



3824 CALIFORNIA AVE. SW

caron

04.17.2014 EARLY DESIGN GUIDANCE MEETING 2 PACKET
3824 CALIFORNIA AVE. SW DPD PROJECT #3015371

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Project Address:
3824 California Ave. SW
Seattle, WA. 98116

DPD Project Number

3015371

Building Permit Number

6366636

Project Description:
Construct 13-20 live/work residences and 9 - 12 townhouse units with associated residential parking. Existing structure to be removed.

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.

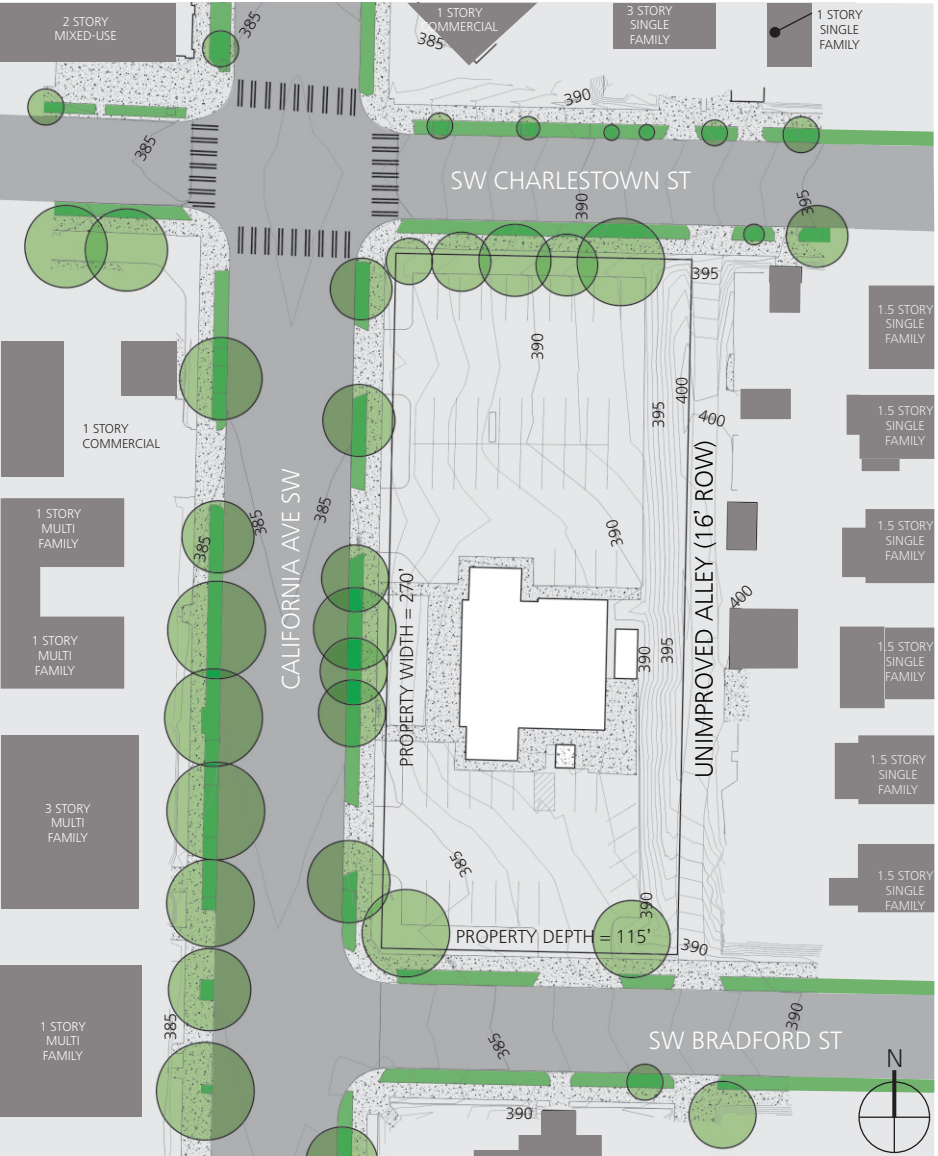
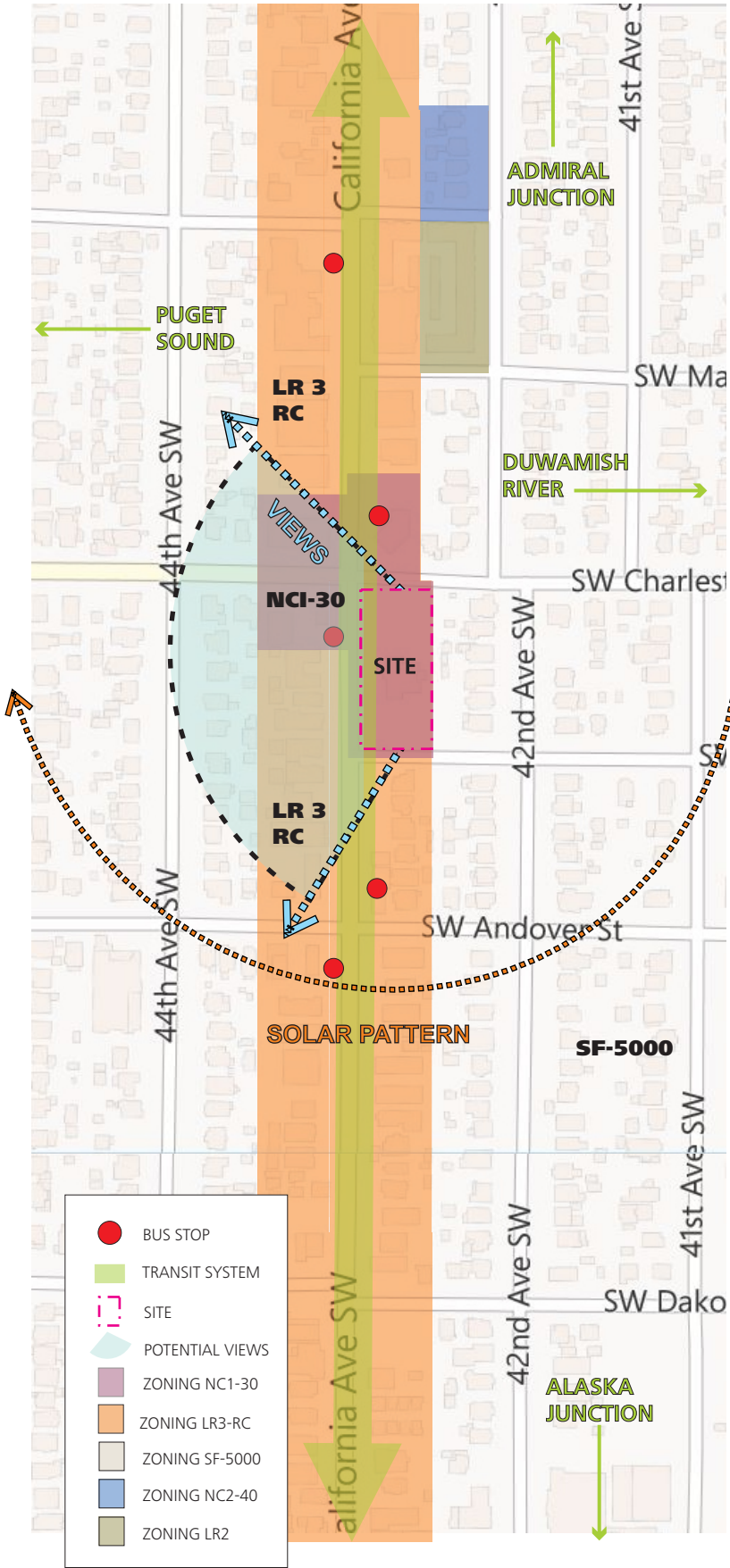
The urban tree canopy is variable in the area, but this section of California Avenue has large street trees on west side of California Ave. The majority of the tree canopy is located in the single family areas.

NEIGHBORHOOD CONTEXT

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

SITE



1 CALIFORNIA AVE. SW LOOKING EAST

SITE ACROSS THE STREET



2 CALIFORNIA AVE. SW LOOKING WEST

STREETSCAPE PHOTO MONTAGE

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SITE ACROSS THE STREET

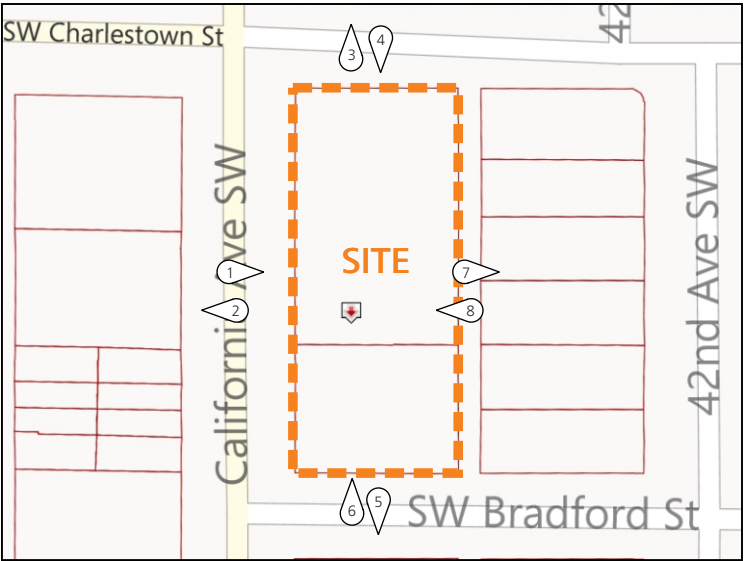


3 SW CHARLESTOWN ST. LOOKING NORTH

SITE



4 SW CHARLESTOWN ST. LOOKING SOUTH



STREETSCAPE PHOTO MONTAGE



5 SW BRADFORD ST. LOOKING SOUTH



6 SW BRADFORD ST. LOOKING NORTH

STREETSCAPE PHOTO MONTAGE

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SITE ACROSS



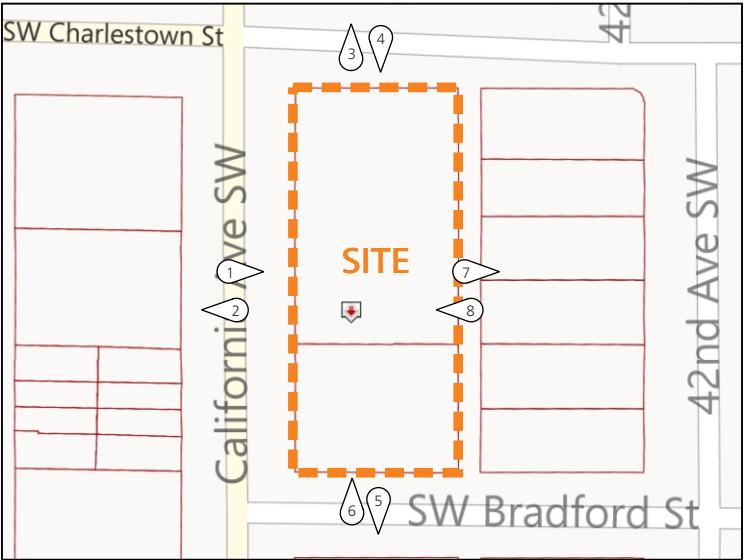
7 ALLEY LOOKING EAST

SITE



8 ALLEY LOOKING WEST

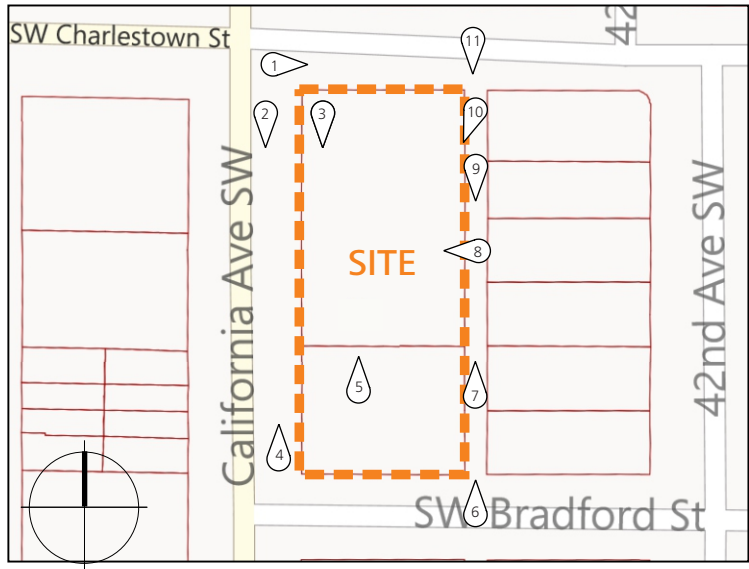
STREETSCAPE PHOTO MONTAGE





EXISTING SITE CONDITIONS

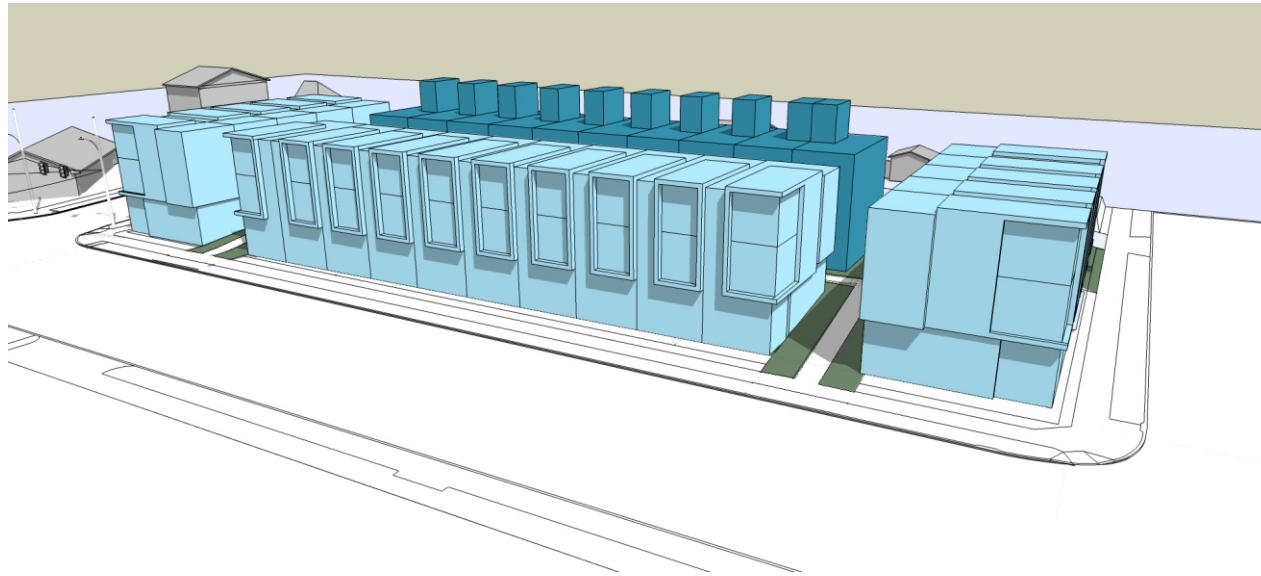
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EXISTING SITE CONDITIONS

