



Piper Village West

Early Design Guidance Analytic Design Proposal Packet

Submittal Date
June 15, 2009

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G G L O

Fred Meyer



Development Objectives

Existing Site

The 7.6 acre (331,638 sq. ft.) project site is located in the Greenwood neighborhood of North Seattle, east of 3rd Ave NW, North of NW 85th, south of NW 87th, and west of 1st Ave NW. Existing buildings on the site include an operating Greenwood Market (21,000 sf) and an operating Fred Meyer retail store (72,000 sf) with associated surface parking, and a small kiosk-type building that makes replacement keys. The site sits adjacent to the Greenwood Peat Bog and slopes down diagonally from SW to NE approximately 16 feet.

Zoning

The project is currently zoned C1-40 and portions of the site and a contract rezone will be requested for the north portion of the site to allow for height of the proposed development. The C zoning designation for this site is subject to the newly adopted Neighborhood Business District Strategies (NBDS) zoning amendments, which will require Seattle Green Factor provisions. The project limits are within the Greenwood-Phinney Ridge Residential Urban Village boundary. The project design process includes participation by the Greenwood Community Council, the Greenwood Chamber of Commerce and other local stakeholders.

The site has the following Environmentally Critical Areas associated with it:

- Peat Settlement Prone Area

Adjacent zoning includes:

- NC2-40 to the south, L1-RC and C1-40 to the East and, SF 5000 to the North and West

Neighborhood Adjacencies

The site is situated between single family houses on the north and west and low-rise commercial buildings on the east and south. Other neighborhood features include:

- The site is within a short walking distance to the popular commercial district along Greenwood Ave
- There are 3 parks/playgrounds within 1/2 mile of the site, and a new conservation area directly to the NE
- Carkeek Park, Woodland Park Zoo and Green Lake are all within 1-1/2 miles
- 3 new mixed-use housing developments have recently been constructed on adjacent blocks
- The SW corner of the site is a Metro Bus #48 stop.

Proposal

The current Greenwood Fred Meyer, built in 1975, will be replaced with a new compact mixed use development that includes housing and retail. The new store will target United States Green Building Council Leadership in Energy and Environmental Design (LEED®) certification standards.

The redevelopment will also include 200 to 300 apartments—some above the store and others at street level along the south side of the NW 87th St and the east side of 3rd Avenue NW. Approximately 20,000 square feet of additional retail space is included in the plan to be leased out to small, unique retailers and restaurants that will be located along 85th and 1st Avenues next to new, wider, landscaped sidewalks. A public plaza at the intersection of 1st Avenue and Morrow Lane can be used by the community for gatherings and events. These new urban elements will contribute to the transformation of Greenwood's town center into a vibrant, high density, walkable urban village.

Potential Departures for Preferred Option C

SMC 23.47A.005: Street-level uses.

C. Residential uses at street level. 3. Residential uses may not exceed, in the aggregate, 20((%)) percent of the street-level street-facing facades when facing an arterial.

The project envisions Retail use at the corner of 3rd Ave NW and NW 85th. As the street frontage extends northward, Residential frontage on 3rd Ave NW (which is an arterial) is seen as a more viable use than other street level uses permitted (such as retail). The 300' of residential use proposed would also be more consistent with the existing single family homes on the West side of 3rd NW.

The departure is supported by the following Design Guidelines:

- *Guideline A-4: Human Activity: New development should be sited and designed to encourage human activity on the street.*
- *Guideline A-5 Respect for Adjacent Sites: Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent*
- *Guideline B-1: Height, Bulk, and Scale Compatibility: Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.*

SMC 23.47A.03: A. Parking location and access. 1. Access to Parking

a. Access to parking ((must)) shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030C, or if the Director determines as a Type I decision that alley access is feasible and desirable to mitigate parking access impacts.

The existing alleyway elevation does not match the grades required for access to the interior of the site and is also not central to the project, making usage of it a challenge.

The proposal envisions that there would be multiple vehicle entry points for this site. The vehicle access points, such as Morrow Lane, would be developed as "streets", complete with sidewalks, street trees and pedestrian enhancements that make them more of a design feature.

The departure is supported by the following Design Guidelines:

- *Guideline D-8 Treatment of Alleys: The design of alley entrances should enhance the pedestrian street front.*

SMC 23.47A.032 B Location of Parking:

In parking structures that contain one or more residential unit, street level parking may not be located inside a structure adjacent to a street-level street-facing façade.

We are proposing that a 120' +/- portion of the parking garage fronting on the northern end of 1st Ave NW not have an intervening use because this use would be more viable on the corner of Morrow Lane and 1st Ave NW, across from a major open space and entry to the Fred Meyer.

There is a permanent filtration pond with parking across the street from 1st Ave NW, which makes the opposing street frontage not conducive for retail and other commercial uses. In lieu of this we envision a Green wall (Greenfactor-compliant) on the parking structure and perhaps some permeable paving features on the adjacent sidewalk that could help to address the bog-rehydration issue.

The departure is supported by the following Design Guidelines:

- *Guideline D-2 Blank Walls: Storefronts are encouraged to be located at the sidewalk edge, particularly in neighborhood commercial districts, and should be continuous, minimizing blank walls. Where unavoidable consider treating blank walls with one or more of the methods suggested in the Citywide Design Guidelines, including:*
 - installing vertical trellis in front of the wall with climbing vines or plant material*
 - employing small setbacks; employing different texture, colors, or materials*
 - providing art or murals*
- *Guideline D-5 Visual Impacts of Parking Structures: The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties*



Option A Statistical Data

• Fred Meyer Retail	159,000 SF
• Retail	15,800 SF
• Parking Space	550 spaces
• Residential	0



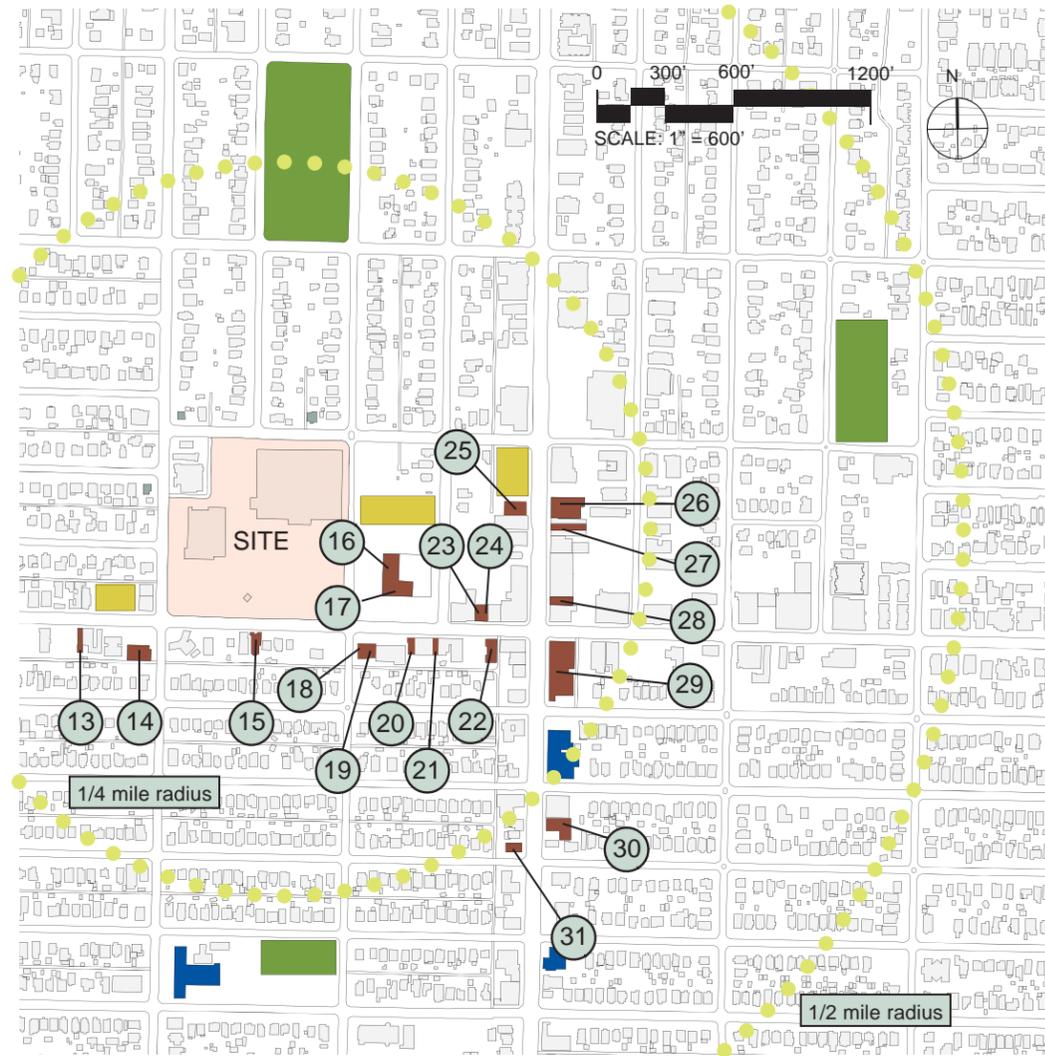
Option B Statistical Data

• Fred Meyer Retail	181,000 SF
• Retail	20,000 SF
• Parking Space	770 spaces
• Residential	153,000 SF 194 Units



Option C Statistical Data

• Fred Meyer Retail	177,000 SF
• Retail	16,700 SF
• Parking Space	830 spaces
• Residential	197,000 SF 250 Units



The context for commercial uses varies in the neighboring areas around the site. The immediate surroundings and to the West up 85th NW feature more car-oriented arrangements with surface parking situated between the building and the street. Further to the east of 1st Ave NW and into downtown Greenwood, buildings are placed in a 0-lot arrangement, with frontage directly on the sidewalk.



