



# EARLY DESIGN GUIDANCE: TRINSIC

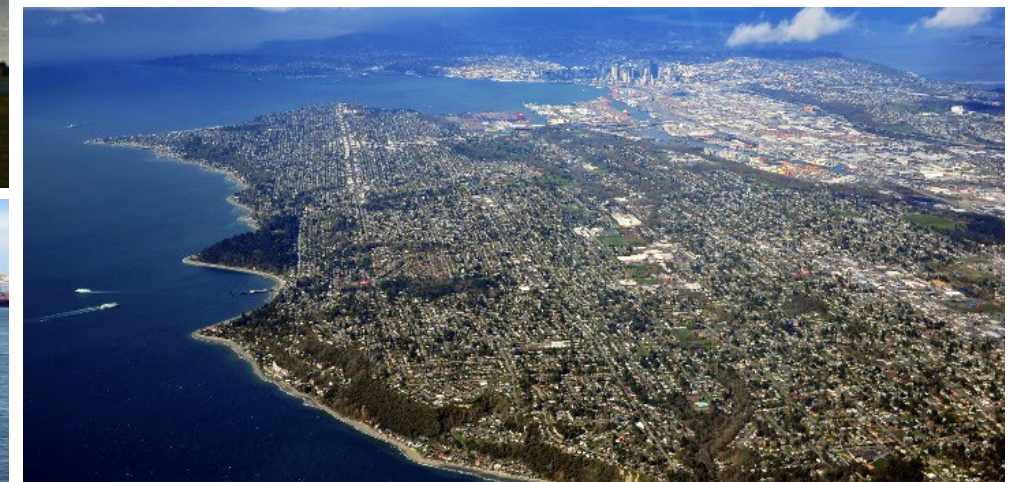
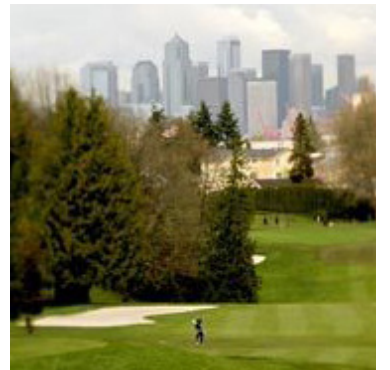
4435 35TH AVE SW  
SEATTLE, WA 98126

DPD NUMBER: 3009518



# VISION

- Develop site to highest and best use
- Provide increased housing opportunities in the West Seattle Junction neighborhood
- Provide a visual upgrade to the neighborhood
- Provide opportunities for commercial tenant space
- Enhance the pedestrian environment





# TEAM

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# PROJECT

The existing site is located on the northwest corner of the intersection of SW Oregon St and 35th Ave SW. The site is rectangular (115.15'x275') and is comprised of 11 platted parcels with one commercial, one-story structure located on the northern portion of the property. A large portion of the site is paved in concrete and asphalt. An existing concrete curb and sidewalk from the eastern side of the site. Unimproved SW Oregon St abuts the southern property line with an alley (partially improved), adjoining the west lot line. Vehicle access (existing) is via 35th Ave SW on the east side and the alley on the west side. Utilities--water and sewer--are located on 35th Ave SW, power is available from 35th Ave SW, and telephone and TV from the alley. Six percent of the site (1,900 SF) is sloped upward approximately 20' from northeast to southwest. The remainder of the site is approximately flat.

The site is currently zoned NC3-65 with a West Seattle Junction Urban Village Overlay. The NC3-65 zoning continues to the north, west, and south of the property. Across 35th Ave SW to the east is a large open space with the West Seattle Stadium, Golf Course, and Camp Long to the south. Special guidelines governing the development of this site are found in the West Seattle Urban Village Design Guidelines. The proposed structure height would utilize the allowable 65' zoning height limit to take advantage of downtown views to the northeast.

Abutting and adjacent uses include a fast food restaurant (KFC) to the north, a lumberyard (Alki Lumber) to the west across the alley, an apartment building to the south, and West Seattle Stadium and Golf Course to the east. Vistas of downtown Seattle, the West Seattle Stadium and Golf Course are available to the northeast and southeast.

Development objectives include utilizing the site for a mixed-use building for both commercial and residential uses. Residential uses will provide an appropriate transition to existing residential structures to the south, while lower floor commercial uses will be more appropriate fronting 35th Ave SW, which is an arterial and Rapid Ride corridor.

**Number of Residential Units: Approximately 158 Total**  
49 Studios, 81 One-Bedrooms, 17 Two-Bedrooms, 5 Rowhouses, 6 Live/Work

**Number of Parking Spaces: Approximately 164 Total**

**Amount of Commercial / Retail Space: Approximately 16,510 Square Feet**

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MASSING OPTIONS

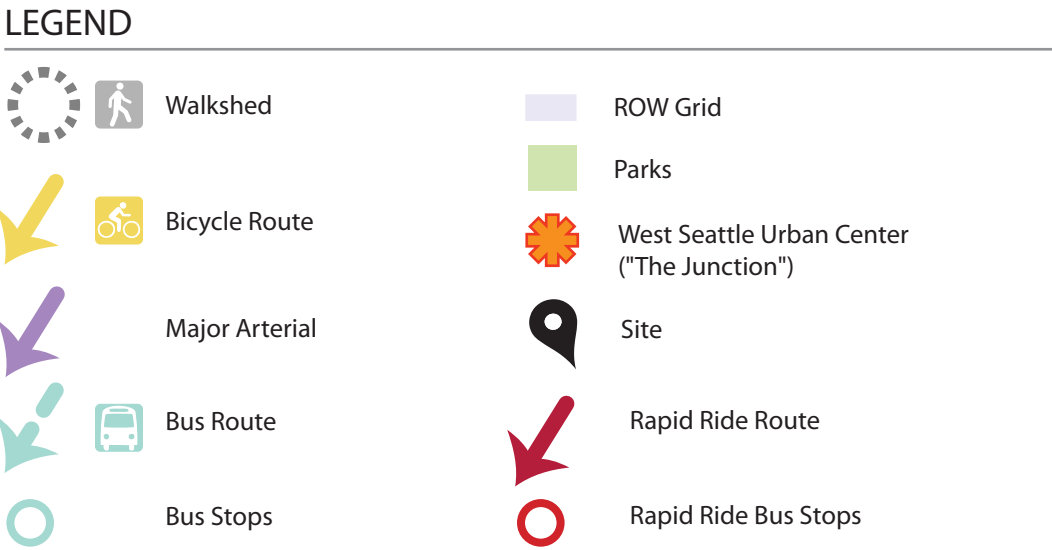
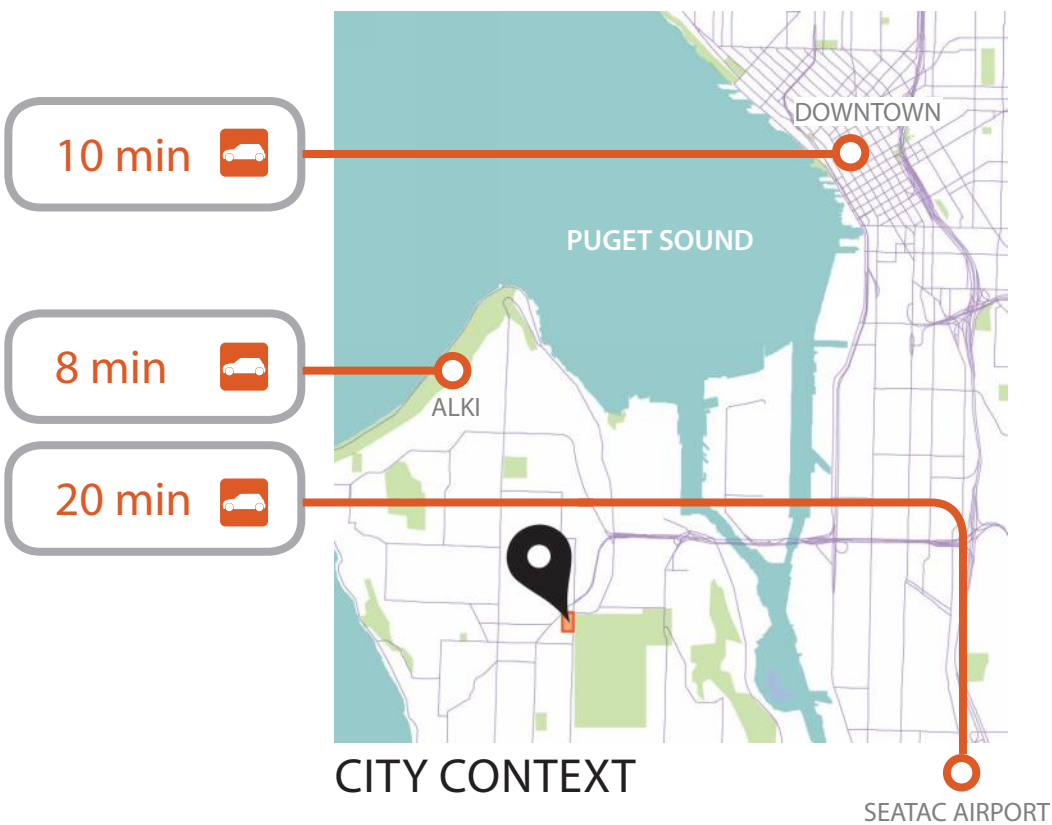
Approved 2009 EDG  
Option 1 - Code Compliant  
Option 2 - Code Compliant  
Option 3 - Preferred  
All Options - Vignettes Comparison

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PUBLIC REALM (PREFERRED)

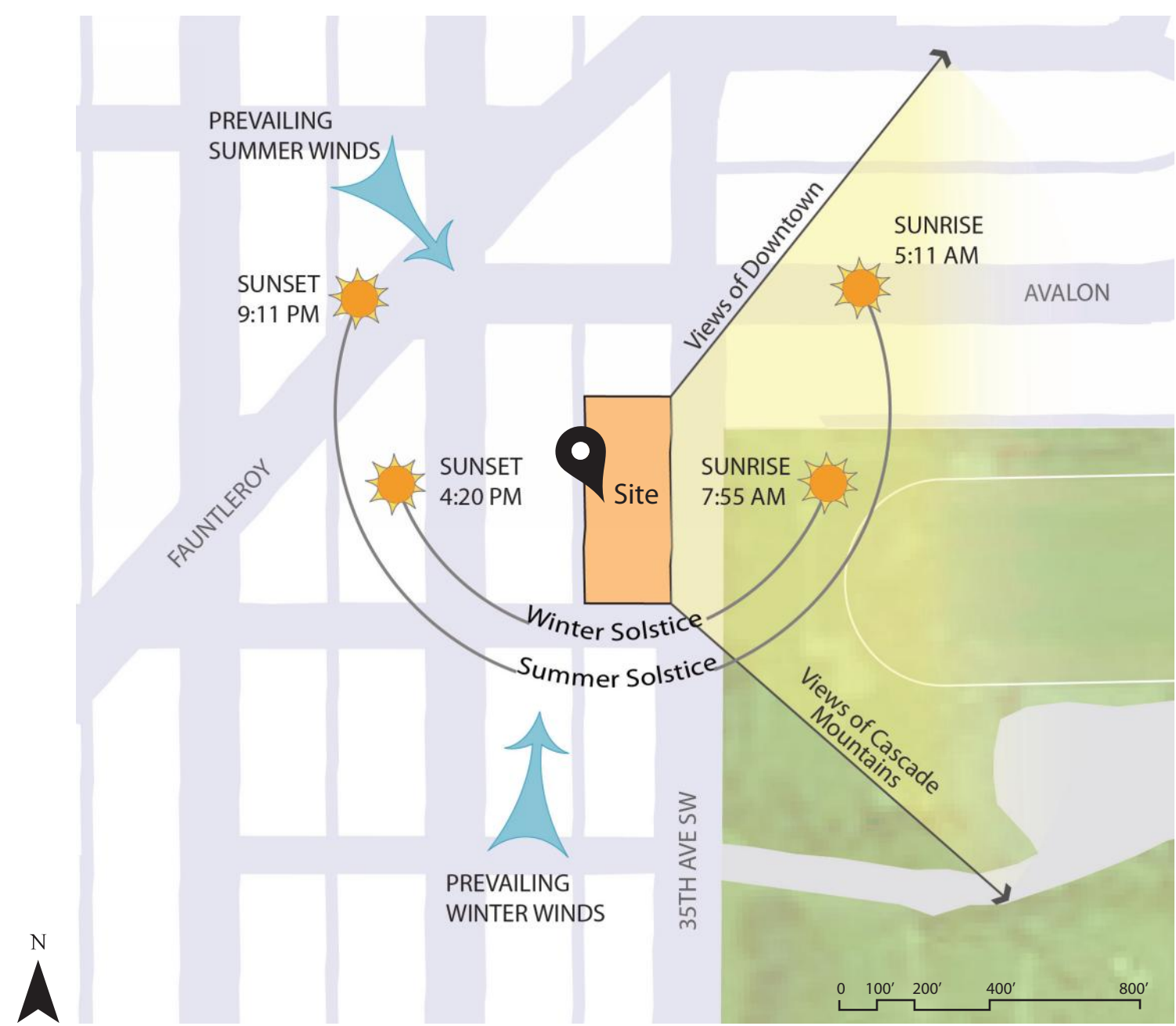
Concept  
Architectural Character  
Landscape Character  
Circulation Plan  
Typical Streetscape: 35th Ave SW  
Typical Streetscape: SW Oregon  
Typical Streetscape: Alley

# NEIGHBORHOOD CONNECTIVITY





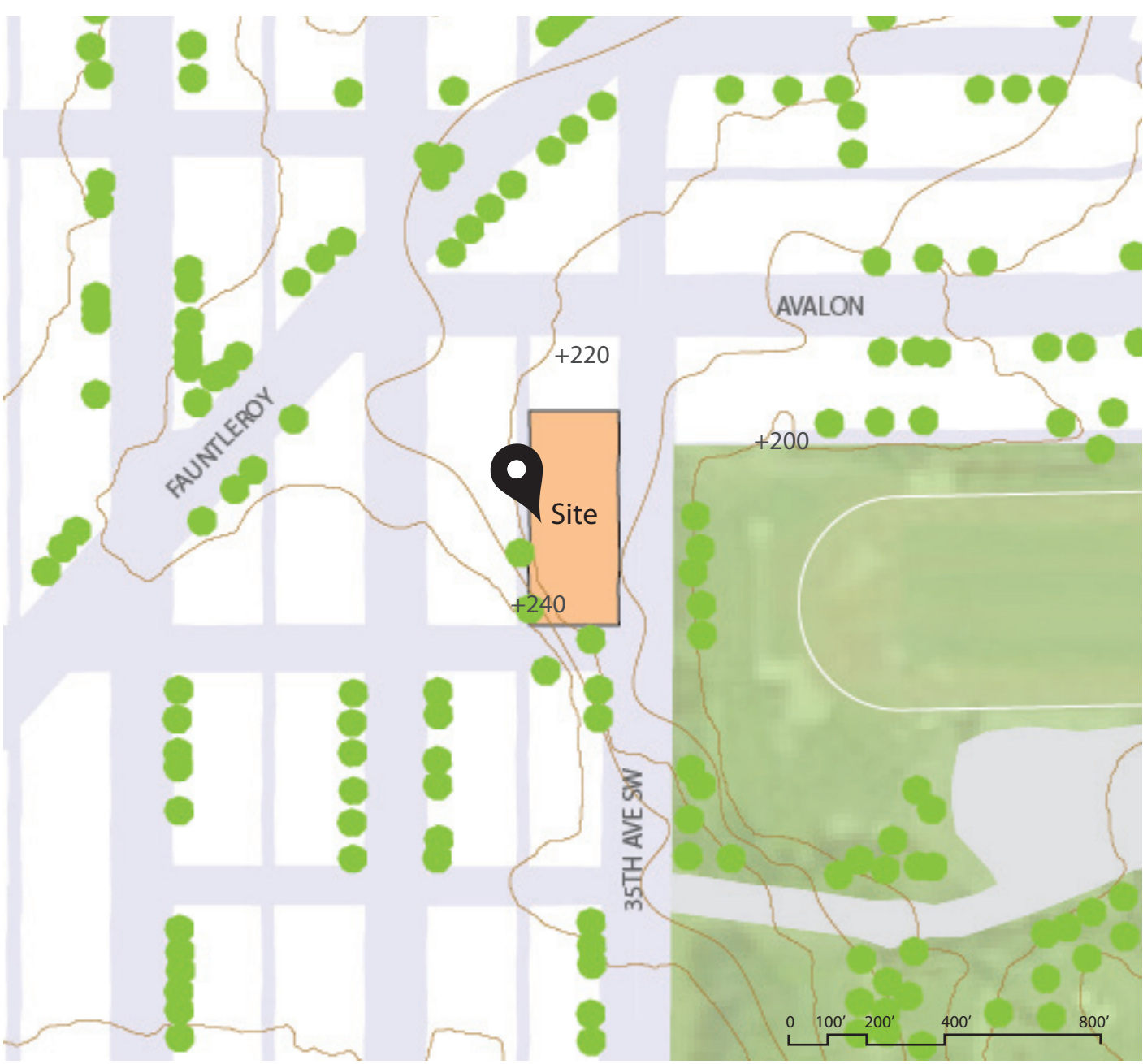
# SITE ENVIRONMENT



## SUN, WIND AND LIGHT

The site is oriented predominantly north/south, which allows for full sun exposure on the east facade with some exposure blocked from the west due to topography. Solar exposure is typical for Seattle region; overcast and rainy from October to May. Summer days are long; sunrise/sunset are north of the horizon; higher sun angles. Winter days are short; sunrise/sunset

are south of the horizon; lower sun angles. Adjacent development will not significantly cast shadows on the site with the exception of those located in the west during the afternoon.



