

# 3039 SW Avalon Way



NICHOLSON KOVALCHICK ARCHITECTS

DESIGN REVIEW RECOMMENDATION SouthWest Design Review Board DPD #3022717

January 5, 2017

#### Project Information

Project Address: 3039 SW Avalon Way Seattle, WA 98126

DPD Project #: 3022717

Owner: Union St Investments 1326 Fifth Avenue Suite 438 Seattle, WA 98101

Architect: NK Architects Steve Fischer 310 1st Ave S, Suite 4S Seattle, WA 98104

#### Project Description

The proposed building is a 7-story apartment building with parking for 19 vehicles below grade, which will be accessed via a ramp off Avalon Way. It is located a block north from the West Seattle Golf course and the existing one-story residential structure on site will be demolished.

### Project Specs

Zoning: MR

Village

Lot Size: 12,340 SF

GSF: +/- 59,500 SF

Proposed Units: 71

Neighborhood: West Seattle Junction Hub Urban

Parking Stalls provided: 19



### Site Analysis

Ana	vsis
Allu	ysis

eighborhood Zoning	4
eighborhood Analysis	5
lysis	
cinity Site Plan	6
rking Access Analysis	7
)G Concept	8
por Plans	10
evations	14
ctions	19
eetscape	16
esign Guidelines	24
ndscape Design	30
hting Plan	33
gnage Concept	34
epartures	35
ix	
adow Study	38

### Context Analysis

## Neighborhood Zoning

PARCEL #:	9297300725
ZONING:	MR
OVERLAYS:	West Seattle Junction Hub Urban Village
	Frequent Transit
LOT AREA:	12,340 SF



DPD ZONING MAP



 $\mathbf{nk}$  nicholson kovalchick architects



1. THE EDGE APARTMENTS



2. SAUSALITO CONDOMINIUMS



3. TOWNHOMES



#### 4. THE VUE APARTMENTS



#### Context

### Neighborhood Analysis

#### WALKABILITY

#### CHALLENGES

![](_page_4_Figure_9.jpeg)

UNION ST INVESTMENTS

Design Review | #3022717 | 3039 SW Avalon Way

The site is within walking distance to retail, neighborhood amenities and parks

#### TRANSIT NETWORK

In less than half mile radius, 5 different bus lines are accessible, serving Downtown and West Seattle Junction.

The site is located in an area with moderate traffic on Avalon Way. The site is also adjacent to an unimproved, dead-end alley currently unusable due to existing natural features and topography. An exception has been submitted for exception to use this alley. Overhead power lines on Avalon Way impact building massing facing street.

![](_page_4_Picture_20.jpeg)

5

## Site Analysis

### Vicinity Site Plan

![](_page_5_Picture_2.jpeg)

## Parking Access Analysis

#### NEGATIVE IMPACTS OF ALLEY IMPROVEMENTS

If the proposed project is required to use the existing alley rightof-way for parking or trash access, significant improvements would be required. These include paving the entire alley rightof-way per SDOT standards, and providing an SDOT-approved turn-around at the end adjacent to the project site.

Per the survey and photos attached, the alley is currently occupied by rockeries and it is also located at the bottom of a steep slope critical area. Improving the alley to SDOT standards would require substantial regrading of the right-of-way and portions of the adjacent properties. The existing rockeries would have to be removed, at the risk of undermining the existing buildings adjacent to the alley. The required improvements would also disturb a large portion of the adjacent steep slope critical area, and require the removal of trees and vegetation in and adjacent to the right-of-way.

STEEP SLOPE CRITICAL AREA

The approved exception will prevent these major disturbances to adjacent properties and steep slopes.

![](_page_6_Picture_7.jpeg)

![](_page_6_Figure_9.jpeg)

![](_page_6_Picture_11.jpeg)

### Site Analysis

At the end of the alley adjacent to the project site, the topography makes access from the alley unfeasible, as the proposed parking garage is located approximately 15' above the existing alley grade. Again, significant regrading in a steep slope area would be required to access the site from the alley.

