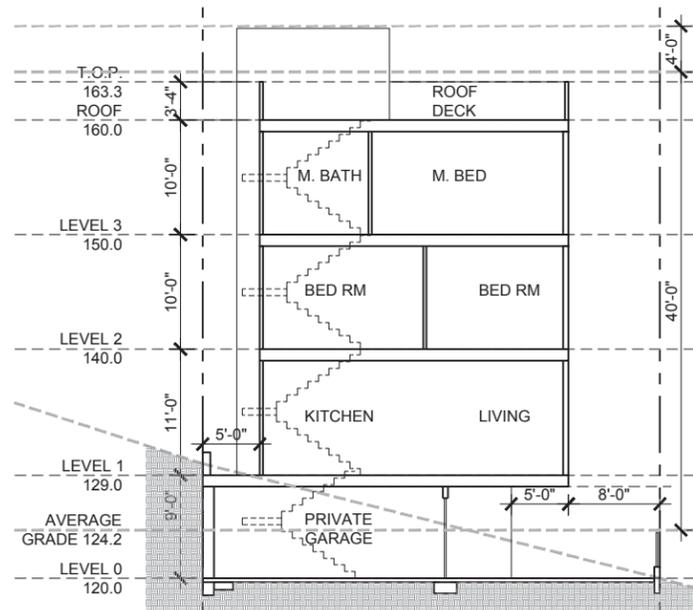
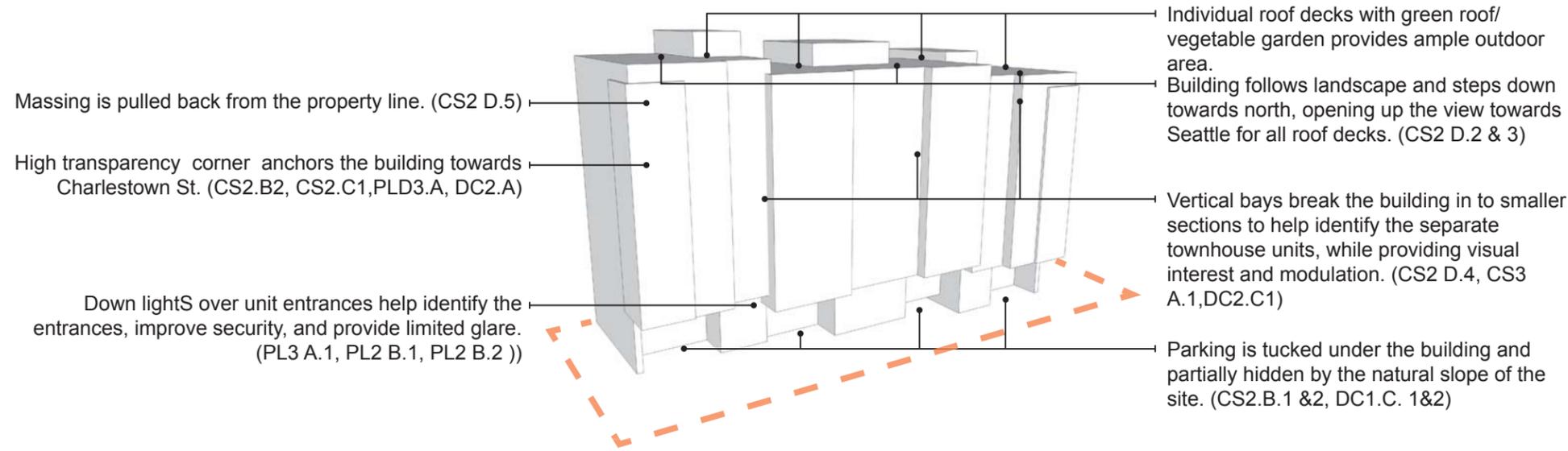
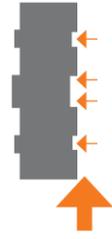


RESIDENTIAL ENTRY: Level 0  
PARKING: Assigned, secure  
AREA: 7,263SF

**DEPARTURES REQUESTED**  
SMC 23.54.030 section E  
Parking Aisle. See page 16 for details.



**OPTION C**  
**PREFERRED**



**SECTION W-E**



- A | BIRDS EYE VIEW
- B | LOOKING NW ACROSS CHARLESTOWN ST
- C | LOOKING W UP CHARLESTOWN STREET
- D | LOOKING SE TOWARDS CHARLESTOWN

# DEPARTURES

## OPTION B AND OPTION C (PREFERRED)

### Code provision: 23.54.030 - Parking space standards

**Requirement:** Parking space and associated drive aisle are required to accommodate minimum dimensions per 23.54.030.E exhibit C.