13 GEORGIA'S GREEK



14 TAQUERIA TEQUILA



15 ZUMA GROCERY



16 TOP TEN TOYS



17 BLOCKBUSTER VIDEO



18 MORI



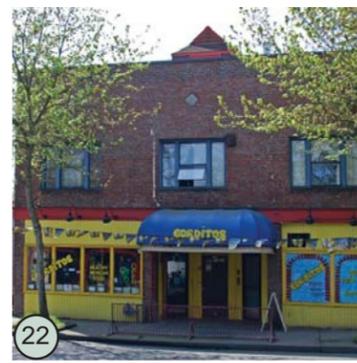
19 ELITE NAILS



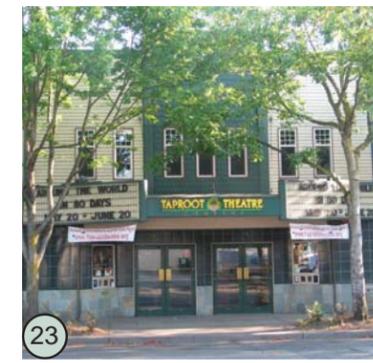
20 SQUIRREL'S



21 CHOICE TOBACCO



22 GORDITOS



23 TAPROOT THEATER



24 GREEN BEAN



25 BARANOF



26 NAKED CITY



27 CROSSWALK TAVERN



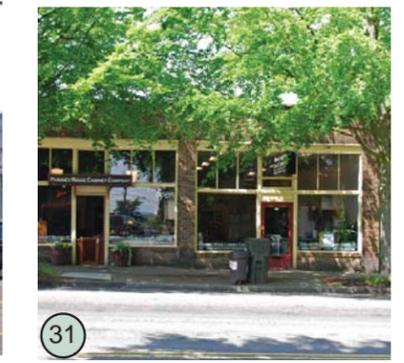
28 OLIVE YOU



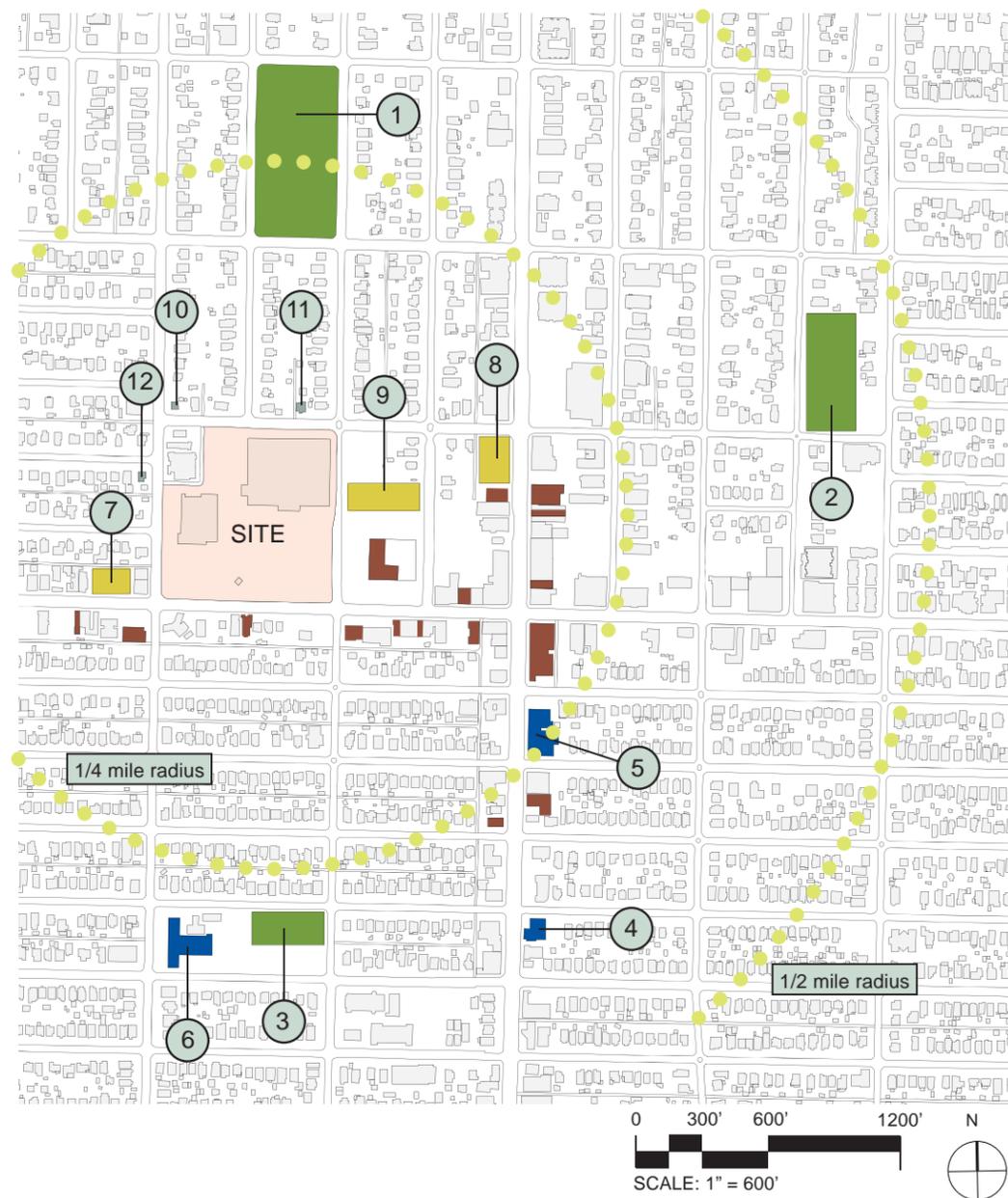
29 PIG AND WHISTLE



30 GREENWOOD AUTO BODY



31 PHINNEY RIDGE CABINET



Parks, public open space and government services are within walking distance of the site. Existing multi-family and single family buildings are also in the immediate vicinity.