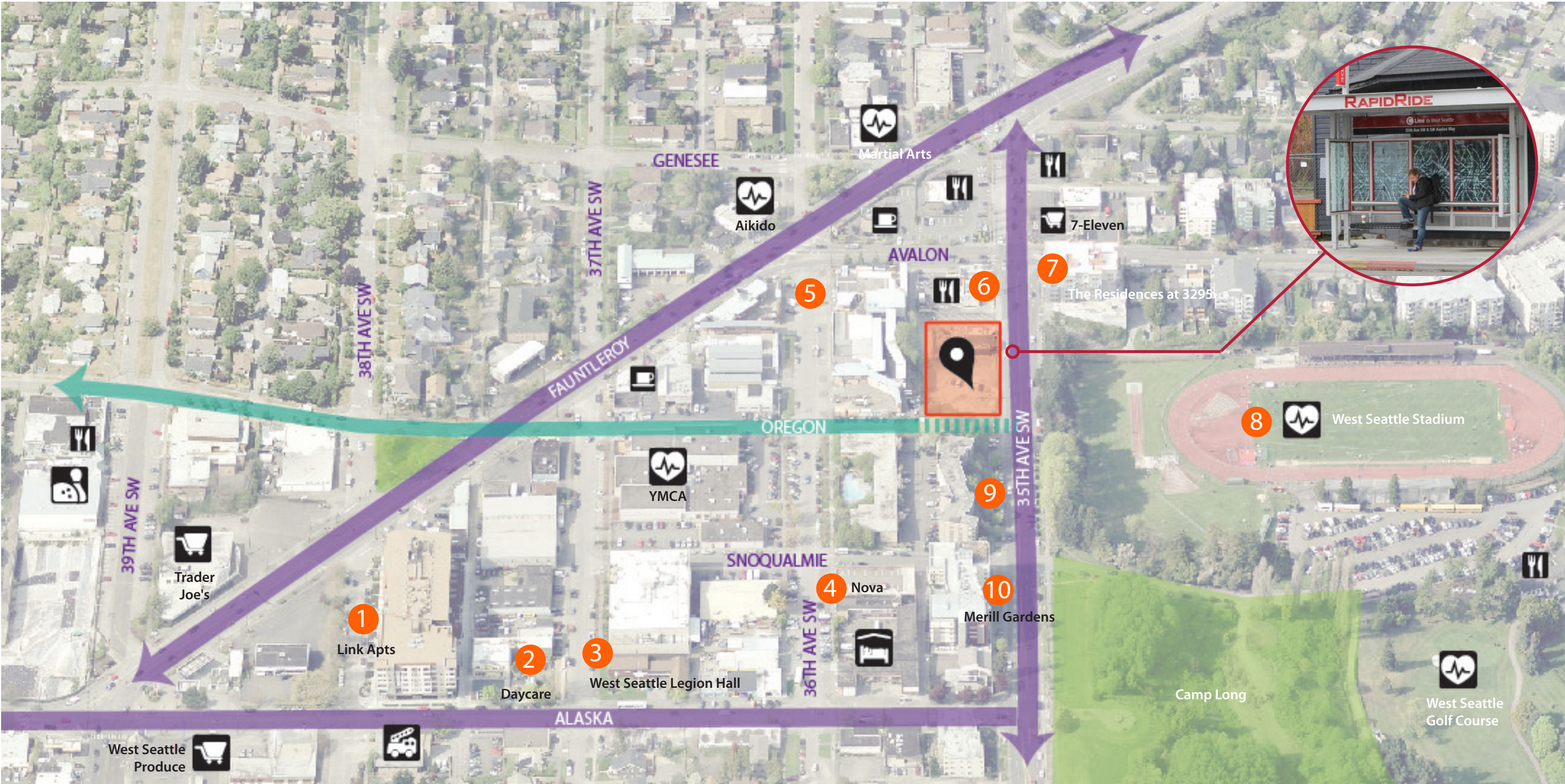
## SITE SLOPE, TREE CANOPY

The site has a very gradual slope from elevation +213 to +216 feet above sea level at the northern border of the site and a very steep slope from elevation +212 to +242 feet above sea level at the southern border of the site. The midpoint of the north-south axis has a moderate slope from elevation +213 to +220 feet above sea level.

Existing tree coverage is concentrated at the southern portion of the site, especially within the SW Oregon ROW. Sidewalks are narrower than current SDOT standards.



# AERIAL PHOTO & NEIGHBORHOOD CONTEXT



- Site
- Bowling
- Grocery
- Restaurant
- Coffee
- Fitness Ctr
- Fire Station
- Hotel

1 Architectural Context (see following page)



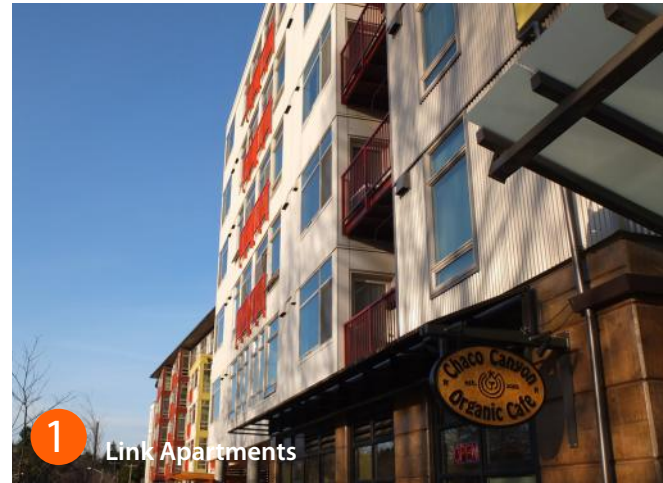
# ARCHITECTURAL CONTEXT

The site is at the junction of multiple architectural contexts, from industrial warehouses and fast food joints to small civic buildings and wide open green spaces.

Despite a collection of recent multi-family and mixed-use development nearby, the overall feel of the immediate area is still one that is primarily industrial and auto-centric: Alki Lumber & Hardware and KFC are both immediate neighbors with large parking lots and low-rise buildings situated on large streets; the apartment building next door to the south is set up high off of 35th Ave SW and inaccessible to pedestrians from the East.

Across the site to the east is a large open space with the West Seattle Stadium and West Seattle Golf Course, which provides territorial views of trees and neighborhoods to the east, as well as farther afield views of downtown and the Cascade mountains.

Much of the recent nearby multi-family mixed-use development, like the Link Apartments and Nova Apartments, are typical Seattle 4-over-1 construction with architectural accents on the facade, particularly at street-level. Landscaping and distinct pedestrian entries attempt to improve the public realm. The Trinsic project fits in well with this architectural context.



1 Link Apartments



2 Daycare



3 West Seattle Legion Hall



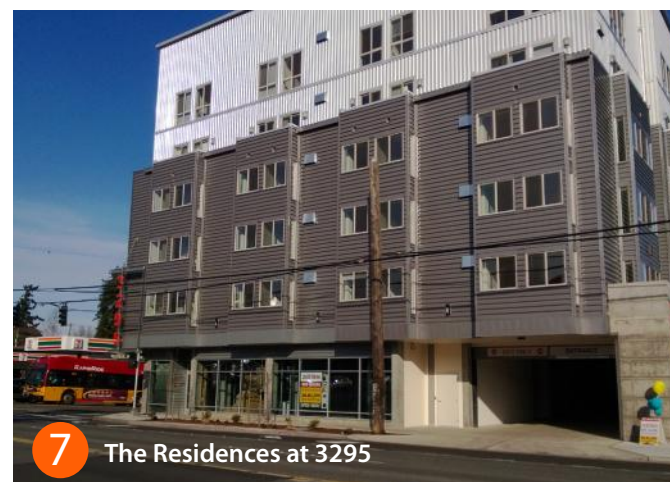
4 NOVA



5 Alki Lumber & Hardware



6 KFC Fast Food



7 The Residences at 3295



8 West Seattle Stadium



9 (Apartments next door)