**Proposed:** Parking for four (4) private resident vehicles @ 90 degrees with a reduced parking depth from 40'-0" to 38'-4".

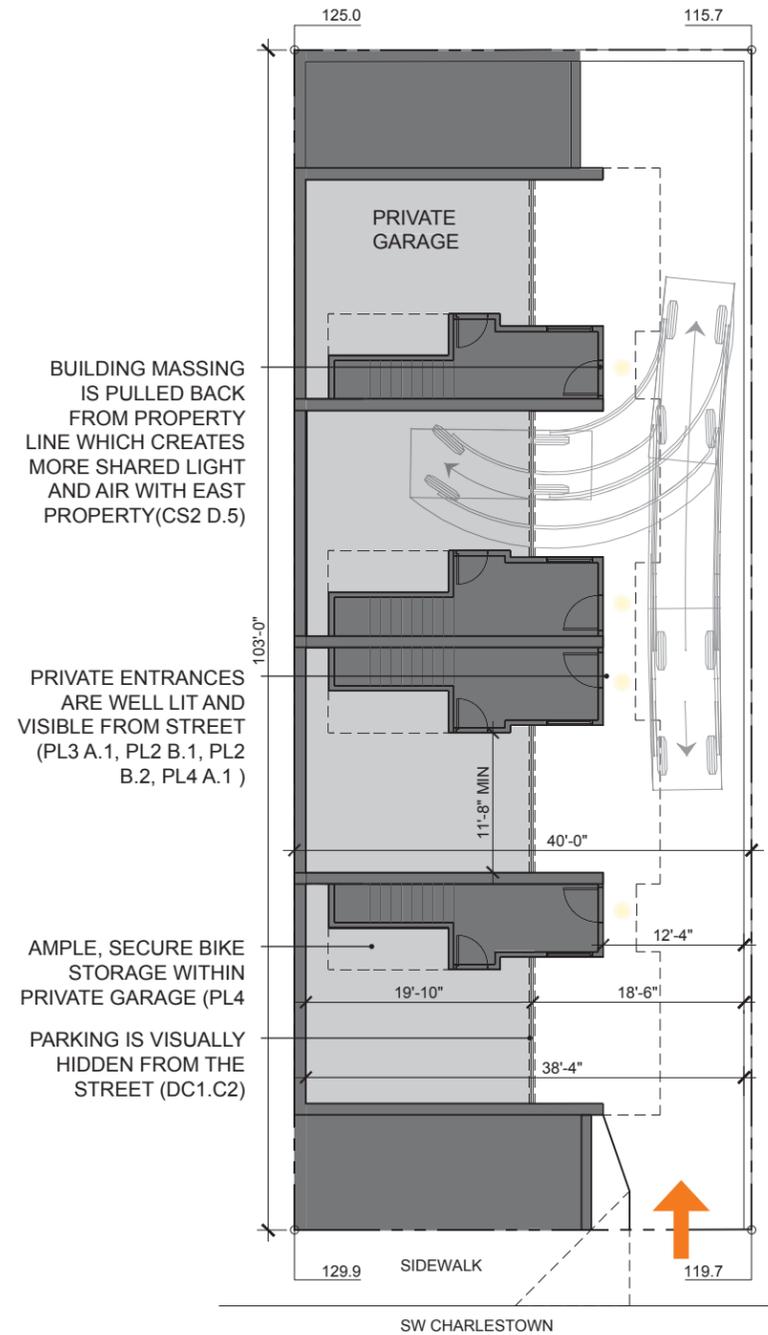
**Justification:** There are no adverse impacts to adjacent property or the day to day function of the residents and the project can better meet design guidelines by enclosing the parking within the structure (CS2.B.1 &2, DC1.C. 1&2) as well as increase security for the residents (PL3 A.1, PL2 B.1, PL2 B.2, PL4 A.1) .

