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Isola Harbor - North Parcels



SDCI # 3027140 (Site Y)
3026267 (Site Z)

3257 Harbor Avenue SW &
3252 30th Ave SW, Seattle, WA

Meeting Date:
September 19, 2019

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Project Information

Address	3257 Harbor Avenue SW & 3252 30th Ave SW Seattle, WA 98126
Applicant	Fischer Architects Steve Fischer 4023 Aikins Ave SW Seattle, WA 98116 (206) 933-5553
Owner	Portage Bay Holdings LLC Peter Locke 13555 SE 36th St. Suite 320 Bellevue WA 98006 (206) 792-3991

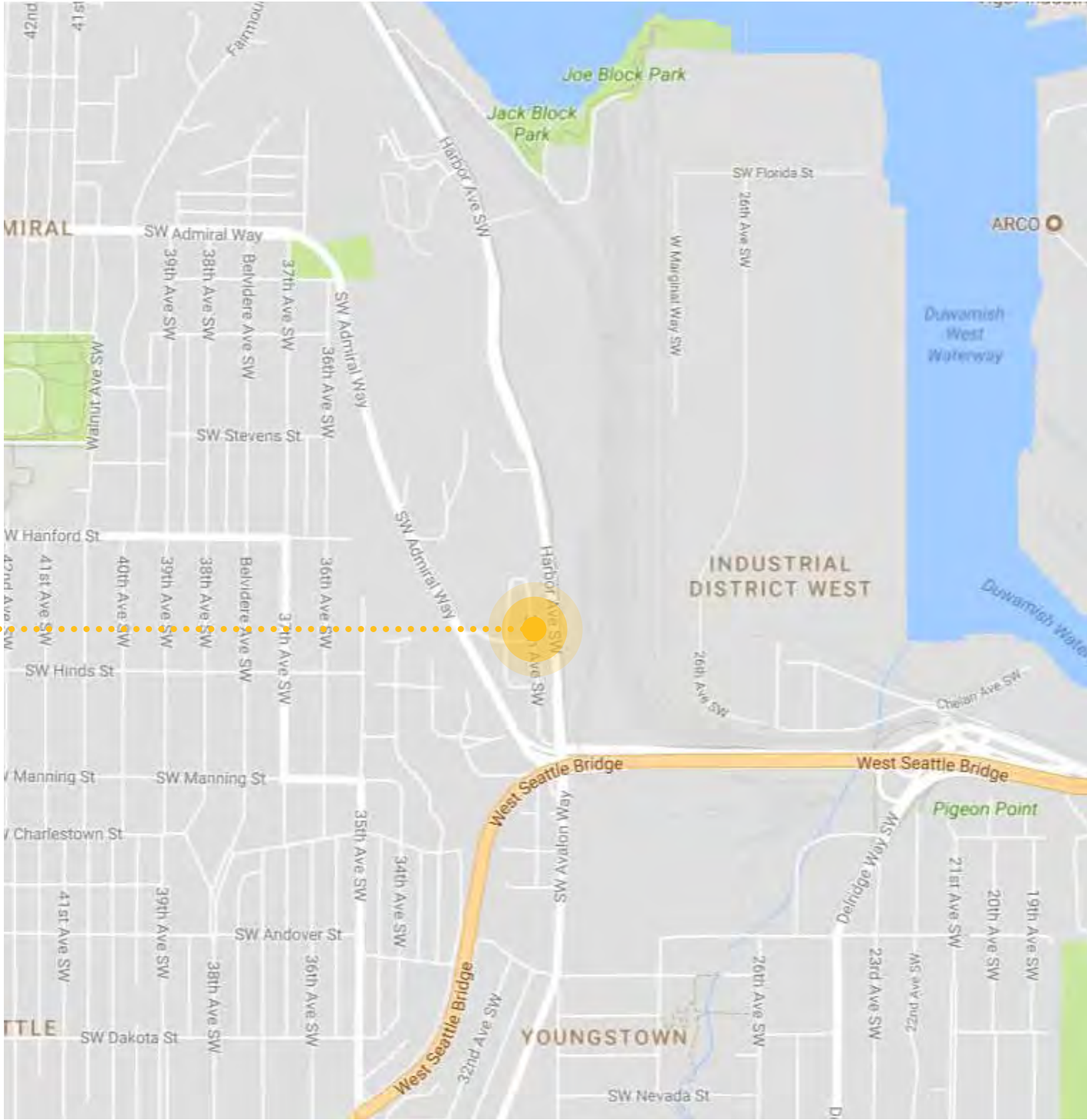
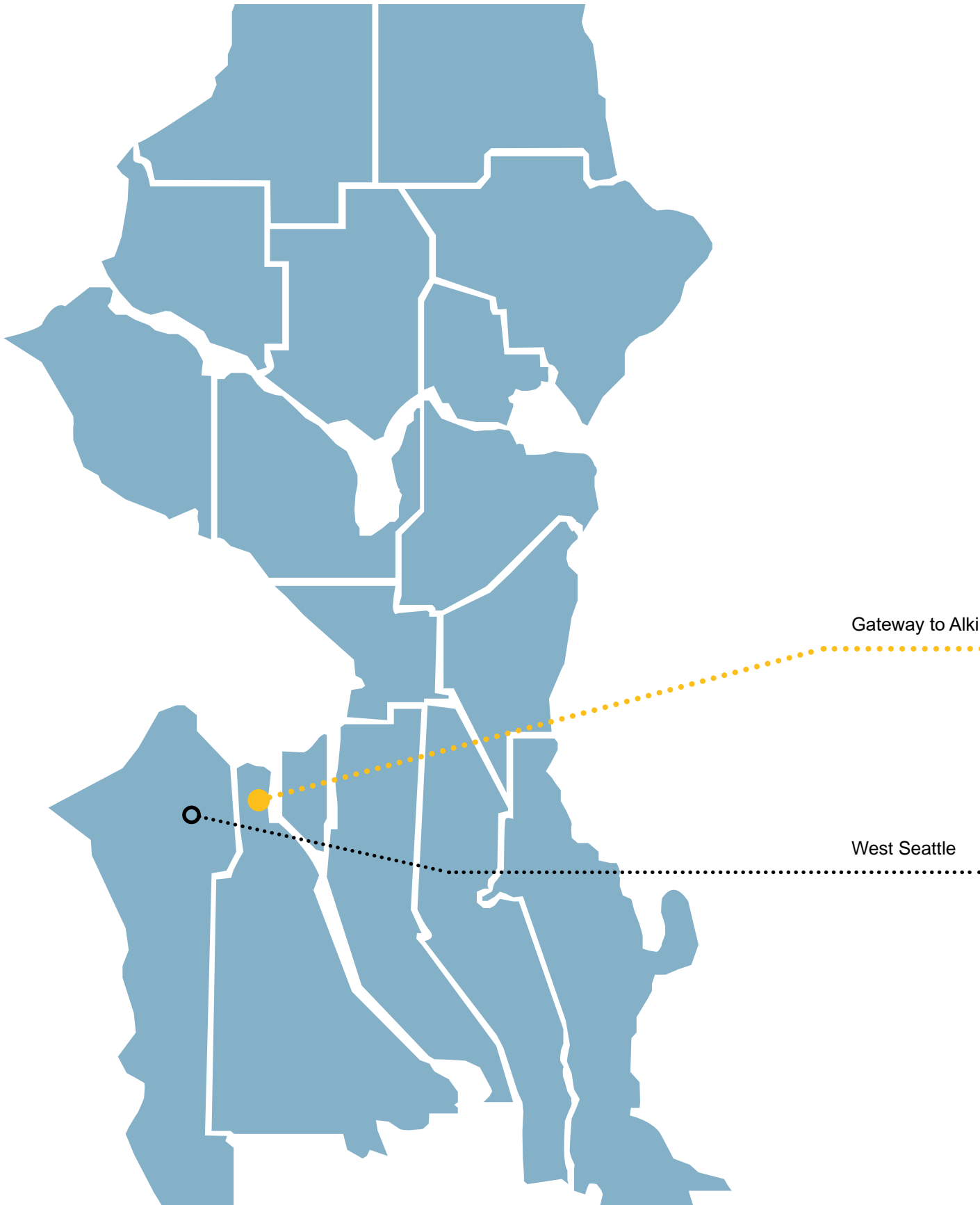
Project Data

North

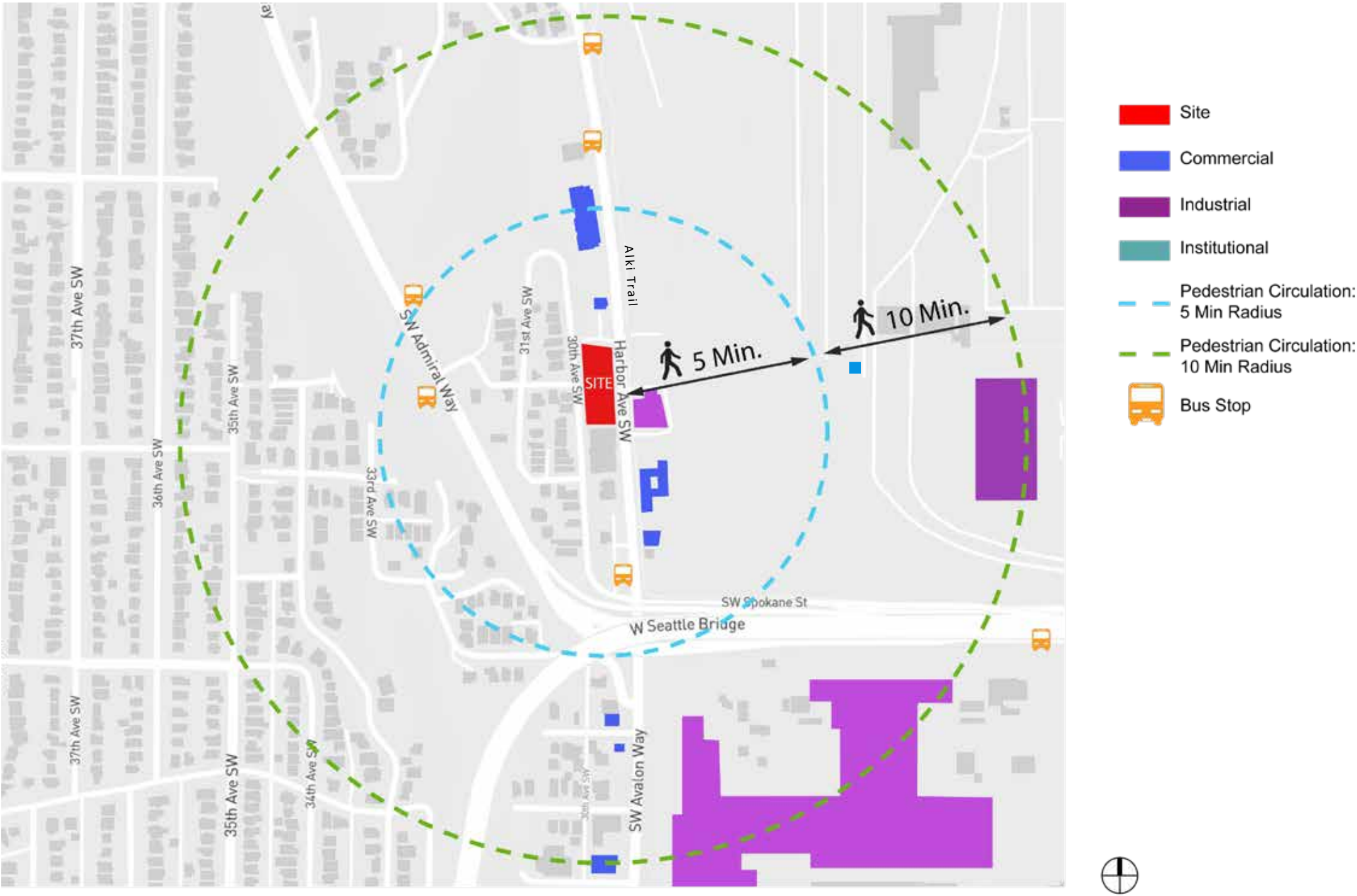
Lot Area	10,580 SF
Zoning	C1-40
Gross Floor Area	22,978 SF
Stories	3 Stories w/ Basement
Units	15 Units
Parking	15 Stalls



PROJECT LOCATION



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Note: Graphics taken from EDG Packet
Credit: Lemons Architecture

CONTEXT ANALYSIS

COMMUNITY NODES AND LANDMARKS

West Seattle is known as the “Birthplace of Seattle,” and the Admiral District is West Seattle’s oldest neighborhood. The area is eclectic, with areas ranging from industrial zones on its eastern shores to the laid-back Alki beach culture along its northern edge. Admiral boasts the oldest community center west of the Mississippi, the Hiawatha Community Center, the iconic Admiral Theatre, the popular Alki Beach, and Schmitz Preserve Park, a 53 acre preserve of old growth forest established in the early 1900’s. Admiral also connects West Seattle to Downtown and the larger Seattle community via the West Seattle Bridge and the high-speed King County Water Taxi.



ALKI BEACH



KING COUNTY WATER TAXI



HAMILTON VIEWPOINT



ADMIRAL THEATER



ADMIRAL JUNCTION



WEST SEATTLE BRIDGE & PORT OF SEATTLE INDUSTRIAL CULTURE



ALKI TRAIL



SCHMITZ PRESERVE PARK



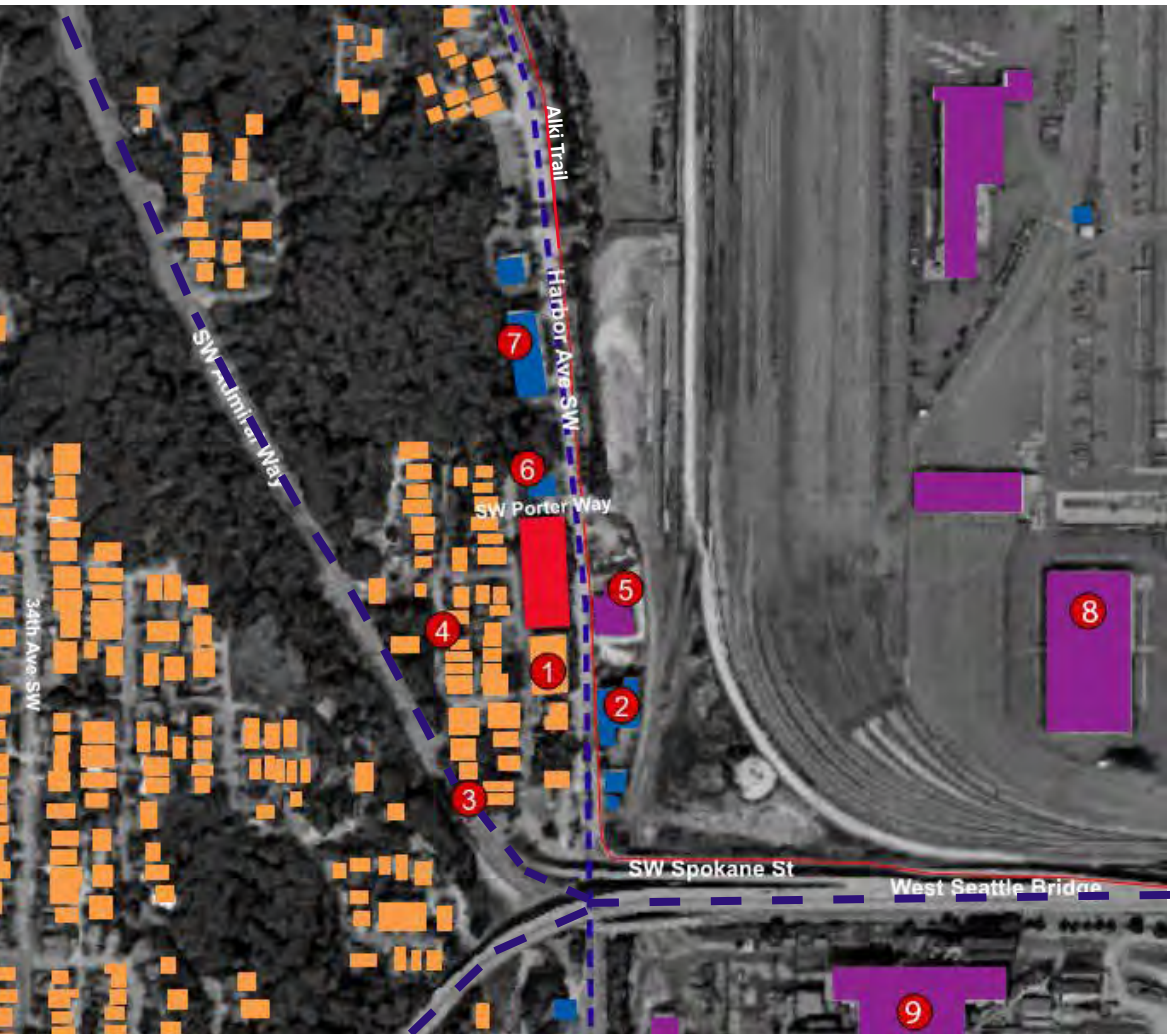
ALKI BIKE AND BOARD

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SITE ANALYSIS

CONTEXT

- ARTERIAL STREET
- MULTI-USE TRAIL
- PROJECT SITE
- INDUSTRIAL
- COMMERCIAL/MIXED USE
- MULTI-FAMILY RESIDENTIAL
- SINGLE-FAMILY RESIDENTIAL



Note: Graphics adapted from EDG Packet
Credit: Lemons Architecture



1 Multi-family (Apartment)



2 Four story commercial



3 Three Story Single-family



4 Three Story Single-family



5 Elliot Bay Distributing



6 Three Story Mixed Use



7 Four Story Mixed Use



8 Port of Seattle

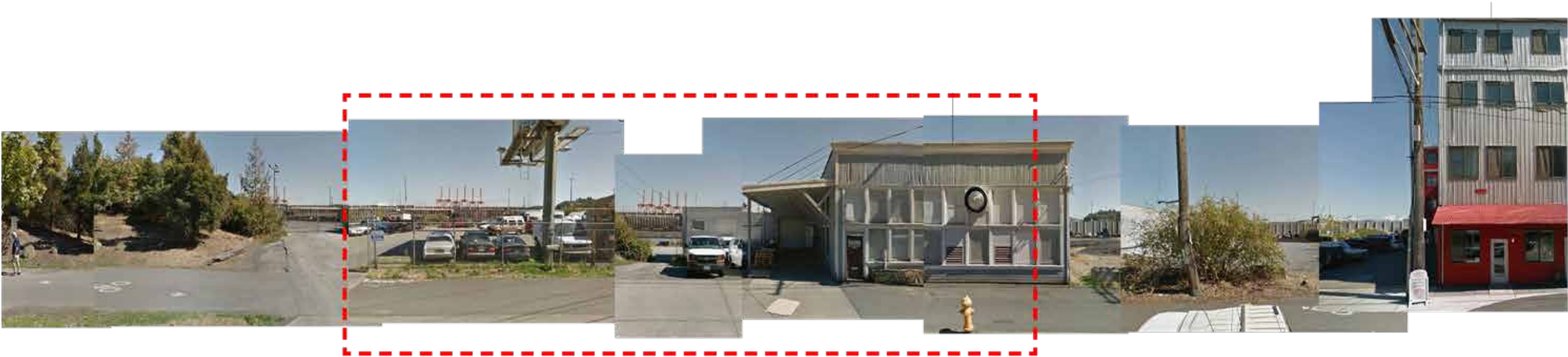


9 Nucor Steel



Across From Site

Looking West on 30th Ave SW



Across From Site

Looking East on Harbor Ave SW

Note: Graphics taken from EDG Packet
Credit: Lemons Architecture



Site Overgrown with Blackberry Bushes



Looking East on 30th Ave SW



Site 4' Concrete Wall at Sidewalk



Looking West on Harbor Ave SW

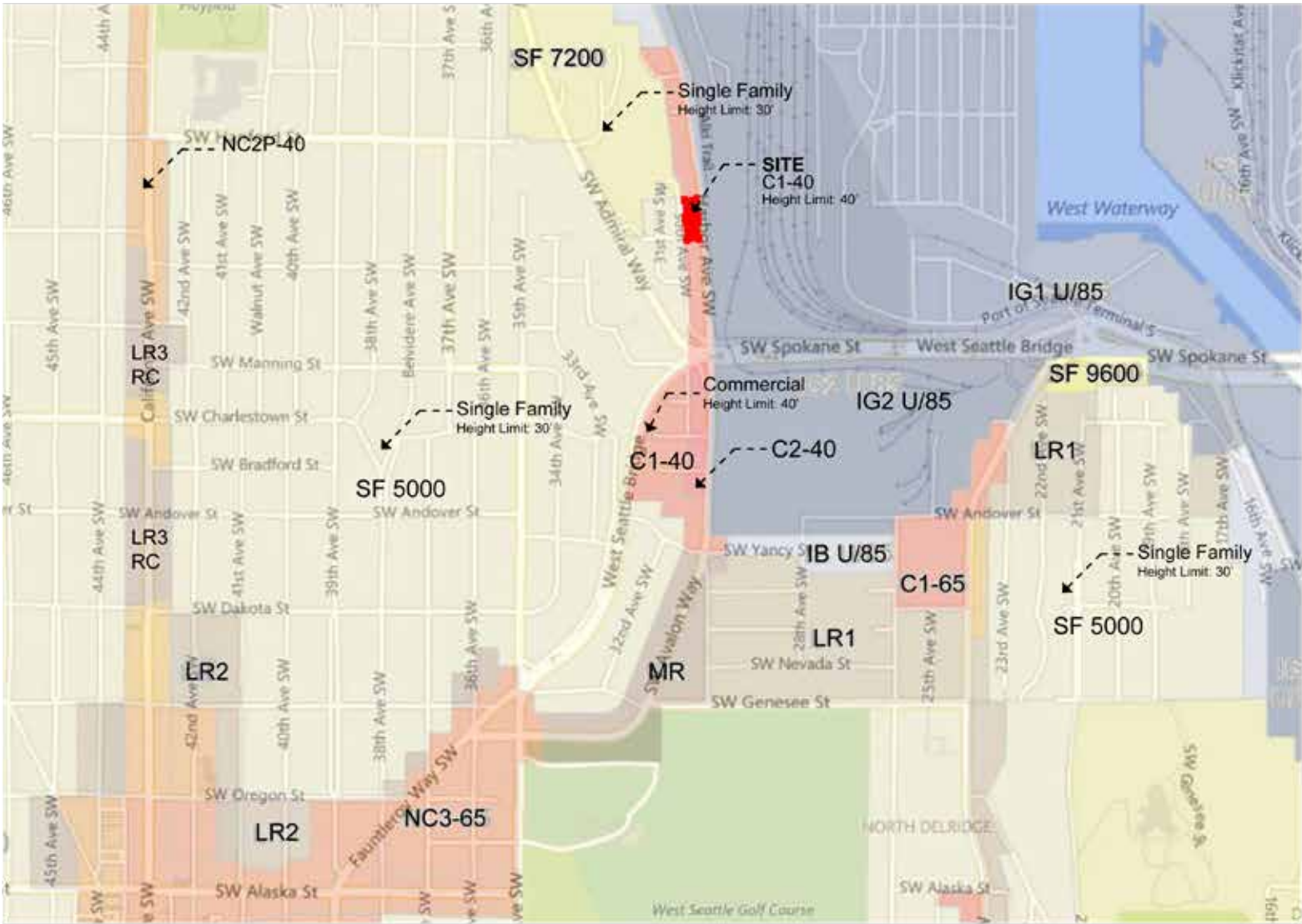
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SITE ANALYSIS

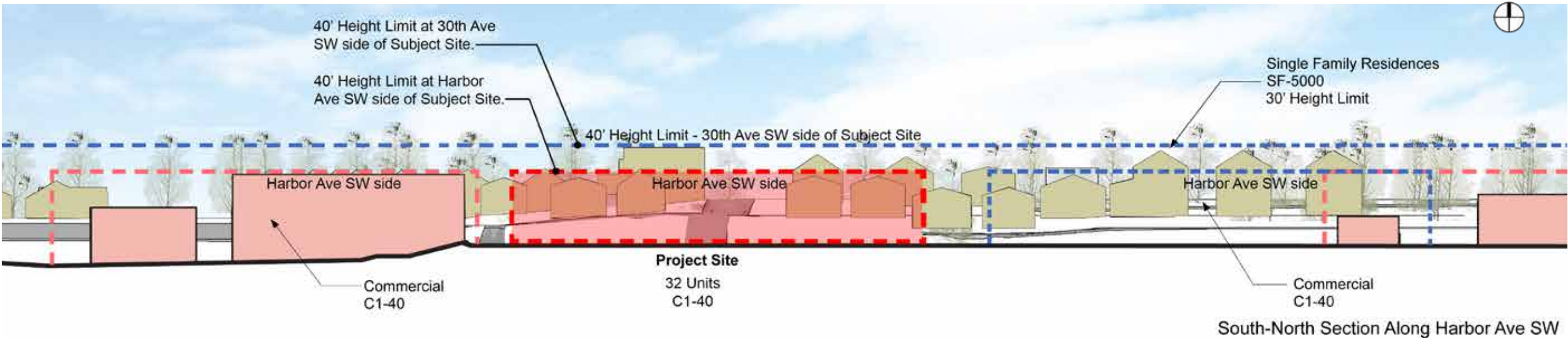
The site is within walking distance to several bus stops and a few blocks from bike trails to Alki Beach and Downtown. The site is primarily surrounded by residential properties ranging from single family homes to mid sized apartment complexes, which are shielded by the site from the more heavy industrial and maritime uses of Harbor Island to the east. Commercial uses are focused along SW Avalon Way. There are territorial views across Elliott Bay towards Downtown Seattle to the Northeast.

NOTE: Graphics taken from EDG Packet, courtesy of Lemons Architecture with modifications to the South-North Section by Fischer Architects.

SURROUNDING ZONING



- C1-40
- C2-40
- C1-65
- IG1 U/85
- IG2 U/85
- NC3-65
- NC2P-40
- SF-7200
- SF-5000
- SF-9600
- LR1
- LR2
- LR3



CODE REFERENCE	REQUIREMENT	Site Y	Site Z
STREET LEVEL DEVELOPMENT STANDARDS (SMC 23.47A.008)	Blank wall segments of the street-facing façade between 2’ and 8’ above the sidewalk may not exceed 20’ in width and may not exceed 40% of the overall facade width.		
FLOOR AREA RATIO (FAR) LIMITS (SMC 23.47A.013)	FAR = 3.0 within a single-use structure (residential).	FAR Proposed = 2.19	FAR Proposed = 1.87
23.47A.012 Structure Height	Base Maximum Height Limit: 40’-0” Allowed additional roof ridge height (other than shed or butterfly): 5’-0” Allowed additional parapet height: 4’-0” Allowed additional height for penthouse stairs: 15’-0” Total Overall Height Limit with Penthouse Stairs: 55’-0”	BLDG Y1 Height = 35’-10” (46’-9” at Stair Penthouse) BLDG Y2 Height =39’-7” (49’-8” at Stair Penthouse)	BLDG Z1 Height = 39’-7” (49’-1” at Stair Penthouse) BLDG Z2 Height = 39’-6 3/4” (49’-7” at Stair Penthouse)
23.47A.014 Setback Requirements	FRONT: 0’ SIDE: 0’	NORTH (SIDE): BLDG Y1: 3’-1” PROVIDED, BLDG Y2: 2’-10” PROVIDED EAST (FRONT): 0’-4” PROVIDED WEST (FRONT): 0’-9” PROVIDED SOUTH (SIDE): BLDG Y1: 0’-1” PROVIDED, BLDG Y2: 0’-2” PROVIDED	NORTH (SIDE): BLDG Z1: 12’-3” PROVIDED, BLDG Z2: 0’-1/2” PROVIDED EAST (FRONT): 0’-4” PROVIDED WEST (FRONT): 1’-1” PROVIDED SOUTH (SIDE): BLDG Z1: 2’-11” PROVIDED, BLDG Z2: 2’-11” PROVIDED
23.47A.024 Amenity Area	Required: 5% of the total gross floor area in residential use. All residents shall have access to at least one common or private amenity area.	RESIDENTIAL GROSS FLOOR AREA: 11,520.04 SF REQUIRED AMENITY: 11,520.04 SF x .05 = 567.6 SF PROVIDED: 1,770 SF	RESIDENTIAL GROSS FLOOR AREA: 9,936.56 SF REQUIRED AMENITY: 9,936.56 SF x .05 = 496.83 SF PROVIDED: 1,687 SF
23.54.015 Required Parking	Required Parking: 1 space per dwelling unit.	8 Residential Units; Total Required Spaces = 8 Spaces 8 Total Spaces provided (3 garage, 5 surface)	7 Residential Units; Total Required Spaces = 7 Spaces 7 Total Spaces provided (2 garage, 5 surface)
23.54.015 Bicycle Parking	Table D(D.2) Long Term: 1 per 4 Dwelling Units Table D(D.2) Short Term: NA	Required: 2 Long Term Provided: 3 Stalls provided	Required: 2 Long Term Provided: 3 Stalls provided
23.54.040 Solid Waste & Recyclable Materials Storage	Table A: 150 square feet shared storage area required for 9-15 units 225 square feet shared storage space for 16-25 units	Sites Y & Z: 15 Units w/ 120 square foot trash enclosure located in common area north of City View. Trash & Recycling plan has been approved by SPU including hauling of receptacles to staging area on 30th Ave SW.	