10 Merrill Gardens

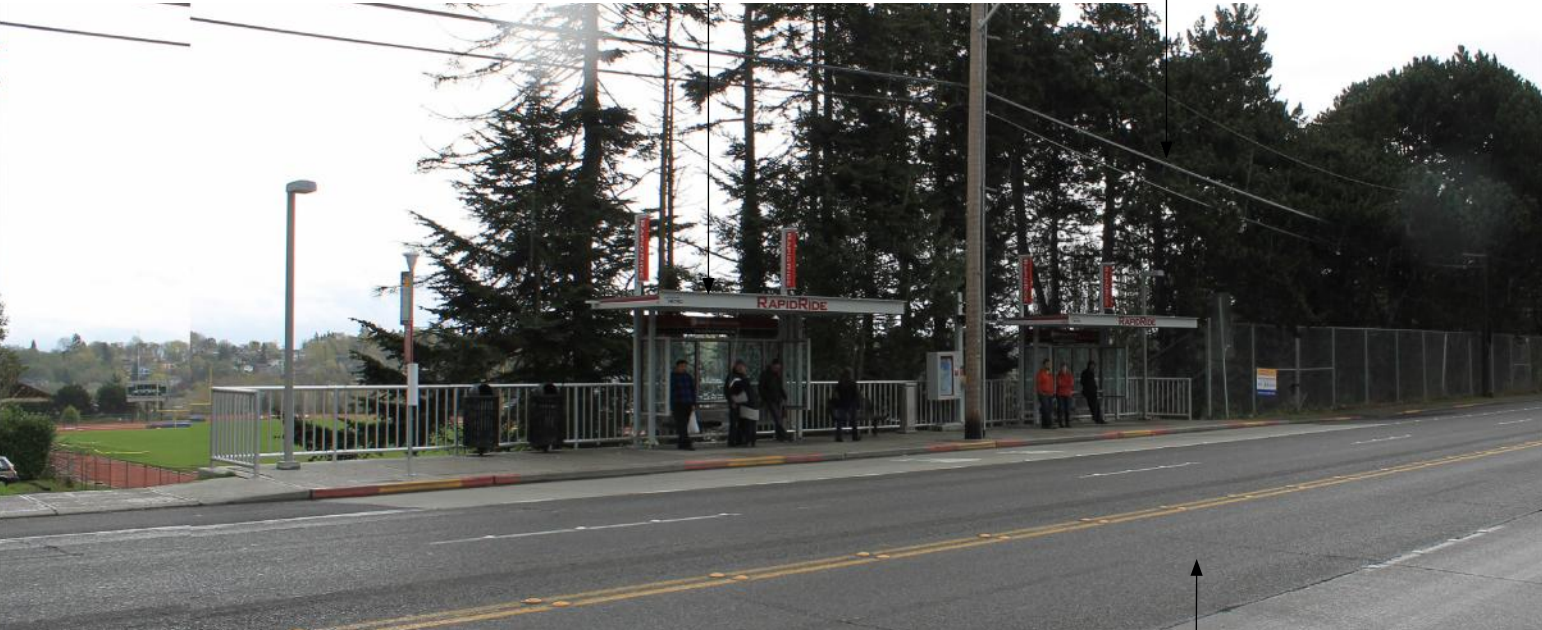


# SITE VIEWS

The Residences at 3295



West Seattle Stadium



Overhead Power Lines

Rapid Ride Station

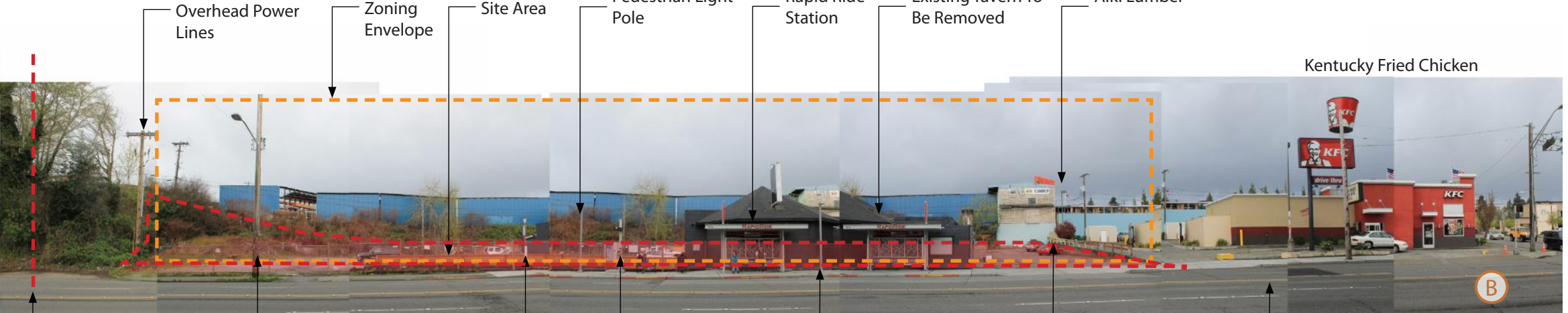


35TH AVE SW: LOOKING EAST

35th Ave SW

Site Area

Zoning Envelope



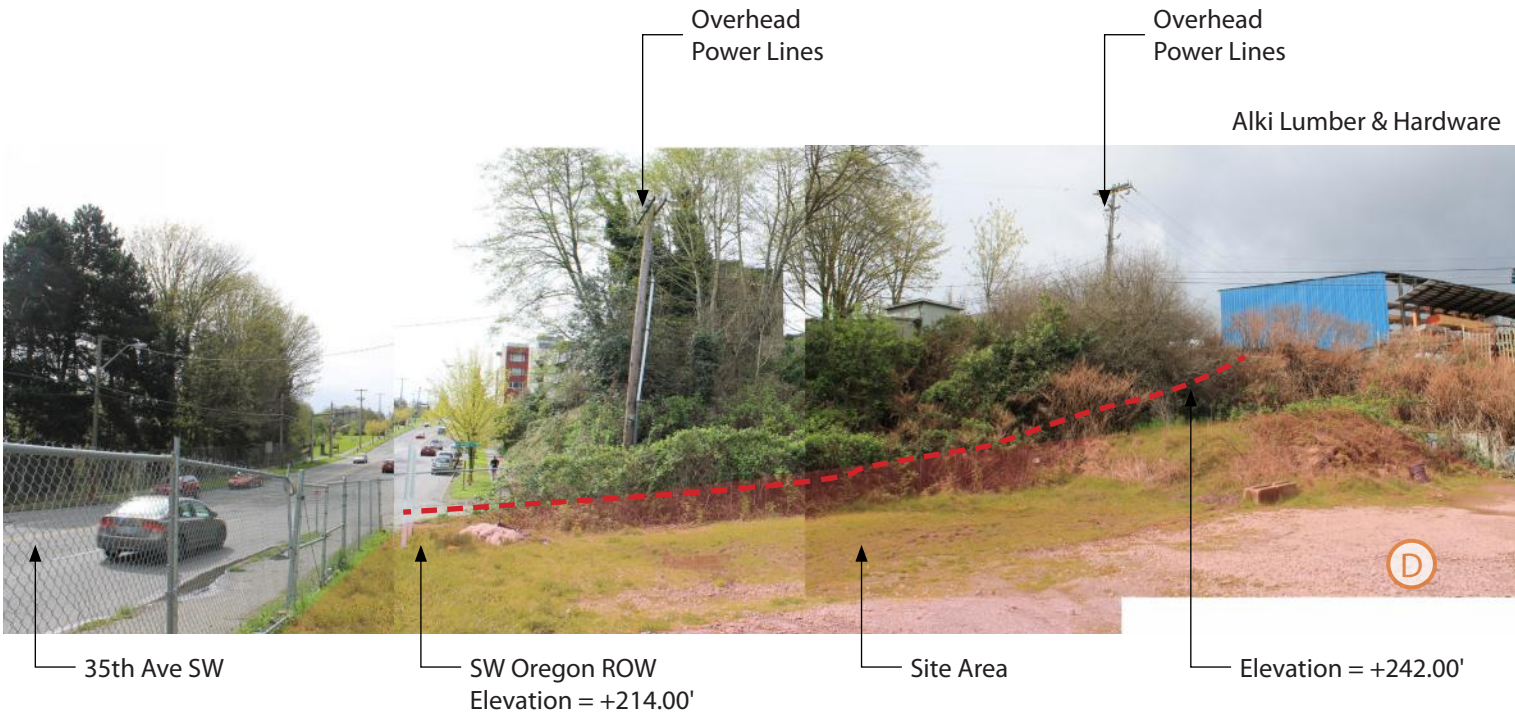
35TH AVE SW LOOKING WEST



# SITE VIEWS



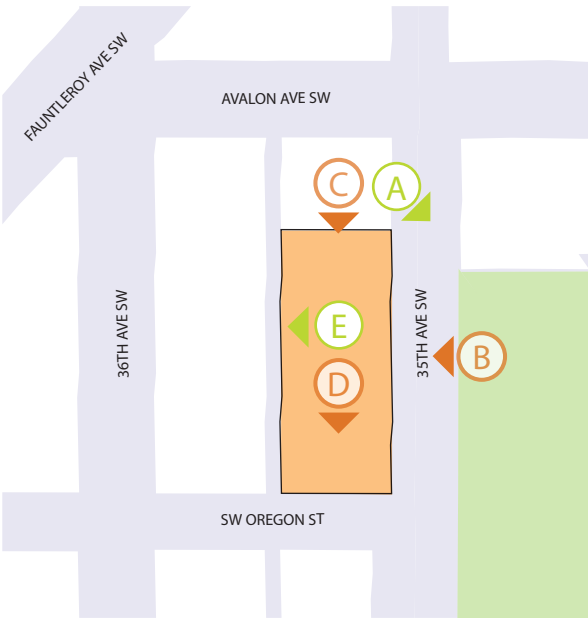
LOOKING SOUTH



SW OREGON ST LOOKING SOUTH



ALLEY LOOKING WEST



KEY PLAN



# LAND USE CONSIDERATIONS



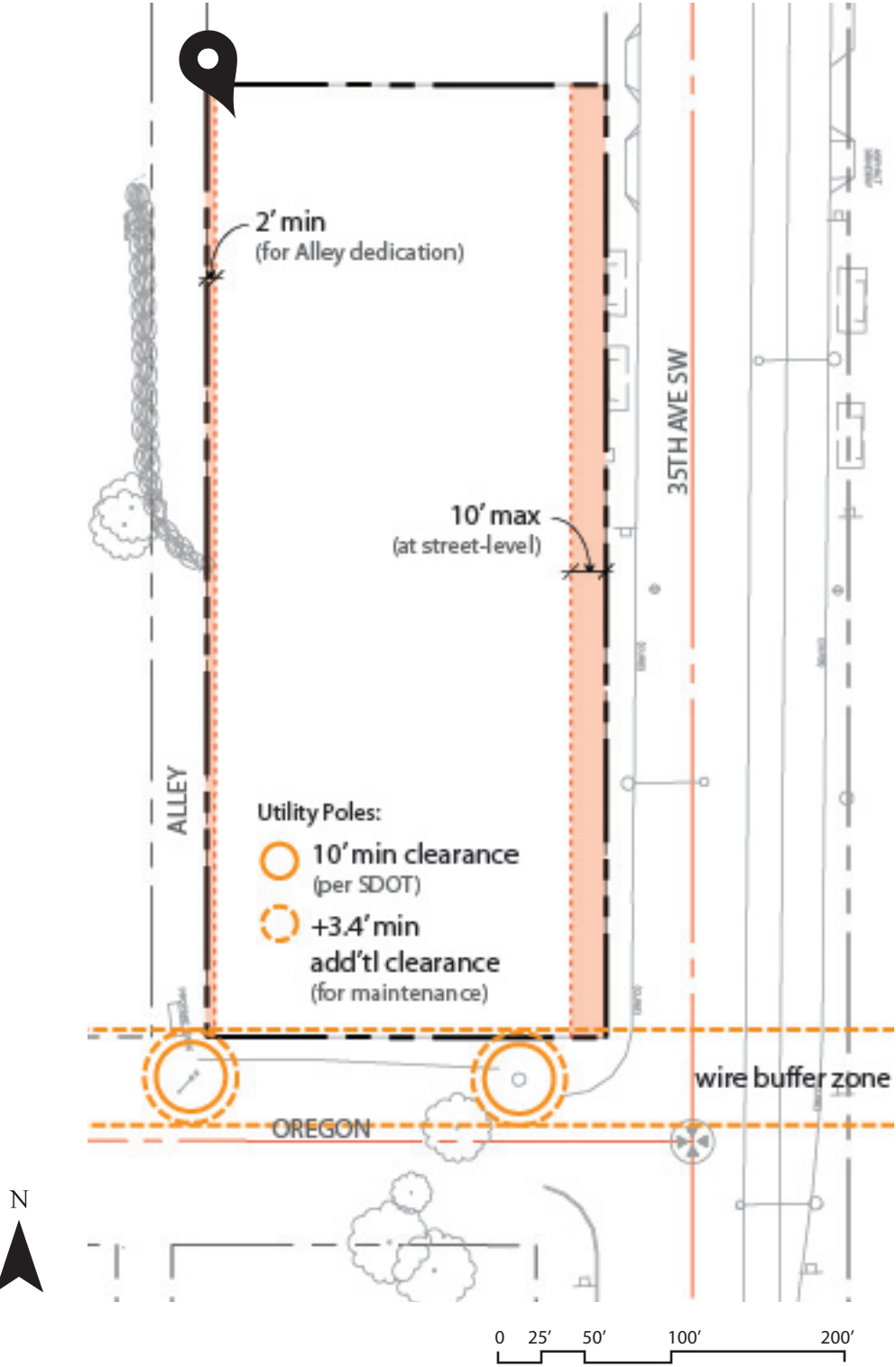
ZONING MAP

## ZONING SUMMARY

Zoning & Design Review	
Base Zone	NC3-65
Adjacent Zones	NC3P-65 and 40; NC3-65; Park; MR; SF5000; LR1-3
Planning Overlay	West Seattle Junction Hub Urban Village
Supplementary Design Guidance	West Seattle Junction Urban Village Design Guidelines
Design Review Board	Southwest Board
Uses:	
<ul style="list-style-type: none"><li>Permitted: Multi-Family Residential, Live-Work, Retail Sales and Service, Eating-Drinking Establishments, Offices (Up To 1 FAR) and Parking (23.47A.004)</li><li>No restrictions on residential use at street-level; not in a pedestrian-designated zone (23.47A.005.C.1)</li><li>Live-work units must have windows with a minimum depth of 30 inches (23.47A.008.B.2.b)</li></ul>	
Building Development	
Lot Size	31,659 SF
Gross Floor Area	150,382 SF
Allowable FAR (Table A, 23.47A.013)	4.75 max for all uses
Structure Height (23.47A.012.A)	65'
Street-Level Requirements	
Street Frontage (on 35th Ave SW)	approx. 272'
Street Frontage (on SW Oregon St)	approx. 107'
Blank Facade (23.47A.008.A.2)	40% max
Street-Level Frontage Setback Limit from Lot Line (23.47A.008.A.3)	10' max
Transparency (23.47A.008.B.2)	60% min
Depth of Non-Residential Use (23.47A.008.B.3)	30' min average, and 15' min from street level/facing facade
Height of Non-Residential Use (23.47A.008.B.3.b)	13' min
Parking	
Required: Cars (Table A and B, 23.54.015)	No min requirement (FTS)
Access (23.47A.032.A.1.a)	35th Ave and, Alley improved to standards of 23.53.030.C
Required: Bikes (Table E, 23.54.015)	
Commercial	1 per 12,000 SF long-term; 1 per 2,000 SF short-term
Residential (Multi-family)	None required within Urban Village Boundary



# LAND USE CONSIDERATIONS



REQUIRED SETBACKS PLAN DIAGRAM

## West Seattle Triangle Urban Design Framework

### Planning Themes

#### Community Spaces & Green Spaces:

"The urban design and land use recommendations and the streetscape concept plan identify a variety of strategies for building a "lattice" of green spaces in the West Seattle Triangle. Strategies include enhancing and making better use of underused right-of-way areas and encouraging of open spaces and pathways with new development." Oregon St. is identified as a hill climb opportunity and a candidate for green street infrastructure.

### Urban Design Recommendations

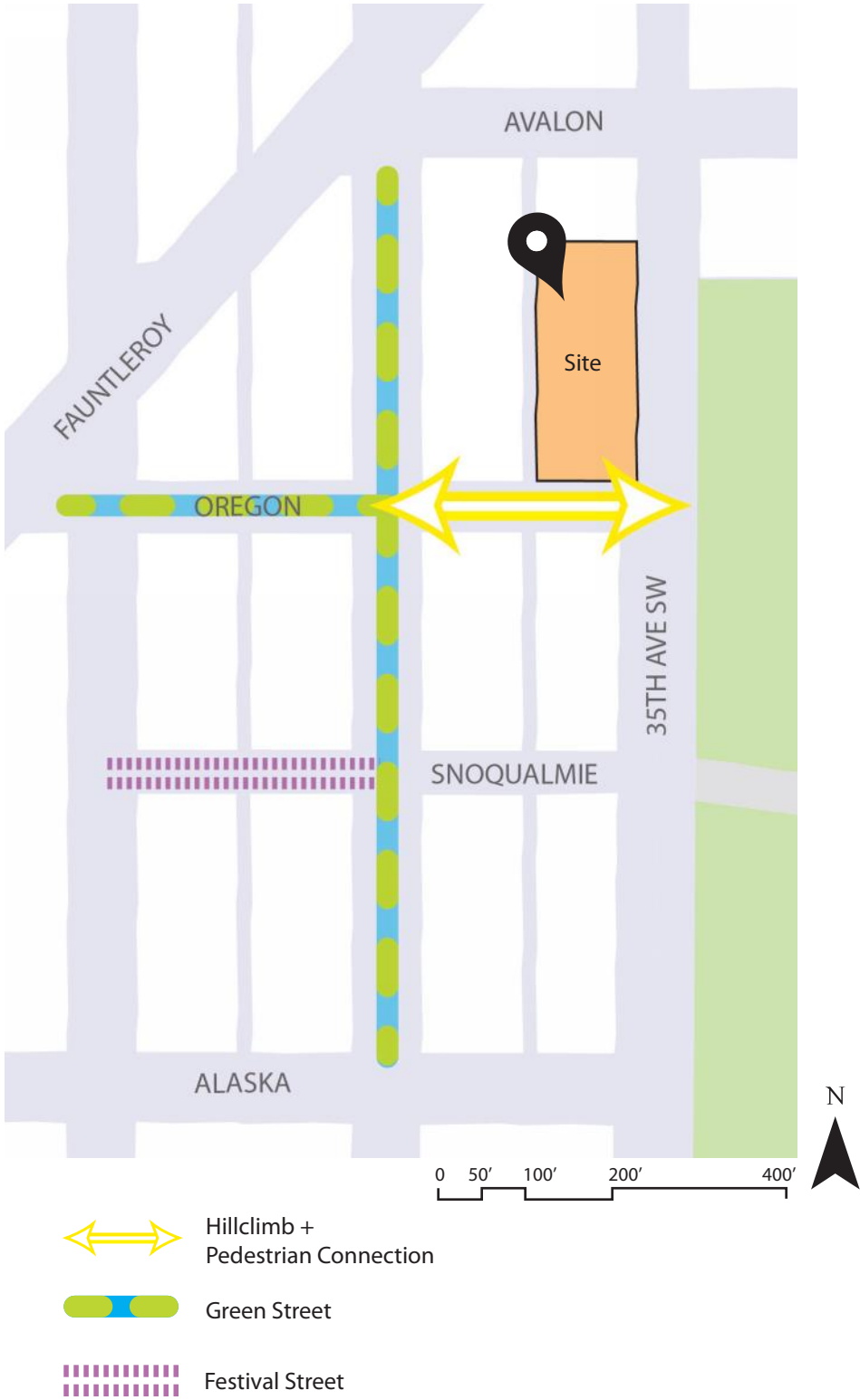
**Overall massing and scale:** "Encourage appropriate infill density on underused lots. Enable transit oriented development in support of Rapid Ride on underused sites. Integrate standards for new development on larger sites to mitigate potential building bulk, provide flexibility in design, and encourage the integration of open spaces at ground level."

**Public Amenities:** "Reclaim underused street right of way to develop open space and areas for public gathering. Create a pedestrian hill climb on SW Oregon St. between 35th and 36th Ave SW."

"Add mid-block crossing and through corridors in conjunction with infill development on long blocks. Consider reconfiguration of alleys on large infill blocks to create sites more in keeping with city block sizes in the range of 250 feet in length. Explore shared, multi-use midblock crossings that can accommodate pedestrians, vehicles, and public amenities."

**Encourage engaging residential frontage on designated green streets:** "Include ground-related private residential entries, including townhouse or row house entries along green streets. Residential entries should be designed to provide separation between front doors and street environment, which may include a slightly raised first floor or small stoops or porches."

**Orient new construction projects towards a pedestrian friendly street front:** "Locate windows and doors near sidewalk to encourage activity at the sidewalk level and to encourage public safety through "eyes on the street". Prohibit long blank walls that lack visual interest and create isolated area that can feel unsafe for pedestrians. Where feasible, locate parking behind structures, and encourage access to parking from alleys."



UDF RECOMMENDATIONS PLAN DIAGRAM



# DESIGN GUIDELINES



### Guideline A-1: Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.



### Guideline A-2: Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.



### Guideline A-4: Human Activity

New development should be sited and designed to encourage human activity on the street.



### Guideline A-6: Transition Between Residence and Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

### RESPONSE

The project site is located on the west side of 35th Ave SW, north of SW Oregon St, east of an unimproved alley, and south of a commercial fast food restaurant. 35th Ave SW is an arterial and a public transit route. Both SW Oregon St and the unimproved alley are located in an ECA and not through right-of-ways. The site is relatively flat except for the SW corner which slopes rapidly up SW Oregon St and the unimproved ally to 36th Ave SW.