The 40' site dimension and steep topography present a hardship and parking cannot be accommodated to meet the development objectives of providing secured parking for each townhome and the literal minimum dimensions of the code. There are width reduction provisions in superscript note 2 for narrow lots, however the published 40' width is not adequate to accommodate the parking due to the shoring and structure required to retain the west lot line. The actual dynamic envelope of the ingress and egress of parking a standard car (2012 Toyota Camry) has been demonstrated on the plans. Parking stalls are significantly wider than required to increase manoeuvrability.

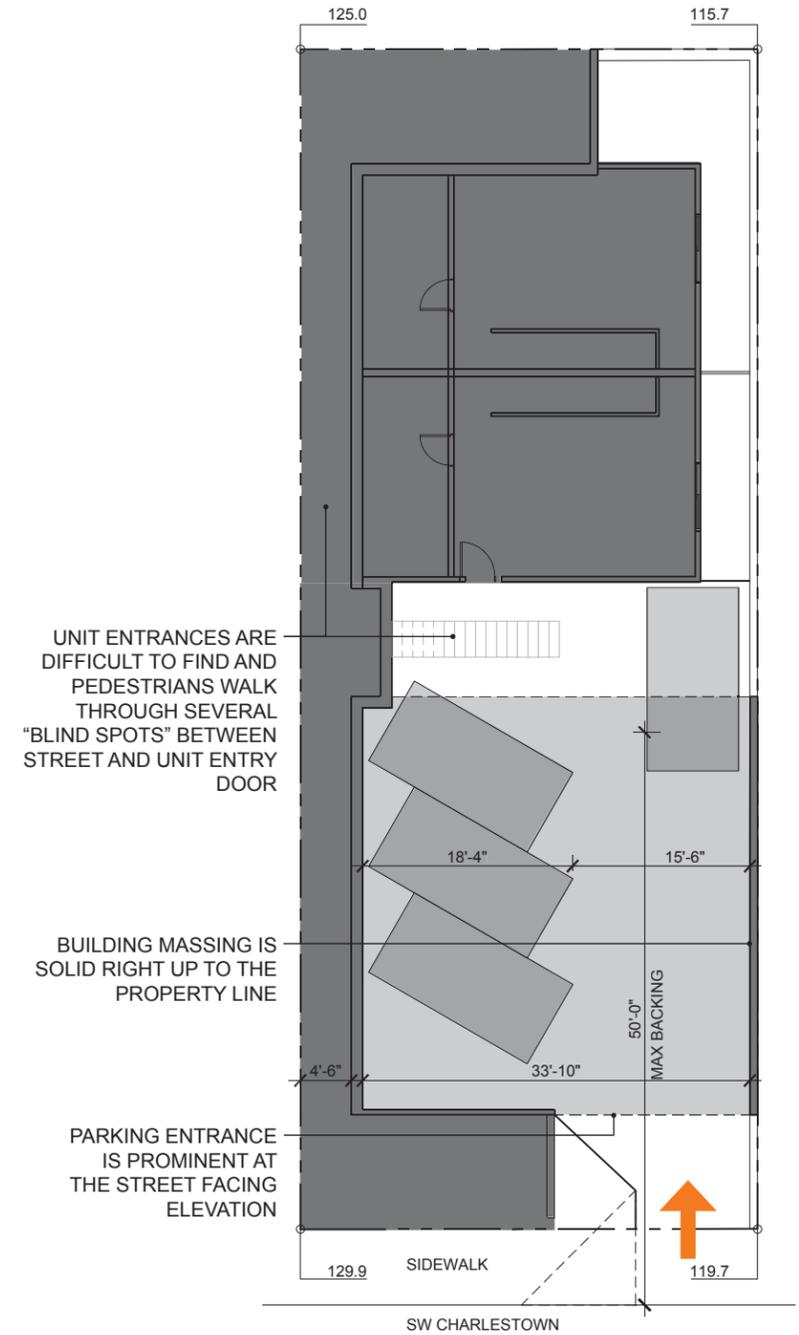


LOOKING NORTH ALONG EASTERN EDGE OF SITE, OPTION C (PREFERRED)