(Preferred) Scheme 3



Looking NW View



Looking NE View



Renderings From EDG



Note: Graphics taken from EDG Packet
Credit: Lemons Architecture



SOUTH PARCELS (SITES W & X) SHOWN FOR REFERENCE ONLY. SEE SEPARATE DR BOOK FOR SECOND PART OF OVERALL PROJECT.



RENDERED LANDSCAPE PLAN
NTS

SUBJECT SITE: NORTH PARCELS
(SITES Y & Z)



SUBJECT SITE: NORTH PARCELS (SITES Y & Z) ELEVATION ALONG HARBOR Avenue SW



SUBJECT SITE: NORTH PARCELS (SITES Y & Z) ELEVATION ALONG 30TH Avenue SW

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BUILDING Z1 DETAIL ABOVE SHORING WALL

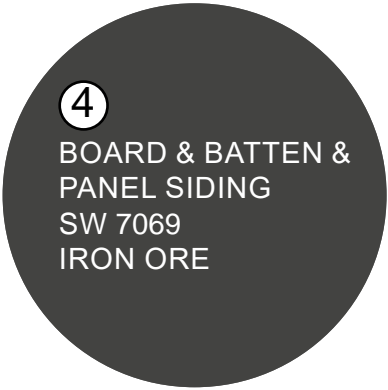


CITY VIEW LOOKING NORTH TO SITE Y



SEE APPENDIX FOR SDOT
UPDATES TO PORTER WAY
IMPROVEMENT REQUIREMENTS.

PORTER WAY SW LOOKING SOUTH TO SITE Z



VINYL WINDOWS:
BLACK ON HARBOR
AVE FRONTAGE



VINYL WINDOWS:
WHITE ON ALL OTHER
FACADES

ELEVATION GRAPHICS ON THIS SHEET PROVIDED BY NK ARCHITECTS



3257 Harbor Ave SW
2021.10.200001, 2021.10.2001, 2021.10.2002, 2021.10.2003
Early Design Guidance Proposal



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SW ADMIRAL WAY & SW CITY VIEW STREET



SW ADMIRAL WAY LOOKING NORTHEAST



31st Avenue SW & SW CITY VIEW STREET

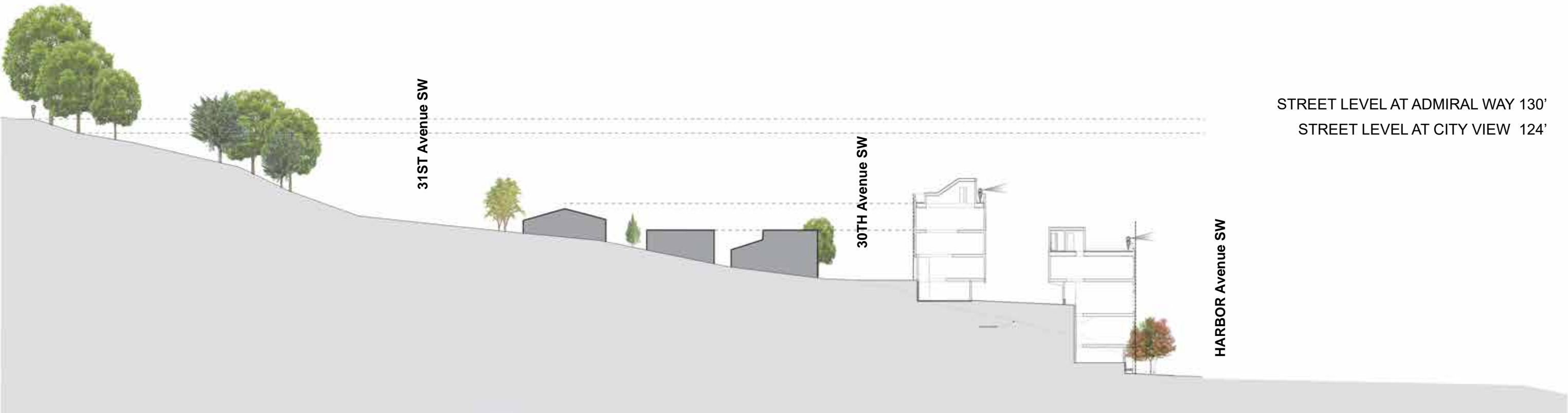


30th Avenue SW & SW CITY VIEW STREET



SW ADMIRAL WAY

Provide linkages between shoreline public facilities via trails, paths, etc. to connect with terminal boating and other recreational facilities



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PRIORITIES + BOARD RECOMMENDATIONS		RESPONSE	DG
Massing	<p>During the EDG, the Board supported the overall massing of the preferred Option 3 and recommended review of the rhythm of massing along Harbor Avenue SW as it relates to the massing of existing buildings along Harbor Avenue SW.</p>	<p>The proposed design retains the basic massing of the EDG Option 3 as well as the overall height massing. In response to the Board’s recommendation that we review the rhythm of massing along Harbor Avenue SW and provide some degree of structure separation, the Harbor Avenue SW massing has been broken into four buildings that decrease in size from south to north. The southern most building (Site W) contains 5 townhomes, the middle two buildings (Sites X & Y) both contain 4 townhomes, and the northern most building (Site Z) contains only 3 townhomes. This provides a better rhythm along the street and reflects the change in scale of the surrounding context from the bulky apartment block to the south to the smaller structures at the north.</p>	CS2-D
Streetscape	<p>The Board supported the idea of central trash/recycle dumpsters and requested details on locations and screening.</p> <p>The Board expressed concern that locating residential entries on 30th Avenue SW at grade level and in plane with the three-story facade contributed to the disfavored “flat wall” effect and did not adequately address residents’ privacy, security, and sense of place.</p>	<p>The proposed design retains the recommended centralized trash and recycling. The design includes a shared trash and recycling area for the southern parcels (Sites W & X) and a second trash and recycling area for the northern parcels (Sites Y & Z). Each dumpster enclosure is constructed of decorative split face block, screened with landscaping, and includes a decorative overhead landscaped trellis. On collection days, on-site management will haul dumpsters to and from the 30th Ave SW trash staging areas. The proposed trash and recycling plan has been reviewed and approved by Seattle Public Utilities as well as the letter of agreement to haul dumpsters to the staging areas.</p> <p>Addressing the Board’s concern regarding residential entry sequence on 30th Avenue SW, those entrances are now recessed from the sidewalk with individual stoops, and modulation of the grade creates a differential between sidewalk and stoop elevations. Landscaping, including street trees and grade-level plantings, supports the revised entry sequences and helps to transition between public and private zones. As a commercial zoned site, the Seattle Municipal Code requires a good amount of window area and a strong commercial relationship to the sidewalk. Since Single Family zoning and uses are located directly across 30th Ave SW, the project proposes both less transparency and a softer residential appeal than would typically be supported in a commercial zone.</p>	PL3-b DC1-c
Open Space / Pedestrian Walkway	<p>The Board requested details regarding the proposed improvements at the City View right of way as well as a rationale for the meandering pathway concept instead of a straight stair configuration.</p>	<p>The City View right of way is designed as a meandering path with site furniture, landscaping, and resting areas that support community interaction and ease the hill climb for pedestrians. By inviting neighbors to gather, the right of way also gains natural ‘eyes on the street.’ Details regarding the improvements are provided in the updated landscape and lighting plans. A nearly straight run stair is possible at City View, see appendix illustration at the end of this book, but the straight run stair sacrifices connectivity to the proposed project, resting areas for the variety of users, and the site furnishings associated with those resting areas.</p>	PL1-a PL2-b DC4-d
Site Topography	<p>The Board supported the stepped massing of Option 3, noting that it makes the best use of site constraints. It acknowledged that the sloping topography contributed to public concerns regarding parking locations and possible safety issues related to steep access driveways. The Board invited comparison of the project’s access driveways to the steep slope of the apartment complex driveway south of the site.</p>	<p>In response to concerns regarding parking access via steep slopes we decreased the slope of the access drives off of 30th Avenue SW as much as possible. As revised, the access drives are less steep than the 19.7% slope proposed at EDG and less steep than the 20% slope of the existing driveway at the adjacent apartment block. Access ramps include transition crowns at both the top and bottom of each ramp. The northern parcels includes a proposed slope of 19.34%; this slope occurs for a run of approximately 20’ with a grade change of less the 4’.</p>	CS1-C DC1-b
Zone Transition	<p>The board expressed concern with the 30th Avenue SW massing and the residential entry sequence along 30th Avenue SW.</p>	<p>The original scheme showed residential entries flush with the facade and no differential in entry elevation level from the public sidewalk/right of way. We have responded to the Board by recessing the unit entries and providing elevation differential between the sidewalk and entry stoops. Additionally the massing along 30th Avenue SW has been modulated so that upper levels cantilever over the level entry stoops. This breaks up the vertical massing so that it is more sympathetic to the single family homes across the street. As a commercial zoned site, the Seattle Municipal Code requires a good amount of window area and a strong commercial relationship to the sidewalk. Since Single Family zoning and uses are located directly across 30th Ave SW, the project proposes both less transparency and a softer residential appeal than would typically be supported in a commercial zone.</p>	CS2-d DC2-b DC2-c

RESPONSE



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RESPONSE



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RESPONSE

CS1 Natural Systems and Site Features

CS1-C TOPOGRAPHY

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

RESPONSE

The existing site includes a considerable steep slope that descends from 30th Ave SW down to Harbor Ave SW. In response to this slope, the proposed buildings have been tucked into the hillside with massing that steps down the hillside to make the best use of the existing topography. The unopened City View right-of-way is proposed to be a new pedestrian hill climb providing access to Harbor Ave SW; and public gathering space that features territorial views of Harbor Island, Elliott Bay and portions of downtown Seattle.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-D HEIGHT, BULK, AND SCALE

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.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-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.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

RESPONSE

The buildings are sited to keep the parking contained in between them, shielding adjacent sites from automobiles and providing generous open space between buildings on the east and west sides of the site. The overall height massing of the project is generally the same as the Board supported EDG Scheme 3. Note that due to building and zoning code height limits that had not been address at the time of the EDG meeting, several of the buildings have been reduced in height and all four buildings along Harbor Ave SW have been reduced in height by 2’. This reduction of height along Harbor Ave SW had reduced the height of the entry stoops to 2’ above sidewalk grade.

In response to the Board’s direction to review the rhythm of massing along Harbor Avenue SW, we have modulated the massing and applied material changes to help break down the scale of the buildings and create a better rhythm along the street. On both 30th Avenue SW and Harbor Avenue SW, the residential entrances are set in well-lit alcoves with “stoops” to clearly delineate the transition between public and private and between more intensive and less intensive zones. Along Harbor Avenue SW, the residential entrances are also set back from the sidewalk, and elevated in order to provide security while activating the streetscape and promoting a sense of connection to the larger neighborhood.

RESPONSE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A NETWORK OF OPEN SPACES

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

RESPONSE

The proposed City View improvements provide visual and physical connections between the residential environment of 30th Avenue SW and Harbor Avenue SW and the multi-use Alki Trail beyond. The landscaped hill climb becomes a new urban ‘living room’ with views of the water and Seattle skyline, shared by townhouse residents and the larger neighborhood. Relatively short stair runs and broad, well-lit landings allow for secure resting areas making the hill climb appealing to a broad range of fitness and age levels.

PL2 Walkability

PL2-B SAFETY AND SECURITY

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

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.

RESPONSE

The project’s parking areas, auto courts, pathways, and trash facilities are well-lit. Each townhouse entrance along both 30th and Harbor has individual lighting for doorway security and ambient lighting. Pedestrian-scaled path lights illuminate the City View steps, landings, and resting areas, while landscape lighting helps to eliminate shadowy corners. The meandering pathway provides multiple lines of sight, and roof decks and windows that overlook the right of way provide ‘eyes on the street’ for natural surveillance. Neighborhood use of the right of way as a lively, pedestrian-oriented open space and gathering spot provides additional watchful eyes.



BICYCLE PARKING LOCATIONS

PL3 Street Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-B Residential Edges

PL3-B-2. Ground-Level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

RESPONSE

Entry doors are set back from the sidewalks on well-lit, individual stoops sheltered from the elements by the overhanging story above. The stoops demarcate the public-private boundary and provide additional security and privacy for occupants. On the busier commercial/industrial-facing Harbor Avenue SW facades, entries are raised 2’ above and step back 4’ from the sidewalk with landscaped planters providing an additional layer of separation. On the facades facing the quieter single family zone, entry stoops similarly mark the edge of private space to complement the residential character of 30th Avenue SW. Ground-level windows overlooking 30th Avenue SW are kept smaller and placed near the entry stoops to ensure resident privacy and security as well as reflect the residential scale.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B Planning Ahead for Bicyclists

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

RESPONSE

The project’s location makes it appealing for active forms of transportation in lieu of private automobiles. The site is within blocks of public transit, and the multi-use Alki Trail running from the West Seattle Bridge to Alki Beach is located just across Harbor Avenue SW. Currently, 30th Ave SW has no existing curb edge, planter strip or sidewalk; some parking is available but is very impacted by the existing overgrown landscaping. 30th Ave SW is also narrower than the platted right-of-way due to the impact of the undeveloped project site. The project proposes to widen 30th Ave SW and add develop curb side parking, a planter strip with street trees, and a pedestrian-friendly sidewalk per city standards. The City View right-of-way improvements will create additional curb side parking, easier vehicular circulation, and greater pedestrian appeal for the entire neighborhood. To facilitate bicycle use by residents, the overall project includes 12 total private on-site secure stalls.

RESPONSE



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RESPONSE

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-B Vehicular Access and Circulation
DC1-B-1. Access Location and Design: 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.
DC1-C Parking and Service Uses
DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

RESPONSE

A traffic and parking impact study indicates that the current 52% utilization of existing parking spaces will increase by 7% to 59% which is still well below the available parking demand.

Mindful of neighbors’ concern regarding additional traffic and parking on 30th Avenue SW, the project proposes to widen 30th Ave SW, adding standard curb parking, adding street trees, and adding new sidewalks to emphasize the separation of pedestrian and automobile zones and reduce the risk of pedestrian-automobile conflicts. Access driveways and trash staging areas occur on 30th Avenue SW to minimize conflicts between vehicles and pedestrians along the Harbor Avenue SW arterial. At the project site, trash and recycling areas are centralized in enclosures and screened with landscaping and an overhead trellis.

D2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-B Architectural and Facade Composition:
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.
DC2-C Secondary Architectural Features
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. Add detailing at the street level in order to create interest for pedestrian and encourage active street life and window shopping(in retail areas).
DC2-C-3. Fit With Neighboring Buildings Use design elements to achieve a successful fit between a building and its neighbors.

RESPONSE

Facades along Harbor Avenue SW are articulated with the rhythm of massing along the street, with the larger, 5-unit rowhouses (Site W) located adjacent to the large apartment complex south of the site and the smaller-scaled 3-unit townhome to the north (Site Z). The 30th Avenue SW facades are given a more residential character by pulling the ground floor entryways to the interior and sheltering them with the overhanging stories above. Roof decks provide for private open space and visual interest, and planters and landscaping elements enhance the project at the street level.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A: Building Elements
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.
DC4-D: Trees, Landscape, and Hardscape Materials
DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.
DC4-D Trees, Landscape, and Hardscape Materials:
Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

RESPONSE

Exterior cladding is made of high quality, durable, fiber-cement materials which are easily maintained and attractive. Cladding colors and textures are varied for visual interest, and the neutral, grey, white, and wood tone color palette provides a contemporary feel. On the Harbor Avenue SW side, the cladding alternates between large-scale panels in grey tones and horizontal wood planks. Window frames are dark, giving the windows an almost storefront character that reflects the commercial and industrial uses on the downhill side of the project. On the uphill 30th Avenue SW side, the cladding features lighter tones of white and lighter gray board and batten siding, and the windows are framed in white, more in keeping with the style of the homes across the street.

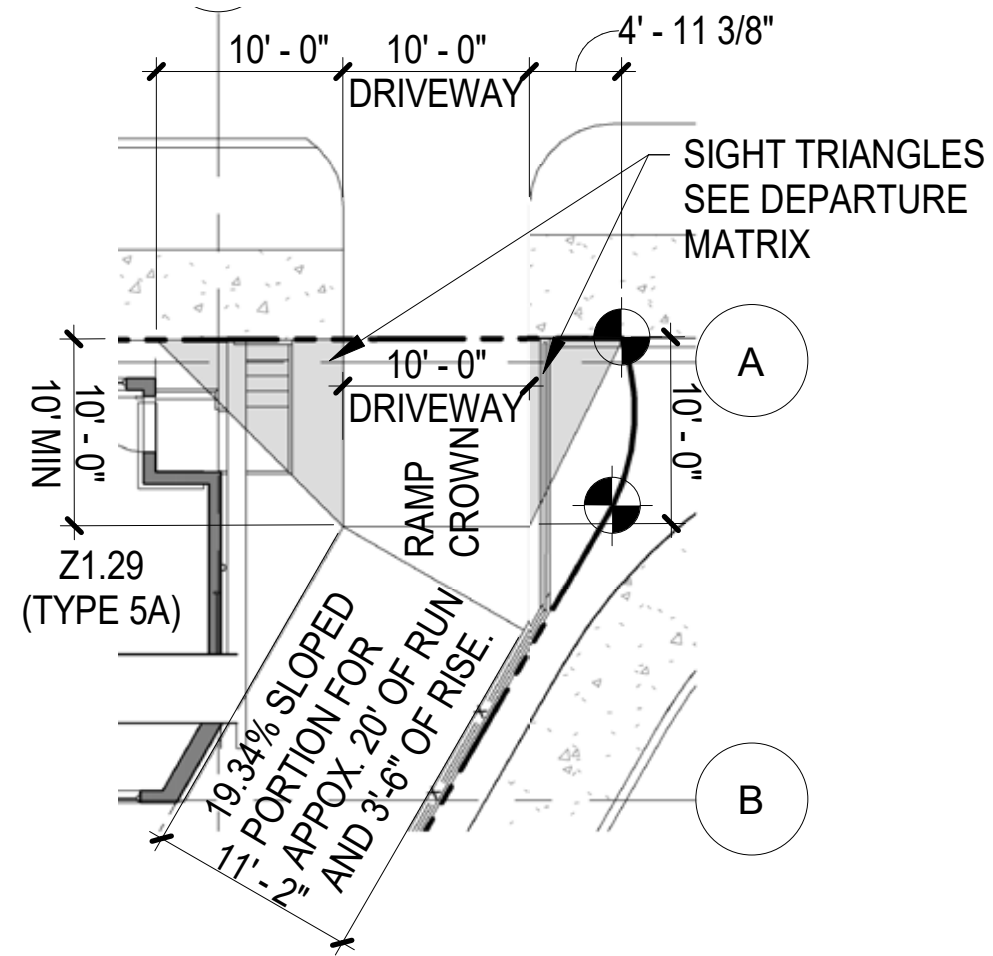


Blank Façades: SMC 23.47A.008.A.2.B + C.	<p>A.2.B. Blank segments of the street-facing façades between 2' and 8' above the sidewalk may not exceed 20' in width.</p> <p>A.2.C. Total of blank facade segments may not exceed 40% of width of facade.</p>	<p>Departure request is for 30th Ave SW, City View & Porter Way SW. Harbor Ave SW is compliant.</p> <p>Proposed Blank Facade Percentages: Site Y - 30th Ave SW: 48.3% (8.3% more than allowed). Site Z - 30th Ave SW: 45.3% (5.3% more than allowed).</p> <p>Site Y (Bldg Y1) - City View: 84.2% (44.2% more than allowed). Site Y (Bldg Y2) - City View: 100% (60% more than allowed).</p> <p>Site Z - Porter Way SW: 91.0% (61% more than allowed). Site Z (Bldg Z1) - Porter Way: 00% (60% more than allowed). Site Z (Bldg Z2) - Porter Way: 77.6% (37.6% more than allowed).</p>	<p>30th Ave SW: The subject site is zoned C1-40 while the west side of 30th Ave SW is residential by nature and entirely zoned SF-5000 which creates an unusual condition. Building elements associated with the new development such as doors and windows have been placed and sized proportionately with the new building. Also note that blank portions of this facade are needed by the structural engineer for structural shear wall opportunities. 30th Ave SW is generally a residential street with single-family zoning occurring just across the street. As a commercial zoned site, the Seattle Municipal Code requires a good amount of window area and a strong commercial relationship to the sidewalk. Since Single Family zoning and uses are located directly across 30th Ave SW, the project proposes both less transparency and a softer residential appeal than would typically be supported in a commercial zone. For this reason, we proposed to slightly exceed the maximum blank wall percentage for all four sites along 30th Ave SW.</p> <p>City View: Although City View is a public right-of-way, the nature of this space is more private and residential than would be found in a typical commercial right-of-way. City View is not, and most likely will never comprise of commercial frontage. Privacy for future residents of these building is also of great concern. For this reason, we propose an greater level of blank facade along City View.</p> <p>Porter Way SW: Porter Way SW is a short dead end street with limited pedestrian activity. Due to the layout of the units; focus on views; and the large retaining wall required to support the overall site, the design team proposes less transparency than would be found on a typical commercial right-of-way. Due to the topography of the area, Porter Way will most likely never be a commercial frontage. Due to the retaining wall, blank wall on Porter Way is unavoidable.</p>
Residential Uses at Street Level: SMC 23.47A.008.D.2	<p>The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.</p>	<p>Departure request is for all abutting street frontages.</p> <p>30th Ave SW: Entry level finished floors along 30th Ave SW are between 0" and 1'-6" above adjacent sidewalk grade. Unit entries are set back from the property line between 3'-0" and 5'-10" to provide a sense of entry and separation from the adjacent sidewalk.</p> <p>Harbor Ave SW: Entry level finished floors along Harbor Ave SW are 2'-0" above adjacent sidewalk grade. The building facade and unit entries are set back between 4'-4" and 4'-8" and each entry includes a small porch which provides a sense of entry and separation from the adjacent sidewalk. Departure request is 2'-0".</p> <p>City View: Topography and the stairs associated with City View create a non-compliant condition. Departure request is 4'-0".</p> <p>Porter Way is a short dead-end street that, due to grades and unit access, does not directly relate to the subject project. Topography and the proposed retaining wall along Porter Way creates a unique and non-compliant condition. Departure Request is 4'-0".</p>	<p>30th Ave SW: The subject site is zoned C1-40 while the west side of 30th Ave SW is residential by nature and entirely zoned SF-5000 which creates an unique condition. 30th Ave SW is distinctly residential without any commercial aspect. The proposed design acknowledges this condition by providing recessed unit entries that are slightly closer to the adjacent sidewalk grade than would typically be found in a commercial setting. Note that pedestrian access, maintaining urban form, maintaining privacy, existing grade conditions, zoning height limitations and interior stairway designs all influence the proposed condition.</p> <p>Harbor Ave SW is a combination of lite commercial / industrial and residential uses. Pedestrian interaction and residential privacy both play a key role in the success of the design approach. The proposed entries along Harbor Ave SW are 2' above sidewalk grade and accessed by a small porch. This physical and psychological barrier will provide security for the tenants yet still create good connectivity to the pedestrian activity along the adjacent sidewalk.</p> <p>City View is steeply sloped, heavily landscaped, and is not intended to have a commercial character. Porter Way SW is also not intended to have a commercial character. It is very unlikely that either of these two right-of-ways will ever develop into commercial frontages. Grade conditions, building access, and the need for level floor elevations creates a non-compliant condition for both City View and Porter Way SW. Note that pedestrian access, maintaining urban form, maintaining privacy, existing grade conditions, zoning height limitations and interior stairway designs all influence the proposed condition.</p>

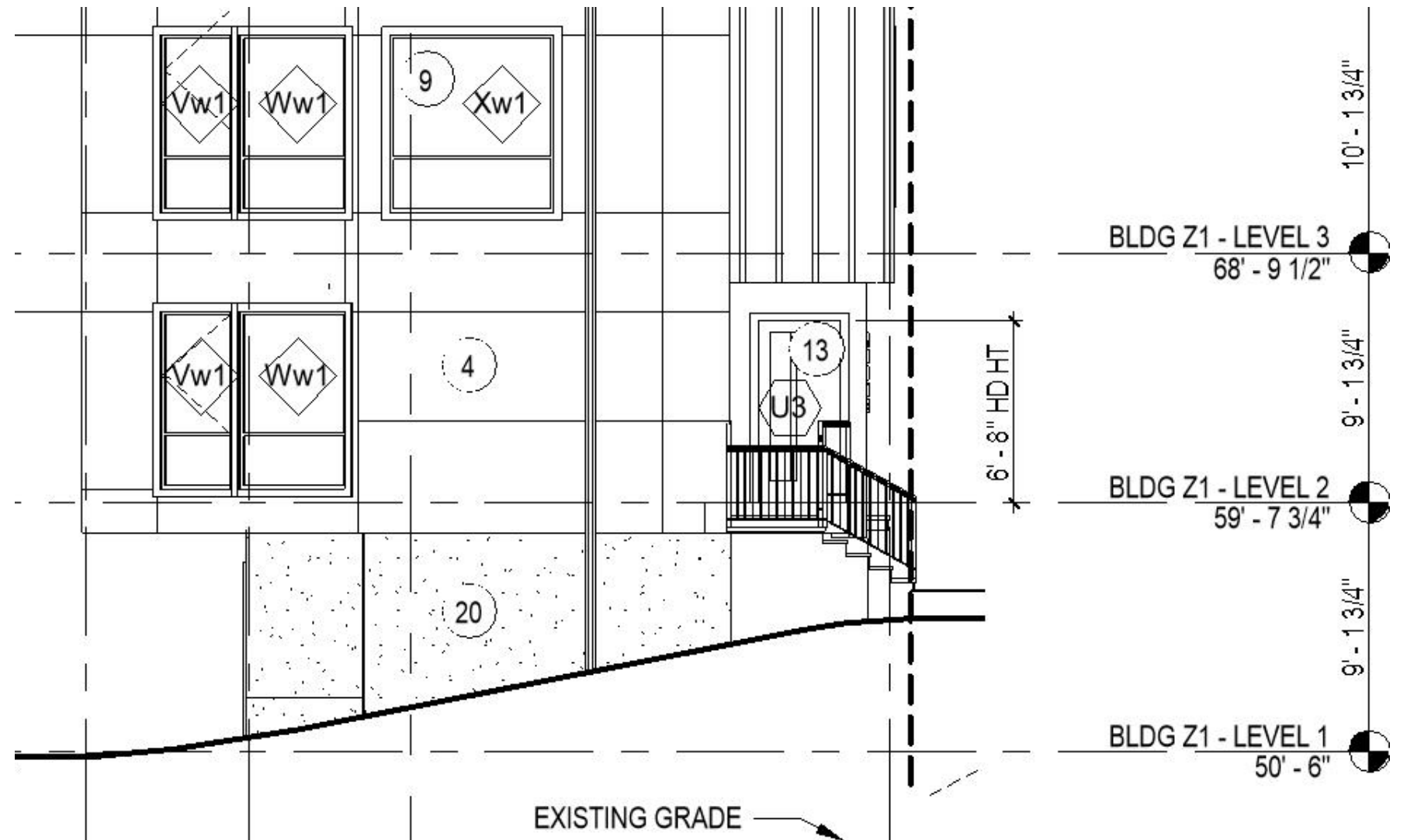
DEPARTURE / DIRECTOR’S TYPE 1 DECISION MATRIX - NORTH PARCELS
(CONTINUED FROM PREVIOUS PAGE)