EDG 1 DESIGN OPTIONS

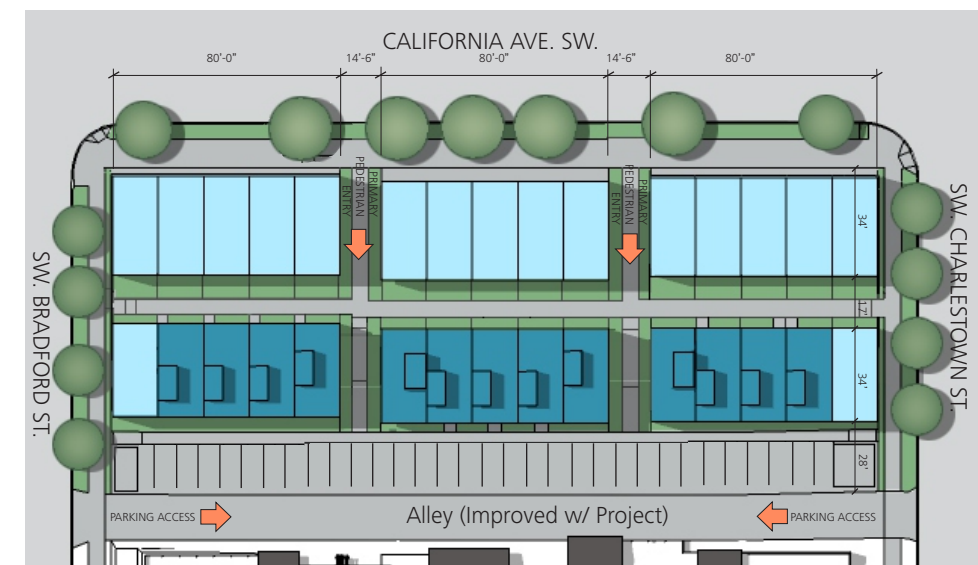
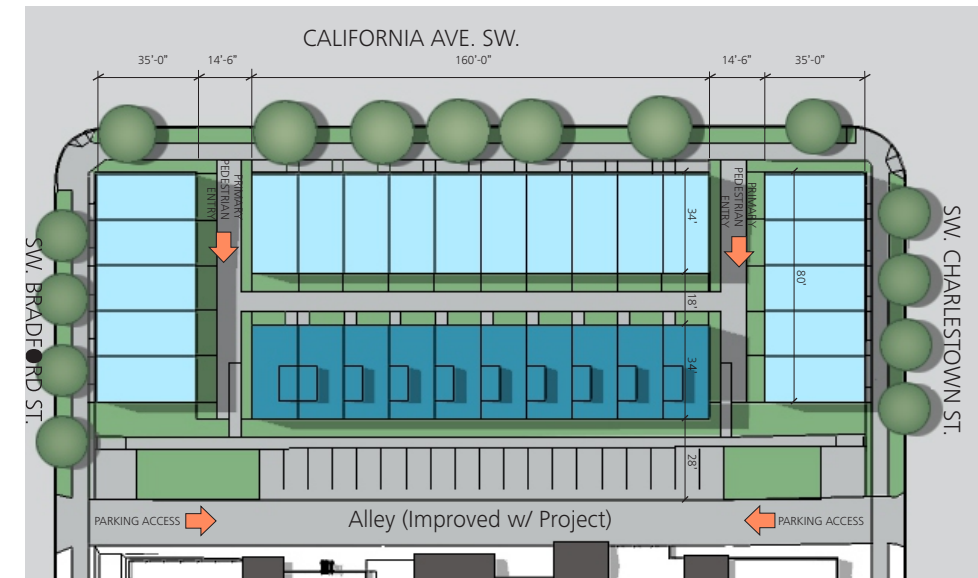
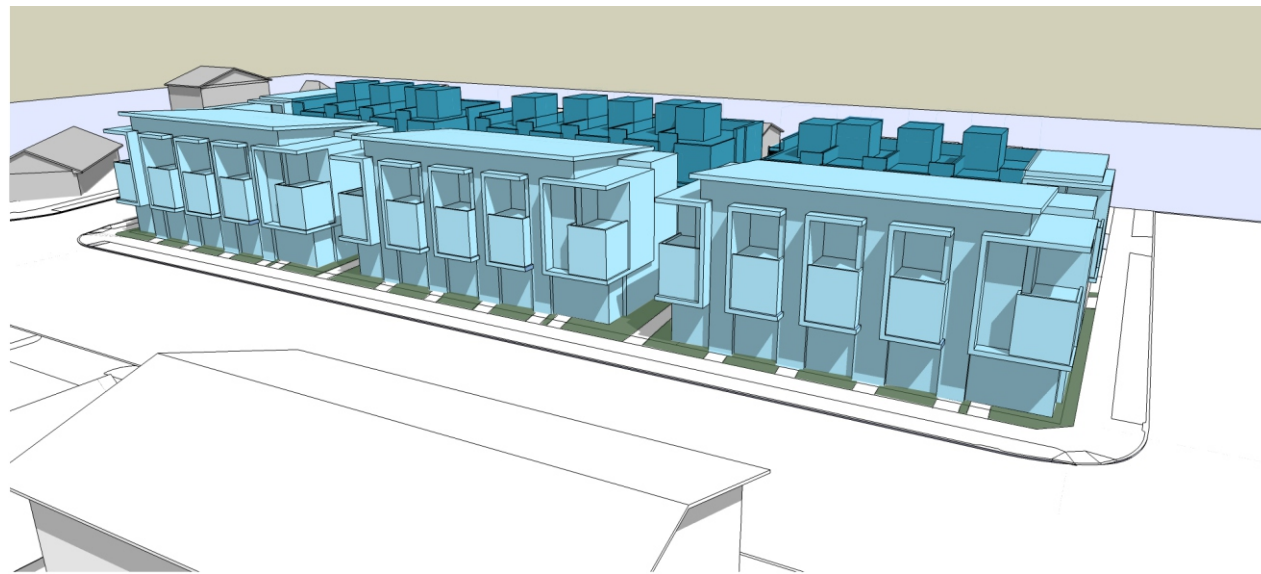
OPTION A



OPTION B



OPTION C



EDG 1 DESIGN OPTIONS

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| EDG BOARD DIRECTION | | ARCHITECT’S RESPONSE |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | Massing and Design: The Board felt that three different massing options were not presented and directed the applicant to return for a 2nd EDG showing massing options that follow the guidance below. (A-5, A-6, A-7, A-10, B-1, C-1, C-4) | |
| a. | Provide an option that transitions at the corner of California Ave SW and SW Charleston St. from a massing and design that compliments the existing commercial development to the northwest to a less “commercial” design along California Ave SW and SW Charleston St. (A-6, A-10, B-1, C-2) | All options provide a stronger commercial corner and would transition to a more residential feel. Option C is most responsive. |
| b. | Design the live/work units so that they may easily be converted to retail use in the future. (C-1) | The separation walls between the live-work units will have a portion which can be opened up to adjacent units in order to combine units. |
| c. | The Board is not supportive of the proposed location of solid waste collection and wants to see other options. (A-5, D- 6) | All three options have revised trash locations. Options B and C are still accessed at the ends of the alley and Seattle Public Utilities is has agreed to a collection point at the bottom of the alley. A location study has been provided in this packet. |
| d. | Provide a design that represents the current neighborhood character and uses materials consistent with the neighborhood. (C-1, C-4) | The massing of the preferred option is relevant to the surrounding neighborhood and materials and modulation will be contextual to the area. |
| e. | Consider using brick along the street front and more traditional materials at the corners. (A-10, C-1, C-4) | Brick masonry will be heavily incorporated at the corner of California Ave and Charlestown St. and will diminish in volume to the south and east. |
| f. | Provide design concepts that are not so repetitive and that have movement and a variation of scale along California Ave SW. Consider a variation in the size of the units and massing of the buildings. (C-1) | The massing of all three options has been modified to be less repetitive and Option C provides the greatest variation of scale along California Ave. The unit sizes have been varied from the westerly buildings to the easterly buildings. |
| g. | Lay out the structures to allow for setbacks and create useable open space. (A-6, | All options have been re-sited to allow for more open space and Option C incorporates the greatest amount and quality of open space of the three options. |
| h. | The Board would like the applicant to consider an option providing residential uses over retail use at the street level. [Note: the Board can make suggestions about uses and/or use locations to the applicant, but has no authority to dictate project uses.] | A mixed-use building over structured parking was studied but the design team does not feel it is in scale with the surrounding neighborhood given the number of units required to make the structured parking economically viable. |
| 2. | Height, Bulk & Scale: The site is across the alley from single family residences. (B-1) | |
| a. | The Board encouraged lowering the height of, or grouping the stair penthouses on the townhouses to make them minimally intrusive. (A-5, B-1) | All options have clustered stair penthouses and Option C minimizes the number further. Any option would be constructed at the minimum height required by Building Code. |
| 3. | Parking: Parking was shown being located either off of and accessed by an improved alley or located with the townhouses and accessed by curbs cuts and a parking aisle/driveway on site between the live/work structures and townhouses. (A-8) | |
| a. | Provide an option that shows the parking partially underground by taking advantage of the grade change at the back of the site. Ideally access would not extend through the length of the site. (A-8) | Option A provides parking located in the center of the site and does not extend through the site. Given the site dimensions, as well as the existing grade of the alley, partially below grade parking is not feasible. |
| b. | Provide screening of surface parking. (A-8, D-5) | Increased trees have been incorporated along the alley on options that utilize alley access and a more in-depth departure request has been included in the packet. |
| 4. | Open Space and Trees: The Board felt the site was cramped and the proposed open space and landscaping at grade was not adequate. (A-6, A-7, D-12, E-2) | |
| a. | Provide quality open space on the site that includes variety. (E-2) | Open space has been increased in quantity and quality, particularly in Option C. |
| b. | Lay out the structures to allow for setbacks and create useable open space. (A-7, D-12) | The buildings in all options have been re-sited to create greater useable open space. |
| c. | Try to maintain the existing trees on site. (E-3)) | A study has been included in this packet regarding retaining existing on-site trees, however the design team feels the site is better served by their removal or possible relocation. |
| d. | Provide access through the site that transitions from the public to the private realm. (A-6, A-7, D-12) | More quality connections through the site have been incorporated in Options B and C. |

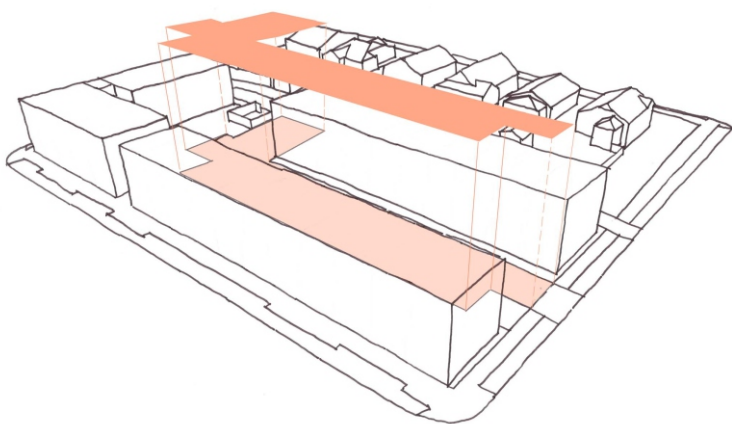
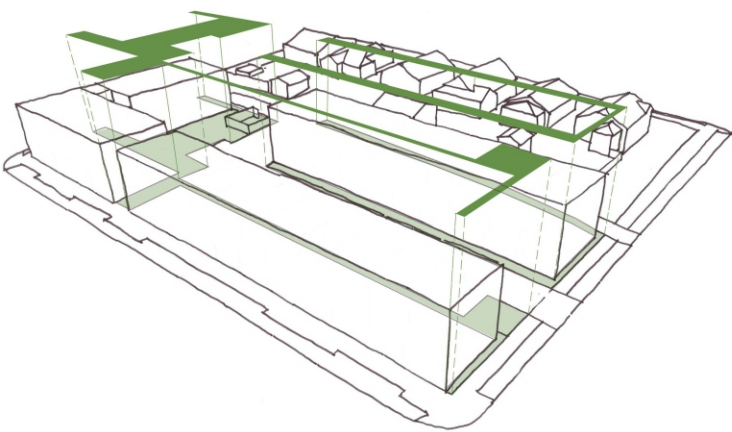
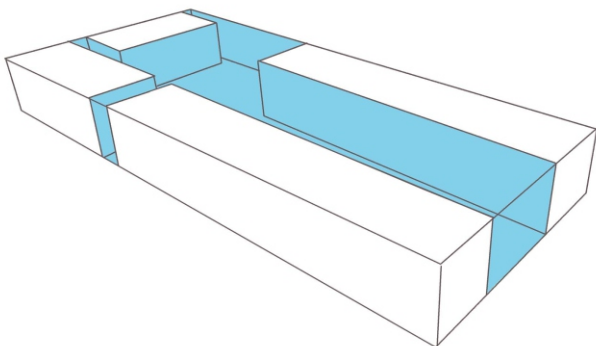
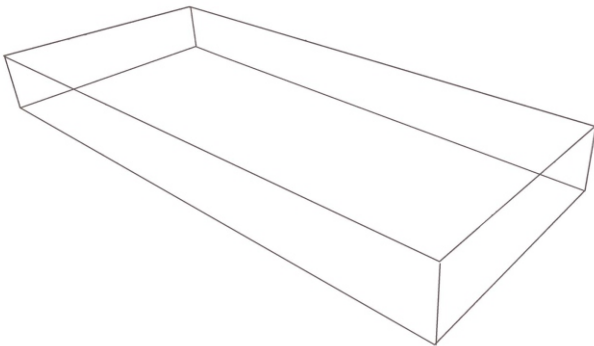
ZONING ENVELOPE

MASSING

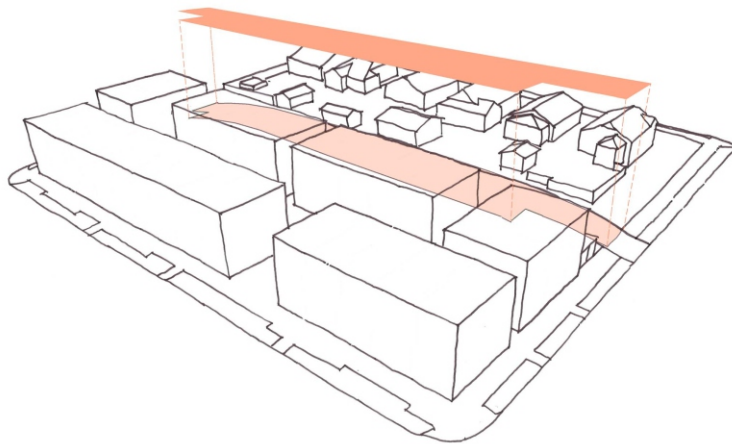
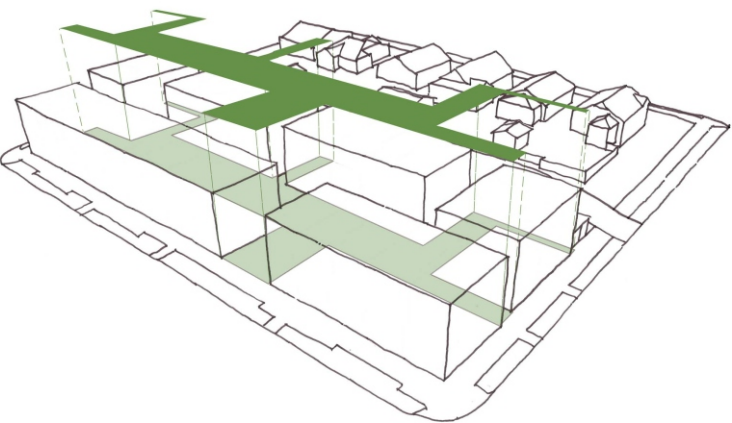
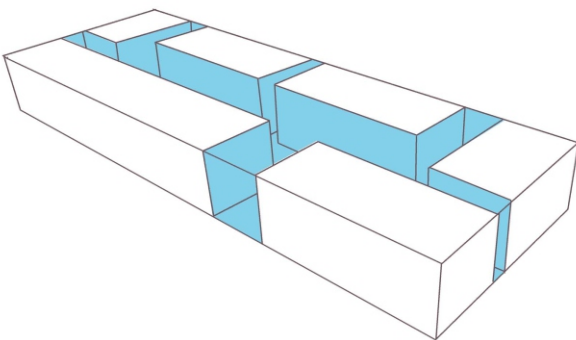
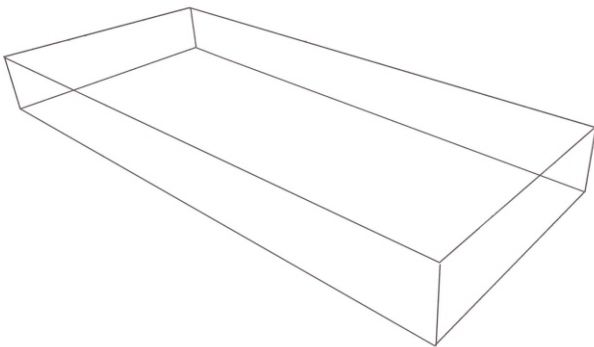
AMENITY