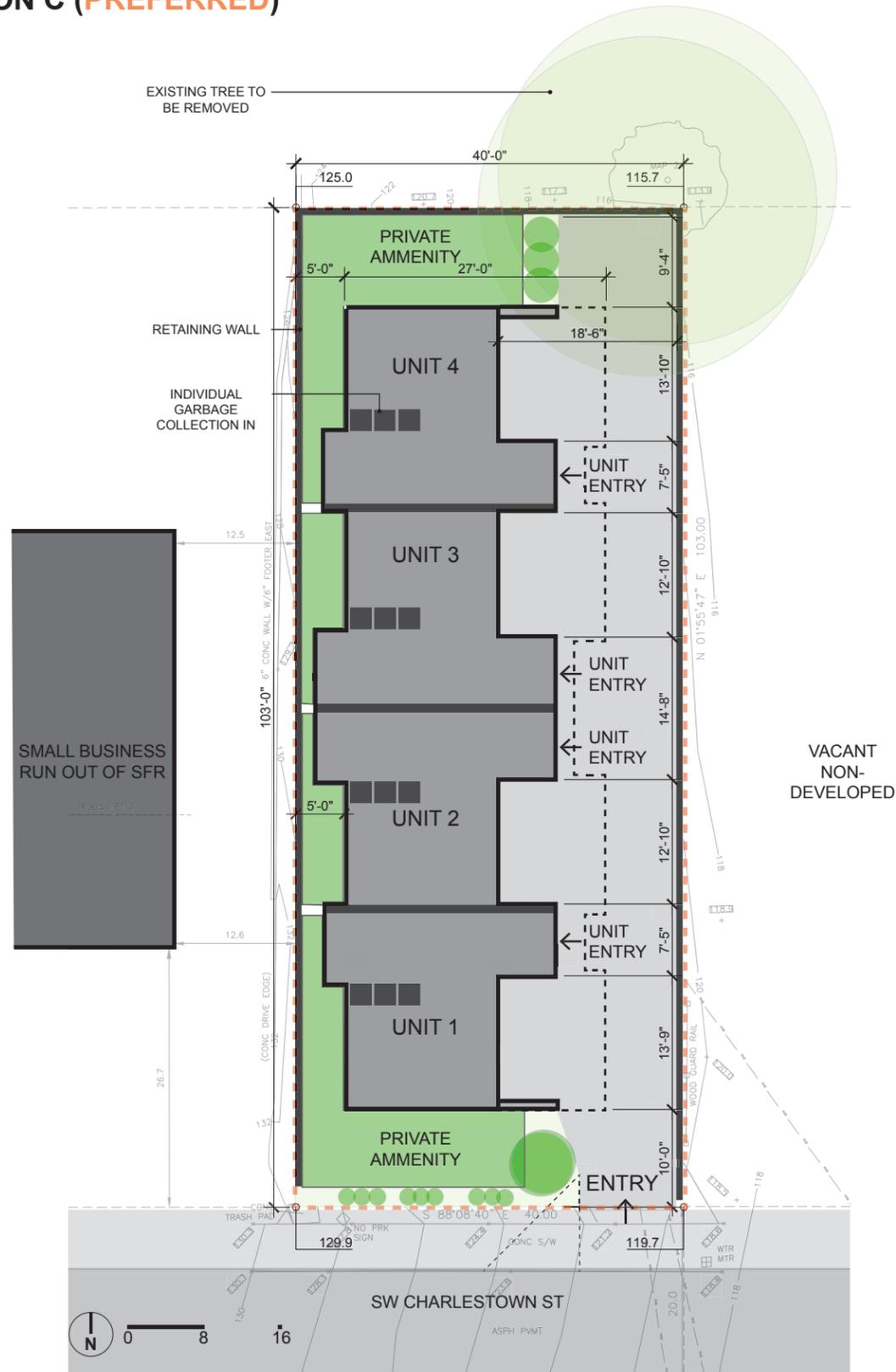
## OPTION C (PREFERRED)