PHOTO 5 - LOOKING TOWARD PROJECT SITE FROM ALLEY

### EDG Concept BOARD SUPPORTED PREFERRED SCHEME

The preferred massing option divides the units it two blocks with a central corridor. One block faces the street and the other faces to the back of the site. All of the units have views to the street or to the southeast. This arrangement minimizes the impact on and from potential development to the north, and protects the privacy of existing and future neighboring properties.

![](_page_7_Figure_3.jpeg)

![](_page_8_Picture_2.jpeg)

![](_page_8_Figure_3.jpeg)

AERIAL VIEW FROM SOUTHEAST

#### nk NICHOLSON KOVALCHICK ARCHITECTS UNION ST INVESTMENTS

### Design Proposal

## Preferred Option Massing

![](_page_8_Picture_10.jpeg)

![](_page_8_Picture_11.jpeg)

![](_page_9_Figure_1.jpeg)

![](_page_9_Figure_2.jpeg)

 $\mathbf{nk}$  Nicholson Kovalchick Architects

![](_page_10_Figure_0.jpeg)

![](_page_11_Figure_1.jpeg)

3039 SW Avalon Way | #3022717 | Design Review 12

![](_page_12_Figure_0.jpeg)

![](_page_13_Picture_1.jpeg)

 $\mathbf{nk}$  nicholson kovalchick architects

![](_page_14_Picture_2.jpeg)

ARCHITECTURAL CONCRETE

![](_page_14_Picture_4.jpeg)

FIBER CEMENT COLOR: SW 7069 **IRON ORE** 

![](_page_14_Picture_6.jpeg)

FIBER CEMENT COLOR: SW 7006 EXTRA WHITE

![](_page_14_Picture_8.jpeg)

FIBER CEMENT COLOR: BM HC-184 COTTAGE RED

![](_page_14_Picture_10.jpeg)

ACCENT FIN COLOR: JET BLACK

![](_page_14_Picture_12.jpeg)

**PRODEMA SIDING** COLOR: DARK BROWN

![](_page_14_Picture_14.jpeg)

CEMENTITIOUS PANEL COLOR: STONE NATURAL

![](_page_14_Picture_16.jpeg)

VINYLWINDOWS COLOR:WHITE

![](_page_14_Picture_18.jpeg)

VINYL SLIDING DOORS COLOR: BLACK

![](_page_14_Picture_20.jpeg)

METAL STOREFRONT COLOR: COOL MATTE BLACK

![](_page_14_Picture_22.jpeg)

#### WEST ELEVATION - SW AVALON WAY

### Design Proposal

## Elevations and Materiality

![](_page_15_Picture_1.jpeg)

ARCHITECTURAL CONCRETE

![](_page_15_Picture_3.jpeg)

FIBER CEMENT COLOR: SW 7069 IRON ORE

![](_page_15_Picture_5.jpeg)

FIBER CEMENT COLOR: SW 7006 EXTRA WHITE

![](_page_15_Picture_7.jpeg)

FIBER CEMENT COLOR: BM HC-184 COTTAGE RED

![](_page_15_Picture_9.jpeg)

ACCENT FIN COLOR: JET BLACK

![](_page_15_Picture_11.jpeg)

PRODEMA SIDING COLOR: DARK BROWN

![](_page_15_Picture_13.jpeg)

CEMENTITIOUS PANEL COLOR: STONE NATURAL

![](_page_15_Picture_15.jpeg)

**VINYLWINDOWS** COLOR:WHITE

![](_page_15_Picture_17.jpeg)

VINYL SLIDING DOORS COLOR: BLACK

![](_page_15_Picture_19.jpeg)

METAL STOREFRONT COLOR: COOL MATTE BLACK

![](_page_15_Picture_21.jpeg)