PARKING

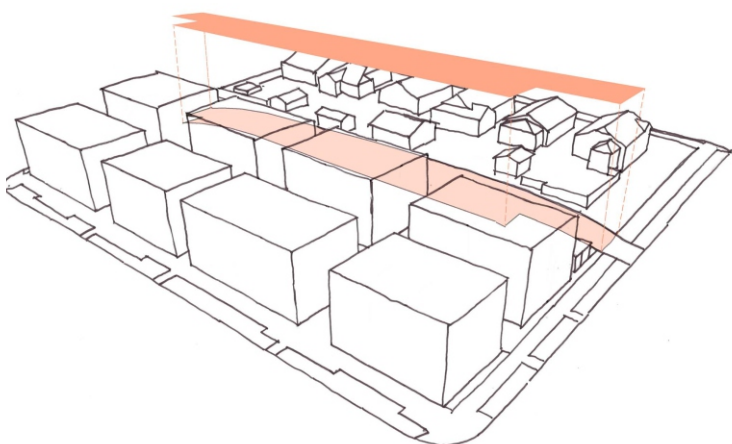
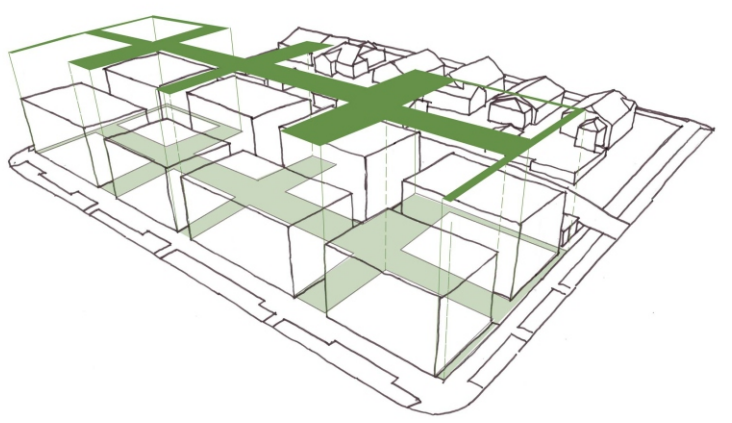
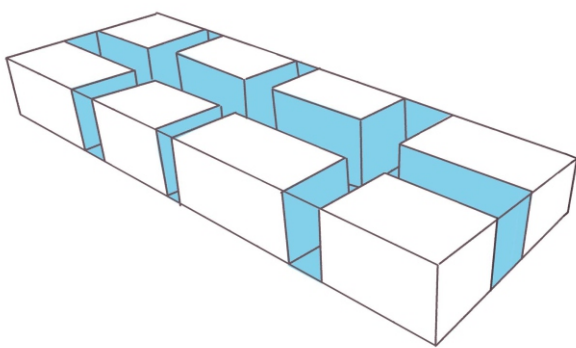
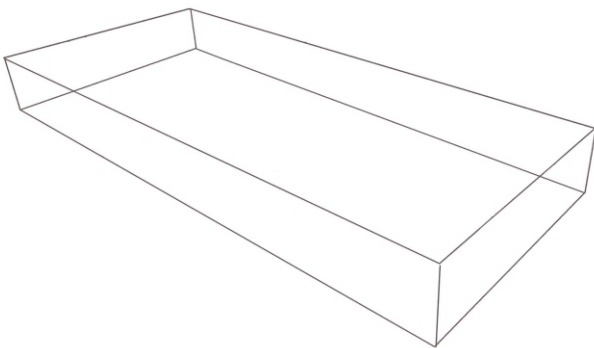
OPTION A



OPTION B



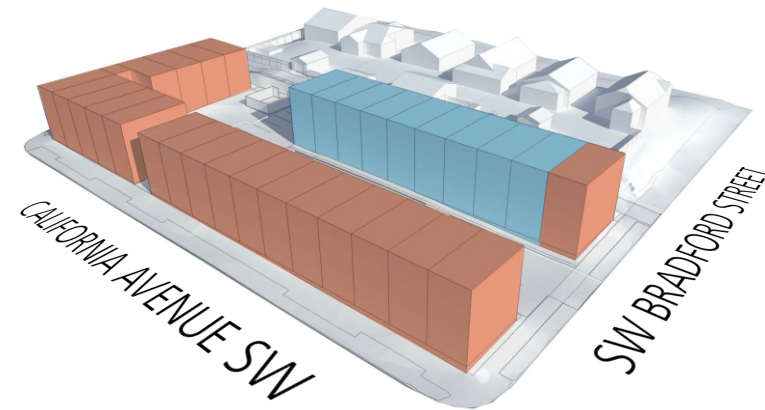
OPTION C



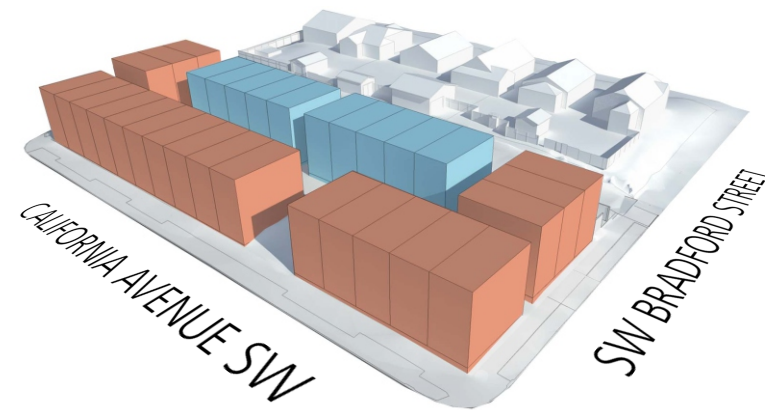
MASSING OPTIONS

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OPTION A



OPTION B



OPTION C



DEVELOPMENT OBJECTIVES

The proposed development will create an urban infill development with a range of 13-20 live/work units and 9-12 townhomes clustered into multiple buildings around a central pedestrian courtyard.

The front 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.

| DESIGN GUIDELINE | OPTION A | OPTION B | OPTION C | DESCRIPTION |
|---------------------------------------------------------|----------|----------|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CS2.B.2 Connection to Street | | | | Option C provides multiple connections from all streets into the site and provides the greatest transition from public to private spaces. |
| CS2.C.1 Full Block Sites | | | | Option C breaks down the massing along California Ave the most and provides the greatest opportunity for transition from adjacent commercial to residential uses. |
| CS2.D.1 Existing Development and Zoning | | | | Although Option B and Option C decrease the project's massing greater than Option A, Option C is the most successful at fitting with the single-family neighbors, while providing appropriate scaled commercial along the street fronts. |
| CS2.D.3/4 Zone Transitions Massing Choices | | | | Option C provides the best massing and materiality transition, both east-west and north-south from the commercial uses along California Ave, to the single-family and multi-family residential uses to the south and east of the site. |
| CS2.D.5 Respect for Adjacent Sites | | | | As Options B and C allow for the greatest separation to the single-family neighbors. Option C best breaks down the massing along the zone change and is most compatible with the less intensive zone. |
| PL1.B.1 Pedestrian Infrastructure | | | | Options B and C integrate many pedestrian connections to the abutting public ways and separate autos from people by the greatest amount. |
| PL2.B.1 Eyes on the Street | | | | Residents living in Options B and C are more likely to engage and enliven the pedestrian courtyards over a parking area. |
| PL3.B.4 Interaction | | | | Along with eyes on the street, Options B and C provide greater opportunities for neighborly interaction over Option A. Option C goes a step further by breaking down semi-private areas and encouraging more intimate interaction. |
| DC.1.A.2 Gathering Spaces | | | | All three options create gathering spaces to provide for interaction between neighbors. Option C provides the best balance between semi-private and public delineation. |
| DC.1.B.1 Access Location and Design | | | | Options B and C improve and use the existing alley for vehicular access and service uses; and provide the greatest separation from pedestrian designated areas. |
| DC.3.A.1 Interior/Exterior Fit | | | | Option C creates intimate exterior spaces which integrate with the adjacent unit interiors to develop a relationship between the two. |

OPTION A

CODE COMPLIANT

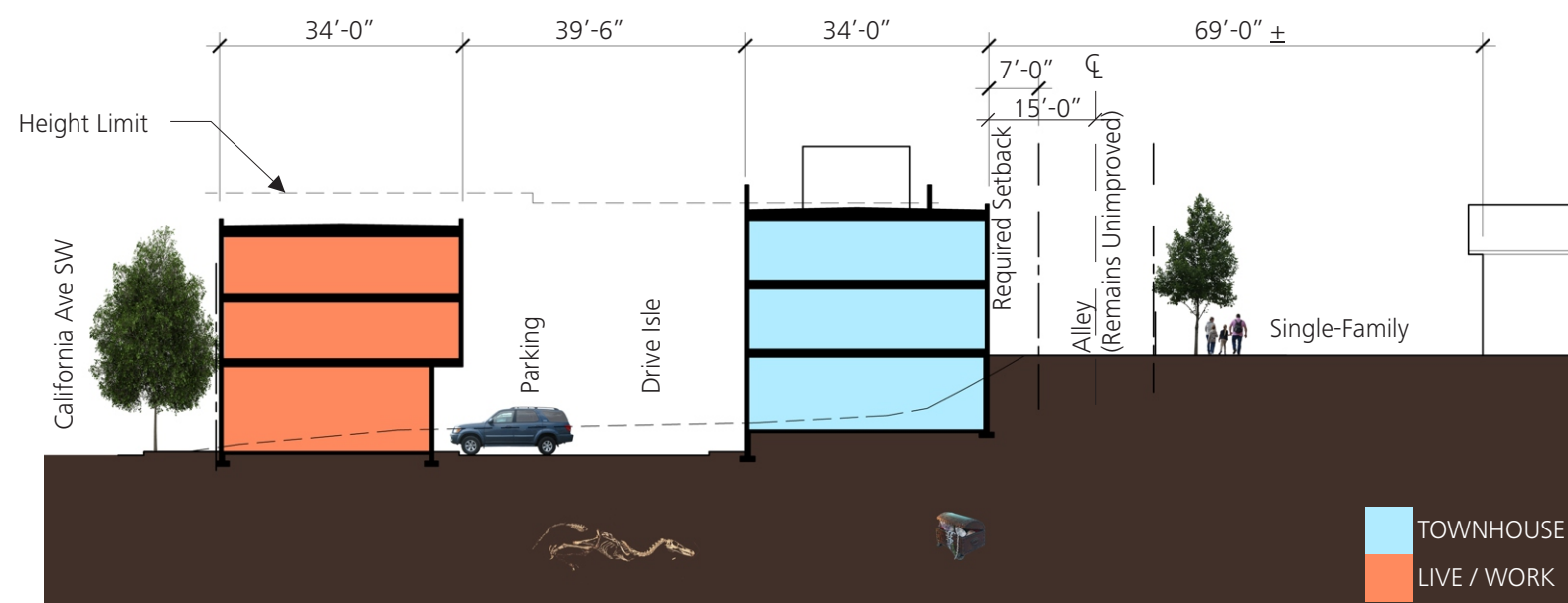


NARRATIVE

Option A provides a stronger commercial mass at the corner of Charlestown St and California Ave and would transition to a greater residential feel to the south, in response to Item 1a in the EDG Report. The parking has been moved to the interior of the site, responding to Item 3a and 3b. The trash enclosure has been moved internal to the site, per Item 1c. Open space has been clustered to the north end of the parking, in response to Item 1g.

WHY ITS NOT OUR PREFERRED OPTION

This scheme is not preferred due to the large amount of area devoted to cars and the lack of community it creates; as well as the large, unbroken massing along California Avenue. The townhomes would also have their main living area on the second floor to provide separation from the drive aisle, prompting less "eyes on the street" than the options devoting the central court to pedestrians.

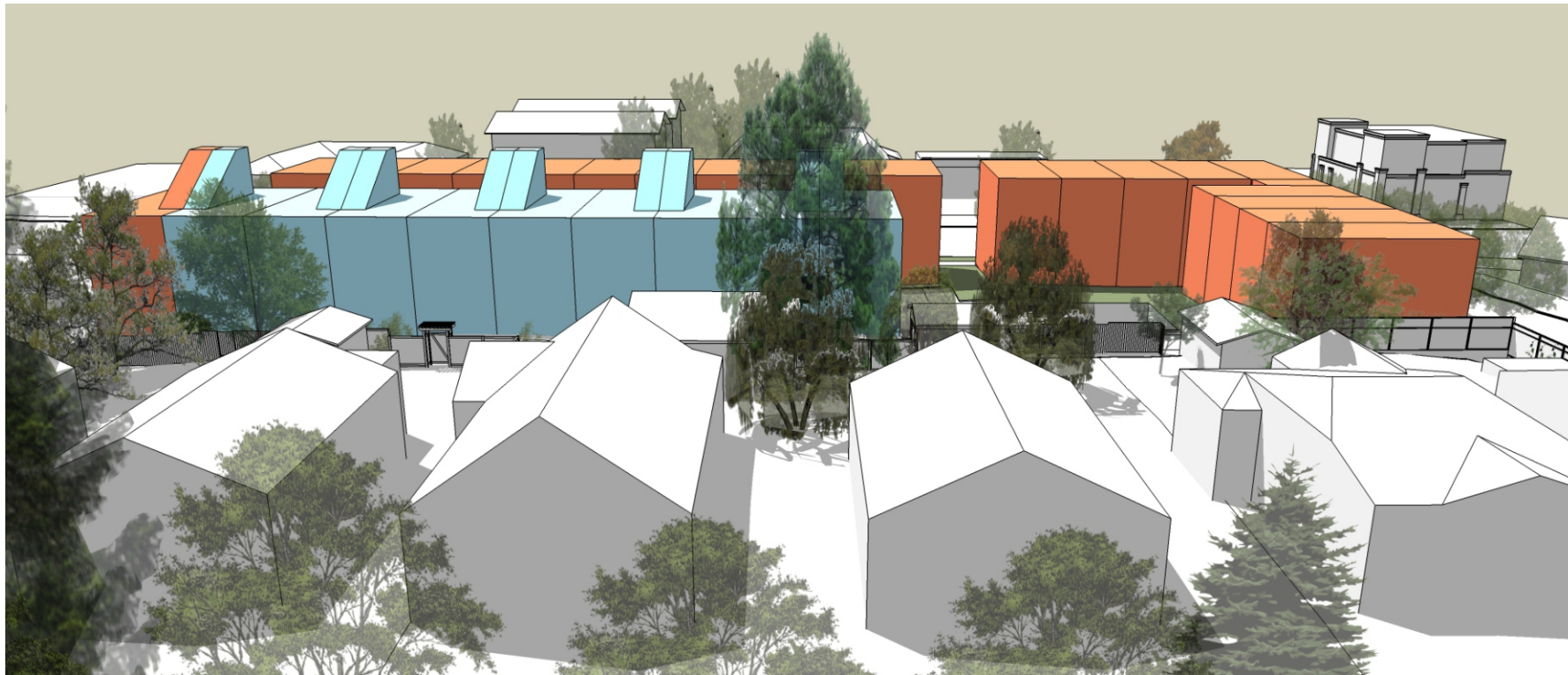


STRENGTHS

- Greater commercial feeling
- More light into the center of the site
- Relocated trash
- No departures required

CHALLENGES

- Long, unbroken mass along street fronts
- Less residential feel
- Buildings pushed closer to SF Neighbors
- Longer massing along alley
- Alley remains unimproved
- Greater number of live-work units
- Auto-centric, no sense of space
- Majority of ground-level open space devoted to cars
- Lack of amenity areas for Live-Work units
- Decreased central pedestrian activity means less "eyes on the street"
- Unresponsive to neighbor's requests