1 SANDEL PLAYGROUND



2 GREENWOOD PARK



3 GREENWOOD ELEM. PLAYGROUND



4 GREENWOOD LIBRARY



5 GREENWOOD STATION POST OFFICE



6 GREENWOOD ELEMENTARY



7 CATE APARTMENTS - LIHI



8 THE TOWERS ON GREENWOOD



9 THE SEDGES AT PIPER VILLAGE



10 SINGLE FAMILY HOUSING



11



12



3rd Avenue NW - Looking West



3rd Avenue NW - Looking West



3rd Avenue NW - Looking West



3rd Avenue NW - Looking West



NW 87th Street - Looking North



NW 87th Street - Looking North



NW 87th Street - Looking North



NW 87th Street - Looking North



1st Avenue NW - Looking East



1st Avenue NW - Looking East



1st Avenue NW - Looking East



1st Avenue NW - Looking East



NW 85th Street - Looking South



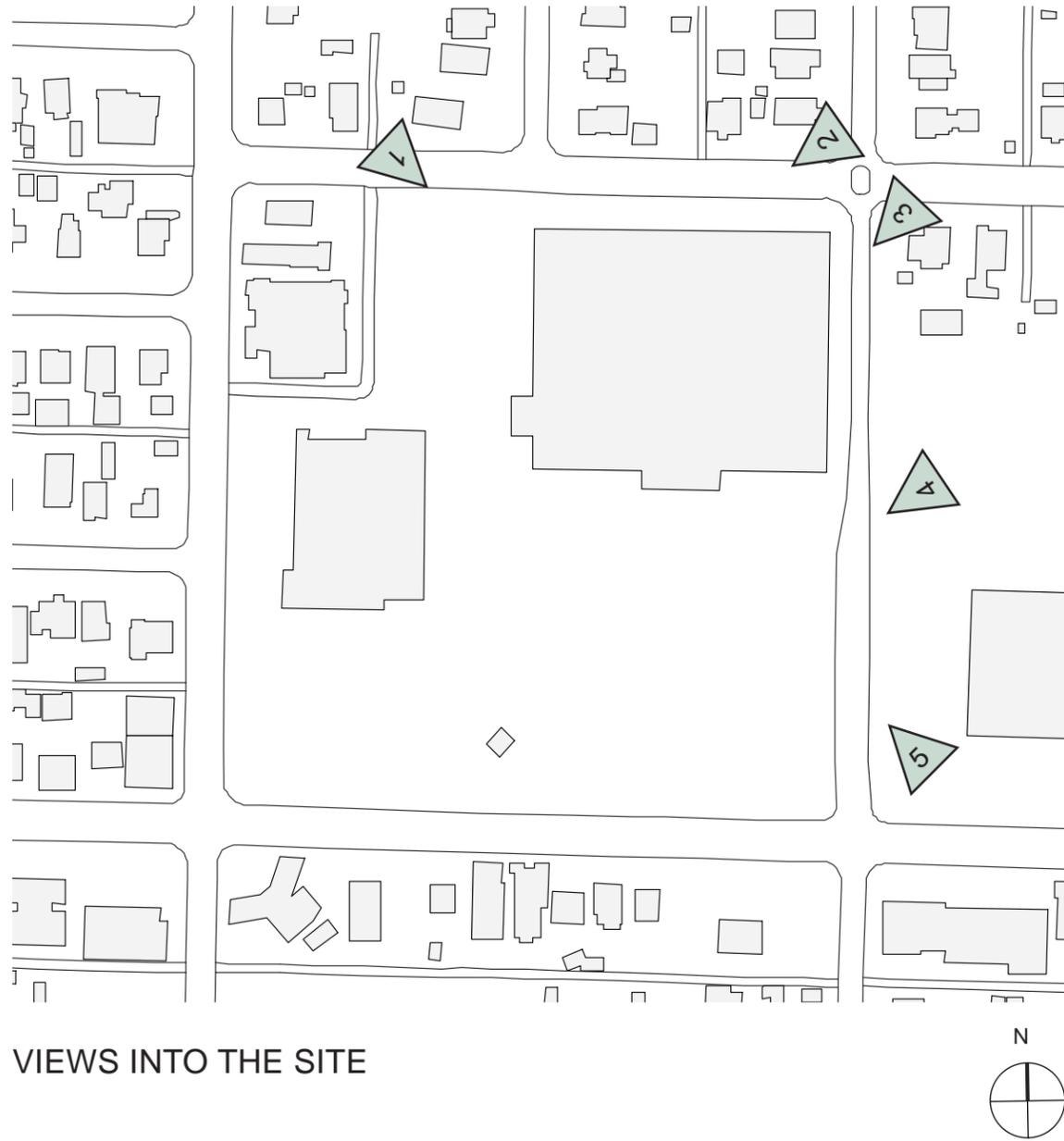
NW 85th Street - Looking South



NW 85th Street - Looking South

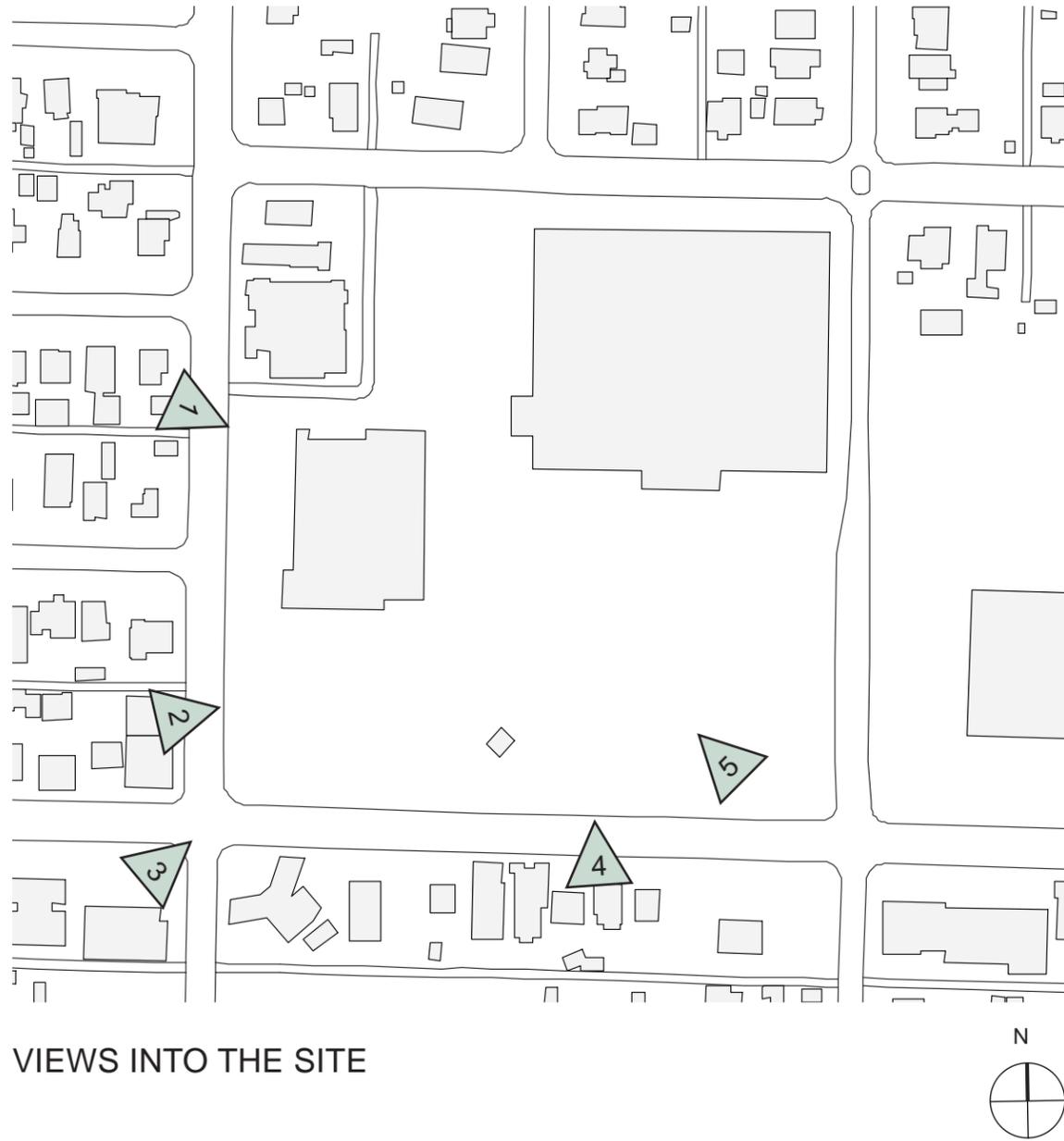


NW 85th Street - Looking South

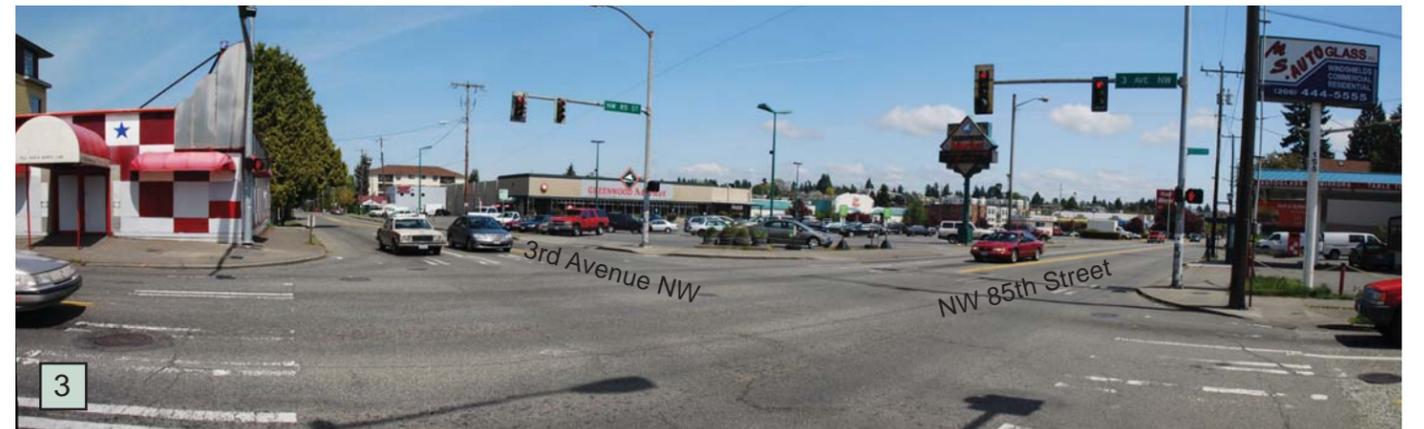


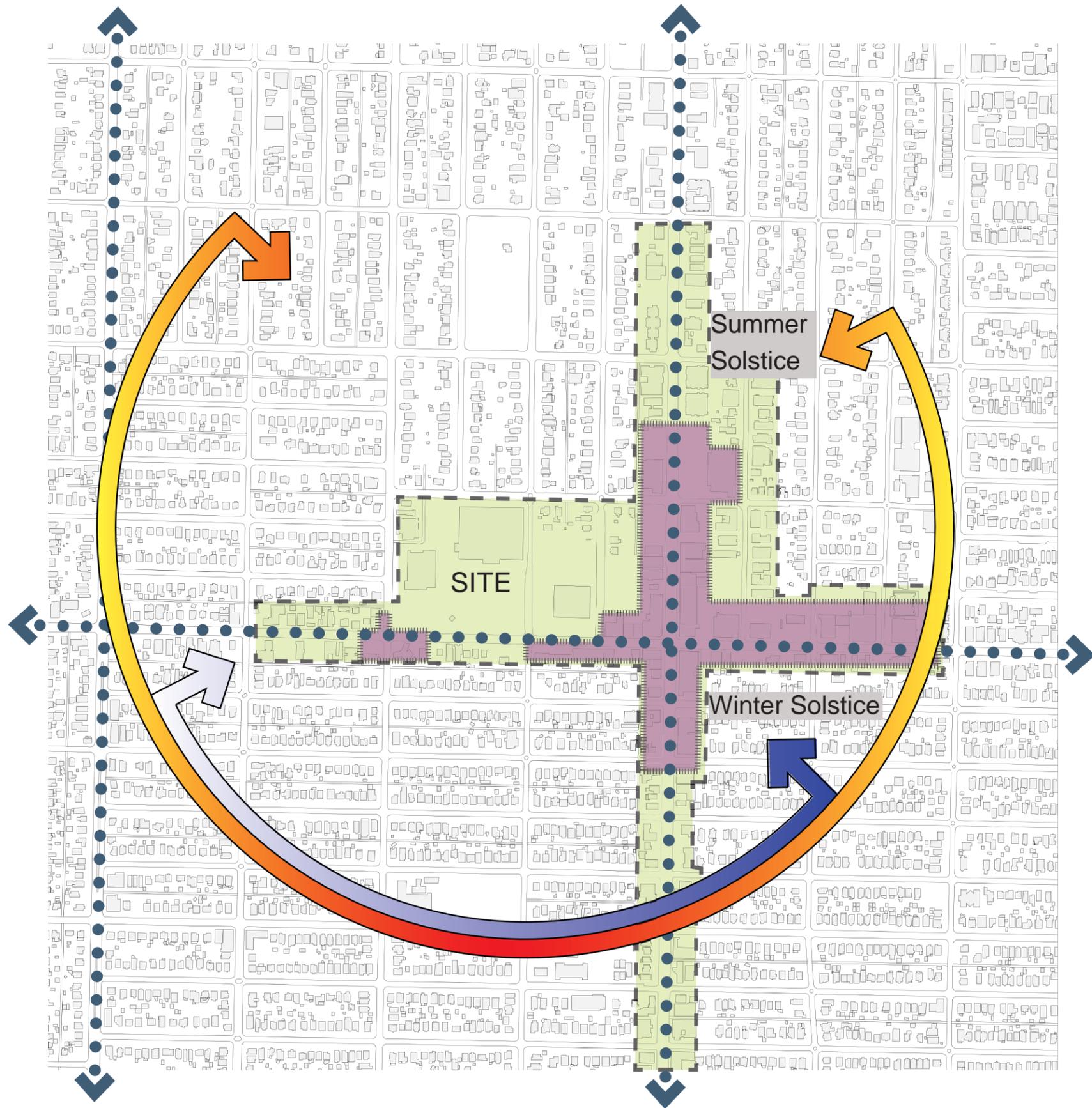
IEWS INTO THE SITE



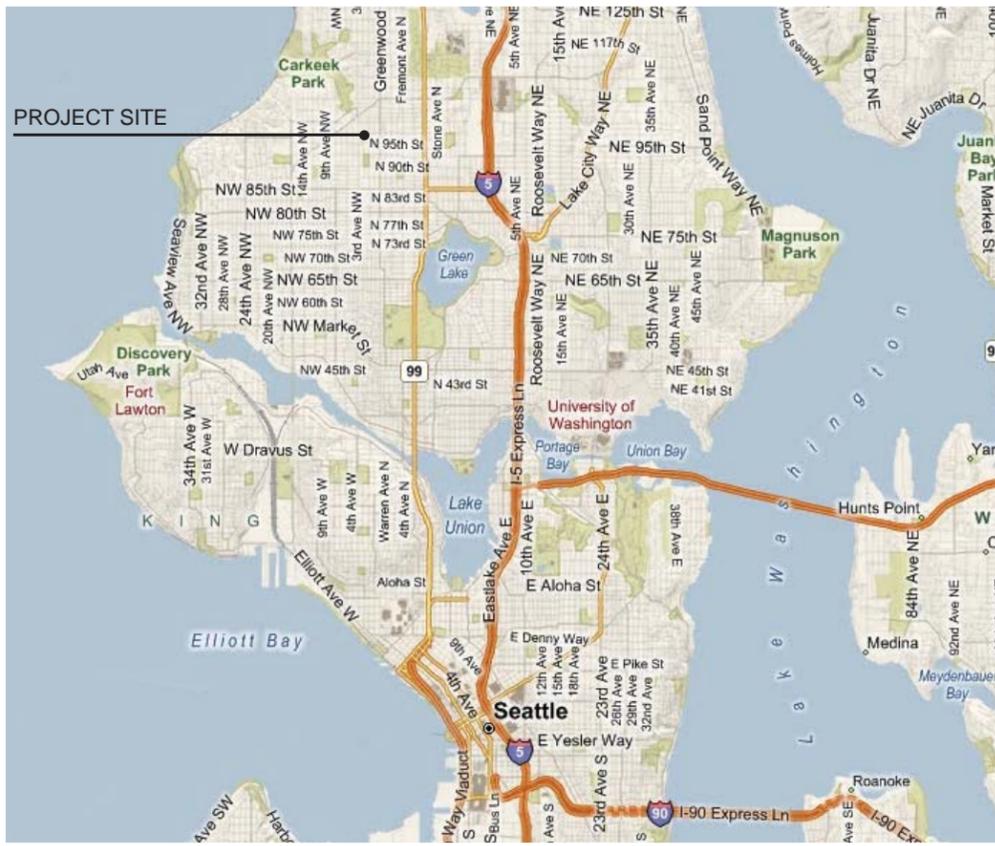


VIEWS INTO THE SITE





SITE FACTORS

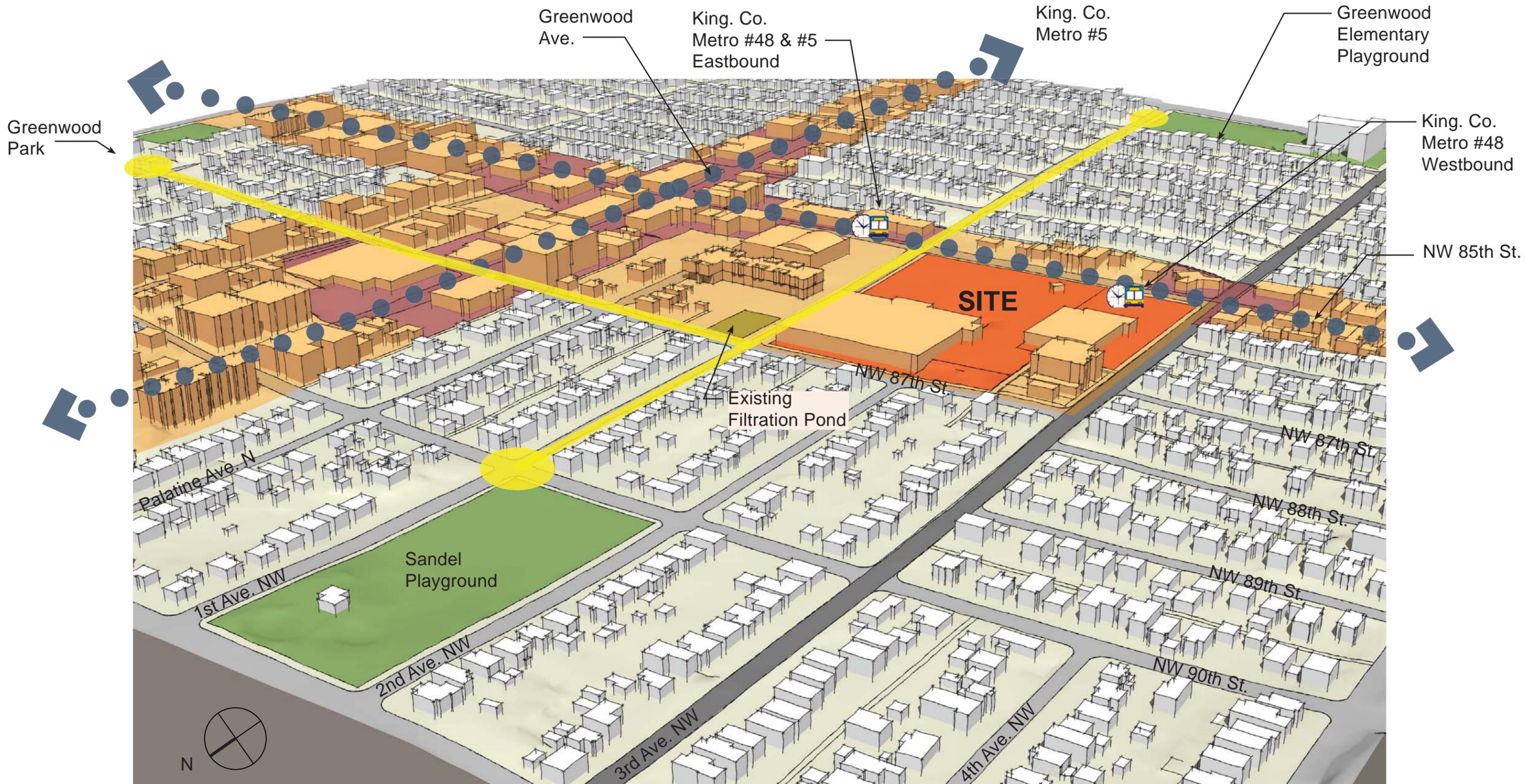


LOCATION MAP

LEGEND

-  KING CO. METRO ROUTE
-  URBAN VILLAGE
-  PEDESTRIAN ZONE
(Per Seattle GIS)