The proposed building is designed to provide a wide sidewalk along 35th Ave SW with storefront retail or live work units at the ground level. Due to the steep slopes on SW Oregon St and the unimproved alley, the design proposes to keep through vehicular access closed, and to provide a hill climb connection for pedestrian access. The residential parking entrance is located at the NW corner of the property (accessed from the alley) with a vehicular turnaround for utility trucks. The southern portion of the alley beyond the turnaround is proposed as individual townhouse entrances and a pedestrian connection to SW Oregon St. In order to limit alley traffic, convenience retail parking will be located in a garage that is accessed from 35th Ave SW, at the south end of the property.

### RESPONSE

The proposed building facing 35th Ave SW is broken down into smaller masses in response to façade length and to allow for visual variation at the sidewalk when seen from across the street. The residential massing above the ground level is setback to reduce the building bulk and provide for façade variation. The plaza located at the ground level connects the sidewalk to the residential lobby and a walkway links to the townhouses with individual entrances facing the alley. The proposed residential entrance at the south façade is strategically placed to match the hill climb stairs on SW Oregon St.

### RESPONSE

The plaza at the ground level is an amenity for the residents, transit riders, retail patrons, as well as pedestrians. The proposed hillclimb stairs will provide a pedestrian connection for residents in the surrounding community. The proposed townhouses facing the alley will have human scale elements to give pedestrian character and transparency to provide visual surveillance. The storefront retail and / or live-work units along 35th Ave SW will also have an appropriate pedestrian scale. During business hours, the path connecting 35th Ave SW to SW Oregon St and the alley is both a practical and inviting gesture, welcoming the community and neighbors.

### RESPONSE

Townhouse entrances with individual, unit landscaped terraces are proposed along the alley. The building above the sidewalk is setback from the property line to provide landscape terraces and transitional spaces. Each vertical connection within the building corresponds to a visible design element at the exterior and provides strong identity to the building for the residents.



# DESIGN GUIDELINES



Guideline A-7: Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

RESPONSE

The public plaza at the ground level on 35th Ave SW is an open space amenity for the residents and the neighborhood. Terraces at the second and roof levels provide recreational spaces and views of downtown and the West Seattle neighborhood. Closing the vehicular access on SW Oregon St and the unimproved alley will provide open space that benefits the public in both right-of-ways. The proposed public hill climb is a practical feature for residents and the community that improves the network of pedestrian walks surrounding the site.



Guideline C-3: Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

RESPONSE

Along 35th Ave SW storefront retail and live/work units are set back from the sidewalk. The design proposes to have artwork and architectural elements for visual identity at the retail parking entrance, the residential lobby entrance, the north façade, and the pedestrian hill climb stair on SW Oregon St. The townhouses along the alley are to have individual landscape terraces at each individual entry. Each townhouse will have bay windows that reduce the vertical scale. Along 35th Ave SW upper levels are setback to reduce massing and allow for residential balconies and terraces.



Guideline D-1: Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open spaces should be considered.

RESPONSE

The project concept is to bring the public in and around the building while creating a safe, welcoming, engaging pedestrian environment. The public plaza along 35th Ave SW creates a midblock crossing to the alley and pulls the residential entry from a busy arterial road to a sheltered, lushly planted, well paved and lit space. The east portion of the plaza is open to the sky, allowing for natural light into the space. The eastern portion of the plaza is covered by the building and has a height of 13'-6". Plantings, concrete pavers, seat walls and moveable furniture are planned in the space. The wide pavement area allows to connect to the planned pedestrian path / hillclimb in the alley. The plaza is planned in conjunction with the Rapid Ride stop, and the design expects interaction between commuters, neighbors and residents in the plaza.



Guideline E-2: Landscaping to Enhance the Building and/or Site

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

RESPONSE

We are proposing to create great streetscapes, pedestrian paths and hillclimb connections, and a public plaza at midblock. These street level improvements will greatly benefit the public. We will incorporate concrete pavers and pervious pavement in the design, and we intend on having stormwater features and filtration when feasible. We propose to soften blank walls with green screens planted with appropriate vines. We will integrate lighting in the design to make the walkable connections safe and secure, and to emphasize entries and features. We want to accentuate the landscape with drought-tolerant, native plant materials that have color contrast, have interesting texture and bring human scale to the spaces. The second level will incorporate private terraces and the roof level will have a large amenity space for gardening, outdoor recreation and to enjoy views.







# MASSING OPTIONS: TRINSIC



# MASSING: Approved 2009 EDG

## BOARD COMMENTS FROM PREVIOUS EDG

The public stair would be a vital element in integrating the neighborhood, while it need not be grand, it should be offered as a safe and attractive neighborhood amenity and should be integrated into the SW Oregon Street facade of the proposed structure.

Taking access into the parking garage from SW Oregon Street was a good solution, but the potential conflicts between pedestrian and driveway uses would have to be carefully addressed.

The strong two-story base as shown in scheme seven had much to offer compositionally as well as functionally, since it opened up the possibility of more varied commercial uses at that second level.

The compositional attractiveness of the strong two-story base called for utilization of strong materials to support that massing.

The real challenge of the residential-over-commercial-base typology of the mixed-use structure is the architectural integration of the upper and lower massing, and the successful integration was especially important in this instance.

This is a corner lot, and even though SW Oregon Street would not be activated as a fully functional street, the opportunity for enlivening the corner condition vis-a-vis pedestrians should not be minimized or overlooked.

Discussion of the strength of the base does not mean that the street-level facade along 35th Avenue SW would not benefit from the creation of smaller spaces at sidewalk level that could be created from discrete erosions of the base.

The articulation of the north facade offered a challenge, it offered some of the best views, development of the commercial property to the north could mean a 65-foot wall at the property line, actual development of the site to the north could be years off and the north facade of the proposed structure could be a highly visible element of the development being proposed on the subject site for years to come.

While the Board generally felt that scheme seven had the most to offer in setting a general direction for the project to pursue, there were gestures within the other schemes, for instance scheme two, three, five (with courtyard reversed), and six, that held elements that might be explored as design development progressed.

## PUBLIC COMMENTS FROM PREVIOUS EDG

A strongly favorable response to the notion of providing a pedestrian connection from the upper portion of SW Oregon Street to 35th Avenue SW.

A preference for the seventh scheme which showed the extension of the base to encapsulate the second floor of the structure.

A strong desire to have multiple openings into the retail spaces along 35th Avenue SW.

Support for the idea of a strong base to the 35th Avenue SW facade, the strength being conveyed and re-enforced by the selection of strong materials at the base (e.g. stone, masonry, brick).

A preference for condo ownership of the residential units.



# MASSING: Approved 2009 EDG



STREET PERSPECTIVE - 35TH AVE SW



# MASSING: Approved 2009 EDG

## ADVANTAGES

- Partial alley improvement with vehicular turnaround
- Scheme is approved (2009 EDG)
- FAR maximized

## DRAWBACKS

- Only one pedestrian entry at grade
- No ground-related units
- No hillclimb provided up SW Oregon St
- No pedestrian connection from 35th Ave SW to alley



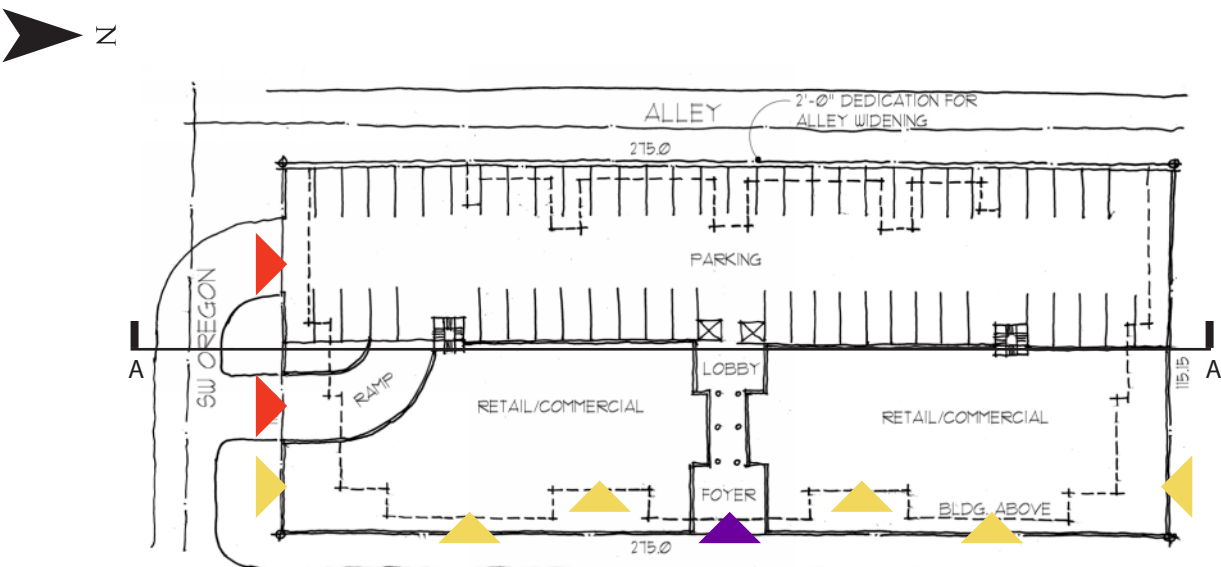
FROM SW CORNER - SW OREGON ST



FROM NW CORNER - ALLEY

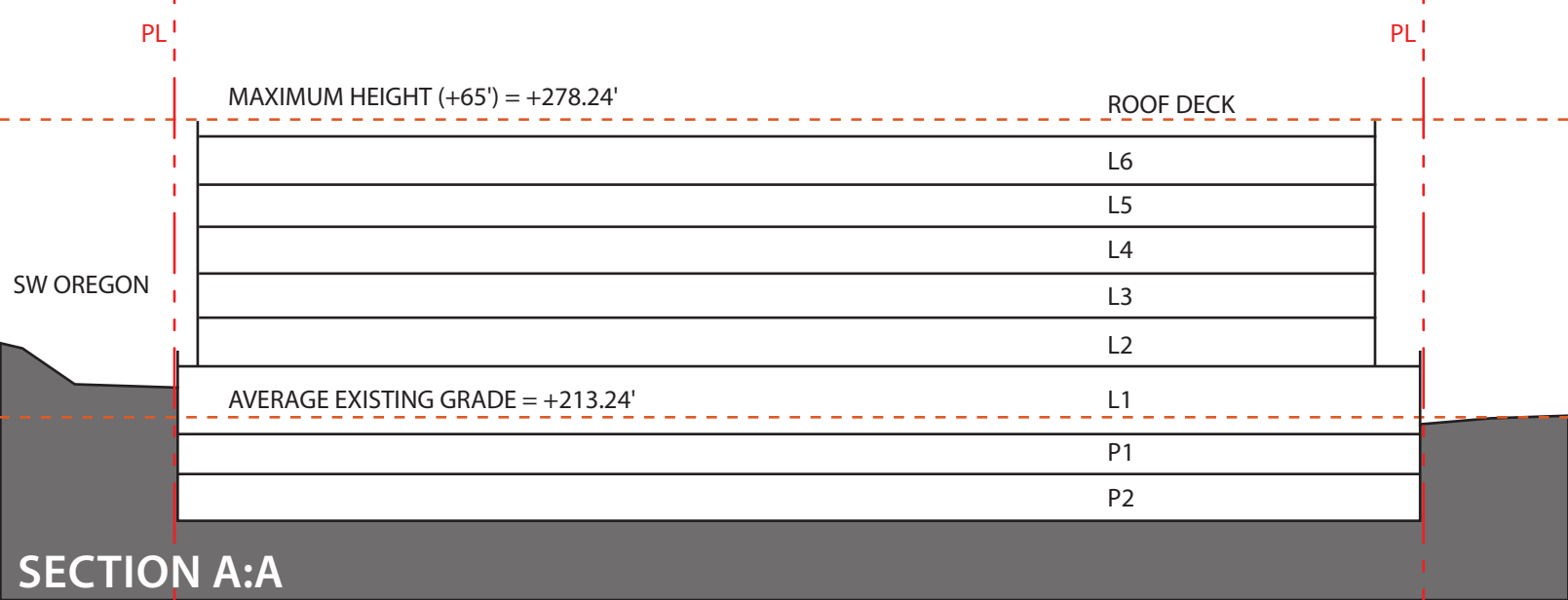


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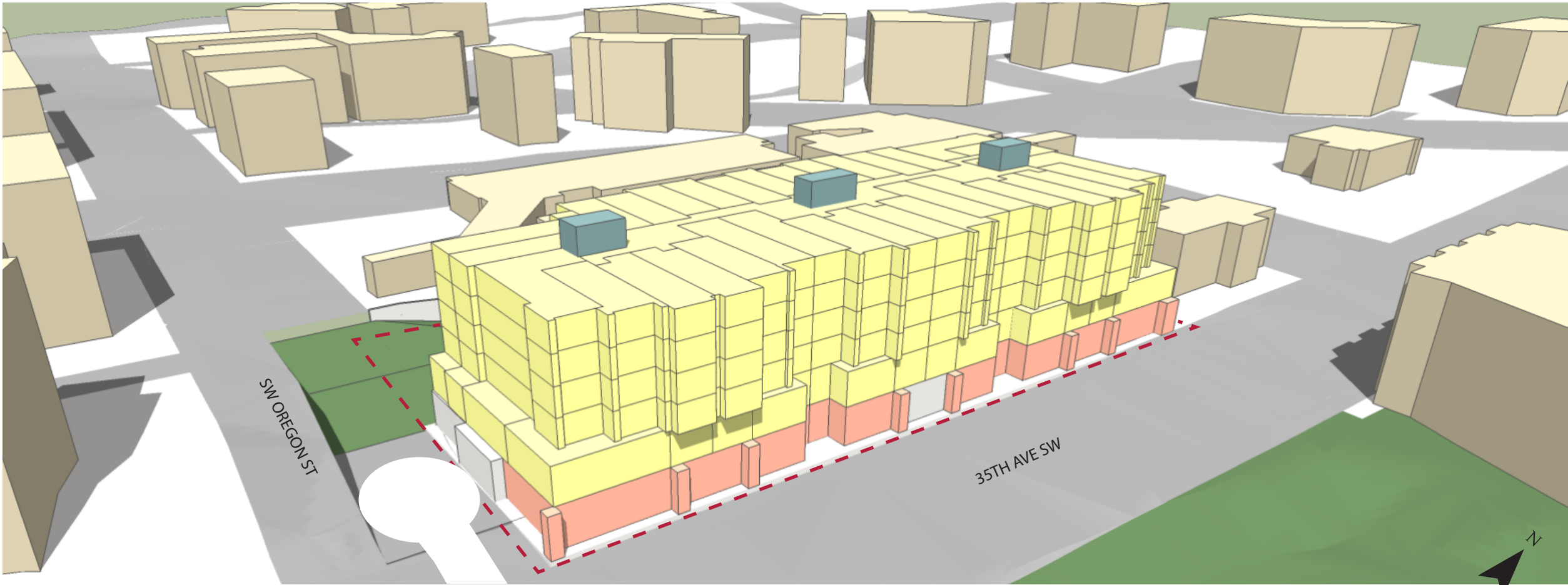


PLAN

- Yellow triangle: Pedestrian Entry
- Red triangle: Vehicular Entry
- Purple triangle: Main Entry



- Yellow square: Residential Use
- Orange square: Commercial Use
- Teal square: Vertical Circulation



FROM SE CORNER - 35TH AVE SW



# MASSING: Preferred Option (Code Compliant)

## ADVANTAGES

- Partial alley improvement with vehicular turnaround
- Hillclimb provided up SW Oregon St and alley
- Multiple ground related units at 35th Ave SW, breezeway, and alley
- Expanded open space at ground plane (entry courtyard + breezeway)
- Townhouse units at alley grade, with setback for entry stoops