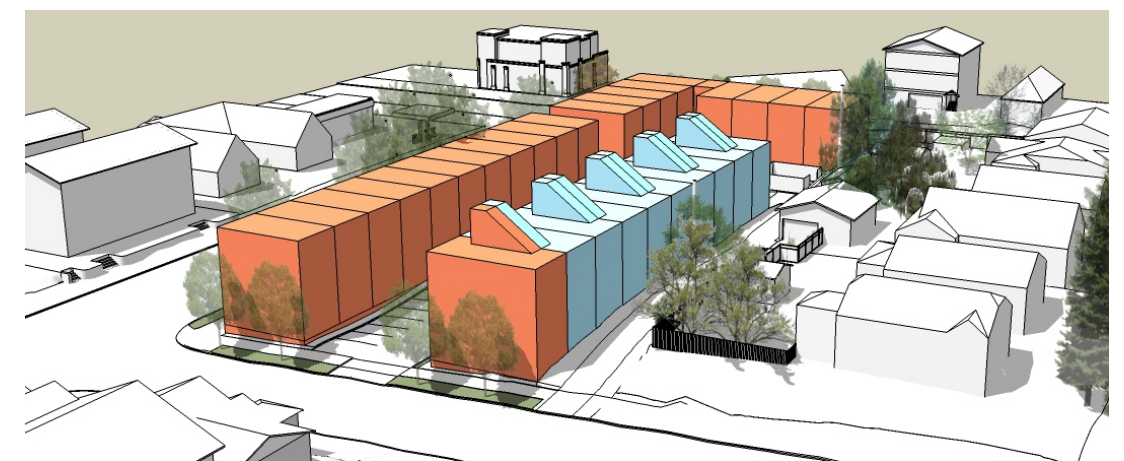
LOOKING WEST



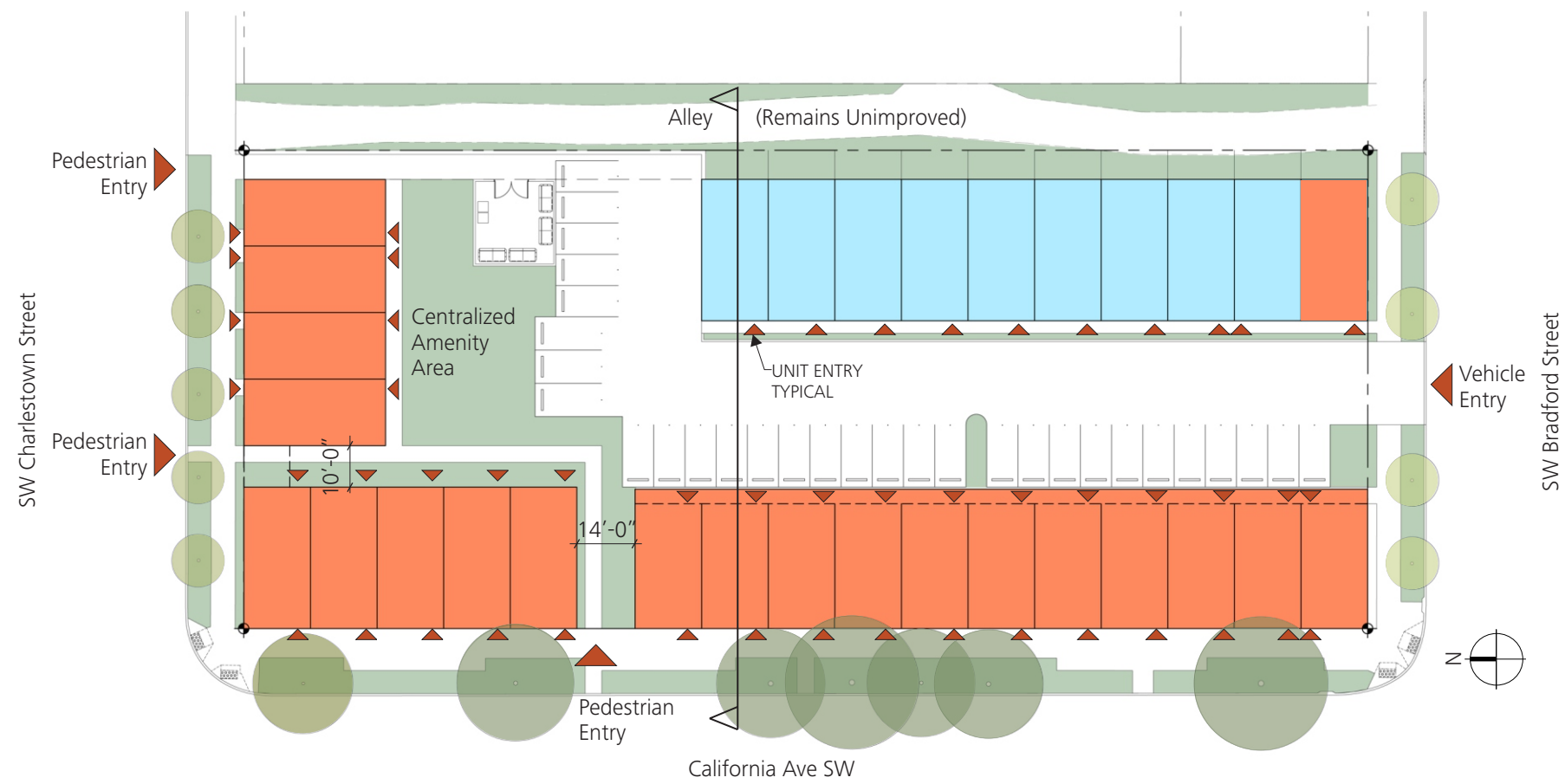
SOUTHWEST VIEW



NORTHEAST VIEW



SOUTHEAST VIEW



OPTION B

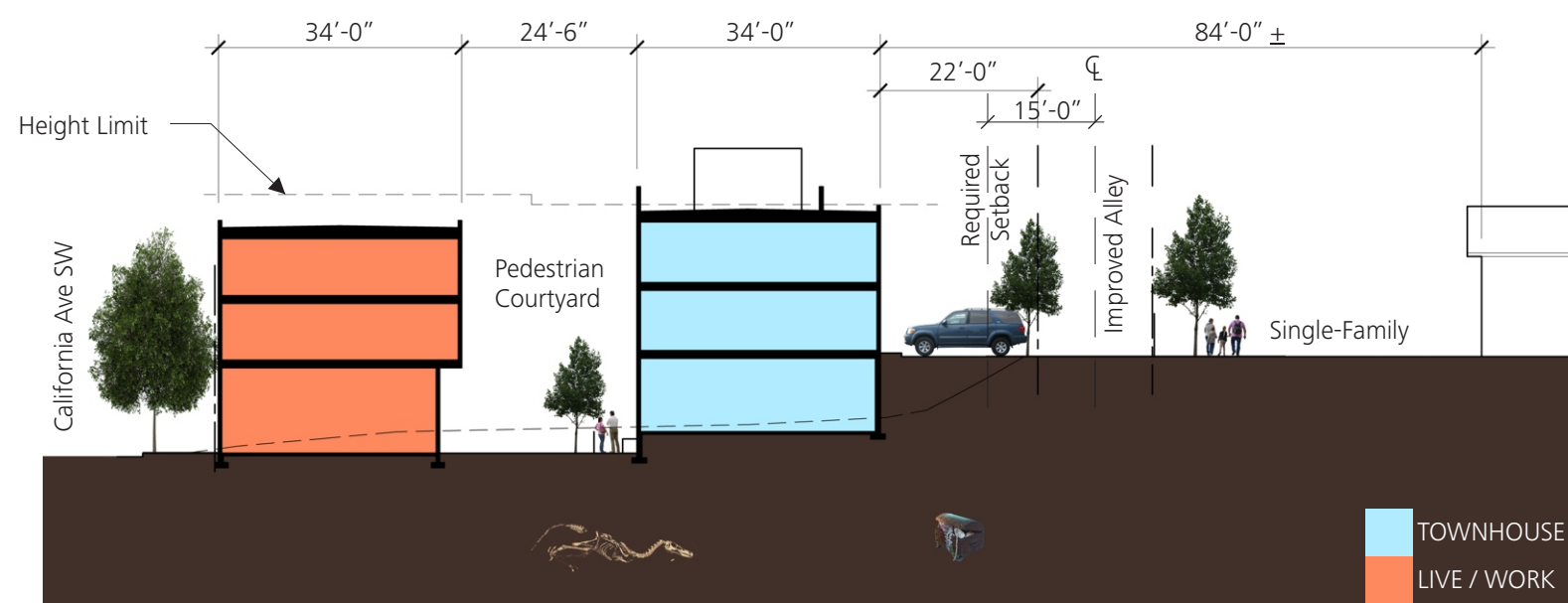


NARRATIVE

Option B turns the is derived from the EDG 1 preferred scheme 90, creating “L” shaped massing at both street intersections, addressing Item 1a. The massing along California Ave has been modified, creating less repetition and a larger courtyard visible from the street, Item 1g. The parking is accessed via the alley, and a departure is still requested from the alley screening requirement. The trash enclosures are preferred at the edges of the alley to mitigate grade change of the alley, which enables an appropriate cross-slope for the parking stalls. Trash pick-up would be accessed from the sidewalk on collection day. A study is included showing an alternate for the trash enclosure location.

WHY ITS NOT OUR PREFERRED OPTION

While this option is much more sympathetic to pedestrians within the site, the longer massing along the alley and along California Ave is less in-tune with the neighbor’s desires to maintain the residential scale of the surrounding area. The second unit in from the street corners is also severely compromised due to the narrow width of the breeze ways.

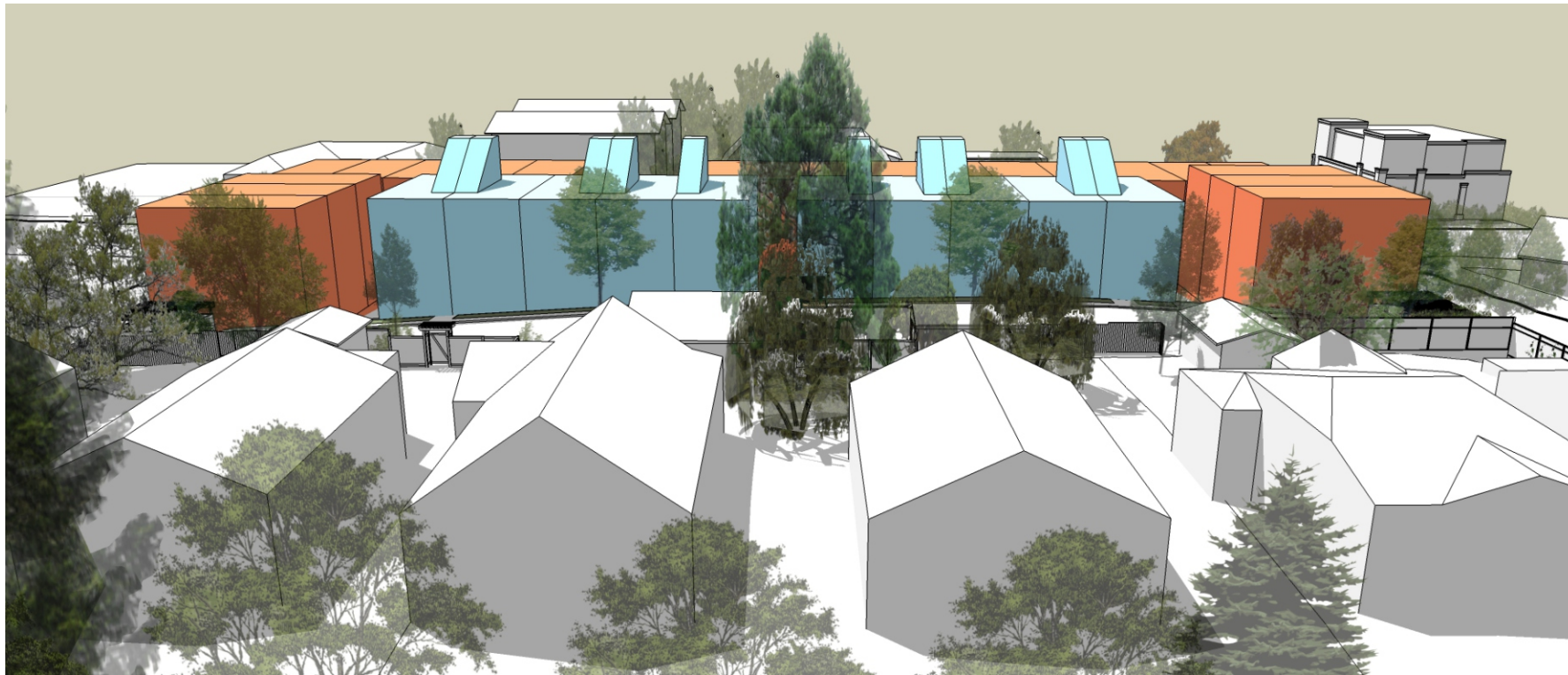


STRENGTHS

- Greater commercial feeling
- Increased pedestrian emphasis
- Larger gathering space
- Not auto-centric
- Greater separation to SF neighbors
- Increased street parking
- Alley is improved to full SDOT standard
- Increased CPTED Principles

CHALLENGES

- Long, unbroken mass along street fronts
- Less residential feel
- Longer massing along alley
- Compromised units
- Departure required



LOOKING WEST



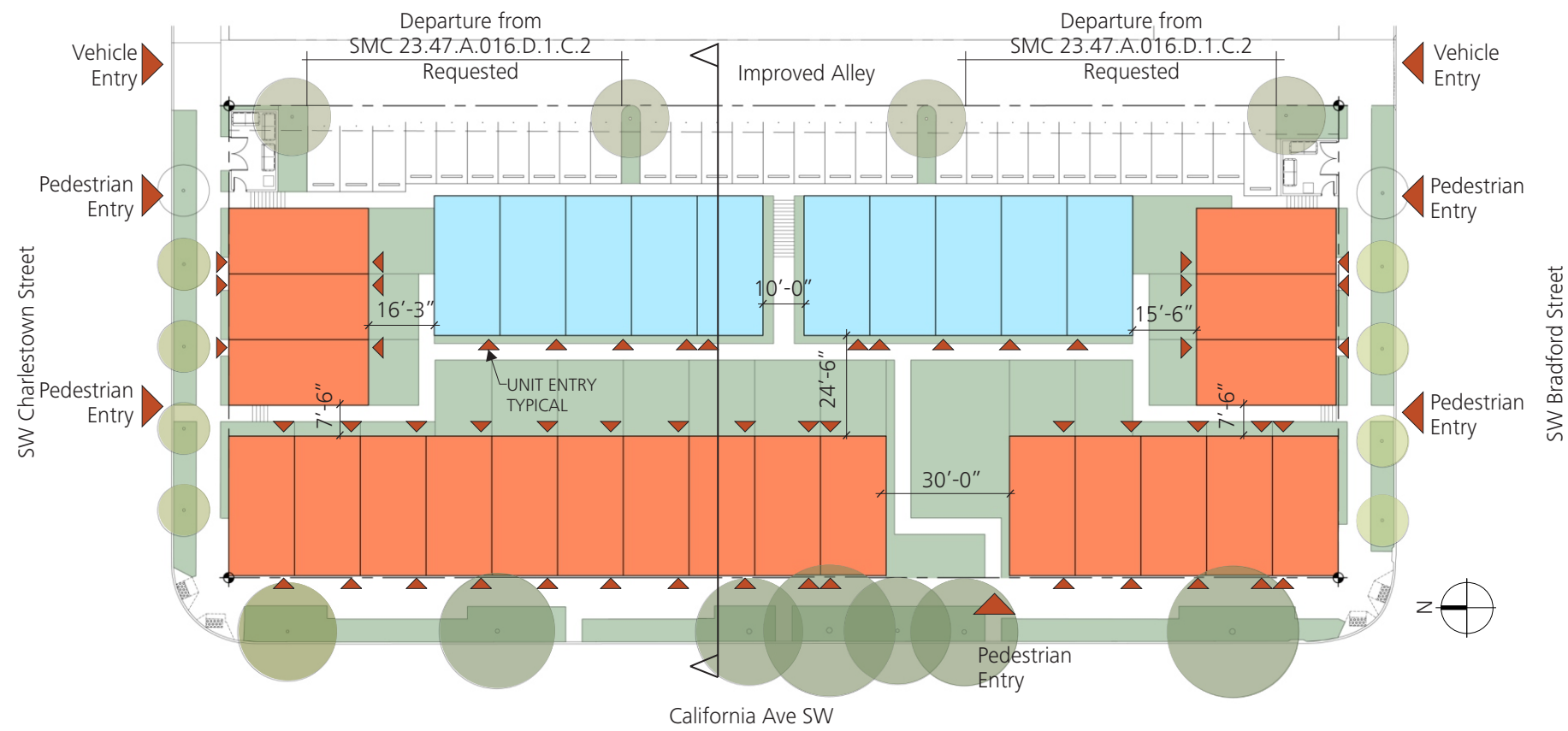
SOUTHWEST VIEW



NORTHEAST VIEW



SOUTHEAST VIEW



OPTION C

PREFERRED

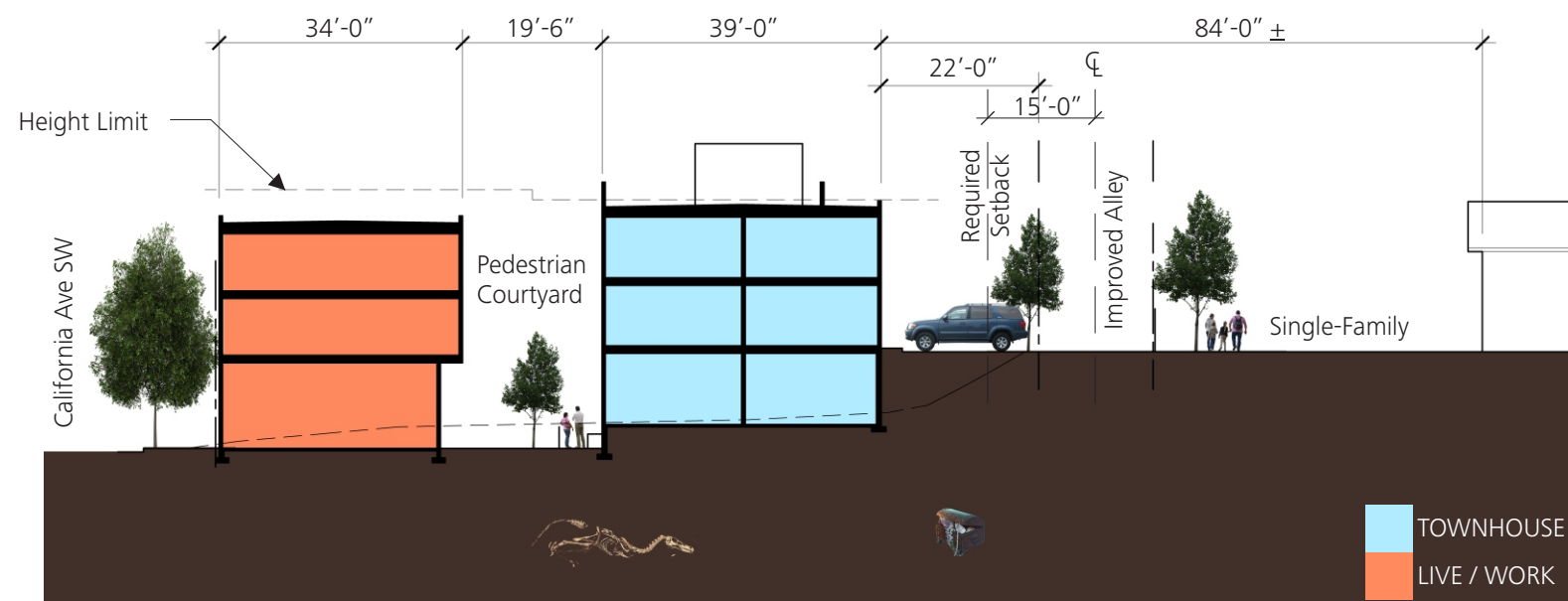


NARRATIVE

Option C breaks from the linear nature of the other schemes and creates clusters of four units, separated by wide courtyards which are ideal for gathering and conversing with neighbors (Item 1g). Unit entries face each other, encouraging interaction. Like Option B, parking is accessed off of the alley and the trash enclosure remains at the east corners to mitigate the dramatic grade change of the alley. The trash location study mentioned in Option B is also applicable to this option.