DEPARTURES			
ZONING CODE	REQUIREMENT	PROPOSED DESIGN	DEPARTURE RATIONALE
Sight Triangles: SMC 23.54.030.G1	For exit-only driveways and easements, and two way driveways and easements less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk.	<p>The project includes two separate driveways providing access from 30th Ave SW. The driveway for the North Parcels provides access to Sites Y & Z only.</p> <p>The left side of the driveway serving the North Parcels is slightly encroached upon by the stair access to Bldg Z1, but does not impede visibility of pedestrians and vehicle while the right side proposes 4’-11” of width (10’ required) with a compliant 10’ length. 5’-1” width departure requested on the right side.</p>	<p>Lot limitations, limited parking quantity, limited pedestrian population, and the residential nature of 30th Ave SW justifies reduced sight triangles. Under these circumstances, the proposed sight triangles maintain a safe line of sight for pedestrians and drivers.</p> <p>Due to grade challenges at Building Z1, stairs were required to access this unit entry. These stairs slightly encroach on the sight triangles, yet maintain a safe line of sight for pedestrians and drivers.</p> <p>Building Z1 does not encroach on the sight triangle and the stairway is under the required 32” of height. The encroachment is limited to guardrail and pickets at the stair landing; the picket railing is approximately 80% transparent to maintain a safe line of sight for pedestrians and drivers.</p>
DIRECTOR’S TYPE 1 DECISIONS			
ZONING CODE	REQUIREMENT	PROPOSED DESIGN	DEPARTURE RATIONALE
Driveway Slope: SMC 23.54.030.D	No portion of a driveway, whether located on a lot or on a Right-Of-Way, shall exceed a slope of 15%. The Director may permit a driveway slope of more than 15% if it is found that: A) The topography or other special characteristic of the lot makes a 15% maximum driveway slope infeasible; B) The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot; and C) The driveway is still useable as access to the lot.	<p>The project includes two separate driveways providing access from 30th Ave SW. The driveway serving the North Parcels provides access to Sites Y & Z only.</p> <p>The driveway serving the North Parcels proposes a slope of 19.34%.</p>	<p>Topography is a key factor in accessing this particular site. A central drive aisle provides access to the proposed townhomes which is located at an elevation which provides the most efficient access to both the west and east sides of the drive aisle. Both driveways originate at the lowest points on 30th Ave SW (with slight adjustments due to sight triangles during the EDG meeting) thus creating the resultant driveway slopes. Topography of the lot makes a 15% maximum driveway slope infeasible. The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot, and the driveway is still usable as access to the lot.</p> <p>NOTE: The slope of the driveways include transition crowns both at the top and bottom of the ramp slopes. The 19.34% slope at the ramp serving the North Parcels is limited to roughly 20’ of run and less than 4’ of rise (the overall average slope including transition crowns is 15%).</p>





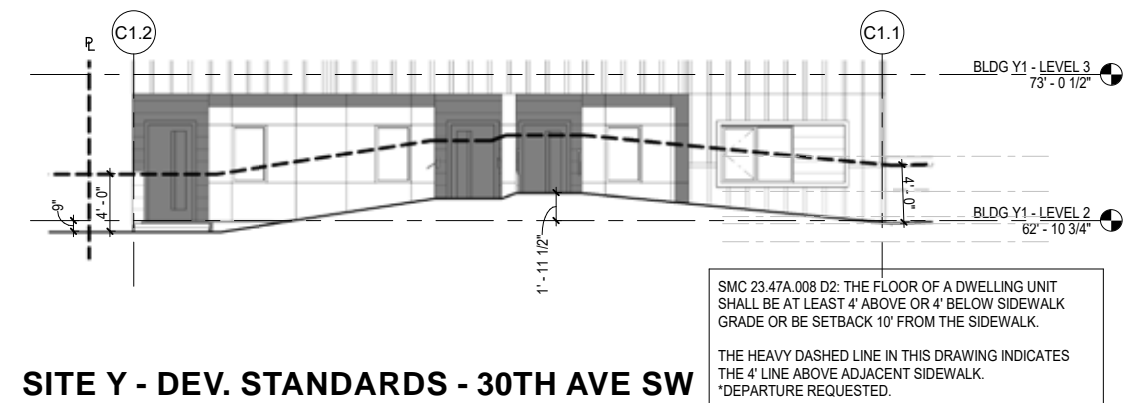
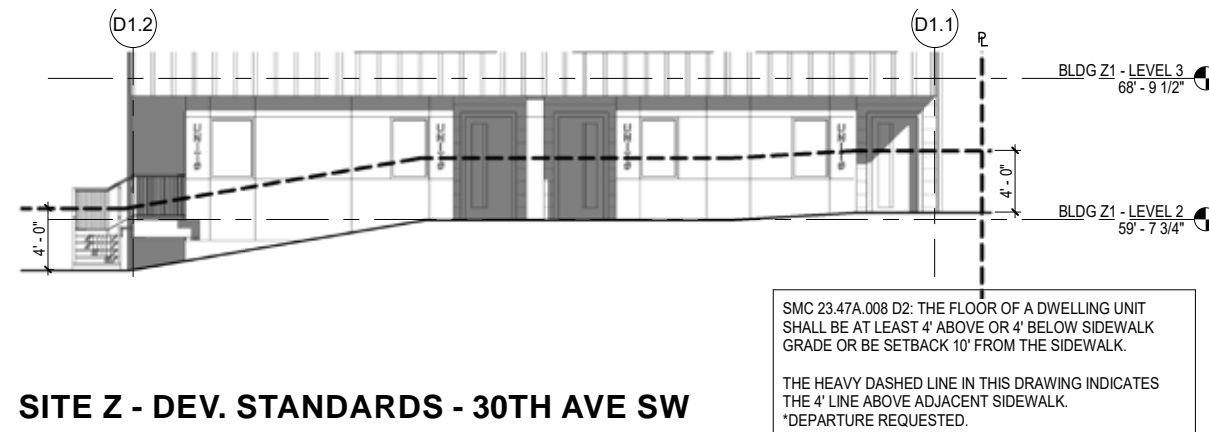
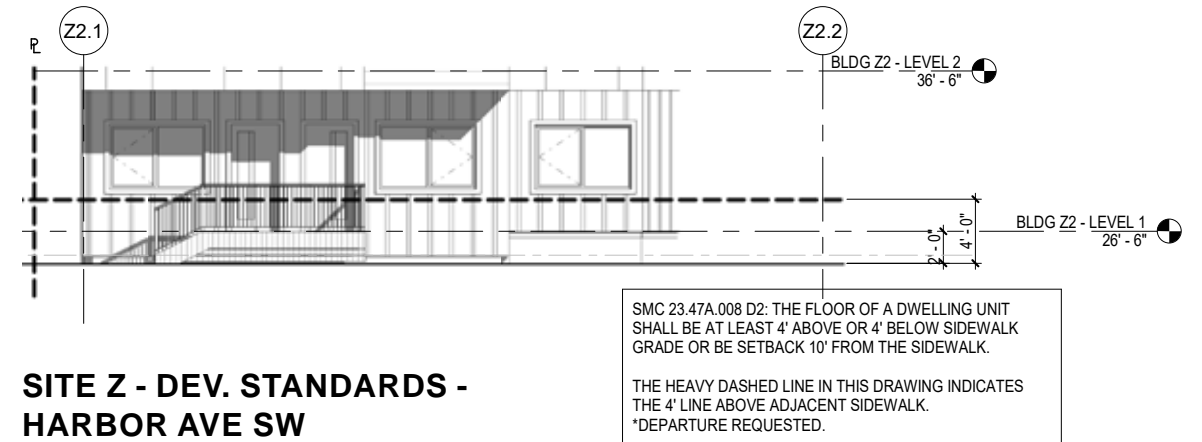
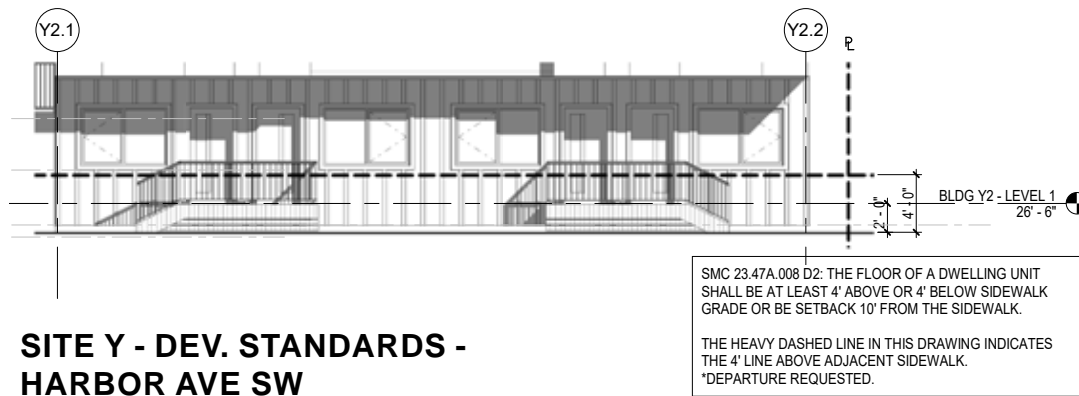
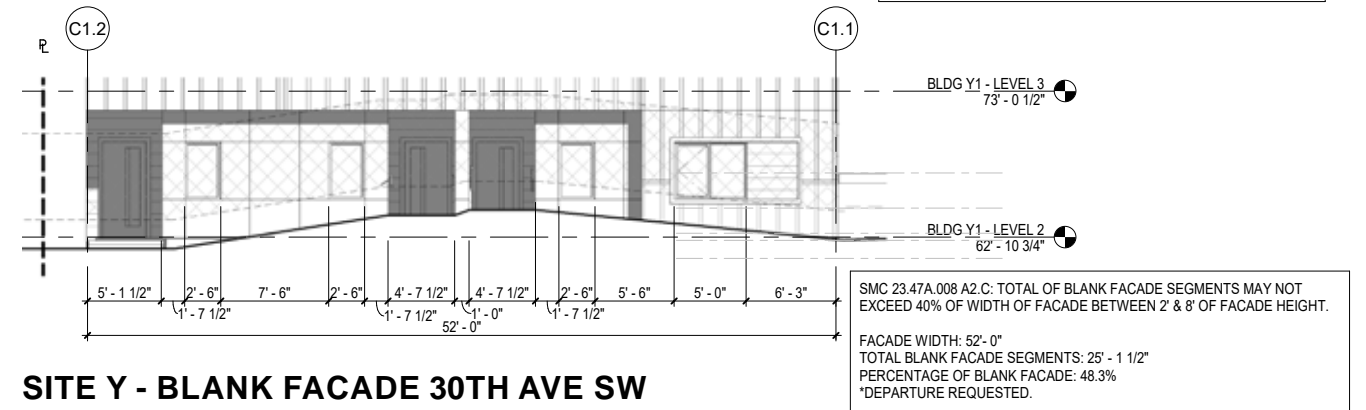
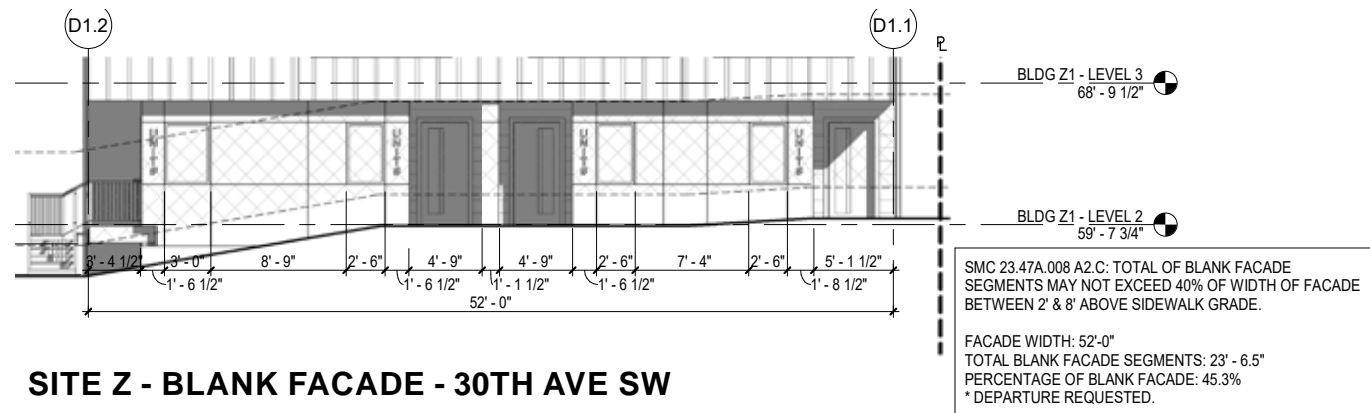
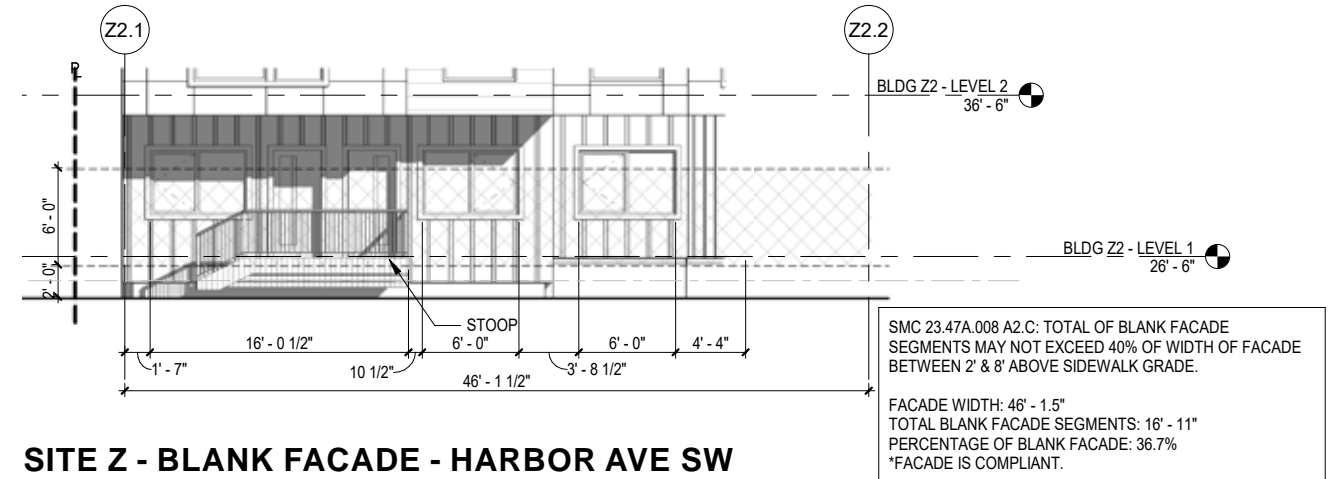
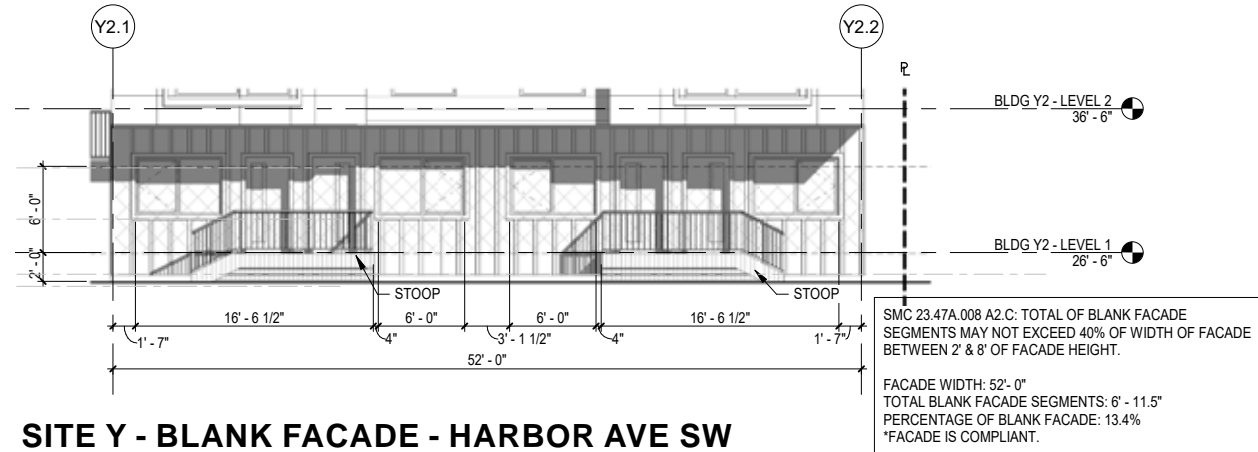
SIGHT TRIANGLES - NORTH DRIVEWAY



SECTION THROUGH NORTH DRIVEWAY

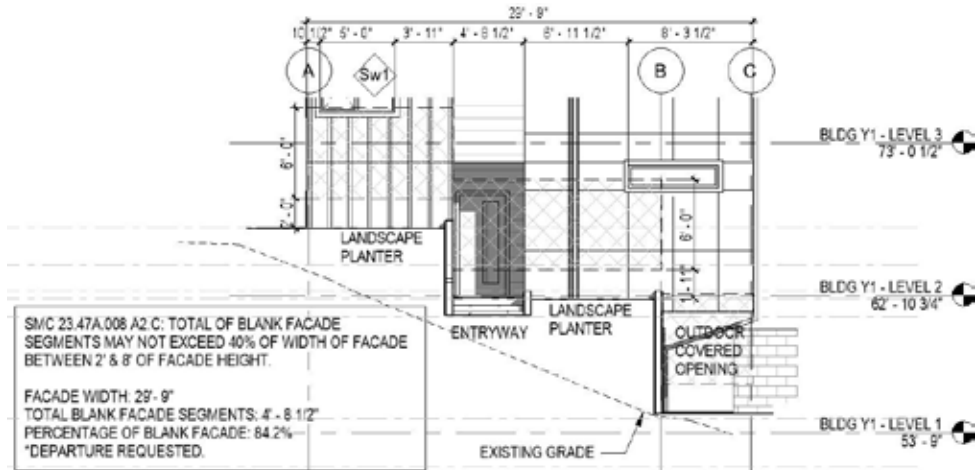
APPENDIX

DEPARTURE DIAGRAMS - NORTH PARCELS - BLANK FACADE / STREET LEVEL DEVELOPMENT DIAGRAMS: HARBOR AVE SW & 30TH AVE SW

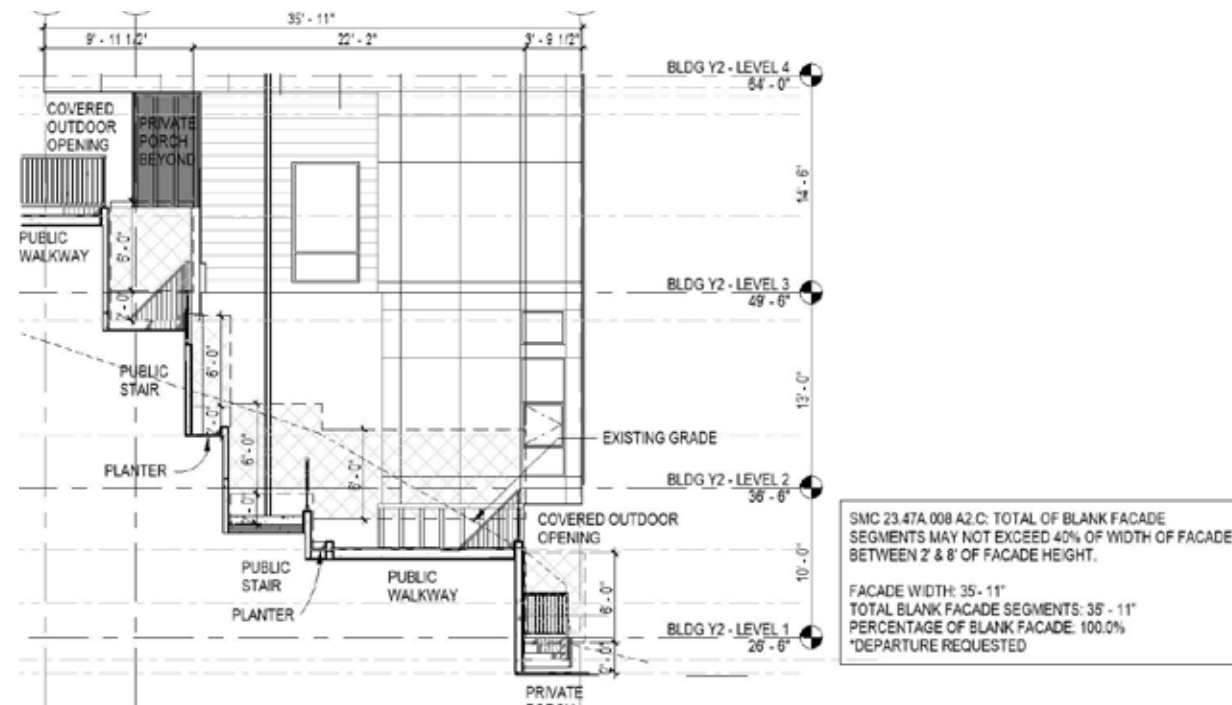


APPENDIX

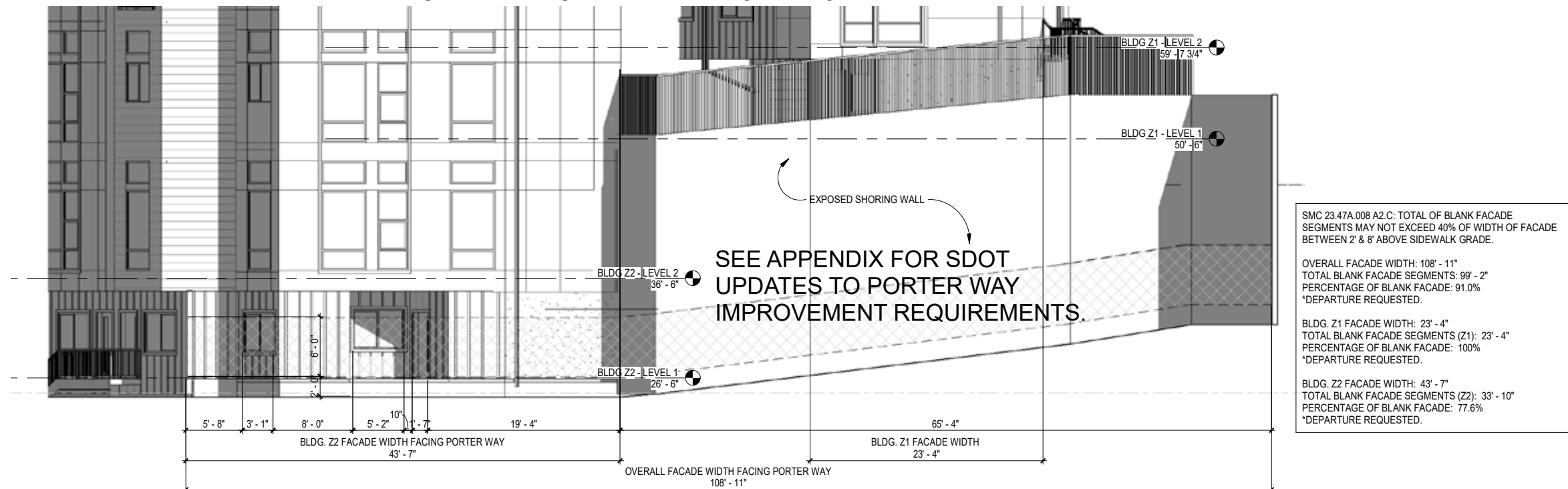
DEPARTURE DIAGRAMS - NORTH PARCELS - BLANK FACADE DIAGRAMS: CITY VIEW & PORTER WAY SW



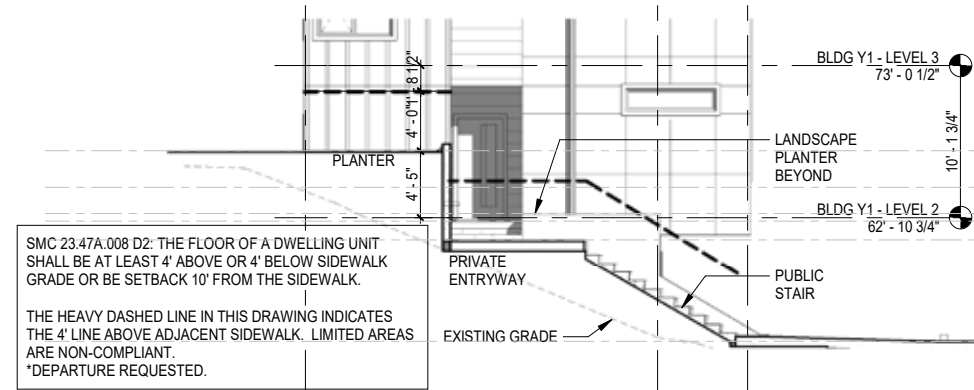
SITE Y - BLDG Y1 - BLANK FACADE - CITY VIEW



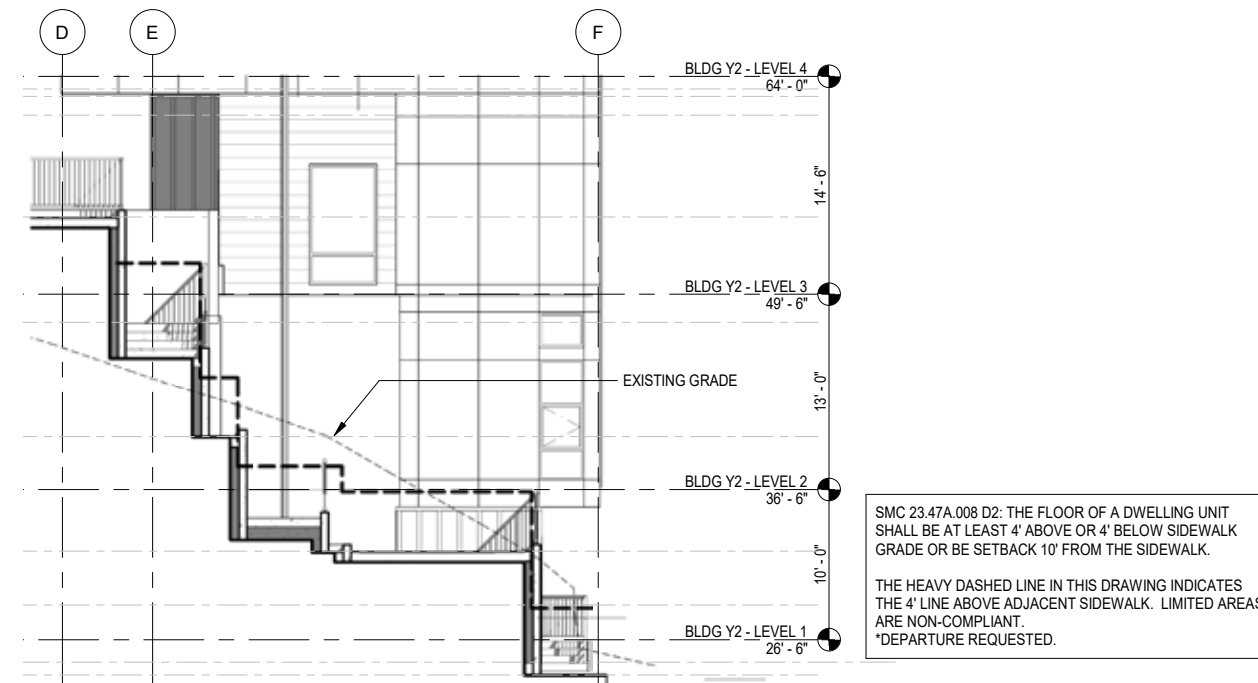
SITE Y - BLDG Y2 - BLANK FACADE - CITY VIEW