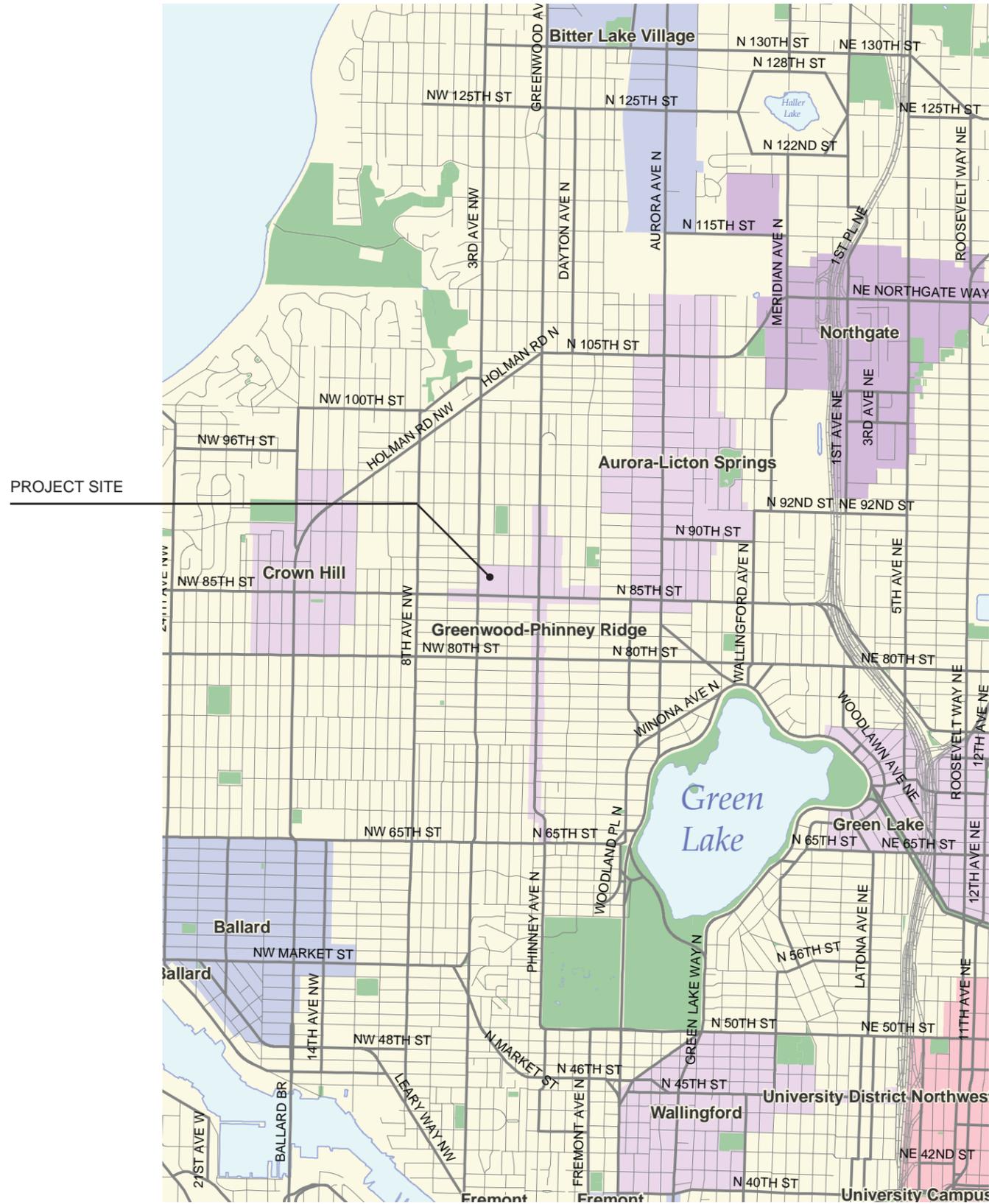


 Greenwood/Phinney Ridge Residential Urban Village

 Pedestrian Overlay

   Metro Routes

 Arterial Street



Legend

- Urban Center Village
 - Urban Center
 - Hub Urban Village
 - Residential Urban Village
 - Parks
- Streets**
- Residential
 - Arterial
 - State Highway
 - Interstate Highway

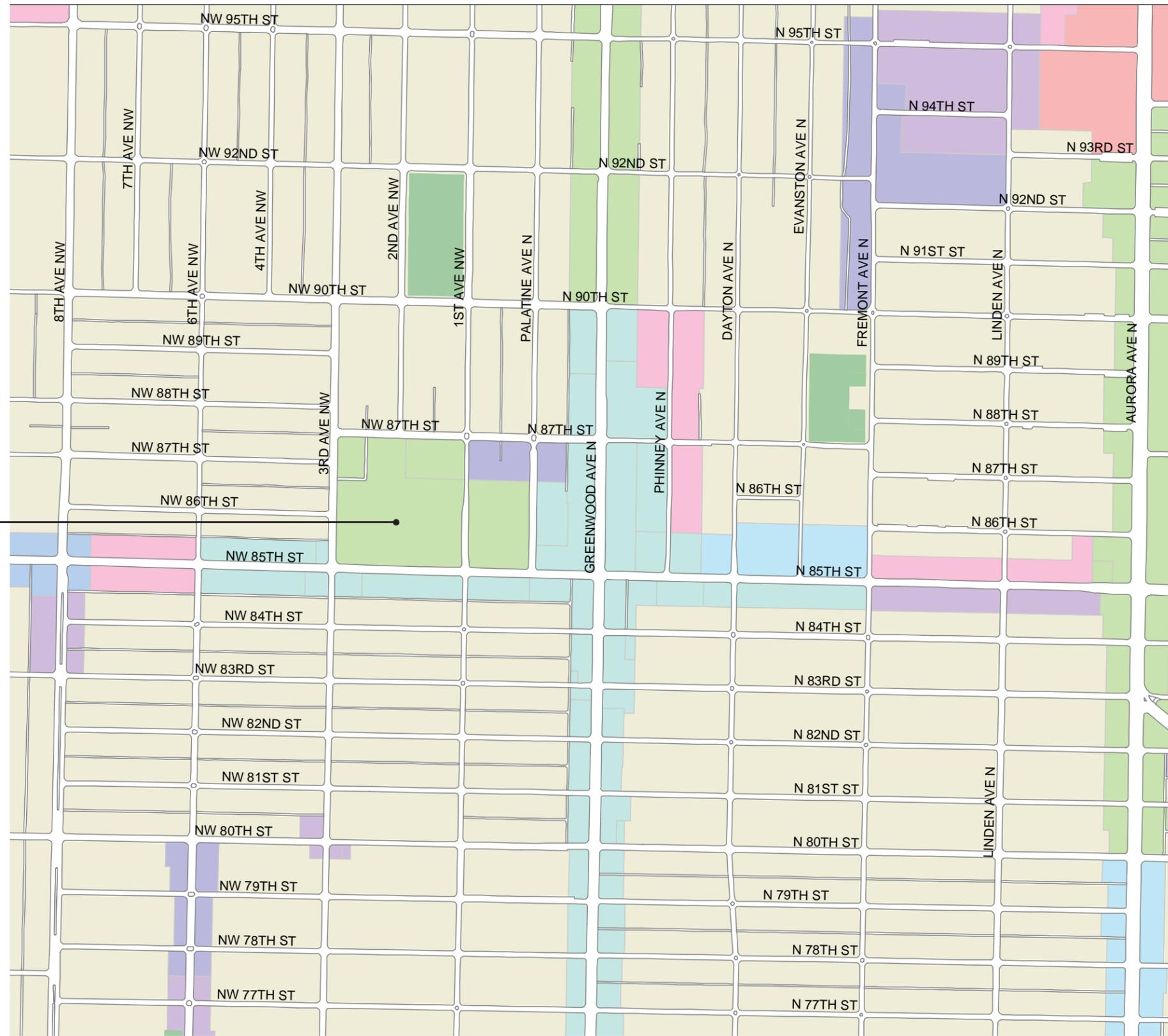


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 State Plane, NAD83-91,
 Washington, North Zone
 Orthophoto Source:
 Walker & Associates 2005