## DRAWBACKS

- No future vehicular access
- Sub-grade living spaces at alley



FROM SW CORNER - SW OREGON ST



FROM NW CORNER - ALLEY

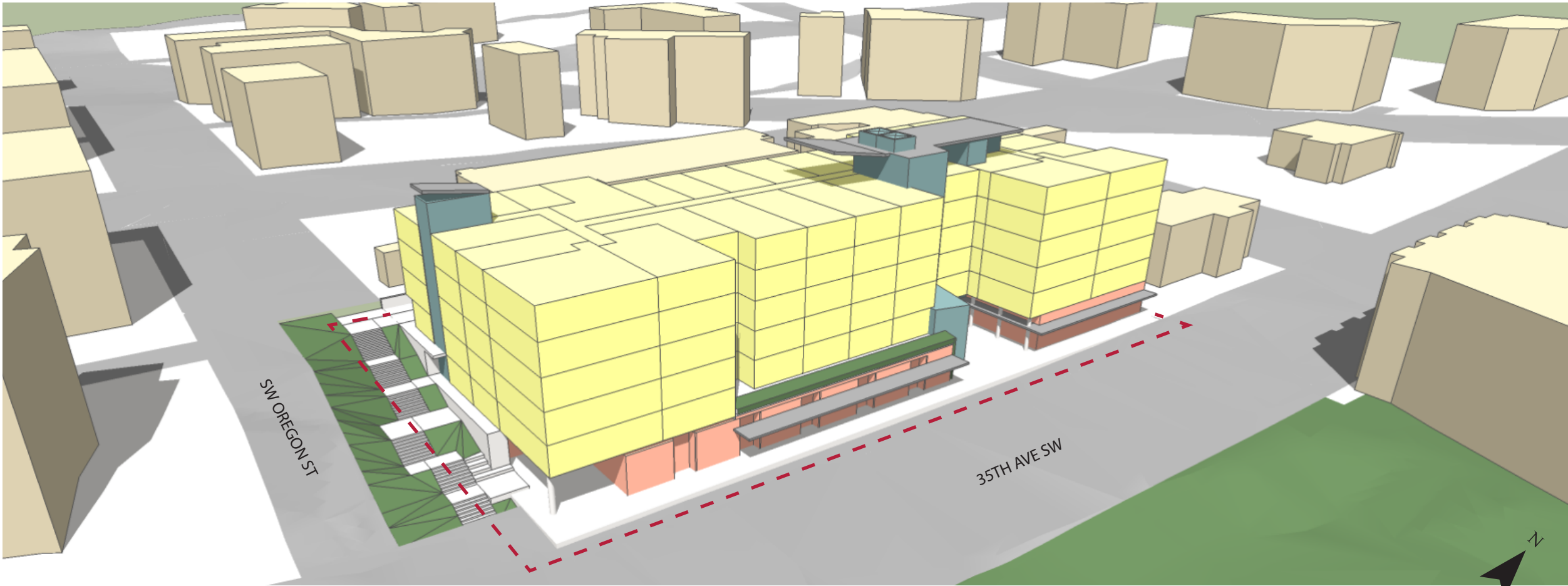
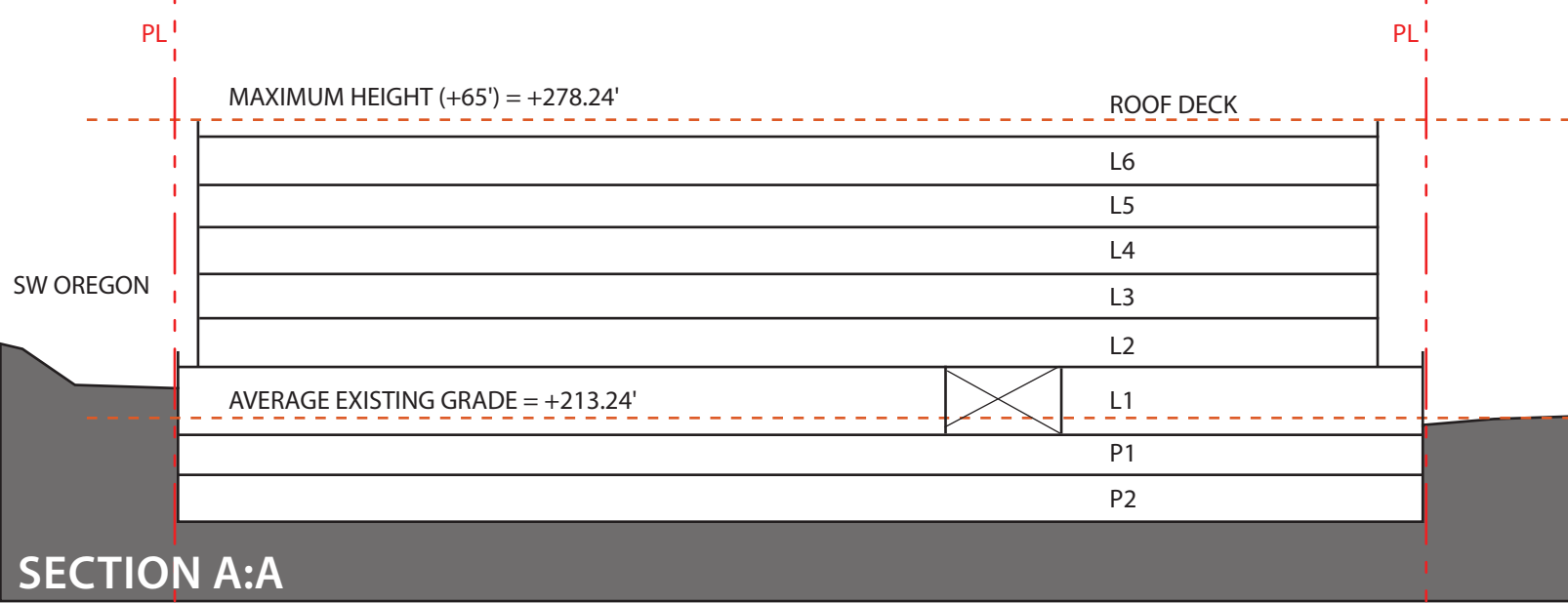


# MASSING: Preferred Option (Code Compliant)



- Yellow triangle: Pedestrian Entry
- Red triangle: Vehicular Entry
- Purple triangle: Main Entry

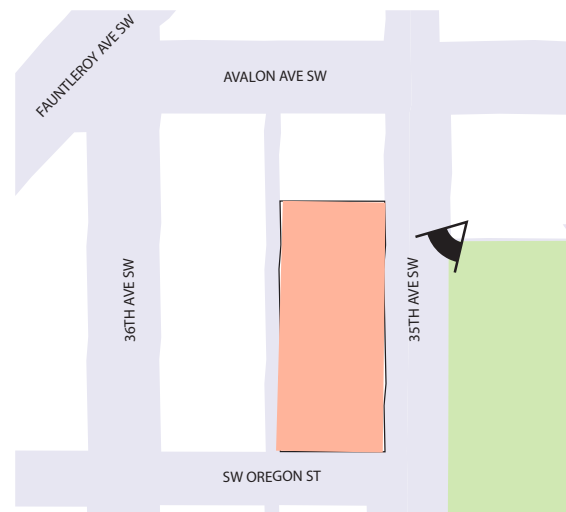
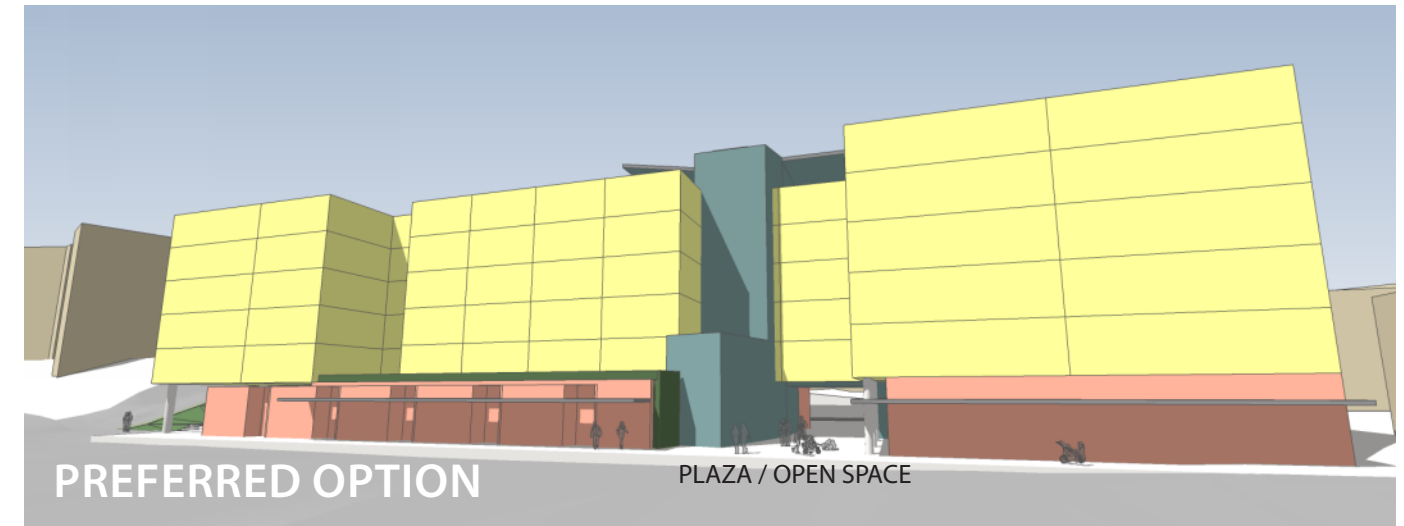
- Yellow square: Residential Use
- Orange square: Commercial Use
- Teal square: Vertical Circulation



FROM SE CORNER - 35TH AVE SW



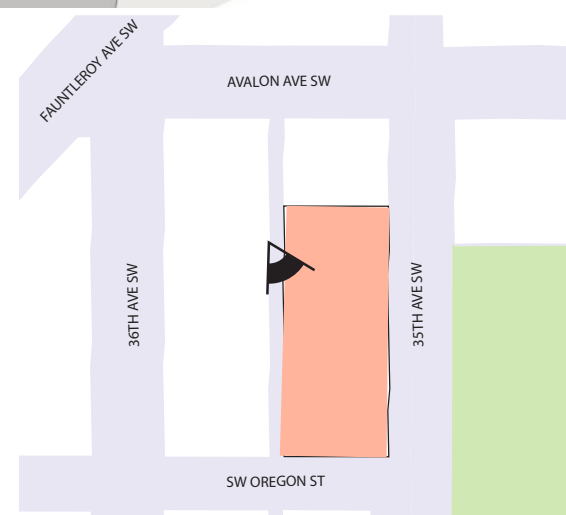
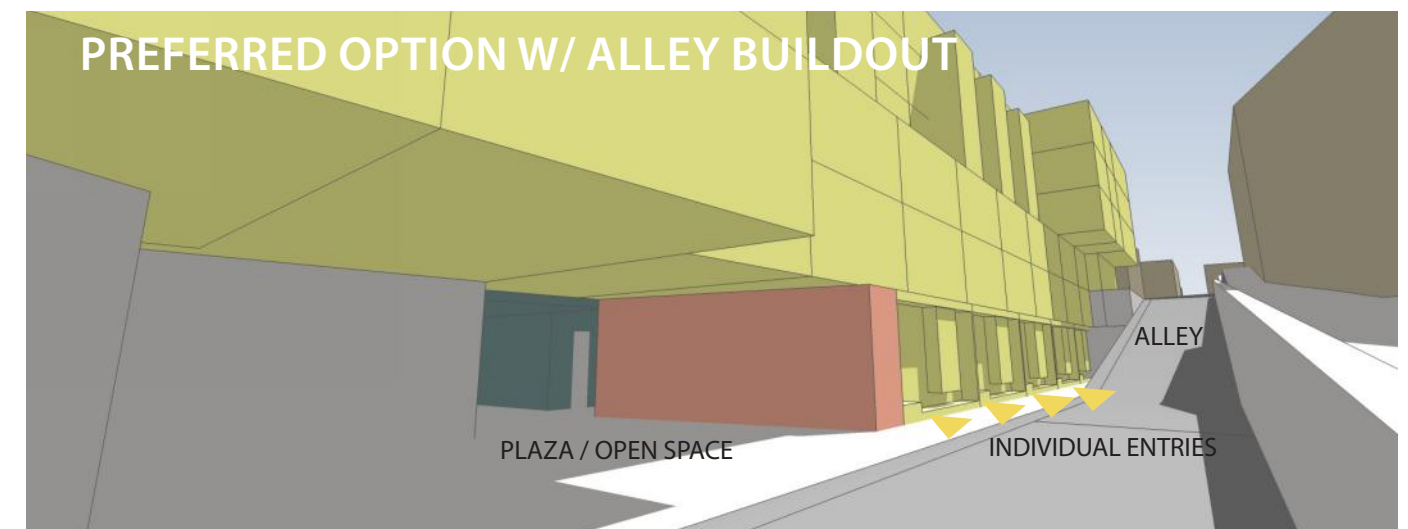
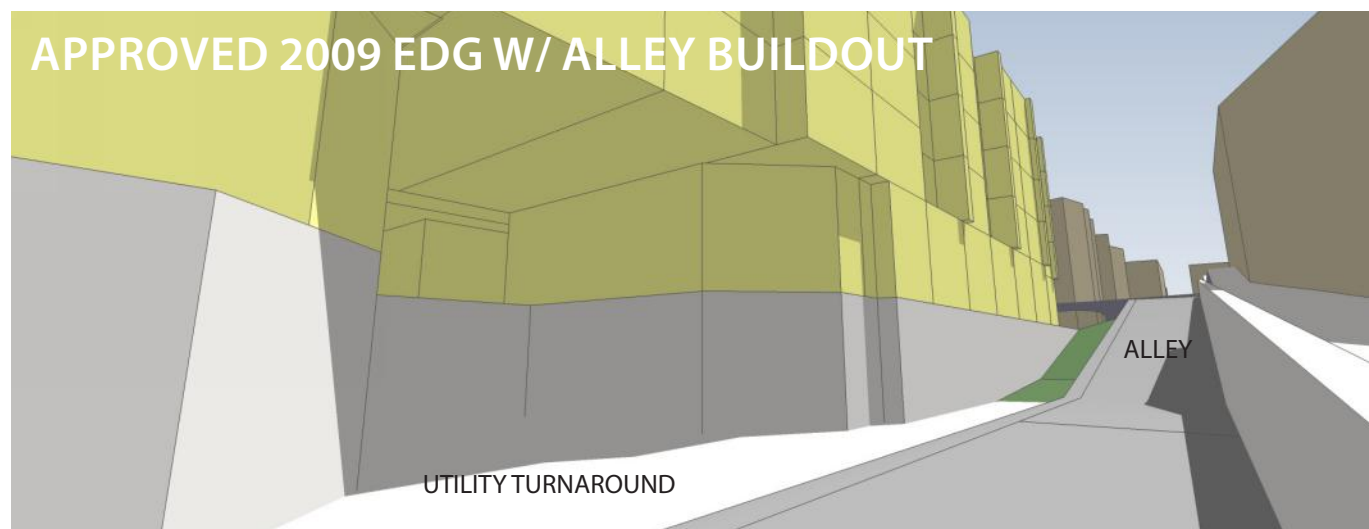
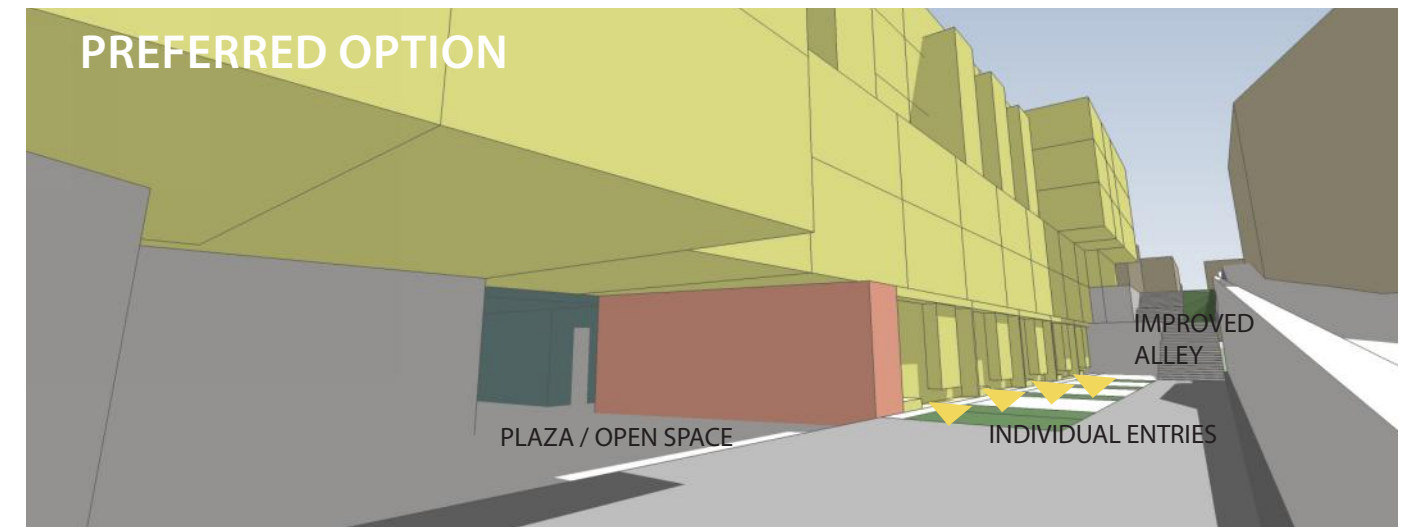
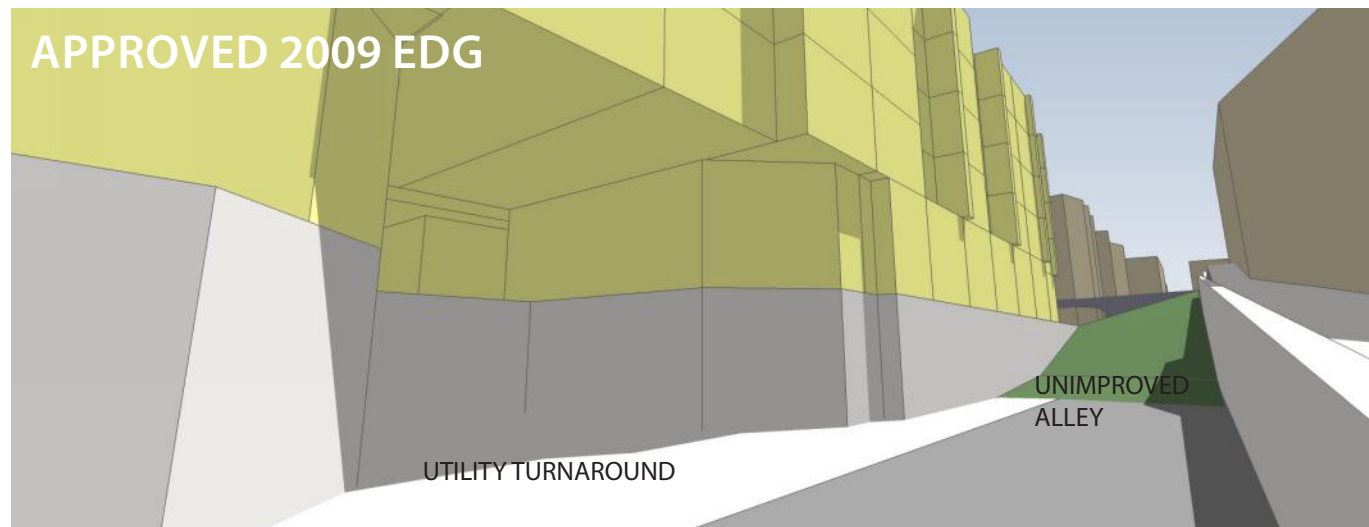
# VIGNETTES: Options Comparison at 35th Ave SW