#### SOUTH ELEVATION

#### UNION ST INVESTMENTS

![](_page_16_Figure_1.jpeg)

#### EAST ELEVATION

![](_page_17_Picture_1.jpeg)

ARCHITECTURAL CONCRETE

![](_page_17_Picture_3.jpeg)

FIBER CEMENT COLOR: SW 7069 IRON ORE

![](_page_17_Picture_5.jpeg)

FIBER CEMENT COLOR: SW 7006 EXTRA WHITE

![](_page_17_Picture_7.jpeg)

FIBER CEMENT COLOR: BM HC-184 COTTAGE RED

![](_page_17_Picture_9.jpeg)

ACCENT FIN COLOR: JET BLACK

![](_page_17_Picture_11.jpeg)

PRODEMA SIDING COLOR: DARK BROWN

![](_page_17_Picture_13.jpeg)

CEMENTITIOUS PANEL COLOR: STONE NATURAL

![](_page_17_Picture_15.jpeg)

**VINYLWINDOWS** COLOR:WHITE

![](_page_17_Picture_17.jpeg)

VINYL SLIDING DOORS COLOR: BLACK

![](_page_17_Picture_19.jpeg)

METAL STOREFRONT COLOR: COOL MATTE BLACK

![](_page_17_Picture_21.jpeg)

#### NORTH ELEVATION

![](_page_18_Figure_2.jpeg)

![](_page_18_Figure_3.jpeg)

## Buiding Section - looking North

### Buiding Section - looking East

![](_page_19_Figure_2.jpeg)

![](_page_19_Figure_5.jpeg)

#### STREETSCAPE

The site is located in an area with moderate traffic on Avalon Way. The site is also adjacent to an unimproved, dead-end alley currently unusable due to existing natural features and topography. An exception has been submitted for exception to use this alley. Overhead power lines on Avalon Way impact building massing facing street.

![](_page_20_Figure_4.jpeg)

#### **SECTION AA**

SECTION BB

#### Streetscape Sections

![](_page_20_Figure_10.jpeg)

**KEY PLAN** 

## Streetscape - SW Avalon Way

![](_page_21_Picture_2.jpeg)

![](_page_21_Picture_5.jpeg)

![](_page_21_Figure_6.jpeg)

![](_page_22_Figure_1.jpeg)

#### WEST ELEVATION - SW AVALON WAY

### Response to Design Guidelines - West Seattle Junction Neighborhood Guidelines

#### CS1 NATURAL SYSTEMS AND SITE FEATURES

Citywide Guideline: Use natural systems/features of the site and its surroundings as a starting point for project design.

NCS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

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

Response: The project takes advantage of the extreme slope of the site by providing a daylighted parking level facing the back/ downhill side of the project while providing a generous setback and landscaping on the building frontage to the street/uphill side. The southern property line mirrors the neighbor's exterior circulation by providing a secondary secured access entry into the building, while the parking ramp to the garage in located on the northern property line and follows the topography of the site.

#### CS2 URBAN PATTERN AND FORM

Citywide Guideline: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

#### CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established. CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

#### CS2-C Relationship to the Block

CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

Response: The project is situated mid-block, in an MR zone that is still under development and thus have the opportunity to establish the character of potential future developments along SW Avalon Way. With that in mind, we strived to put together a design of the street facing facade with a generous setback. This space allows for plentiful landscaping and street furnishings to create a comfortable pedestrian environment to give a sense of place along Ava-Ion Way. It is our intent to establish a strong street edge that will inform future development's treatment of their building frontage relationship with the right-of-way.

![](_page_23_Picture_14.jpeg)

POTENTIAL BUILDING MASSING ALONG SW AVALON WAY

#### UNION ST INVESTMENTS

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-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: Properties flanking both sides along of SW Avalon Way, lay in the MR zone with an average height of 60 to 75 feet. The project is in line in height, bulk and scale with neighboring buildings anticipated in the development zone on all sides along the property's property line.