PLOT DATE : January 2009
 AUTHOR : Craig Moore
 Policy and Planning





Legend

- Zoning**
- C1
 - C2
 - L1; L1/RC
 - L2; L2/RC
 - L3; L3/RC
 - L4; L4/RC
 - NC1
 - NC2
 - NC3
 - SF 5000
 - SF 7200
 - Parks



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Option A - Plan



Option B - Plan



Option C - Plan - Preferred



Option A - SW Corner



Option B - SW Corner

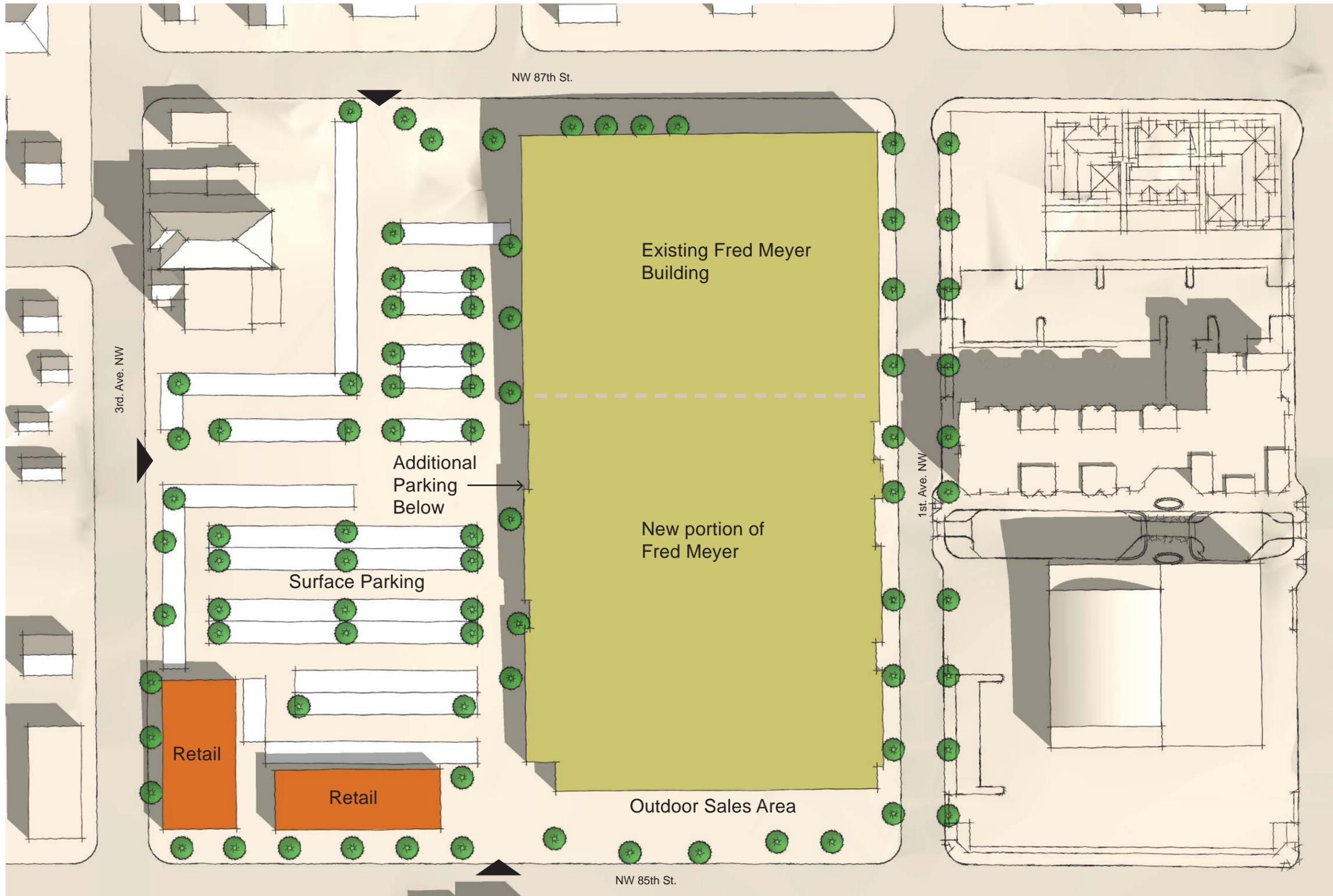


Option C - SW Corner - Preferred

- Urban Grid: Allows North/South access to continue through site midblock
- Density: Lowest Density and least compact of the options
- Street Level uses: Provided at retail pad frontage and Fred Meyer entrance
- Open Space: Provided at Fred Meyer entrance mid-block on 85th
- C1/40 Zoning: Complies
- Development cost: Lowest of the options
- Service Access: Internal via surface parking on west side of development
- Other: Re-uses existing store structure

- Urban Grid: Allows East/West access through an extension of Morrow Lane from 1st NW to 3rd NW
- Density: Housing use adds more density than option A. This is provided within 40' vertical envelope of zoning
- Street Level uses: Provided by residential use surrounding the parking garage on North building, and at Fred Meyer entrance on South building
- C1/40 Zoning: Complies, with South building (Fred Meyer) as single use commercial and North building as mixed use residential
- Development cost: Structured parking and housing add cost to what is shown in option A.
- Service Access: Internal via Morrow Lane extension
- Other: Floor of Fred Meyer is on grade with 85th

- Urban Grid: Allows East/West connections through the site via Morrow Lane extension and a series of pedestrian and vehicular pathways that cross the site. Allows North/South access by creating a mid-block auto and pedestrian entrance at 85th and continues to a pedestrian stairs connect to Morrow Lane and auto bridge to north parking garage.
- Density: Housing use is extended to the lid of the Fred Meyer and above the parking garage, making this the most dense of the 3 options
- Street Level uses: Provided by residential use on the north and west sides of the property, and by buffer retail and open space uses on the south and east side of the development.
- C1/40 Zoning: Additional height to 65' needed to accommodate the additional housing above the garage
- Development cost: Most costly of the 3 options, given the increase in height, extensive open space and stacked mix of uses
- Service Access: Internal via Morrow Lane extension
- Other: The majority of the Fred Meyer is partially below grade, allowing other uses around and above the store