WHY IT IS OUR PREFERRED OPTION

In addition to reducing the site area devoted to parking, this option is the most in line with the massing of the single family neighborhood which is the predominate use in the area. The wide east-west courtyards allow the greatest amount of solar access to the eastern neighbors, and the large setback from the alley are most sympathetic to the single family houses. The site is people oriented, allowing more visibility and interaction into the courtyards. The street corners have a strong commercial presence and the roof penthouses have the smallest impact of any option. Although a departure is required, the design team feels that this option responds the best to both the direction of the board, and the concerns voiced by the neighbors.

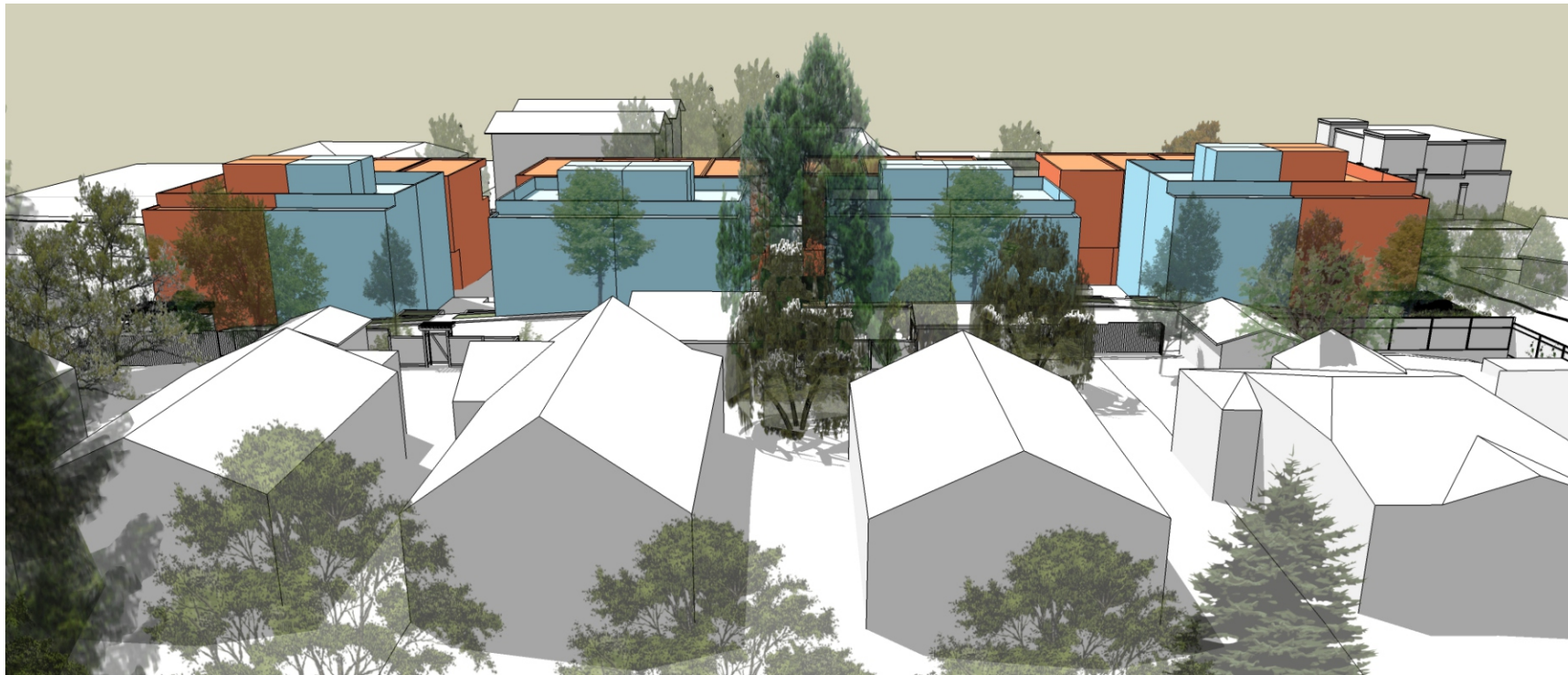


STRENGTHS

- Hard urban edge offset by large courtyards
- Scale is most compatible to surrounding area
- Condensed roof penthouse footprint
- Maximizes pedestrian spaces
- Devotes site to people, not cars
- Greater separation to SF neighbors
- Greater solar access for site and neighbors
- Increased street parking
- Alley is improved to full SDOT standard
- Massing broken down on all facades
- Increased CPTED principles

CHALLENGES

- Departure required
- Less north-south separation within the site



LOOKING WEST



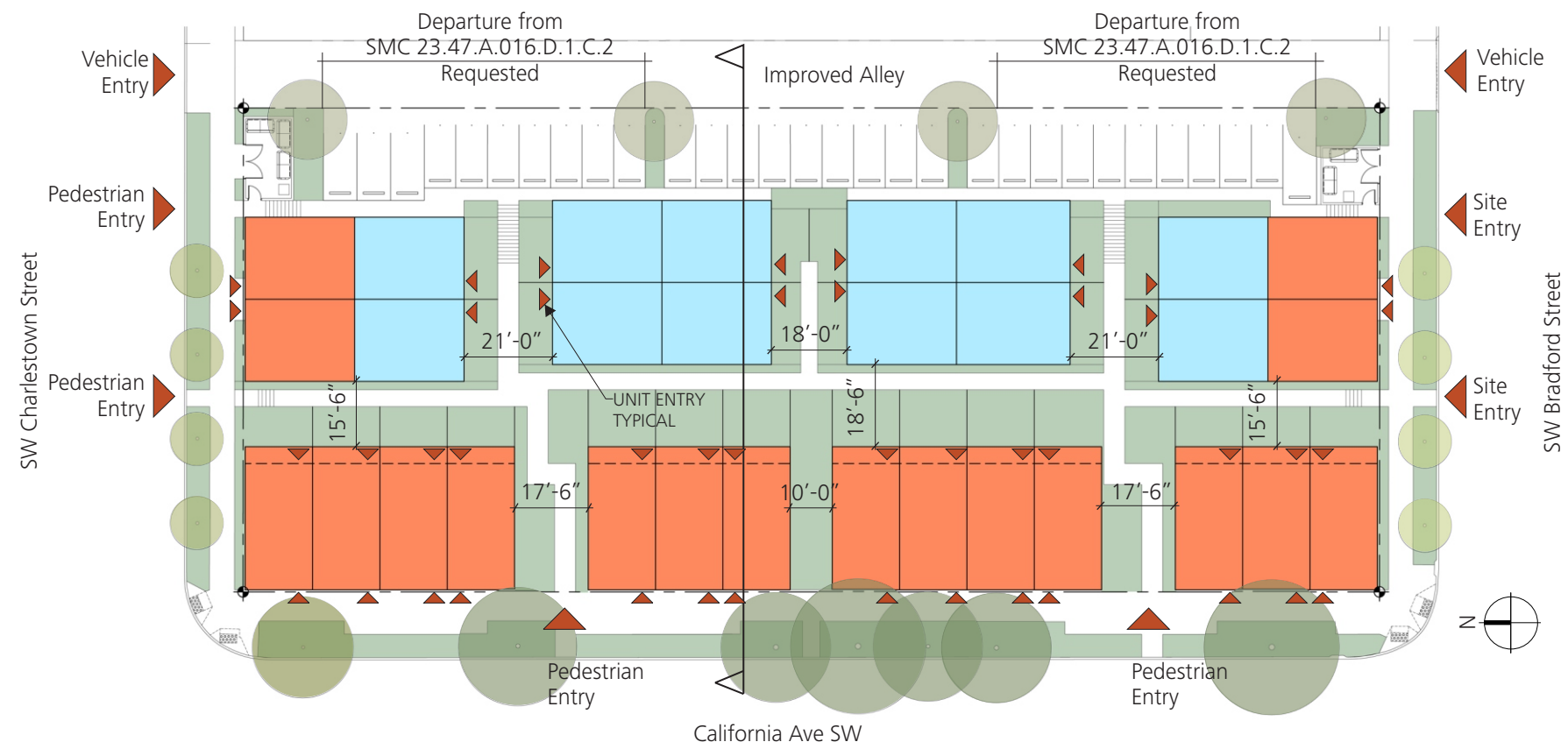
SOUTHWEST VIEW



NORTHEAST VIEW



SOUTHEAST VIEW



CS1 Natural Systems and Site Features

B.1 Sun and Wind

Take advantage of solar exposure and natural ventilation available onsite where possible. Use local wind patterns and solar gain as a means of reducing the need for mechanical ventilation and heating where possible.

The additional courtyards and wider spaces between the buildings from the original preferred option increase solar access and opportunities for natural ventilation.

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.

The wider courtyards increase daylighting and features such as canopies and overhangs will help shade against south and west light. Smaller buildings equal greater ratio of exterior walls and daylight.

B.3 Managing Solar Gain

Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

Deciduous street trees to the south and west manage solar gain during the summer months and provide access to greater sunlight during winter months

C.2 Elevation Changes

Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation

The buildings have been broken and situated to take advantage of the existing site characteristics and step up with the existing grades. Note that buildings along alley are partially buried to minimize height impact to neighbors across the alley.

CS2 Urban Pattern and Form

A.2 Architectural Presence

Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a “high-profile” design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials.

The hard urban edge along California Ave and strong corners are softened as the project approaches the adjacent single family zone. Smaller buildings along California create a scale which is in-tune to with the surrounding neighborhood.

B.2 Connection to the Street

Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

The preferred scheme provides many pedestrian connections to the adjacent streets and provides opportunity to transition from public to private. The sidewalk along California Ave is enhanced to create interest and reinforce the urban edge at the buildings.

C.3 Full Block Sites

Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and over-all building design. Consider providing through-block access and/or designing the project as an assemblage of buildings and spaces within the block.

The project massing has been broken into four buildings along California Ave to create interest and to create a human scale appropriate to the surrounding structures.

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.

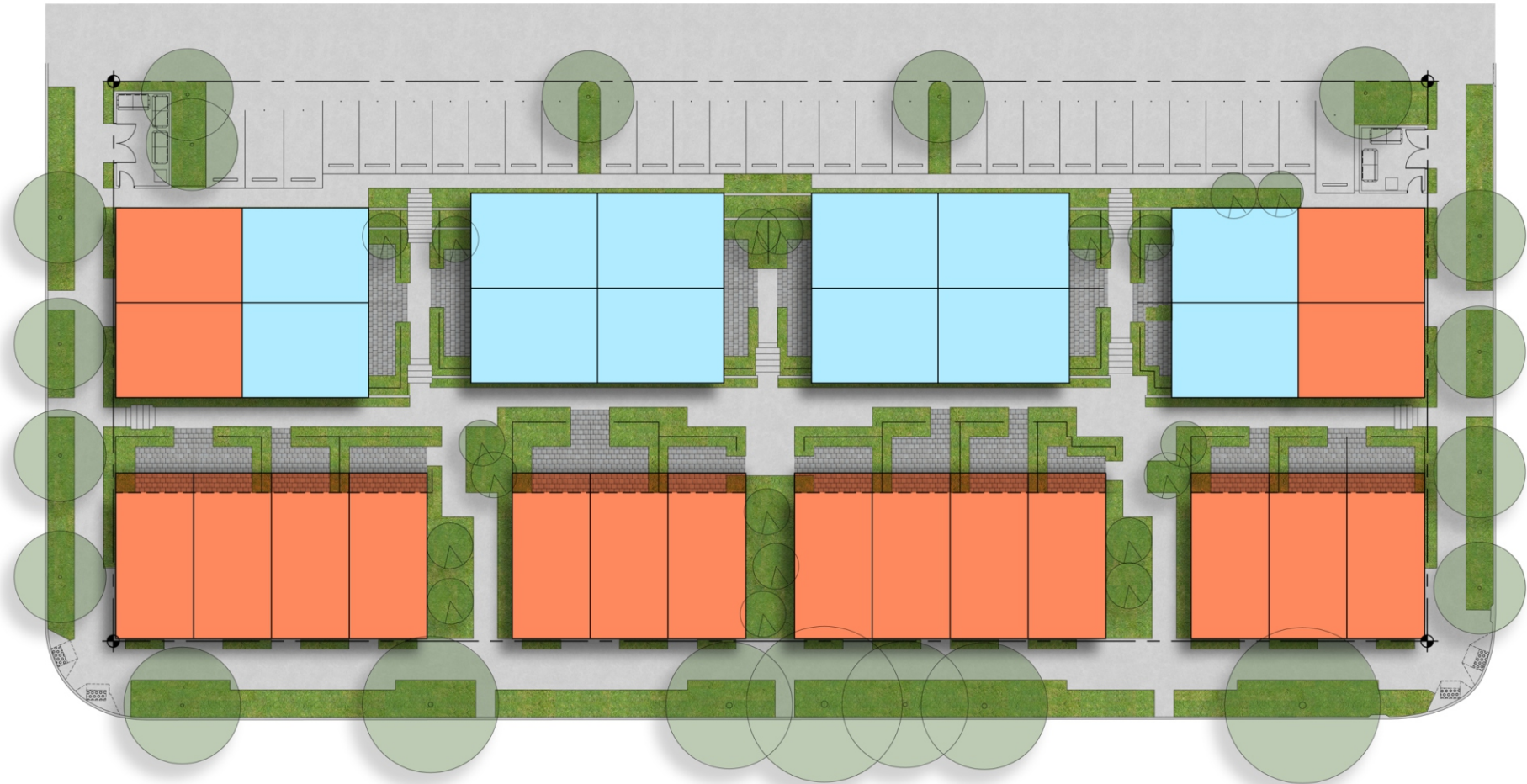
The preferred option complements the massing of adjacent uses by not creating monolithic structures, especially at the zoning edge along the alley. Windows will be minimized to increase privacy.

D.3 Zone Transitions

For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development. Factors to consider:

- a. Distance to the edge of a less (or more) intensive zone;
- b. Differences in development standards between abutting zones;
- c. The type of separation from adjacent properties (e.g. separation by property line only, by an alley or street or open space, or by physical features such as grade change);
- d. Adjacencies to different neighborhoods or districts; adjacencies to parks, open spaces, significant buildings or view corridors; and
- e. Shading to or from neighboring properties.

In addition to D.1, the structures are sited away from the SF zone to maximize privacy and the height is minimized by being cut into the grade along the east edge.



APPLICATION OF SEATTLE DESIGN GUIDELINES TO PREFERRED OPTION

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PL1 Connectivity

A.2 Adding to Public Life

Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

The sidewalk along California Ave will be improved and widened to create more interest and public benefit. Street trees will be added on Charleston Street and Bradford Street.

B.1 Pedestrian Infrastructure

Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

Option C creates many pedestrian pathways through the site at many entry points.