West Seattle Junction Supplemental Guidance:

CS2-III Height, Bulk and Scale

CS2-III-i. Zoning Context: Applicant must analyze the site in relationship to its surroundings. This should include:

a. Distance from less intensive zone; and

b. Separation between lots in different zones (property line only, alley, grade changes).

CS2-III-ii. New Development in NC zones 65' or Higher:

a. Patterns of urban form in existing built environment, such as setbacks and massing compositions.

b. Size of Code-allowable building envelope in relation to underlying platting pattern.

CS2-III-iii. Facade Articulation: New buildings should use architectural methods including modulation, color, texture, entries, materials and detailing to break up the facade - particularly important for long buildings-into sections and character consistent with

traditional, multi-bay commercial buildings prevalent in the neighborhood's commercial core (see map 1, page 1).

Response: The preferred massing option provides a code compliant setback to the east (alley side), and a larger front setback than required (street side). While we have code compliant side setbacks up to 42' on both the north and south side of 7', the applicant request for a departure on the massing above 42' which requires 10' but seeks to continue the 7'-6'' setback to the sky to keep with a clean design and simplicity of the building geometry which our preferred massing study suggests.

The preferred massing uses subtle modulation to break down the massing and highlight the building entry. Setting the building back further from the street also helps to mitigate the impact of the building height on the street.

Further facade articulation is achieved through the use of gaskets and material and color change, both on the rainscreen and window finishes.

#### PL3 STREET LEVEL INTERACTION

<u>Citywide Guideline:</u> Encourage human interaction and activity at the street-level with clear connections to building entries and edges. **PL3-A Entries** 

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

Response: The residential entry to the building is highlighted through the modulation in massing, change in material and color and also covered by the well detailed canopy. It is our intent to for this entry to be well-lit and transparent for security purposes, but at the same setback enough from the right-of-way, to be welcoming but also private.

The signage is also another very visible at this entry. The landscaping and bench at the entry will provide residents a small intimate social space and add to the pedestrian scale.

#### PL3-B Residential Edges

PL3-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.

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: Each ground floor, street-facing residential unit is setback from the right-of-way by 13' by a 4' landscaped buffer and 9' wide private outdoor patio. The patios sits at different elevations in relation to the sidewalk. This helps create a space unique for each resident. They are also enclosed by a metal gate, whose purpose is to create a sense of privacy as well as accessibility from the street (for the resident). This relationship adds character and interest to the building/street edge.

The building frontage will be well lit around the patios and on the face of the building, and lush landscape around the patios will help create privacy between units and the street.

![](_page_25_Picture_14.jpeg)

![](_page_25_Picture_15.jpeg)

#### UNION ST INVESTMENTS

#### PL4 ACTIVE TRANSPORTATION

<u>Citywide Guideline:</u> Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit. PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

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 site is served by an active bicycle route on SW Avalon Way. The bicycle storage and amenity is located on the parking level and easily accessed via the elevator within the building. Entry and exit access for bikers will be either through the garage ramp or the residential lobby via the elevator.

#### DC1 PROJECT USES AND ACTIVITIES

<u>Citywide Guideline:</u> 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-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

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: Background regarding the alley: the site is served by an alley, platted per the City of Seattle that runs approximately 315 feet from the downhill side of thr project property. It runs past three privately owned parcels and bisects the single tax parcel of a large low-rise apartment complex, the Edge Apartments. This alley also abuts and additional parcel in the northeast corner of the alley and on the downhill side of the alley at 4209 30th Avenue SW which is also a part of the Edge Apartments complex.

The platted alley is not currently functioning in any manner as a service alley to all abutting properties. It is not an opened alley and cuts current access to the abutting properties is provided by a private access drive that occurs on the Edge Apartment's property. The private drive currently provides access to parking and trash service for the Edge Apartments; and parking for 3047 SW Avalon Way.