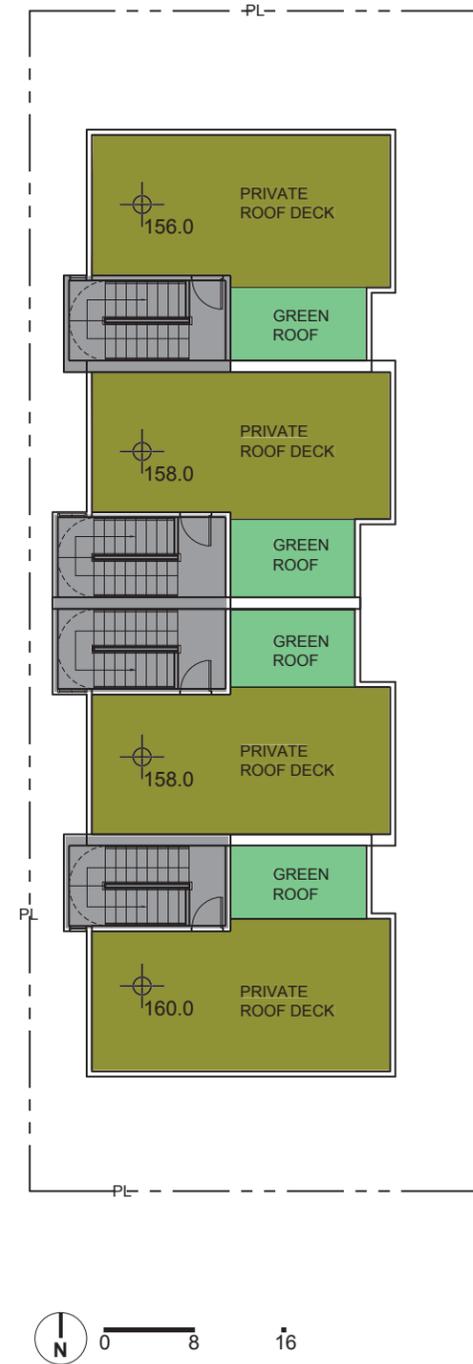
## OPTION A (CODE COMPLIANT)