PL2 Walkability

B.1 Eyes on the Street

Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

Semi-private yards and walkways through the site, ground-floor living spaces, and increased activity in the alley increase safety and visibility of the site and adjacent areas.

C.1 Weather Protection (Locations and Coverage)

Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops. Address changes in topography as needed to provide continuous coverage the full length of the building, where possible.

Commercial uses at street level will contain larger scaled canopies toward Charlestown, which will decrease in scale toward the residential zones to the east and south.

PL3 Street Level Interaction

B.1 Security and privacy

Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.

Residential units will be elevated above walkways to provide privacy and entrances are placed along semi-public walks. East facing windows will be minimized.

B.4 Interaction

Provide opportunities for interaction among residents and neighbors. Consider locating commonly used features or services such as mailboxes, outdoor seating, seasonal displays, children’s play equipment, and space for informal events in the area between buildings as a means of encouraging interaction.

Option C provides ample opportunities for interaction with pedestrian pathways, low walls to separate public and private space, and clustered entries which encourage talking with adjacent owners.

DC1 Project Uses and Activities

A.2 Gathering Spaces

Maximize the use of any interior or exterior gathering spaces by considering the following:
a. a location at the crossroads of high levels of pedestrian traffic
b. proximity to nearby or project-related shops and services; and
c. amenities that complement the building design and offer safety and security when used outside normal business hours.

Intersections of pedestrian walks create locations for gathering and low separations between semi-private spaces encourage gathering and social interaction.

B.1 Vehicular Access and Circulation

Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:

- a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;*
- b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or*
- c. employing a multi-sensory approach to areas of potential vehicle-pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices.*

The proposed parking location accessed from the alley enhances safety and decreases interaction between cars and people.

DC3 Open Space Concept

A.1 Interior/Exterior Fit

Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

Option C creates intimate exterior spaces which integrate with the adjacent unit interiors to develop a relationship between the two.

B.1 Meeting User Needs

Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

The live-work units incorporate larger at-grade amenity spaces to eliminate the roof decks, which provide greater solar access and view opportunities. Townhome units are separated from walks by a smaller at-grade amenity space.

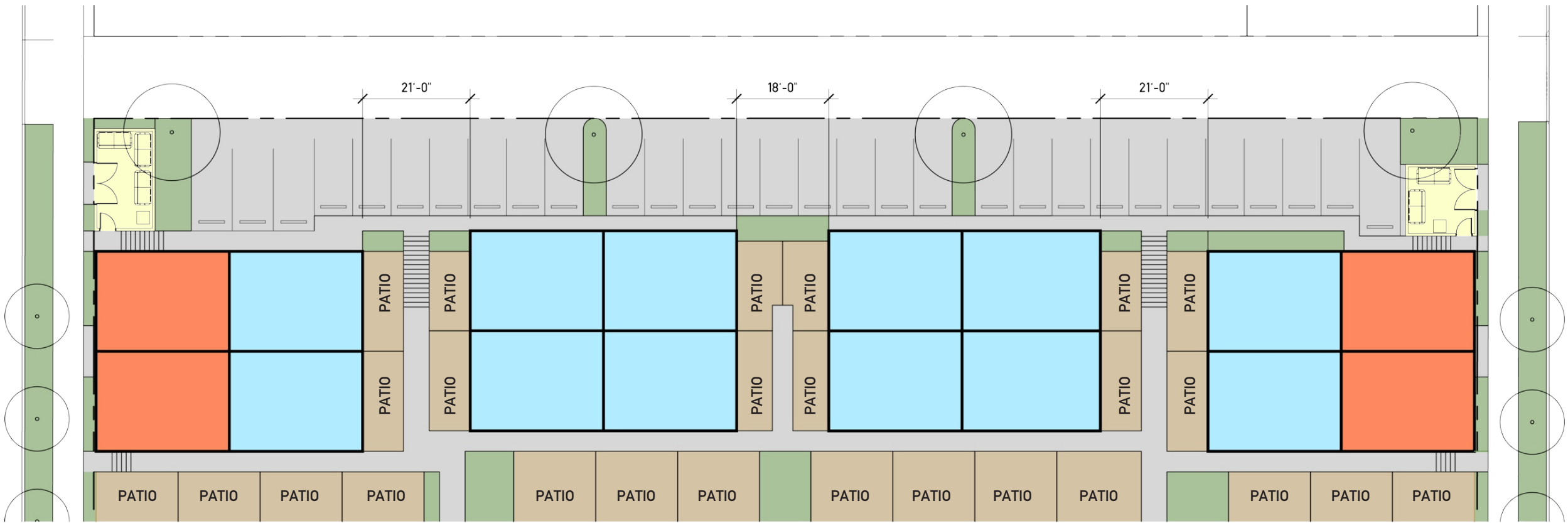
PROPOSED TRASH LOCATION

ADVANTAGES

- Less obtrusive to residents
- greater number of parking spaces
- Enclosure is used to mitigate alley grade change
- Enclosure is partially buried and hidden with a trellis or similar structure

CHALLENGES

- Proximity to R.O.W.
- Cross slope of sidewalk is more difficult for loading trucks



PROPOSED TRASH LOCATIONS SHOWN WITH PREFERRED ON-SITE TREE REMOVAL

EXISTING TREE REMOVAL

ADVANTAGES

- Greater solar access between buildings
- Neighbor's view corridors increased
- Hard urban edge desired in commercial zones
- More natural light to adjacent units

CHALLENGES

- Existing trees are removed and replaced with street trees in the R.O.W.

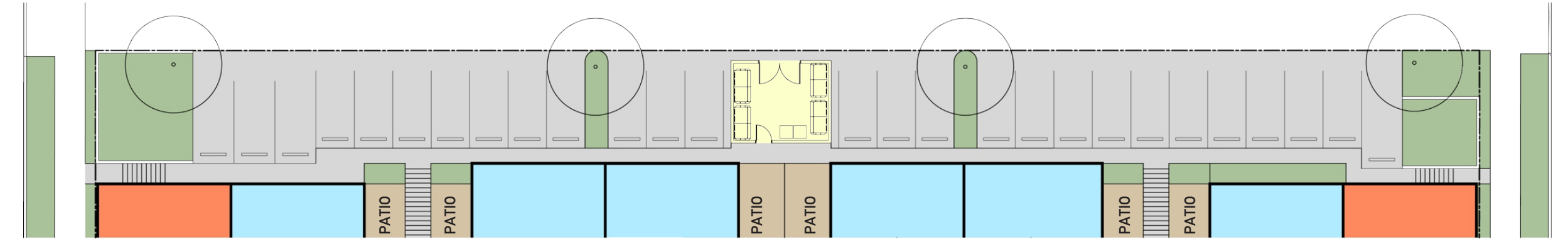
ALTERNATE TRASH LOCATION

ADVANTAGES

- Less visible from street
- Easier truck loading

CHALLENGES

- More obtrusive to residents and neighbors
- Fully above ground
- ADA access - chairlift required
- requires three parking stalls



ALTERNATE TRASH LOCATION

TRASH LOCATION COMPARISON

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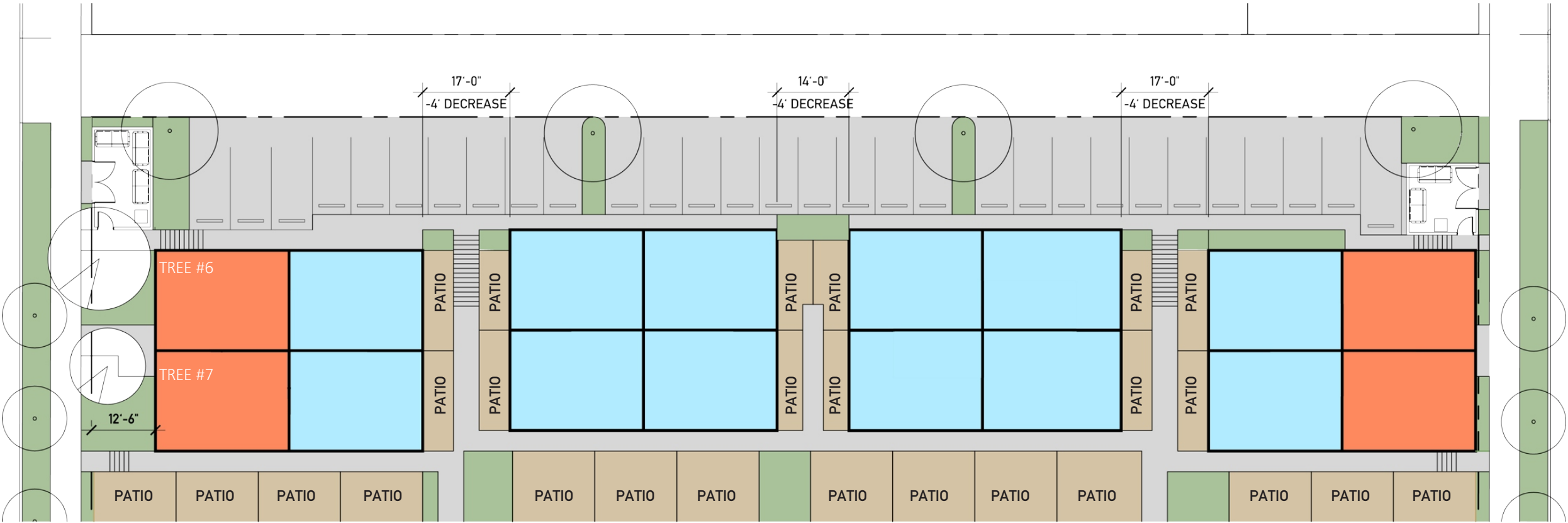
EXISTING TREE RETAINAGE

ADVANTAGES

- Existing trees are retained
- Softens transition from commercial to residential uses

CHALLENGES

- Diminished open space in all three eastern courtyards
- Increased challenge for utility routing
- Awkward commercial entry sequence
- Decreased solar access for project and neighbors due to narrower eastern courtyards



- The design team has studied the possibility of retaining some of the existing on-site trees and has identified two which present the greatest opportunity for retaining. Keeping these trees does however present other challenges to the site and conflicts with other board requests, such as reduced useable open space and solar access to neighboring properties.

EXCERPTS FROM ARBORIST REPORT, PERFORMED BY TREE SOLUTIONS, INC
DATED JANUARY 24, 2014

Of the 23 trees on site; seven of these are street trees all Linden (*Tilia cordata*) and they must be protected during development. Two more Lindens are located on the edge of the site in planting areas associated with the parking lot. Three Leyland cypress (*Cupressus x leylandii*) and four Chinese fir (*Cunninghamia lanceolata*) located at the southwest corner along the alley. These trees should be considered for replacement.

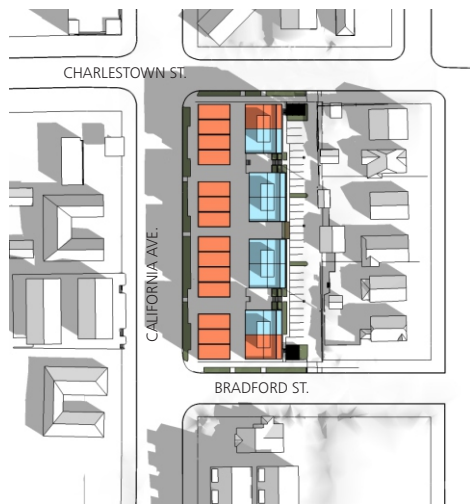
Soils on the site are shallow and compacted. Many of the trees have surface roots and many are obstructed by the paved areas and curbs nearby.

None of the trees on the site present anything other than low risk to surrounding targets.

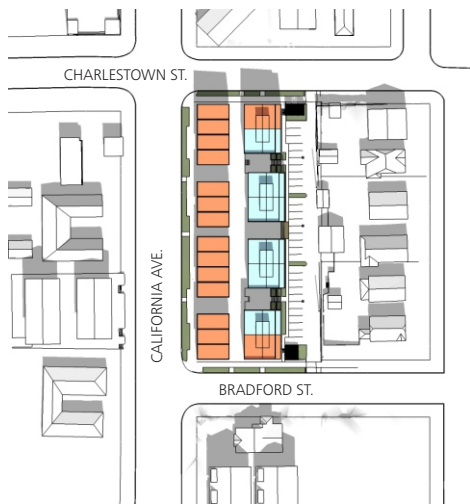
| | Species: | Diameter | Drip line / Direction | Height | Condition | Notes |
|---------|----------------------|----------|-----------------------|--------|-----------|---------------------------------------------------------------|
| Tree #6 | <i>Tilia cordata</i> | 17.5" | 21'/S | 40' | Good | Root obstruction due to curb and walkway, Roots shallow |
| Tree #7 | <i>Tilia cordata</i> | 10.3" | 14'/S | 34' | Fair | Root obstruction due to curb and walkway, trunk lean to south |

- There are seven existing Little Leaf Linden (*Tilia cordata*) trees in the ROW along California Ave SW on the West side of the property. These trees range in caliper from 8" to 14.5". Tree protection will be required on all seven of these trees. Please refer to City of Seattle (COS) Standard Plans 132a and 132b.
- There are five private Linden trees on the north end of the property in back of sidewalk ranging from 8" caliper to 17.5". The project will remove all of these trees.
- Two (*private*) Linden trees exist on the South end of the property, one at the SE corner (13.25") and one at the SW corner(14.5"). The project will remove both of these trees.
- Code required trees will be planted in the ROW along the North (SW Charlestown St) and South (SW Bradford St) sides. Number and species to be determined (*in coordination with SDOT and SPU requirements*).