We submitted a request for an alley requested and granted the exception due to the the alley location in an environmentally critical area which would disturb not only drainage patterns but also disrupt the existing rockeries and undermine the structural integrity of the exisitng buildings adjacent to the alley.

Since alley access is not feasible to support the vehicular and service access to the project site, parking entry and service uses is proposed to be from a single point of access on the north of the site. The proposal includes a lush low landscape buffer flanking the garage ramp, to increase its visibility and speed bumpers to slow traffic, both measures to increase safety for pedestrians.

Trash receptacles will be pulled by management from the trash room located at the garage and staged on a dedicated loading zone in parking lane closest to the ramp.

![](_page_26_Picture_24.jpeg)

#### DC2 ARCHITECTURAL CONCEPT

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

#### DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade 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-B-2. Blank Walls: Avoid large blank walls along visible facades wherever possible.

Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

#### DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a finegrained scale, or "texture," particularly at the street level and other areas where pedestrians predominate.

Response: Of the three proposed massing options presented during EDG, the preferred option has the simplest massing to avoid creating a disconnect between the base and upper levels. Modulation is limited to keep the design simple and avoid an unnecessarily busy facade. Further interest has been added with the use of high quality material on the street facing facade and accent details:

1. Prodema panels highlight the verticality of the facade and adds

accent and play with the white and gray hardie panels, creating a pattern and unifying the massing of the upper floors.

2. Gaskets and change in parapet height breaks the mass of the building into distinct parts, such as highlighting the entry.

3. Street facing facade is highly transparent and unique to distinct itself from the upper floor. The same material is used here and the gaskets, unifying the whole.

4. Blank walls on the east side of the building (alley/garage) will be softened with vines on the side that receive sun, while on the sides that will not, trees have been proposed to create a visual buffer towards the neighboring parking lot.

The residential patios, low walls, bench and exterior floor finishes will provide the human scale on the street facing facade.

#### West Seattle Supplemental Guidance:

DC2-I Architectural Concept and Consistency

DC2-I-i. Integrate Upper-Levels: New multi-story developments are

![](_page_27_Picture_22.jpeg)

encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher – should

ate a more substantial base. architectural concept: a. facade modulation and articulation; b. windows and fenestration patterns; c. trim and moldings; d. grilles and railings;

e. lighting and signage.

Response: The project is a residential building with no commercial program. As such we have strived to keep an intimate, quiet, simple design throughout the project, paying particular emphasis with human scale. The patios breaks the frontage of the building into small areas of activities, and it is proportional to the height of the ground floor.

The break line between ground floor and upper floors continues around the building and becomes a double height facade as you turn the corner, keeping the base humble as one views it from the downhill side at the back of the building.

The consistent window pattern, and repetition of the red vertical pattern against either the dark grey and white background was utilised to bring whole building into an unified structure. Black metal fin accents is proposed around the upper massing of the building to create shadows and adds further interest to the street facing facade.

reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to cre-

DC2-I-ii. Cohesive Architectural Concept: The use and repetition of architectural features and building materials, textures and colors can help create unity in a structure. Consider how the following can contribute to a building that exhibits a cohesive

![](_page_28_Picture_1.jpeg)

![](_page_28_Picture_2.jpeg)

#### DC2-II Human Scale

DC2-II-i. Pedestrian-Oriented Facades: Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

Response: The residential patios are the main feature that brings human scale to the project at ground level.

#### DC4 EXTERIOR ELEMENTS AND FINISHES

Citywide Guideline: Use appropriate and high quality elements and finishes for the building and its open spaces. within its surroundings.

#### DC4-A Exterior Elements and Finishes

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-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

DC4-C Lighting

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

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

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity

site as intended. materials.

Response: The choice of materials and colors for the proposed design were selected to strenghten the preferred option's simple massing articulation. Contrasting colors were chosen to created the distinction of the masses presented at the EDG while the textured prodema panels, adds a splash of color and tie the whole building together.

building.