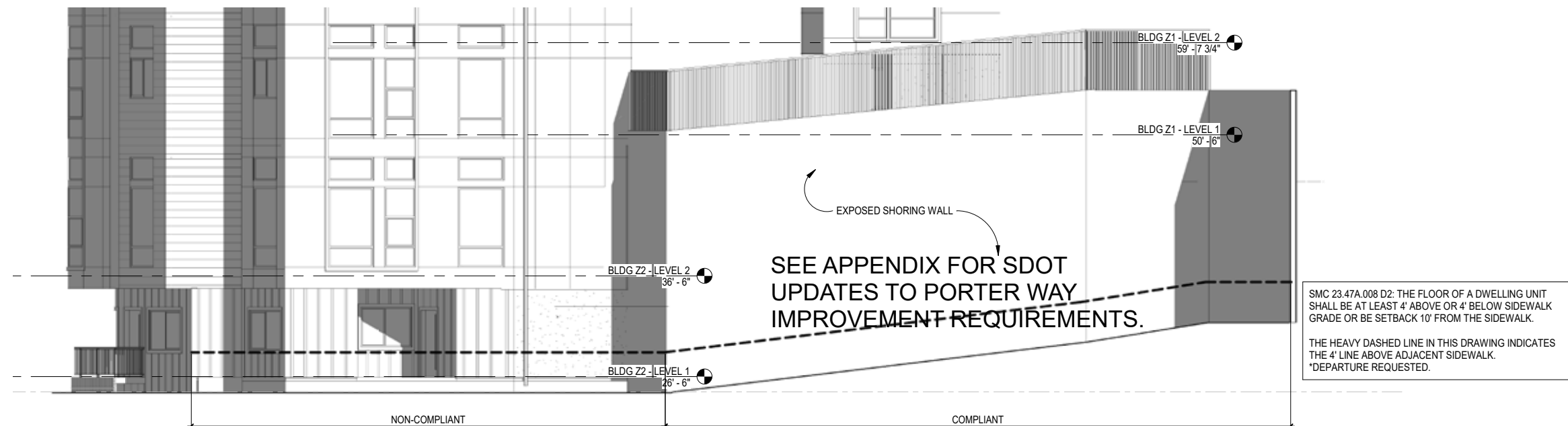
SITE Z - BLANK FACADE PORTER WAY SW



SITE Y - BLDG Y1 - DEV. STANDARDS - CITY VIEW

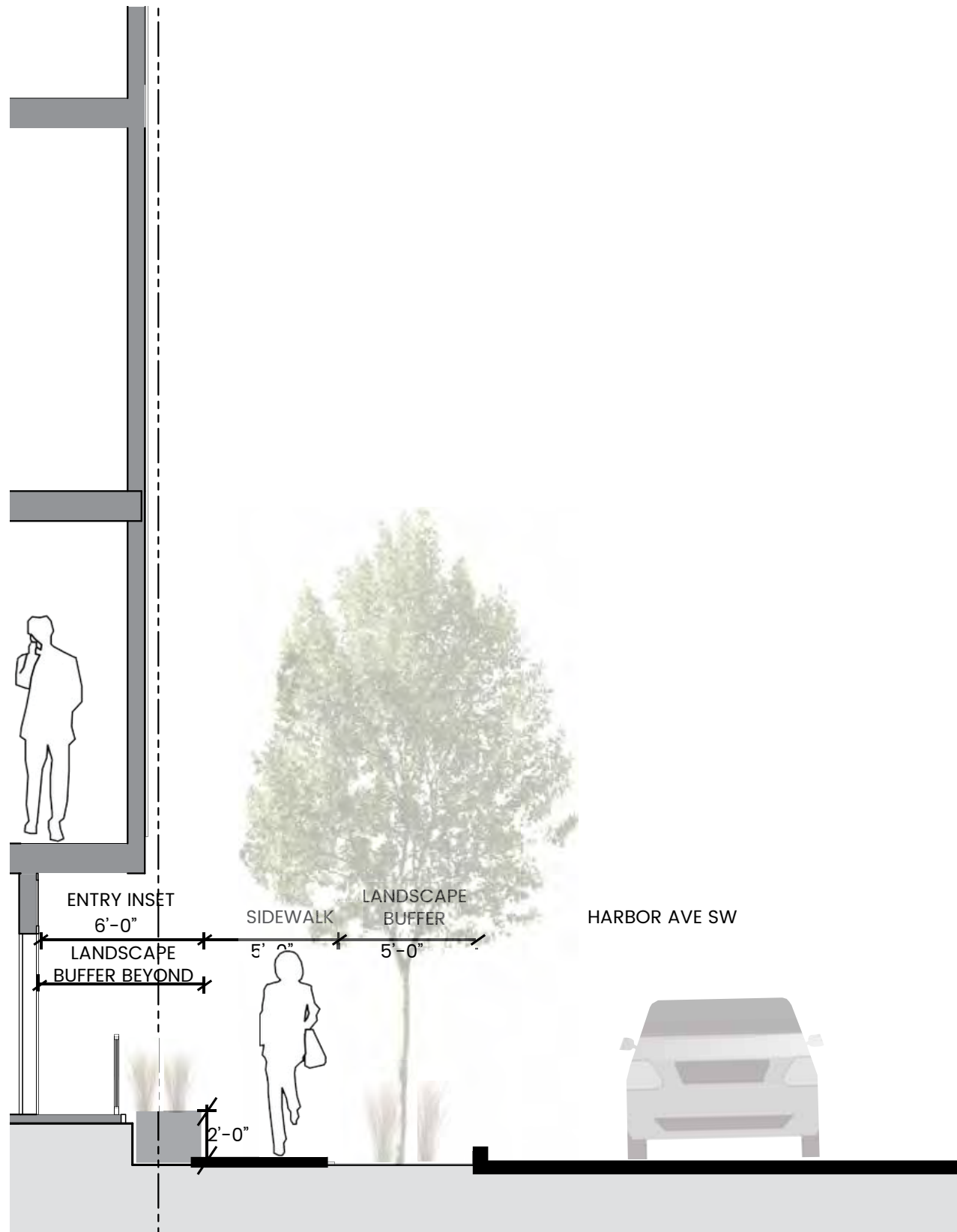


SITE Y - BLDG Y2 - DEV. STANDARDS - CITY VIEW

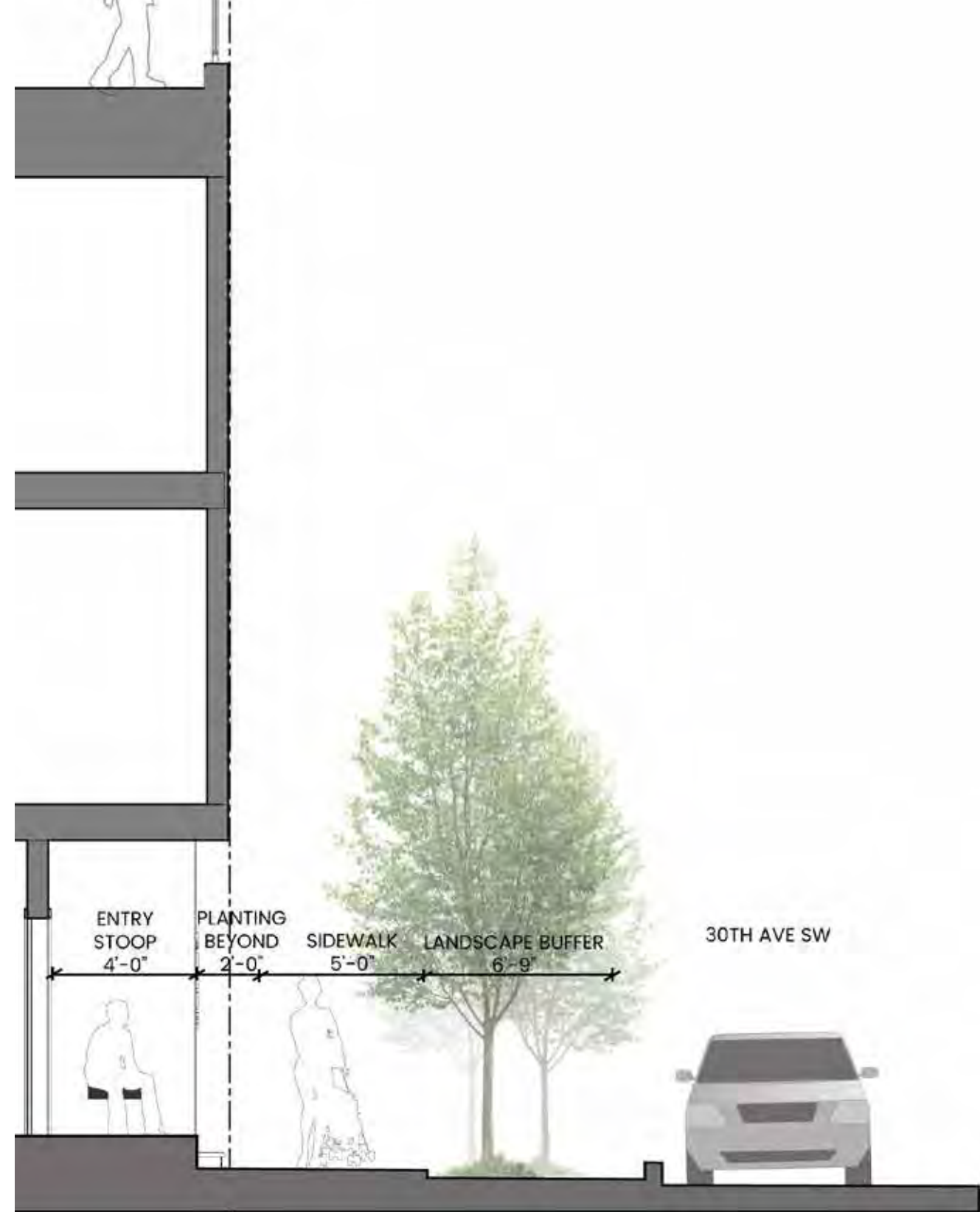


SITE Z - DEVELOPMENT STANDARDS DIAGRAM - PORTER WAY SW

APPENDIX

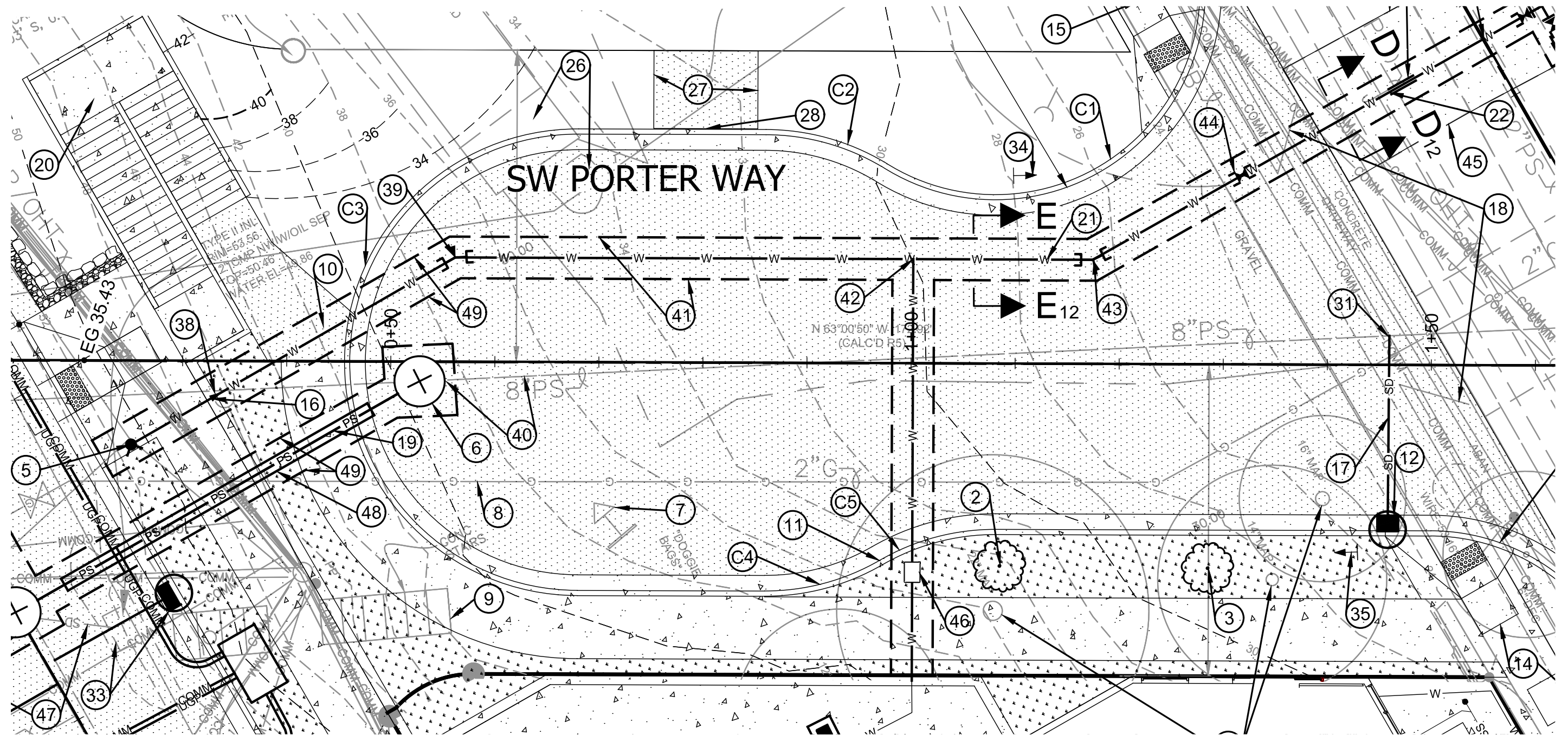


HARBOR AVENUE STREET SECTION



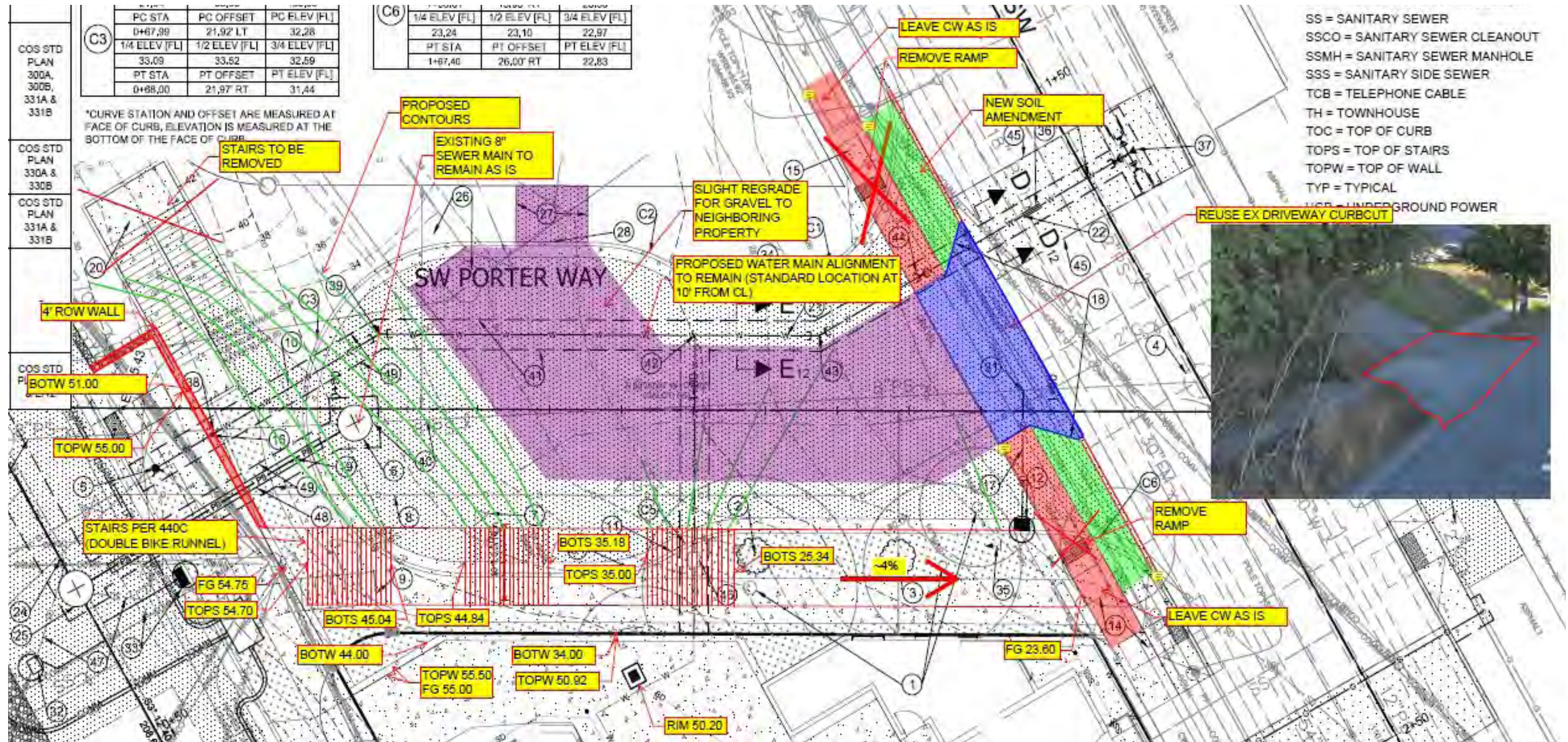
30TH AVENUE STREET SECTION

GRAPHICS ON THIS SHEET PROVIDED BY NK ARCHITECTS



STREET IMPROVEMENT PERMIT (SIP) DOCUMENTS ARE AT 95% REVIEW LEVEL WITH SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT). UNTIL RECENTLY, RIGHT OF WAY IMPROVEMENTS ON SW PORTER WAY INCLUDED A NEW WATER MAIN, OTHER UTILITY WORK, NEW PAVING FROM HARBOR AVE SW TO A SHORT DEADEND TURN-AROUND, NEW CURB AND GUTTERS, NEW SIDEWALK AND PLANTER STRIP, AND A NEW STAIR PROVIDING ACCESS TO 30TH AVE SW.

MORE RECENTLY, SDOT HAS REMOVED THE IMPROVEMENT REQUIREMENTS ON SW PORTER WAY DUE TO WEATHER PROTECTION CONFLICTS WITH THE NEW WATER MAIN. SDOT HAS REDUCED THE LEVEL OF IMPROVEMENTS TO A STAIR ONLY SOLUTION PROVIDING ACCESS TO 30TH AVE SW. THE STAIR IS TO RUN ADJACENT TO THE NORTH PROPERTY LINE WITH LANDSCAPING, LIGHTING AND A DOUBLE BIKE RUNNLE TO HELP PEDESTRIANS TRANSPORT BICYLCES UP AND DOWN THE STAIRWAY. THE NEW WATER MAIN AND OTHER RELATED UTILITY WORK IS STILL PART OF THE SCOPE OF IMPROVEMENTS.

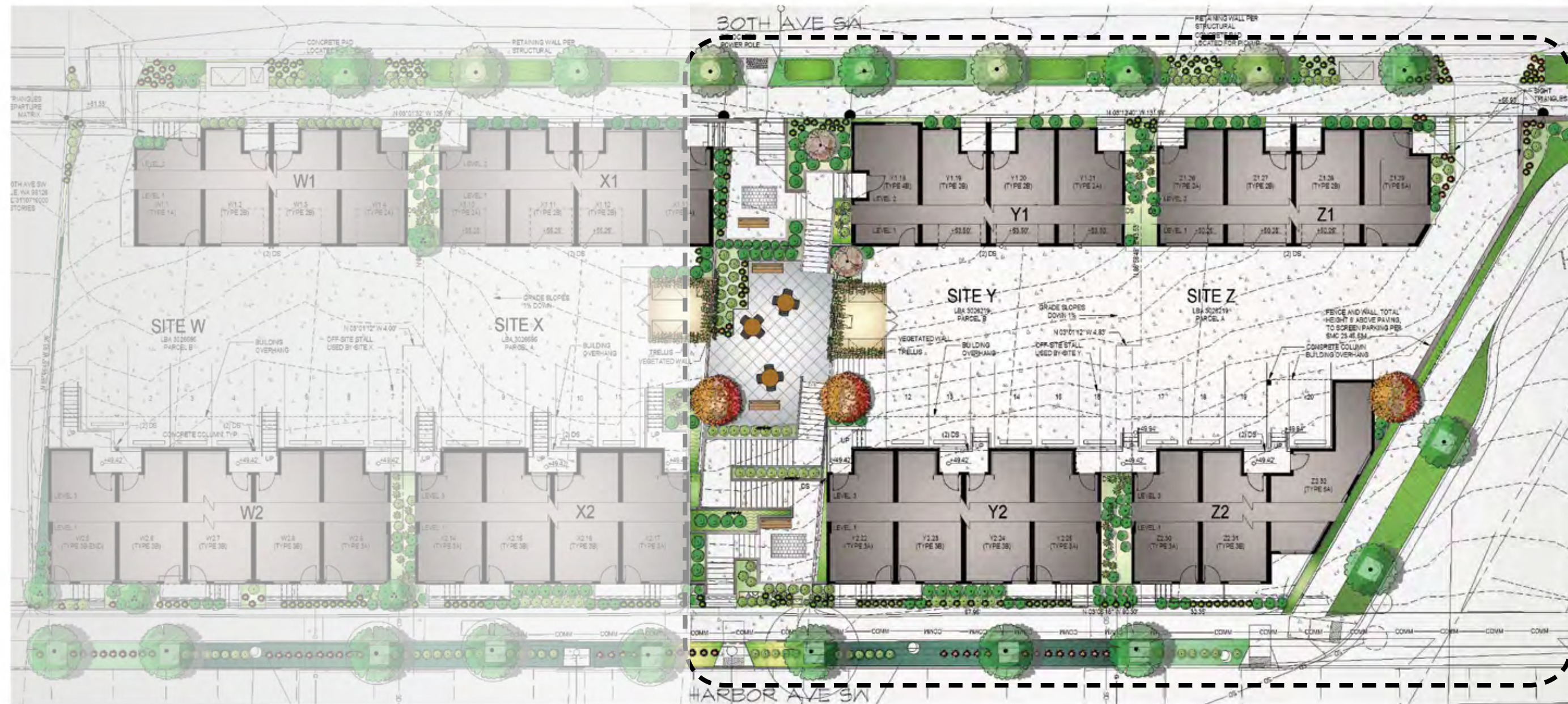


THE PROJECT'S CIVIL ENGINEER IS CURRENTLY WORKING WITH SDOT TO REDESIGN THE IMPROVEMENTS ON SW PORTER WAY. THE SKETCH ABOVE ILLUSTRATES THE NEW PROPOSED IMPROVEMENTS.



THE MORE RECENT STAIR ONLY DESIGN SOLUTION GREATLY REDUCES THE VISUAL APPEARANCE OF THE SITE SUPPORTING RETAINING WALLS.

DEPARTURE REQUESTS ARE NOT IMPACTED.



SOUTH PARCELS (SITES W & X) SHOWN FOR REFERENCE ONLY. SEE SEPARATE DR BOOK FOR SECOND PART OF OVERALL PROJECT.

























RENDERED LANDSCAPE PLAN
NTS











SUBJECT SITE: NORTH PARCELS
(SITES Y & Z)

GRAPHICS ON THIS SHEET PROVIDED BY NK ARCHITECTS & ROOT OF DESIGN

PLANTINGS ARE SELECTED TO PROVIDE COLOR AND TEXTURE IN ALL SEASONS. STREET TREES ALONG HARBOR AVE SW WILL BE PRESERVED AND PROTECTED. DOGWOODS ARE PROPOSED ALONG 30TH AVE SW WHERE NO STREET TREES CURRENTLY EXIST. GROUNDCOVERS AND LOW GRASS WILL FILL THE PLANTER STRIPS ALONG BOTH ROADWAYS.

SHRUBS, VINES AND GROUNDCOVERS HAVE BEEN SELECTED TO SOFTEN THE STAIR CLIMB TO THE CENTER COURTYARD. GROUNDCOVERS WILL SPILL OVER THE TOPS OF RETAINING WALLS, AND VINES WILL CLIMB THE WALLS TO BLEND THE WALLS INTO THE LANDSCAPE. TO MAXIMIZE VIEWS TO THE EAST, PLANTINGS WILL BE KEPT LOW ALONG THE CENTER STAIRWAY.

PLANT SCHEDULE	
TREES	BOTANICAL NAME / COMMON NAME
	Acer circinatum / Vine Maple
	Acer palmatum 'Sango Kaku' / Coral Bark Maple
	Cornus x KN80-B / Venus Dogwood Street Tree
	Cornus x 'Ruban' / Aurora Flowering Dogwood Street Tree
	Existing Street Tree Street Tree
SHRUBS	BOTANICAL NAME / COMMON NAME
	Acorus gramineus 'Ogon' / Golden Variegated Sweetflag
	Carex testacea / Orange Sedge
	Euonymus fortunei 'Emerald Gaiety' TM / Wintercreeper
	Euonymus japonicus 'Greenspire' / Greenspire Upright Euonymus
	Gaultheria shallon / Salal
	Ilex crenata 'Sky Pencil' / Sky Pencil Japanese Holly
	Leucothoe fontanesiana 'Rainbow' / Rainbow Leucothoe
	Lonicera pileata 'Moss Green' / Moss Green Honeysuckle
	Nassella tenuissima / Mexican Feather Grass
	Physocarpus opulifolius / Ninebark
	Pieris japonica 'Cavatine' / Lily of the Valley Bush
	Vaccinium ovatum / Evergreen Huckleberry
SHADE PLANTS	BOTANICAL NAME / COMMON NAME
	Hakonechloa macra 'Aureola' / Golden Variegated Hakonechloa
	Mahonia aquifolium 'Compacta' / Compact Oregon Grape
	Sarcococca nuscifolia / Fragrant Sarcococca
VINES	BOTANICAL NAME / COMMON NAME
	Clematis armandii 'Snowdrift' / Evergreen Clematis
	Parthenocissus tricuspidata / Boston Ivy

PLANT SCHEDULE	
GROUND COVERS	BOTANICAL NAME / COMMON NAME
	Ajuga reptans / Bugleweed
	Arctostaphylos uva-ursi 'Vancouver Jade' / Kinnikinnick
	Epimedium grandiflorum 'Lilafée' / Longspur Barrenwort
	Epimedium x rubrum / Red Barrenwort
	Leptinella squalida 'Platt's Black' / New Zealand Brass Buttons
	Lysimachia rumularia 'Aurea' / Golden Creeping Jenny
	Pachysandra terminalis / Japanese Spurge
	Pachysandra terminalis 'Silver Edge' / Japanese Spurge
	Rubus calycinoides 'Emerald Carpet' / Creeping Raspberry
	Vinca minor 'Bowles Blue' / Dwarf Periwinkle



Concept

Low pathway lighting provides security, human scale, and wayfinding without creating glare on neighboring properties. Sconce lighting at individual entry stoops provides additional security and reflects the residential character. The light plan is limited to sconce lighting at unit entries, surface mounted downlight cans along the interior drive court, and pathway lighting at unit stairways and the City View stair system.