**SITE PLAN  
OPTION C (PREFERRED)**



**ROOF PLAN  
OPTION C (PREFERRED)**



**SHADOW STUDY  
MAX ZONING ENVELOPE**



June 21 | 9am



March / Sept. 21 | 9am



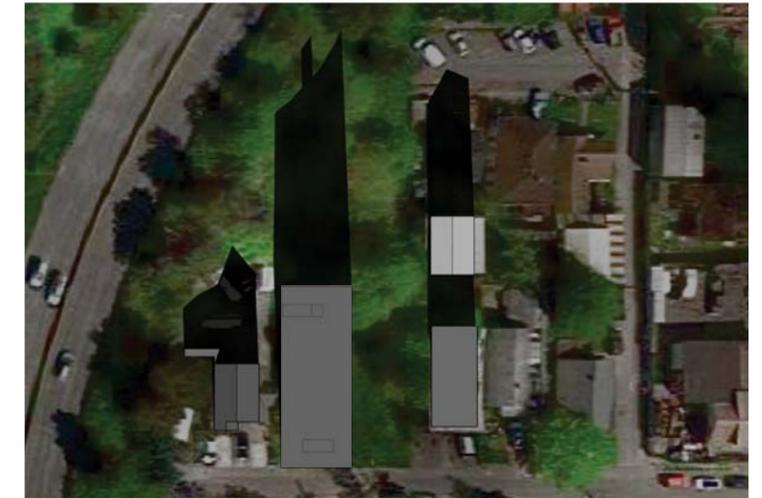
Dec. 21 | 9am



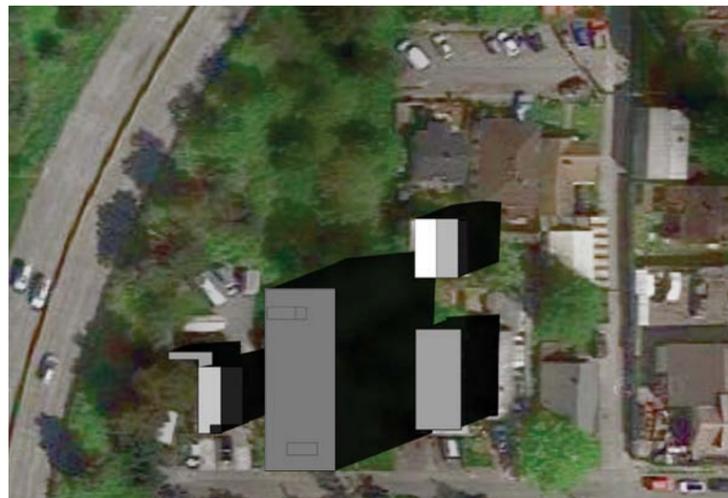
June 21 | 12pm



March / Sept. 21 | 12pm



Dec. 21 | 12pm



June 21 | 3pm



March / Sept. 21 | 3pm



Dec. 21 | 3pm

SHADOW STUDY  
OPTION C - PREFERRED



June 21 | 9am



March / Sept. 21 | 9am



Dec. 21 | 9am



June 21 | 12pm



March / Sept. 21 | 12pm



Dec. 21 | 12pm



June 21 | 3pm

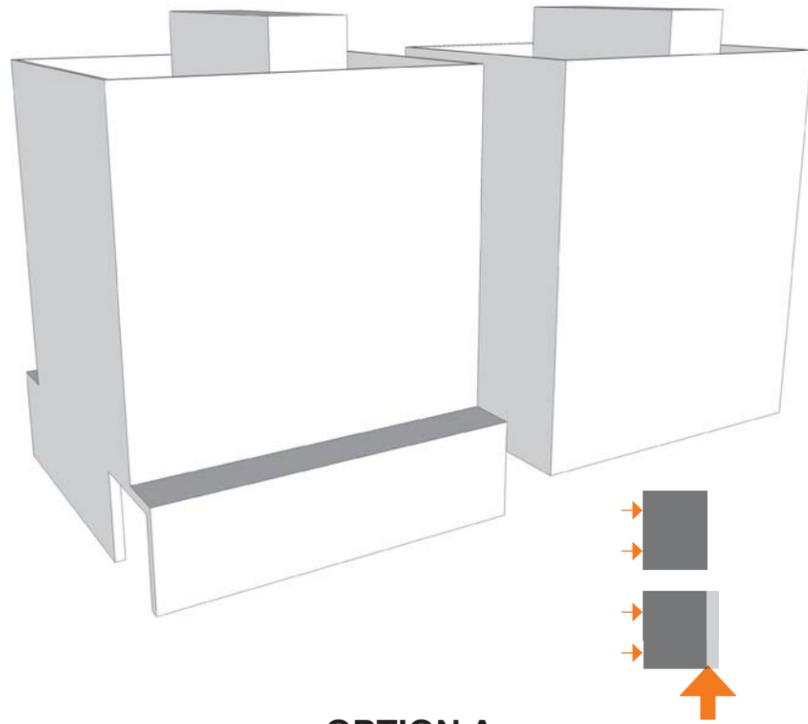


March / Sept. 21 | 3pm



Dec. 21 | 3pm

**DESIGN COMPARISON**



**OPTION A**

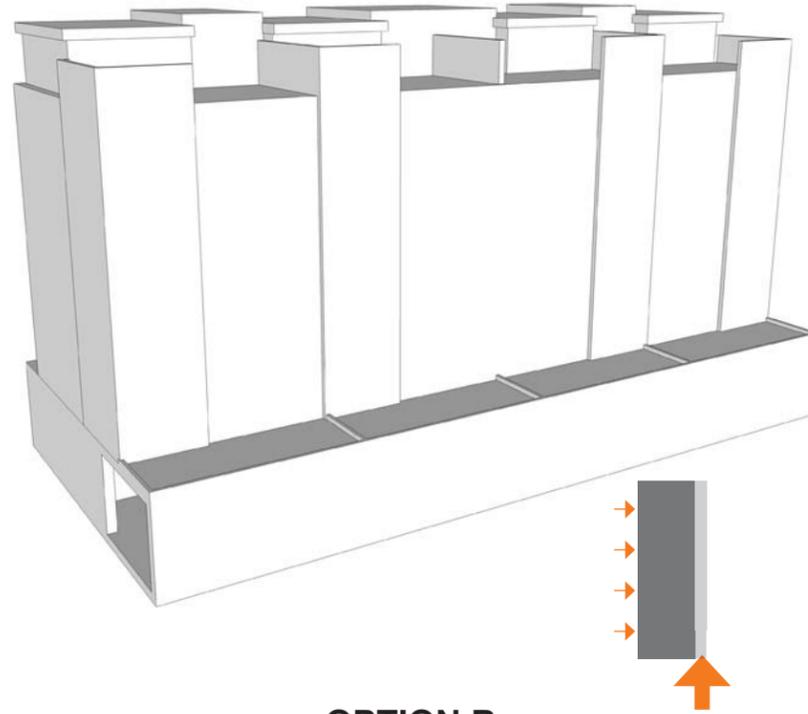
Departures:  
None - Code Compliant

**Pros:**

- Project broken into two masses