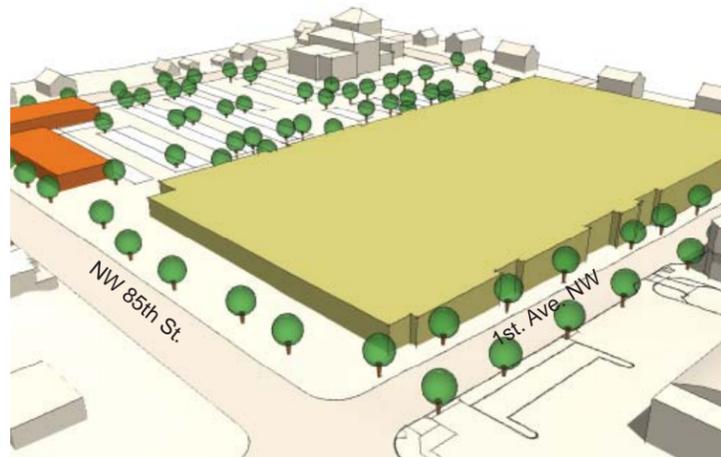




Option A - NE View



Option A - NW View



Option A - SE View



Option A - SW View





Option B - NE View



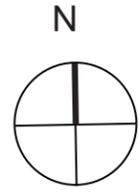
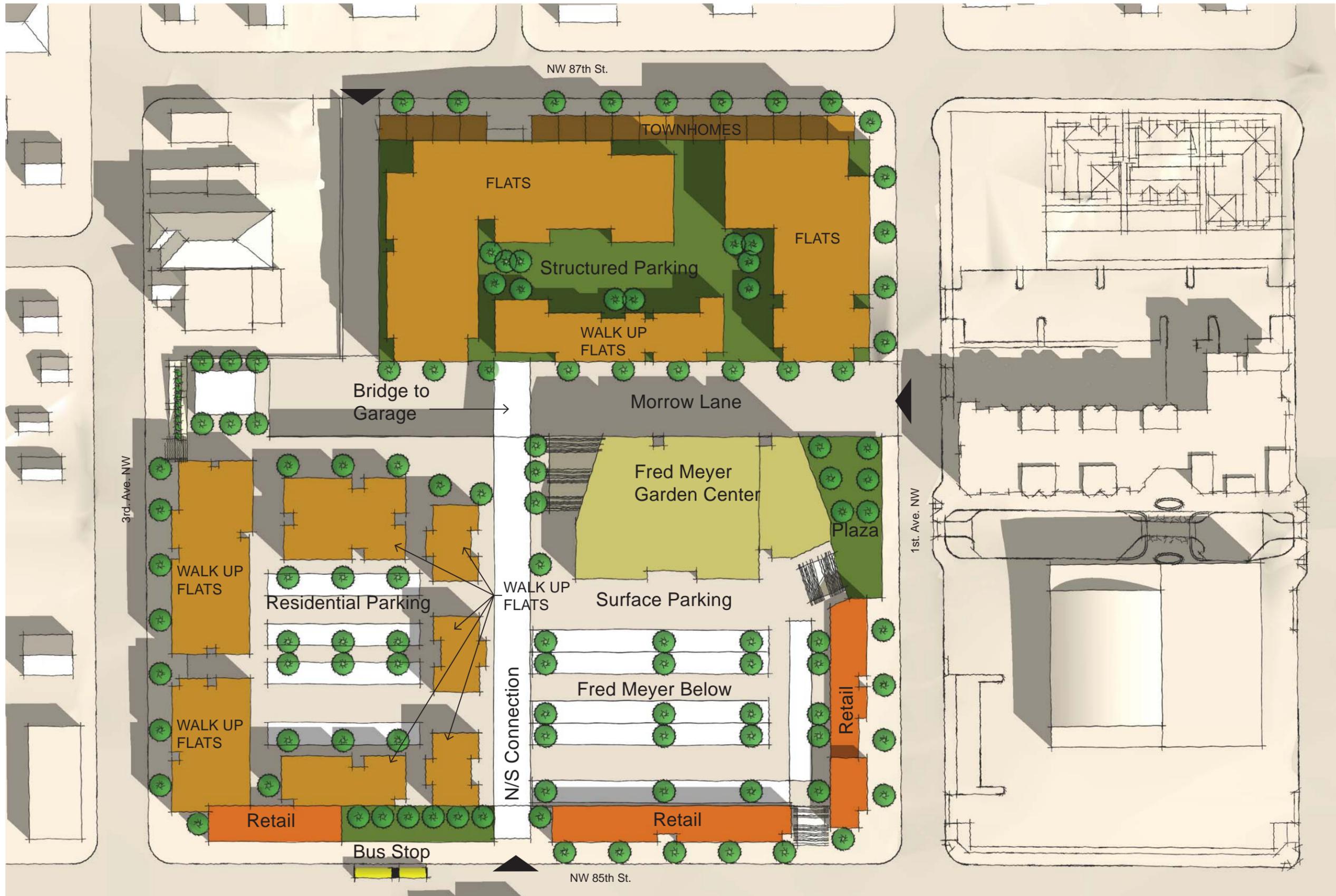
Option B - NW View



Option B - SE View



Option B - SW View





Option C - NE View



Option C - NW View



Option C - SE View



Option C - SW View

Community Participation and Input

Stakeholders:

The Piper Village West development team has been active in seeking out design input from the community, which is ongoing. This has included meetings and coordination with local Greenwood stakeholders as described below.

The development team has participated in numerous workshops and meetings with the Greater Greenwood Design and Development Advisory Group (GGDDAG). Four recent meetings were held, including:

- January 24, 2009 Walkable Greenwood Urban Village Workshop #1 (Greenwood Neighborhood Center)
- April 04, 2009 Walkable Greenwood Urban Village Workshop #2 (Greenwood Library)
- April 22, 2009 Meeting with GGLUDDAG to present Design Updates (Greenwood Neighborhood Center)
- May 08, 2009 Meeting with GGLUDDAG to present Design Refinements (Greenwood Neighborhood Center)

The team has also presented the project to the Greenwood/Phinney Chamber of Commerce, and is planning another in the near future:

- June 5, 2009 Meeting with G/P Chamber of Commerce Presentation and extensive Q & A (Phinney Neighborhood Center)

Overview: Community input, as integrated into the current plan (not sure how this section fits in?)

The site is large, how can we make it “walk-able”, encourage pedestrian access and provide opportunities to traverse the site?

The site has been broken down into smaller block-like configuration by an East-West extension of Morrow Lane and a North-South connection that approximates 2nd Ave NW. This makes the street frontage on adjacent streets walk-able by providing intermediate “street” access points into the site.

Based on input from the community, the development is also providing numerous cross-site connections, which includes a hierarchy of spaces from large terraced stairs to smaller more intimate connections. These will serve to knit the site to its surrounding street frontage, adjacent neighborhoods and the on-site open spaces.

Will housing and other uses not related to Fred Meyer be included in the development?

The redevelopment will include 200 to 300 apartments—some above the store and parking garage, and others at street level along the south side of the NW 87th St and the east side of 3rd Avenue NW. Approximately 20,000 to square feet of additional retail space is included in the plan to be leased out to small, unique retailers and restaurants that will be located along 85th and 1st Avenues next to new, wider, landscaped sidewalks.

Can the Fred Meyer footprint be modified to integrate into the site?

The project as envisioned actually sets back from the street and submerges the Fred Meyer store envelope partially below grade on NW 85th, 3rd Ave NW and 1st Ave NW street frontages. This makes the size of the store imperceptible from the street, and allows other retail and housing uses to front the streets.

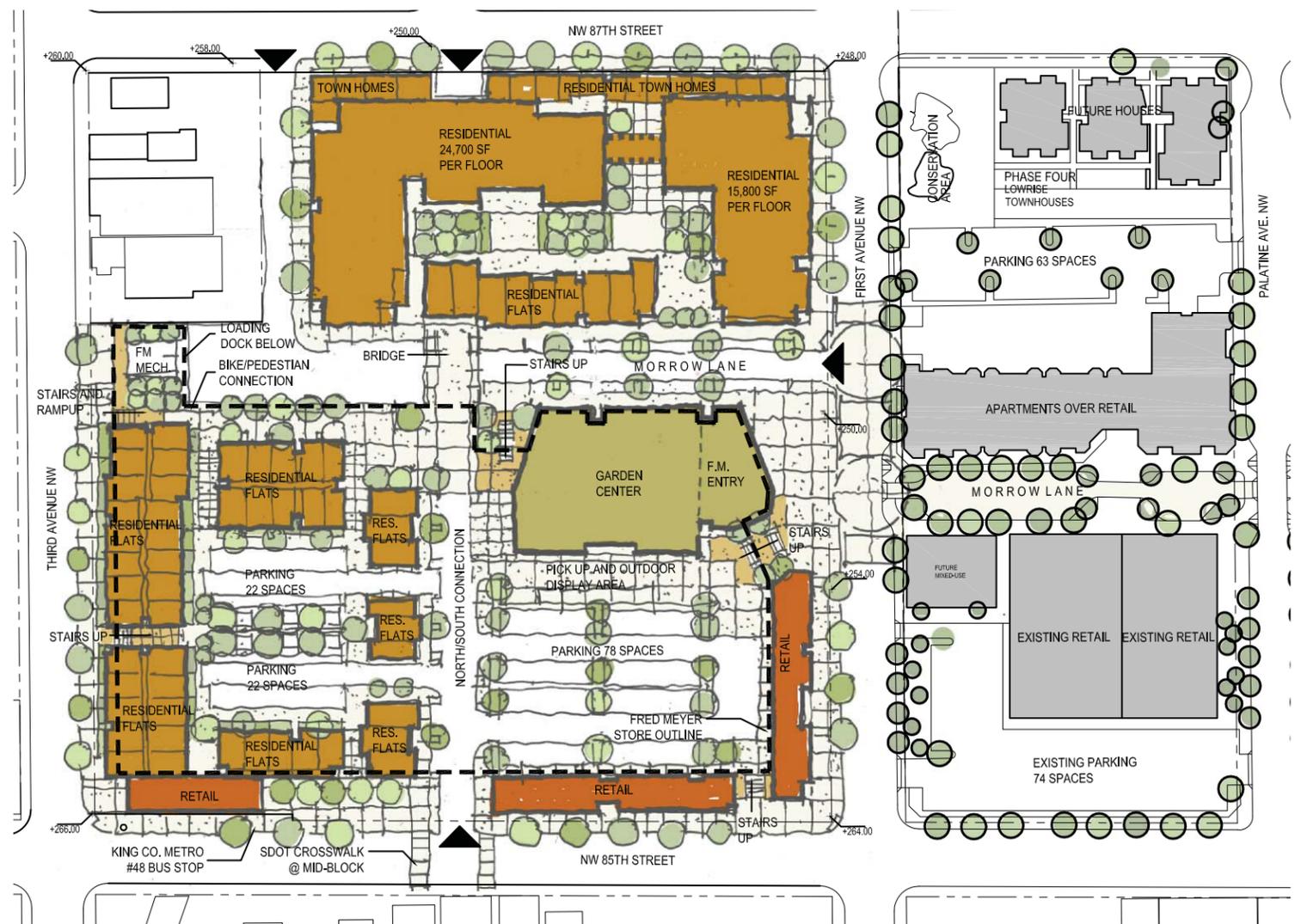
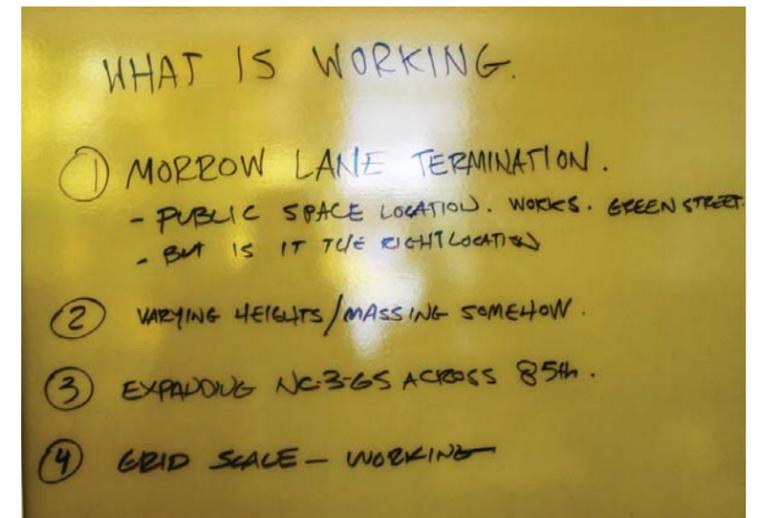
Further, the garden center has been placed on the lid above the store, resulting in a two level store which is connected by steps, elevators and escalators.