The Board had unanimously supported the conceptual landscaping and open space plan and the design was minimally modified to address drainage and green factor requirements.

will be of appropriate size, scale, and shape to contribute to the

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

DC4-E Project Assembly and Lifespan

DC4-E-1. Deconstruction: When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of

As a residential building in a very residential neighborhood, the lighting concept selected was minimal enough to provide a sense of security but concentrated in areas to highlight the entry of the

### Landscape - Street Level

![](_page_29_Figure_2.jpeg)

![](_page_29_Figure_3.jpeg)

entry bench sketch

![](_page_29_Picture_5.jpeg)

nk NICHOLSON KOVALCHICK ARCHITECTS

![](_page_30_Picture_0.jpeg)

![](_page_30_Figure_1.jpeg)

T

0

Design Review | #3022717 | 3039 SW Avalon Way 31

## Design Proposal Landscape - Roof Level

![](_page_30_Picture_5.jpeg)

![](_page_30_Picture_6.jpeg)

![](_page_30_Picture_7.jpeg)

### Landscape - Plants

![](_page_31_Figure_2.jpeg)

![](_page_31_Picture_3.jpeg)

Pseudotsuga menziesii Douglas Fir

TREES

![](_page_31_Picture_5.jpeg)

Cornus kelseyii Kelsey Redtwig Dogwood

![](_page_31_Picture_7.jpeg)

Nandina 'Moon Bay' Moon Bay Heavenly Bamboo

![](_page_31_Picture_9.jpeg)

Echinacea purpurea Purple Cone Flower

![](_page_31_Picture_11.jpeg)

Acer circinatum Vine Maple

![](_page_31_Picture_13.jpeg)

llex crenata 'convexa' Japanese Holly

![](_page_31_Picture_15.jpeg)

Pittosporum'Wheeler' Dwarf' Japanese Mock Orange

![](_page_31_Picture_17.jpeg)

Parthenocissus quinnquefolia Virginia Creeper

![](_page_31_Picture_19.jpeg)

Acer palmatum Japanese Maple

![](_page_31_Picture_21.jpeg)

Phyllostachys aurea Golden Bamboo

![](_page_31_Picture_23.jpeg)

Rosa 'Amber Flower Carpet' 'Amber Flower Carpet' Rose

![](_page_31_Picture_25.jpeg)

Native Mix - Salal, Ferns, Mahonia

![](_page_31_Picture_31.jpeg)

Calocedrus decurrens Incense Cedar

![](_page_31_Picture_33.jpeg)

Lonicera pileata Boxleaf Honeysuckle

![](_page_31_Picture_35.jpeg)

Spiraea japonica Spirea

![](_page_31_Picture_37.jpeg)

Epimedium rubrum Epimedium

![](_page_32_Figure_1.jpeg)

### Signage

#### **RESIDENTIAL BUILDING ENTRY**

The project signage will be a simple and elegant lasercut sign with the name and number of the building placed at the entrance to t

![](_page_33_Picture_4.jpeg)

![](_page_33_Picture_5.jpeg)

![](_page_34_Picture_0.jpeg)

#### Departure Matrix

MR ZONING CODE	REQUIREMENT	PROPOSED DESIGN	DEPARTURE RATIONALE	DESIGN REVIEW GUIDELINES
1) DRIVEWAY SIGHT TRIANGLE: 23.54.030.G.4.	For a driveway adjacent to a side lot line, the driveway shall start 5'-0" from the lot line. A 10'-0" wide sight triangle shall be provided on the opposite side.	EXTENT OF DEPARTURE: Allow driveway to meet the street at the north property line without separation. Maintain 10' x 10' triangle at south side of driveway. See Diagram	The design intent is to maximize landscaping and outdoor space and minimize the presence of the driveway. The proposed departure will allow for minimum disruption of the streetscape for the driveway. The code-required sight triangles would result in more site area being taken up by the driveway, giving it a greater presence on the streetscape and reducing the potential for landscaping. Furthermore, the corner of the building and the adjacent patio would need to be cut back to accommodate the angled driveway, resulting in an awkward massing corner at a highly visible location. The proposed departure keeps the building corner intact and allows for a cleaner, better-resolved design. The turn in the driveway also distracts the drivers from watching for pedestrian traffic.	PL2 - Walkability DC1- Project Uses and Activities