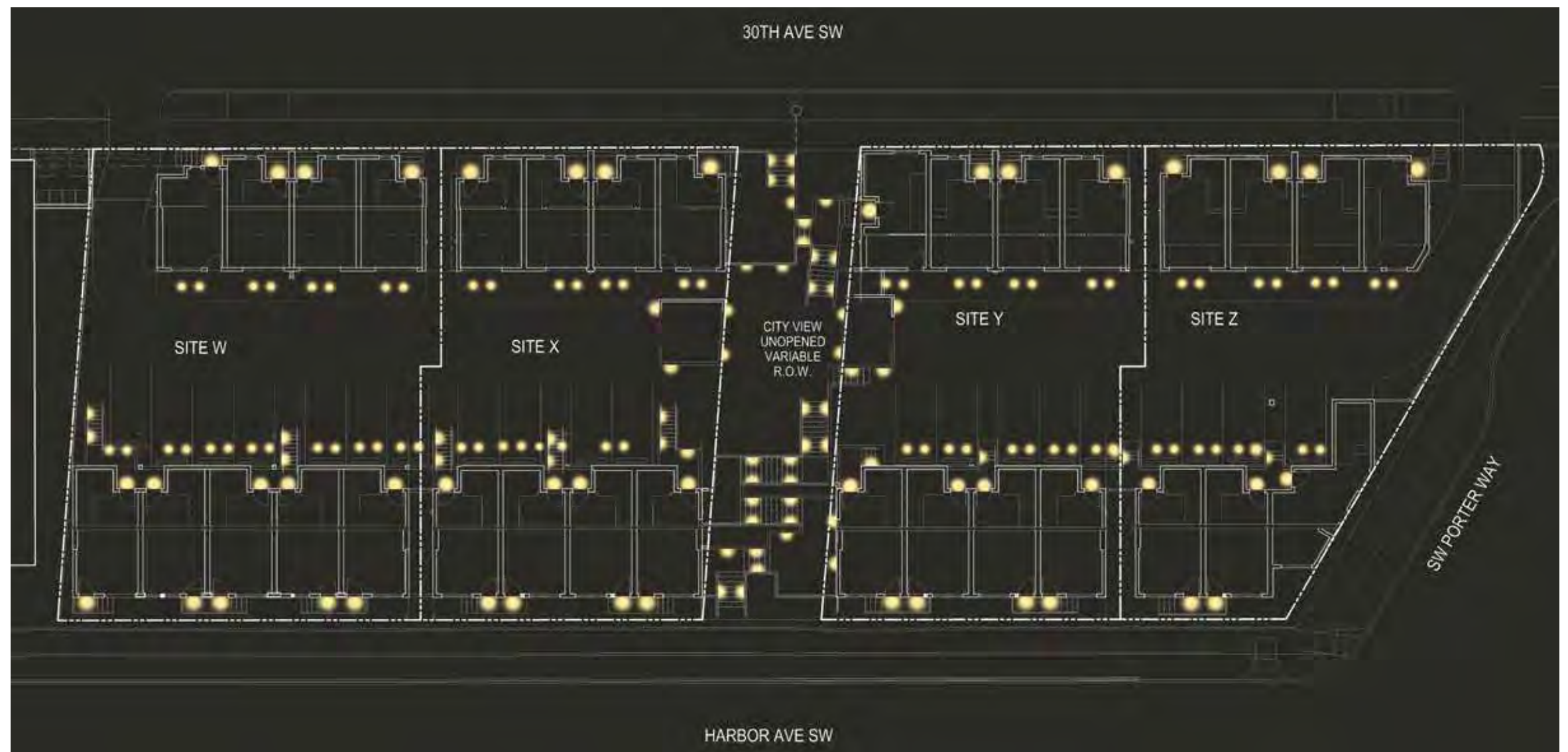
UNIT ENTRY SCONCE



DOWNLIGHT AT INTERIOR DRIVE COURT



STEP LIGHTING



LIGHTING PLAN

10am



12pm



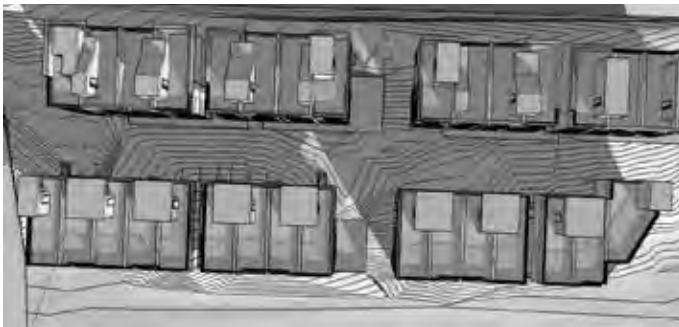
3pm



June 21

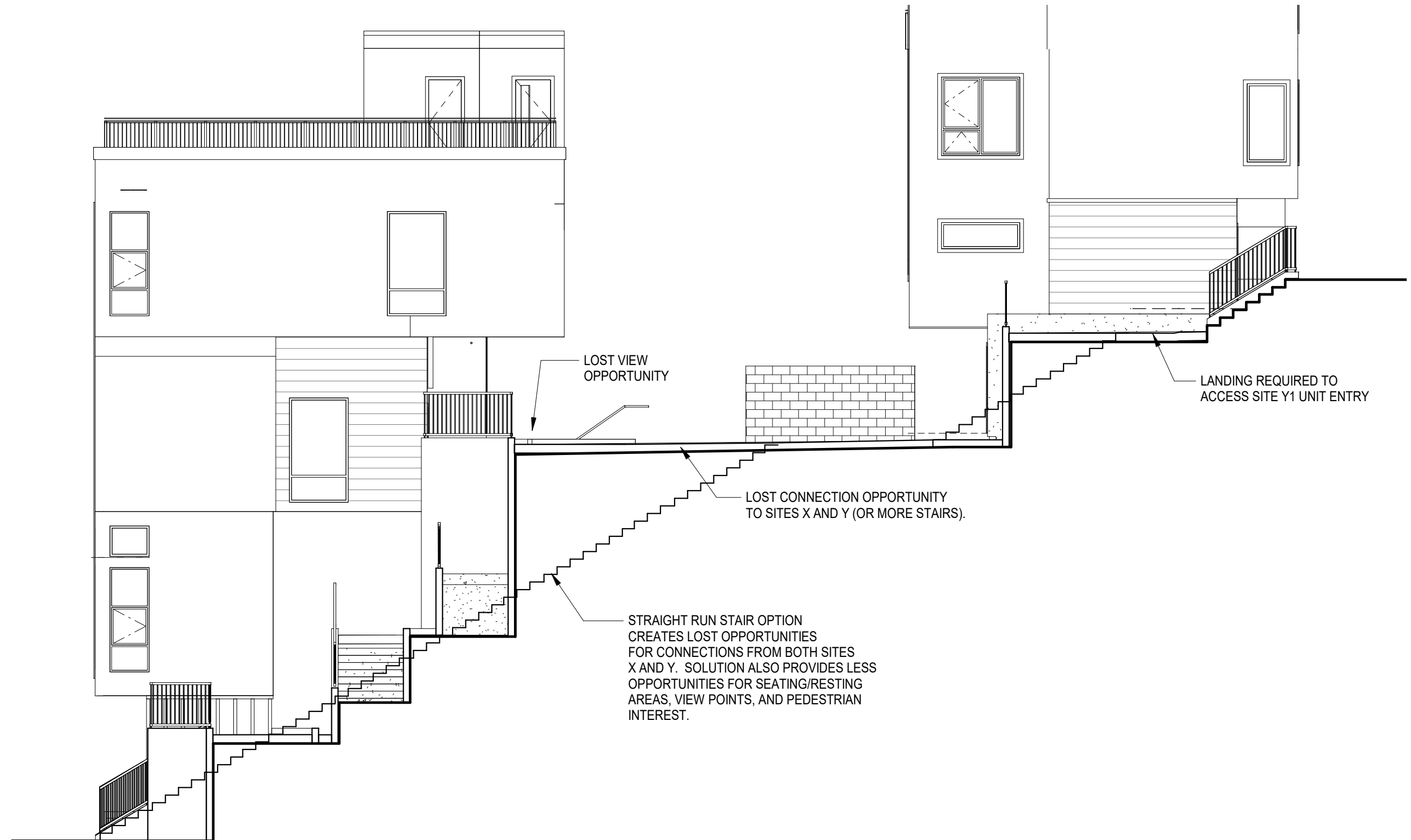


March/September 21



December 21

GRAPHICS ON THIS SHEET PROVIDED BY NK ARCHITECTS



STRAIGHT RUN STAIR STUDY AT CITY VIEW





Isola Harbor - South Parcels



SDCI # 3027133 (Site W)
3027135 (Site X)

3315 & 3303 Harbor Avenue SW
Seattle, WA

Meeting Date:
September 19, 2019

PROJECT INTRODUCTION

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City View - Straight Stair Study

Project Information

Address	3303-3315 Harbor Ave SW Seattle, WA 98126
Applicant	Fischer Architects Steve Fischer 4023 Aikins Ave SW Seattle, WA 98116 (206) 933-5553
Owner	Portage Bay Holdings LLC Peter Locke 13555 SE 36th St. Suite 320 Bellevue WA 98006 (206) 792-3991

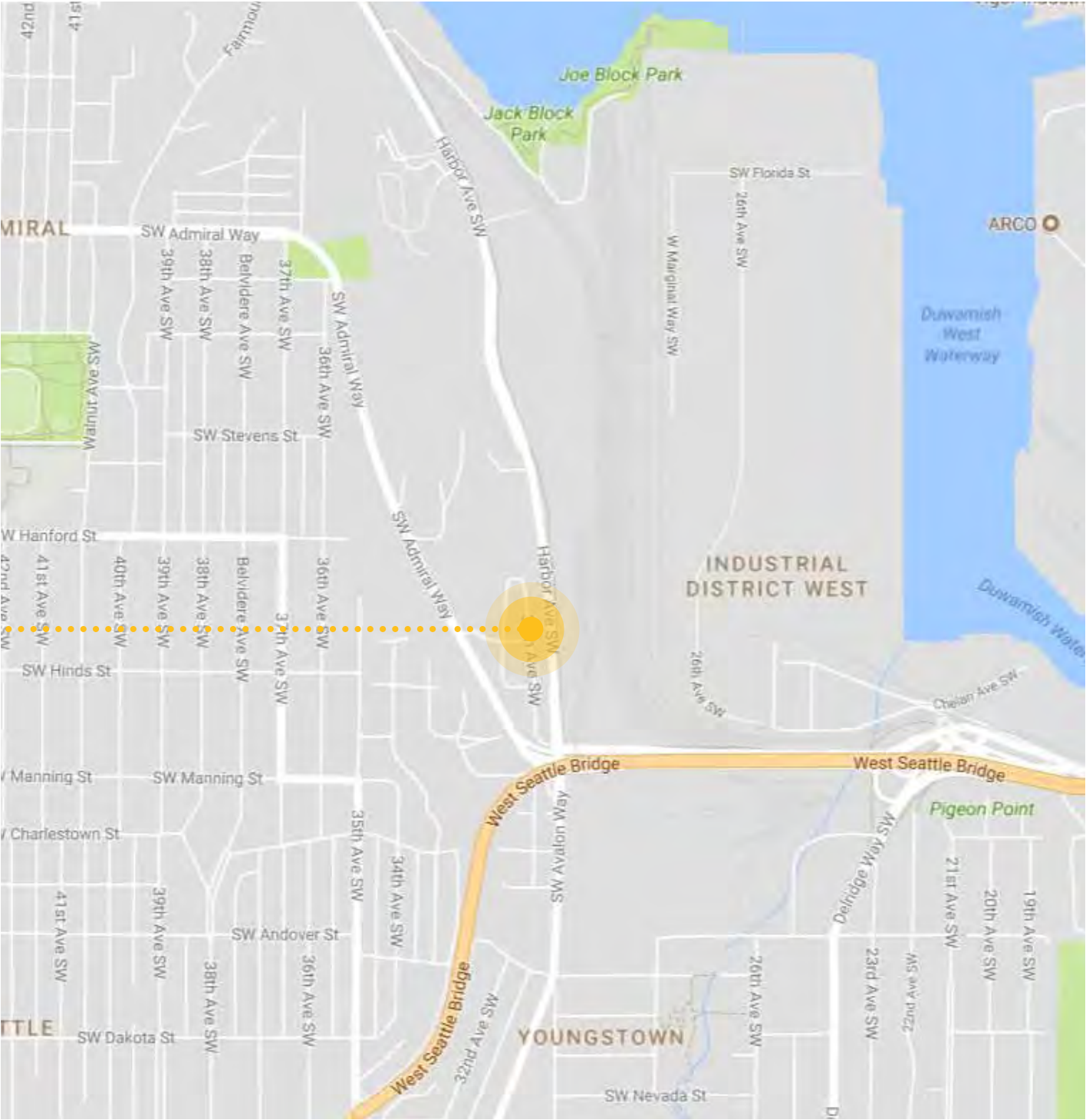
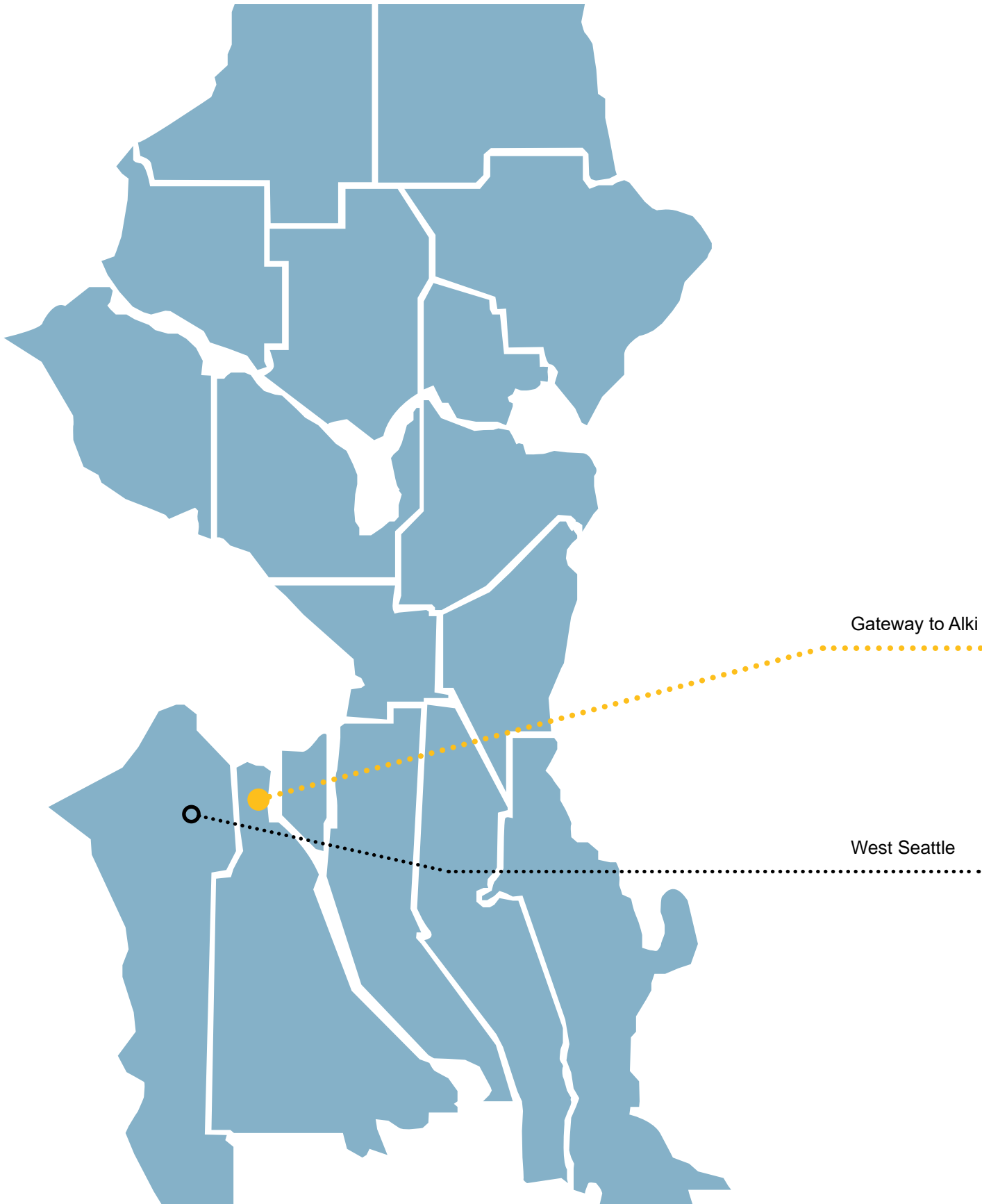
Project Data

Lot Area	11,658 SF
Zoning	C1-40
Gross Floor Area	24,513 SF
Stories	3 Stories w/Basement
Units	17 Units
Parking	17 Stalls

South Parcels

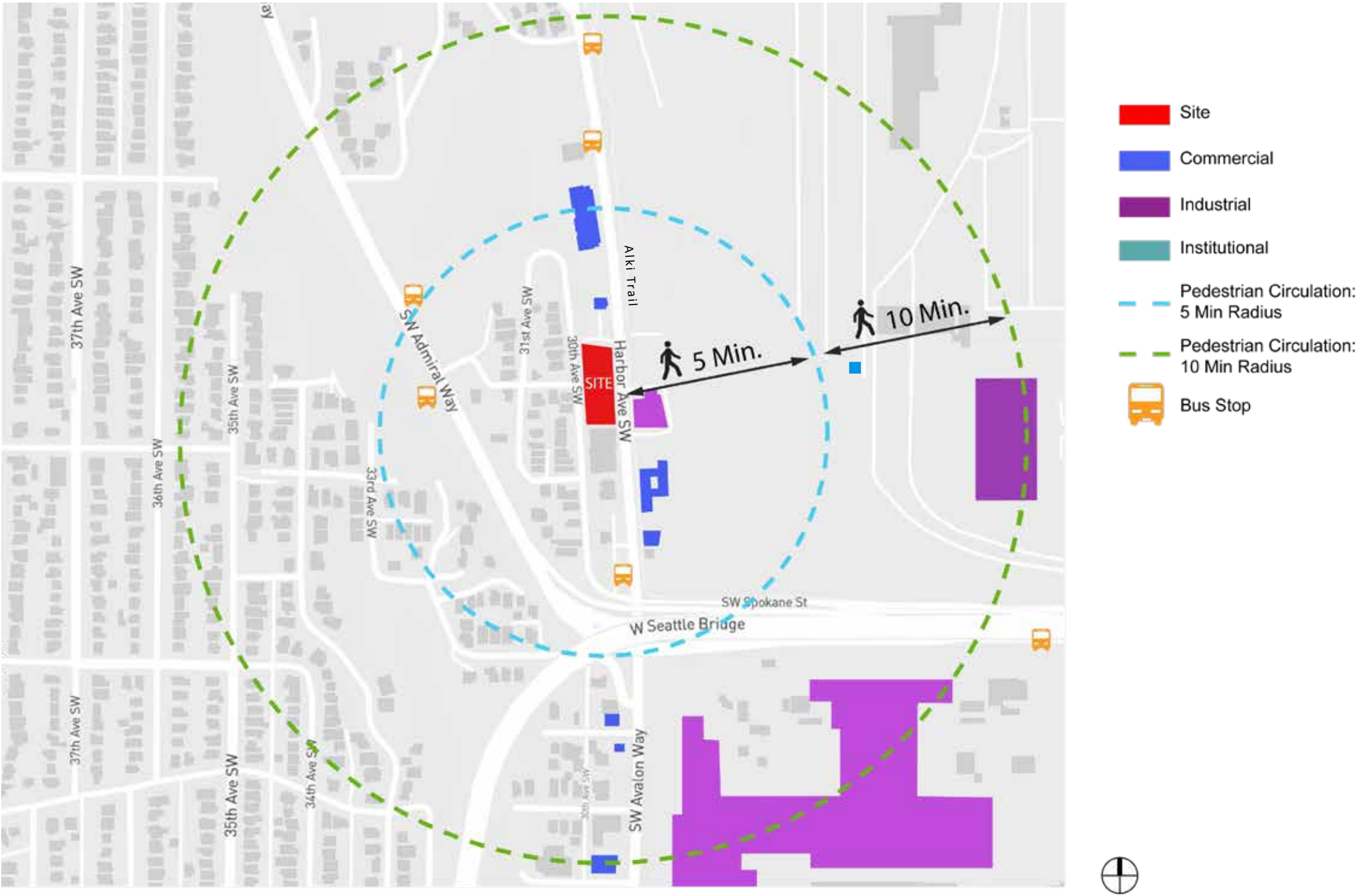


PROJECT LOCATION



GRAPHICS ON THIS SHEET PROVIDED BY NK ARCHITECTS





Note: Graphics taken from EDG Packet
Credit: Lemons Architecture

CONTEXT ANALYSIS

COMMUNITY NODES AND LANDMARKS

West Seattle is known as the “Birthplace of Seattle,” and the Admiral District is West Seattle’s oldest neighborhood. The area is eclectic, with areas ranging from industrial zones on its eastern shores to the laid-back Alki beach culture along its northern edge. Admiral boasts the oldest community center west of the Mississippi, the Hiawatha Community Center, the iconic Admiral Theatre, the popular Alki Beach, and Schmitz Preserve Park, a 53 acre preserve of old growth forest established in the early 1900’s. Admiral also connects West Seattle to Downtown and the larger Seattle community via the West Seattle Bridge and the high-speed King County Water Taxi.



ALKI BEACH



KING COUNTY WATER TAXI



HAMILTON VIEWPOINT



ADMIRAL THEATER



ADMIRAL JUNCTION



WEST SEATTLE BRIDGE & PORT OF SEATTLE INDUSTRIAL CULTURE



ALKI TRAIL

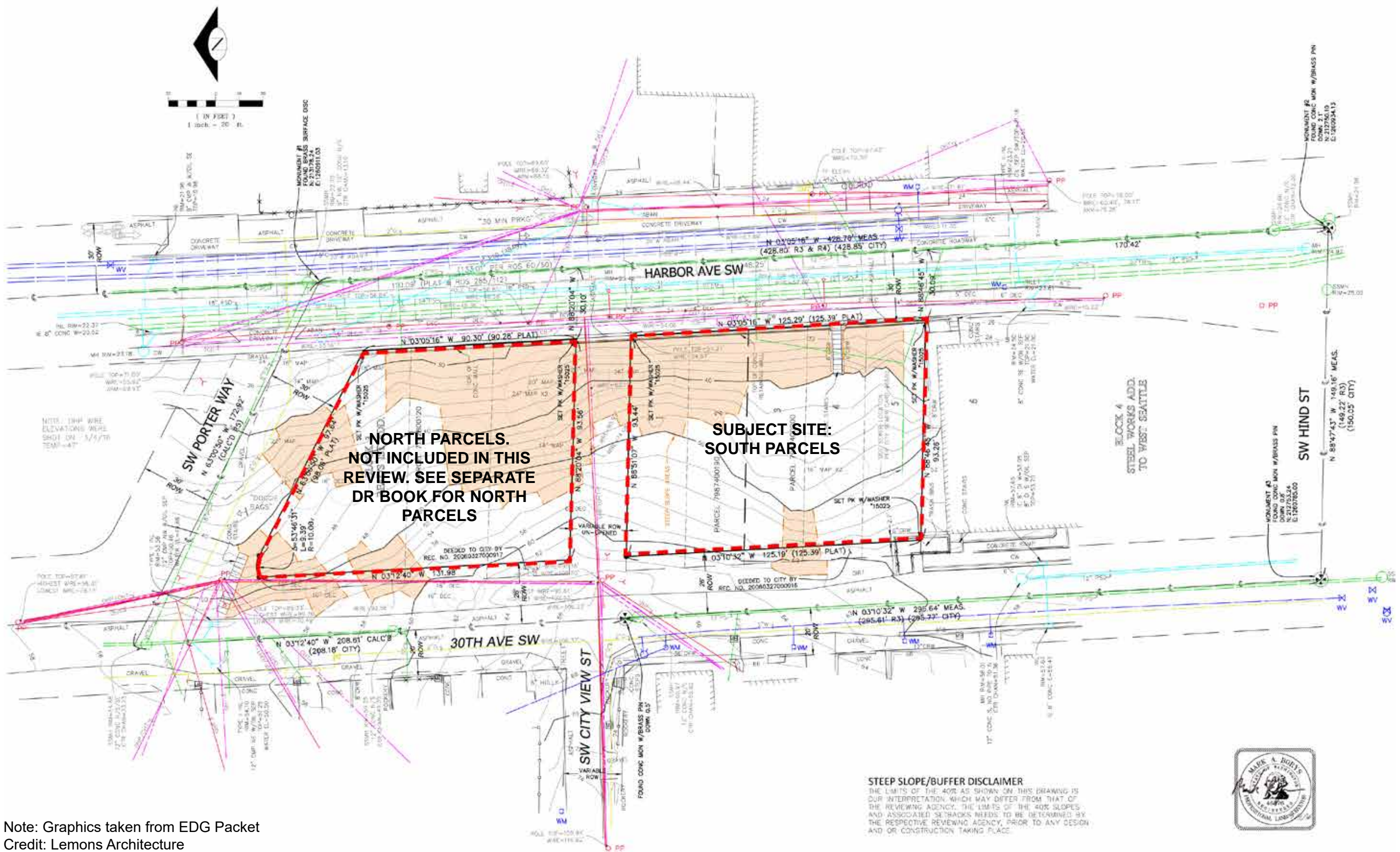


SCHMITZ PRESERVE PARK



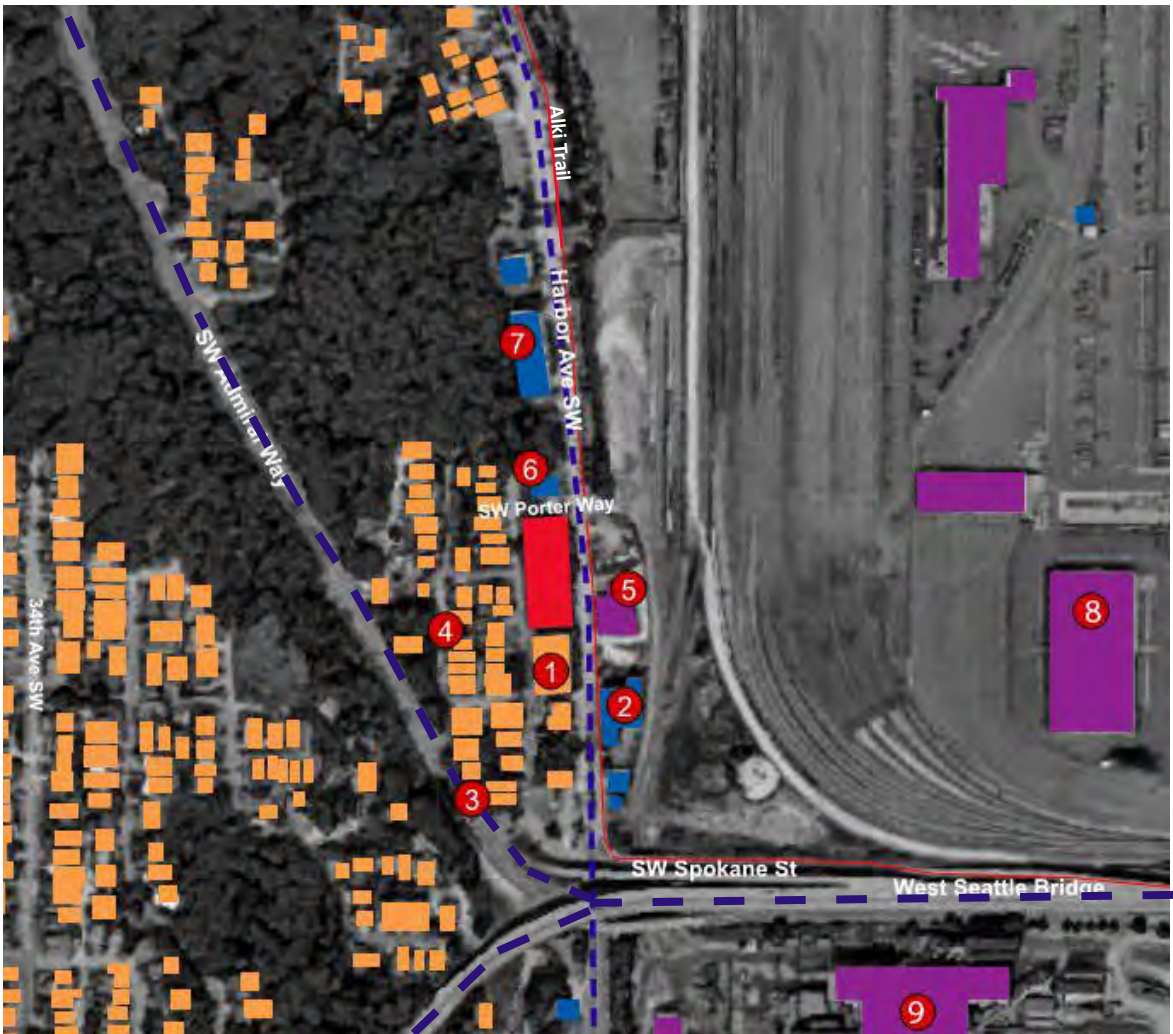
ALKI BIKE AND BOARD

GRAPHICS ON THIS SHEET PROVIDED BY NK ARCHITECTS



Note: Graphics taken from EDG Packet
Credit: Lemons Architecture

- ARTERIAL STREET
- MULTI-USE TRAIL
- PROJECT SITE
- INDUSTRIAL
- COMMERCIAL/MIXED USE
- MULTI-FAMILY RESIDENTIAL
- SINGLE-FAMILY RESIDENTIAL