What types of open space will be provided?

A public plaza at the intersection of 1st Avenue and Morrow Lane will be provided and can be used by the community for a range of activities. This space fronts the entrance to the Fred Meyer, adjacent street-level retail and the Sedges at Piper Village across 1st Ave NW. Along approximately 100’ of 85th Street NW an open space adjacent to the sidewalk will be for public use and offer seating and plantings for pedestrians. It is also adjacent to the bus stop.

Additionally, the parking area on the lid of the store will be developed as a “programmable” multipurpose space that could potentially host community events (such as farmer’s markets). In this case the parking spaces would be occupied by vendor stalls. This space is fronted by the Fred Meyer garden center and at-grade residential use.

These new urban elements will contribute to the transformation of Greenwood’s town center into a vibrant, high density, walkable urban village.





The following are excerpts from Greenwood/Phinney Town Center Specific Guidelines that we feel are relevant to the planning of the project.

Town Center Specific Guidelines

Mid-Block Connections

Where relevant, consider incorporating and enhancing the mid-block connection concept. Mid-block connections should be visually open and activated by pedestrian lighting, landscaping and human scaled, pedestrian-oriented architectural features and details. Inclusion of public art and neighborhood signage is encouraged. These connections should align with the mid-block crosswalk and may vary in width.

Open Space

Encourage a publicly accessible urban plaza, potentially incorporated into one of the north-south streets and any proposed mid-block connection. This adjoining street could be temporarily closed to traffic for special public gatherings. The plaza could include seasonal landscaping and year-round green, seating walls, benches or other street furniture, and public art.

Street Pattern

New development should respond to the existing street pattern to create pedestrian and visual continuity

Structure Orientation

Buildings should generally be built to the edge of sidewalks without setbacks so that ground floor uses are visible and accessible from the pedestrian circulation system. The impacts of new structures on solar exposure should be considered. Buildings located on corners should be oriented to the corner and include entries, windows, canopies or other special architectural treatment. Automobile access, circulation or parking should not be located at the intersections of public streets. Blank walls should be avoided where possible and mitigated with architectural treatment where they are unavoidable. Mitigation might include small setbacks with planters and other landscaping, wall-hung trellises, indentations and modulation, and integration of art pieces.

Mass and Scale

Consider reducing the impact or perceived mass and scale of large structures by modulating upper floors; varying roof forms and cornice lines; varying materials, colors and textures; and providing vertical articulation of building facades in proportions that are similar to surrounding plat pattern.

Greenwood/Phinney Neighborhood Design Guidelines

The following are Design Guideline provisions we feel are pertinent to our project.

A. Site Planning

A-2 Streetscape Compatibility

a. Reinforcement of Commercial and Residential Development Patterns

Commercial development in the Greenwood/Phinney corridor has historically been oriented toward the street, with buildings up against the sidewalks. Most residential developments have modest landscaped setbacks and first floors are built slightly above grade to allow for privacy and a sense of transition from the street. Continuing this pattern will reinforce the character of both the business districts and residential areas. Consider:

1. Build commercial development up to the sidewalk where possible. Along North/ Northwest 85th Street, new commercial buildings should be set back sufficiently to provide 12-foot minimum sidewalks (including street trees and other plantings). Commercial buildings may be setback off the street if pedestrian-oriented space is provided that is enhanced with humanizing components such as trees and other plants, site furnishings and high-quality, well-detailed pavements between the sidewalk and the building.

b. Treatment of Side Streets: Some treatment of side-streets off of Greenwood Avenue North and 85th Street is important to create an effective transition to residential neighborhoods. Some options to consider include:

- setbacks with view-framing landscaping (see A-1);
- arbors with hanging plants; and
- small outdoor spaces with trees and landscaping.

B. Height Bulk & Scale

B-1 Height, Bulk and Scale Compatibility

a. Impact of New Buildings on the Street

Consider the setback of upper stories of new mixed-use development on Greenwood Avenue North and North/Northwest 85th Street to reduce the dominance of new buildings on the street. Also, new commercial development should respect the small-scale historical pattern of storefronts on Greenwood Avenue North. Typically, the older storefronts are about 50 feet in width and feature brick, stone or other masonry units. Some also feature architectural details that provide interest and a human scale to the buildings.

C. Architectural Elements and Materials

C-1 Architectural Context

b. Façade Articulation and Modulation

Façade articulation and modulation in the Greenwood/Phinney Ridge Planning Area are most critical in multi-family residential buildings. Use of façade articulation and architectural elements is encouraged to make new construction compatible with the surrounding architectural context. Architectural features such as those listed below can add further interest to a building, and lend buildings a human scale:

- Pitched roof
- Covered front porch
- Vertically proportioned windows
- Window trim and eave boards

Façade modulation and articulation are less critical in commercial or mixed-use structures as long as appropriate levels of detail are present to break up the façade. Many of these structures are simple boxes that are well-fenestrated and contain a number of details that add interest at the ground level and lend buildings a human scale. Modulation of commercial and mixed-use structures at the street level is discouraged unless the space or spaces created by the modulation are large enough to be usable by pedestrians.

C-2 Architectural Concept and Consistency

b. Building Entrances

Almost all of the existing buildings located at corners along the Greenwood Avenue North/Phinney Avenue North and North/Northwest 85th Street corridors have entrances at the corner. Even when the principal off-street parking areas are located on the side of the building, a primary building entrance should be located at the corner. This concept is consistent with traditional neighborhood commercial designs and important in facilitating pedestrian activity at the street corners.

C-3 Human Scale

New multi-story developments should consider methods to coordinate a building's upper and lower stories. The parts should function as a composition—not necessarily requiring the top and bottom to be the same or similar.

C-4 Exterior Finish Materials

New buildings should feature durable, attractive and well-detailed finish materials. Examples of structures in the neighborhood that feature desirable exterior finish materials are provided in the Appendix.

a. Building Materials in the Greenwood Avenue North/Phinney Avenue North and North/Northwest 85th Street Corridors

Again, buildings within these corridors are characterized by their utilitarian, non-flamboyant, traditional architectural styles. Brick is the most common surface treatment in the commercial areas and should be encouraged. Plastic awnings should be strongly discouraged. As an alternative, architectural canopies are encouraged to provide weather protection and a place for business signage.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances

a. Pedestrian Open Spaces

Small, usable open spaces are an important design objective. Open spaces incorporating the following features are encouraged with new commercial and mixed-use development:

- Good sun exposure during most of the year
- Located in areas with significant pedestrian traffic
- Storefront and/or residential windows face onto open space, at or above the ground level
- There are a variety of places to sit
- Pedestrians have something to look at, whether it is a view of the street, landscaping, a mural, etc.

b. North/Northwest 85th Street Corridor and Greenwood Avenue North

Corridor, North of North 87th Street Pedestrian Environment

New development should enhance the pedestrian environment and encourage pedestrian activity along the North/Northwest 85th Street corridor and the Greenwood spaces and Avenue North corridor, north of North 87th Street. The following measures should be entrances encouraged:

- Building entries facing the street
- Pedestrian-oriented facades

- Weather protection
- Below-grade parking, when possible

c. Pedestrian Amenities

When possible, new development should integrate pedestrian amenities including but not limited to street trees, pedestrian lighting, benches, newspaper racks, public art and bike racks to maintain and strengthen pedestrian activity.

D-2 Blank Walls

Storefronts are encouraged to be located at the sidewalk edge, particularly in neighborhood commercial districts, and should be continuous, minimizing blank walls. Where unavoidable consider treating blank walls with one or more of the methods suggested in the Citywide Design Guidelines, including:

- installing vertical trellis in front of the wall with climbing vines or plant material;
- employing small setbacks; n employing different texture, colors, or materials;
- providing art or murals.

Design Review Guidelines for Multifamily and Commercial Buildings

The following are guidelines not among those superseded by Town Center or Neighborhood Guidelines, but that we feel are relevant to the project.

A-7: Residential Open Space Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

B-1: Height, Bulk, and Scale Compatibility Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

D-5: Visual Impacts of Parking Structures The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties

D-12: Residential Entries and Transitions For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.



Retail Entries

Garden Center



Residential

Landscape Design