- Retaining wall for west wall of parking is pulled away from property line.

**Cons:**

- Required condo classification not in line with the development objectives.
- Less modulation
- Back out parking



**OPTION B**

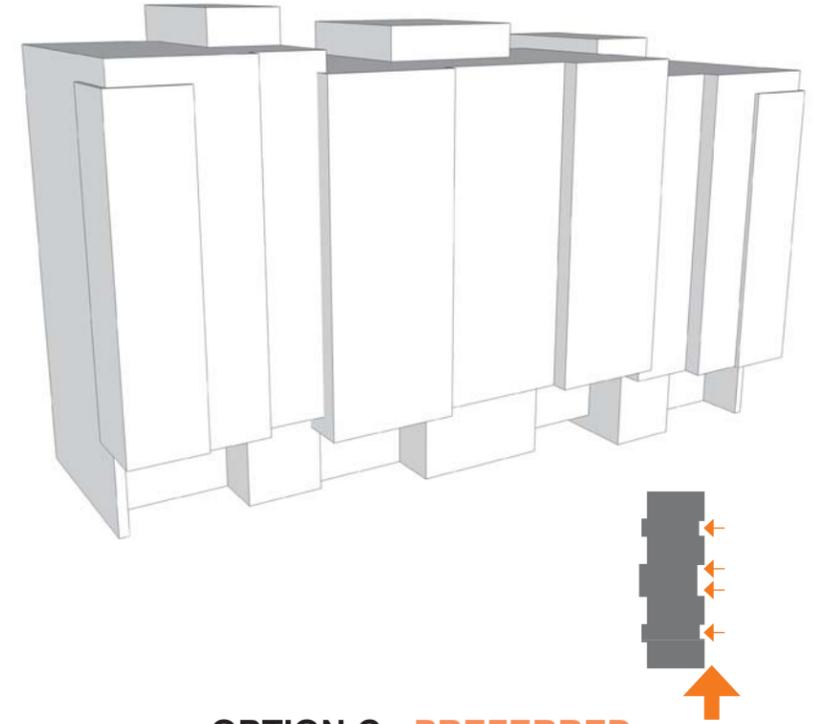
Departures:  
23.54.030 Parking space standards  
See 16 for details

**Pros:**

- Ample private outdoor space
- Private parking under each unit

**Cons:**

- East elevation at lowest level comes out to property line



**OPTION C - PREFERRED**

Departures:  
23.54.030 Parking space standards  
See 16 for details

**Pros:**

- Pulled back from all property lines above grade level.
- Follows the natural topography
- Private parking under each unit

**Cons:**

- None

APPLICANT WORK SAMPLES



SKIDMORE JANETTE APD