Note: Graphics adapted from EDG Packet
Credit: Lemons Architecture



1 Multi-family (Apartment)



2 Four story commercial



3 Three Story Single-family



4 Three Story Single-family



5 Elliot Bay Distributing



6 Three Story Mixed Use



7 Four Story Mixed Use



8 Port of Seattle



9 Nucor Steel



Looking West on 30th Ave SW



Looking East on Harbor Ave SW

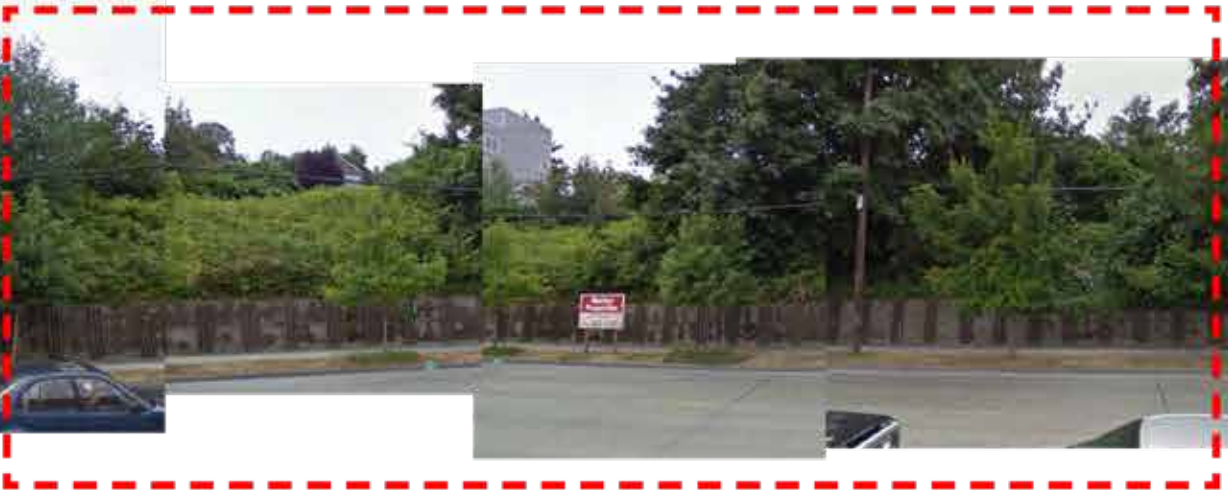
Note: Graphics taken from EDG Packet
Credit: Lemons Architecture



Site Overgrown with Blackberry Bushes



Looking East on 30th Ave SW



Site 4' Concrete Wall at Sidewalk



Looking West on Harbor Ave SW

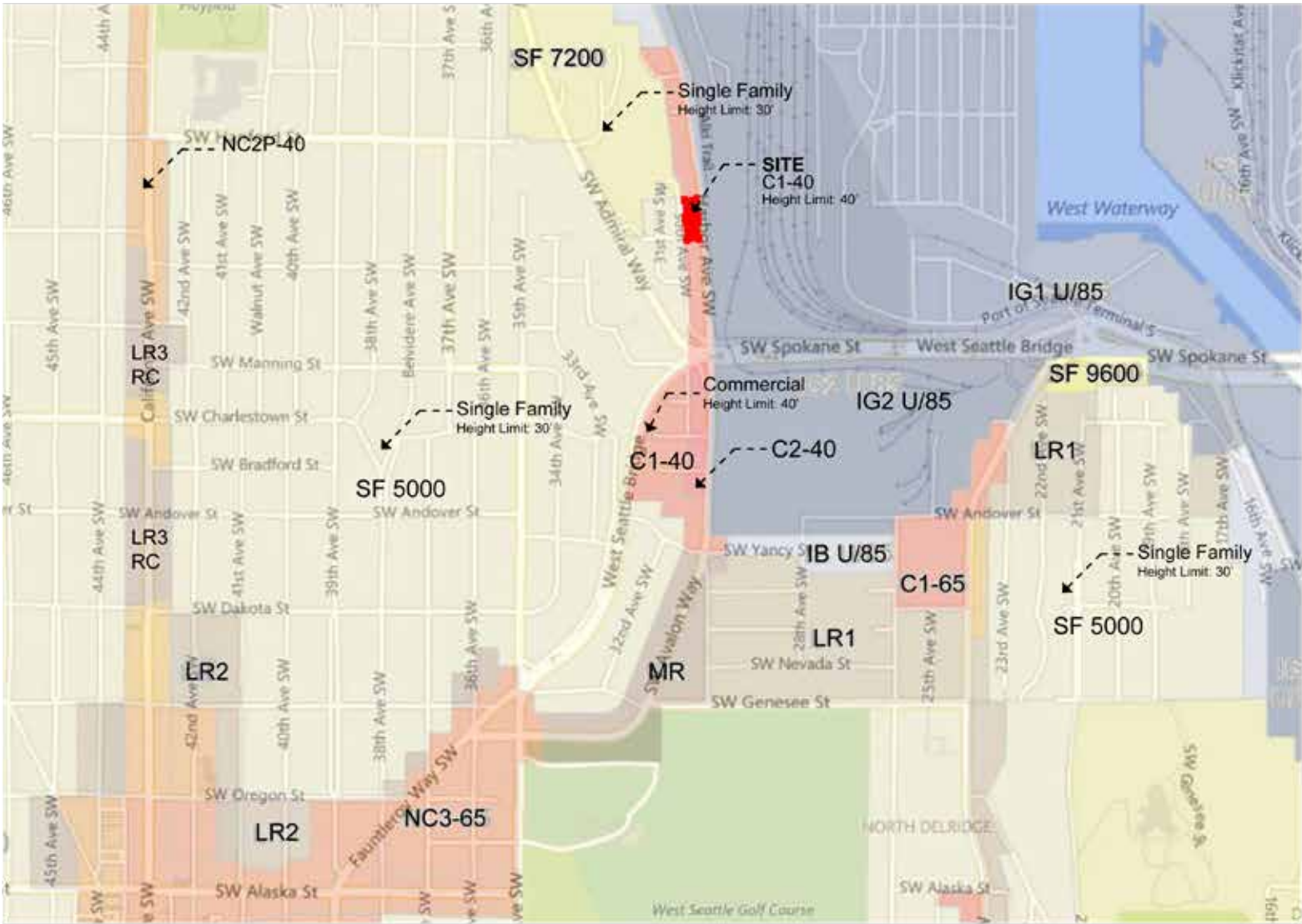
Note: Graphics taken from EDG Packet
Credit: Lemons Architecture

SITE ANALYSIS

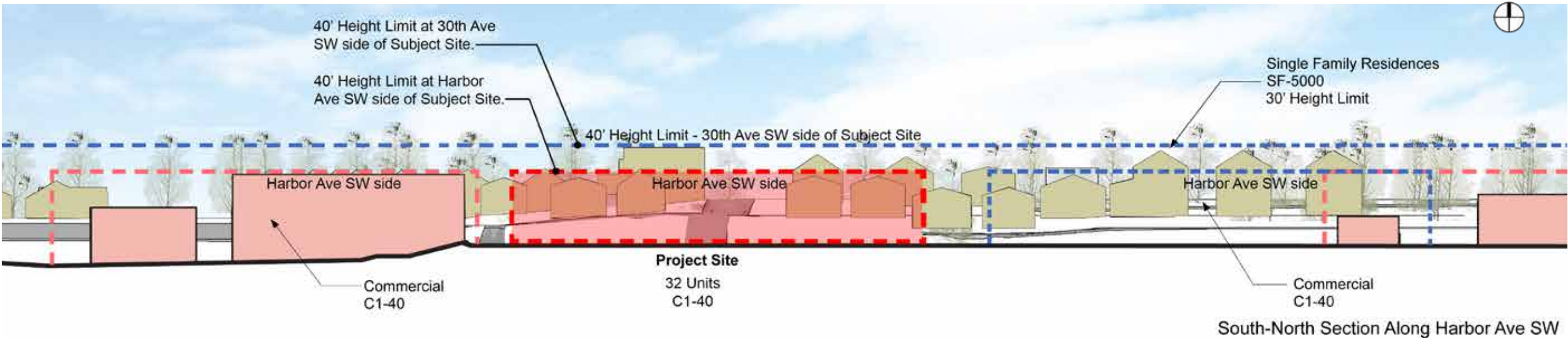
The site is within walking distance to several bus stops and a few blocks from bike trails to Alki Beach and Downtown. The site is primarily surrounded by residential properties ranging from single family homes to mid sized apartment complexes, which are shielded by the site from the more heavy industrial and maritime uses of Harbor Island to the east. Commercial uses are focused along SW Avalon Way. There are territorial views across Elliott Bay towards Downtown Seattle to the Northeast.

NOTE: Graphics taken from EDG Packet, courtesy of Lemons Architecture with modifications to the South-North Section by Fischer Architects.

SURROUNDING ZONING



- C1-40
- C2-40
- C1-65
- IG1 U/85
- IG2 U/85
- NC3-65
- NC2P-40
- SF-7200
- SF-5000
- SF-9600
- LR1
- LR2
- LR3



CODE REFERENCE	REQUIREMENT	Site W	Site X
STREET LEVEL DEVELOPMENT STANDARDS (SMC 23.47A.008)	Blank wall segments of the street-facing façade between 2’ and 8’ above the sidewalk may not exceed 20’ in width and may not exceed 40% of the overall facade width.		
FLOOR AREA RATIO (FAR) LIMITS (SMC 23.47A.013)	FAR = 3.0 within a single-use structure (residential).	FAR Proposed = 2.01	FAR Proposed = 2.18
23.47A.012 Structure Height	Base Maximum Height Limit: 40’-0” Allowed additional roof ridge height (other than shed or butterfly): 5’-0” Allowed additional parapet height: 4’-0” Allowed additional height for penthouse stairs: 15’-0” Total Overall Height Limit with Penthouse Stairs: 55’-0”	BLDG W1 Height = 39’-9” (49’-5 1/2” at Stair Penthouse) BLDG W2 Height = 38’-4” (48’-9” at Stair Penthouse)	BLDG X1 Height = 38’-9” (49’-11” at Stair Penthouse) BLDG X2 Height =35’-7” (47’-5 3/4” at Stair Penthouse)
23.47A.014 Setback Requirements	FRONT: 0’ SIDE: 0’	NORTH (SIDE): BLDG W1: 3’-0” PROVIDED, BLDG W2: 2’-3” PROVIDED EAST (FRONT): 0’-8” PROVIDED WEST (FRONT): 0’-6” PROVIDED SOUTH (SIDE): BLDG W1: 12’-9” PROVIDED, BLDG W2: 0’-7” PROVIDED	NORTH (SIDE): BLDG X1: 0’-7” PROVIDED, BLDG X2: 0’-2” PROVIDED EAST (FRONT): 0’-7” PROVIDED WEST (FRONT): 0’-8” PROVIDED SOUTH (SIDE): BLDG X1: 3’-0” PROVIDED, BLDG X2: 2’-3” PROVIDED
23.47A.024 Amenity Area	Required: 5% of the total gross floor area in residential use. All residents shall have access to at least one common or private amenity area.	RESIDENTIAL GROSS FLOOR AREA: 12,908.68 SF REQUIRED AMENITY: 12,908.68 SF x .05 = 645.43 SF PROVIDED: 2,021 SF	RESIDENTIAL GROSS FLOOR AREA: 11,438.4 SF REQUIRED AMENITY: 11,438.4 SF x .05 = 571.92 SF PROVIDED: 1,770 SF
23.54.015 Required Parking	Required Parking: 1 space per dwelling unit.	9 Residential Units; Total Required Spaces = 9 Spaces 9 Total Spaces provided (3 garage, 6 surface)	8 Residential Units; Total Required Spaces = 8 Spaces 8 Total Spaces provided (3 garage, 5 surface)
23.54.015 Bicycle Parking	Table D(D.2) Long Term: 1 per 4 Dwelling Units Table D(D.2) Short Term: NA	Required: 3 Long Term Provided: 3 Stalls provided	Required: 2 Long Term Provided: 3 Stalls provided
23.54.040 Solid Waste & Recyclable Materials Storage	Table A: 150 square feet shared storage area required for 9-15 units 225 square feet shared storage space for 16-25 units	Sites W & X: 17 Units w/ 131 square foot trash enclosure located in common area south of City View. Trash & Recycling plan has been approved by SPU including hauling of receptacles to staging area on 30th Ave SW.	



(Preferred) Scheme 3



Looking NW View



Looking NE View



Renderings From EDG



Note: Graphics taken from EDG Packet
Credit: Lemons Architecture

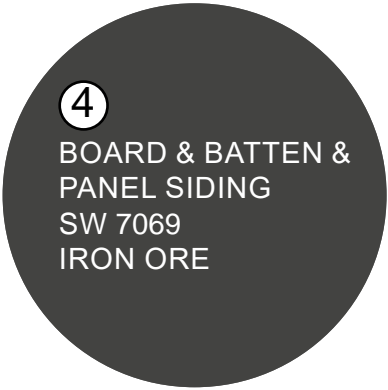






GRAPHICS ON THIS SHEET PROVIDED BY NK ARCHITECTS





VINYL WINDOWS:
BLACK ON HARBOR
AVE FRONTAGE



VINYL WINDOWS:
WHITE ON ALL OTHER
FACADES

ELEVATION GRAPHICS ON THIS SHEET PROVIDED BY NK ARCHITECTS



3257 Harbor Ave SW
3027133, 3027135, 3027140
Early Design Guidance Proposal



GRAPHICS ON THIS SHEET PROVIDED BY NK ARCHITECTS

SW ADMIRAL WAY & SW CITY VIEW STREET



SW ADMIRAL WAY LOOKING NORTHEAST



31st Avenue SW & SW CITY VIEW STREET

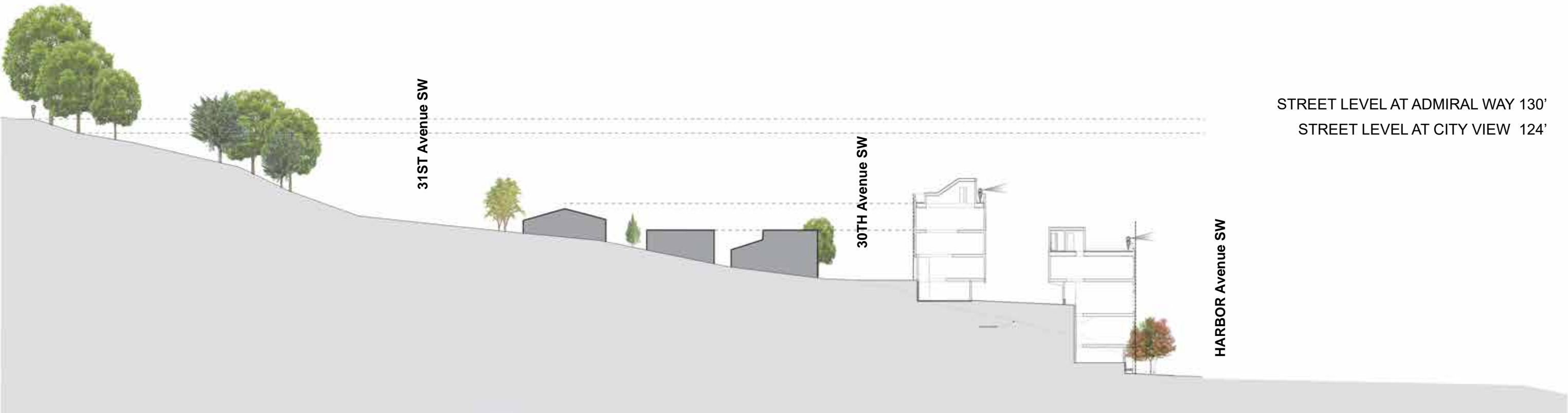


30th Avenue SW & SW CITY VIEW STREET



SW ADMIRAL WAY

Provide linkages between shoreline public facilities via trails, paths, etc. to connect with terminal boating and other recreational facilities



GRAPHICS ON THIS SHEET PROVIDED BY NK ARCHITECTS

PRIORITIES + BOARD RECOMMENDATIONS		RESPONSE	DG
Massing	During the EDG, the Board supported the overall massing of the preferred Option 3 and recommended review of the rhythm of massing along Harbor Avenue SW as it relates to the massing of existing buildings along Harbor Avenue SW.	The proposed design retains the basic massing of the EDG Option 3 as well as the overall height massing. In response to the Board’s recommendation that we review the rhythm of massing along Harbor Avenue SW and provide some degree of structure separation, the Harbor Avenue SW massing has been broken into four buildings (overall project) that decrease in size from south to north. The southern most building (Site W) contains 5 townhomes, the middle two buildings (Sites X & Y) both contain 4 townhomes, and the northern most building (Site Z) contains only 3 townhomes. This provides a better rhythm along the street and reflects the change in scale of the surrounding context from the bulky apartment block to the south to the smaller structures at the north.	CS2-D
Streetscape	<p>The Board supported the idea of central trash/recycle dumpsters and requested details on locations and screening.</p> <p>The Board expressed concern that locating residential entries on 30th Avenue SW at grade level and in plane with the three-story facade contributed to the disfavored “flat wall” effect and did not adequately address residents’ privacy, security, and sense of place.</p>	<p>The proposed design retains the recommended centralized trash and recycling. The design includes a shared trash and recycling area for the southern parcels (Sites W & X) and a second trash and recycling area for the northern parcels (Sites Y & Z). Each dumpster enclosure is constructed of decorative split face block, screened with landscaping, and includes a decorative overhead landscaped trellis. On collection days, on-site management will haul dumpsters to and from the 30th Ave SW trash staging areas. The proposed trash and recycling plan has been reviewed and approved by Seattle Public Utilities as well as the letter of agreement to haul dumpsters to the staging areas.</p> <p>Addressing the Board’s concern regarding residential entry sequence on 30th Avenue SW, those entrances are now recessed from the sidewalk with individual stoops, and modulation of the grade creates a differential between sidewalk and stoop elevations. Landscaping, including street trees and grade-level plantings, supports the revised entry sequences and helps to transition between public and private zones. As a commercial zoned site, the Seattle Municipal Code requires a good amount of window area and a strong commercial relationship to the sidewalk. Since Single Family zoning and uses are located directly across 30th Ave SW, the project proposes both less transparency and a softer residential appeal than would typically be supported in a commercial zone.</p>	PL3-b DC1-c
Open Space / Pedestrian Walkway	The Board requested details regarding the proposed improvements at the City View right of way as well as a rationale for the meandering pathway concept instead of a straight stair configuration.	The City View right of way is designed as a meandering path with site furniture, landscaping, and resting areas that support community interaction and ease the hill climb for pedestrians. By inviting neighbors to gather, the right of way also gains natural ‘eyes on the street.’ Details regarding the improvements are provided in the updated landscape and lighting plans. A nearly straight run stair is possible at City View, see appendix illustration at the end of this book, but the straight run stair sacrifices connectivity to the proposed project, resting areas for the variety of users, and the site furnishings associated with those resting areas.	PL1-a PL2-b DC4-d
Site Topography	The Board supported the stepped massing of Option 3, noting that it makes the best use of site constraints. It acknowledged that the sloping topography contributed to public concerns regarding parking locations and possible safety issues related to steep access driveways. The Board invited comparison of the project’s access driveways to the steep slope of the apartment complex driveway south of the site.	In response to concerns regarding parking access via steep slopes, we decreased the slope of the access drives off of 30th Avenue SW as much as possible. As revised, the access drives are less steep than the 19.7% slope proposed at EDG and less steep than the 20% slope of the existing driveway at the adjacent apartment block. The ramp includes Seattle required transition crowns at both the top and bottom of each ramp which will prevent automobiles from bottoming out. The upper crown will also provide a flatter area at the top of the ramp to help with visibility of vehicles entering 30th Ave SW. The southern parcels includes a proposed maximum slope of 19.1%, but this slope only occurs for a run of approximately 25’ and a grade change of roughly 4’-8”. The average overall slope for the southern driveway is 14.92%.	CS1-C DC1-b
Zone Transition	The board expressed concern with the 30th Avenue SW massing and the residential entry sequence along 30th Avenue SW.	The original scheme showed residential entries flush with the facade and no differential in entry elevation level from the public sidewalk/right of way. We have responded to the Board by recessing the unit entries and providing elevation differential between the sidewalk and entry stoops. Additionally the massing along 30th Avenue SW has been modulated so that upper levels cantilever over the level entry stoops. This breaks up the vertical massing so that it is more sympathetic to the single family homes across the street. As a commercial zoned site, the Seattle Municipal Code requires a good amount of window area and a strong commercial relationship to the sidewalk. Since Single Family zoning and uses are located directly across 30th Ave SW, the project proposes both less transparency and a softer residential appeal than would typically be supported in a commercial zone.	CS2-d DC2-b DC2-c

RESPONSE

VIEW LOOKING UP CITY VIEW FROM HARBOR AVE SW (SITE X TO THE LEFT)



GRAPHIC PROVIDED BY NK ARCHITECTS /
MODIFIED BY FISCHER ARCHITECTS



GRAPHIC PROVIDED BY NK ARCHITECTS /
MODIFIED BY FISCHER ARCHITECTS

RESPONSE

CS1 Natural Systems and Site Features

CS1-C TOPOGRAPHY

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

RESPONSE

The existing site includes a considerable steep slope that descends from 30th Ave SW down to Harbor Ave SW. In response to this slope, the proposed buildings have been tucked into the hillside with massing that steps down the hillside to make the best use of the existing topography. The unopened City View right-of-way is proposed to be a new pedestrian hill climb providing access to Harbor Ave SW; and public gathering spaces that features territorial views of Harbor Island, Elliott Bay and portions of downtown Seattle.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-D HEIGHT, BULK, AND SCALE

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.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-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.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

RESPONSE

The buildings are sited to keep the parking contained in between them, shielding adjacent sites from automobiles and providing generous open space between buildings on the east and west sides of the site. The overall height massing of the project is generally the same as the Board supported EDG Scheme 3. Note that due to building and zoning code height limits that had not been address at the time of the EDG meeting, several of the buildings have been reduced in height and all four buildings along Harbor Ave SW have been reduced in height by 2’. This reduction of height along Harbor Ave SW had reduced the height of the entry stoops to 2’ above sidewalk grade.

In response to the Board’s direction to review the rhythm of massing along Harbor Avenue SW, we have modulated the massing and applied material changes to help break down the scale of the buildings and create a better rhythm along the street. On both 30th Avenue SW and Harbor Avenue SW, the residential entrances are set in well-lit alcoves with “stoops” to clearly delineate the transition between public and private and between more intensive and less intensive zones. Along Harbor Avenue SW, the residential entrances are also set back from the sidewalk, and elevated in order to provide security while activating the streetscape and promoting a sense of connection to the larger neighborhood.

RESPONSE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A NETWORK OF OPEN SPACES

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

RESPONSE

The proposed City View improvements provide visual and physical connections between the residential environment of 30th Avenue SW and Harbor Avenue SW and the multi-use Alki Trail beyond. The landscaped hill climb becomes a new urban ‘living room’ with views of the water and Seattle skyline, shared by townhouse residents and the larger neighborhood. Relatively short stair runs and broad, well-lit landings allow for secure resting areas making the hill climb appealing to a broad range of fitness and age levels.

PL2 Walkability

PL2-B SAFETY AND SECURITY

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

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.

RESPONSE

The project’s parking areas, auto courts, pathways, and trash facilities are well-lit. Each townhouse entrance along both 30th and Harbor has individual lighting for doorway security and ambient lighting. Pedestrian-scaled path lights illuminate the City View steps, landings, and resting areas, while landscape lighting helps to eliminate shadowy corners. The meandering pathway provides multiple lines of sight, and roof decks and windows that overlook the right of way provide ‘eyes on the street’ for natural surveillance. Neighborhood use of the right of way as a lively, pedestrian-oriented open space and gathering spot provides additional watchful eyes.



BICYCLE PARKING LOCATIONS

PL3 Street Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-B Residential Edges

PL3-B-2. Ground-Level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

RESPONSE

Entry doors are set back from the sidewalks on well-lit, individual stoops sheltered from the elements by the overhanging story above. The stoops demarcate the public-private boundary and provide additional security and privacy for occupants. On the busier commercial/industrial-facing Harbor Avenue SW facades, entries are raised 2’ above and step back 4’ from the sidewalk with landscaped planters providing an additional layer of separation. On the facades facing the quieter single family zone, entry stoops similarly mark the edge of private space to complement the residential character of 30th Avenue SW. Ground-level windows overlooking 30th Avenue SW are kept smaller and placed near the entry stoops to ensure resident privacy and security as well as reflect the residential scale.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B Planning Ahead for Bicyclists

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

RESPONSE

The project’s location makes it appealing for active forms of transportation in lieu of private automobiles. The site is within blocks of public transit, and the multi-use Alki Trail running from the West Seattle Bridge to Alki Beach is located just across Harbor Avenue SW. Currently, 30th Ave SW has no existing curb edge, planter strip or sidewalk; some parking is available but is very impacted by the existing overgrown landscaping. 30th Ave SW is also narrower than the platted right-of-way due to the impact of the undeveloped project site. The project proposes to widen 30th Ave SW and add develop curb side parking, a planter strip with street trees, and a pedestrian-friendly sidewalk per city standards. The City View right-of-way improvements will create additional curb side parking, easier vehicular circulation, and greater pedestrian appeal for the entire neighborhood. To facilitate bicycle use by residents, the project includes 12 total private on-site secure stalls.