PERSPECTIVE - 35TH AVE SW - LOOKING SOUTHWEST



# VIGNETTES: Options Comparison at Alley



PERSPECTIVE - ALLEY - LOOKING SOUTHEAST







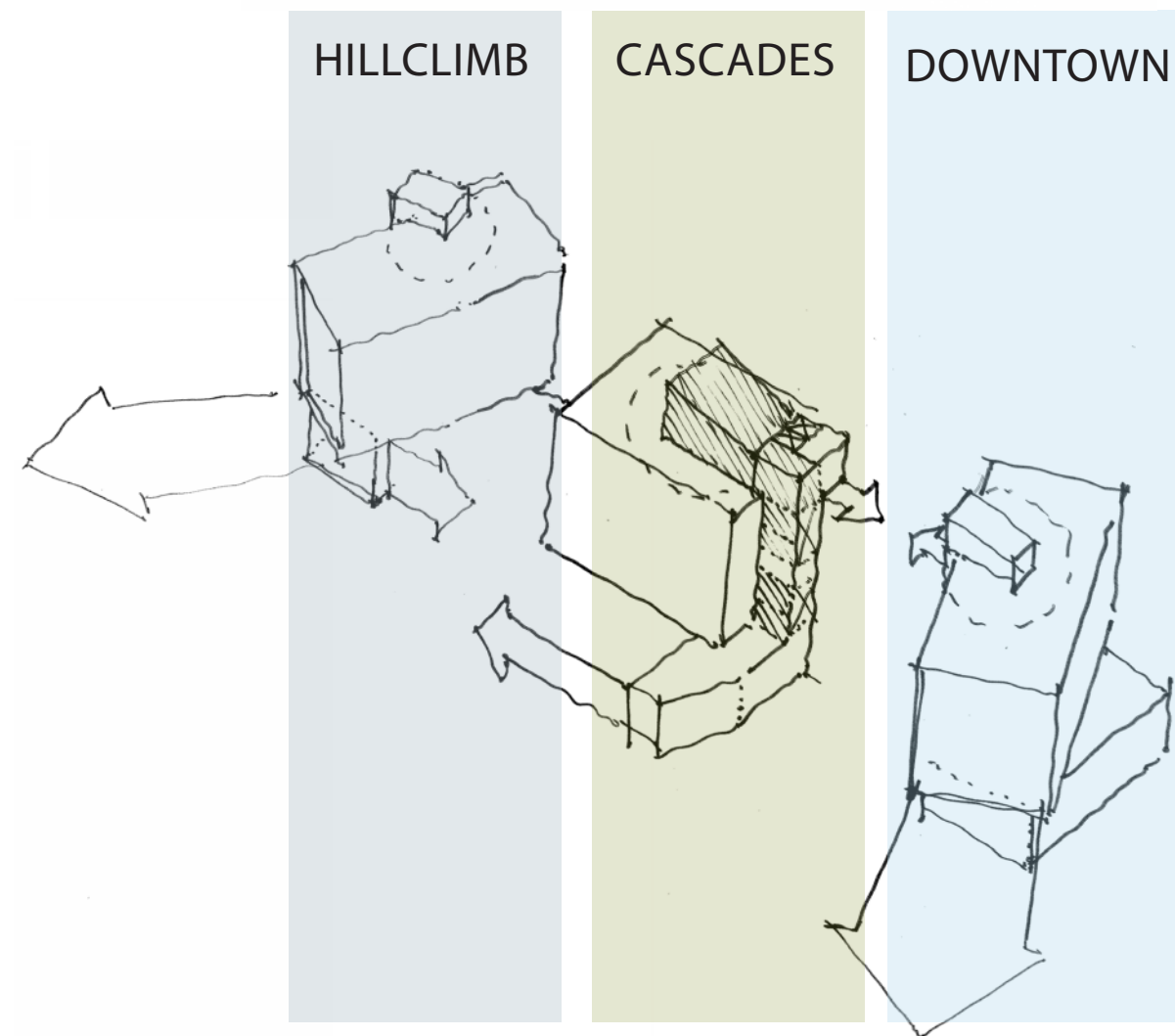
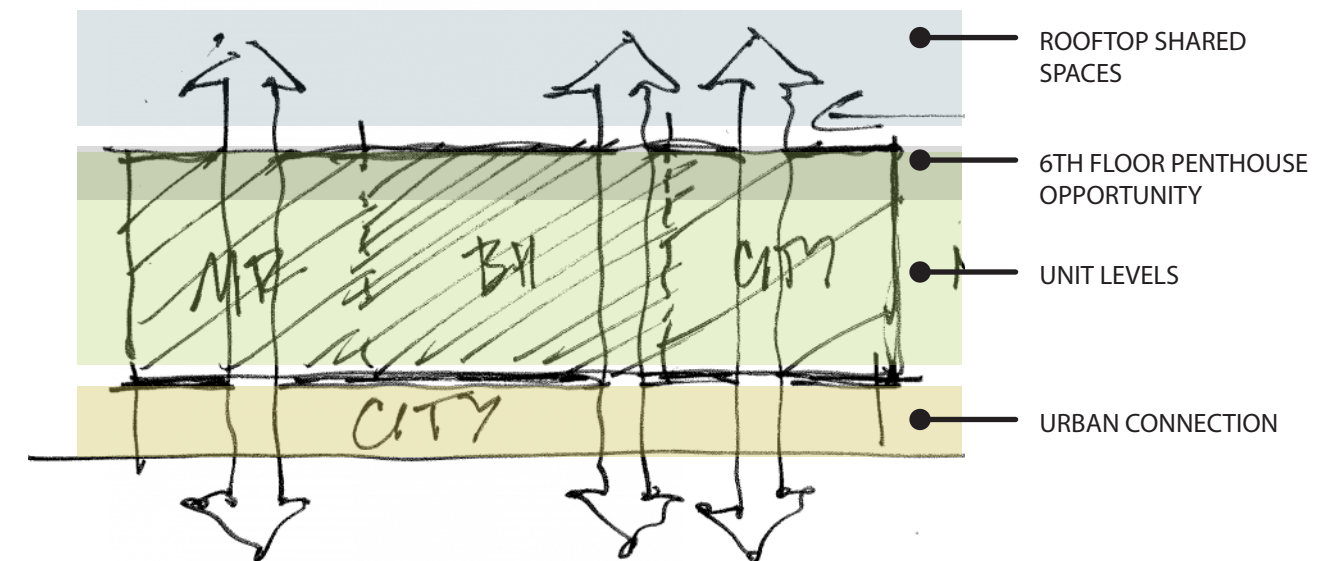
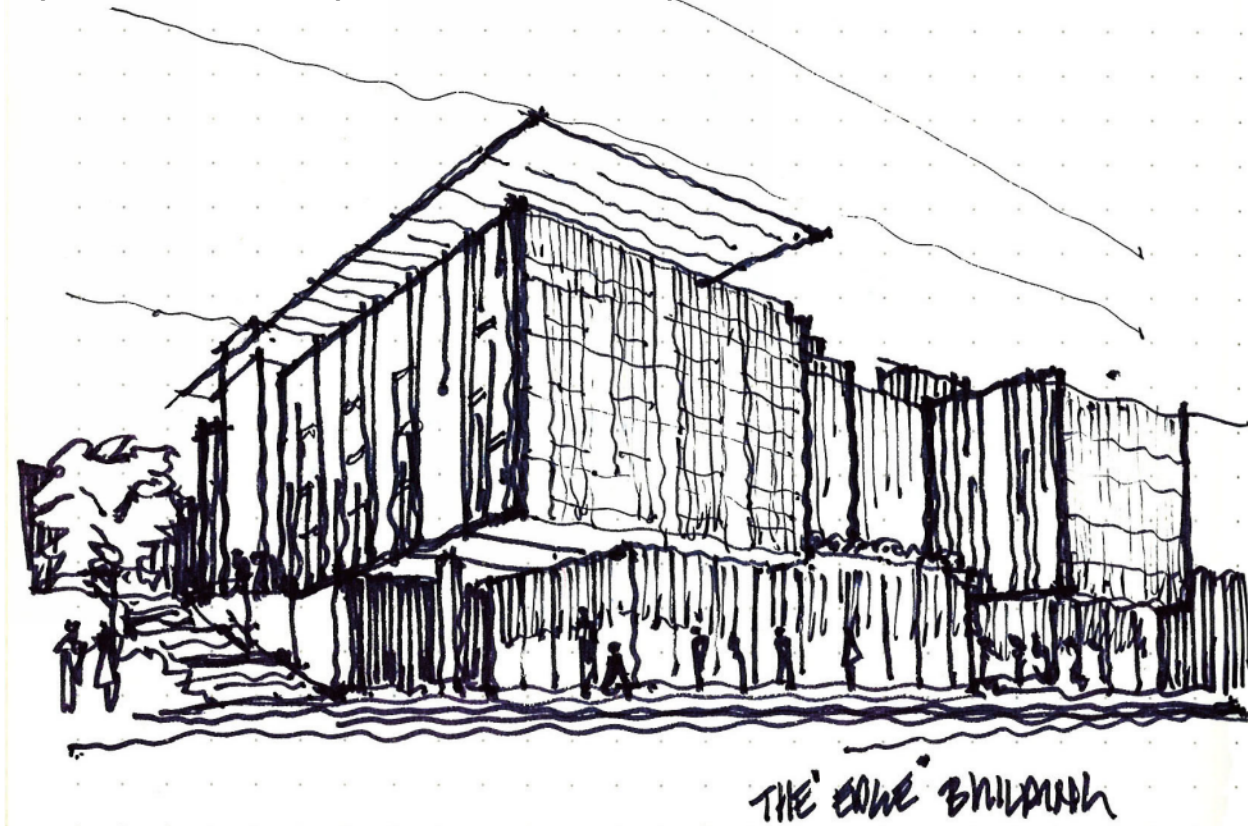
# PUBLIC REALM: TRINSIC



# CONCEPT

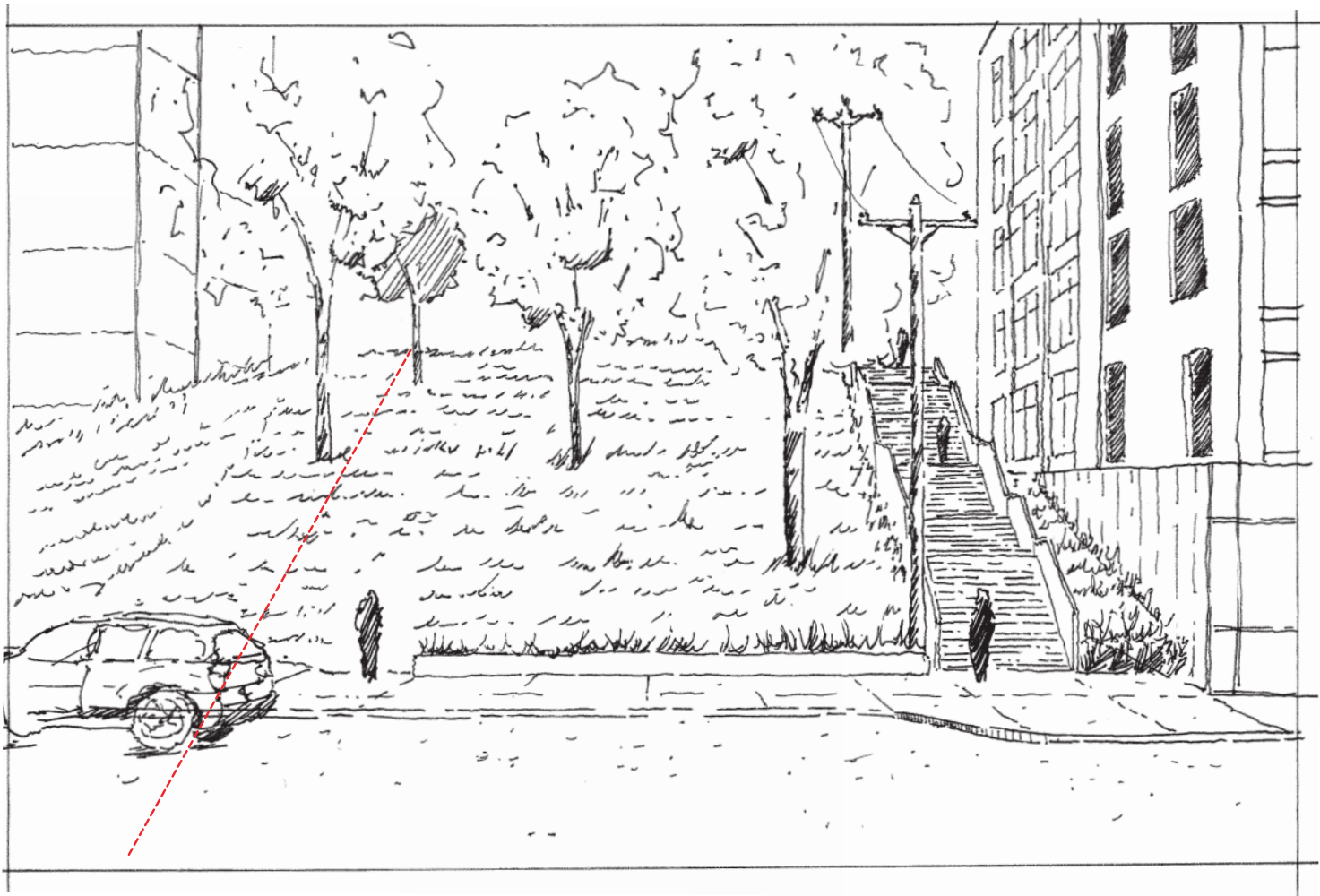
## "A PLACE AT THE EDGE"

- **Gateway** to West Seattle and the Triangle neighborhood.
- **Beacon** within the neighborhood, as viewed from points near and far.
- **Comfortable**, secure, and family friendly environment that residents can call home.
- **Convenient** connections to transit and enhanced pedestrian routes.
- **Human Scale** - Building massing is sculpted into three distinct components, like small neighborhoods, each with a circulation core at their center and a unique outward orientation and roofscape.
- **Active** ground level with individual residential entries, vibrant landscapes, wide sidewalks with retail opportunities along 35th Avenue SW, and open space near the Rapid Ride transit stop.