#### **DEPARTURE 1 - DRIVEWAY SIGHT TRIANGLE**

![](_page_34_Figure_4.jpeg)

PLAN VIEW: CODE COMPLIANT DRIVEWAY SIGHT TRIANGLES

![](_page_34_Figure_6.jpeg)

PLAN VIEW: PROPOSED DRIVEWAY SIGHT TRIANGLES

### Departure Matrix

MR ZONING CODE	REQUIREMENT	PROPOSED DESIGN	DEPARTURE RATIONALE	DESIGN REVIEW GUIDELINES
2) NORTH SIDE UPPER LEVEL SETBACK: SMC 23.45. 518.B.	Below 42' above grade: 5'-0" Minimum, 7'-0" Average Above 42' above grade: 7'-0" Minimum, 10'-0" Average	PROPOSED: At all levels: 7'-6" Minimum 8'-3" Average EXTENT OF DEPARTURE: Compliant below 42' 1'-9" reduction of average setback above 42' See Diagram	Reducing the average setback for the upper levels of the north side of the building keeps the massing simple, avoiding an awkward step-back in the massing along the north side. The property to the north is currently vacant, and if redeveloped, it would likely be of the same scale as the proposed project, so the impact of a 1'-9" reduction on the property to the north would likely be minimal. Furthermore, the departure allows for the preferred massing to trade a small reduction in the north setback for a substantial increase in the front setback, where it will have a much larger impact on the character and functionality of the streetscape.	CS2 - Urban Pattern and Form DC2 - Architectural Concept
3) SOUTH SIDE UPPER LEVEL SETBACK: SMC 23.45.518.B.	Below 42' above grade: 5'-0" Minimum, 7'-0" Average Above 42' above grade: 7'-0" Minimum, 10'-0" Average	PROPOSED: At all levels: 7'-5" Minimum 7'-5" Average EXTENT OF DEPARTURE: Compliant below 42' 2'-7" reduction of average setback above 42'	Similar to the departure requested for the north side setback, reducing the average setback for the upper levels of the south side of the building simplifies the massing. Furthermore, the departure allows for the preferred massing to trade a small reduction in the south setback for a substantial increase in the front setback, where it will have a much larger impact on the character and functionality of the streetscape.	CS2 - Urban Pattern and Form DC2 - Architectural Concept

![](_page_35_Figure_3.jpeg)

 $\mathbf{nk}$  Nicholson Kovalchick Architects

![](_page_36_Picture_0.jpeg)

#### **DEPARTURE 2 AND 3 - SIDE SETBACKS**

![](_page_36_Figure_2.jpeg)

PLAN VIEW: PROPOSED SETBACKS

**Design Review** | #3022717 | 3039 SW Avalon Way 37

![](_page_36_Picture_7.jpeg)

= 28,756 CUBI FT

= 3,231 + 2,101= 5,332 CUBIC FT

NORTH SIDE UPPER LEVEL SETBACK =  $2 \times (38'-1'' \times 2'-8'' \times 31'-10'')$ = 6,462 CUBIC FT

Design Proposal

Shadow Study

![](_page_37_Picture_2.jpeg)

![](_page_37_Picture_4.jpeg)

![](_page_37_Figure_5.jpeg)

![](_page_38_Picture_0.jpeg)

![](_page_38_Picture_1.jpeg)

![](_page_38_Picture_2.jpeg)

APERTURE ON FIFTH

LIGHTBOX

## NK Project Examples

![](_page_39_Picture_0.jpeg)