GRAPHICS ON THIS SHEET PROVIDED BY NK ARCHITECTS



RESPONSE

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-B Vehicular Access and Circulation
DC1-B-1. Access Location and Design: 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.
DC1-C Parking and Service Uses
DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

RESPONSE

A traffic and parking impact study indicates that the current 52% utilization of existing parking spaces will increase by 7% to 59% which is still well below the available parking demand.

Mindful of neighbors’ concern regarding additional traffic and parking on 30th Avenue SW, the project proposes to widen 30th Ave SW, adding standard curb parking, adding street trees, and adding new sidewalks to emphasize the separation of pedestrian and automobile zones and reduce the risk of pedestrian-automobile conflicts. Access driveways and trash staging areas occur on 30th Avenue SW to minimize conflicts between vehicles and pedestrians along the Harbor Avenue SW arterial. At the project site, trash and recycling areas are centralized in enclosures and screened with landscaping and an overhead trellis.

D2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-B Architectural and Facade Composition:
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.
DC2-C Secondary Architectural Features
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. Add detailing at the street level in order to create interest for pedestrian and encourage active street life and window shopping(in retail areas).
DC2-C-3. Fit With Neighboring Buildings Use design elements to achieve a successful fit between a building and its neighbors.

RESPONSE

Facades along Harbor Avenue SW are articulated with the rhythm of massing along the street, with the larger, 5-unit rowhouses (Site W) located adjacent to the large apartment complex south of the site and the smaller-scaled 3-unit townhome to the north (Site Z). The 30th Avenue SW facades are given a more residential character by pulling the ground floor entryways to the interior and sheltering them with the overhanging stories above. Roof decks provide for private open space and visual interest, and planters and landscaping elements enhance the project at the street level.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A: Building Elements
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.
DC4-D: Trees, Landscape, and Hardscape Materials
DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.
DC4-D Trees, Landscape, and Hardscape Materials:
Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

RESPONSE

Exterior cladding is made of high quality, durable, fiber-cement materials which are easily maintained and attractive. Cladding colors and textures are varied for visual interest, and the neutral, grey, white, and wood tone color palette provides a contemporary feel. On the Harbor Avenue SW side, the cladding alternates between large-scale panels in grey tones and horizontal wood planks. Window frames are dark, giving the windows an almost storefront character that reflects the commercial and industrial uses on the downhill side of the project. On the uphill 30th Avenue SW side, the cladding features lighter tones of white and lighter gray board and batten siding, and the windows are framed in white, more in keeping with the style of the homes across the street.

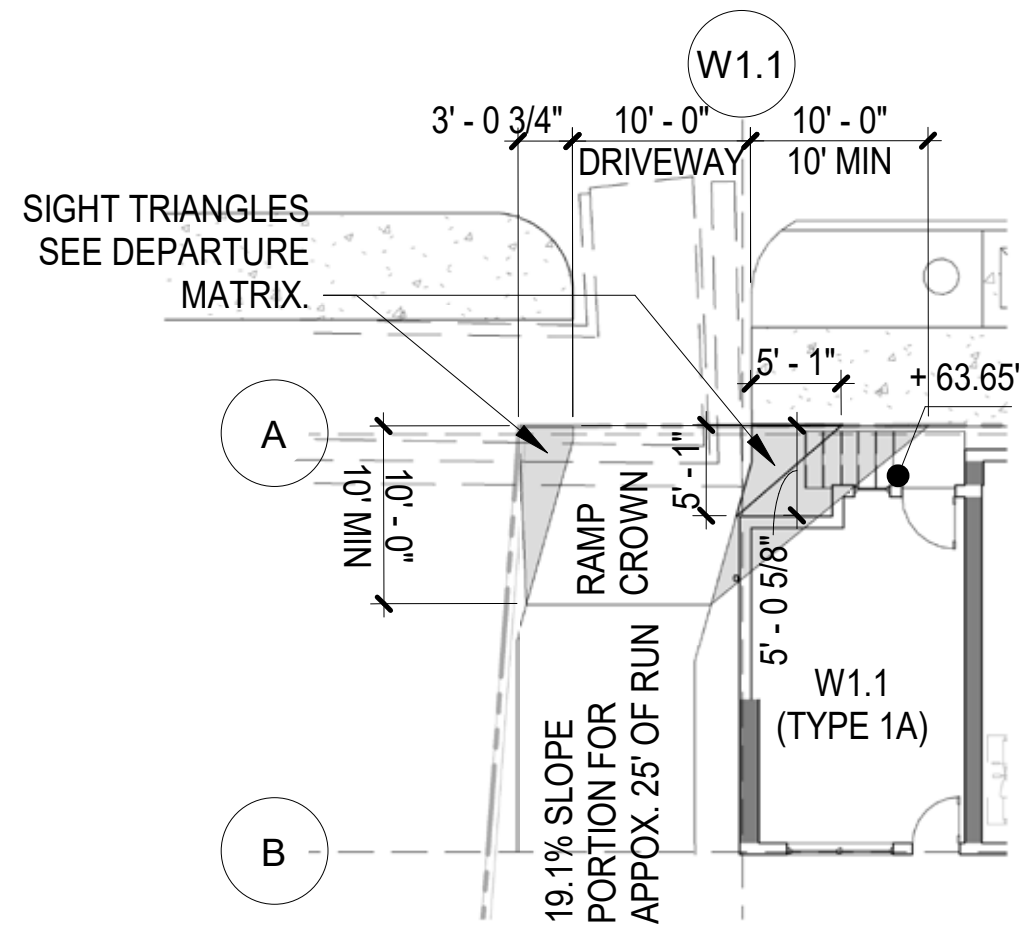
Blank Façades: SMC 23.47A.008.A.2.B + C.	A.2.B. Blank segments of the street-facing façades between 2’ and 8’ above the sidewalk may not exceed 20’ in width. A.2.C. Total of blank facade segments may not exceed 40% of width of facade.	Departure request is for 30th Ave SW & City View. Harbor Ave SW is compliant. Proposed Blank Facade Percentages: Site W - 30th Ave SW: 41.3% (1.3% more than allowed). Site X - 30th Ave SW: 42.7% (2.7% more than allowed). Site X - City View: 100% (60% more than allowed).	30th Ave SW: The subject site is zoned C1-40 while the west side of 30th Ave SW is residential by nature and entirely zoned SF-5000 which creates an unusual condition. Building elements associated with the new development such as doors and windows have been placed and sized proportionately with the new building. Also note that blank portions of this facade are needed by the structural engineer for structural shear wall opportunities. 30th Ave SW is generally a residential street with single-family zoning occurring just across the street. As a commercial zoned site, the Seattle Municipal Code requires a good amount of window area and a strong commercial relationship to the sidewalk. Since Single Family zoning and uses are located directly across 30th Ave SW, the project proposes both less transparency and a softer residential appeal than would typically be supported in a commercial zone. For this reason, we proposed to slightly exceed the maximum blank wall percentage for all four sites along 30th Ave SW. City View: Although City View is a public right-of-way, the nature of this space is more private and residential than would be found in a typical commercial right-of-way. City View is not, and most likely will never comprise of commercial frontage. Privacy for future residents of these building is also of great concern. For this reason, we propose an greater level of blank facade along City View.
Residential Uses at Street Level: SMC 23.47A.008.D.2	The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.	Departure request is for all abutting street frontages. 30th Ave SW: Entry level finished floors along 30th Ave SW are between 0” and 1’-6” above adjacent sidewalk grade. Unit entries are set back from the property line between 3’-0” and 5’-10” to provide a sense of entry and separation from the adjacent sidewalk. Departure request is 4’-0” (2’-6” at Site W). Harbor Ave SW: Entry level finished floors along Harbor Ave SW are 2’-0” above adjacent sidewalk grade. The building facade and unit entries are set back between 4’-4” and 4’-8” and each entry includes a small porch which provides a sense of entry and separation from the adjacent sidewalk. Departure request is 2’-0”. City View: Topography and the stairs associated with City View create a non-compliant condition. Departure request is 4’-0”.	30th Ave SW: The subject site is zoned C1-40 while the west side of 30th Ave SW is residential by nature and entirely zoned SF-5000 which creates an unique condition. 30th Ave SW is distinctly residential without any commercial aspect. The proposed design acknowledges this condition by providing recessed unit entries that are slightly closer to the adjacent sidewalk grade than would typically be found in a commercial setting. Note that pedestrian access, maintaining urban form, maintaining privacy, existing grade conditions, zoning height limitations and interior stairway designs all influence the proposed condition. Harbor Ave SW is a combination of lite commercial / industrial and residential uses. Pedestrian interaction and residential privacy both play a key role in the success of the design approach. The proposed entries along Harbor Ave SW are 2’ above sidewalk grade and accessed by a small porch. This physical and psychological barrier will provide security for the tenants yet still create good connectivity to the pedestrian activity along the adjacent sidewalk. City View is steeply sloped, heavily landscaped, and is not intended to have a commercial character. It is very unlikely that this right-of-way will ever develop into commercial frontages. Grade conditions, building access, and the need for level floor elevations creates a non-compliant condition for City View. Note that pedestrian access, maintaining urban form, maintaining privacy, existing grade conditions, zoning height limitations and interior stairway designs all influence the proposed condition.



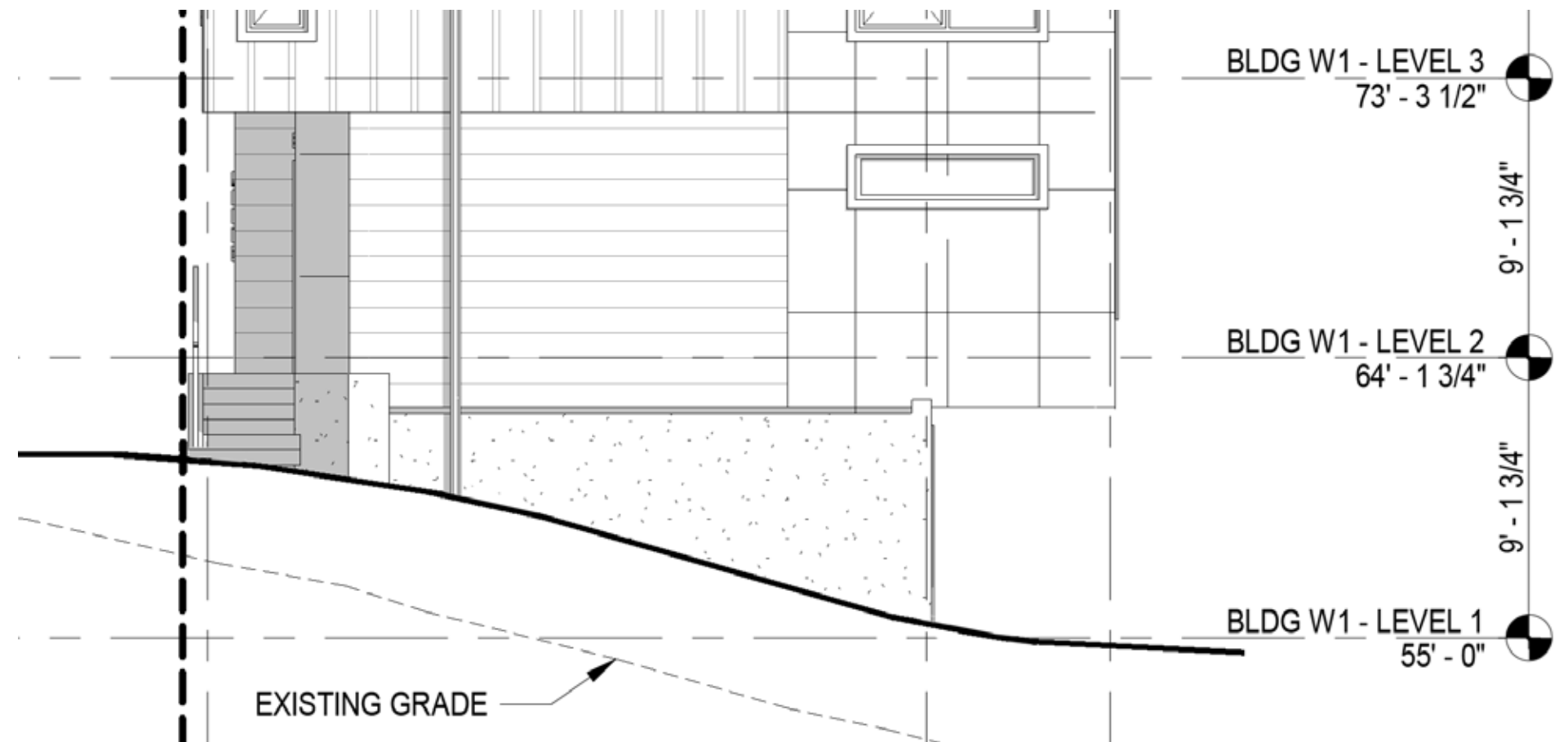
DEPARTURE / DIRECTOR’S TYPE 1 DECISION MATRIX - SOUTH PARCELS
(CONTINUED FROM PREVIOUS PAGE)

DEPARTURES			
ZONING CODE	REQUIREMENT	PROPOSED DESIGN	DEPARTURE RATIONALE
Sight Triangles: SMC 23.54.030.G1	For exit-only driveways and easements, and two way driveways and easements less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk.	<p>The project includes two separate driveways providing access from 30th Ave SW. The driveway for the South Parcels provides access to Sites W & X only.</p> <p>The driveway serving the South Parcels proposes a 3’ wide triangle on the left side (5’ required) with a compliant 10’ length while the right side is encroached on by Bldg W1 providing 5’ of width and 5’ of length (10’ required). 2’ departure requested on the left side and 5’ requested on the right side.</p>	<p>During the EDG meeting, the Board requested that the design team reduce the slope of the southern driveway. In order to accommodate this request, the driveway was shifted south by 2’ to a lower elevation.</p> <p>Lot limitations, limited parking quantity, limited pedestrian population, and the residential nature of 30th Ave SW justifies reduced sight triangles. Under these circumstances, the proposed sight triangles maintain a safe line of sight for pedestrians and drivers.</p> <p>Due to grade challenges at Building W1, stairs were required to access this unit entry. These stairs slightly encroach on the sight triangles, yet maintain a safe line of sight for pedestrians and drivers. Bldg W1 also slightly encroaches on the sight triangle as well, yet the angle of the driveway helps promote safe visibility and pedestrian crossing.</p>
DIRECTOR’S TYPE 1 DECISIONS			
ZONING CODE	REQUIREMENT	PROPOSED DESIGN	DEPARTURE RATIONALE
Driveway Slope: SMC 23.54.030.D	No portion of a driveway, whether located on a lot or on a Right-Of-Way, shall exceed a slope of 15%. The Director may permit a driveway slope of more than 15% if it is found that: A) The topography or other special characteristic of the lot makes a 15% maximum driveway slope infeasible; B) The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot; and C) The driveway is still useable as access to the lot.	<p>The project includes two separate driveways providing access from 30th Ave SW. The driveway serving the South Parcel provides access to Sites W & X only.</p> <p>The driveway serving the South Parcels proposes a slope of 19.1%.</p>	<p>Topography is a key factor in accessing this particular site. A central drive aisle provides access to the proposed townhomes which is located at an elevation which provides the most efficient access to both the west and east sides of the drive aisle. Both driveways originate at the lowest points on 30th Ave SW (with slight adjustments due to sight triangles during the EDG meeting) thus creating the resultant driveway slopes. Topography of the lot makes a 15% maximum driveway slope infeasible. The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot, and the driveway is still usable as access to the lot.</p> <p>NOTE: The slope of the driveways include transition crowns both at the top and bottom of the ramp slopes per City of Seattle driveway standards to eliminate automobile impacts with the driving surface. The 19.1% slope at the ramp serving the South Parcels is limited to roughly 25’ of run and less than 5’ of rise (the overall average slope including the transition crowns is 14.92%).</p>





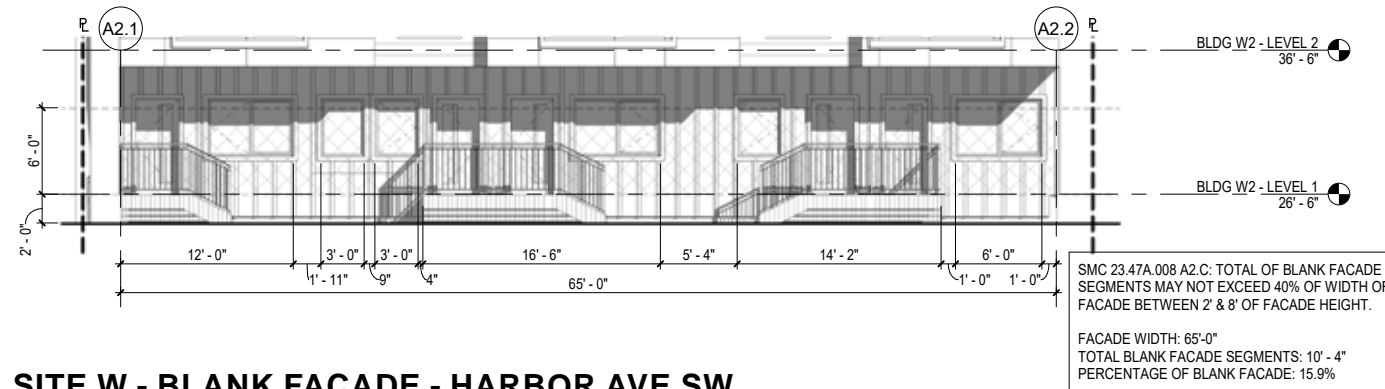
SIGHT TRIANGLES - SOUTH DRIVEWAY



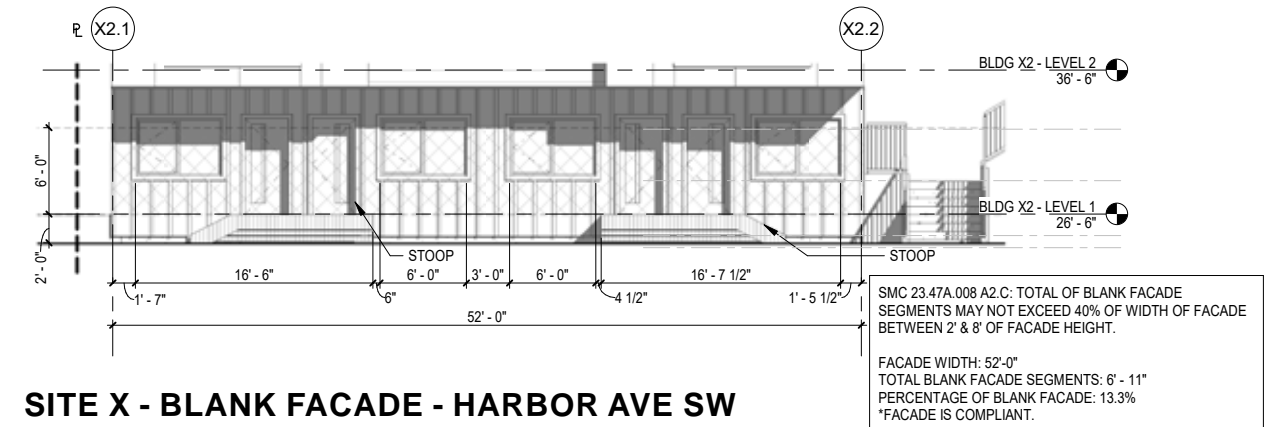
SECTION THROUGH SOUTH DRIVEWAY

APPENDIX

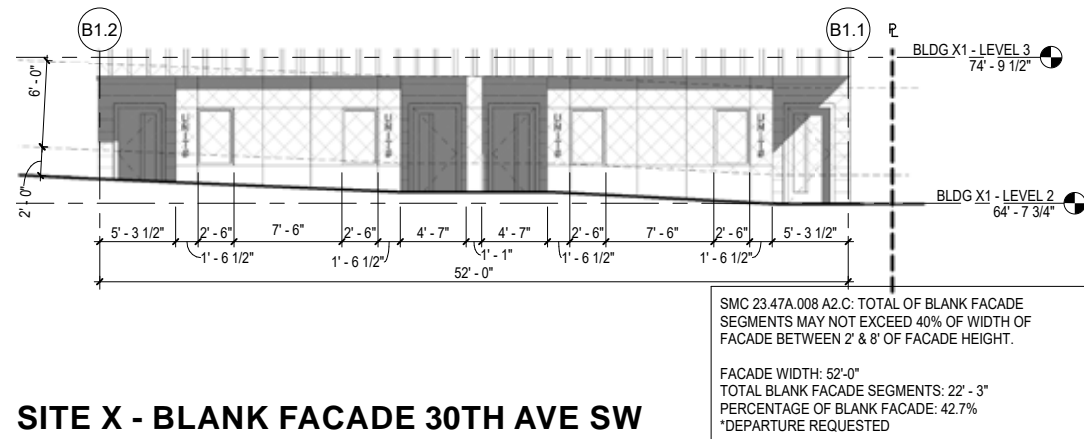
DEPARTURE DIAGRAMS - SOUTH PARCELS - BLANK FACADE / STREET LEVEL DEVELOPMENT DIAGRAMS: HARBOR AVE SW & 30TH AVE SW