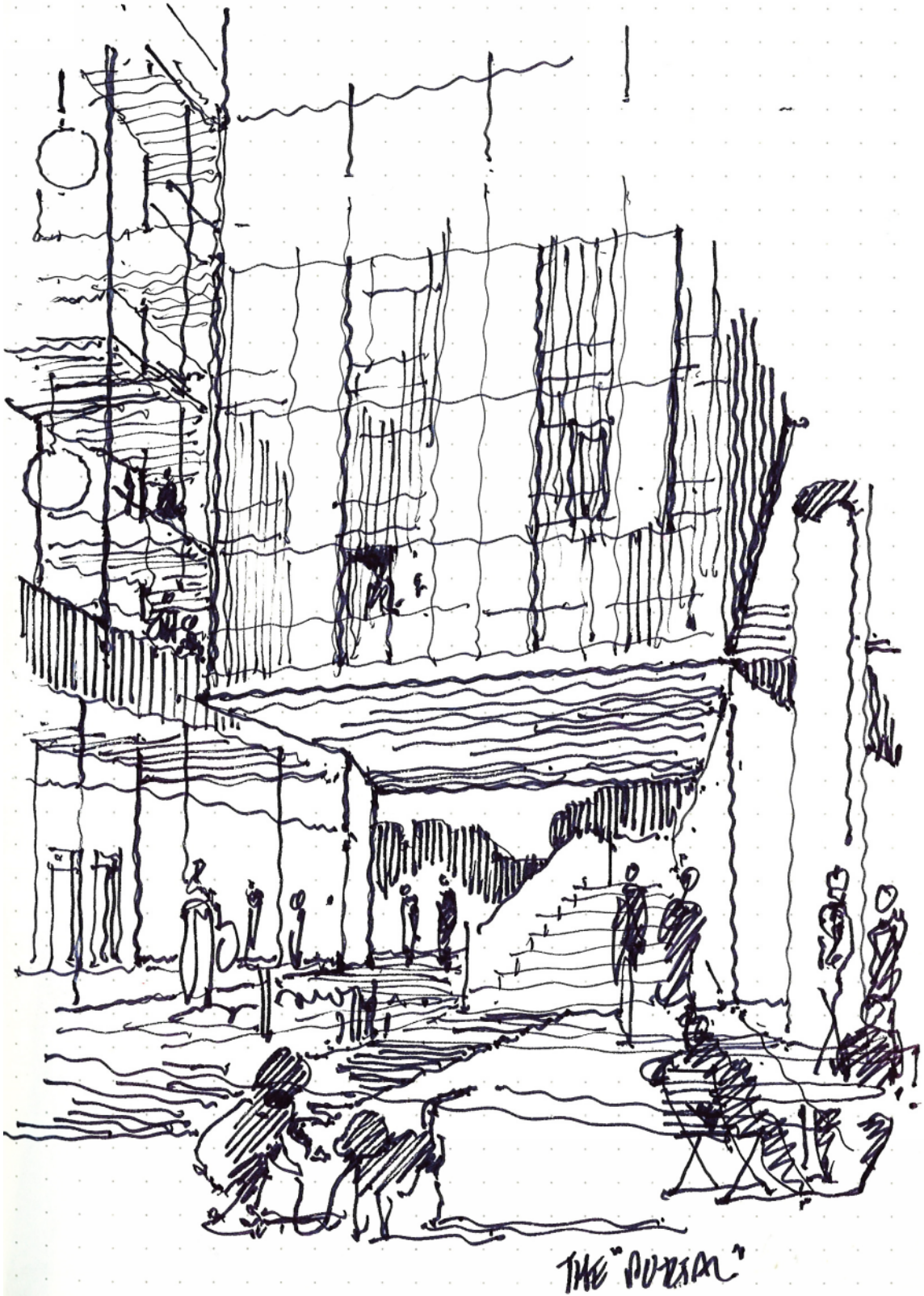




# CONCEPT



HILLCLIMB UP SW OREGON ST



ENTRY COURTYARD



# ARCHITECTURAL CHARACTER



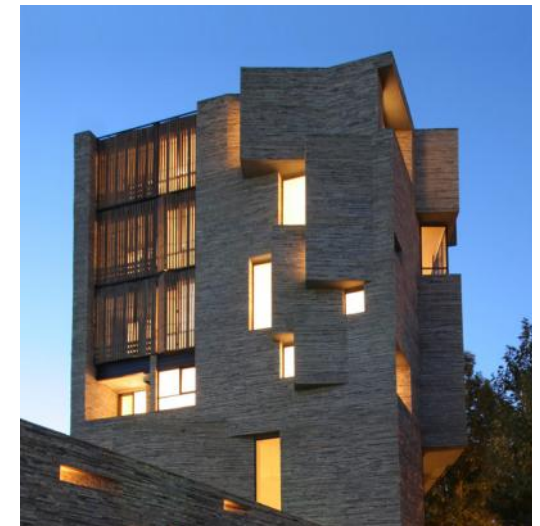
FACADE MODULATION



COLOR VARIATION W/IN THE WHOLE



BAY WINDOWS TO PROVIDE VARIETY



EMPHASIS ON VIEWS



MATERIAL TEXTURE AND PATTERNS



ENTRY ELEMENT & CENTRAL CORE



APPLIED ARCHITECTURAL ELEMENTS AT FOCAL POINTS OF BUILDING



INDIVIDUAL UNIT ENTRIES



# ARCHITECTURAL CHARACTER



CONCRETE & STOREFRONT AT LEVEL 1



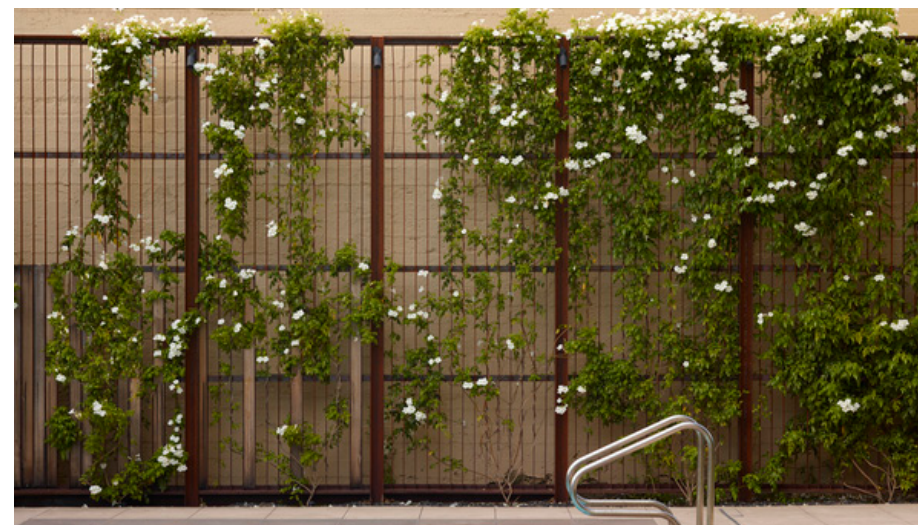
MULTI-COLOR PANELING  
FLOOR-TO-CEILING WINDOWS