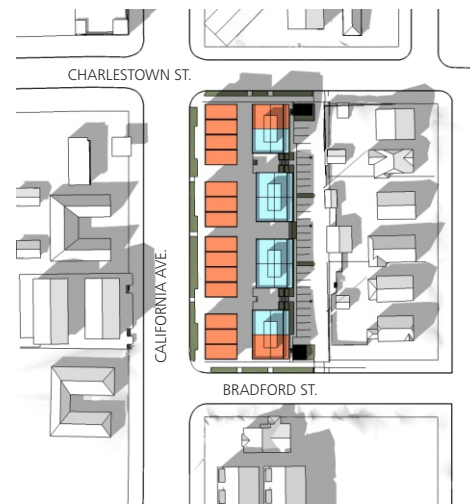
EQUINOX



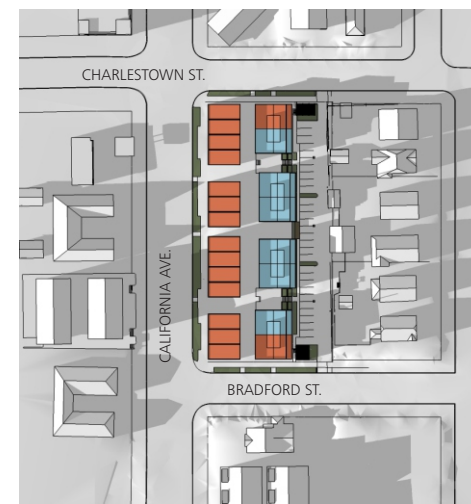
3/21 9AM



3/21 12PM

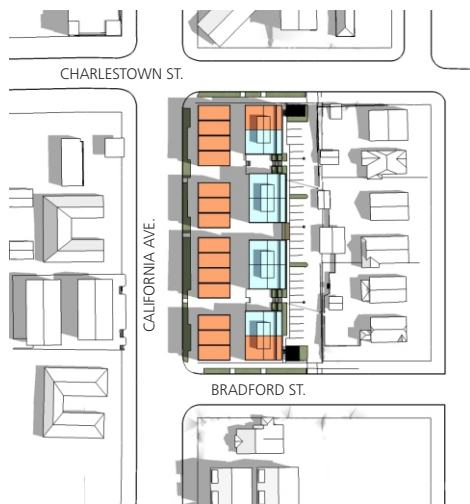


3/21 3PM

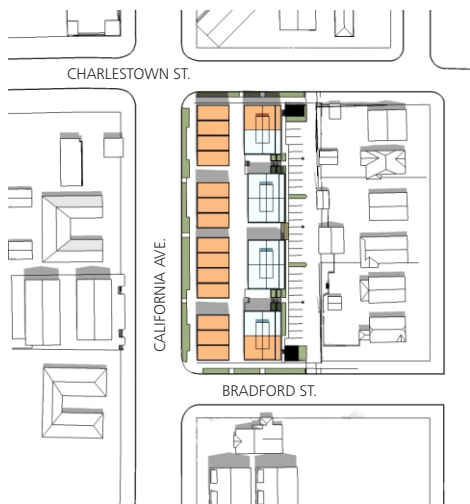


3/21 5PM

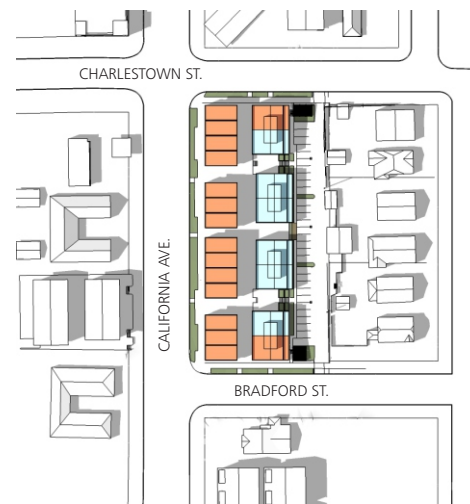
SUMMER SOLSTICE



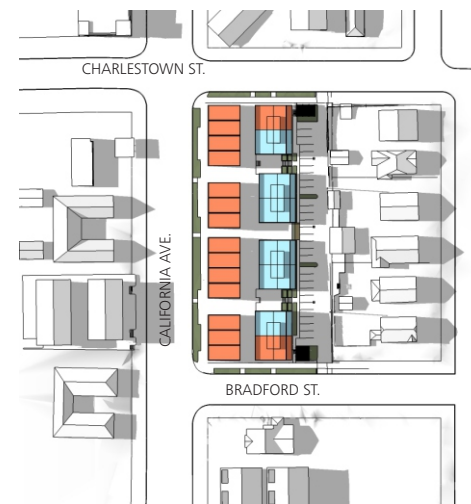
6/21 9AM



6/21 12PM

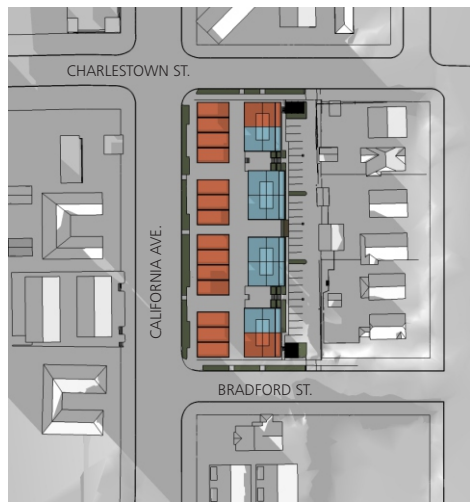


6/21 3PM

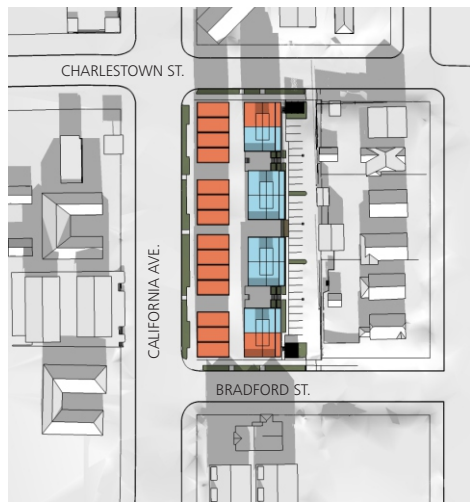


6/21 5PM

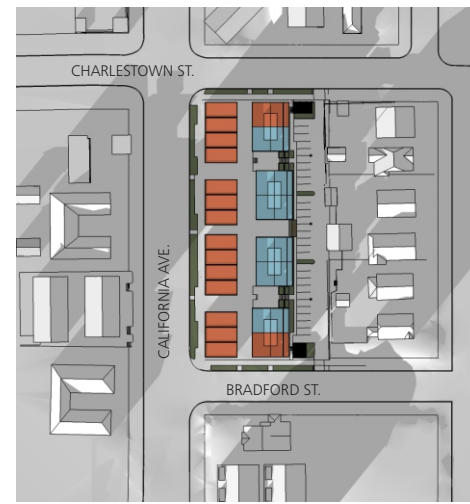
WINTER SOLSTICE



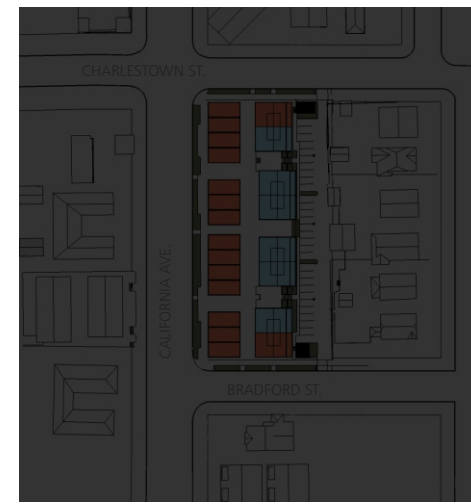
12/21 9AM



12/21 12PM



12/21 3PM



12/21 5PM

OPTION C SHADOW STUDIES

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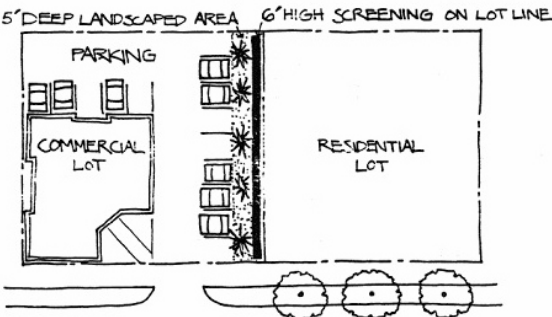


OPTIONS B & C

| REQUESTED DEPARTURES: | REQUIREMENT: | PROPOSED: | REASON FOR DEPARTURE: |
|-----------------------|--------------|-----------|-----------------------|
|-----------------------|--------------|-----------|-----------------------|

SMC 23.47A.016.D.1.c.2

Surface parking abutting or across an alley from a lot in a residential zone must have 6-foot-high screening along the abutting lot line and a 5-foot-deep landscaped area inside the screening.



SMC 23.47A.016 EXHIBIT A

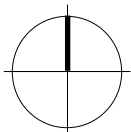
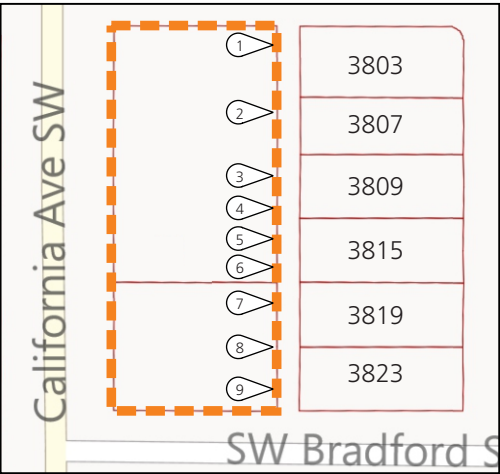
SMC 23.47A.016.D.1.d states that the requirement may be waived for required parking if it can only be accessed from the alley. The departure request simply would extend that waiver to all of the proposed parking. As interpreted from SMC 23.47A.016 Exhibit A, the intent is to screen commercial parking lots from adjacent homes. As previously noted in the packet, all parking is for residential uses only. The adjacent homes across the alley are at a higher elevation than the proposed parking, all have tall fences, and very few of them currently take vehicular access from the alley. In addition, all adjacent properties' back yards are heavily vegetated and with the tall fences, are currently completely screened from the alley.

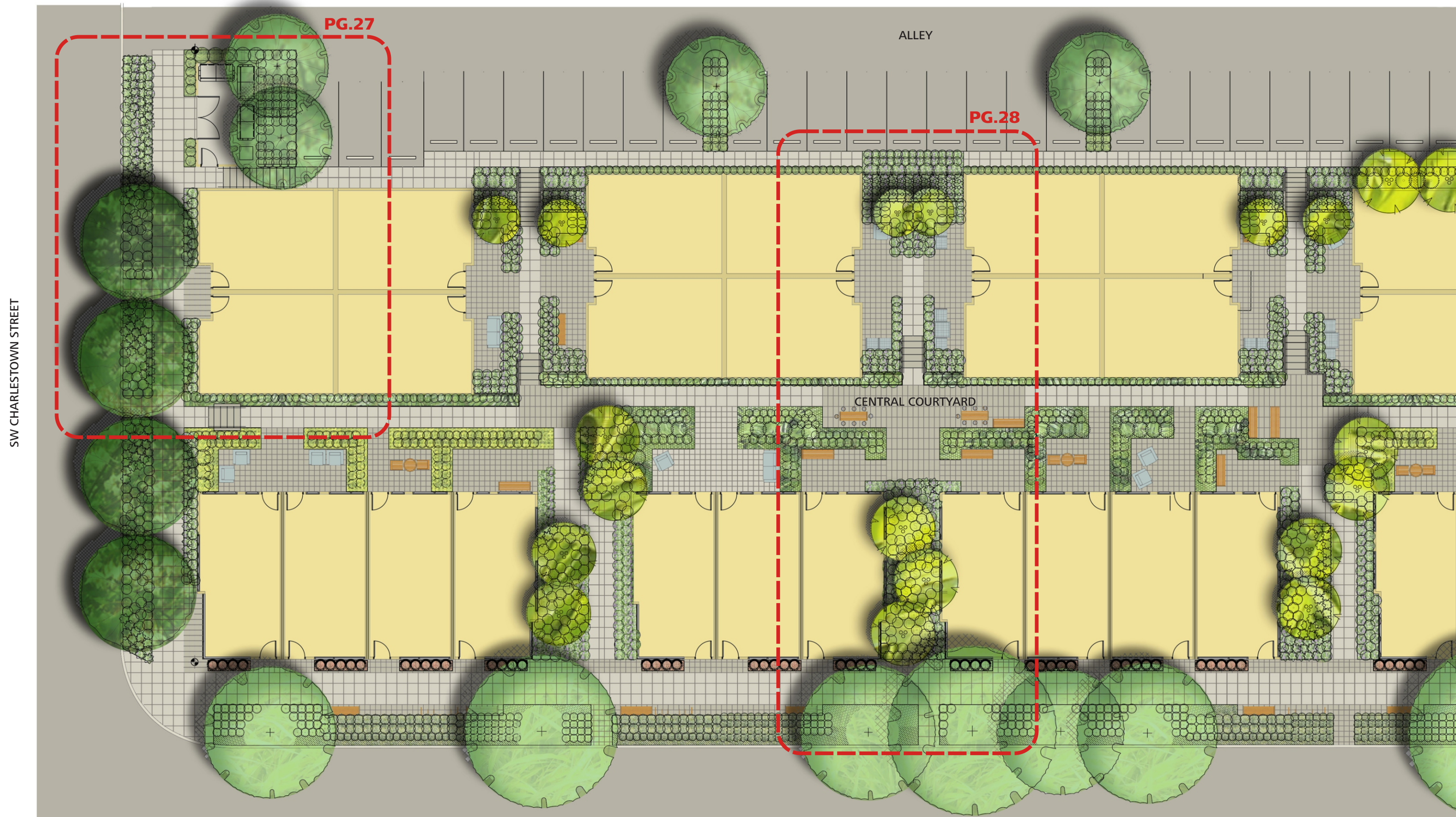
The proposed configuration shields neighboring properties from headlight glare, as cars pull head-in and face away from their homes. It better meets intent of Guideline **PL1.A.1-enhancing open space**, as well as **PL3.B.4-Interaction** and **DC.1.A.2-Gathering Spaces**. If an internal drive was used a majority of the site would be devoted primarily to cars, which is in direct conflict with the referenced guidelines.

Accessing parking directly from the alley reduces the amount of site devoted to the auto by eliminating the requirement for a 22' wide drive isle. This allows the buildings to be placed further from the single-family zone, which complies with Guideline **CS2.D.5-Respect for Adjacent Sites**. This allows more of the site to be allocated to pedestrians and places the parking at the rear of the site, which is in direct compliance with Guideline **DC1.B.1-Access Location and Design**. Increasing alley usage and creating a more open area increases safety over an unimproved alley, which furthers Guideline **PL2.B.1-Eyes on the Street**.

The departure also eliminates the need for curb cuts, which allow continuous sidewalks and increase pedestrian safety by placing vehicular traffic in an appropriate location where pedestrians are more likely to expect cars.

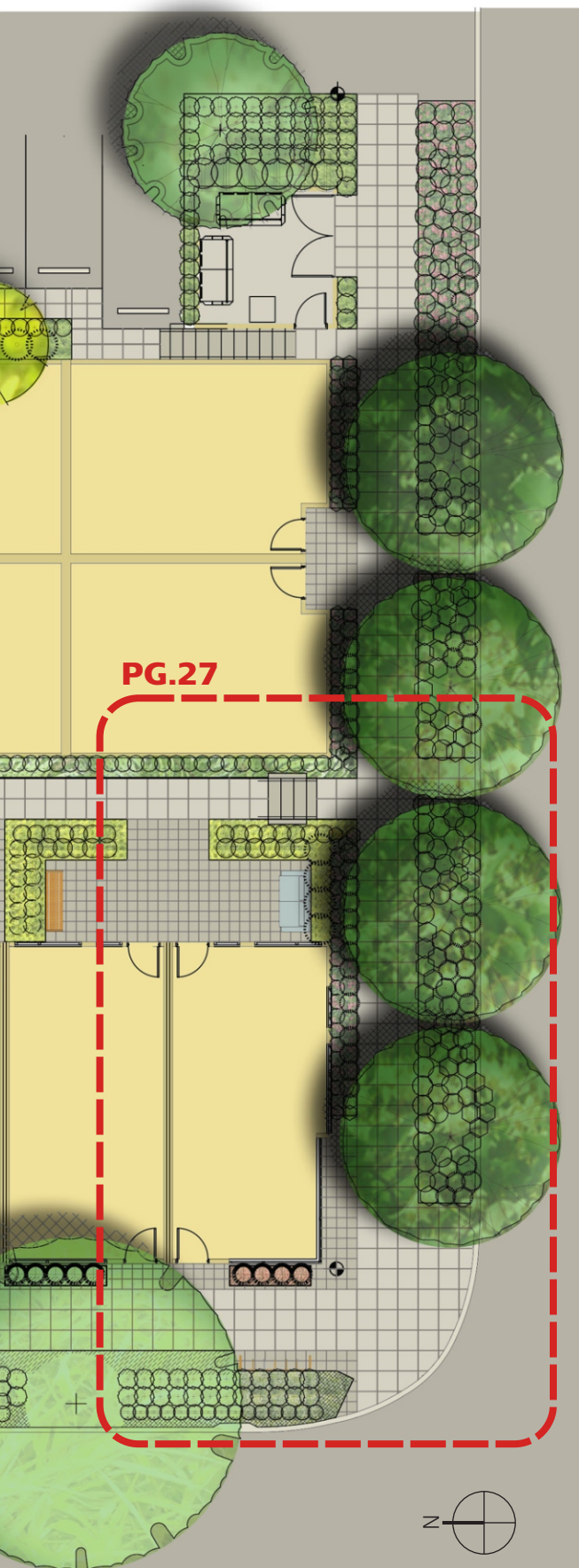
As this screening requirement is only applicable to commercial zones, an identical proposal just one block south would be allowed outright with no departure.