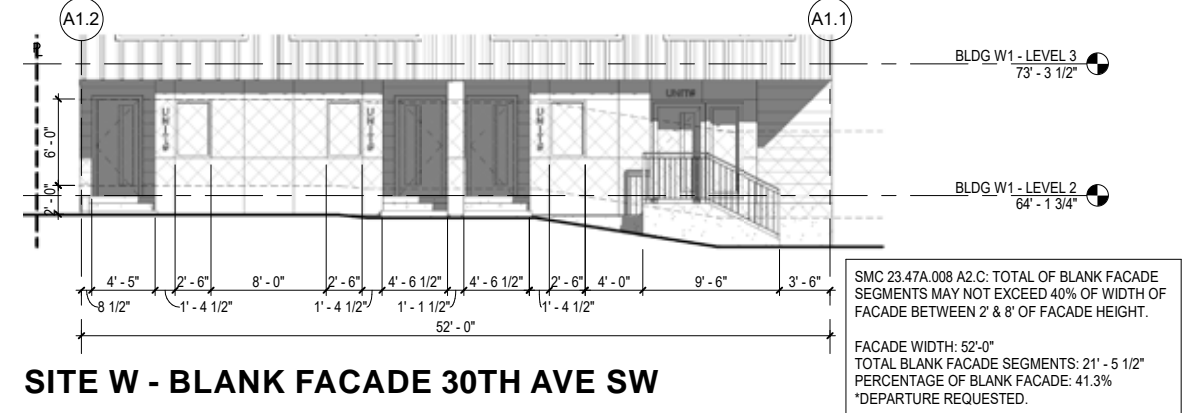
SITE W - BLANK FACADE - HARBOR AVE SW



SITE X - BLANK FACADE - HARBOR AVE SW



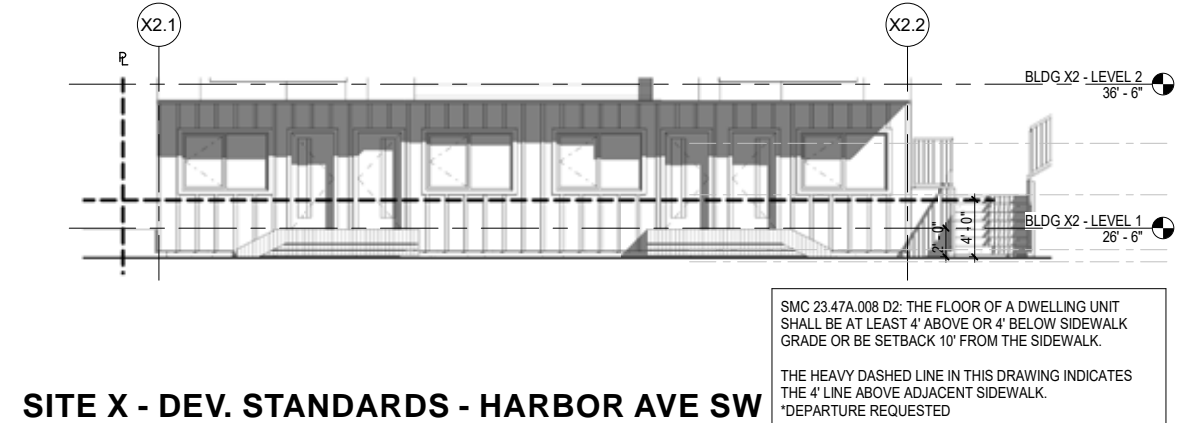
SITE X - BLANK FACADE 30TH AVE SW



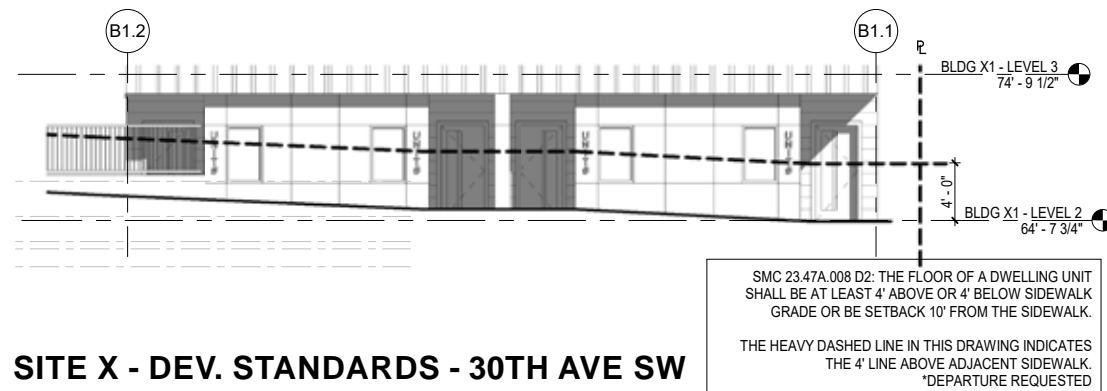
SITE W - BLANK FACADE 30TH AVE SW



SITE W - DEV. STANDARDS - HARBOR AVE SW



SITE X - DEV. STANDARDS - HARBOR AVE SW

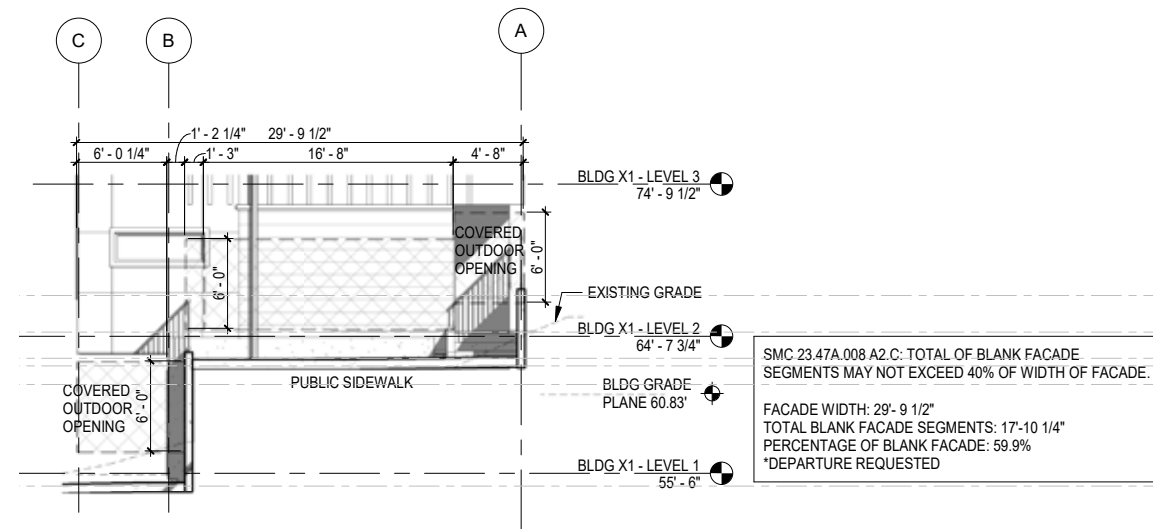


SITE X - DEV. STANDARDS - 30TH AVE SW

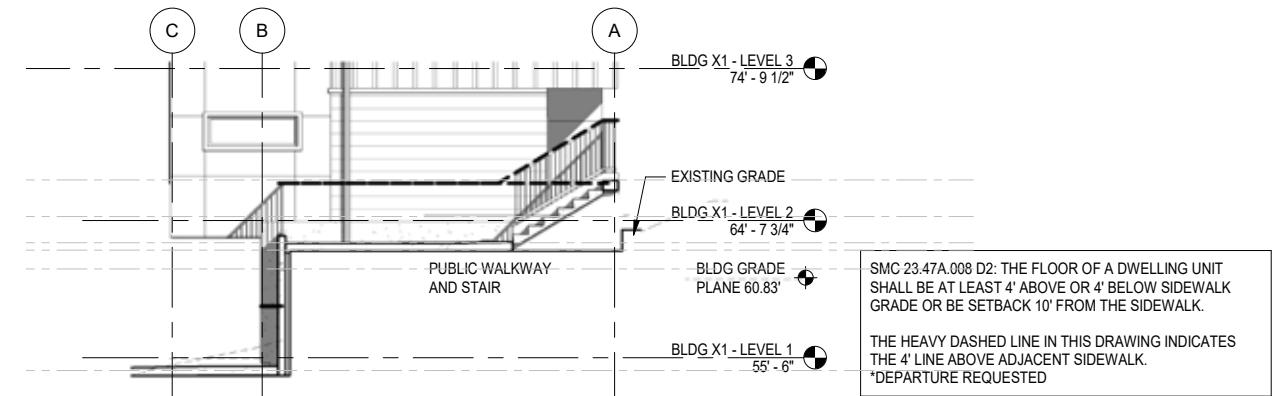


SITE W - DEV. STANDARDS - 30TH AVE SW

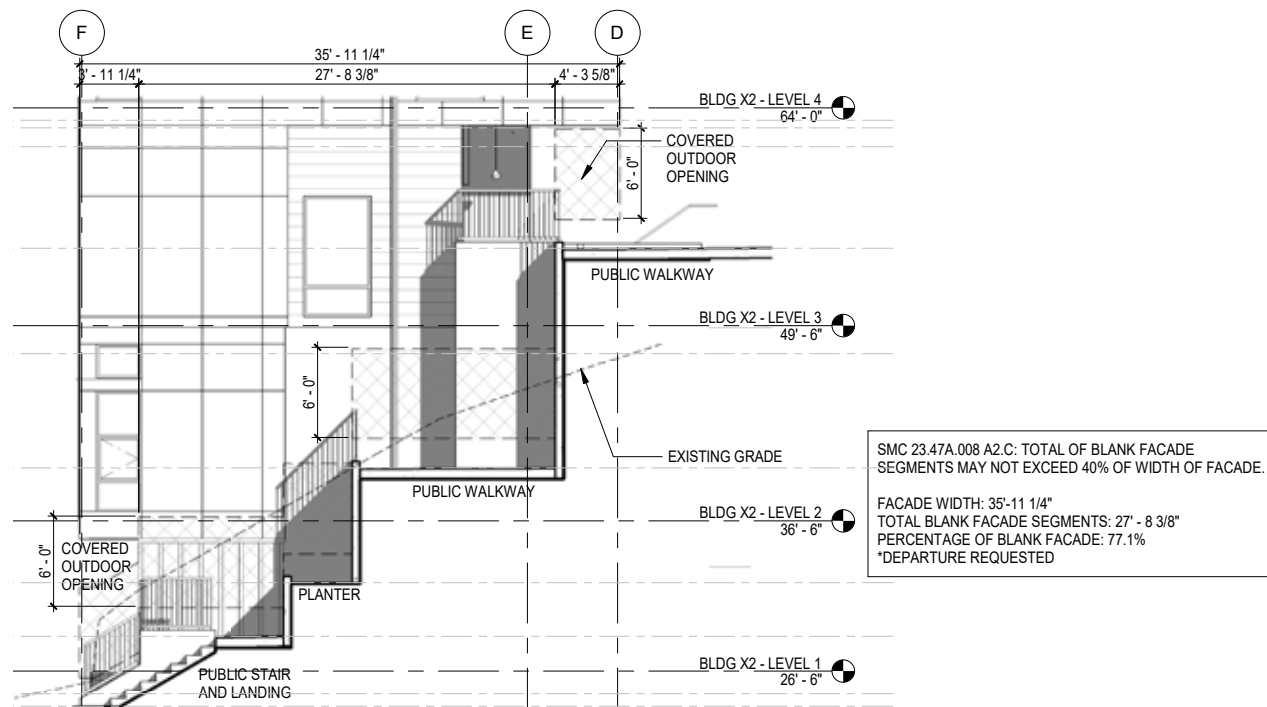
DEPARTURE DIAGRAMS - SOUTH PARCELS - BLANK FACADE / STREET LEVEL DEVELOPMENT DIAGRAMS: CITY VIEW



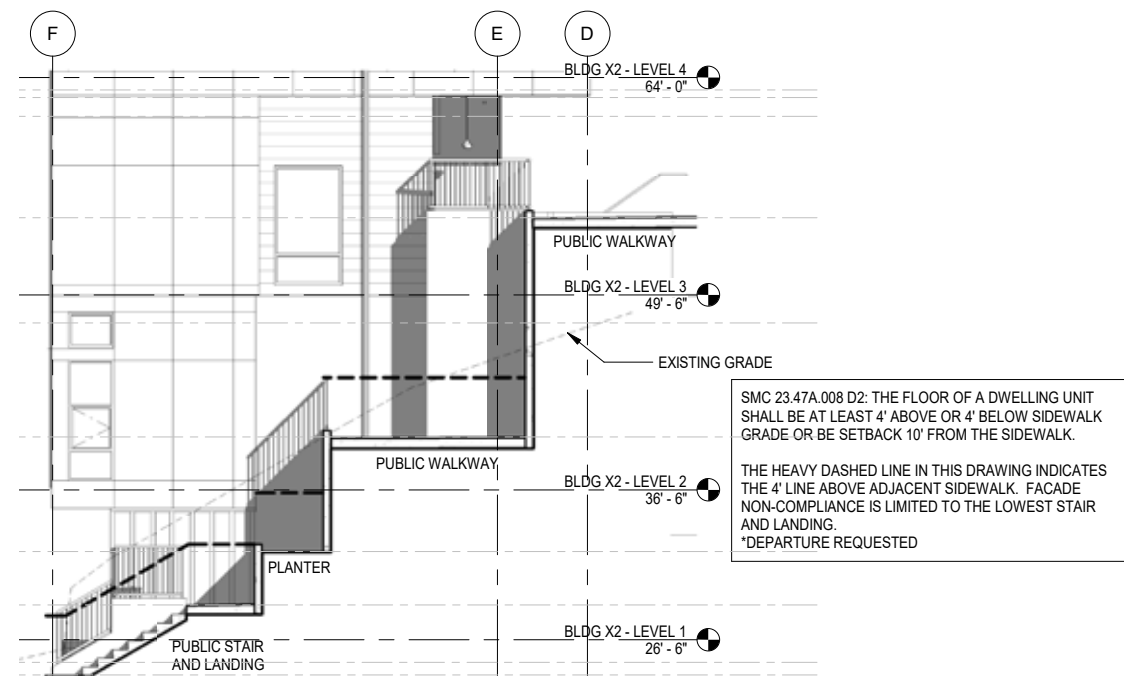
SITE X - BLDG X1 - BLANK FACADE CITY VIEW



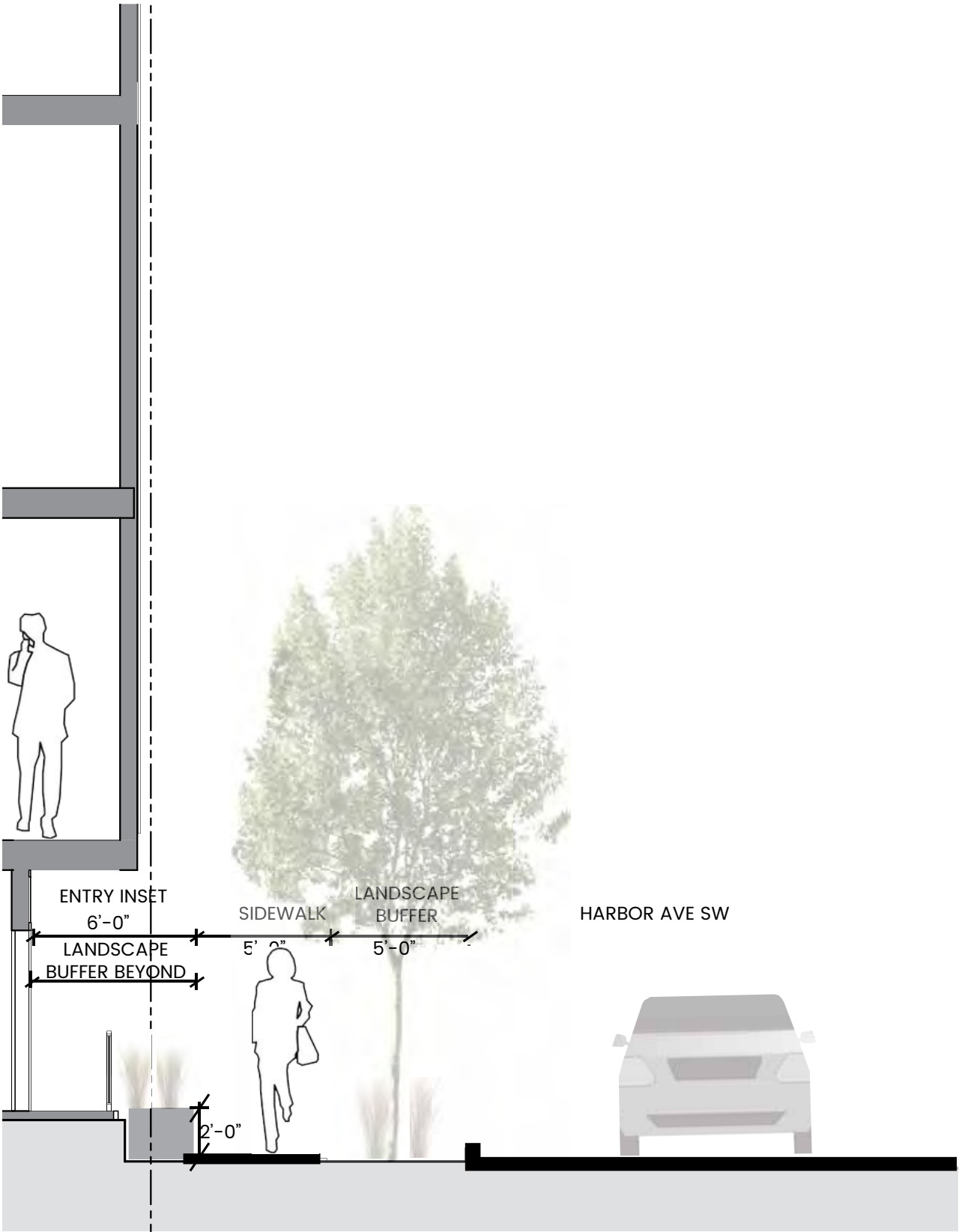
SITE X - BLDG X1 - DEV. STANDARDS - CITY VIEW



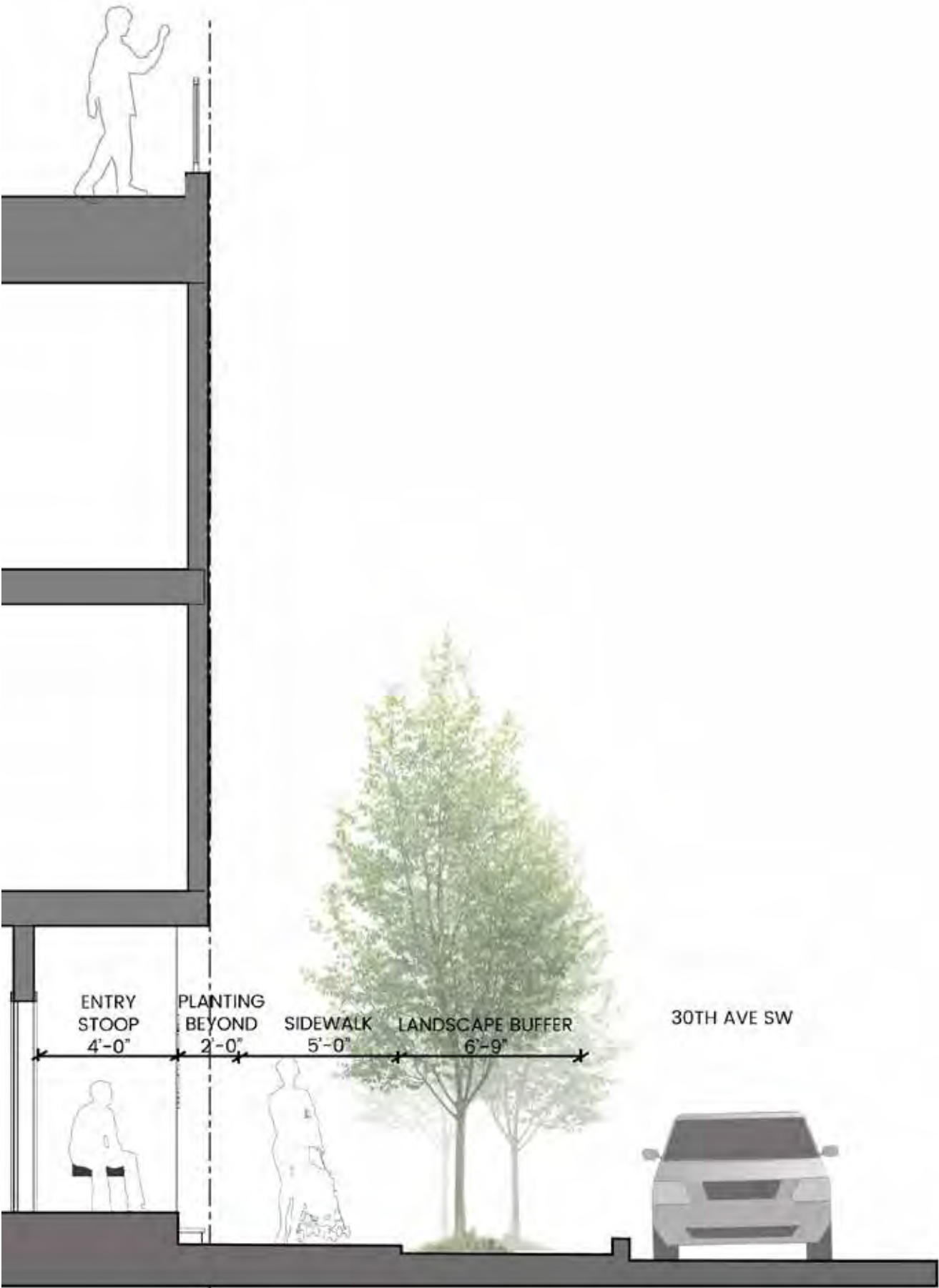
SITE X - BLDG X2 - BLANK FACADE CITY VIEW



SITE X - BLDG X2 - DEV. STANDARDS - CITY VIEW



HARBOR AVENUE STREET SECTION



30TH AVENUE STREET SECTION

GRAPHICS ON THIS SHEET PROVIDED BY NK ARCHITECTS







GRAPHICS ON THIS SHEET PROVIDED BY NK ARCHITECTS AND ROOT OF DESIGN











PLANTINGS ARE SELECTED TO PROVIDE COLOR AND TEXTURE IN ALL SEASONS. STREET TREES ALONG HARBOR AVE SW WILL BE PRESERVED AND PROTECTED. DOGWOODS ARE PROPOSED ALONG 30TH AVE SW WHERE NO STREET TREES CURRENTLY EXIST. GROUNDCOVERS AND LOW GRASS WILL FILL THE PLANTER STRIPS ALONG BOTH ROADWAYS.

SHRUBS, VINES AND GROUNDCOVERS HAVE BEEN SELECTED TO SOFTEN THE STAIR CLIMB TO THE CENTER COURTYARD. GROUNDCOVERS WILL SPILL OVER THE TOPS OF RETAINING WALLS, AND VINES WILL CLIMB THE WALLS TO BLEND THE WALLS INTO THE LANDSCAPE. TO MAXIMIZE VIEWS TO THE EAST, PLANTINGS WILL BE KEPT LOW ALONG THE CENTER STAIRWAY.

PLANT SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME
	Acer circinatum / Vine Maple
	Acer palmatum 'Sango Kaku' / Coral Bark Maple
	Cornus x KN80-B / Venus Dogwood Street Tree
	Cornus x 'Ruban' / Aurora Flowering Dogwood Street Tree
	Existing Street Tree Street Tree
SHRUBS	BOTANICAL NAME / COMMON NAME
	Acorus gramineus 'Ogon' / Golden Variegated Sweetflag
	Carex testacea / Orange Sedge
	Euonymus fortunei 'Emerald Gaiety' TM / Wintercreeper
	Euonymus japonicus 'Greenspire' / Greenspire Upright Euonymus
	Gaultheria shallon / Salal
	Ilex crenata 'Sky Pencil' / Sky Pencil Japanese Holly
	Leucothoe fontanesiana 'Rainbow' / Rainbow Leucothoe
	Lonicera pileata 'Moss Green' / Moss Green Honeysuckle
	Nassella tenuissima / Mexican Feather Grass
	Physocarpus opulifolius / Ninebark
	Pieris japonica 'Cavatine' / Lily of the Valley Bush
	Vaccinium ovatum / Evergreen Huckleberry
SHADE PLANTS	BOTANICAL NAME / COMMON NAME
	Hakonechloa macra 'Aureola' / Golden Variegated Hakonechloa
	Mahonia aquifolium 'Compacta' / Compact Oregon Grape
	Sarcococca nuscifolia / Fragrant Sarcococca
VINES	BOTANICAL NAME / COMMON NAME
	Clematis armandii 'Snowdrift' / Evergreen Clematis
	Parthenocissus tricuspidata / Boston Ivy

PLANT SCHEDULE

GROUND COVERS	BOTANICAL NAME / COMMON NAME
	Ajuga reptans / Bugleweed
	Arctostaphylos uva-ursi 'Vancouver Jade' / Kinnikinnick
	Epimedium grandiflorum 'Lilafée' / Longspur Barrenwort
	Epimedium x rubrum / Red Barrenwort
	Leptinella squalida 'Platt's Black' / New Zealand Brass Buttons
	Lysimachia rumularia 'Aurea' / Golden Creeping Jenny
	Pachysandra terminalis / Japanese Spurge
	Pachysandra terminalis 'Silver Edge' / Japanese Spurge
	Rubus calycinoides 'Emerald Carpet' / Creeping Raspberry
	Vinca minor 'Bowles Blue' / Dwarf Periwinkle



Concept

Low pathway lighting provides security, human scale, and wayfinding without creating glare on neighboring properties. Sconce lighting at individual entry stoops provides additional security and reflects the residential character. The light plan is limited to sconce lighting at unit entries, surface mounted downlight cans along the interior drive court, and pathway lighting at unit stairways and the City View stair system.



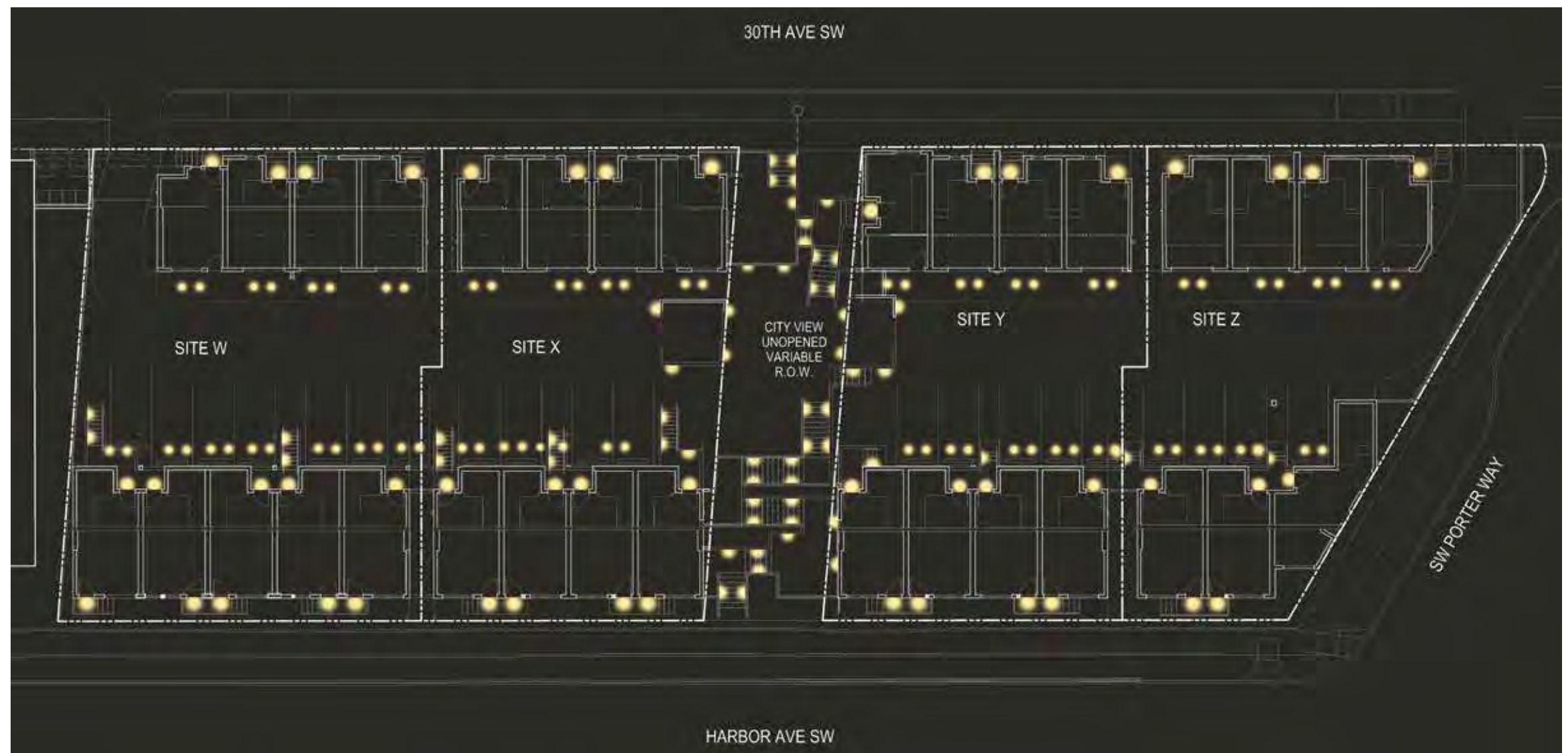
UNIT ENTRY SCONCE



DOWNLIGHT AT INTERIOR DRIVE COURT



STEP LIGHTING



LIGHTING PLAN

10am



12pm



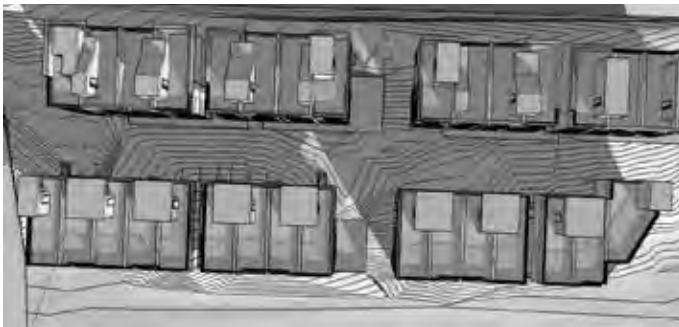
3pm



June 21

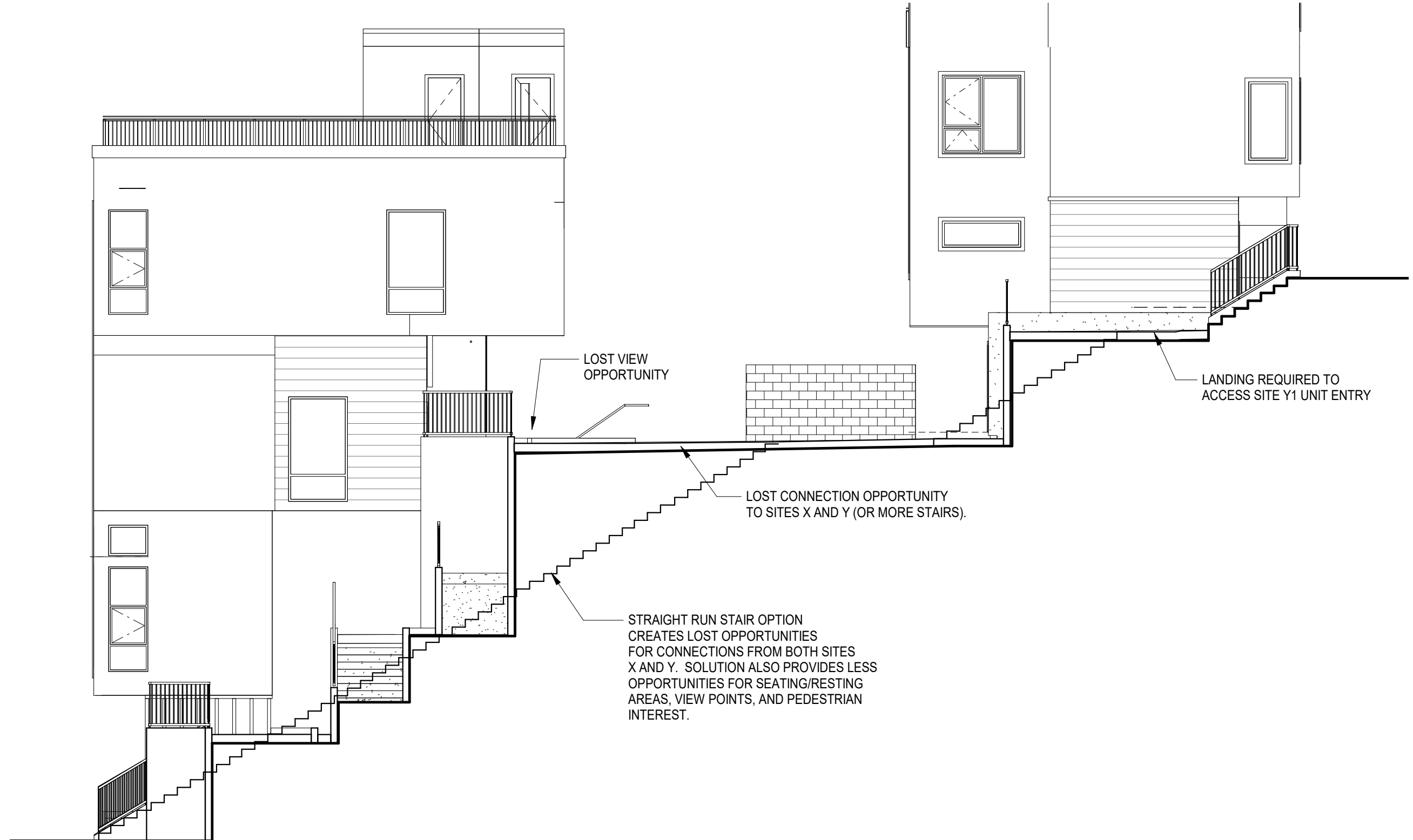


March/September 21



December 21

GRAPHICS ON THIS SHEET PROVIDED BY NK ARCHITECTS



STRAIGHT RUN STAIR STUDY AT CITY VIEW