BRIGHT COLOR ACCENTS BELOW  
BAYS



PEDESTRIAN PATH CHARACTER



VEGETATED SCREENS



WARM STOREFRONT RETAIL



# LANDSCAPE CHARACTER



ENTRY COURT



STREETSCAPE



HILL CLIMB



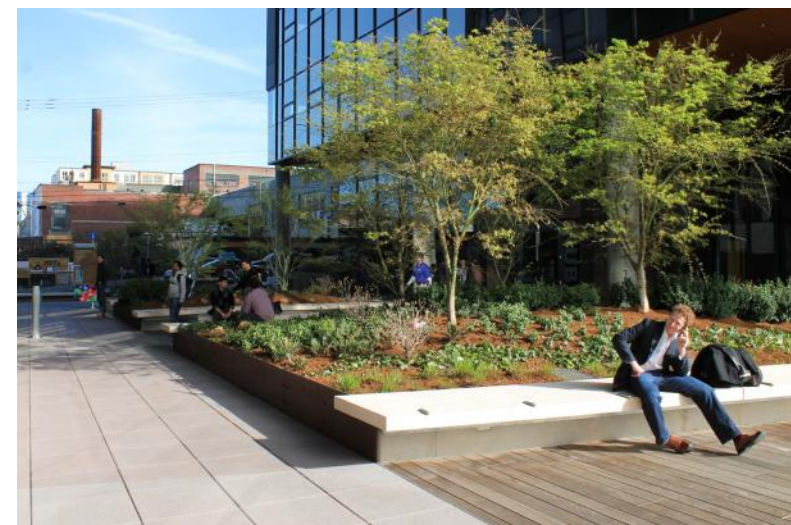
ENTRY CORE



STORM WATER FEATURE



INDOOR OUTDOOR  
CONNECTION



INTEGRATED SEATING



RESIDENTIAL COURTYARD



# LANDSCAPE CHARACTER



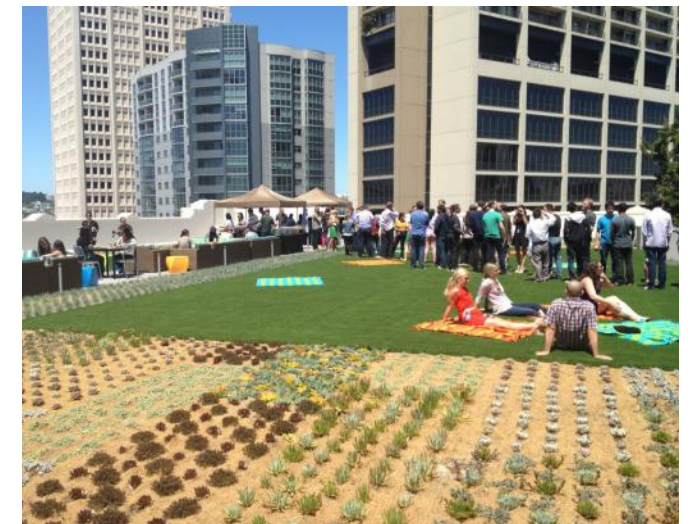
HANGING VINES  
ON CABLES



WIRE CABLES



RAISED PLANTERS



ROOF AMENITY SPACE



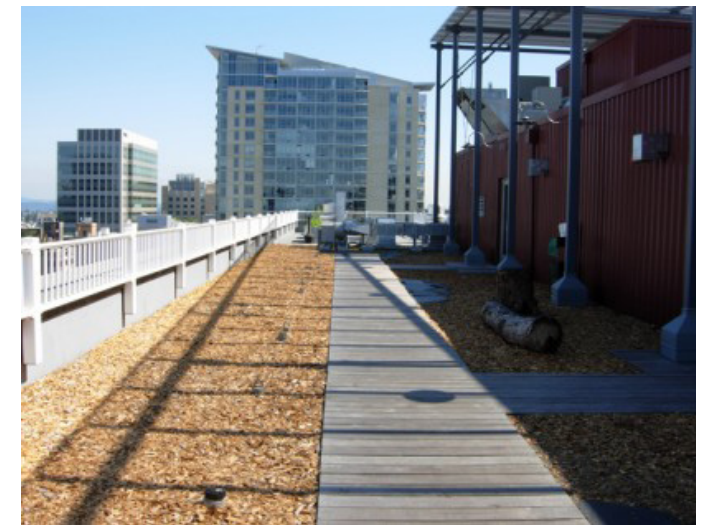
ROOF DECK  
GARDEN BOXES



ROOF DECK  
KITCHEN & GATHERING



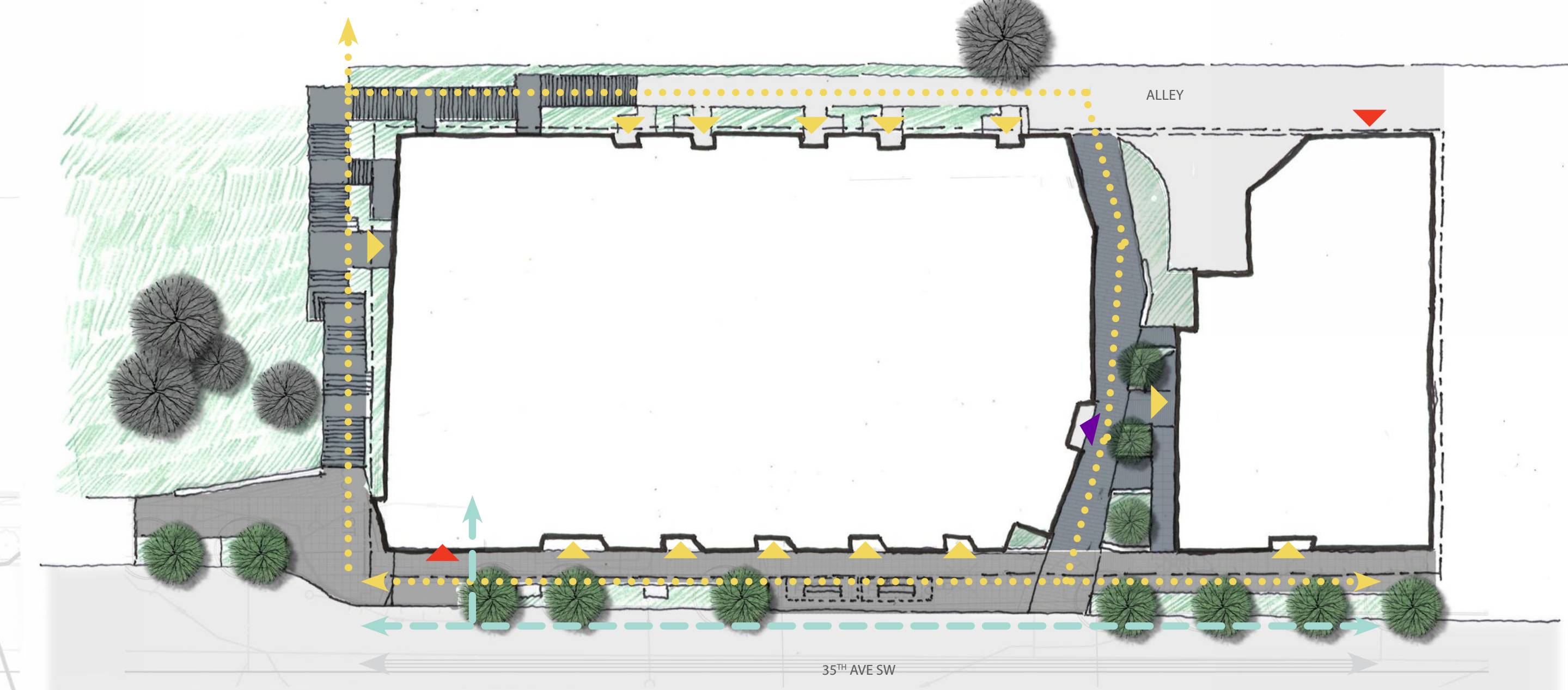
ROOF DECK  
BOCCE BALL



ROOF DECK  
DOG RUN



# ILLUSTRATIVE PLAN + CIRCULATION



- PEDESTRIAN PATH
- BIKE COMMUTER PATH
- VEHICULAR ENTRY
- PEDESTRIAN ENTRY
- MAIN BUILDING ENTRY

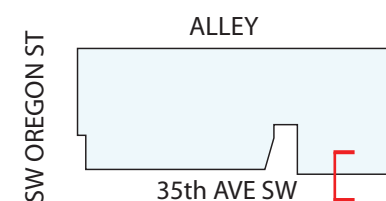
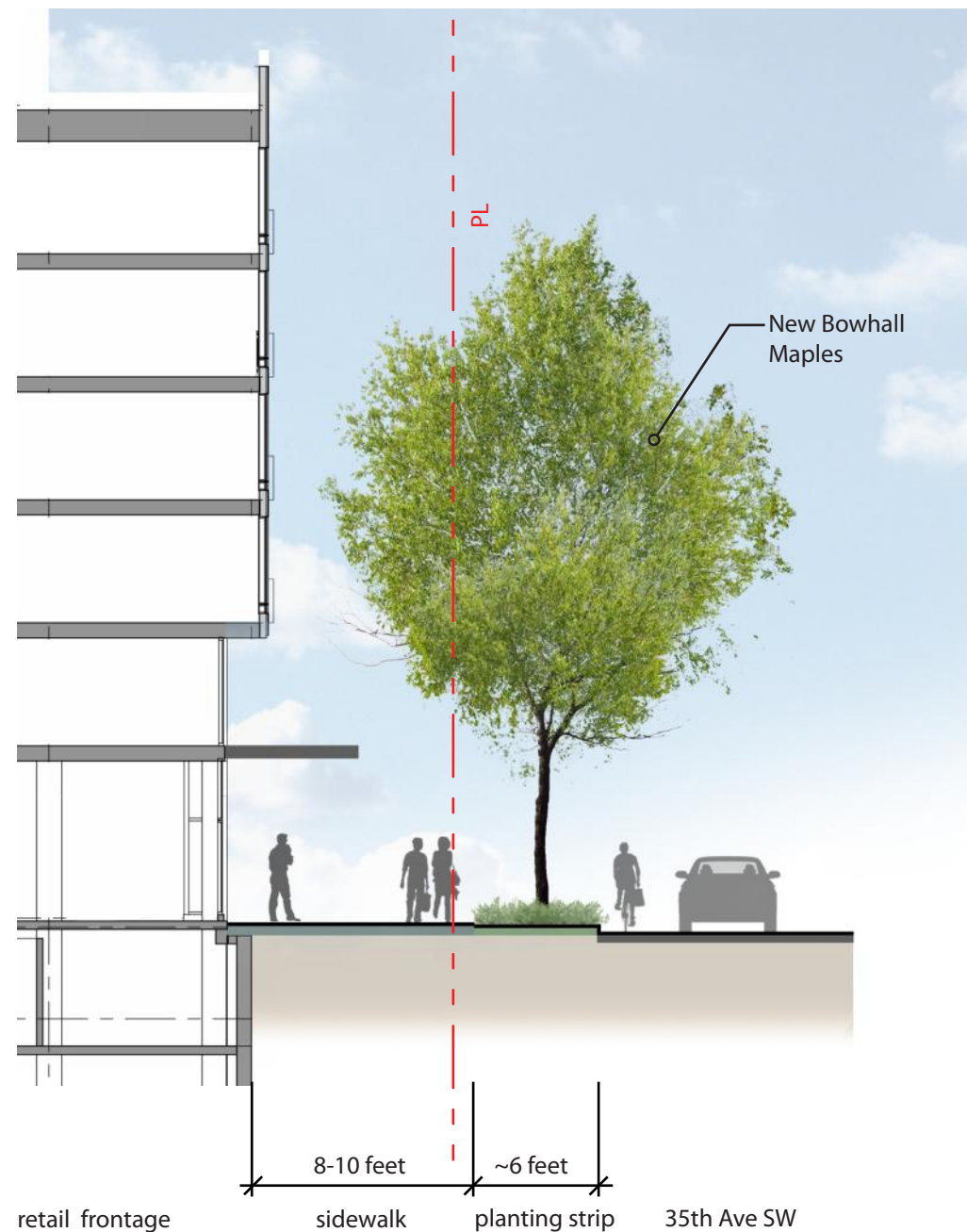


## TRINSIC

This concept design seeks to foster community and neighborliness through a multi-layered approach, with both private and public areas, private and common amenities, pet and child-friendly spaces, integrated art, a rich mix of lush street-side and rooftop landscaping, street-friendly residences and open space. TRINSIC design and management will foster a sense of neighborhood and community.



# TYPICAL STREETSCAPE - 35<sup>th</sup> Ave SW



EXISTING CONDITIONS



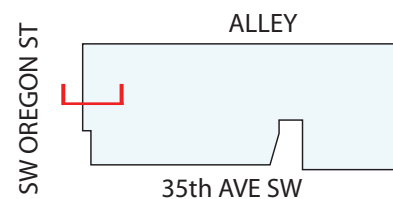
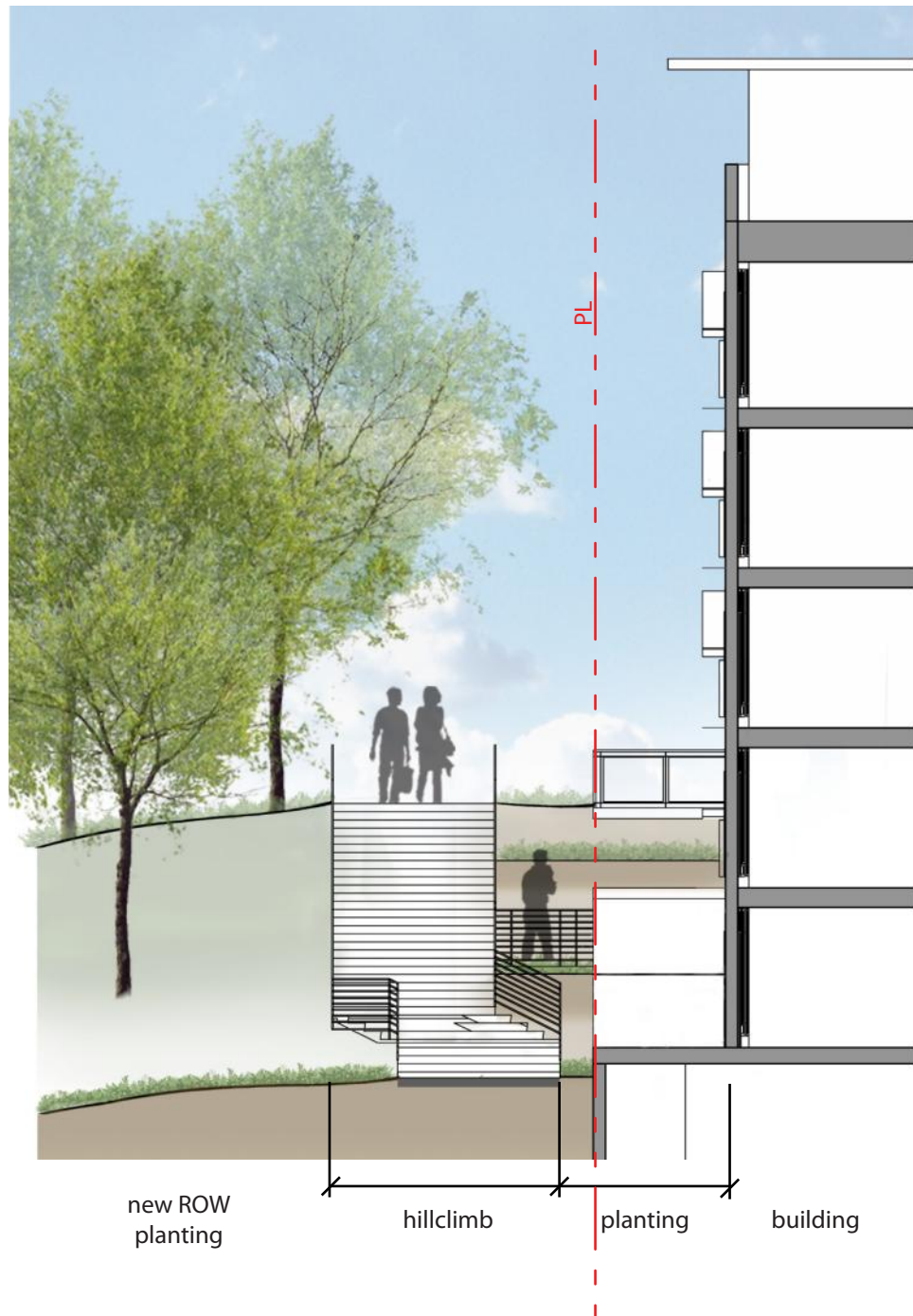
CONCEPT PHOTO

## PROPOSED STREET CHARACTER

The existing conditions at 35th Ave SW will be greatly improved with redevelopment of this site. The existing 7-8' sidewalk, which has no planting strip, will be redeveloped to better conditions. The development will setback the building by 6' west on that street frontage. This will allow for a generous 8-10' sidewalk along the building edge, and a planting strip that is 5.5' to 6.5' in width. The variation occurs because the curb is at a slight angle. We will have long planting strips that protect pedestrians from the busy arterials where no parking is allowed. We are also proposing to move the Rapid Ride shelters south without moving the stop, to create an open entry plaza that feels inviting and spills into the right-of-way. We will incorporate pervious pavement, bike racks and seating elements to activate the street and reduce runoff.



# TYPICAL STREETSCAPE - SW Oregon St



EXISTING CONDITIONS



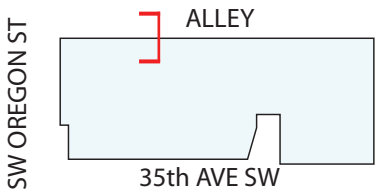
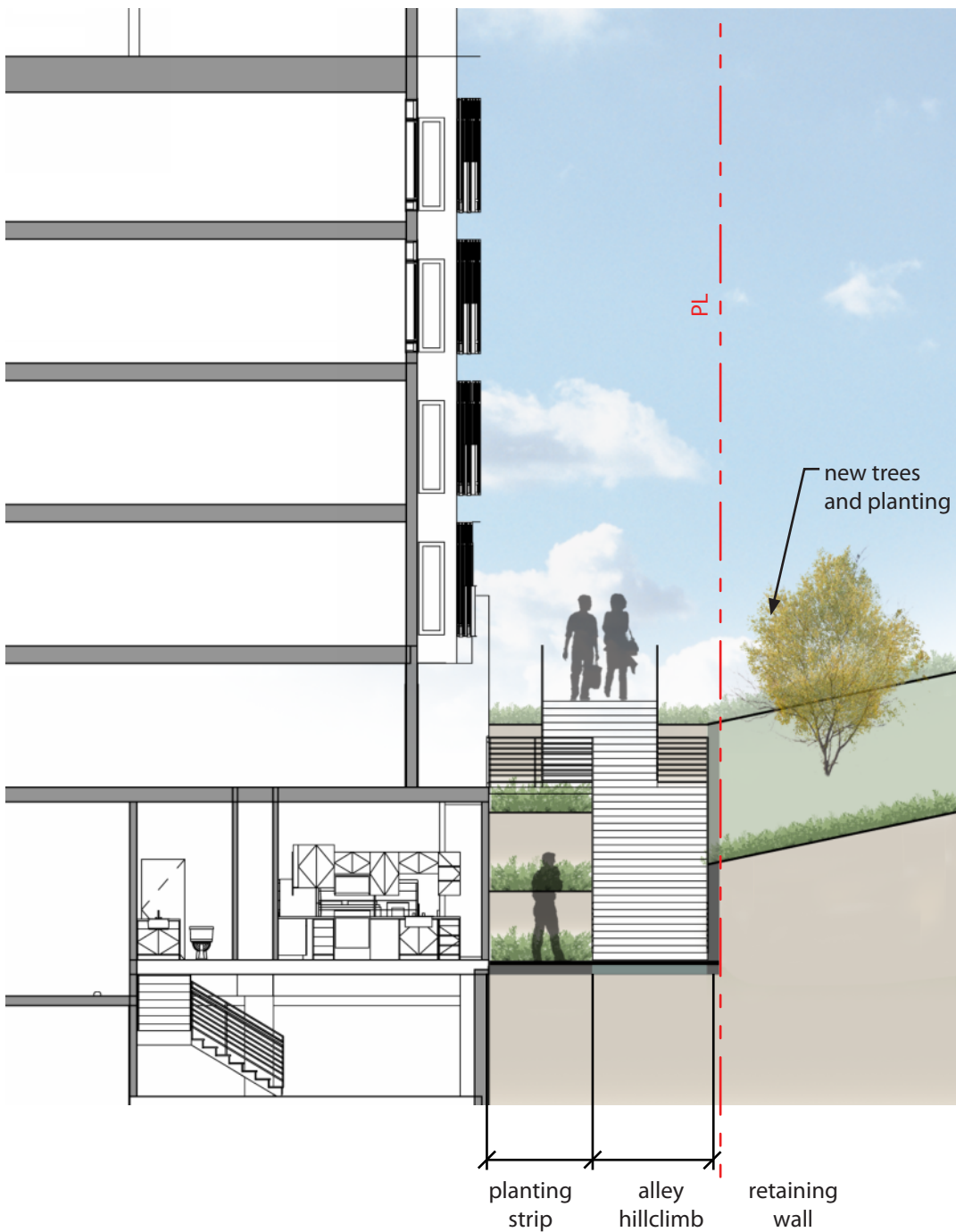
CONCEPT PHOTO

## PROPOSED STREET CHARACTER

The existing conditions at SW Oregon St will also be greatly improved with redevelopment of this site. The right-of-way in this area has never been developed. The grade change between 35th and the alley to the west is so great a through connection cannot be achieved. We are pursuing a land use exception with DPD and are proposing to exclude vehicular traffic from SW Oregon St. Instead, we are proposing a pedestrian hillclimb that will connect the alley and 35th, rejoin the sidewalk at 35th where SW Oregon St was occurring, and connect to building circulation. We are proposing to move two power poles to the south to achieve this connection, we hope to retain and save multiple trees on the slope, and will need to work with unstable slopes to achieve our hill climb. We also hope to re-vegetate the ROW, depending on stabilization measures. We will propose lighting and make it a 24 hour, seven days a week hill climb.



# TYPICAL STREETSCAPE - Alley



EXISTING CONDITIONS



CONCEPT PHOTO

## PROPOSED ALLEY CHARACTER

The existing alley is not improved and has a ~30' grade change from the south corner to the north corner on the west property line. Due to many reasons, we are pursuing a land use exception through DPD and propose not to connect the alley for auto traffic to its southern part. Instead, our proposal includes resident parking garage access and service area with alley turnaround on the northern end, and developing the rest of the alley (approximately 2/3 of length) as a pedestrian amenity and hill climb. We would include townhouses units facing the alley and have entries facing that edge. We would connect to the SW Oregon St hillclimb and the southwest corner of the property. We would include lighting, green walls, personalized recessed entries. This hillclimb path would connect through the building at the plaza level, and surrounding neighbors could use that route to get to and from the bus stop. This would be open 24 hours, seven days per week.