SCHEMATIC LANDSCAPING

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SW BRADFORD STREET



JAPANESE SNOWBELL



BISHOP'S HAT



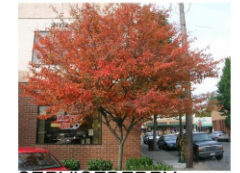
VINE MAPLE



CREEPING SPEEDWELL



GALAXY MAGNOLIA



SERVICEBERRY



SNOW AZALEA



LIGHTING



SWORD FERN



STEEL PLANTER



LONICERA LEMON BEAUTY



BOX HONEYSUCKLE



TOBIRA



HARBOR DWARF NANDINA



BIG BLUE LILY TURF



EVERGREEN CANDYTUFT



TRICOLOR SAGE



VARIEGATED WALLFLOWER



ARISTOCRAT PEAR



FIREFLY HEATHER



EVELYN HEDGE MAPLE



LOW SARCOCOCCA



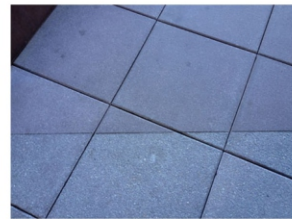
WARTY BARBERRY



FIRE CHARM EUPHORBIA



ORANGE SEDGE



ACCENT PAVING TEXTURE



MT VERNON LAUREL



ROSEMARY



ELSE FRYE HEATHER



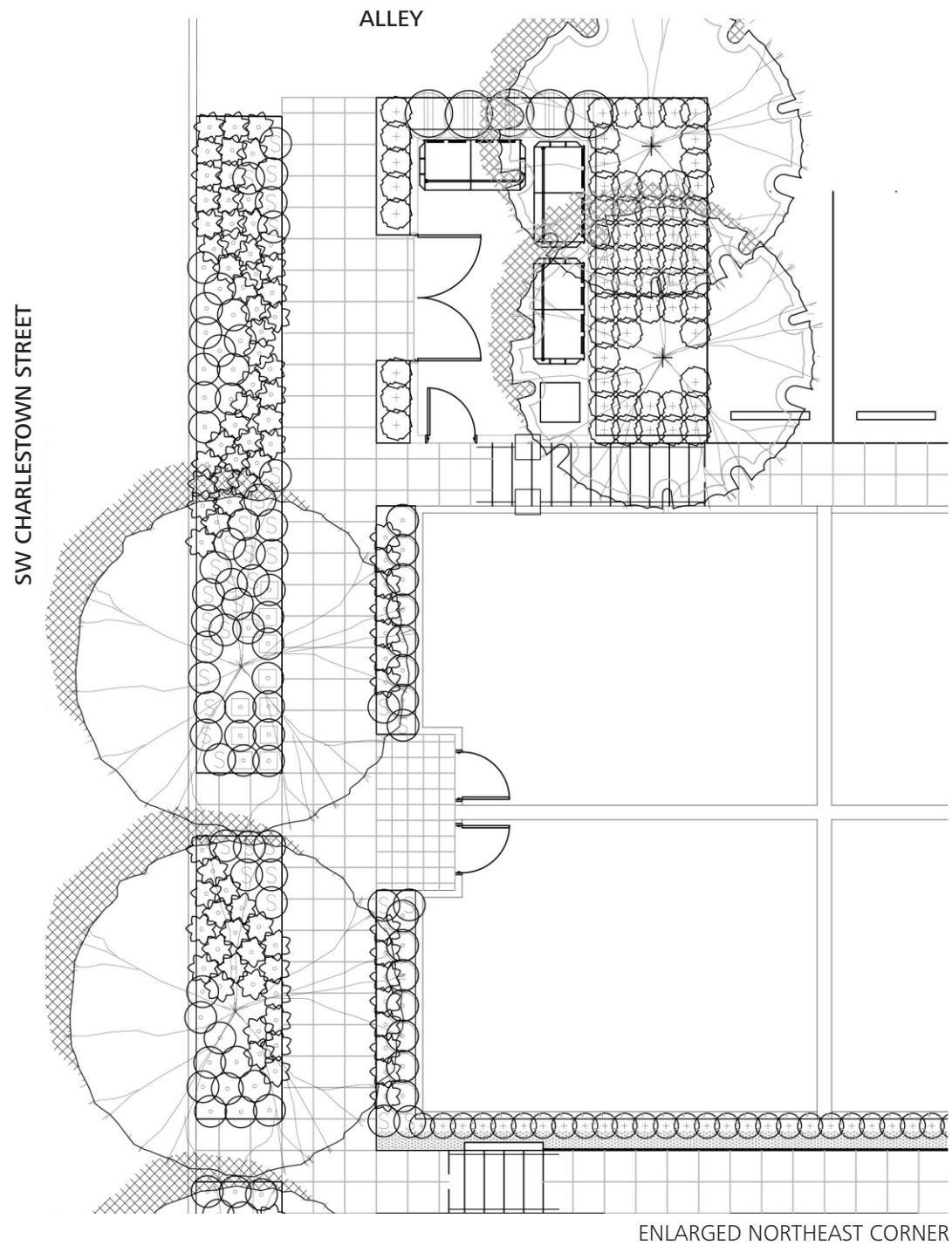
CREEPING BRAMBLE



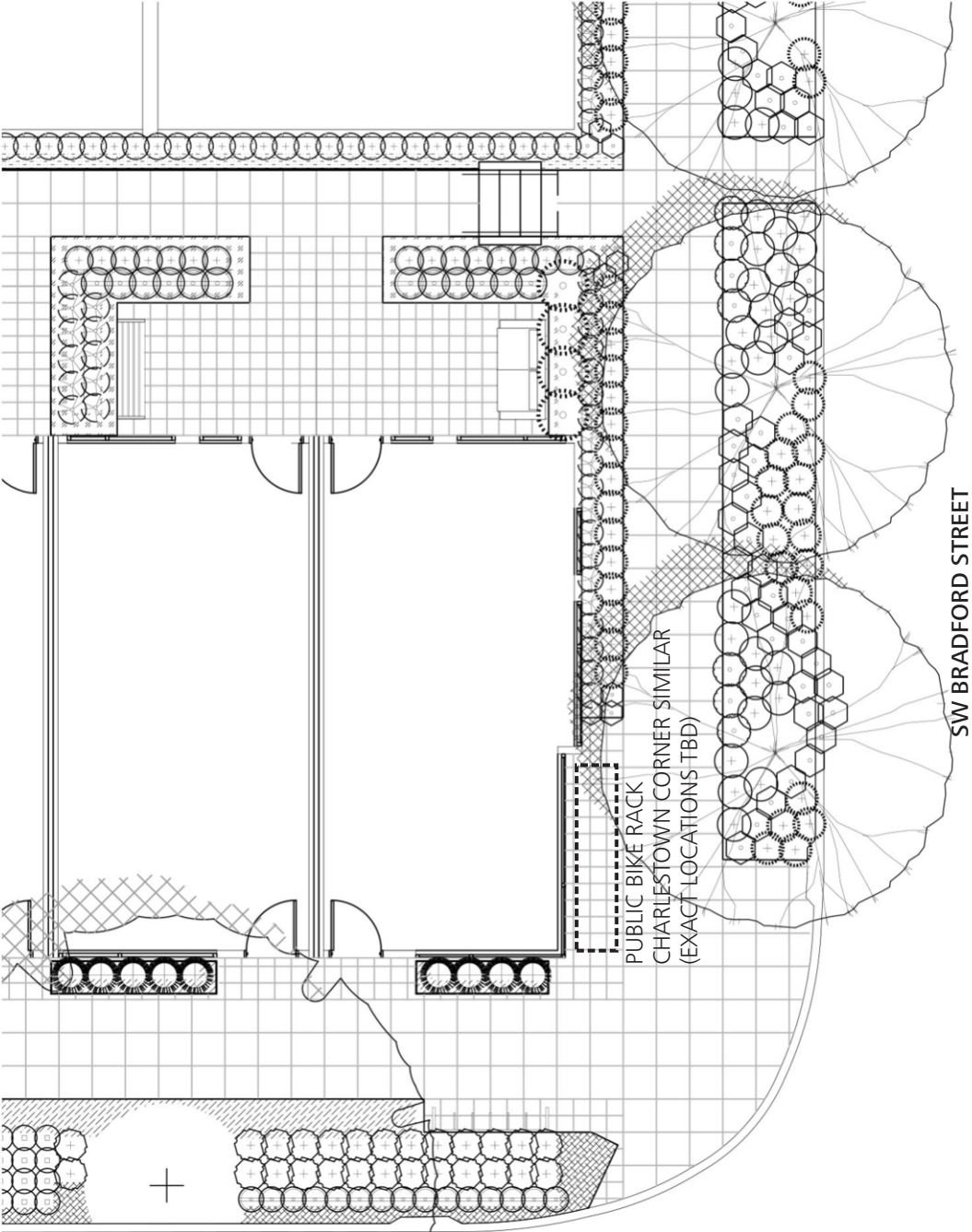
LAURUSTINUS



STORMY SEAS CORAL BELLS



ENLARGED NORTHEAST CORNER



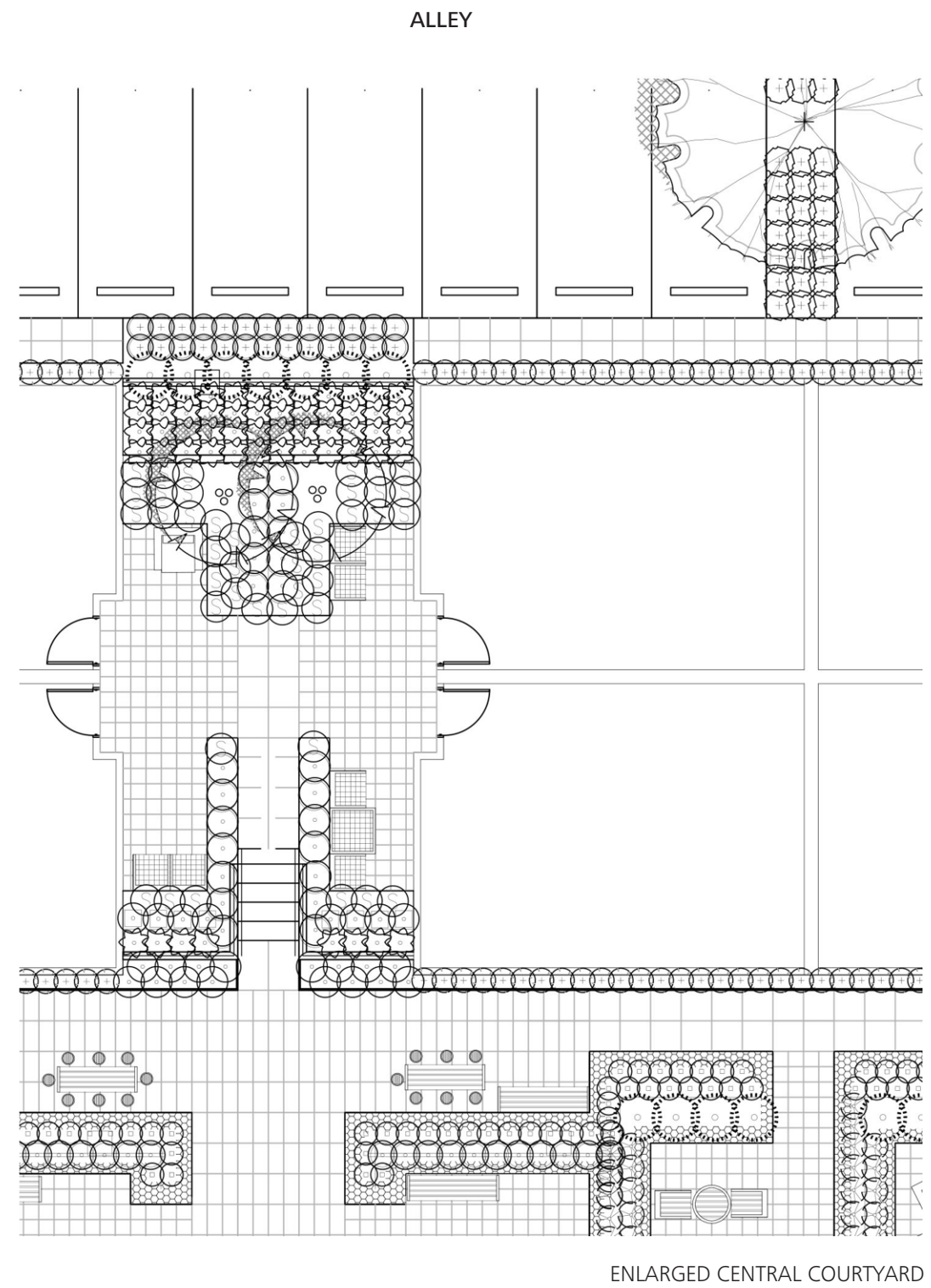
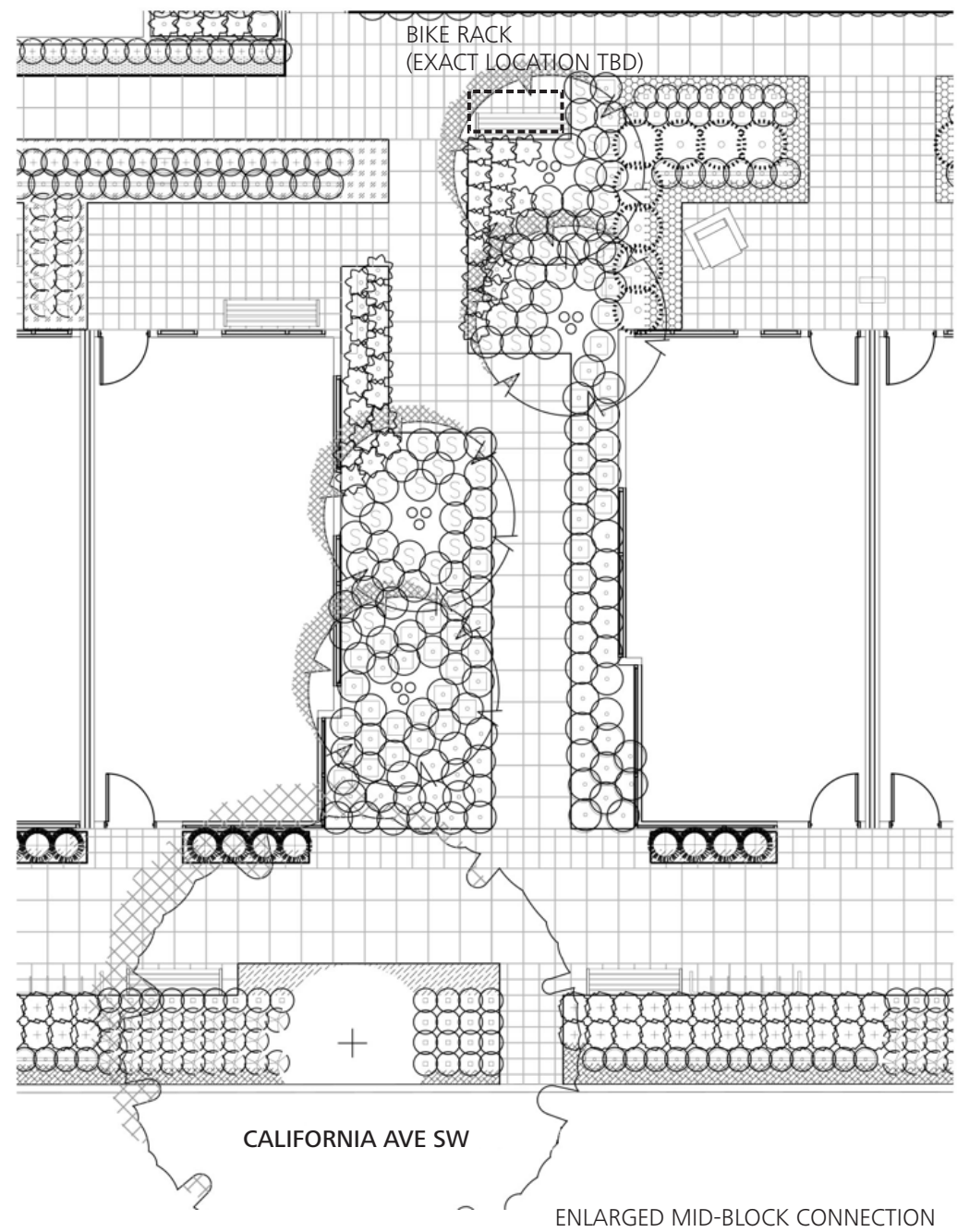
CALIFORNIA AVE SW

ENLARGED SOUTHWEST CORNER

- SCHEMATIC PLANT SCHEDULE**
 EXISTING STREET TREES
 EXISTING LINDEN TREE TO REMAIN
- PROPOSED STREET TREES
 REDSPIRE PEAR
- PROPOSED ALLEY TREES
 EVELYN HEDGE MAPLE
- PEDESTRIAN COURTYARD TREES
 VINE MAPLE/SERVICEBERRY/
 GALAXY MAGNOLIA/JAPANESE SNOWBELL
- MEDIUM EVERGREEN SHRUBS
 TOBIRA
- LAURUSTINUS
- MEDIUM/SMALL EVERGREEN SHRUBS
 ROSEMARY
- LONICERA LEMON BEAUTY
- BOX HONEYSUCKLE
- WARTY BARBERRY
- LOW SARCOCOCCA
- MT VERNON LAUREL
- SNOW AZALEA
- HARBOR DWARF NANDINA
- SWORD FERN
- SMALL SHRUBS/GROUNDCOVERS
 EVERGREEN CANDYTUFT
- FIREFLY HEATHER
- ELSE FRYE HEATHER
- PERENNIALS/GROUNDCOVERS
 BIG BLUE LILY TURF
- ORANGE SEDGE
- FIRE CHARM EUPHORBIA
- STORMY SEAS CORAL BELLS
- CREeping BRAMBLE
- VARIEGATED WALLFLOWER
- TRICOLOR SAGE
- CREeping SPEEDWELL
- BISHOP'S HAT

SCHEMATIC LANDSCAPING

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2600 FRANKLIN AVE E



MORGAN 10



GREENWOOD AVE RESIDENCE



122 27TH AVE E



JUNCTION 5



EASTLAKE 6

REFERENCE PROJECTS BY THE ARCHITECT

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